WAYNE COUNTY, NY

RAIL-FREIGHT DEVELOPMENT PLAN

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Wayne County Economic Development and Planning Department
Wayne County Industrial Development Agency

RAIL-FREIGHT DEVELOPMENT PLAN

ACKNOWLEDGMENTS

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GTC's Commitment to the Public:

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

En Español:

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohibe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federa

TABLE OF CONTENTS

APPENDICES

(under separate cover)

LIST OF FIGURES

LIST OF TABLES

Executive Summary

A. Overview + Study Area

Why this plan and why now?

The Ontario Midland Railroad (OMID) is located primarily in Wayne County, New York and is operated by the Ontario Midland Railroad Corporation (OMID Corp.). A small portion of the railroad extends west into Monroe County where it terminates in the Town of Webster, New York adjacent to the Xerox complex. The railroad has experienced varying levels of activity over its 100+ year existence, and in more recent decades has seen an increase in demand from numerous local businesses.

The OMID short line connects with a regional distribution network with the potential to have regional, national, and international impacts with connections to a CSXT (AMTK) line stretching across the state from the Port of Buffalo to the Port of New York and beyond in either direction across the United States. Utilization of rail service can provide numerous benefits to companies' utilizing multi-modal transportation networks including costs savings leading to job creation while providing a more sustainable mode of movement of goods.

Food processing and advanced manufacturing was a focus of this study. Food processing and distribution account for 25% of jobs regionally, and advanced manufacturing accounts for 24% of the regional economy, and 33% of the total electronics and imaging market statewide. These industries provide significant opportunities in the marketplace. For example, the Global 3D Imaging Market (advanced manufacturing) is estimated to reach $26 billion by 2024; growing at a Compound Annual Growth Rate (CAGR) of 23.7% from 2016 to 2024. The global market for food processing and packaging is expected to reach nearly $31.5 billion by 2020 from about $25.7 billion in 2015, rising at a CAGR of 4.2%, from 2015 to 2020.

The OMID system has not seen any significant investment since OMID Corp. began operation in 1979. There are numerous companies along the rail line providing a significant number of jobs, as well as representing a key industry in the County. The recently announced expansion at Baldwin Richardson Foods has brought the rail line into focus and this plan will be the first step in refining the opportunities by identifying specific investments that will assist in the continued growth of these key industries.

How was this plan created?

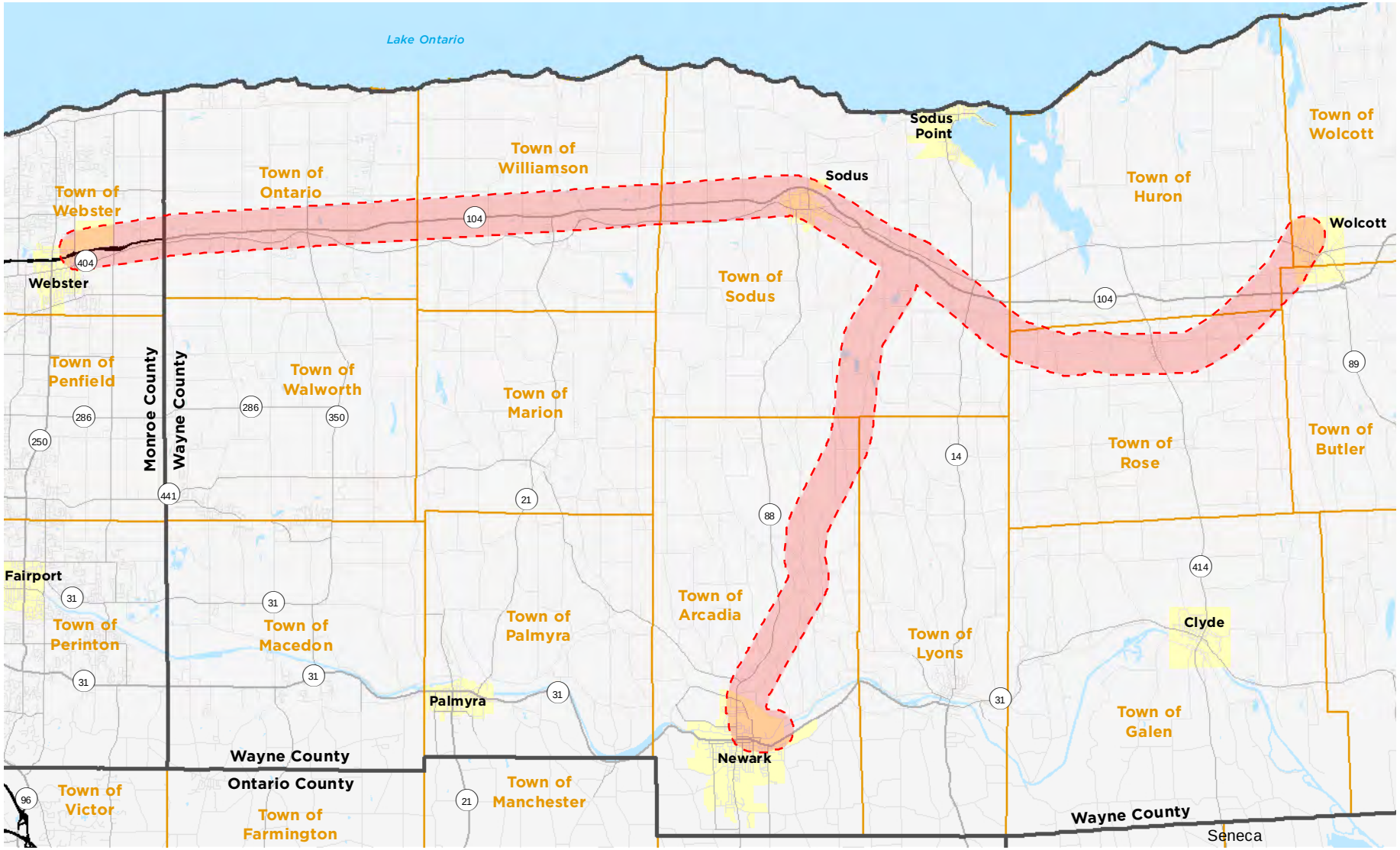
The creation of the rail-freight development plan included the vital participation of the Genesee Transportation Council, Wayne County, OMID Corp., a project steering committee, comprehensive consultant team, targeted analysis and key stakeholder interviews, and several public meetings. Everyone's active involvement, valuable insight, and dedication was essential in the preparation of the plan.

The planning process included two technical memorandums that are the foundation to the plan. Technical Memorandum #1 included an inventory and analysis of the OMID with a specific focus on the railroad network, operations, and users. In addition, this technical memorandum included a review of planning, zoning, and environmental opportunities and constraints adjacent to the railroad. Technical Memorandum #2 utilized the findings from Technical Memorandum #1 to develop a Rail-Enabled Business Opportunity Analysis which presents the findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. This analysis included a profile of rail-enabled or rail supported businesses that identifies infrastructure availability and needs, regulatory considerations, and supporting uses. In addition, Technical Memorandum #2 included the identification of potential sites suitable for rail-oriented business development.

These technical memorandums and insight from the steering committee meetings, public meetings, and consultant team were combined to form the plan.

Study / Focus Area

The study area included all of Wayne County while the focus area included the railroad and land/properties within ½ mile. The focus area was primarily in Wayne County, New York with a small portion in Monroe County, New York. Towns within this focus area included Arcadia, Sodus, Rose, Williamson, Ontario, Webster, and small portions of the Towns of Lyons, Huron, Butler, and Wolcott. Villages within this focus area included Newark, Sodus, Wolcott, and Webster.



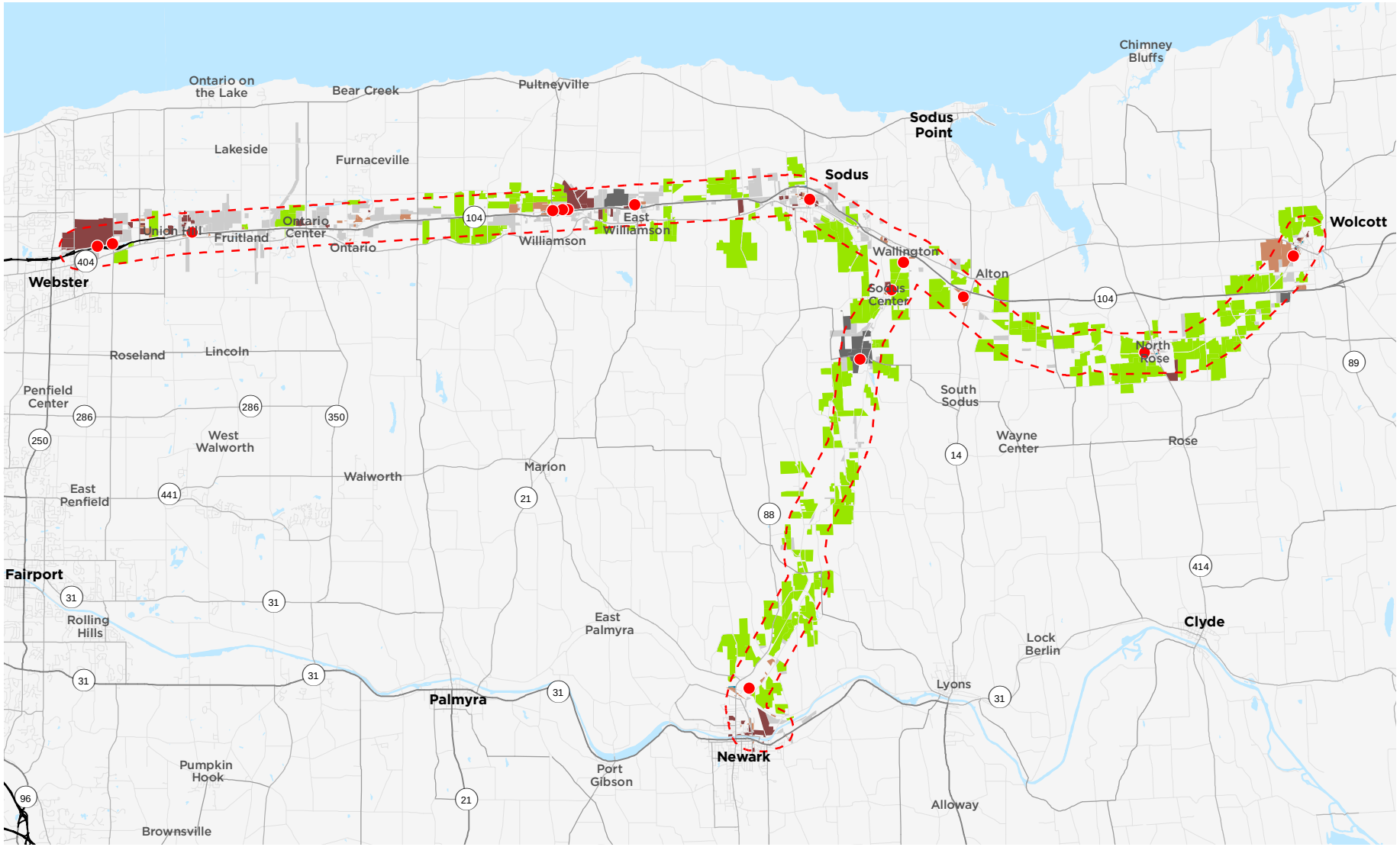
Study / Focus Area Map

- Focus Area
- County
- Towns
- Villages

B. Inventory Overview

A comprehensive inventory was completed to form an understanding of the OMID railroad, surrounding context, and the local planning, zoning, and policies directing the future of the railroad, supporting transportation infrastructure, and surrounding land uses. The review/analysis of planning, infrastructure, and environmental factors included the following: land use including rail-compatible and incompatible uses, land ownership, zoning, infrastructure, utilities, streams and water-bodies, wetlands, floodplains, agricultural districts, wildlife habitats, and environmental quality inclusive of known remediation sites. The review/analysis of the OMID rail network and operations included the following: track alignment, regional connections, track weight limits, sidings, and condition, location of rail yards and storage, intersecting roadways/grade crossings, bridges, vertical clearances, and general safety concerns. The review/analysis also includes a description of rail users and carriers, and planned improvements. The following table and maps on pages D-I summarizes the key findings from the inventory/ analysis.

Inventory Summary of Key Findings:	
1. The study area includes large areas of compatible land	A large percentage of land adjacent to the railroad and within the study area is rail-compatible. These rail-compatible lands could be combined and/or developed/ redeveloped for rail-dependent operations.
2. The study area includes large areas of agricultural land	The study area includes a large percentage of agricultural land, specifically orchard crops and field crops. There is potential for compatible agricultural uses to combine processes/ resources that would make rail transport more efficient/feasible. In addition, existing, planned, and future cold storage facilities would benefit from use of the OMID for regional transportation.
3. There are concentrated areas of industrial and commercial areas	Large areas of existing industrial and commercial land uses exist in Webster, Williamson, Newark, and Wolcott. This agglomeration of activity, combined with existing zoning, increases the potential and attractiveness of new rail-dependent operations and businesses. These areas will be further analyzed as part of the business opportunity analysis.
4. There are few publicly-owned lands adjacent to the railroad	Most of the land owned adjacent to the railroad and within the study area is privately owned. Future investments to encourage rail-dependent uses will need to utilize public-private partnerships.



Rail-Compatible Land Uses Map

- Manufacturing
- Warehouse/Storage
- Lumber Yards
- Mining
- Agricultural
- Vacant Land
- Industrial Sidings
- Focus Area

5. Utilities are concentrated in industrial, commercial, and population areas	Areas outside of population centers and existing industrial and commercial activity may have limited availability of infrastructure and utilities to support new rail-dependent operations. Additional evaluation will be completed as part of the business opportunity analysis.
6. Several areas of natural features may limit future development potential	The study area includes numerous areas of natural forests, large wetlands, streams that support trout, floodplains, and a unique environmental area within and around the Zurich Bog. While these areas have State and Federal protections that limit future development potential, there are large areas of land which are rail compatible and could support rail-dependent uses.
7. The OMID crosses numerous natural features	The OMID railroad crosses through numerous natural features including streams, wetlands, floodplains, and a small portion of the Zurich Bog. However, natural features have existed adjacent to the railroad for over 100 years and any new development will adhere to State and Federal regulations that protect these features.
8. Most agricultural land is located in an agricultural district	A large portion of the study area includes lands located in agricultural districts. This does not preclude development of appropriately-sized rail operations that support existing agricultural uses, such as facilities for the storage and transportation of agricultural products via the rail network to regional and national destinations.
9. There are several remediation sites within the study area	The study area includes several remediation sites in the State Superfund Program, Brownfield Cleanup Program, Environmental Restoration Program, and Voluntary Cleanup Program. The presence of these sites will be considered during the site specific analysis completed as part of the business opportunity analysis.
10. Freight volume on the OMID is increasing	The OMID has seen freight rail volume growth in recent years, effectively doubling its annual activity from 200 railcars per year in 2015 to 400 railcars in 2018. The company has managed to handle this growth in rail traffic even as it continues its ongoing maintenance and restoration work.
11. OMID operations would be impacted if traffic volumes grow	The current configuration of the mainline is adequate for the OMID's existing operations. Some constraints may exist if rail traffic grows. These include the 15-car limit for blocks of railcars interchanged with CSX in Newark, the S-curve in the alignment of the connecting track at this location, and railcar storage capacity for longer blocks of cars.
12. The limited number of intersecting high-volume roads reduces infrastructure costs	The flat terrain and the location of the OMID system away from major limited-access highways helps minimize infrastructure costs and constraints. There are no overhead rail bridges on the system, limited locations of cut/fill, and no undergrade bridges where the OMID crosses roadways.

13. The rail on the north-south alignment is in poor condition	The rail condition is generally worse on the north-south line segment than the east-west segment, primarily due to the heavy coal cars moved on this line in years past through the terminal at Sodus Point on Lake Ontario.
14. The rail on the east alignment is in poor condition	The rail, ballast and tie condition is generally worst at the eastern end of the system from North Rose to Wolcott.
15. Recent grants have improved the railroad infrastructure	The OMID's work to restore the rail infrastructure has been focused on tie replacement and ballast restoration projects in recent years.
16. Additional infrastructure improvements are needed to maintain operations	An important priority for the OMID to meet its current needs is a system-wide replacement of the existing rails. These rails have been in place for eighty years and longer, with some of them dating back to the late 19th century.
17. There are transload opportunities along the OMID	Current transload customers could be potential candidates for relocation to new sites along the OMID system where they could receive direct deliveries. One limitation of the existing OMID system is that it cannot accommodate double-sided transload operations.

C. Rail Freight Opportunities

The analysis of rail-freight opportunities utilized the findings from the review/analysis of planning, zoning, and environmental factors to develop a Rail-Enabled Business Opportunity Analysis which presents the findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. The analysis included a profile of rail-enabled or rail supported businesses that identified infrastructure availability and needs, regulatory considerations, and supporting uses. This information directly contributed to the identification of potential sites suitable for rail-oriented business development.

The analysis determined new business opportunities in Wayne County, New York associated with OMID's presence in the County. The identification of opportunities included an analysis/review of regional and national rail freight trends, data regarding rail-competitive commodities, individual business opportunities, and commodity-based business opportunities. The findings from this data-based analysis/review was used to consult/engage with the OMID Corporation and local businesses to determine local opportunities and constraints for new and expanded rail utilization. The results of both the data-based analysis and the consultation/engagement were utilized to determine rail-enabled business opportunities and preliminarily identify sites that are potentially suitable for rail-oriented business development.

Regional and National Freight Outlook

The analysis of the regional and national freight outlook identified commodities that represent potential opportunities for rail-oriented industrial development in Wayne County, irrespective of the industries that currently exist in the region and the commodities currently transported by rail in and through the County. These general findings served as the foundation for the detailed regional analysis in the next section. Key findings, issues, and opportunities include:

- OMID is ideally suited to serve customers moving freight in mixed/manifest trains
- Raw materials and intermediate products moved in bulk are ideal rail commodities for new industries in the study area
- OMID is currently oriented toward "inbound" freight railroad shipments
- Some commodities are suitable for either inbound or outbound shipments

Rail-Competitive Commodities Analysis

The analysis of rail-competitive commodities determined the types and volumes of commodities that are currently transported in and out of Wayne County by truck and that could potentially be transported by rail. Key findings, issues, and opportunities include:

- OMID is heavily oriented toward inbound shipments
- Existing inbound and outbound rail shipments are concentrated in a small number of commodity types
- There is a strong potential for inbound rail shipments for some commodities that are currently transported by truck

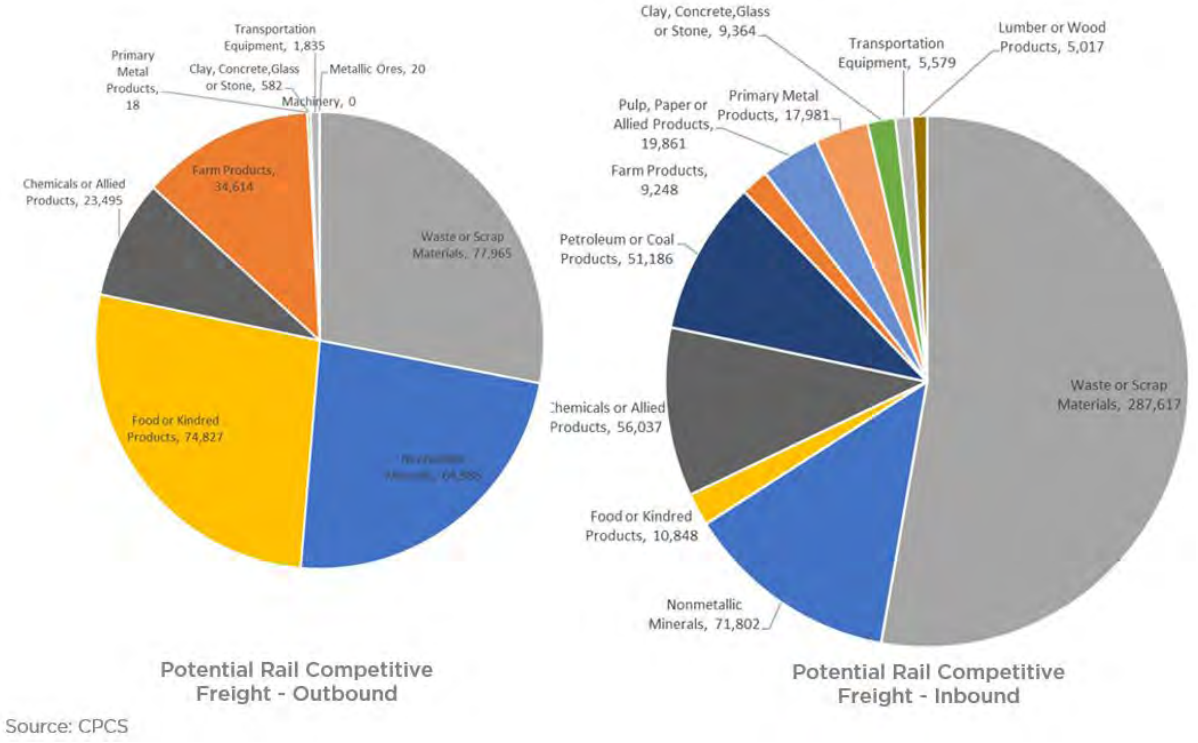
- There are opportunities to diversify outbound shipments and increase the volume of shipments currently transported by rail

Individual Business Opportunities Analysis

The analysis of individual business opportunities determined those businesses that have existing opportunities for increased rail utilization. In addition, the analysis considered businesses within Wayne County and businesses in proximity to serve the local segment of the supply chain. Key findings, issues, and opportunities include:

- Thousands of potential businesses were identified
- Businesses are clustered along OMID's east-west alignment
- Three commodities were identified with the greatest potential
- The current top three commodities were identified
- Mapping suggests that driving time is not a factor in business location
- After applying filters, 48 individual businesses were identified

Potential Rail-Competitive Commodities (Tons)



Source: CPCS

Commodity-Based Business Opportunities

The analysis of commodity-based business opportunities concluded that specific commodities could be further explored for local distribution/storage/transload. These include polymer/plastic/paint material, fertilizers and pesticides, propane, grain and animal feed, construction supplies, primary steel and vehicles. Table 13 on page 57 presents these commodities as well as examples of businesses likely to use or ship those commodities.

It should be noted that the opportunities with individual and groups of businesses are not mutually exclusive. If some individual businesses could seek dedicated facilities to the OMID line, other firms could prefer facilities to be operated by others and shared by smaller companies as well. The opportunities identified for individual and groups of businesses could therefore reinforce the need for specific transload or distribution facilities. The outcome of the consultation will provide this possibility.

Also, potential business opportunities have been identified in this section for all the types of commodities that were presented in the previous section as rail-competitive. Table 14 on page 57 links the types of commodities that had been identified as having a rail potential, either as a new commodity to be transported by rail or as having a potential for increased volume, and businesses that handle these commodities.

Potential Commodity-Based Business Opportunities

Commodities	Example of Business
Polymer/Plastic/ Sealant/Paint/ Pigment	PVC Molding Technologies CRC Polymer Systems, Scientific Polymer Products, Maco Pkg, Refractron, Parker, Silgan Container, WECO Manufacturing, CS Automation, Dynalec Corp, Spinco, Fred A. Nudd, Ankom
Fertilizer/pesticides	Nutrien AG Solution, many farms in the area
Propane	Superior Plus Propane, Suburban Propane
Grain/Animal feed	Marshall Farms, AN Martin Systems, Wayne County Eggs, El VI Farms
Construction supply	Finger Lakes Construction, All County Construction, G&G Sealcoating & Paving, Hynes concrete), Lakeside Construction
(stone, cement)	Studco
Primary Iron/Steel	Paige Equipment, Altra Rental and Supply, Nuttall Golf Cart, Erie Power Equipment, John S. Blazey, Landpro Equipment
Source: CPCS, from ReferenceUSA data	

The analysis of commodity-based business opportunities examined the market for groups of commodities and companies that could utilize and benefit from transload, storage or distribution of those commodities. Key findings, issues, and opportunities include:

- Pooled demand provides opportunity for transload, storage or distribution
- Several commodities were identified
- New businesses adjacent to OMID could support other new businesses that need rail access
- Other commodities were also identified

OMID & Local Business Engagement

The analyses conducted in the previous sections were based on the processing of available data and did not account for the OMID Corporation and local business perspectives, specific needs/interests, and constraints. Therefore, the analyses provided an overview of potential businesses which to some extent is theoretical, although backed by sound data and analysis. In order to provide additional support to the data-based analysis of business opportunities, we engaged with the OMID Corporation and individual companies identified by the project team, to seek their perspectives, needs/interest, and understand their constraints.

The railroad and business establishment outreach provided valuable insight into the operations and freight transportation needs of existing businesses in the study area. Key findings, issues, and opportunities include :

- Many industries located in Wayne County that handle commodities identified as strong potential candidates for rail transport are not currently suited to use freight rail.
- Desire for direct rail service or a transload operation
- Transload is best option for smaller businesses
- Commodities of interest include farming, minerals, and plastics
- Some commodities produced in Wayne County may be suitable for rail transportation even to destinations that are typically best suited for truck deliveries.

Rail-Oriented Development Profiles

A key element of this Rail-Freight Development Plan is the creation of a rail-oriented development profile to aid in the identification of sites with suitable characteristics for rail-oriented development and to be used in future planning as development opportunities arise. The creation of a rail-oriented development profile utilized a review/survey of transload facilities/ sites and rail-oriented industrial/manufacturing sites. This review/survey yielded typical site use and characteristics that would provide the basis for completing the profiles with estimated/ potential water demand, electrical demand, gas demand, potential number of new jobs, vehicle access, etc.

The first review/survey for the creation of the rail-oriented development profile utilized "development profiles" developed by Empire State Development for the following types of development:

1. High-Tech Manufacturing
2. Warehouse/Distribution/Logistics
3. Multi-Tentant Business and Technology Parks

The second review/survey for the creation of rail-oriented development profiles included the identification of typical transload sites that would be compatible and supportive of the types of future development identified earlier in this chapter. These sites included

Summary of Surveyed Transload Sites

Element	Profile
Site Size	• 10+ acres depending on needs of associated products to be transported • 20+ acres for mixed/multiple commodity sites
Vehicle Access	• Typically within close (~1 mile) proximity to a State or Interstate Highway • Some sites farther depending on location of customer base
Commodities	• Smaller facilities typically have specific commodities associated with area needs • Larger facilities accommodating a mixture of similar products that require comparable transload needs
Capacity	• Approximately 10 cars for smaller sites • 20+ cars for larger sites

Summary of Surveyed Rail-Oriented Development Sites

Element	Profile
Use	Food, pipe & plastic, packaging, storage tank, engine and turbine, rail equipment and chemical manufacturing, along with mixed and lumber warehousing
Site Size	5-10 acres for smaller, more compact sites based on the needs of the business 10-30+ acres for medium and larger size businesses
Building Size	Corresponds with site size and business needs with a median of approximately 150,000 Sqft
Vehicle Access	Typically within close (~1-5 miles) proximity to a State or Interstate Highway, with some facilities ~20+ miles from a highway.
Rail Access	Typically includes site and building access via a rail siding from the main line, with some sites requiring a rail spur followed by a siding.

both direct and transload sites of specific and mixed commodities. The sites include examples from developed industrial areas in New York, Pennsylvania, Texas, Iowa, and Alberta Canada. The third review for the creation of rail-oriented development profiles included the identification of typical rail-oriented development sites that would be compatible and supportive of the types of future development identified earlier in this chapter. These sites included a mix of uses including various manufacturers and warehousing. In total, 21 examples sites were identified from developed industrial areas in New York, Pennsylvania, and New Jersey.

The review/survey transload facilities/sites and rail-oriented industrial/manufacturing sites yielded typical site use and characteristics. Typical uses aligned with the findings from the Business Opportunities Analysis for in-demand industrial/manufacturing operations within Wayne County including plastics/packaging manufacturing, food manufacturing, and wood/lumber products operations. Typical characteristics for each of these uses was identified and document in the table on the following page. These characteristics

Profile of Rail-Oriented Development Sites

	Plastics/Packaging Manufacturer	Food Manufacturer	Wood/Lumber Products
Building Size	100,000 – 250,000 SF	100,000 – 200,000 SF	100,000 – 200,000 SF
Site Size	10 – 40 Acres	5 – 10 Acres	10 – 20 Acres
Electric	Demand: 3,186 – 7,965 KW Monthly Usage: 1,652,000-4,130,000 KWh	Demand: 1,323-2,646 KW Monthly Usage: 686,000-1,372,000 KWh	Demand: 1,863-3,726 KW Monthly Usage: 966,000-1,932,000 KWh
Natural Gas	Demand: 4,390 -10,974 CF/Hr Usage: 91,568-228,920 Therms/year	Demand: 1,822-3,646 CF/Hr Usage: 38,024-76,048 Therms/year	Demand: 2,567-5,134 CF/Hr Usage: 53,544-107,088 Therms/year
Water (minimum)	24,000 gpd – 60,000 gpd	393,000 gpd – 786,800 gpd	428,800 gpd – 857,600 gpd
Sewer/Wastewater (minimum)	24,000 gpd – 60,000 gpd	393,000 gpd – 786,800 gpd	428,800 gpd – 857,600 gpd
Vehicle Access	Typically within 5 miles of a state or interstate highway		
Rail Access	Direct building / site siding		
Number of Employees	200-500	200-400	200-400

Sources: Fisher Associates; BHX Engineering; U.S. Energy Information Administration, 1994. https://pacinst.org/reports/waste_not/appendix_c.pdf; Purdue University, "A Review of Energy Use in the Manufacturing Industry." Sarah Drescher, 2000; New York State Empire State Development Corporation, "Development Profile for High Technology Manufacturing Sites, August 2008.

Notes: (1) Utility-related estimates (Water, Sewer/Wastewater, Electric, and Natural Gas) are for generally planning purpose only and are not a substitute for user- and site-specific information needed to determine demand, usage, and capacity. (2) Industry averages approximately 1 employee per 500 sf of building. (3) Plastics/Packaging = 120 gallons/employee/day. (4) Food Manufacturing = 1967 gallons/employee/day. (5) Wood/Lumber Products = 2144 gallons/employee/day.

include building size, site size, vehicle access, and rail access. These characteristics then formed the basis for estimating additional site characteristics such as potential electrical, water, and gas demand, sewer/wastewater generation, and potential number of employees. These estimates were generation based on research and precedent from the U.S. Energy Information Association, Purdue University, New York State Empire State Development, Fisher Associates, and BHX Engineering.

Summary of Key Findings

The Rail-Enabled Business Opportunity Analysis presented findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. The results of both the data-based analysis and the consultation/engagement was utilized to determine rail-enabled business opportunities and identify potential sites for rail-oriented business development. The following summarizes the key findings from the Business Opportunity Analysis:

Opportunities Key Findings:

1. Commodities of interest include farming, minerals, and plastics	As documented previously in Section 6.0, the consultations conducted with local businesses confirmed interest for the transportation by rail of some of the commodities we had identified in the data-based analysis. The specific commodities that were identified as being of interest include animal feed for animal farms, fertilizer for farms, plastic pellets for the plastic industry, and construction/non-metallic minerals. The first three commodities are primarily inbound rail moves into this study area, while the last commodity would mainly involve outbound deliveries.
2. There may be opportunities to attract new rail-oriented industries beyond those that currently exist in the region	There are a number of commodities transported heavily by rail across North America that are not currently shipped to or from Wayne County in large quantities. These would be potential opportunities for entirely new industries that do not have a major presence in the region. Commodities that represent these new industrial development opportunities include plastics/rubber, sand/gravel, wood products, machinery, and electronics.
3. The north-south "spine" has some opportunity for rail-oriented development	The north-south "spine" of the OMID system is well positioned for rail service from a rail infrastructure standpoint, as this segment can accommodate 286,000-lb. railcars. However, this line segment generally has difficult terrain and does not have good highway access north of Newark and south of Route 104.
4. Transload is the best option for many existing and new businesses	With the exception of several prospective rail customers currently located on the OMID alignment, this study area is best suited for transload rail service to handle freight for existing businesses and potential new businesses that handle the rail-oriented commodities discussed previously in this document.
5. Waste material transport remains an option with a transload facility	Waste materials have been identified as a commodity type in this region particularly conducive to rail shipment. The industry outreach conducted to date did not reflect this, primarily due to the small size of most business establishments in the study area and the specialized nature of their businesses (e.g., auto scrap yards). However, there is also the possibility that a transload operation designed to accommodate this commodity will attract customers who do not currently see themselves as feasible candidates for rail service.
6. Any transload facility would require coordination between OMID and CSX	Any transload operation in the area will have to be developed in close coordination with the OMID and with CSX, so as to minimize replication of services on the existing CSX system in Buffalo, Rochester and Syracuse. A transload facility on the OMID system can still be an attractive option for local businesses due to the shorter truck haul distance within Wayne County than to facilities in nearby large cities, but the feasibility of such a facility would depend heavily on railroad pricing from CSX for the long-haul segment of the rail trip.

D. Site Identification and Target Areas

A key element of this Rail-Freight Development Plan was the Identification of sites with suitable characteristics for rail-oriented development that can accommodate increasing rail freight volume/demand and create more jobs. Sites could be partially developed or fully developed. Development could be either for a private site developer that would need direct or close access to rail, a new individual business needing direct rail access, or a new transload/distribution/storage facility with direct access and direct/remote storage.

The identification process was built on a set of characteristics/parameters that were used to identify individual properties suitable for this type of development and on a professional assessment of the sites after GIS analysis. These sites underwent further review, analysis, and refinement by the project team and steering committee for incorporation into this Plan.

The identification of potential sites included utilization of the data and findings from previous chapters of this Plan, key industrial/manufacturing site characteristics as defined by Empire State Development (ESD), and additional publicly available data from local, state, and federal sources. The site selection process included a multi-step analysis/review to evaluate properties throughout Wayne County with the potential for rail-oriented development.

The site selection process included the following five steps:

Step 1: The identification of suitable site characteristics/parameters

Step 2: High-level GIS-based screening process to narrow down the number of sites to be scored in Step 3

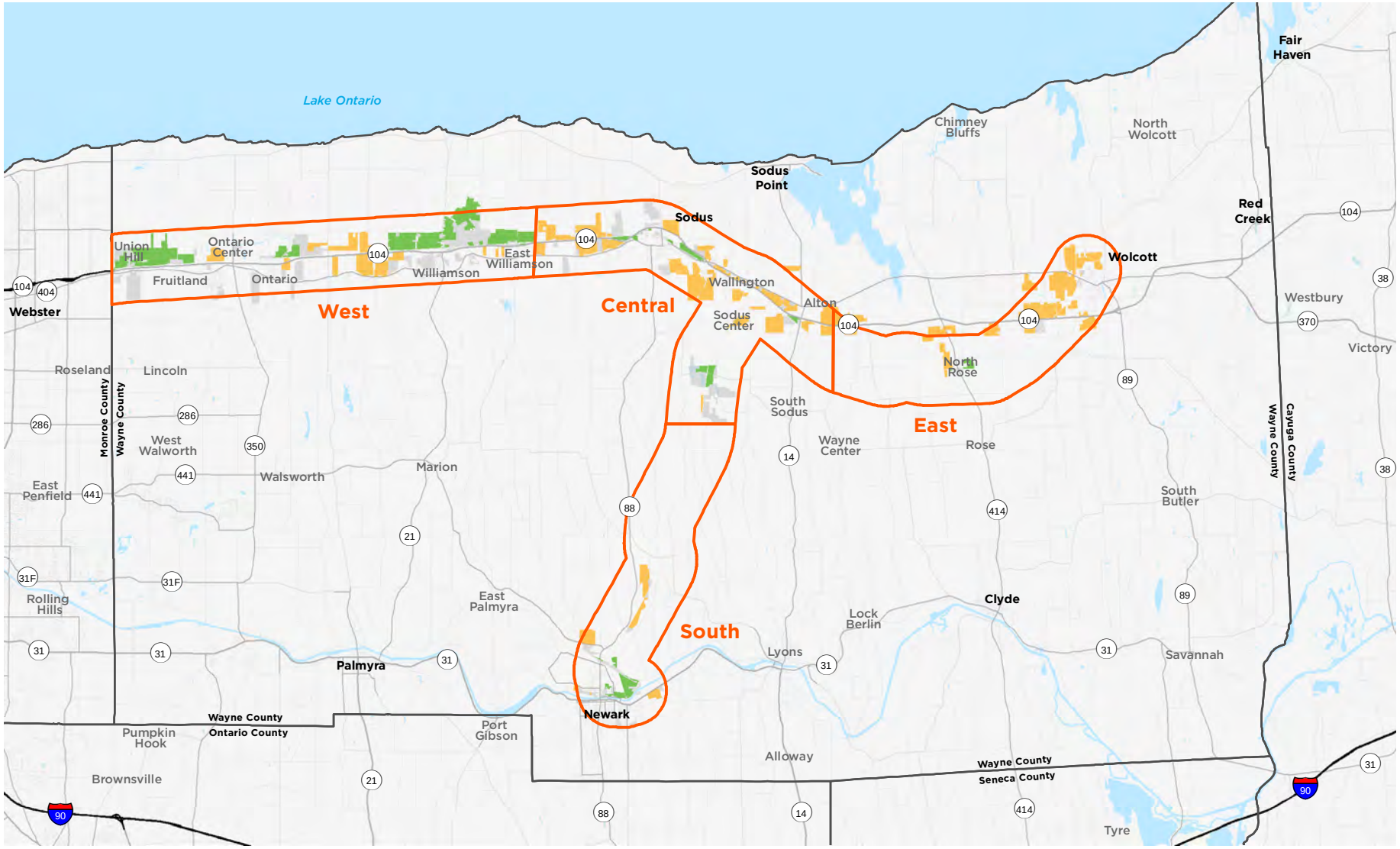
Step 3: Scoring of sites using GIS to identify sites with the most suitable characteristics

Step 4: Additional review of site characteristics without GIS-based data

Step 5: Final site selection of properties with the most suitable characteristics across all geographies of the focus area (wester, central, east, and south target areas)

The identification of sites with suitable characteristics included review by the Steering Committee, Wayne County, and presentation during the third public meeting. Overall, there are numerous properties in the focus area and throughout Wayne County that could be developed for industrial, manufacturing, or warehousing uses supported by OMID. The generally flat, level terrain in the study area, large sizes of many existing properties, proximity to the Rochester metropolitan area, and the presence of OMID make the area an ideal location for large-scale rail-oriented site development. The results of the site selection process identified 135 sites with high suitability and 119 sites with moderate suitability. High suitability sites include any site that is zoned industrial, has favorable or partially favorable site configuration, is not already developed, is not limited or is only partially limited by wetland, is not within a rare plants and animals area, and/or does not meet the criteria for a Moderate or Low Suitability site. Moderate suitability sites are any site that is zoned commercial or agricultural, is on the opposite side of Route 104 from the OMID line, and/or does not meet the criteria for a Low Suitability site. Low suitability sites include any site that is zoned residential, mixed-use, non-industrial PUD, or airport, has an unfavorable site configuration, is already developed, is limited by wetlands, is within a rare plants and animals area, or has unfavorable topography.

A map of site suitability is provided to the right. In addition, a Google Map has been created which shows the highly and moderately suitable sights along the OMID line: Google Map of Suitable Sites


Lake Ontario
Fair Haven
Chimney Bluffs
North Wolcott
Sodus Point
Red Creek
Sodus
Wolcott
Union Hill
Ontario Center
Fruitland
Ontario
Williamson
East Williamson
Wallington
Alton
Sodus Center
Webster
West
Central
East
Westbury
Victory
Roseland
Lincoln
North Rose
South Sodus
Monroe County
Wayne County
West Walworth
Wayne Center
Rose
Walsworth
Marion
East Penfield
South Butler
Cayuga County
Rolling Hills
East Palmyra
Clyde
Lock Berlin
South
Palmyra
Lyons
Savannah
Newark
Pumpkin Hook
Ontario County
Port Gibson
Alloway
Brownsville
Seneca County
Tyre
Site Suitability
High Suitability
Moderate Suitability
Low Suitability
Focus Area
0 0.5 1 2 3 4 5
Miles

E. Summary of Recommendations

Recommendations were developed based on review and consideration of: Technical Memorandum #1 – Inventory and Analysis of Existing Conditions (Appendix G); Technical Memorandum #2 – Rail Enabled Business Opportunity Analysis (Appendix H); other relevant plans and studies that identify options for improving rail operations and infrastructure; best practices for rail operations and infrastructure; and input from the Ontario Midland Railroad Corporation, Project Steering Committee, and Wayne County. Recommendations include physical, capital improvements to the existing OMID system and adjacent infrastructure, strategies that would improve operations and collaboration, and land use / policy strategies that may translate into legislation, regulations, and procedures to be adopted at various levels of government. Recommendations are grouped into the three categories: Baseline, Strategic, and Target Area. A listing of recommendations along with costs/prioritization is presented on the following page.

Baseline Recommendations

Baseline recommendations include rail infrastructure maintenance and improvement items with the goal of maintaining and upgrading (where necessary) the existing OMID system to a state of good repair. These recommendations assume two conditions: (1) Existing rail operations and customers in place; and (2) A hypothetical new customer in the Wolcott area that would be served via the eastern leg of the T-shaped OMID system.

Strategic Recommendations

Strategic recommendations include planning/ collaboration, marketing & promotion, targeted development, and infrastructure improvement strategies and projects. These recommendations would enhance the competitive advantage of the OMID system and bring new rail-oriented business to the OMID corridor and Wayne County. These recommendations were developed with consideration of the Inventory and Analysis of Existing Conditions (Technical Memorandum #1), Rail Enabled Business Opportunity Analysis (Technical Memorandum #2), GTC Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region, NYS Freight Plan, local and regional land use, strategic, and economic plans, and in consultation with the Project Steering Committee.

Target Area Recommendations

Target area recommendations focus on specific areas/sites within the four geographic areas of the OMID System: West, Central, East, and South. In conjunction with strategic recommendations, these recommendations would facilitate new rail-oriented development by enhancing the competitive advantage of the OMID system. These recommendations focus on strategies and projects for rail and road infrastructure and site access, utility infrastructure, land use and zoning policy, publicly-owned land, and existing industrial parks and zoning districts. In addition, known environmental remediation concerns were considered for those sites identified as having suitable characteristics in Chapter 4. Similar to strategic recommendations, these recommendations were developed with consideration of the Inventory and Analysis of Existing Conditions (Technical Memorandum #1), Rail Enabled Business Opportunity Analysis (Technical Memorandum #2), GTC Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region, NYS Freight Plan, local and regional land use, strategic, and economic plans, and in consultation with the Project Steering Committee.

Cost Estimates and Project Prioritization

The following estimates of probable cost were developed for Baseline, Strategic, and Target Area recommendations, as applicable. These estimates are designed to provide concept level costs for each recommendation, focusing on physical improvements, to guide the pursuit of grant opportunities to facilitate implementation. Each recommendation is ranked so that they can be prioritized by the County or other agencies pursuing funding for project implementation.

ID	Baseline Recommendation	Estimate of Probable Cost	Priority Level*	Notes
B-1	Tie replacement (Route NY-14 to Route NY-414)	1,600,000	Short-term	Every third tie replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-2	Tie replacement (NY-414 to Wolcott)	3,000,000	Short-term	Two-thirds of ties replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-3	Tie replacement (Tuckahoe Road to Webster)	4,150,000	Short-term	Every other tie replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-4	Ballast restoration/replacement (Tuckahoe Road to Webster)	250,000	Short-term	9.8 miles + 2% adjustment factor. 600 tons per mile. Estimated $29.85 per ton. No design and CM cost.
B-5	Rail replacement (east-west alignment)	14,600,000	Short-term	Approximately 320,000 linear feet of rail at $35/LF. 100-lb. rail used for estimate. Assume 14 out of 29 switches to be replaced. Estimated $15,000 per grade crossing for 46 grade crossings; surface improvements only. No design and CM cost.
B-6	Rail replacement (north-south alignment)	6,000,000	Short-term	Approximately 132,000 linear feet of rail at $35/LF. 100-lb. rail used for estimate. Assume 5 out of 9 switches to be replaced. Estimated $15,000 per grade crossing for 13 grade crossings; surface improvements only. No design and CM cost.
B-7	Erosion control/restoration along Ganargua Creek near Pulver Road	500,000	Short-term	Very rough estimate; likely much higher than actual cost. Based on full 1,850-ft. track length alongside the creek.

* Priority Levels:
Short-term would occur within 3-5 years

ID	Strategic Recommendation	Estimate of Probable Cost	Priority Level*	Notes
S-1	Establish Implementation Committee	N/A	Short-term	Non-infrastructure recommendation
S-2	Enhance Collaboration in Economic Development and Promotional Efforts	N/A	Short-term	Non-infrastructure recommendation
S-3	Track and Actively Support Transportation Legislation	N/A	Short-term	Non-infrastructure recommendation
S-4	Coordinate with Local Municipalities Regarding Ongoing and Future Rail Freight and Transportation Planning & Zoning	N/A	Short-term	Non-infrastructure recommendation
S-5	Expand Online Mapping to Facilitate Site Selection for Real Estate Brokers	N/A	Mid-term	Non-infrastructure recommendation
S-6	Target Development of Existing Industrial Sites and Parks, Site-Ready sites, Pad-Ready Sites, and Shovel-Ready Sites	N/A	As Needed	Non-infrastructure recommendation
S-7	Improve Existing Rail Connection with CSX “Main-Line” in Newark	1,800,000	Mid-term	Assumes 1,000 feet of new rail alignment. Includes clearing, grading and new ballast. Includes $500,000 estimated cost for NEPA EIS.
S-8	Investigate Locations for a Transload and Cross Dock Facilities	3,300,000	Short-term	Rail infrastructure costs only. Conceptual layout includes 4 stub-end tracks in yard at 1,500-ft. length each plus 500-ft. lead track to mainline; new mainline 1700-ft. runaround track; 3 internal switches + 1 mainline switch + 2 runaround track switches. Assume 10-acre parcel size for grading and clearing purposes. Transload equipment needs will be commodity-dependent and are not included.
S-9	Plan for Track Improvements and New Switches for Industrial Site Access	325,000	As needed	Estimate based on new 500-ft. siding at each site, plus mainline switch and end-of-track heavy duty railcar bumper. It is assumed that site clearing and grading will be done separately as part of overall site development process.

* Priority Levels:
Short-term would occur within 3-5 years
Mid-term would occur within 5-8 years
As-needed would occur as opportunities present themselves

ID	Target Area Recommendation	Estimate of Probable Cost	Priority Level*	Notes
West-1	Improve and Expand Industrial Park Site Access, Internal Circulation, and Utility Infrastructure	See Below	See Below	See Below
	Beh Industrial Park, Commerce Center Industrial Park, Wayne Industrial Sustainability Park			
	1. Extend Timothy Lane west to County Line Road	4,300,000	Short-term	Rough Estimate for Design, Construction Inspection and Construction for 2700′ of new road . Includes inflation for construction in 2025. Cost for ROW not included.
	2. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Short-term	Non-infrastructure recommendation
	Ontario Industrial Park			
	1. Extend eastern site access road across Bear Creek	3,700,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 2000′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	2. Extend utility and communication services along extended roadway across Bear Creek.	400,000	Long-term	Very Rough estimate of utility cost. Cost could be much higher depending on required infrastructure
	3. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Long-term	Non-infrastructure recommendation
	Williamson Industrial Park			
	1. Extend site access road into industrial park	4,800,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 3500′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	2. Evaluate secondary ingress/egress connection along Tuckahoe Road	5,500,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 4000′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	3. Extend utility and communication services along extended roadway	1,100,000	Long-term	Very Rough estimate of utility cost. Cost could be much higher depending on required infrastructure
	4. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Long-term	Non-infrastructure recommendation
West - 2	Examine Feasibility of a Rail Spur into Beh Industrial Park	N/A	Mid-term	Non-infrastructure recommendation
West - 3	Examine Feasibility of Expanding Williamson Industrial Park	N/A	Mid-term	Non-infrastructure recommendation

ID	Target Area Recommendation	Estimate of Probable Cost	Priority Level*	Notes
West - 4	Construct New Runaround Track Along OMID Right-of-Way West of NY-104 Grade Crossing in Sodus	775,000	Mid-term	Estimate based on 1,700-ft. track length + 2 new switches. Assumed no site work is needed within existing OMID right-of-way. Also assumes improvements are needed at adjacent grade crossings.
West - 5	Private Driveway Closures and Potential Improvements of Other Roadway Access for These Properties	30,000	Short-term	Cost of closing driveways is assumed to be minimal. Estimate is for 3 closures at $10,000 each. Barriers and/or signage only.
West - 6	Examine Feasibility of a New Transload Facility	3,3000,000	Short-term	See Strategic-8 for description.
Central - 1	Discuss Feasibility of Expanding Industrial Zoning to Facilitate Development	N/A	Short-term	Non-infrastructure recommendation
Central - 2	Construct New Runaround Track Along OMID North-South Line	770,000	Mid-term	See West-4 for description.
East - 1	Examine Feasibility of a New Transload Facility	3,300,000	Short-term	See Strategic-8 for description.
East - 2	Relocation of Existing OMID Runaround Track in North Rose.	770,000	Mid-term	Cost is based on the prototypical runaround tracks documented previously. No dismantling cost for existing runaround track is included, nor is any cost reduction from re-use or salvage value of existing hardware.
East - 3	Discuss Feasibility of Industrial Zoning Near Wolcott	N/A	Short-term	Non-infrastructure recommendation
South - 1	Track Improvements at Welcher Road Siding	30,000	Mid-term	Estimate based on 550-ft. track length. Track maintenance and restoration only; no new rail needed.
South - 2	Newark Yard rehabilitation	2,075,000	Mid-term	Estimated 4,200 feet of track alignment. Assume all track to be replaced. Includes two new transload platforms at 15′ x 90′ x 4′ slab on grade construction. Assumes all switches (5) to be replaced.
South - 3	Transload Facility Restoration at Newark Yard	610,000	Mid-term	Some overlap with South-2 costs if both are done. South-3 can be done as a stand-alone project. Estimated 1,100 linear feet of track rehabilitated. Restore/extend existing transload platforms. Estimated 12,000 square feet of new concrete pavement for truck access on existing site.
South - 4	Facilitate Discussion with Landowners and Village of Newark Regarding Sites Along Van Buren Street	N/A	Short-term	Non-infrastructure recommendation

* Priority Levels:
Short-term would occur within 3-5 years
Mid-term would occur within 5-8 years
Long-term would occur in more than 8 years
As-needed would occur as opportunities present themselves

1 Introduction

1.6 Overview

Why this plan and why now?

The Ontario Midland Railroad (OMID) is located primarily in Wayne County, New York and is operated by the Ontario Midland Railroad Corporation (OMID Corp.). A small portion of the railroad extends west into Monroe County where it terminates in the Town of Webster, New York adjacent to the Xerox complex. The railroad has experienced varying levels of activity over its 100+ year existence, and in more recent decades has seen an increase in demand from numerous local businesses.

The OMID short line connects with a regional distribution network with the potential to have regional, national, and international impacts with connections to a CSXT (AMTK) line stretching across the state from the Port of Buffalo to the Port of New York and beyond in either direction across the United States. Utilization of rail service can provide numerous benefits to companies' utilizing multi-modal transportation networks including costs savings leading to job creation while providing a more sustainable mode of movement of goods.

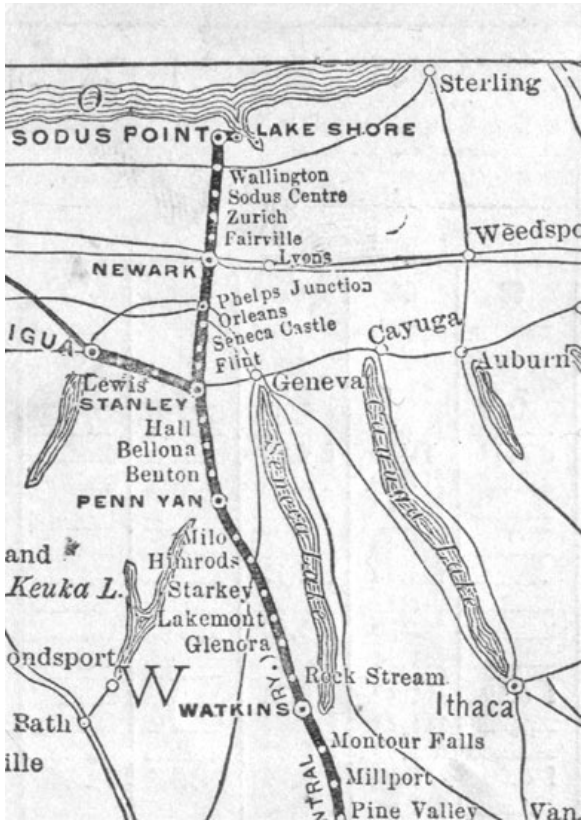
Food processing and advanced manufacturing was a focus of this study. Food processing and distribution account for 25% of jobs regionally, and advanced manufacturing accounts for 24% of the regional economy, and 33% of the total electronics and imaging market statewide. These industries provide significant opportunities in the marketplace. For example, the Global 3D Imaging Market (advanced manufacturing) is estimated to reach $26 billion by 2024; growing at a Compound Annual Growth Rate (CAGR) of 23.7% from 2016 to 2024. The global market for food processing and packaging is expected to reach nearly $31.5 billion by 2020 from about $25.7 billion in 2015, rising at a CAGR of 4.2%, from 2015 to 2020.

The OMID system has not seen any significant investment since OMID Corp. began operation in 1979. There are numerous companies along the rail line providing a significant number of jobs, as well as representing a key industry in the County. The recently announced expansion at Baldwin Richardson Foods has brought the rail line into focus and this plan will be the first step in refining the opportunities by identifying specific investments that will assist in the continued growth of these key industries.

How was this plan created?

The creation of this rail-freight development plan included the vital participation of the Genesee Transportation Council, Wayne County, OMID Corp., a project steering committee, comprehensive consultant team, targeted analysis and key stakeholder interviews, and several public meetings. Everyone's active involvement, valuable insight, and dedication was essential in the preparation of the plan.

The planning process included two technical memorandums that are the foundation to this plan. Technical Memorandum #1 includes an inventory and analysis of the OMID with a specific focus



on the railroad network, operations, and users. In addition, this technical memorandum includes a review of planning, zoning, and environmental opportunities and constraints adjacent to the railroad. Technical Memorandum #2 utilizes the findings from Technical Memorandum #1 to develop a Rail-Enabled Business Opportunity Analysis which presents the findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. This analysis includes a profile

of rail-enabled or rail supported businesses that identifies infrastructure availability and needs, regulatory considerations, and supporting uses. In addition, Technical Memorandum #2 includes the identification of potential sites suitable for rail-oriented business development.

These technical memorandums and insight from the steering committee meetings, public meetings, and consultant team were combined to form this plan.

How will this plan be used?

The GTC, Wayne County, and OMID will work hand-in-hand to implement recommendations from this Plan with a focus on the unique and strategic opportunities the planning process identified. In addition, the plan will be used in a systematic fashion by local municipalities, authorities, and agencies to align resources for further analysis of recommendations and planning resources for implementation.

1.7 Wayne County Rail Background and History

The modern railroad system in New York State traces its roots to the establishment of the Consolidated Railroad Corporation (Conrail) in 1976 out of the remnants of six major Northeastern U.S. railroads. This began a period of consolidation and rationalization in the railroad industry over the course of more than two decades, from the industry's deregulation under the Railroad Revitalization and Regulatory Reform Act of 1976 (the "4R Act") and the Staggers Rail Act of 1980 to the eventual acquisition of Conrail by Norfolk Southern and CSX in the late 1990s.

The deregulated railroad industry is now dominated by seven major Class I railroads. Four of them – CSX, Norfolk Southern, Canadian National and Canadian Pacific – operate in the Northeast U.S. on their own railroad networks and through shared-access agreements. During the consolidation process previously mentioned, these railroads have sold off and abandoned many of their less profitable lines and have moved to a business model concentrated on moving large volumes of freight on their main lines. Local customers on branch lines are increasingly served by regional (Class II) and short line (Class III) railroads that provide interchange service with the Class I carriers. The OMID is one such interchange service provider and is a short line partner with CSX.

The deregulation of the railroad industry was

complemented by a parallel deregulation of the trucking industry under the Motor Carrier Act of 1980. These changes in the trucking industry resulted in a dramatic decline in trucking rates. This placed increasing competitive pressure on the railroad industry but also promoted a "modal rationalization" of freight transportation in the U.S. where each major freight transportation mode built its business model around those markets and services where it operated most efficiently. Railroads have grown to serve customers whose large economies of scale involve movements of heavy cargo over long distances, while the trucking industry is ideally suited to serve shorter hauls, time-sensitive deliveries over longer distances, and local "first-mile/last-mile" deliveries for shippers and receivers. These factors have also spawned the growth of intermodal freight transportation across North America in recent decades. The shipping container has replaced the boxcar and the traditional box trailer for many domestic and international deliveries, and a shipper's direct access to a freight railroad has become less critical than its access to a nearby rail intermodal facility such as the CSX Yard in Syracuse, New York and CSX Transportation Frontier Yard in Buffalo, New York.

The growing economies of scale in the railroad industry are an important consideration in local industrial development decisions. On branch lines such as the OMID system, freight houses and small industrial sidings for small local industries with low freight volumes have become less attractive for rail service than larger customers, those with specialized handling requirements (liquid bulk cargoes and refrigerated storage, for example), and transload operations that have the flexibility to serve customers that are not located directly adjacent to a rail line. Industrial development opportunities must also contend with residential and commercial development pressure in many of the historic towns and villages along the rail lines.

The Ontario Midland Railroad Corp. operates on a rail network that was acquired by Wayne County when the remnants of the former Pennsylvania Railroad and New York Central lines in this area were abandoned by the Consolidated Rail Corporation (Conrail) in 1979. The Ontario Midland Railroad Corp. was incorporated in October 1979 to serve customers along the former Conrail lines. The rail bed and track infrastructure had been allowed to deteriorate under Conrail's ownership in the 1970s as the rail consolidation and rationalization process described previously unfolded.

The railroad has operated under the terms of lease agreements with Wayne County since that time. Under these agreements the Ontario Midland Railroad Corp. operates the rail service and is responsible for maintenance and upgrades to the infrastructure, with funding typically provided through grants from external sources such as the New York State rail freight assistance program.

The current five-year lease agreement between Wayne County and the OMID was signed in 2021. Rail volumes have grown in recent years, but the OMID is involved in an ongoing process to maintain and upgrade the system from the decayed condition that existed when Conrail sold off the system in 1979. The maintenance and restoration of the railroad are essential to supporting the business operations of the railroad as it serves industries in Wayne County, and will be critical to the County's efforts to attract new rail-oriented industries into the region.

1.8 Study / Focus Area

The study area includes all of Wayne County while the focus area includes the railroad and land/properties within ½ mile. The focus area is primarily in Wayne County, New York with a small portion in Monroe County, New York. Towns within this focus area include Arcadia, Sodus, Rose, Williamson, Ontario, Webster, and small portions of the Towns of Lyons, Huron, Butler, and Wolcott. Villages within this focus area include Newark, Sodus, Wolcott, and Webster. See "Figure 1: Study / Focus Area Map" on page 5 and additional study / focus area maps in Appendix A.

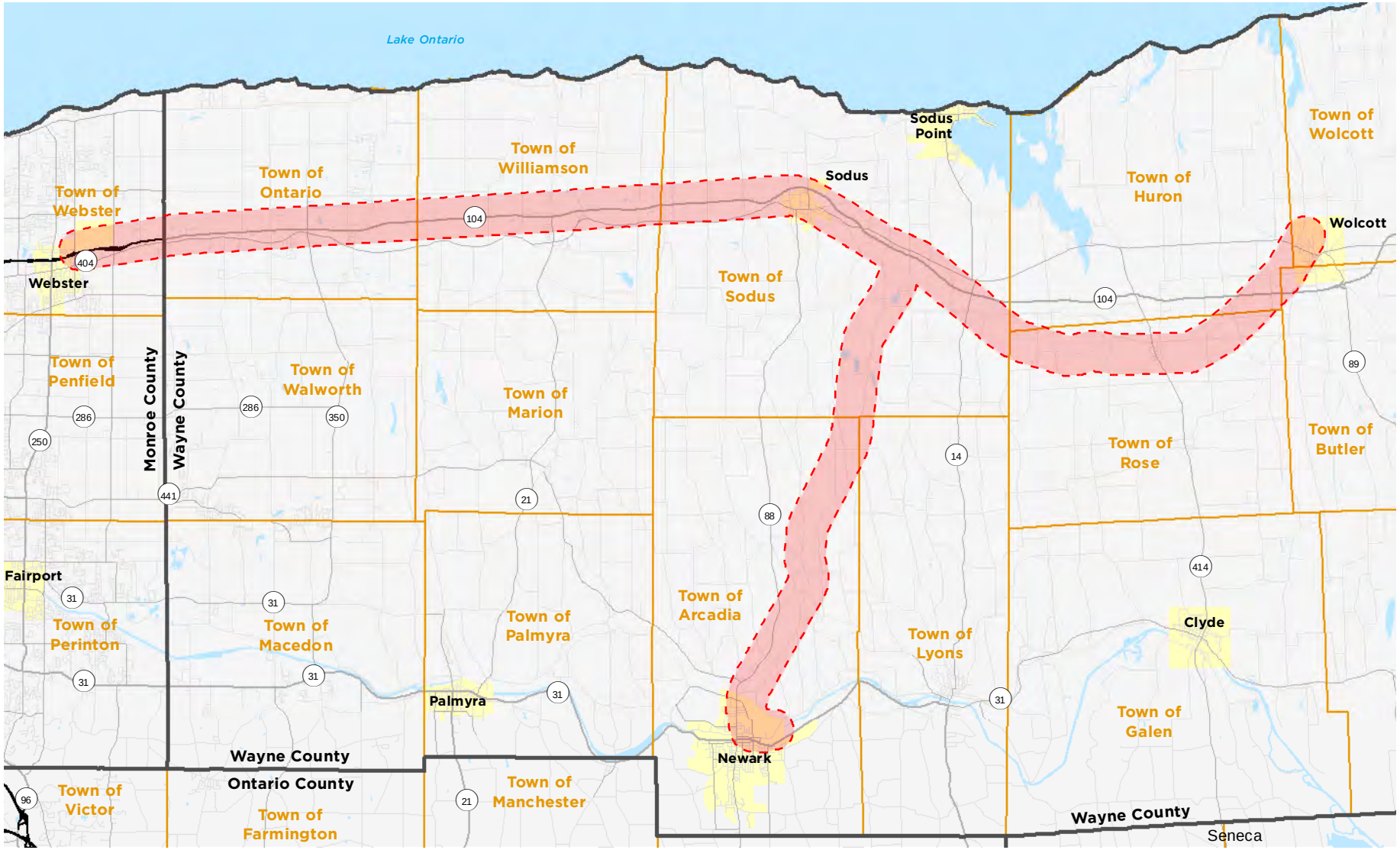


Figure 1: Study / Focus Area Map

- Focus Area
- County
- Towns
- Villages

1.9 Stakeholder/Public Engagement Process

Overview

Understanding the opportunities and limitations/concerns of local and regional rail freight stakeholders, rail freight businesses, and local residents was critical to the planning process and development of this Rail-Freight Development Plan. To ensure that many voices were heard, we carried out a robust public engagement process throughout the development of the plan. This process included the creation of a public engagement plan, a project steering committee, stakeholder interviews, and three public meetings.

The public engagement plan is available in Appendix B and includes an outline of public engagement objectives, an overview and contact information for the project steering committee members, meeting plans for the steering committee meetings and the three public meetings, and a description of other outreach activities that were planned to place during the planning process.

Project Steering Committee

The Project Steering Committee (PSC) provided guidance, insight, and feedback throughout the project including project tasks and deliverables, stakeholder identification and interviews, and public meetings. PSC committee members were chosen by the Wayne County Industrial Development Agency (WCIDA) and includes the OMID Corp., GTC, Greater Rochester Enterprise, Empire State Development, Genesee/Finger Lakes Regional Planning Council, and the Town of Williamson. The planning process included five PSC meetings held at key points/milestones during the project. Meeting minutes from each meeting are provided in Appendix B. A summary of each meeting is provided below.

PSC MEMBERS	
Jody Binnix, AICP	Genesee Transportation Council
Leah VanScott	Greater Rochester Enterprise
Michael Clarey	Greater Rochester Enterprise
Stephen Golding	Empire State Development
Brian Pincelli, AICP	Wayne County Ind. Development Agency
Joe Rizzo	Rochester Gas & Electric
Kyle Banks	Rochester Gas & Electric
Sandi Saracen	Ontario Midland Railroad Corporation
Paul Saracen	Ontario Midland Railroad Corporation
David Zorn	Genesee/Finger Lakes Regional Planning Council
Anthony Verno	Town of Williamson

Table 1: Project Steering Committee Member List

#1 PSC Meeting
June 19, 2019

This meeting included a kick-off of the planning process for the Rail-Freight Development Plan. The meeting covered project goals and objectives, overview of the planning process, project timeline, anticipated stakeholder and public engagement methods, and preliminary inventory of issues and opportunities.

#2 PSC Meeting
November 18, 2019

This meeting included a presentation and discussion of Technical Memorandum #1 - Inventory and Analysis of Existing Conditions, draft public engagement plan, and preparations for the first public meeting. In addition, the attendees discussed next steps and the incorporation of key findings from Technical Memorandum #1 into the analytical process for the creation of Technical Memorandum #2.

#3 PSC Meeting
August 31, 2020

The third PSC meeting included a debrief and discussion of the first public meeting and the comments received during that meeting. The meeting also included a presentation and discussion of Technical Memorandum #2 - Rail-Enabled Business Opportunities Analysis. PSC members and the consultant team discussed the preliminary list of sites with suitable characteristics for rail-oriented development and next steps including the incorporation of key findings from Technical Memorandum #2, updating the site selection methodology, and drafting recommendations for PSC review.

#4 PSC Meeting
May 18, 2021

This meeting included a debrief and discussion

of the second public meeting and the comments received during that meeting. The meeting also included a presentation and discussion of a revised/expanded list of sites with suitable characteristics for rail-oriented development, draft rail-oriented recommendations / target area plans, and discussion of next steps including the final public meeting, and preparations for the draft Rail-Freight Development Plan.

#5 PSC Meeting
August 23, 2021

The final PSC meeting included a review of public meeting #3, presentation of the draft document, presentation and review of recommendations and cost estimates, presentation of draft profiles., and next steps for completion of the project.

Stakeholder Interviews

Targeted interviews of select local businesses, property owners, and targeted industry group stakeholders were completed by the consultant team. Stakeholders that were interviewed were identified by the WCIDA, PSC members, OMID Corp., and the consultant team. A summary of stakeholder interviews and the incorporation of their comments into the planning process is provided in Section "4.6 OMID & Local Business Engagement" on page 58.

Public Meetings

The planning process included three public meetings that aligned with key points/milestones during the development of the Plan. Meetings were held at the completion of Technical Memorandum #1, Technical Memorandum #2, and draft findings and recommendations. Meetings were designed in two different formats: public meeting and public open house. Each style of meeting aligned with specific goals for providing technical information, forums for discussions and knowledge sharing, and seeking community input/feedback. Meeting summaries and materials for all three meetings are included in Appendix B with brief meeting summaries provided below.

Public Meeting #1 (in-person)
12/10/2019

The first public meeting included a formal kick-off of the planning process for the Rail-Freight Development Plan with a welcome from the CEO and Executive Director of the WCIDA and the Wayne Economic Development Corporation (WEDC), Brian Pincelli. The meeting included a presentation which provided an overview of the plan's scope, study / focus area, schedule, public engagement process, and project website. The meeting also included presentation of key findings from Technical Memorandum #1 and breakout stations for the public to leave feedback and comments.

Public Meeting #2 (virtual)
10/27/2020

The second public meeting included a brief presentation which provided an overview of the project status including the impact of the COVID-19 Pandemic on the project's schedule, key findings from public meeting #2, sites identified as having suitable characteristics for rail-oriented development, and next steps for the planning process. In addition, there was a Q&A session held at the end of the meeting for the public to leave feedback and comments.

Public Meeting #3 (in-person)
6/8/2021

The third and final public meeting was held at the Town of Williamson Town Hall in an open house format in conjunction with the Town Board's meeting. Meeting materials included key findings, revised maps of sites with suitable characteristics, and project recommendations. Members of the project team were available to discuss opportunities and challenges for any member of the public and for the members of the Williamson Town Board.

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2 Planning, Infrastructure, and Environmental Context

2.1 Overview + Context

The OMID is located with a primarily suburban/ rural county with several smaller-scale villages , towns, and numerous residential, commercial, and agricultural areas. The OMID traverses the Towns of Arcadia, Sodus, Rose, Williamson, Ontario, Webster, and small portions of the Towns of Lyons, Huron, Butler, and Wolcott. The OMID also traverses the Villages of Newark, Sodus, Wolcott, and Webster. Within these towns and villages and distinct land use patterns, zoning/ land use controls, and diverse environmental features.

The following inventory and analysis includes a review of land use including rail-compatible and incompatible uses, land ownership including publicly-owned land, zoning, infrastructure and utilities, streams and water-bodies wetlands, floodplains, agricultural districts, wildlife habitats, and environmental quality including review of state and federal databases for remediation concerns/activities. Key issues and opportunities identified in the inventory and analysis are included at the end of this chapter.

2.2 Land Use

Existing Land Use

Existing land use within the focus area in Wayne County and portions of Monroe County were identified using GIS parcel data which included identification of existing land use based on Property Type Classification Codes administered by the New York State Department of Taxation and Finance (Property Class Codes). Property Class Codes were originally developed to describe the primary use of each parcel of real property on an assessment roll.

As shown in Table 2 below, land use in the focus area is predominately comprised agriculture (31.1 %) and residential (31.5 %). Vacant land is the next largest category which comprises 22.2% of land within the focus area. These land use percentages within the focus area are similar when compared to all of Wayne County. The focus area, however, has more vacant land compared to the County as a whole (15.9% within Wayne County compared to 22.2% in the study area). This vacant land is primarily found along the OMID corridor within Ontario Center, Williamson, East Williamson, and Sodus (see Figure 2 on page 11).

Industrial land within the focus area is comprised of properties with a principal use of manufacturing, warehousing/storage, mining, lumber yards, among other industrial uses. These land uses, shown in Figure 2 on page 11, are found throughout the focus area in both Wayne County and Monroe County with a concentration along the OMID corridor and the Erie Canal Corridor. Concentrations within the focus area include the areas of Webster, Williamson, East Williamson, Wolcott, Newark, and a mining area south of Sodus Center.

As shown in Figure 3 on page 13, agricultural

Table 2: Existing Land Use Table

Land Use	Focus Area		Wayne County		Monroe County (T/V of Webster only)	
	Acres	Percent	Acres	Percent	Acres	Percent
Agricultural	11,766	31.1 %	147,221	39.1 %	1,193	6.2 %
Residential	11,842	31.5 %	130,746	34.7 %	9,799	50.7 %
Commercial (consumer-focused commercial)	1,313	3.5 %	4,991	1.3 %	1,194	6.2 %
Industrial (Manufacturing, warehousing, mining, lumber yards, etc.)	2,166	5.8 %	9,356	2.5 %	928	4.8 %
Recreation & Entertainment	322	0.9 %	3,565	0.9 %	1,018	5.3 %
Community Service	570	1.5 %	3,657	1.0 %	682	3.5 %
Public Service	280	0.7 %	3,517	0.9 %	123	0.6 %
Wild, Forested, Conservation, and Public Lands	652	1.7 %	12,326	3.3 %	678	3.5 %
Vacant Land	8,342	22.2 %	59,737	15.9 %	3,695	19.1 %
Unallocated	380	1.0 %	1,668	0.4 %	0	0.0 %
Total	**37,633**	**100.0 %**	**376,784**	**100.0 %**	**19,310**	**100.0 %**

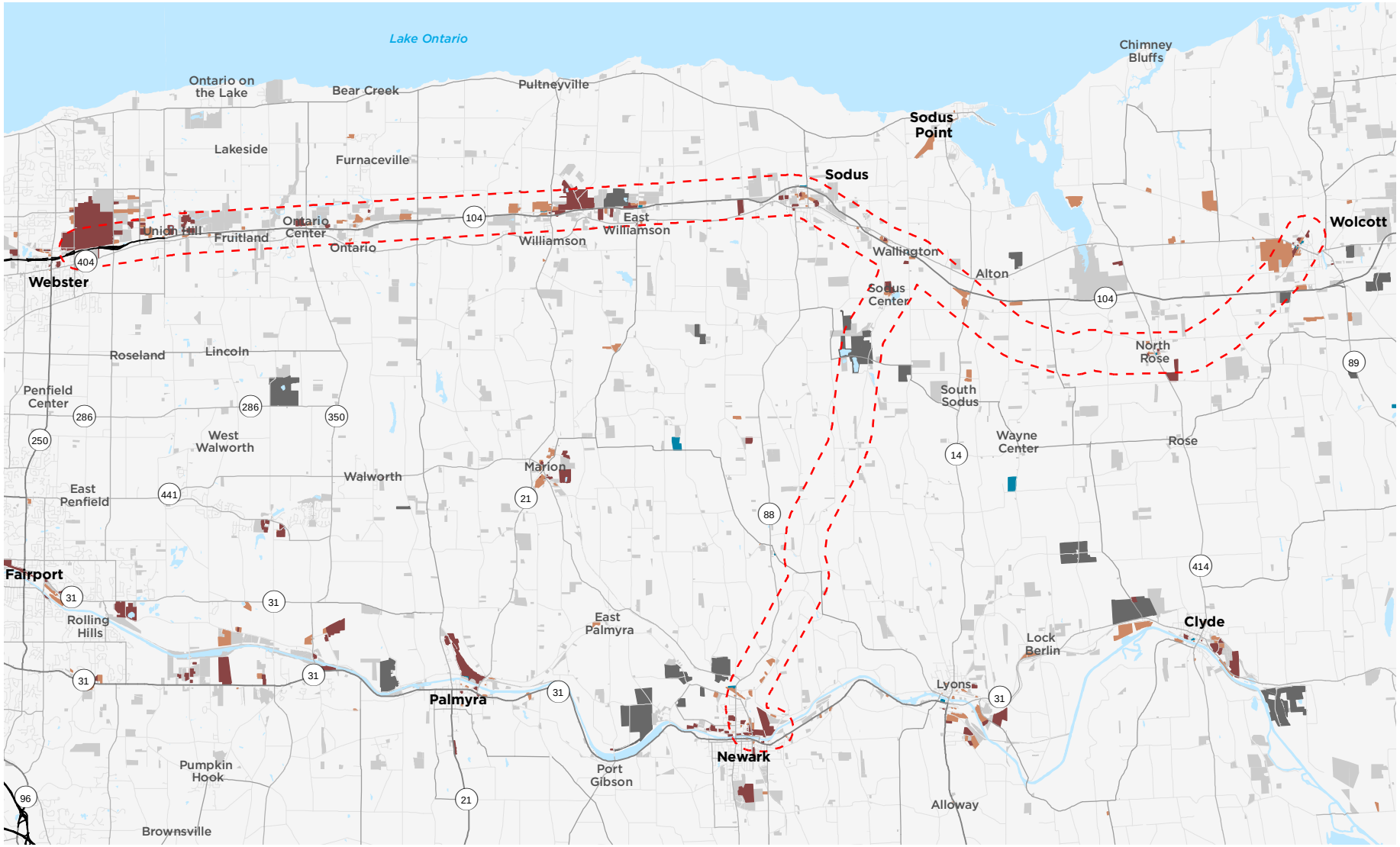

Figure 2: Industrial Land Uses

- Manufacturing
- Warehouse/Storage
- Lumber Yards
- Mining
- Industrial Vacant Land
- Focus Area

land is found throughout Wayne County and in some areas of Monroe County. Agricultural land is comprised of orchard crops, field crops, productive vacant land, nursery and greenhouses, livestock and related, small areas of other agricultural uses, and several cold storage facilities. As shown in Figure 3, a concentration of field crops and productive vacant land is located in the southern half of Wayne County with the northern half showing a concentration of orchard crops. Also located in this northern half of Wayne County is a concentration of properties with a principal use as cold storage facilities. These cold storage facilities are located in Williamson, Sodus, Huron, and Wolcott.

Within the focus area and adjacent to the OMID railroad is a mixture of land uses. Portions of the west alignment have a concentration of industrial land to the north of the railroad and residential and consumer-commercial land south of the railroad. The east and south alignments have a large percentage of agricultural land with concentrations of industrial, residential, and consumer-commercial land uses within and near the population centers of Wolcott, North Rose, and Newark.

Rail-Compatible Land Use

To evaluate the mix of uses along the OMID railroad, an analysis of rail-compatible and non-rail-compatible land uses was completed. Compatible land uses are defined as properties with a principal use that can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition. In addition, some rail-compatible land uses are also rail-dependent land uses due to existing operations that rely upon the OMID railroad for transportation of goods and products. Rail-compatible land uses within the focus area were defined as properties with a principal use of manufacturing, warehouse/ storage, lumber yards, mining, agriculture, or vacant land.

As shown in Figure 4 on page 14, rail-compatible land uses are found throughout the focus area with concentrations of manufacturing, warehouse, storage, lumber yards, and mining found on the west alignment including Webster, Ontario Center, Ontario, Williamson, East Williamson, and Sodus. Other portions of the focus area include agricultural land uses which were defined as rail-compatible. Also shown in Figure 4 are the current industrial rail sidings which correspond to areas with a concentration of industrial land uses. In total, almost 18,000 acres of land (approximately 45 % of the focus area) was identified as rail-compatible land. These rail-compatible lands could be combined and/ or developed/ redeveloped for rail-dependent operations. Also noteworthy is a concentration of large agricultural parcels along the OMID railroad on the east and south alignments. There is potential for these agricultural uses to combine processes/resources that would make rail transport more efficient/feasible.

Potentially Incompatible Uses

Incompatible land uses are defined as land uses that cannot coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition. Properties with potential incompatibility with the railroad were defined as those with a principal use of residential, consumer-focused commercial, recreation and entertainment, community service, public service, or other public lands.
As shown in Figure 5 on page 15 the most common potentially incompatible land uses include residential, residential vacant land, and commercial land uses. Although residential land uses are found within the focus area and near the railroad, the rural/agricultural nature of Wayne County means most of these residential properties are large with areas of undeveloped forests/shrubs blocking the view of the railroad. Other residential areas, however, such as those in population centers, are closer to the railroad. The slow speeds of OMID operations helps offset potential conflicts with these residential land uses.

While incompatible uses were broadly identified, certain exceptions may apply. Numerous land uses could operate without issue adjacent to active rail lines, depending on rail schedules, type of goods movement, etc. Additionally, residential and other land uses already exist adjacent to the railroad within the study area, and there are numerous examples of residential and other seemingly incompatible land uses located next to railroad lines in other communities in Upstate New York. These typically coexist without any significant issues. In certain circumstances,

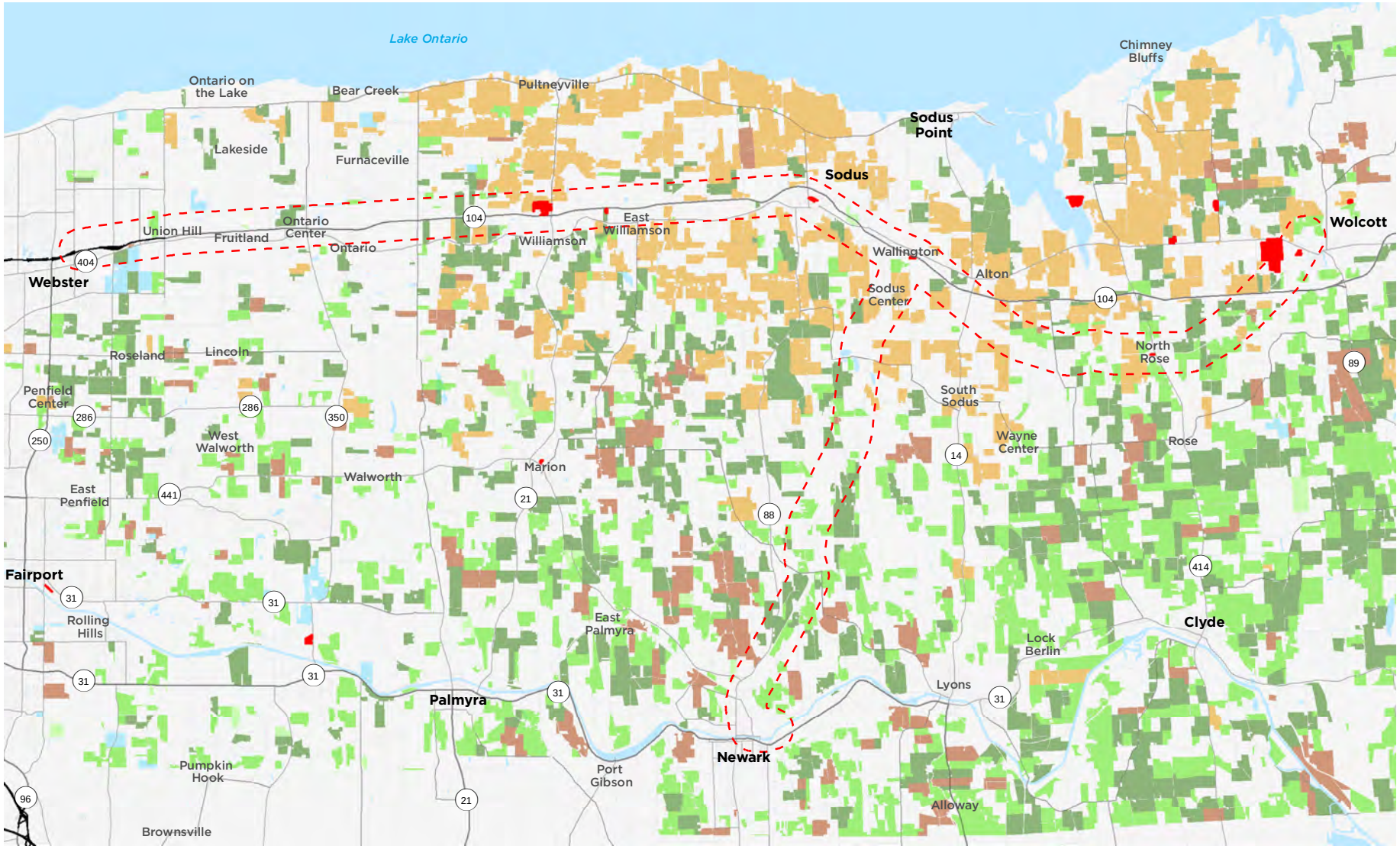

Figure 3: Agricultural Land Uses

- Orchard Crops
- Field Crops
- Productive Vacant Land
- Nursery and Greenhouses
- Livestock and Related
- Other Agricultural
- Cold Storage Facilities
- Focus Area

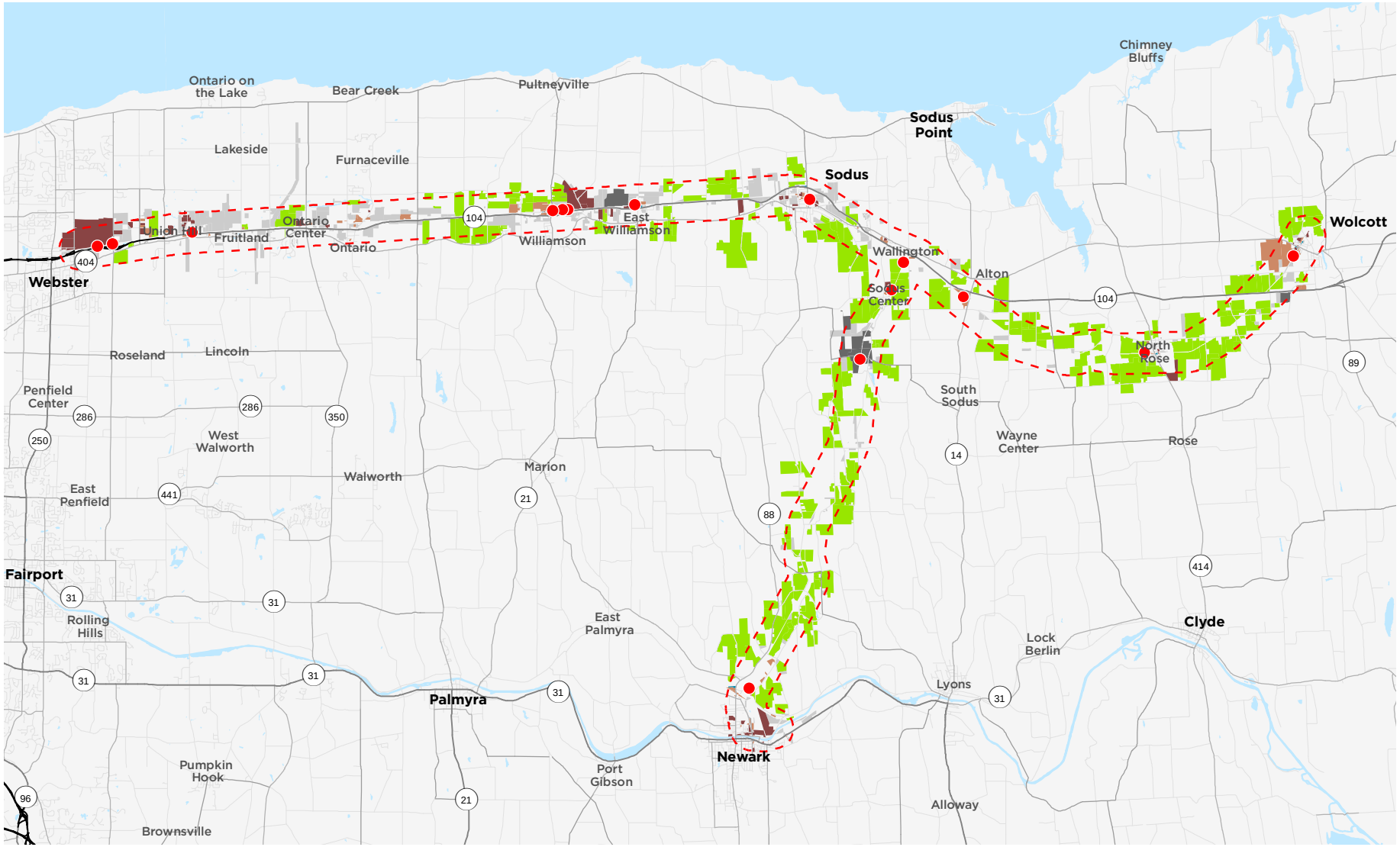

Figure 4: Rail-compatible Land Uses

- Manufacturing
- Warehouse/Storage
- Lumber Yards
- Mining
- Agricultural
- Vacant Land
- Industrial Sidings
- Focus Area

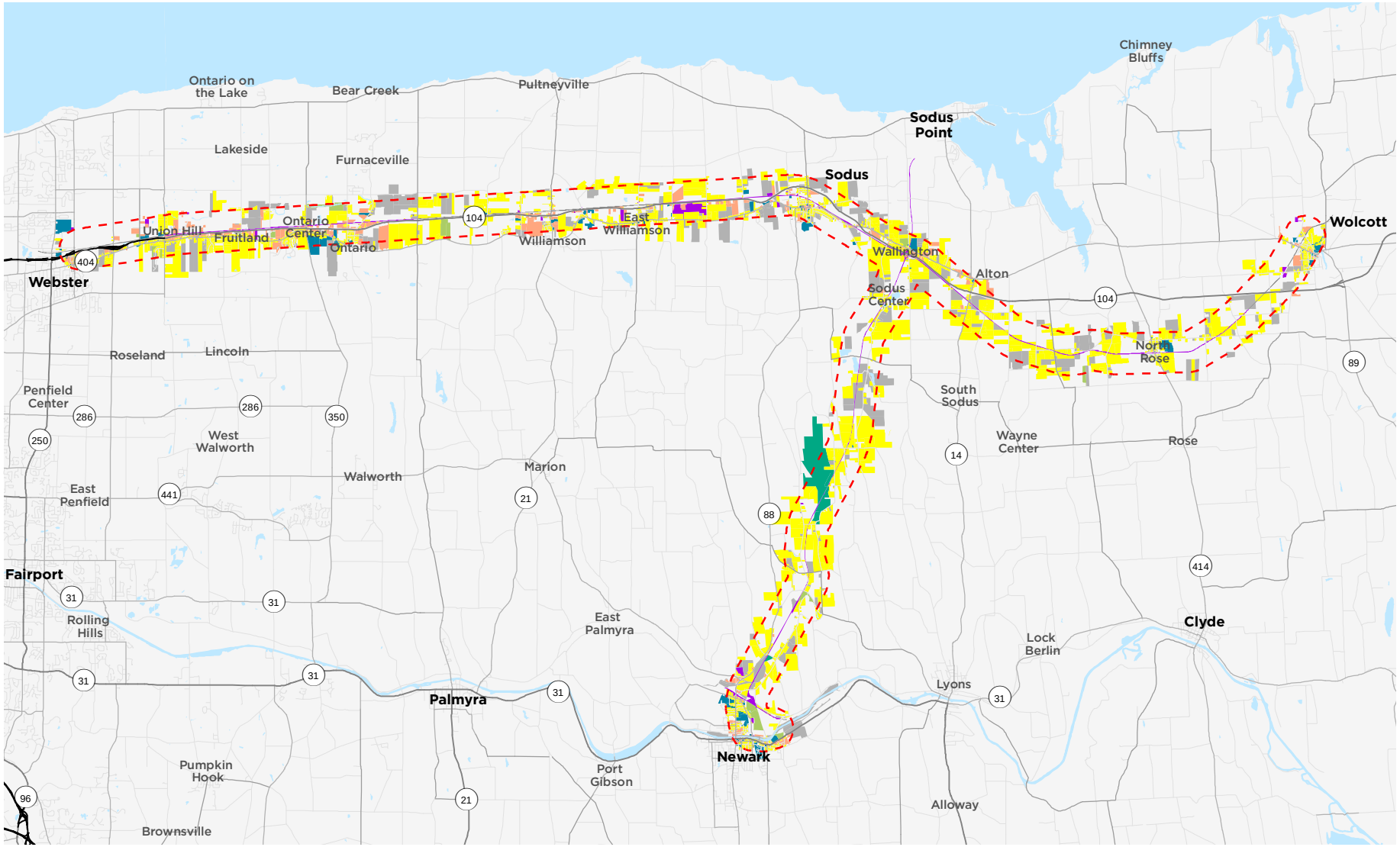

Figure 5: Potential Incompatible Land Uses

- Residential
- Residential Vacant Land
- Commercial
- Commercial Vacant Land
- Recreation & Entertainment
- Community Service
- Public Services
- Public Lands
- Focus Area

mitigation measures can be applied to allow potentially incompatible land uses to coexist (e.g., the creation of a No Train Horn/Quiet Zone established by the Federal Railroad Administration (FRA) has been implemented in multiple Upstate New York communities).

2.3 Land Ownership

State and County-owned land in Wayne County and the focus area was determined through a review and analysis of GIS parcel data. Based on the GIS parcel data, several publicly-owned parcels exist near the railroad and within the study area. As shown in Figure 6 on page 17, the GIS parcel data indicates the WCIDA owns some small parcels adjacent to the railroad in the Village of Newark, Town of Arcadia, and near Wallington. In addition, the parcel data shows the WCIDA owns a few parcels adjacent to the railroad near Union Hill, Williamson, East Williamson, and the Village of Wolcott. In some cases, however, local businesses occupy these properties which are subject to the terms of a PILOT (payment-in-lieu-of-taxes) agreement and therefore are privately owned. A large proportion of property adjacent to the railroad and within the focus area is privately owned. Data gathered on land ownership was reviewed by the County and used for site specific evaluations for the business opportunity analysis which included considerations for public-private partnerships.

2.4 Zoning

Towns within the focus area include Arcadia, Sodus, Rose, Williamson, Ontario, Webster, and small portions of the Towns of Lyons, Huron, Butler, and Wolcott. Villages within this focus area include Newark, Sodus, Wolcott, and Webster. The west alignment of the OMID railroad includes several industrial land uses which correspond with industrial zoning in each municipality. The Towns of Webster, Ontario, and Williamson, and the Town and Village Sodus include this western alignment and have industrial zoning districts along the railroad (zoning maps for these municipalities and other municipalities within the study area are provided in Appendix C). These municipalities also have commercial, business, agricultural, and residential zoning districts adjacent to and near the railroad. However, numerous parcels adjacent to the railroad are split-zoned with the portion of the parcel facing the railroad typically zoned industrial and the other portion zoned commercial.

Although GIS/digital zoning information was not available, PDF/paper zoning maps were digitized for properties within the focus area in order to identify properties zoned industrial for site-specific evaluations in support of the business opportunity analysis. That identification process determined sites with suitable characteristics that would potentially support future rail-oriented development. In addition, PDF/paper maps of industrial parks were digitized for any park within or adjacent to the focus area. Information regarding parks was available from the County and several towns. A map of these industrial zoned properties and parks is shown in Figure 7 on page 18.

2.5 Infrastructure and Utilities

In general, municipal infrastructure and utilities are available within the focus area near existing industrial areas and population centers which could support new rail-dependent sites or expansion of existing rail-dependent operations. Portions of the focus area in more rural/agricultural locations, such as the portions of the focus area in the Towns of Huron and Arcadia, may have limited access to natural gas, public water/sewer, telecommunications, and electric loads sufficient for larger scale operations.

Digital data of public utility/infrastructure is not typically available due to safety and security restrictions. However, generalized information regarding public water infrastructure was provided by Wayne County and is shown in Figure 8 on page 19. This data indicates which roadways have public water service and assisted the site-specific evaluation process in support of the business opportunity analysis.

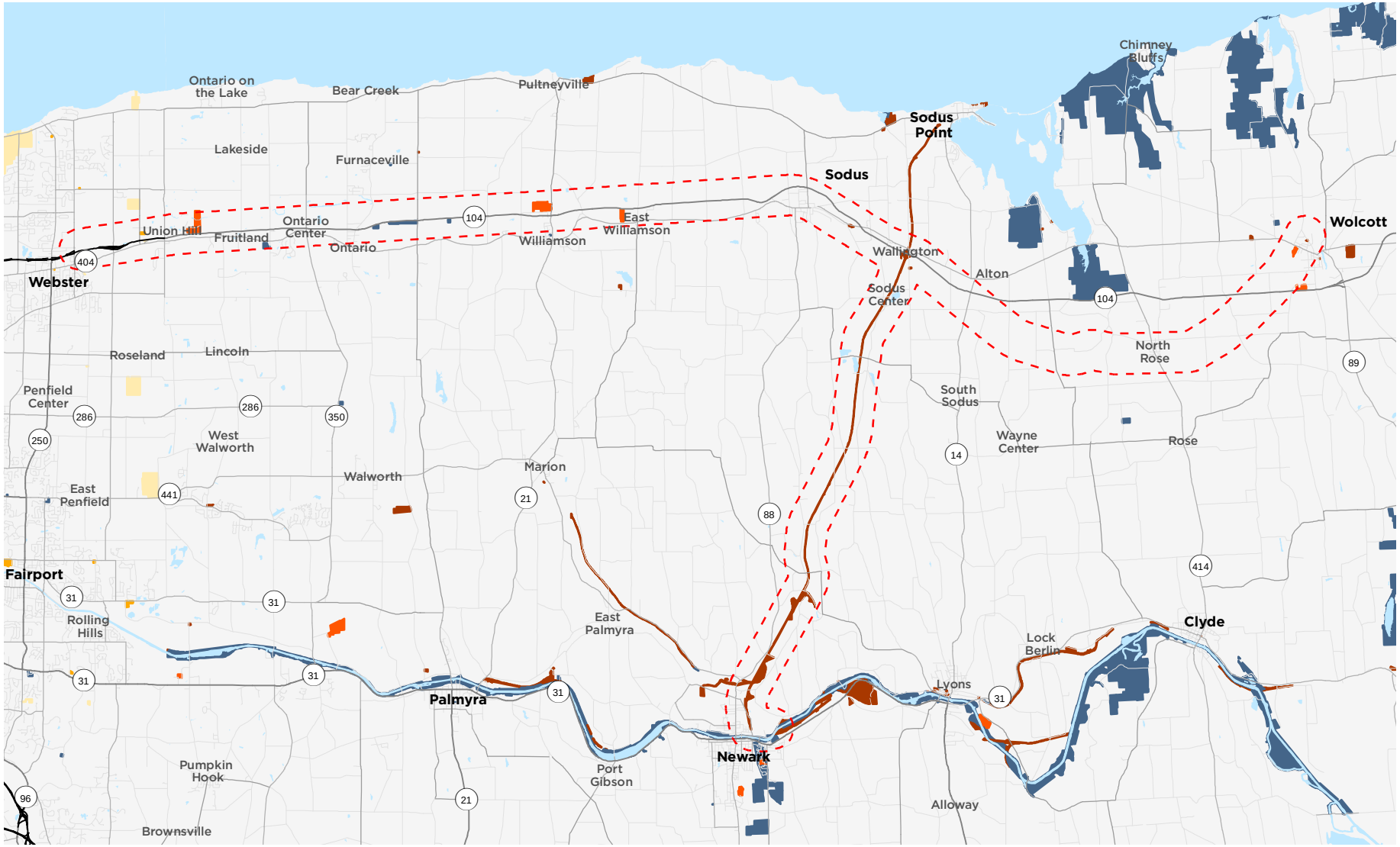

Figure 6: State and County-Owned Land

- Wayne County
- Wayne County IDA
- New York State
- Monroe County
- Monroe County IDA
- New York State
- Focus Area

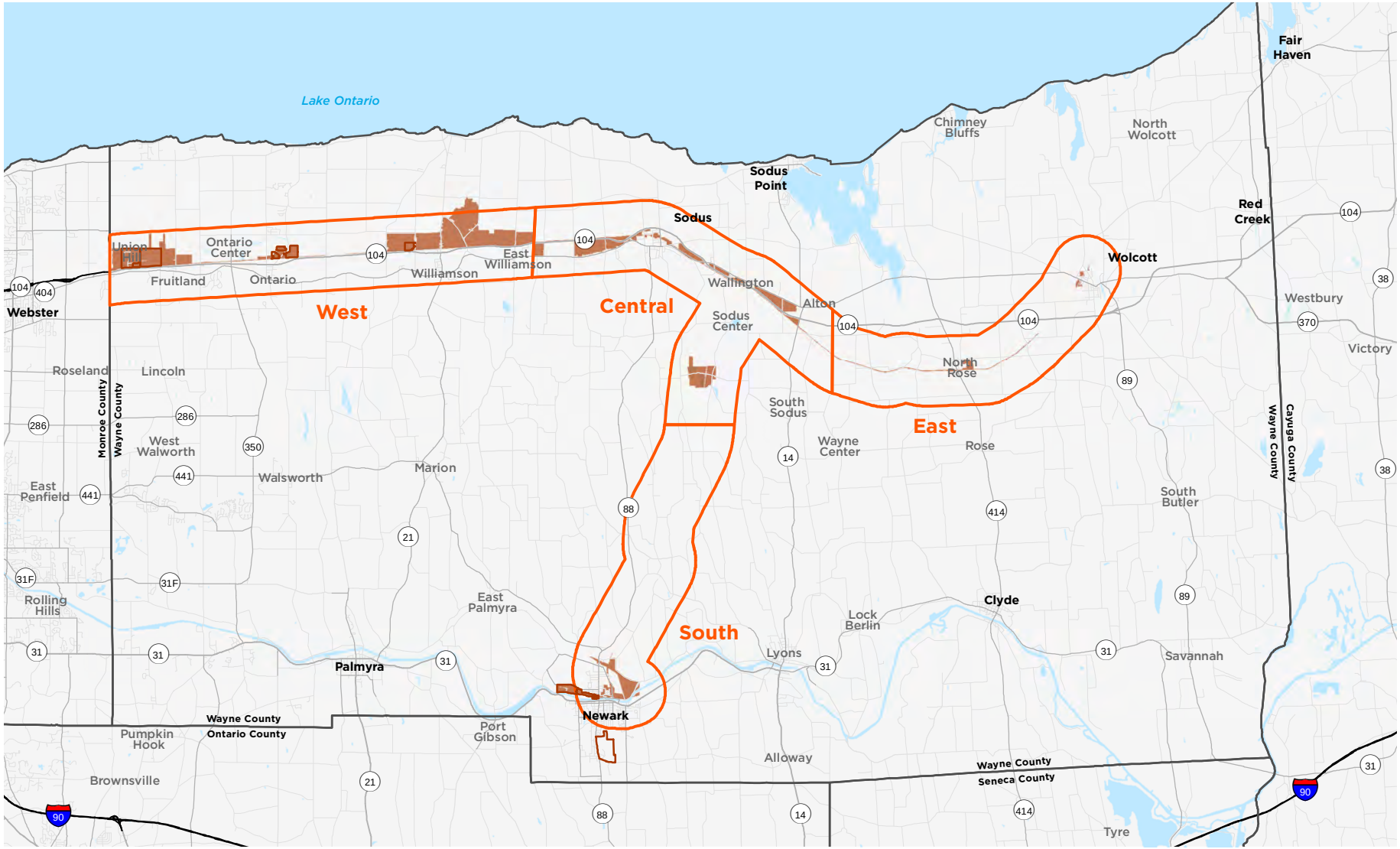

Figure 7: Industrial Zoning (within focus area only) and Industrial Parks

Industrial / Manufacturing Zoning (within focus area)

Industrial Parks (within focus area)

Focus Area

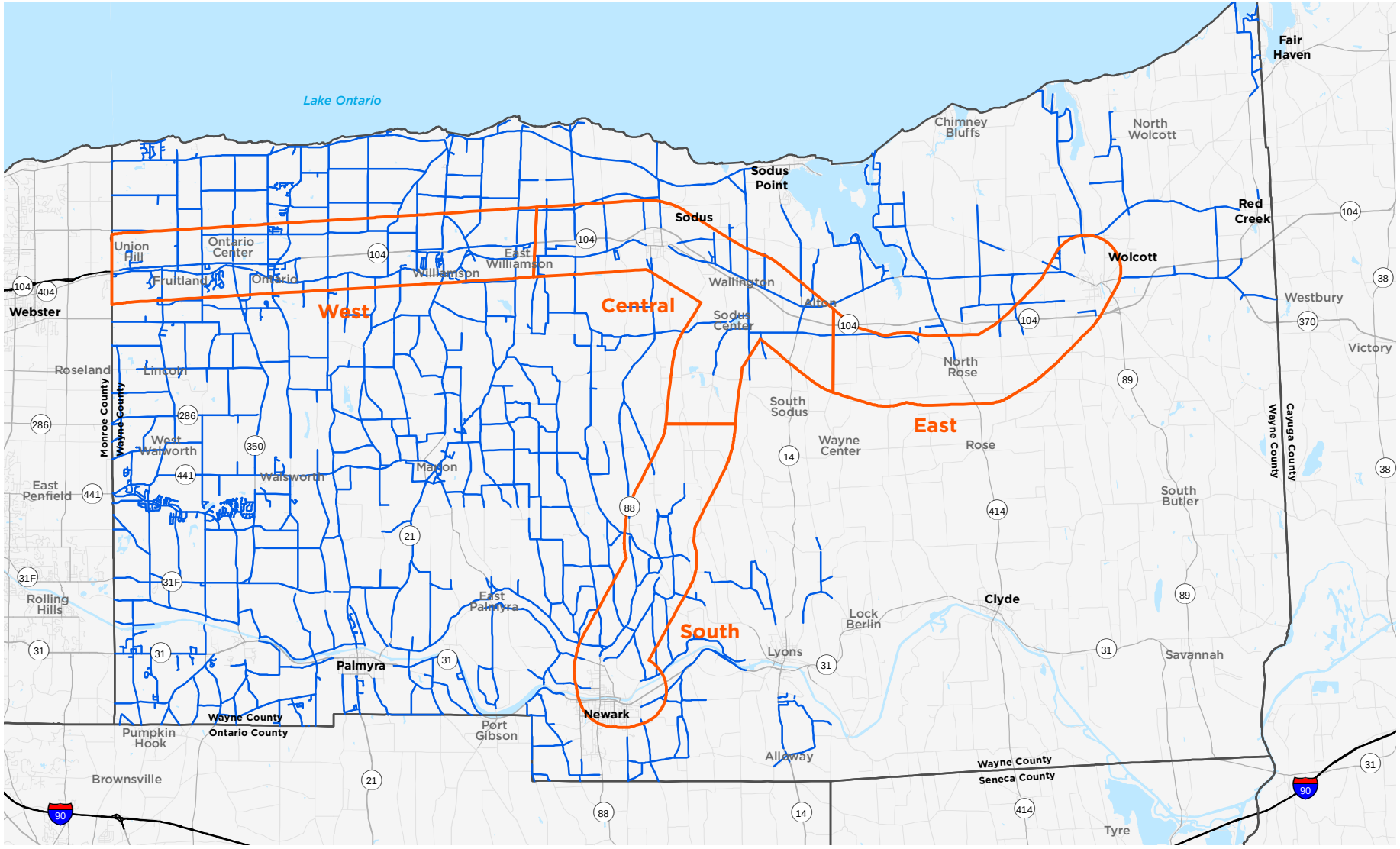

Figure 8: County-owned Water Infrastructure

County Water Lines Focus Area

2.6 Environmental Context

Streams + Waterbodies

A number of streams and surface water bodies are located in the vicinity of the focus area (see Figure 9 on page 21). These include Ganargua Creek, Salmon Creek, Second Creek, Third Creek, Mudge Creek, Wolcott Creek, Mink Creek, Mill Creek, and numerous other small creeks. These creeks have a NYSDEC classification of C which are deemed to support fish habitats but not suitable for contact activities (e.g., swimming) or drinking water. A small number of streams are designated by the NYSDEC as trout waters and trout spawning waters. The focus area also includes a portion of the Erie Canal in the Village of Newark and several small ponds/water bodies throughout the focus area.

Wetlands

Wetland information was obtained from the NYSDEC and the U.S. Fish & Wildlife Service's National Wetlands Inventory (NWI) databases. A number of state and federal mapped wetlands are located within and adjacent to the focus area (see Figure 10 on page 22). State mapped wetlands within portions of the focus area include 8 "class 1" wetlands, 22 "class 2" wetlands, 44 "class 3 wetlands," and 2 "class 4" wetlands. Higher class wetlands provide the greatest level of benefits and are afforded a higher level of protection. Lower class wetlands still provide important functions and benefits, but typically require less protection to continue to provide these functions. Numerous federal mapped wetlands within portions of the focus area include freshwater emergent wetlands, freshwater forested/shrub wetlands, freshwater ponds, and riverines.

Floodplains

The Federal Emergency Management Agency (FEMA) is the official source for flood hazard information produced to support the National Flood Insurance Program (NFIP). FEMA records include Flood Insurance Rate Maps which document flood hazard areas including 100-year and 500-year floodplains. Based on PDF/paper FEMA mapping, 100-year floodplains, 500-year floodplains, and floodways exist in portions of the focus area. These floodplains are generally found along the larger streams within the focus area. GIS/digital mapping on floodplains is unavailable for Wayne County. However, PDF floodplain maps were reviewed for the site-specific evaluation in support of the business opportunity analysis.

Agricultural Districts

As shown in Figure 11 on page 23, a large portion of the focus area includes lands that are located in State-certified Agricultural Districts which provide farmland owners with certain property tax advantages and other protections as long as they remain in the district. An important provision of the NYS Agricultural Districts Law is the mandate it places to avoid or minimize adverse impacts to farm operations within an agricultural district, for actions that involve either the acquisition of farmland or the advancement of public funds for certain construction activities. Several agricultural operations utilize both truck and rail freight for transportation.

Wildlife Habitats

The focus area is located within the Great Lakes Ecoregion of New York State. According to the NYSDEC, the Great Lakes Ecoregion was formed during the last glacial advance 14,000 years ago and is characterized by gently rolling, low level landscapes, and flat lake plains. The region's climate is influenced by the Great Lakes and has a high level of biodiversity and unique habitats. While much of the land area within and surrounding the focus area has been cleared for agricultural uses, there are several areas of naturally forested land.

The NYSDEC Environmental Resource Mapper database indicates a small portion of the OMID focus area near Arcadia Zurich Norris Road in the Town of Arcadia is within an area designated as in "the vicinity of rare plants and animals listed as endangered, threatened, or rare by New York State." A large class 1 wetland corresponds with a portion of this area and a designated significant natural community entitled "Rich Graminoid Fen" which is located within the Zurich Bog. Lastly, according to the NYSDEC, there are no critical environmental areas near the railroad or within the focus area.

Environmental Quality

Several sites/properties within the focus area are listed in the NYSDEC's Environmental Remediation databases. These include the Environmental Restoration Program, New York State Voluntary Cleanup Program, and Superfund Program.

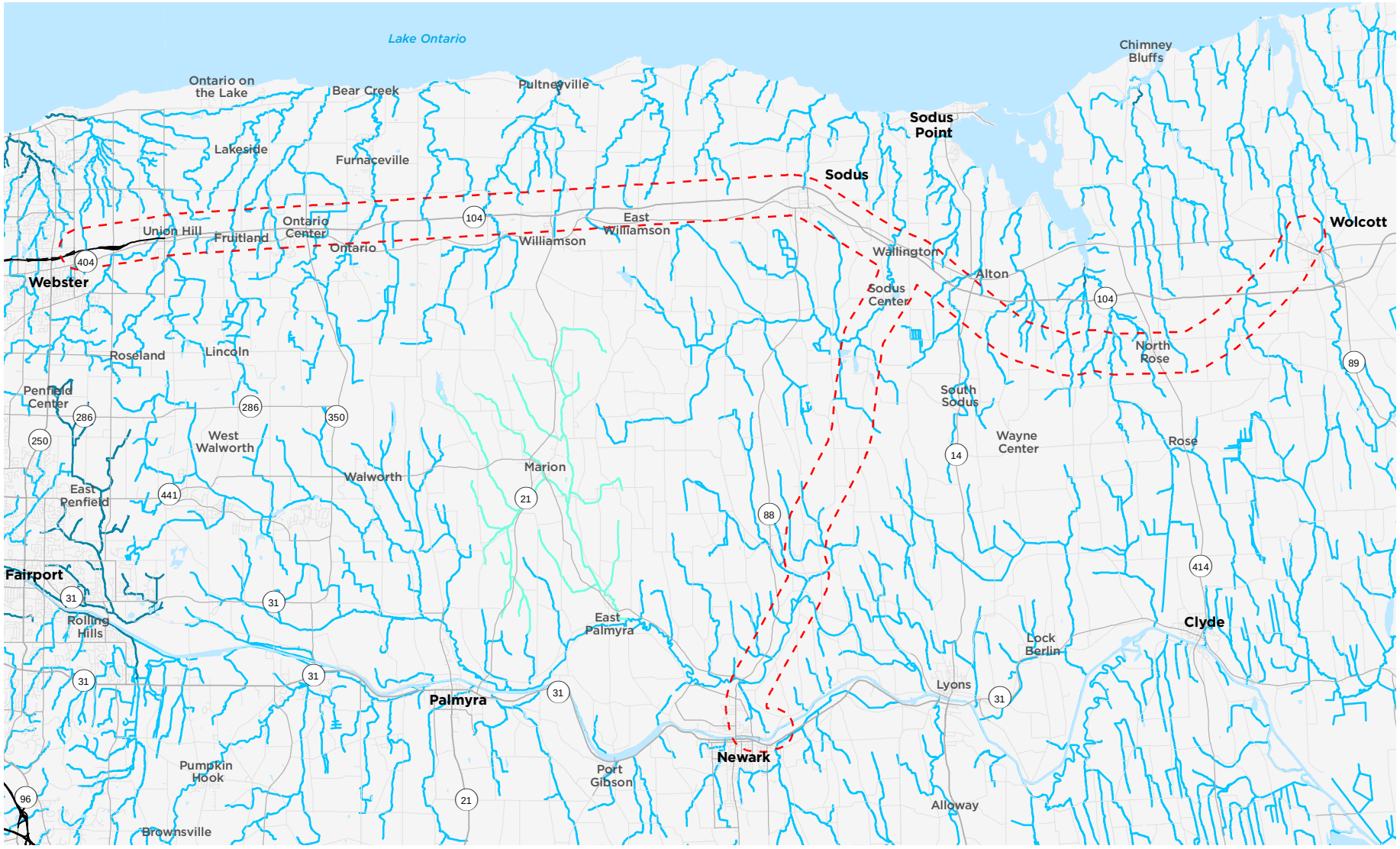

Figure 9: Mapped Streams and Waterbodies

- Classification B
- Classification C
- Classification D
- Study Area

Figure 10: Mapped Wetlands

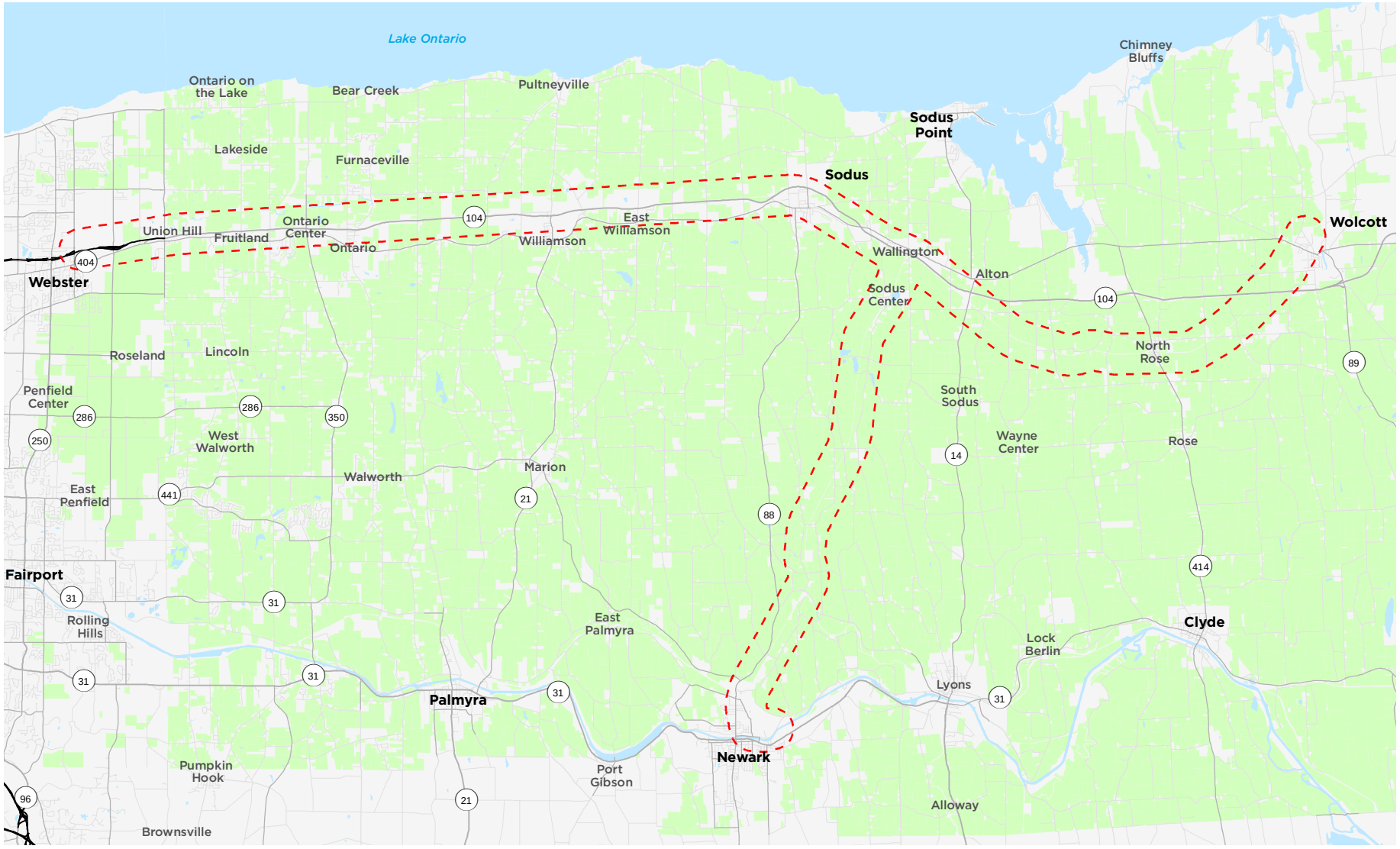

Figure 11: Agriculture Districts

Agricultural Districts

Focus Area

Although these sites/properties are included in the database, this does not necessarily preclude future development or redevelopment. Site/property specific environmental data and any associated land use/development constraints will be reviewed as part of the business opportunity analysis that includes specific site identification for future rail-supportive and rail-dependent development. Table Table 3 below lists the sites/properties within the study area that are found in the NYSDEC's Environmental Remediation Database. In addition, these sites/properties are shown in Figure 12 on page 25.

Table 3: NYSDEC Remediation Sites

Map Label	Site Name	Location	NYSDEC ID	Program	NYSDEC Status
1	Former Grand Dry Cleaners	175 W Union Street, Newark	859033	State Superfund Program	P
2	NYSEG - Newark MGP	125 N Main Street, Newark	859021	State Superfund Program	A
3	Agrico	1500 Welcher Road, Arcadia	859003	State Superfund Program	N
4	Cahoon Parcel Site	11845 Orchard Street, Wolcott	C859026	Brownfield Cleanup Program	C
5	Cahoon Parcel Site-Off-Site	11845 Orchard Street, Wolcott	C859026A	Brownfield Cleanup Program	A
6	Schoepfel Chevrolet Property	7106 East Ridge Road, Sodus	B00143	Environmental Restoration Program	C
7	Colt Industries	300 Alling Road, Sodus	859031	RCRA	N
8	Leach Property	6490 Townline Road, East Williamson	859010	State Superfund Program	C
9	Agway Warehouse - Silvex Site	4392 Route 104, Williamson	859012	State Superfund Program	C
10	Village Mart	4089 Route 104, Williamson	V00284	Voluntary Cleanup Program	N
11	3901 Route 104	3901 Route 104, Williamson	859032	State Superfund Program	02
12	2007 Route 104 (Village Mart)	2007 Route 104, Ontario	V00278	Voluntary Cleanup Program	N
13	Xerox - Salt Road Complex	800 Phillips Road, Webster	828067	State Superfund Program	02
14	Xerox - Nursery Area (Building 119)	800 Phillips Road, Webster	828083	State Superfund Program	02
15	Xerox - Building 209	800 Phillips Road, Webster	828068	State Superfund Program	02
16	Xerox - Building 201	800 Phillips Road, Webster	828080	State Superfund Program	02
17	Xerox (Post 1975 Site)	800 Phillips Road, Webster	828027	State Superfund Program	N
18	Xerox Webster- RCRA Facility	800 Phillips Road, Webster	828178	RRCRA	A

C - Complete | N - No Furthor Action at this Time | A - Active | P - Potential | 02 - See NYSDEC Website

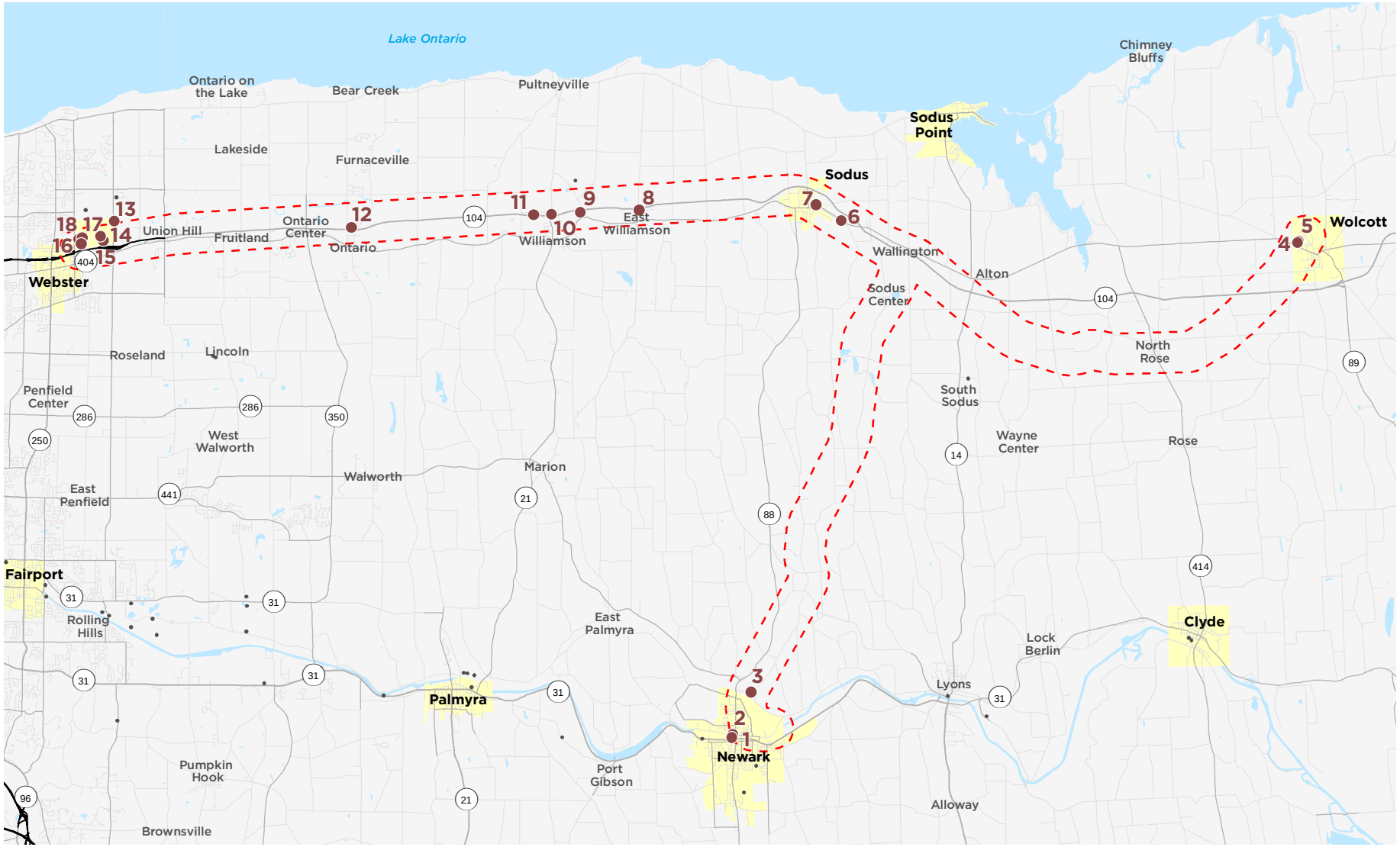

Figure 12: Known/Mapped NYSDEC Remediation Sites

- NYSDEC Remedial Sites within Study Area
- NYSDEC Remedial Sites outside Study Area
- Focus Area

2.7 Key Findings

The inventory and analysis of planning, zoning, and environmental features within the focus area included land use, zoning districts, land ownership, utilities, streams, waterbodies, floodplains, agricultural districts, wildlife habitats, and known sites with environmental quality issues. Key findings, issues, and opportunities identified include:

1. **The study area includes large areas of compatible land**

   A large percentage of land adjacent to the railroad and within the study area is rail-compatible. These rail-compatible lands could be combined and/or developed/ redeveloped for rail-dependent operations.

2. **The study area includes large areas of agricultural land**

   The study area includes a large percentage of agricultural land, specifically orchard crops and field crops. There is potential for compatible agricultural uses to combine processes/resources that would make rail transport more efficient/feasible. In addition, existing, planned, and future cold storage facilities would benefit from use of the OMID for regional transportation.

3. **There are concentrated areas of industrial and commercial areas**

   Large areas of existing industrial and commercial land uses exist in Webster, Williamson, Newark, and Wolcott. This agglomeration of activity, combined with existing zoning, increases the potential and attractiveness of new rail-dependent operations and businesses. These areas will be further analyzed as part of the business opportunity analysis.

4. **There are few publicly-owned lands adjacent to the railroad**

   Most of the land owned adjacent to the railroad and within the study area is privately owned. Future investments to encourage rail-dependent uses will need to utilize public-private partnerships.

5. **Utilities are concentrated in industrial, commercial, and population areas**

   Areas outside of population centers and existing industrial and commercial activity may have limited availability of infrastructure and utilities to support new rail-dependent operations. Additional evaluation will be completed as part of the business opportunity analysis.

6. Several areas of natural features may limit future development potential

The study area includes numerous areas of natural forests, large wetlands, streams that support trout, floodplains, and a unique environmental area within and around the Zurich Bog. While these areas have State and Federal protections that limit future development potential, there are large areas of land which are rail compatible and could support rail-dependent uses.

7. The OMID crosses numerous natural features

The OMID railroad crosses through numerous natural features including streams, wetlands, floodplains, and a small portion of the Zurich Bog. However, natural features have existed adjacent to the railroad for over 100 years and any new development will adhere to State and Federal regulations that protect these features.

8. Most agricultural land is located in an agricultural district

A large portion of the study area includes lands located in agricultural districts. This does not preclude development of appropriately-sized rail operations that support existing agricultural uses, such as facilities for the storage and transportation of agricultural products via the rail network to regional and national destinations.

9. There are several remediation sites within the study area

The study area includes several remediation sites in the State Superfund Program, Brownfield Cleanup Program, Environmental Restoration Program, and Voluntary Cleanup Program. The presence of these sites will be considered during the site specific analysis completed as part of the business opportunity analysis.

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3 Rail Freight System

3.1 Overview + Context

The OMID is a Class III Railroad that serves as a "first/last mile" carrier for railroad customers primarily in Wayne County, New York. The system is approximately 46 miles in length, is undergoing capital improvements and ongoing maintenance, handled approximately 400 cars annually from 2018 through 2020.

The following inventory and analysis profile includes the OMID rail network and operations including track alignment, regional connections, track weight limits, sidings, and condition, location of rail yards and storage, intersecting roadways/grade crossings, bridges, vertical clearances, and general safety concerns. The profile also includes a description of rail users and carriers, and planned improvements. Key issues and opportunities identified in the inventory and analysis are included at the end of this chapter.

3.2 Rail Network + Operations

Track Alignment

The OMID is a T-shaped system that is approximately 46 miles in length which typically includes a single-track alignment with several sections where a second or third track is available for passing trains, railcar storage, and as "runaround" tracks . The OMID is comprised of two distinct segments: a north-south alignment and an east-west alignment (see Figure 13 on page 31). The north-south alignment is a remnant of the former Sodus Branch of the Pennsylvania Railroad, running about 13 miles north from its CSX connection in Newark to the traiangular connection at Wallington Junction to the east-west alignment north of Sodus Center. The remainder of this line north to Sodus Point is no longer in service. The 33-mile long east-west alignment was part of the Rome, Watertown & Ogdensburg Railroad that served the Lake Plains region south and east of Lake Ontario in the latter half of the 19th Century and later became the Ontario Branch of the New York Central Railroad. The existing segment of this east-west line runs from Wolcott in the east to Webster in Monroe County to the west.

Regional Connections

At the southern end of the OMID north-south alignment, in Newark, New York, is a connection with a Class I railroad operated by CSX Corporation. This Class I railroad has an east-west alignment through New York State that connects OMID customers with the rest of the North American rail network. The CSX mainline that accesses the OMID system is the busiest Class I rail line in New York State, carrying in excess of 30 million tons of rail freight per year.

The CSX mainline runs between Buffalo and Albany, and is generally a two-track mainline operation with sidings, yards, and branch line connections. This CSX mainline has a maximum railcar weight of 315,000 lb. and a vertical clearance of 20'-3" that can accommodate the tallest standard railcars in operation today such as double-stack intermodal cars and tri-level auto racks. The top rail commodities handled in the Rochester-Syracuse section of the CSX mainline, as measured in tonnage and value, include the following:

- Chemicals or Allied Products
- Miscellaneous Mixed Shipments
- Food or Kindred Products
- Transportation Equipment
- Pulp, Paper or Allied Products
- Shipping Containers
- Waste or Scrap Materials

According to forecasts published in the 2017 New York State Freight Transportation Plan, the Rochester-Syracuse CSX mainline is projected to see growth in rail traffic through 2040 of 62% and 83% in value and tonnage, respectively.

In a typical operation with OMID, CSX moves a block of railcars destined for OMID customers from the Rochester Yard and stores them at the third track along the CSX mainline where the OMID connects in Newark (see Figure 14 on page 32). Any "outbound" railcars (from OMID customers to other North American destinations) are stored by the OMID at this

Figure 13: OMID Alignment

- Focus Area
- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.

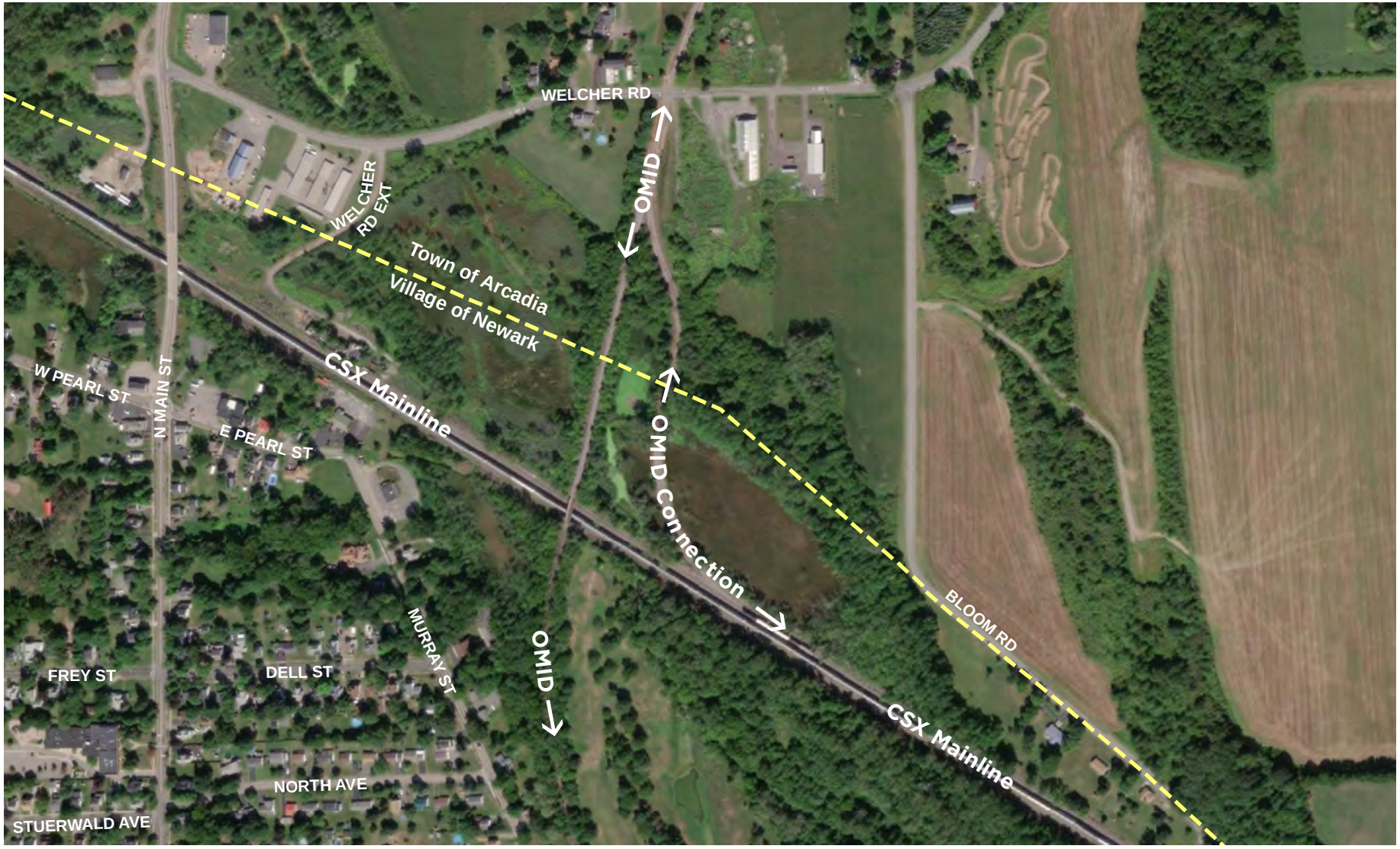

Figure 14: OMID Connection with CSX

location, and CSX picks them up for the return trip to Rochester. This operation is typically suitable for interchanging blocks of up to fifteen cars at a time. The S-curve alignment at the connection is not an existing constraint, but an improvement in this area may be warranted if OMID freight volumes grow in the future. One operating limitation in this area involves railcars moving hazardous materials. Federal regulations require the placement of at least one non-hazmat railcar between the locomotive and the first car with a hazmat placard in the block of railcars . This requires an operational move along the OMID mainline with a locomotive pushing a railcar in reverse to pick up a block of hazmat cars on the CSX interchange track.

Track Condition

The railroad infrastructure along the OMID system had been subject to an extended period of deferred maintenance dating back to Conrail's ownership of the system in the 1970s, before the current owner and railroad operator were involved. The condition of the railroad infrastructure today is largely a legacy of the prior owners of the system. Most of the rails currently in place date back to the late 19th and early 20th centuries.

In recent years the railroad has been engaged in an accelerated track, ballast and tie restoration and replacement initiative, financed mainly through $15 million in grants under the New York State Department of Transportation (NYSDOT) Passenger & Freight Rail Assistance Program (PFRAP). The north-south line segment of the rail bed is generally in the best condition, with $3.1 million in restoration work for ballast and ties appropriated for the OMID and scheduled to be done in 2022. A ballast and tie rehabilitation project was also undertaken on the section of the east-west alignment from Williamson to North Rose. In this project, two out of every three ties were replaced, with priority based on the conditions of each tie. The segment from Williamson to the Monroe County line has had every third tie replaced.

Similarly, approximately five years ago, every third tie was replaced on the north-south alignment from Wallington to the CSX interchange. A second project is planned in the near future to replace another third of the ties along this section, but also extending south past the CSX line in Newark down to the dormant rail yard to the south. This would enable the OMID to use the yard tracks for railcar storage and for access to the end-loading transload dock on the east side of the yard.

Regarding the rails themselves, the north-south alignment is generally in the worst condition of the entire system because of the excessive wear and tear associated with the heavy coal cars used in the past to carry loads from Sodus Point. One chronic problem faced by the OMID today is the mixed/matched sizes of the rails throughout the system, combined with the excessive wear on the rail heads. This makes it particularly difficult to align adjoining rails properly during ongoing maintenance work so the inner rail heads line up correctly across joints in the rails.

The eastern segment of the system from North Rose to Wolcott is in generally poor condition, with rough rail surfaces and rails out of alignment in many places. This segment is the last remaining portion of the OMID system that has not yet had new ballast installed and deteriorated ties replaced. These projects are prioritized based on inspections of the infrastructure, and on the locations of customers along the OMID alignment. The easternmost section of the system is considered the lowest priority by the railroad at this time because there are no existing customers along that section of the line.

The Ontario Midland Railroad Corp. intends to replace the rails along the entire system with 115-lb. or 136-lb. rail. Most of the existing rails were installed from the 1880s to 1920s. The existing 80-lb. rail on the east-west line is the oldest on the OMID system, while the existing 130-lb. rail on the north-south line is heavier but is in worse condition due to the factors described previously with the heavy coal loads moved from Sodus Point by the predecessor railroads.

Track Weight and Speed Limits

The north-south alignment of the OMID system, and a segment of the east-west line from Wallington Junction to the Williamson area, is rated to handle 286,000-lb. railcars. The remainder of the OMID system has a 263,000-lb. weight limit. See Figure 15 on page 35. The railroad has a maximum operating speed of 20 mph posted in the OMID rulebook, with the speed reduced to 10-15 mph at grade crossings for safety reasons. Additional detail regarding grade crossings is provided below.

Track Sidings

Track, or rail, sidings are low-speed sections of rail branching off of the mainline and include passing sidings, runaround tracks, and railcar storage tracks. There are 10 active mainline sidings on the OMID system (see Table 4 on page 34 and Figure 16 on page 36). Most of these mainline sidings are located on the east-west alignment in the Sodus and Williamson areas. One mainline siding is located on the north-south alignment in Arcadia.

Table 4: OMID System Mainline Sidings

Map Label	Line Segment	Start Milepost	End Milepost	Approx. Length (ft)
1	North-South	18.28	19.02	3,580
2	East-West	50.71	50.96	1,160
3	East-West	54.99	55.31	1,700
4	East-West	64.95	65.17	1,450
5	East-West	65.03	65.40	1,900
6	East-West	69.12	69.49	1,960
7	East-West	71.40	71.58	1,100
8	East-West	71.55	71.69	650
9	East-West	76.03	76.36	1,780
10	East-West	N/A	N/A	870

There are fifteen active and inactive industrial sidings documented on the OMID track chart and accompanying data (see Table 5 on page 34 and Figure 16 on page 36). These are distinguished from the mainline sidings listed in Table 4 in that they consist of a single interlocking on the mainline and can only be accessed by backing railcars onto the siding from the mainline. In addition, industrial sidings are for the purpose of providing access to industrial, manufacturing, and other business operations adjacent to the OMID.

Table 5: OMID Industrial Sidings

Map Label	Name / Spanned Feature	Segment	Milepost
11	Welcher Road Siding	N-S	18.11
12	Quarry Switch	N-S	26.85
13	Mizkan Switch	N-S	28.69
14	WM Storage Switch	N-S	29.50
15	Wolcott Cold Storage	E-W	50.97
16	North Rose Cold Storage	E-W	55.58
17	J&T Storage Switch	E-W	60.46
18	Sodus Cold Storage	E-W	65.07
19	Baldwin Richardson	E-W	69.39
20	Motts-Cadbury Switch	E-W	70.93
21	Thatcher Switch	E-W	71.08
22	KMD Storage Track	E-W	71.32
23	Harbec Switch (formerly Northern Biodiesel)	E-W	80.20
24	Xerox Yard East Switch	E-W	82.23
25	Xerox Stub West Switch	E-W	82.55

Rail Yards + Storage

Current rail volumes on the OMID system are comparatively low, and subsequently there is no need for classification or major switching activity that would require a full yard operation. The OMID system does include a four-track yard south of the CSX mainline in Newark. This facility is largely dormant except for an occasional transload move, but could be reactivated in the future if freight volumes exceed the operational capacity of the existing interchange operation on the CSX mainline. The OMID also has yard tracks adjacent to its offices in Sodus. These are used

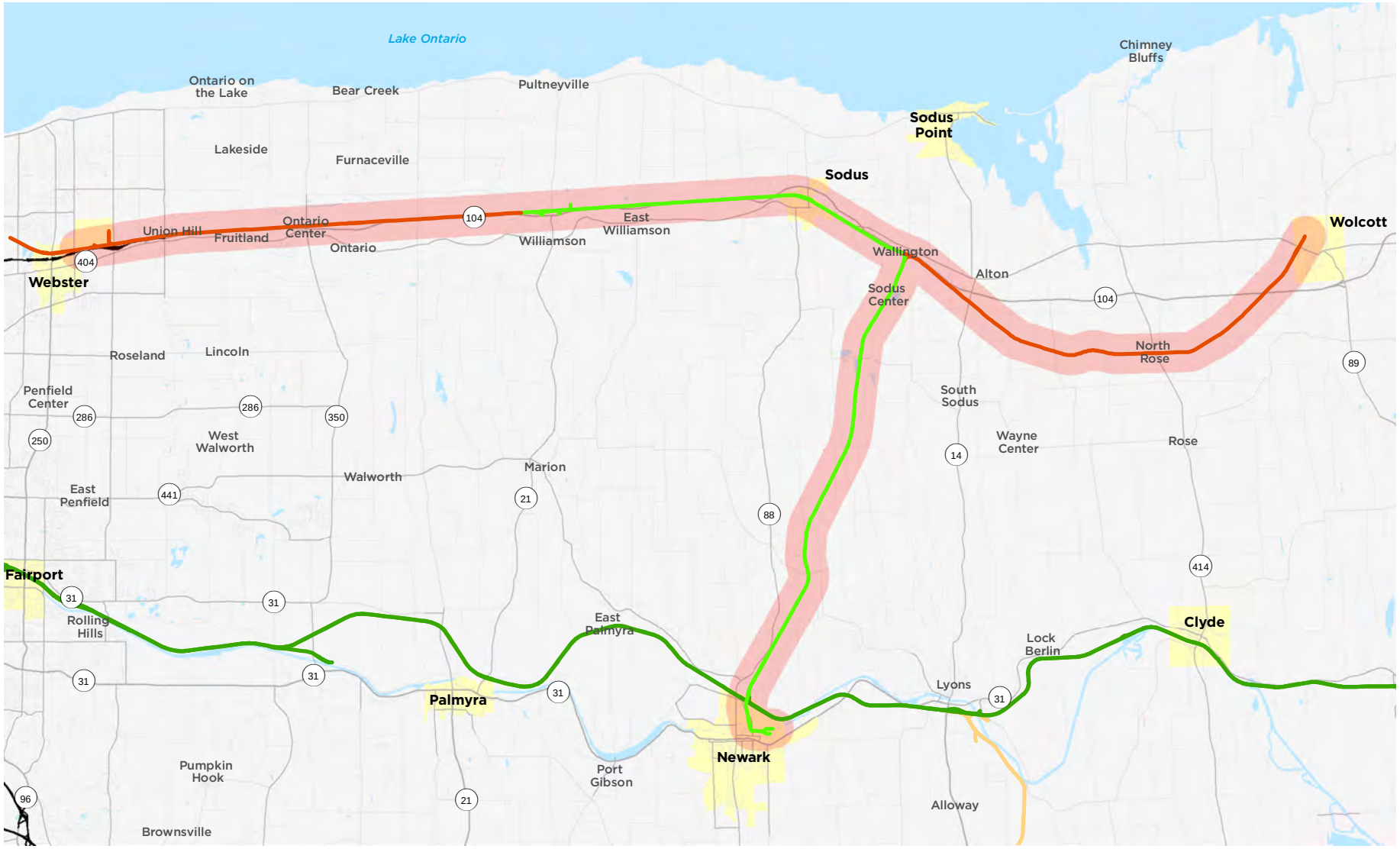

Figure 15: OMID Weight Limits

- Study Area
- 315,000 lb.
- 286,000 lb.
- 273,000 lb.
- 263,000 lb.

Figure 16: OMID Track Sidings

Focus Area

Mainline Sidings (number corresponds with Table 1)

Industrial Sidings (number corresponds with Table 2)

for railcar storage and maintenance and access to its locomotive house. There is a dormant yard in place on the Xerox property at the western end of the system in Webster. Xerox is not an existing OMID customer and the yard tracks are overgrown, but the switch is still in place on the OMID line just west of Salt Road.

Transload Facilities

The OMID has two existing transload sites on its system: an end-loading and side-loading dock in Newark and a side-loading facility in Sodus near its locomotive house and storage facility. One of the limitations of the OMID system is the lack of a transload facility with dual-sided loading capability. This limits the railroad's ability to provide transload operations for customers handling lumber and building materials delivered on center-beam railcars.

Intersecting Roadways / Grade Crossings

The OMID system operates in mostly level terrain in this rural region of New York State. With minimal elevation changes and no major/high-volume roadways intersecting the railroad line, there are no overhead or undergrade roadway bridges along the line. All of the intersecting roadways cross the OMID alignment at grade level. The OMID has more than 90 grade crossings, including public and private crossings. The vast majority of these crossings are local roads and private driveways; the roadways with county route designations are primarily major and minor collectors. The grade crossings along the OMID alignment are shown in Figure 17 on page 38.

The OMID rail lines cross three key regional roadways in the focus area. Route NY-104 is a principal arterial that runs roughly parallel to the east-west OMID alignment and crosses the line at milepost 52.10 near Wolcott and milepost 65.90 west of Sodus. Route NY-14 is a key north-south roadway in the Finger Lakes region, connecting Elmira in the south to Sodus Point on Lake Ontario. In this focus area it is designated as a minor arterial, crossing the east-west OMID alignment at milepost 60.30 near the hamlet of Alton. Route NY-414 is a north-south road that runs from Sodus Bay in the north down to Seneca County in the south. It serves as a key north-south route in eastern Wayne County but is only designated as a major collector road by NYSDOT in the focus area.

Most of the grade crossings on the OMID system have simple crossbuck signs for protection. Thirteen crossings on the busiest roadways are also equipped with flashing lights and gates, while ten others have an intermediate protection system that includes crossbuck signs and flashing lights, but no gates. See Figure 18 on page 39.

The Highway-Rail Grade Crossing Safety Section of NYSDOT has been tasked with improving grade crossing safety across New York State since the Federal grade crossing safety program was introduced in 1975. The installation of warning lights and other protective measures is the primary approach used by NYSDOT to improve grade crossing safety. The protection

Figure 17: OMID Grade-Crossings (Functional Class of Intersecting Road)

- Focus Area
- Principal & Minor Arterials
- Major/Minor Collectors
- Local Roads
- Private Driveway

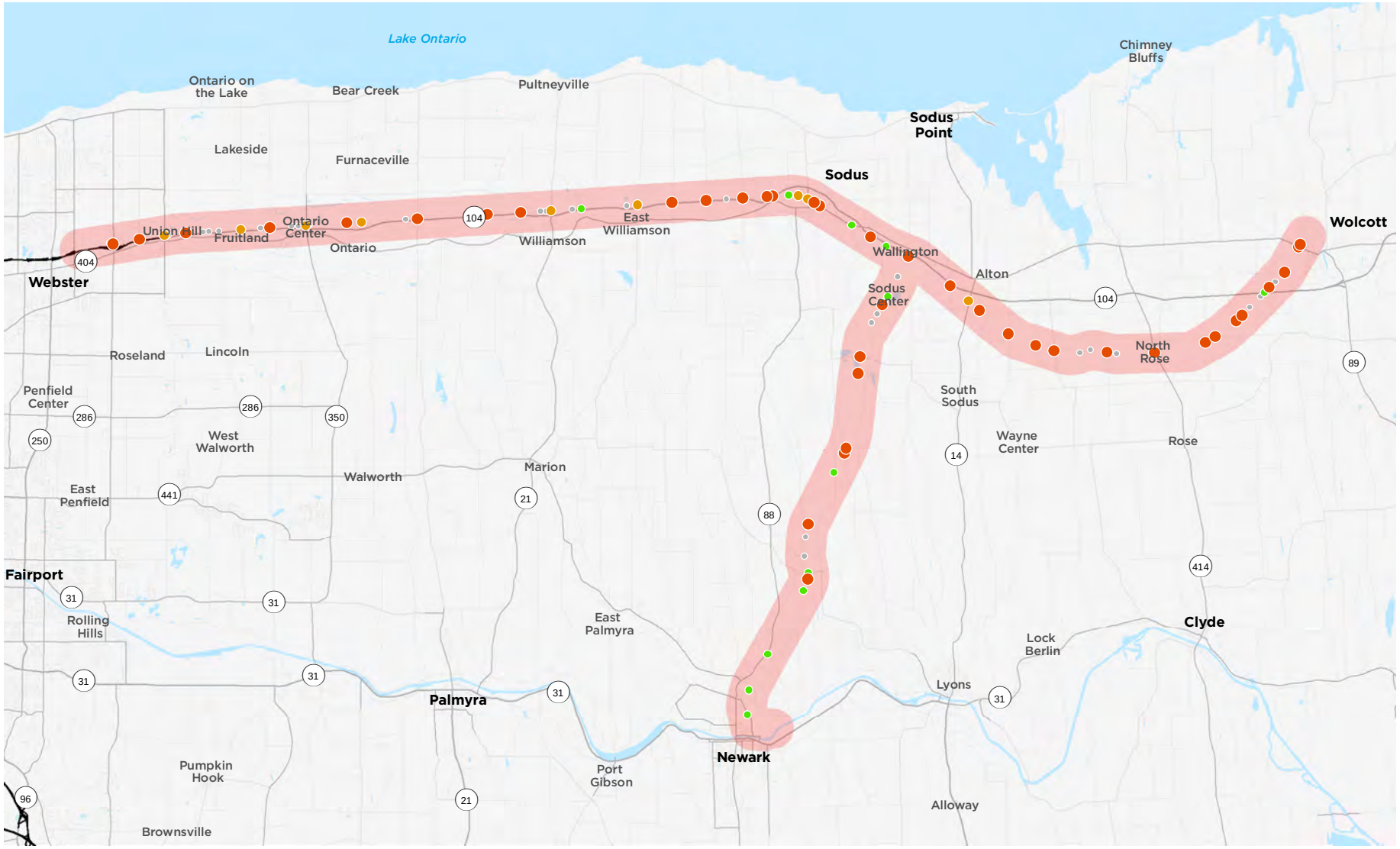

Figure 18: OMID Grade-Crossings (Signage)

- Focus Area
- Crossbuck Sign Only
- Crossbuck Sign with Lights
- Crossbuck Sign with Lights and Gates
- No Crossing Controls (private driveways)

systems at a number of OMID crossings have been upgraded in recent years including:

- Quarry Road (N-S milepost 26.95)
- Pratt Road (E-W milepost 66.63)
- Lembke Road (N-S milepost 24.50)
- Zurich Road (N-S milepost 24.66)
- Maple Avenue (E-W milepost 65.02)

The $3.1 million rehabilitation project described previously in the Track Condition Section included roadway surface improvements, but no crossing protection upgrades, at several locations along the north-south alignment. These included Mud Mills Road (MP 19.09), Powell Road (MP 26.56) and the two crossings on South Geneva Road where the east-west and north-south alignments meet at the wye in Wallington.

Bridges

As stated previously, the OMID system operates in mostly level terrain in this rural region of New York State. With minimal elevation changes and no major/high-volume roadways intersecting the railroad line, there are no overhead or undergrade roadway bridges along the line. Data provided by the Ontario Midland Railroad Corp. lists fourteen (14) undergrade bridges as shown in Table 6 above, most of which are short spans across natural features such as rivers, creeks and drainage channels. The posted speed on all these bridges is 20 MPH according to the OMID rulebook.

Vertical Clearances

While the OMID system has no overhead bridges, the railroad has a vertical constraint that is dictated by the overhead structure of the through truss configuration on the Ganargua Creek bridge located north of the CSX interchange point in Newark (see photo to the right, courtesy of the OMID Corp.).

Table 6: Undergrade Bridges

	Name / Spanned Feature	Line Segment	Milepost	Approx. Length (ft)
1	CSX Mainline	N-S	17.80	81
2	Ganargua Creek	N-S	18.28	115
3	Salmon Creek	N-S	28.21	37
4	Sodus Creek	N-S	28.80	24
5	Bridge 193	E-W	52.80	12
6	Bridge 186A	E-W	62.70	21
7	Bridge 182	E-W	70.40	12
8	Bridge 180	E-W	71.20	6
9	Bridge 177	E-W	72.90	12
10	Bridge 174	E-W	75.50	13
11	Bridge 173	E-W	75.98	14
12	Mill Creek / Bridge 167	E-W	79.20	30
13	Bridge 164	E-W	80.70	12
14	Bridge 163	E-W	81.03	11

The OMID system can currently accommodate Association of American Railroads (AAR) Plate F rail cars with a height of 17'-0". This allows the OMID system to accommodate standard railcars used by most rail customers that transport their cargo in mixed freight trains. This posted vertical clearance has not been identified as a limiting factor for the OMID in any published documents. The actual vertical clearance at this bridge is 20'-9". The posted horizontal clearance at this location is 14'-5".

Safety Concerns

The OMID is a Class III shortline railroad that operates at low speeds. The Federal Railroad Administration (FRA) rail safety database lists no safety incidents for the OMID in the last five years.

3.3 Rail Users and Customers

The OMID handled approximately 400 railcars annually from 2018 through 2020. This volume represented a substantial increase from the approximately 200 cars in 2015. The railroad serves customers on weekdays on an as-needed basis. The customers in the region have a heavy inbound orientation, with most of them getting full carloads moved to their locations in the area. These customers generally return minimal outbound loaded cars and empties to their origins via CSX.

Loads handled for OMID customers include liquid bulk (tanker cars) and dry bulk (covered hopper cars) commodities and temperature-controlled food products in refrigerated boxcars. The major customers on the OMID system include the following :

- Thatcher Group in Williamson
- K.M. Davies in Williamson
- Fleischmann's Vinegar plant in North Rose (transload in Sodus)
- Sodus Cold Storage (two facilities: in Sodus and North Rose)
- Nutrien Ag Solutions in Marion
- CRC Polymer in Sodus

3.4 Planned Improvements

The recently completed statewide freight transportation plan does not include any specific planned rail infrastructure improvements in the vicinity of the OMID system, but contains a set of rail-related policy recommendations that have direct implications for the shortline railroad industry and local industrial development opportunities. These recommendations include the following:

- Address track, bridge, tie and ballast conditions of shortline railroad for last mile deliveries.
- Enhance rail access to businesses for new and increased rail shipments by considering funding rail switches and sidings.

3.5 Key Findings

The inventory and analysis of the OMID included a specific focus on the railroad network, operations, and users. Key findings, issues, and opportunities identified include:

1. **Freight volume on the OMID is increasing**

   The OMID has seen freight rail volume growth in recent years, effectively doubling its annual activity from 200 railcars per year in 2015 to 400 railcars annually from 2018 through 2020. The company has managed to handle this growth in rail traffic even as it continues its ongoing maintenance and restoration work.

2. **OMID operations would be impacted if traffic volumes grow**

   The current configuration of the mainline is adequate for the OMID's existing operations. Some constraints may exist if rail traffic grows. These include the 15-car limit for blocks of railcars interchanged with CSX in Newark, the S-curve in the alignment of the connecting track at this location, and railcar storage capacity for longer blocks of cars.

3. **The limited number of intersecting high-volume roads reduces infrastructure costs**

   The flat terrain and the location of the OMID system away from major limited-access highways helps minimize infrastructure costs and constraints. There are no overhead rail bridges on the system, limited locations of cut/fill, and no undergrade bridges where the OMID crosses roadways.

4. **The rail structure on the north-south alignment is in poor condition**

   The rail condition is generally worse on the north-south line segment than the east-west segment, primarily due to the heavy coal cars moved on this line in years past through the terminal at Sodus Point on Lake Ontario.

5. **The rail structure on the east alignment is in poor condition**

   The rail, ballast and tie condition is generally worst at the eastern end of the system from North Rose to Wolcott.

6. Recent grants have improved the railroad infrastructure

The OMID's work to restore the rail infrastructure has been focused on tie replacement and ballast restoration projects in recent years.

7. Additional infrastructure improvements are needed to maintain operations

An important priority for the OMID to meet its current needs is a system-wide replacement of the existing rails. These rails have been in place for eighty years and longer, with some of them dating back to the late 19th century.

8. There are transload opportunities along the OMID

Current transload customers could be potential candidates for relocation to new sites along the OMID system where they could receive direct deliveries. One limitation of the existing OMID system is that it cannot accommodate double-sided transload operations.

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4 Rail Freight Opportunities

4.1 Overview + Objectives

Overview

This analysis of rail-freight opportunities utilizes the findings from the Planning, Zoning, and Environmental Context Chapter to develop a Rail-Enabled Business Opportunity Analysis which presents the findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. This analysis includes a profile of rail-enabled or rail supported businesses that identifies infrastructure availability and needs, regulatory considerations, and supporting uses. This information directly contributed to the identification of potential sites suitable for rail-oriented business development which is presented in Chapter 5 starting on page 75.

Objectives

The primary objective of this chapter is to determine new business opportunities in Wayne County, New York associated with OMID's presence in the County. This chapter evaluates regional and national rail freight trends, data regarding rail-competitive commodities, individual business opportunities, and commodity-based business opportunities. The findings from this data-based analysis was used to consult/engage with the OMID Corporation and local businesses to determine local opportunities and constraints for new and expanded rail utilization. The results of both the data-based analysis and the consultation/engagement were utilized to determine rail-enabled business opportunities and preliminarily identify sites that are potentially suitable for rail-oriented business development (Chapter 5 starting on page 75).

4.2 Regional and National Freight Outlook

This part of the analysis identifies commodities that represent potential opportunities for rail-oriented industrial development in Wayne County, irrespective of the industries that currently exist in the region and the commodities currently transported by rail in and through the County today. This analysis is based on the commodities types commonly transported by railroads across North America, even if there are no active industries in the region that handle these commodities now. A more detailed and refined analysis of potential rail freight customers and commodities that is based on existing rail freight activity and freight industry forecasts follows in the next section.

Rail Operations for Commodity Types

The North American freight rail system has undergone extensive consolidation and rationalization since the industry was deregulated in the late 1970s and early 1980s. The Class I railroads that remain as a result of this consolidation have sold off and abandoned many of their local and secondary routes, and the business model for the Class I segment of the industry is focused on moving large volumes of freight on the main lines. Local customers on branch lines are increasingly served by regional (Class II) and short line (Class III) railroads (such as the OMID) that provide interchange service with the Class I carriers.

Freight trains generally fall into two categories. Manifest or mixed trains include combinations of various types of rail cars (box cars, tankers, flat cars, etc.) that are assembled and broken down in one or more classification yards between their origin and destination. The rail cars are typically delivered individually or in small groups to customers. Rail freight transportation is usually slowest for these trains because of the complexities of organizing and re-organizing them, and then moving them multiple times in a switching yard to get individual cars or blocks of cars sorted and grouped correctly for delivery to the customer.

Unit or bulk trains are made up of cars hauling one commodity in a uniform type of rail car, usually from a single origin to one destination and with minimal handling in yards. These

trains are loaded and unloaded at specialized terminals designed to handle cargo quickly and efficiently. Class I railroads generally prioritize this type of train due to the volume of freight and the time sensitivity of the cargo. It is easier for a railroad to assemble and handle these trains because the order of the cars within a single train moving from an origin to a destination is usually of no consequence to the customer. Typical commodities moved in unit trains include coal and crude oil.

Due to the economies of scale for various railroad customers, the different operational characteristics of these train types, and their schedule prioritization on the national rail system, manifest/mixed trains are more viable for shortline railroad handling than unit trains. Class I railroads generally prefer to handle unit trains themselves without interchanging with Class II or Class III railroads in order to ensure timely delivery to their customers and maintain control over the end-to-end process of moving the train from the shipper to the receiver. Consequently, this analysis for Wayne County focuses on those commodities that are commonly transported by rail in North America and are usually moved in manifest trains

Commodity Types

The U.S. Department of Transportation (USDOT) maintains a number of national information resources for measuring and forecasting freight activity by mode of transportation. For this analysis, the focus is on commodities that are commonly transported by rail, as measured by tonnage and value. As a planning exercise, these commodities of interest were based on future forecasts for a 2045 horizon year. Nationally, the top projected commodities transported by rail for the 2045 forecast year are listed in Table 7 and Table 8 both on page 48.

Coal and metallic ore commodities are not likely to represent strong industrial development potential along the OMID system in Wayne County, due to one or both of the following factors: (1) they are generally transported by rail in unit trains, and/or (2) they are commodities that are transported between points where both the source and the destination are industries or facility types that do not exist in Wayne County (e.g., coal transported from a coal mine to a power plant).

The commodities from the two lists are combined into a single table below and applied to inbound and outbound movement in Wayne County. These commodities are not listed in any particular order of priority beyond the national rail volumes and values associated with them in Table 7 and Table 8. Most of these commodities could be transported in either direction at multiple points along a supply chain. Inbound loads are raw materials and products moved into the region for end users in Wayne

County or for industries that would use them in a production process for delivery in the local area or beyond. Outbound loads would be either raw materials mined or grown locally in Wayne County or finished products manufactured here and transported to customers outside the region. Those commodities that do not lend well to outbound movements from the County are those products and raw materials that are not produced in abundance in the region and are not likely to be produced in the foreseeable future.

Importantly, it should be noted that Wayne County is heavily oriented toward the "consumer" end of a rail-based supply chain for most commodities. While there is some potential for industries that process raw materials and produce finished products across North America, most industries whose commodities are suitable for rail transportation are currently engaged in production processes that support customers in the heavily populated Northeastern U.S. Wayne County's proximity to major population centers within a 10-11 hour drive generally makes this market more conducive to truck transport on the outbound/delivery side of the process for customers in this region. This 10 to 11 hour figure is generally used for assessing the competitive market area for truck transportation because it is the distance a truck driver can typically travel within one day under Federal Motor Carrier Safety Administration (FMCSA) hours of service rules. Railroads generally have a difficult time competing for business over these distances because of the lower cost and faster delivery time for trucks.

Table 7: Top U.S. Commodities by Rail (Tonnage), 2045

Rank	Commodity	Tonnage (thousands)
1	Coal	404,037
2	Cereal Grains	271,314
3	Basic Chemicals	213,730
4	Plastics and Rubber	141,535
5	Fertilizers	111,376
6	Gravel and Crushed Stone	102,743
7	Other Prepared Foodstuffs	93,496
8	Other Fossil Fuel Products	88,213
9	Metallic Ores	80,691
10	Metal in Basic Shapes	70,714
11	Nonmetallic Mineral Products	65,758
12	Waste and Scrap	58,156
13	Other Agricultural Products	57,261
14	Wood Products	53,243
15	Gasoline, Kerosene and Ethanol	50,936

One notable exception to this industry dynamic is waste and scrap materials, which are effectively a "reverse supply" movement out of population centers (i.e., the commodity in question is being transported as one of the last steps in a production-consumption-disposal/recycle supply chain). In addition, the OMID could support outbound shipments outside the Northeast for industries that produce sizable, predicable quantities of finished products for customers located long distances from Wayne County.

Table 8: Top U.S. Commodities by Rail (Value), 2045

Rank	Commodity	Value (millions of 2012 $)
1	Plastics and Rubber	$224,213
2	Motorized and Other Vehicles	$222,314
3	Basic Chemicals	$165,952
4	Cereal Grains	$76,199
5	Metal in Basic Shapes	$75,023
6	Machinery	$74,893
7	Electronics	$72,270
8	Other Prepared Foodstuffs	$71,258
9	Mixed Freight	$63,844
10	Other Fossil Fuel Products	$51,477
11	Chemical Products and Preparations	$44,633
12	Other Agricultural Products	$40,424
13	Fertilizers	$38,138
14	Gasoline, Kerosene, and Ethanol	$35,466
15	Pulp, Paper, and Paperboard	$28,910

Key Findings

The analysis of the regional and national freight outlook identified commodities that represent potential opportunities for rail-oriented industrial development in Wayne County, irrespective of the industries that currently exist in the region and the commodities currently transported by rail in and through the County. These general findings serve as the foundation for the detailed regional analysis in the next section. Key findings, issues, and opportunities include:

- OMID is ideally suited to serve customers

Table 9: Top Inbound-Outbound Commodities

No.	Commodity	Inbound to Wayne Co.	Outbound from Wayne Co.
1	Cereal Grains	✓	
2	Basic Chemicals	✓	✓
3	Plastics and Rubber	✓	✓
4	Fertilizers	✓	✓
5	Gravel and Crushed Stone	✓	✓
6	Other Prepared Foodstuffs	✓	✓
7	Other Fossil Fuel Products	✓	
8	Metal in Basic Shapes	✓	✓
9	Nonmetallic Mineral Products	✓	✓
10	Waste and Scrap	✓	✓
11	Other Agricultural Products	✓	✓
12	Wood Products	✓	✓
13	Gasoline, Kerosene and Ethanol	✓	
14	Motorized and Other Vehicles	✓	
15	Machinery	✓	✓
16	Electronics	✓	✓
17	Mixed Freight	✓	✓
18	Chemical Products and Preparations	✓	✓
19	Pulp, Paper, and Paperboard	✓	✓

moving freight in mixed/manifest trains

- Raw materials and intermediate products moved in bulk are ideal rail commodities for new industries in the study area
- OMID is currently oriented toward "inbound" freight railroad shipments
- Some commodities are suitable for either inbound or outbound shipments

4.3 Rail-Competitive Commodities Analysis

This section provides a broad assessment of commodities that are suitable for rail transport based on the volumes of freight moved across North America. The findings of that analysis indicate a number of industries and commodity types that represent potential industrial development opportunities in Wayne County independent of the region's current industrial base. That broad analysis is refined to reflect opportunities for freight rail transportation growth among existing industries in the region. The rail-competitive commodities analysis consisted of determining the types and volumes of commodities that are currently transported in and out of Wayne County by truck and that could potentially be transported by rail. These commodities represent an opportunity for diversification and increase in tonnage of rail freight in Wayne County along the OMID.

Methodology

The methodology for the rail-competitive commodities analysis relied on freight data as provided by Transearch, a database source often used for this type of analysis which provides a convenient access to freight information. This source provided information of actual freight data categorized by Standard Transportation Commodity Codes (STCC) and transport mode for calendar year 2012 (the most recent year available). It also provided forecast freight volumes by STCC categories for Wayne County in 2040. By processing the data, we were able to determine the specific types and volumes of freight (both inbound and outbound) for Wayne County in 2012, by STCC type commodity.

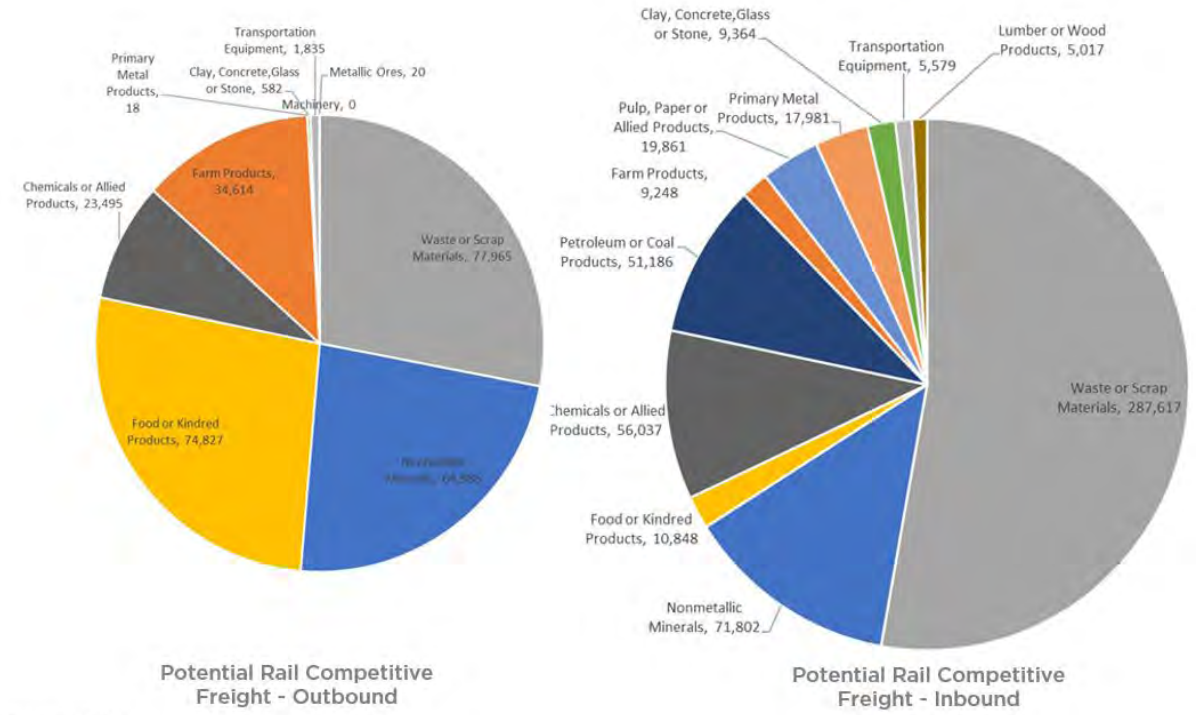
In parallel, we analyzed the types of commodities that are transported by train and by truck in New York State, per STCC code and hauling distance, also using Transearch. We examined more specifically the commodities that are exclusively transported by rail and those that could be either transported by rail or truck in the State. When either mode was being in use for a specific commodity, we considered that rail was likely a competitive mode for that commodity if at least 20% of its total freight tonnage was transported by rail. Through this approach, we eliminated atypical cases of rail transportation and focused our attention on the most likely competitive commodities. We then narrowed down the specific commodities that are likely competitive by rail in New York State and searched if these commodities could be found in Wayne County as well. When the transport of these commodities was confirmed in the County, we highlighted them and considered that only a portion of their freight would be competitive by rail with a similar ratio as was used at the State

level. Upon completion of this step, we identified the type and volume of commodities currently transported in Wayne County for which rail could be a competitive option. It should be noted that the rail market was identified at the mode level, and not at an operator level. Therefore, should competition be present between two operators, this first data analysis could not distinguish rail-competitiveness opportunities between different operators.

Although the base years were not the latest full year before the study was completed, the analysis remains accurate. The determination of business opportunities is based on orders of magnitude and profiles of commodities that are being transported, not on their precise metrics. If orders of magnitude remain fairly constant and the types of commodity do not change significantly over time, the likely business opportunities will be similar in 2012, 2019 and beyond.

In order to ensure that the orders of magnitude and types of commodity did not change significantly, we conducted a desktop research to determine if large social and economic changes took place in Wayne County between 2012 and 2019. We also compared the forecasted volumes and types of freight in Wayne County in 2040, per the Transearch forecasts, with the volumes and types observed in 2012. This dual analysis first concluded that there were no significant social and economic changes in the County between 2012 and 2019. In addition, there were no significant differences in the expected

Figure 19: Potentially Rail-Competitive Commodities (Tons)



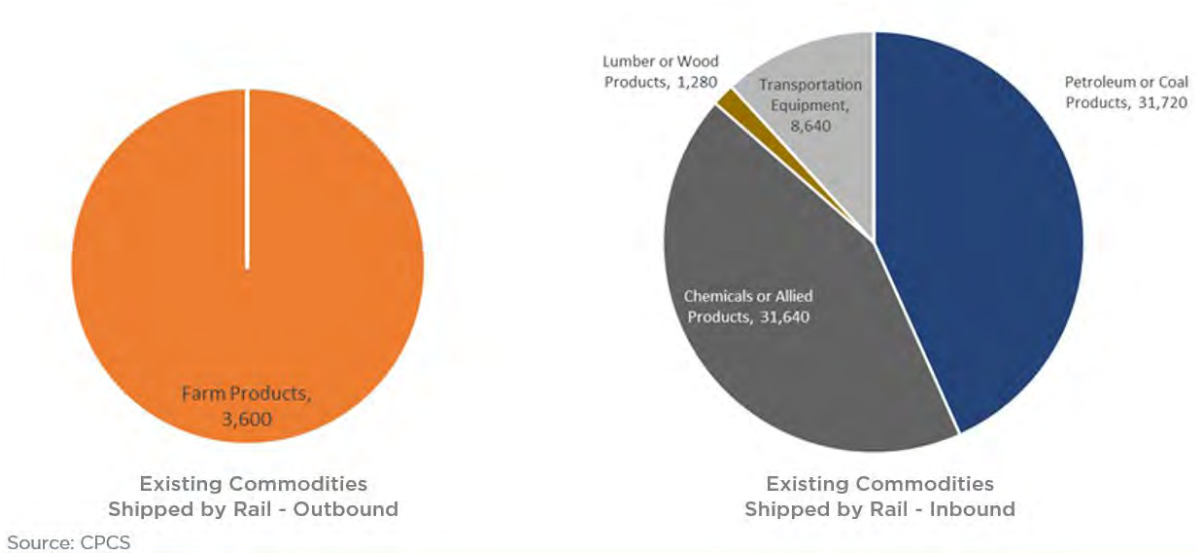
Source: CPCS

profile of commodities to be transported in the County between 2012 and 2040. This 2012-to-2019 comparison allowed us to conclude that a determination of commodities that could be rail-competitive based on the 2012 baseline data would provide for reliable information on the actual potential of business activity that could be leveraged in the short and mid-term future of Wayne County.

Results

Using the methodology described above, we identified the types and tonnage of commodities that could potentially be rail competitive based on existing rail freight profiles for the region. The characteristics of these commodities for inbound and outbound traffic are summarized in Figure 19 above. It should be noted the individual graphic for inbound traffic is larger than the outbound graphic to visually highlight the fact that inbound traffic is greater than

Figure 20: Existing Commodities Shipped by Rail in Wayne County (Tons)



Source: CPCS

Table 10: Tonnage of Existing and Potentially Rail-Competitive Freight

Traffic	Existing (Tons)	Potentially Rail-Competitive (Tons)
Inbound	72,000 (+/-)	544,000 (+/-)
Outbound	4,000 (+/-)	278,000 (+/-)
Total	76,000 (+/-)	822,000 (+/-)

Source: CPCS analysis of Transearch source

outbound traffic. The difference in tonnage is not represented proportionally in the different sizes of each graphic. In addition, Figure 19 shows freight that is currently transported by truck and that has a potential for being shipped by rail; it does not include the freight types and volumes already shipped by rail. As shown in the figure, the most competitive commodity types include waste/scrap metal materials (outbound and inbound); non-metallic minerals such as sand, cement, and gravel (inbound and outbound); food and farm products (outbound); and petroleum (inbound) as the main types of rail-competitive commodities.

In order to assess if the market of potentially rail-competitive commodities consists mostly of additional tonnage of existing commodities or of new types of commodities not currently transported by rail, we compared its profile with the profile of commodities currently being transported by rail. This profile is presented in Figure 20 above, which highlights the fact that the outbound traffic is currently limited to farm products, whereas the inbound traffic includes chemicals/allied products, petroleum/coal products, transportation equipment and lumber/wood products. We also represented the inbound and outbound traffic graphics with different sizes to represent their differences in tonnage.

A summary of orders of magnitude of volumes of commodities for existing and potentially rail-competitive tonnage is provided in Table 10 above. An analysis of Figure 19 and Table 10 suggests that there could be a potential for diversification and increase in tonnage of rail freight in Wayne County. This includes new commodities that could potentially be transported by rail such as waste/scrap material, non-metallic minerals (sand, gravel) and food products. Commodities that are already shipped by rail but could see their rail activity increased include chemicals/allied products, and farm and lumber/wood products.

Key Findings

The analysis of rail-competitive commodities determined the types and volumes of commodities that are currently transported in and out of Wayne County by truck and that could potentially be transported by rail. Key findings, issues, and opportunities include:

- OMID is heavily oriented toward inbound shipments
- Existing inbound and outbound rail shipments are concentrated in a small number of commodity types
- There is a strong potential for inbound rail shipments for some commodities that are currently transported by truck
- There are opportunities to diversify outbound shipments and increase the volume of shipments currently transported by rail

4.4 Individual Business Opportunities Analysis

Once the types of commodities and therefore trade activity that could be rail-competitive in Wayne County were identified, the next step was identification of businesses that could be associated with these types of commodities. Those businesses would then become opportunities for increased rail utilization in Wayne County. As previously mentioned, businesses within Wayne County and businesses in proximity to serve the local segment of the supply chain, were considered. Although it is referred to the "last mile", a 10-mile radius around the OMID line was used (including into adjacent counties) as criteria of capture of local service.

Methodology

The source of information used for the individual business opportunities analysis is the Business Establishment database from ReferenceUSA. The database provided a list of businesses in

existence in Wayne County, as well as in the neighboring counties (Monroe, Onondaga, Oswego, Ontario, Cayuga and Wayne). It included more than 15,000 businesses, with characteristics for each business, such as their address, their code per the North American Industry Classification System (NAICS) or Standard Industrial Codes (SIC), annual revenues and number of employees.

It should be noted that in the Rail-Competitive Commodities Analysis Section, potential rail-competitive commodities were identified following their STCC code. Businesses are however not presented per STCC code but by NAICS or SIC. To ensure that we selected the businesses that addressed the commodities previously identified, we needed to correlate commodity type with business code. In order to do so, we applied a crossover (proprietary to CPCS) which links STCC commodities as used in the Transearch database to the NAICS codes of the ReferenceUSA database. This crossover approach was generated over time by CPCS through empirical observation in projects of correlation between types of commodities and categories of business. By applying this crossover to the initial ReferenceUSA database we reduced the list to approximately 7,000 potential businesses.

In order to have a general understanding of where these businesses were located with regard to the OMID alignment, sidings and transload facilities, cities, or other geolocations, we created a geographic map presenting the location and types of businesses in Wayne County and adjacent counties. Transload facilities in this

context and throughout this analysis refers to rail facilities that are used to transfer products and raw material between a railcar and a storage area, or between a railcar and the ultimate receiver/ shipper of the freight. These facilities provide freight rail access for industries that ship and receive quantities of freight that are too small to handle in full railcar loads. Transload facilities can be operated by the railroad serving the facility, a major customer that uses a dedicated transload facility to support its own operations, or a third-party operator which stores and handles the freight on site.

This map would inform us of possible restrictions or opportunities that emanated from the businesses and rail facilities' respective locations, as is shown in Figure 21 on page 54.

After analyzing the geographic constraints and opportunities mentioned above, we further narrowed down the list of potential business opportunities by applying the following filters:

- **NAICS Codes: 11 (Agriculture, Forestry), 21(Mining), 31-33 (Manufacturing), 42 (wholesale trade) & 48 (transportation & warehousing).** This filter eliminated all types of businesses that would not be conducive to rail, such as services or retail industries.
- **Annual Revenue greater than $5M.** Rail transportation is usually competitive for large volumes of activity; small businesses therefore tend not to use rail as a means of shipment of raw or finished products.
- **More than 10 employees.** This filter eliminated the offices that are administrative only and would not be conducive to rail activity.
- **In Wayne County or less than 10 miles from the nearest OMID siding.** This filter ensured we captured all business in Wayne County and businesses nearby that could be served as "last mile".

Upon completion of this second step of the analysis, we identified specific companies that could be interested in rail services, per their type/volume of trade and their location.

Results

Once we identified the type of commodities with development potential for rail transport, we conducted a search using the methodology previously described to determine the actual businesses that could handle these commodities. With this approach, we linked the commodities identified in the Rail-Competitive Commodities Analysis Section, per their STCC codes, to businesses, per their NAICS categories. A table presenting an example of outcome of the crossover is presented below in Table 11 on page 55.

We then mapped the location of these businesses, by business type, to assess driving distance to the OMID line, or any other constraint related to the geographic setting of businesses, OMID and CSX lines, and others as applicable. The driving distance was of consideration to determine the market of businesses that could be interested in rail transportation, if their location enabled them to reach transload facilities by truck within an acceptable drive time. The outcome of this undertaking is shown in Figure 21 on page 54.

The preliminary business mapping suggests that driving time is not a factor of the determination of the catchment area of new business opportunities. Indeed, all businesses in Wayne County are located within a 15 to 20-minute drive time to the OMID line making it accessible in a timely manner from all locations in the County.

However, while analyzing this map, it appeared that OMID could be in competition with CSX in Wayne County if the presence and availability of CSX' transload facilities within the county, including a handling facility specializing in jet fuel near Clyde, NY, are confirmed. Indeed, the NYS DOT's Geographic Information System (GIS) database presents these facilities as active, but at the time of preparation of this report, the Fisher Team had not received confirmation from CSX of the existence and availability of these facilities for shared use. In order to take a conservative approach in the remainder of the study, the team opted to identify sites that would not be in the immediate proximity of the CSX facilities. Therefore, several of the businesses identified as potential customers of a rail-enabled activity – such as Palmyra Motor Oil Warehouse or Lyons Oil Supply, which are located in the proximity of these facilities, were removed from the list of potential OMID businesses.

For businesses located between the CSX and OMID alignments, even at equal distance (such as Seneca Foods in Marion, NY), proximity is not

Figure 21: Business Establishment Location (prior to filters)

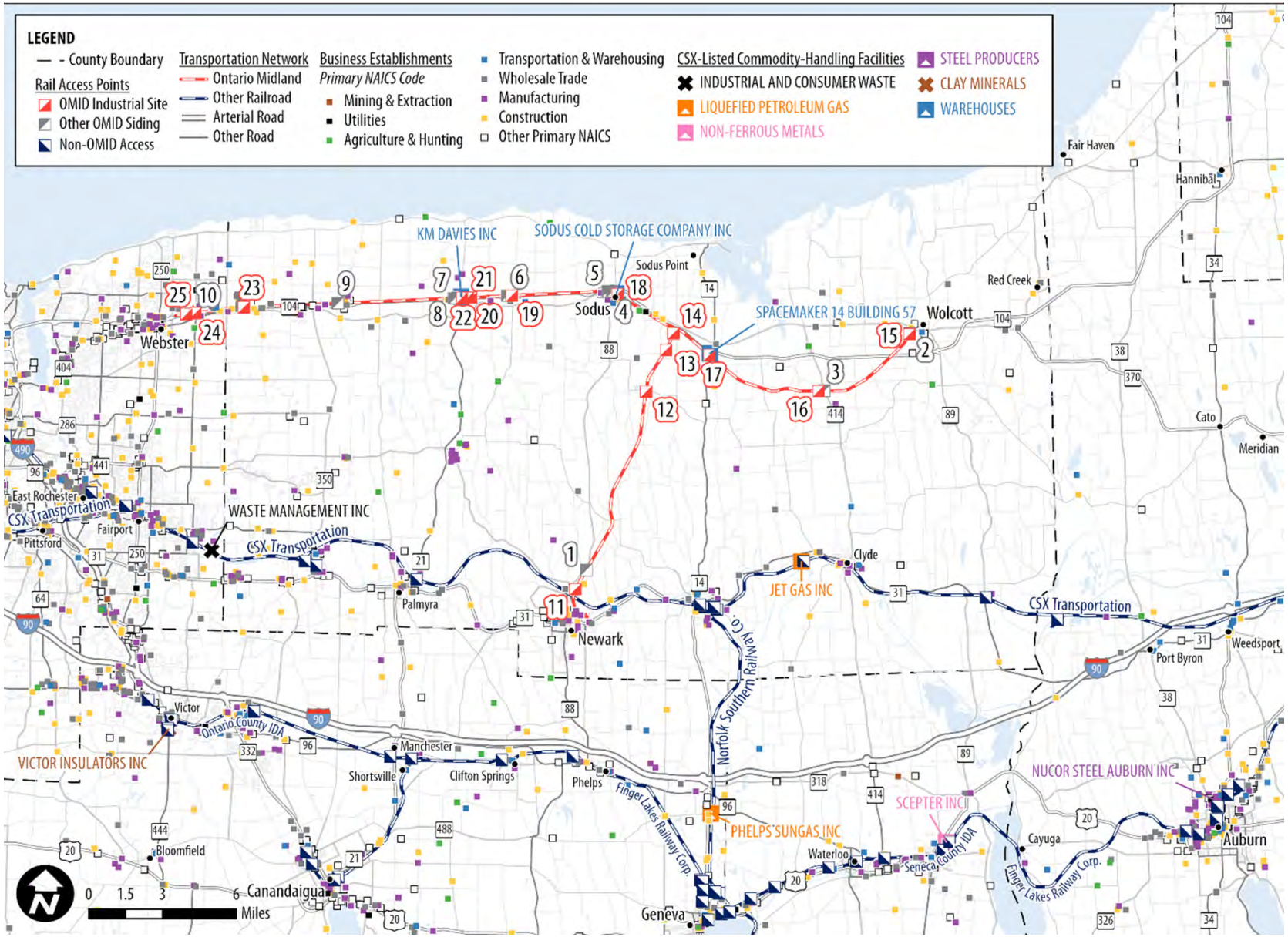


Table 11: Example of Crossover between STCC Commodities and NAICS Establishment Codes in Wayne County

Commodity Type per STCC Code	Commodity Description	Total Tonnage – Rail Competitive	Tonnage Currently by Rail	Business NAICS Code
4029	Misc. Waste or Scrap	300,995	0	42, 56
1441	Gravel or Sand	124,907	0	21, 42
2033	Canned Fruits, Vegetables, etc.	74,871	0	31, 42
2821	Plastic Matter, Synthetic Fibers	56,938	28,480	32
4021	Metal Scrap or Tailings	52,546	0	42, 56
2911	Petroleum Refining Products	52,259	21,680	42, 49
2871	Fertilizers	41,793	0	32
2912	Liquefied Gases, Coal or Petroleum	23,660	10,040	32, 42
114	Oil Kernels, Nuts or Seeds	21,790	3,860	31, 42

Source: CPCS, from Transearch and ReferenceUSA data

Table 12: Potential Individual Business Opportunities

Commodities	Business Name
Waste / Scrap	Empire Resource Recycling, ALPCO Recycling, Wilbert's, Baker Commodities, Alard Equipment
Non-Metallic Minerals (sand, gravel, rock, cement)	Hanson Group, Dolomite Products, Smith's Gravel Pit
Food or kindred products	Seneca Foods Group, Dr Pepper/Motts, Pomona Packing, Mizkan Americas, Baldwin Richardson Foods, Fleischmann Vinegar
Farm Products	Fowler Farms, Boekhout Farms, Cahoon Farms, Maple Ridge Fruit, Mason Farm
Petroleum or Coal Products/Gas	Griffith Energy, Lyons Oil Supply, Superior Plus, E&V Energy
Chemical/Allied Products	Harbec Plastics
Paper/Wood	Finger Lakes Times, Hallagan Manufacturing, Plassche Lumber, Bellinger Packaging
Cold Storage	KM Davies, Wolcott Cold Storage, Sodus Cold Storage, Williamson Cold Storage

Source: CPCS, from ReferenceUSA data

a factor, and they could be potentially interested in opportunities provided by OMID. We therefore considered all other businesses within Wayne County, with the exception of those that were located in close proximity to CSX handling facilities.

After applying the filters related to the business NAICS, revenue, employees and location, the list of businesses decreased to a total of 48. We then analyzed each company to determine the nature of products or services they offered and to assess if they could be a likely business opportunity. We excluded businesses whose activity did not seem aligned with rail shipment. For instance, we noticed several companies that manufacture electronic components and machinery. This type of equipment is typically not shipped by rail nor is the processed metal that could serve as inbound material, due to the time sensitivity of their supply chain, or to the light weight and damage-prone nature of electronic components which make them not conducive to rail transportation. However, we added businesses with a dedicated rail activity, such as cold storage companies which had been identified and located previously.

After completing the data crossover and filtering processes, we identified specific individual businesses that could likely be interested in rail shipment in Wayne County. The list of these businesses is presented in Table 12 on page 55

Key Findings

The analysis of individual business opportunities determined those businesses that have existing opportunities for increased rail utilization. In addition, the analysis considered businesses within Wayne County and businesses in proximity to serve the local segment of the supply chain. Key findings, issues, and opportunities include:

- Thousands of potential businesses were identified
- Businesses are clustered along OMID's east-west alignment
- Three commodities were identified with the greatest potential
- The current top three commodities were identified
- Mapping suggests that driving time is not a factor in business location
- After applying filters, 48 individual businesses were identified

4.5 Commodity-Based Business Opportunities

Business opportunities also considered include those that originate from groups of companies, as opposed to individual companies described in the Individual Business Opportunities Analysis Section. This approach is grounded in the observation that many companies that operated rail-conducive commodities were likely too small to justify rail transportation, whose competitiveness lies in large volumes/tonnage of activity. However, if several companies generated a pooled demand of commodities that was sufficient to generate competition to rail transportation, the identification of these markets could in turn provide opportunities for a business model based on a transload, storage or distribution of those commodities.

As we analyzed businesses and industries in the Individual Business Opportunities Analysis Section, we also sought patterns in the demand of specific commodities that can typically be shipped by rail, such as grain, plastic pellets or animal feed. Although there may not be a single company in these industries that is large enough to justify a dedicated access to the OMID line, an identification of a large aggregate demand could in turn provide business opportunities through the creation of specialized transload and storage facilities. Third parties could also be marketed for the transload, storage and distribution of those commodities in Wayne County.

Methodology

In order to identify these opportunities, the same steps were conducted as in the Individual Business Opportunities Analysis Section but the settings of two of the filters slightly differed. The annual revenue filter was set to $0.5M minimum as opposed to $5M to identify the smaller size companies that could benefit from a pooled transportation of commodities. In addition, retail and construction companies (NAICS 44-45 and 23 respectively) were added to the list of businesses to be analyzed. Upon application of the filters, a systematic review of each company's business was conducted to assess the type of commodity associated with their business, either as raw material to be procured or finished products to be shipped, and the likelihood of their interest in pooled commodity transportation by rail.

Upon completion of this task, we identified several types of commodities that could be the basis of development of a specific transload/storage/distribution facility.

Results

Based on the methodology described above, we concluded that specific commodities could be further explored for local distribution/storage/transload. These commodities include polymer/plastic/paint material, fertilizers and pesticides, propane, grain and animal feed, construction supplies, primary steel and vehicles. Table 13 on page 57 presents these commodities as well as examples of businesses likely to use or ship those commodities.

It should be noted that the opportunities with individual and groups of businesses are not mutually exclusive. If some individual businesses could seek dedicated facilities to the OMID line, other firms could prefer facilities to be operated by others and shared by smaller companies as well. The opportunities identified for individual and groups of businesses could therefore reinforce the need for specific transload or distribution facilities. The outcome of the consultation will provide this possibility.

Also, potential business opportunities have been identified in this section for all the types of commodities that were presented in the previous

Table 13: Potential Commodity-Based Business Opportunities

Commodities	Example of Business
Polymer/Plastic/ Sealant/Paint/ Pigment	PVC Molding Technologies CRC Polymer Systems, Scientific Polymer Products, Maco Pkg, Refractron, Parker, Silgan Container, WECO Manufacturing, CS Automation, Dynalec Corp, Spinco, Fred A. Nudd, Ankom
Fertilizer/pesticides	Nutrien AG Solution, many farms in the area
Propane	Superior Plus Propane, Suburban Propane
Grain/Animal feed	Marshall Farms, AN Martin Systems, Wayne County Eggs, El VI Farms
Construction supply	Finger Lakes Construction, All County Construction, G&G Sealcoating & Paving, Hynes concrete), Lakeside Construction
(stone, cement)	Studco
Primary Iron/Steel	Paige Equipment, Altra Rental and Supply, Nuttall Golf Cart, Erie Power Equipment, John S. Blazey, Landpro Equipment

Source: CPCS, from ReferenceUSA data

Table 14: Example of Crossover between STCC Commodities and NAICS Establishment Codes in Wayne County

Commodity Description	Total Tonnage - Rail Competitive	Tonnage Currently by Rail	Business Names
Misc. Waste or Scrap	300,995	0	Empire Resource; Recycling, Wilbert's; ALPCO Recycling; Spinco; Smith Metal Works
Non-Metallic Material	124,907	0	Hanson Group, Dolomite Products, Smith's Gravel Pit, Finger Lakes Construction, All County Construction, G&G Sealcoating & Paving, Hynes concrete), Lakeside Construction
Food, Kindred Products	74,871	0	Seneca Foods Group, Dr Pepper/ Motts, Pomona Packing, Mizkan Americas, Baldwin Richardson Foods, Fleischmann Vinegar
Chemicals, Allied Products	56,938	28,480	Harbec Plastics, CRC Polymers, Scientific Polymer Products, MACO Pkg, Nutrien AG Solutions, Many farms,
Petroleum or Coal Products and Propane	23,660	10,040	Griffith Energy, Superior Plus, E&V Energy, Suburbane Propane
Farm Products	17,965	0	Boekhout Farms, Fowler Farms, Boekhout Farms, Cahoon Farms, Maple Ridge Fruit, Mason Farm, Marshall Farms, AN Martin Systems, Wayne County Eggs, El VI Farms
Primary Metallic Material	16,849	0	Studco
Transportation Equipment	8,640	14,219	Paige Equipment, Altra Rental and Supply, Nuttall Golf Cart, Erie Power Equipment, John S. Blazey, Landpro Equipment
Pulp, Paper, Wood	1,780	26,158	Finger Lakes Times, Hallagan Manufacturing, Plassche Lumber, Bellinger Packaging

Source: CPCS, from Transearch and ReferenceUSA data

section as rail-competitive. Table 14 on page 57 links the types of commodities that had been identified as having a rail potential, either as a new commodity to be transported by rail or as having a potential for increased volume, and businesses that handle these commodities.

Key Findings

The analysis of commodity-based business opportunities examined the market for groups of commodities and companies that could utilize and benefit from transload, storage or distribution of those commodities. Key findings, issues, and opportunities include:

- Pooled demand provides opportunity for transload, storage or distribution
- Several commodities were identified
- New businesses adjacent to OMID could support other new businesses that need rail access
- Other commodities were also identified

4.6 OMID & Local Business Engagement

The analyses conducted in the previous sections were based on the processing of available data and did not account for the OMID Corporation and local business perspectives, specific needs/interests, and constraints. Therefore, the analyses provided an overview of potential businesses which to some extent is theoretical, although backed by sound data and analysis. In order to provide additional support to the data-based analysis of business opportunities, we engaged with the OMID Corporation and individual companies identified by the project team, to seek their perspectives, needs/interest, and understand their constraints.

Methodology

The consultation/engagement included a presentation of our list of "theoretical" business opportunities to the OMID Corporation to seek their input on companies that could already be customers, those with which OMID was already in negotiation to develop business, and those that had been explored and should not be pursued. This exchange of information with OMID also ensured that the project team would not interfere in on-going negotiations.

We then contacted the main businesses as agreed upon with OMID and enquired about their interest in rail transportation in their business model. When they confirmed their interest, we asked them for additional information regarding the type of facilities and services they would like to benefit their activity. When they indicated they were not interested in rail transportation, we enquired about the reasons that made rail less attractive than other transportation modes to their business model. The outcome of these discussions would provide additional information regarding businesses' specific needs or constraints that prevent them from considering rail as a viable shipment alternative.

Consultation with OMID

Representatives of OMID provided the consultant team with a valuable base of information to serve as the foundation of the industry outreach effort for this study. The purpose of the OMID outreach was two-fold. (1) Review the initial list of business establishments that were identified in the initial screening process for the Business Opportunity Analysis and identify those that have been engaged in recent conversations with the OMID about their prospects for doing business with the railroad. This step was aimed at shaping the business establishment outreach effort described in Section 6.4, with the intention of avoiding any outreach that might interfere with a potential business relationship between the railroad and a prospective customer. (2) Identify additional business establishments in the study area that were not identified in the initial Business Opportunity Analysis screening but who have been identified by the railroad as strong prospects for rail service.

The OMID is actively engaged in seeking new business opportunities with customers in the study area. This includes both new customers as well as additional rail traffic with existing customers through business growth and new commodities. Several customers with dormant/inactive sidings along the OMID alignment or with existing transload operations are currently engaged in conversations with the railroad for new or additional freight rail service at their current locations or through existing transload operations. These industries are primarily shipping raw materials for manufactured food products and finished/packaged food products.

In addition to the two public transload sites

OMID maintains in Sodus and Newark, some of the cold storage facilities in the region are currently serving as transload operations for other industries in the region. K.M. Davies, for example, was identified in Chapter 3 as one of the existing OMID customers, with a siding located at Milepost 71.32 on the OMID's east-west alignment. This company provides cold storage and delivery service for its own customers throughout the region, thereby effectively serving as a transload operation itself. K.M. Davies receives rail cars from the OMID, and distributes the freight to the business establishments that are ultimately the receivers. The OMID has identified a number of transload opportunities with smaller potential customers in the region. These establishments are primarily in the following industries: agriculture, food packaging and production, building materials, waste/recycling handling, fertilizer, propane and farming equipment/machinery.

Consultation with Local Businesses

A number of business establishments in the study area were contacted to discuss their current transportation and logistics arrangements and identify broad categories of industries and commodities that represent business opportunities for existing or new industries in the region. These interviews were conducted by phone, with additional e-mail correspondence as needed to clarify and refine responses. While the project team was able to have many valuable conversations, this effort was impacted by constraints during the COVID-19 measures that have been in place in New York State. Questions asked of business establishments were tailored based on known operations and relationships to the OMID railroad.

These questions included:

- What operations do you have along the OMID right-of-way, near the OMID line, and/or within Wayne County?
- If you are not a current rail customer, have

you considered using the OMID line or used a third-party intermediary that currently uses the OMID line?

- What specific types and categories of commodities do they handle, and which of these might be transported by rail if the right conditions were in place?
- If interested in rail service, what kind of facility would they need to support this – direct access to the railroad, shared access, transload/storage?
- Is their business currently configured to handle rail shipments, or would there be an expansion cost involved?
- If they are not interested in rail service, then what impediments are in place that preclude them from using the railroad?
- Would they consider handling freight through a third party and/or a transload operation if they do not have direct rail access and/or facilities on site to handle this service at their current location?

From the interviews, several industries and existing business establishments in the study area were identified as prime candidates for new freight rail service – either through existing service or transload operations. Discussions during these interviews include the following:

1. Wayne County is well positioned for businesses that serve the local market in the Rochester-Syracuse corridor, as well as those that serve a customer base in the population centers of New England and the mid-Atlantic states. These businesses would mainly be interested in shipping raw materials to their locations by rail and send finished products outbound by rail, but for some commodities there is the potential for rail service to be competitive with trucking on the outbound side as well. This is described in more detail in Item #4 below.
2. Food producers that grow their primary raw materials and ingredients in the area are a strong industry base in the region. These are good candidates for freight rail service for certain raw materials on an inbound rail move – either directly or through a transload operation. Typical inbound commodities for this type of business would be grain, animal feed, and fertilizer.
3. Plastic manufacturing is an ideal industry for freight rail service due to the long supply chains and heavy inbound loads they typically receive. Plastic pellets are moved from oil/gas producing and refining sites such as northern New Jersey and the Gulf Coast of Texas and Louisiana, and the weight and density of these materials make them ideal candidates for rail transportation over long distances.
4. Building materials and non-metallic minerals used in construction processes are among the few commodities that could be good opportunities for local industries to serve customers with outbound deliveries from Wayne County. Lumber and stone/aggregates are heavily used in major metropolitan areas, and CSX's connections to New York City and New England could significantly extend the reach of local industries handling these commodities that currently serve a local customer base.
5. With the exception of the cold storage operations discussed previously, none of the businesses in this interview process were well-suited for transload service through a dedicated (i.e., commodity-specific) transload facility. These facilities are

usually designed to handle large volumes of materials that are moved through frequent rail service, often in dedicated unit trains instead of mixed carload service that is typically handled by a shortline railroad like the OMID. Instead, a transload operation that handles multiple commodities at a single site is likely to be the most practical transload opportunity on the OMID system. A facility of this kind could be configured to handle a wide range of commodities such as lumber and other building materials, stone/ aggregates, farm products, grain, and dry and liquid bulk commodities.

A number of recurring themes came up during the course of the interviews. The major constraints and impediments for business establishments that were identified as prospective rail users include the following:

1. Many of the business establishments handle small volumes of freight that would not lend well to full carload rail service. A number of these establishments receive freight from local suppliers and serve customers in a small, local geographic area that is more effectively served by truck.
2. Several of the businesses operate their own fleets of trucks and use them to serve their customers, and they deploy them for both inbound and outbound deliveries. These vehicles would be needed even if a sizable portion of their transportation activity was done by rail, so the potential cost savings in rail transportation is substantially lower than it would be for comparable businesses in the same industries that do not own and operate their own trucks. Some businesses have multiple sites in the area and transport materials and products between them as part of their operations. These companies would probably need to consolidate their operations into a single location before they could feasibly accommodate freight rail service.
3. These constraints identified during the stakeholder consultation will be considered for the identification of recommendations and concept level profiles in the Ontario Midland Strategic Plan.

Key Findings

The railroad and business establishment outreach provided valuable insight into the operations and freight transportation needs of existing businesses in the study area. Key findings, issues, and opportunities include :

- Many industries located in Wayne County that handle commodities identified as strong potential candidates for rail transport are not currently suited to use freight rail.
- Desire for direct rail service or a transload operation
- Transload is best option for smaller businesses
- Commodities of interest include farming, minerals, and plastics
- Some commodities produced in Wayne County may be suitable for rail transportation even to destinations that are typically best suited for truck deliveries.

4.7 Rail-Oriented Development Profiles

Overview

A key element of this Rail-Freight Development Plan is the creation of a rail-oriented development profile to aid in the identification of sites with suitable characteristics for rail-oriented development and to be used in future planning as development opportunities arise. The creation of a rail-oriented development profile utilized a review/survey of transload facilities/sites and rail-oriented industrial/manufacturing sites. This review/survey yielded typical site use and characteristics that would provide the basis for completing the profiles with estimated/potential water demand, electrical demand, gas demand, potential number of new jobs, vehicle access, etc.

Below is a brief overview of the methodology used to review data and comparable sites, followed by a summary of the sites, and the findings from the review which will aid site identification in Chapter "5".

Methodology

The methodology used to review industry profiles and comparable sites included the documentation of characteristics for a representative group of rail-oriented industrial sites across the U.S. This process was used to identify property, building and infrastructure characteristics that would be comparable to new industrial sites in Wayne County. The sites used for these comparisons included transload facilities and manufacturing/warehousing businesses of various sizes that are typical of those that use freight rail service today. Information is cataloged on the following pages with a summary comparison of that information in each section. This summary aided the site identification process described in Chapter "5".

Empire State Development Profiles

The first review for the creation of rail-oriented development profiles utilized "development profiles" developed by Empire State Development for the following types of development:

1. High-Tech Manufacturing
2. Warehouse/Distribution/Logistics
3. Multi-Tentant Business and Technology Parks

These profiles describe features typical for each of the business types. Intended to serve as "roadmaps," the profiles include essential information for each business sector, such as: generic development profiles, project requirements, project profile & impacts, and a list of "musts" and "wants" that describe site characteristics either necessary or highly desirable for each project type. A summary of the ESD profiles for the three economic development project types is provided in Table 15 on page 63 with the full development profiles provided in Appendix E.

Table 15: ESD Site Profile Summary

	Warehouse / Distribution / Logistics	Hi-Tech Manufacturing	Multi-Tenant Business Park
Building Size (minimum)	250,000 - 500,000 SF	250,000 SF	Varies with parcels
Site Size (minimum)	50 acres	25 acres	40 acres capable subdivided into sites of 5-20 acres
Electric	Demand: 1,350 kW Monthly Usage: 1,000,000 kWh	Demand: 6,750 kW Monthly Usage: 3,500,000 kWh Connected load: 7,500 kVa	Demand: 3,000 kW Monthly Usage: 1,000,000 kWh
Natural Gas	Demand: 8,300 CF/Hr Usage: 175,000 Therms/year	Demand: 9,300 CF/Hr Usage: 194,000 Therms/year	Demand: 15,000 CF/Hr Usage: 310,000 Therms/year
Water (minimum)	2,500 - 4,000 gallons/minute	20,000 gallons/day	
Sewer/Wastewater (minimum)	20,000 gallons/day		
Telecommunications (minimum)	T-1		
Vehicle Access	Within 15 miles via a truck route to an interstate, limited access, or other 4-lane highway Must have unimpeded left hand turn access for trucks Site access should be at a signalized intersection of two roads to provide dual access to separate truck and auto traffic	Must be within 20 miles of an interchange of an interstate, limited access, or other 4-lane highway Dual access to separate auto and truck traffic, and at least one traffic light controlling ingress and egress to the park	Must be within 5 miles of a State highway or an Interstate Dual access to separate auto and truck traffic, and at least one traffic light controlling ingress and egress to the park
Rail Access	Optional, but could make site more desirable		
Air access	Surface access within 60 minutes to a commercial airport with jet service is preferable		

Source: NYS Empire State Development

Examples of Transload Sites

The second review for the creation of rail-oriented development profiles included the identification of typical transload sites that would be compatible and supportive of the types of future development identified earlier in this chapter. These sites included both direct and transload sites of specific and mixed commodities. The four sites are summarized on the following page and include examples from developed industrial areas in New York, Pennsylvania, Texas, Iowa, and Alberta Canada. In addition, a profile of transload site characteristics from these four sites is provided in the table to the right.

Table 16: Summary of Surveyed Transload Sites

Element	Profile
Site Size	• 10+ acres depending on needs of associated products to be transported • 20+ acres for mixed/multiple commodity sites
Vehicle Access	• Typically within close (~1 mile) proximity to a State or Interstate Highway • Some sites farther depending on location of customer base
Commodities	• Smaller facilities typically have specific commodities associated with area needs • Larger facilities accommodating a mixture of similar products that require comparable transload needs
Capacity	• Approximately 10 cars for smaller sites • 20+ cars for larger sites

Examples of
Transload Facilities

Name
Eastern Iowa Industrial Center
Address
Davenport, IA
Location
41.6135N, 90.6076W
Site Size
~24 Acres
Vehicle Access
~ 1 Mile to Interstate
Commodities
Mixed/Multiple
Capacity
~20+ car spots

Name
CN-Kleysen Transload Facility
Address
Kleysen Way, Alberta (Canada)
Location
51.0071N, 113.9020W
Site Size
~50 Acres
Vehicle Access
~1 Mile to Highway
Commodities
Mixed/Multiple
Capacity
~20+ car spots

Name
Maalt Transport
Address
Cleburne/Joshua, TX
Location
32.4153N, 97.4405W
Site Size
~25 Acres
Vehicle Access
~3 Miles to Highway
Commodities
Plastics
Capacity
~18 car spots

Name
RSI Logistics
Address
641 Rail Terminal Road, Dubois PA
Location
41.132300N, 78.779246W
Site Size
~12 Acres
Vehicle Access
~1 Mile to Interstate
Commodities
Lumber, building materials
Capacity
7 car spots

Name
CSX Transflo
Address
13 Anderson Drive, Albany, NY
Location
42.680426N, 73.775825W
Site Size
~25 Acres
Vehicle Access
< 1 Mile to Interstate
Commodities
Mixed/Multiple
Capacity
88 cars spots

Name
Norfolk Southern TBT
Address
123 Broad Avenue, Binghamton, NY
Location
42.114118N, 75.892841W
Site Size
~25 Acres
Vehicle Access
< 1 Mile to Interstate
Commodities
Mixed/Multiple
Capacity
55 car spots

Name
SMS Transloading Service
Address
446 Lock 8 Way, Hudson Falls, NY
Location
43.277524N, 73.569131W
Site Size
~60 Acres
Vehicle Access
~10 Miles to Interstate
Commodities
Mixed/Multiple
Capacity
~50 car spots

Name
LMC Contractors (R&S Railroad)
Address
9431 Foster Wheeler R, Dansville, NY
Location
42.573087N, 77.724341W
Site Size
~90 Acres
Vehicle Access
< 1 Mile to Interstate
Commodities
Mixed/Multiple
Capacity
> 100 car spots

Examples Rail-Oriented Development Sites

The third review for the creation of rail-oriented development profiles included the identification of typical rail-oriented development sites that would be compatible and supportive of the types of future development identified earlier in this chapter. These sites included a mix of uses including various manufacturers and warehousing. In total, 21 examples sites were identified and summarized on the following pages and include examples from developed industrial areas in New York, Pennsylvania, and New Jersey. In addition, a profile of typical site characteristics from these 21 sites is provided in Table 17 to the right.

Table 17: Summary of Surveyed Rail-Oriented Development Sites

Element	Profile
Use	Food, pipe & plastic, packaging, storage tank, engine and turbine, rail equipment and chemical manufacturing, along with mixed and lumber warehousing
Site Size	5-10 acres for smaller, more compact sites based on the needs of the business 10-30+ acres for medium and larger size businesses
Building Size	Corresponds with site size and business needs with a median of approximately 150,000 Sqft
Vehicle Access	Typically within close (~1-5 miles) proximity to a State or Interstate Highway, with some facilities ~20+ miles from a highway.
Rail Access	Typically includes site and building access via a rail siding from the main line, with some sites requiring a rail spur followed by a siding.

Examples of
Rail-Oriented Development

Name
Ecopax/Pando Manufacturing
Use
Food Packaging Manufacturing
Address
355 Easton Rd, Bethlehem, PA
Location
40.605003N, 75.311544W
Site & Building Size
~12 Acres; ~145,000 Sqft
Vehicle Access
~3 Miles to Interstate
Rail Access
Site/building via spur and siding

Name
M&M Mars North America
Use
Food Manufacturing
Address
800 Cty Rd 517, Hackettstown, NJ
Location
40.8640N, 74.8245W
Site & Building Size
~40 Acres; ~500,000 Sqft
Vehicle Access
~4 Miles to Interstate
Rail Access
No direct access

Name
Berry Plastics
Use
Plastics Manufacturing
Address
190 Strykers Road, Phillipsburg, NJ
Location
40.6987N, 75.1522W
Site & Building Size
~12 Acres; ~225,000 Sqft
Vehicle Access
~3 Miles to Interstate
Rail Access
Building via siding

Name
BASF
Use
Chemical Manufacturing
Address
2 Pleasant View, Washington, NJ
Location
40.7555N, 74.9721W
Site & Building Size
~13 Acres; ~150,000 Sqft
Vehicle Access
~16 Miles to Interstate
Rail Access
Site via siding

Name
CRC Polymer Systems
Use
Plastics Manufacturing
Address
300 Alling Dr, Sodus, NY
Location
43.2371N, 77.0578W
Site & Building Size
~3 Acres; ~65,000 Sqft
Vehicle Access
~20 Miles to Interstate
Rail Access
Site via siding

Name
Borealis Compounds
Use
Chemical Manufacturer
Address
176 Thomas Rd, Port Murray, NJ
Location
40.8143N, 74.8863W
Site & Building Size
~20 Acres; ~150,000 Sqft
Vehicle Access
~20 Miles to Interstate
Rail Access
Site via siding

Name
Denville-Rockaway Industrial Park
Use
Warehouse and Manufacturing
Address
Rockaway Township, NJ
Location
40.9104N, 74.4991W
Site & Building Size
~40 Acres; Building Sqft Varies
Vehicle Access
< 1 Mile to Interstate
Rail Access
Site via siding

Name
Anderol-Lanxess
Use
Chemical Manufacturer
Address
215 Merry Lane, East Hanover, NJ
Location
40.8183N, 74.3434W
Site & Building Size
~6.5 Acres; ~60,000 Sqft
Vehicle Access
~3 Miles to Interstate
Rail Access
Site/building via siding

Examples of
Rail-Oriented Development *(continued)*

Name
Holland Manufacturing
Use
Paper and Packaging Manufacturing
Address
15 Main Street, Succasunna, NJ
Location
40.8654N 74.6300W
Site & Building Size
~9 Acres; ~120,000 Sqft
Vehicle Access
~4 Miles to Interstate
Rail Access
Building via siding

Name
Kuiken Brothers Lumber
Use
Lumber Warehousing
Address
33 Route 10 East, Succasunna, NJ
Location
40.86112N, 74.6323W
Site & Building Size
~7.5 Acres; ~100,000 Sqft
Vehicle Access
~3.5 Miles to Interstate
Rail Access
Site via siding

Name
National Pipe & Plastics
Use
Pipe & Plastics Manufacturing
Address
15 Mills Avenue, Endicott, NY
Location
42.09646N, 76.07758W
Site & Building Size
~30 Acres; 210,000 Sqft
Vehicle Access
~3 Miles to Interstate
Rail Access
Site via siding

Name
Norwesco
Use
Storage Tank Manufacturing
Address
263 Corporate Drive, Owego, NY
Location
42.14250N, 76.27033W
Site & Building Size
~5 Acres; 15,000 Sqft
Vehicle Access
~4 Miles to Interstate
Rail Access
Site via siding

Name
Frito-Lay
Use
Food Manufacturing
Address
10 Spud Lane, Binghamton, NY
Location
42.09872N, 75.84020W
Site & Building Size
~30 Acres; ~250,000 Sqft
Vehicle Access
~ 2 Miles to Interstate
Rail Access
Site/building via siding

Name
President Container Group
Use
Packaging Manufacturing
Address
290 Ballard Road, Middletown, NY
Location
41.45840N, 74.35465W
Site & Building Size
~40 acres; ~500,000 Sqft
Vehicle Access
~2 Miles to Interstate
Rail Access
Site via siding

Name
BFY Brands
Use
Food Manufacturing
Address
79 Industrial Place, Middletown, NY
Location
41.46289N, 74.40720
Site & Building Size
~5.25 Acres, ~100,000/5.25 Sqft
Vehicle Access
~3.5 Miles to Interstate
Rail Access
Site via siding

Name
Genpak
Use
Food Packaging Manufacturing
Address
26 Republic Plaza, Middletown, NY
Location
41.43009N, 74.41984W
Site & Building Size
~11.5 Acres; ~250,000 Sqft
Vehicle Access
~2 Miles to Interstate
Rail Access
Site via siding

Name
Dresser-Rand Company

Use
Engine/Turbine Manufacturing

Address
100 E. Chemung St, Painted Post, NY

Location
42.15698N, 77.09157W

Site & Building Size
~25 Acres; ~550,000 Sqft

Vehicle Access
< 1 Mile to Interstate

Rail Access
Site via siding

Name
Bombardier Transportation

Use
Rail Equipment Manufacturing

Address
7940 Route NY-415, Bath, NY

Location
42.38491N, 77.38702W

Site & Building Size
~12 Acres; ~125,000 Sqft

Vehicle Access
~ 2 Miles to Interstate

Rail Access
Site/building via siding

Name
ADS Pipe Products

Use
Pipe Manufacturing

Address
1 William Donnelly Industrial Parkway, Waverly, NY

Location
42.00459N, 76.52182W

Site & Building Size
~20 Acres; ~60,000 Sqft

Vehicle Access
< 1 Mile to Interstate

Rail Access
Site via siding

Name
3B Timber Company

Use
Lumber Warehousing

Address
8745 Industrial Drive, Boonville, NY

Location
43.47039N, 75.30935W

Site & Building Size
~25 Acres; ~20,000 Sqft

Vehicle Access
~30 Miles to Interstate

Rail Access
Site via siding

Name
Sovena USA

Use
Food and Packaging Manufacturing

Address
1 Olive Grove Street, Rome, NY

Location
43.221274N, 75.402468W

Site & Building Size
~10 Acres; ~200,000 Sqft

Vehicle Access
~3 Miles to State Highway

Rail Access
Site via siding

Profile of Rail-Oriented Development Sites

The review/survey transload facilities/sites and rail-oriented industrial/manufacturing sites yielded typical site use and characteristics. Typical uses aligned with the findings from the Business Opportunities Analysis for in-demand industrial/manufacturing operations within Wayne County including plastics/packaging manufacturing, food manufacturing, and wood/lumber products operations. Typical characteristics for each of these uses was identified and document in the table on the following page. These characteristics include building size, site size, vehicle access, and rail access. These characteristics then formed the basis for estimating additional site characteristics such as potential electrical, water, and gas demand, sewer/wastewater generation, and potential number of employees. These estimates were generation based on research and precedent from the U.S. Energy Information Association, Purdue University, New York State Empire State Development, Fisher Associates, and BHX Engineering.

Table 18: Profile of Rail-Oriented Development Sites

	Plastics/Packaging Manufacturer	Food Manufacturer	Wood/Lumber Products
Building Size	100,000 – 250,000 SF	100,000 – 200,000 SF	100,000 – 200,000 SF
Site Size	10 – 40 Acres	5 – 10 Acres	10 – 20 Acres
Electric	Demand: 3,186 – 7,965 KW Monthly Usage: 1,652,000-4,130,000 KWh	Demand: 1,323-2,646 KW Monthly Usage: 686,000-1,372,000 KWh	Demand: 1,863-3,726 KW Monthly Usage: 966,000-1,932,000 KWh
Natural Gas	Demand: 4,390 -10,974 CF/Hr Usage: 91,568-228,920 Therms/year	Demand: 1,822-3,646 CF/Hr Usage: 38,024-76,048 Therms/year	Demand: 2,567-5,134 CF/Hr Usage: 53,544-107,088 Therms/year
Water (minimum)	24,000 gpd – 60,000 gpd	393,000 gpd – 786,800 gpd	428,800 gpd – 857,600 gpd
Sewer/Wastewater (minimum)	24,000 gpd – 60,000 gpd	393,000 gpd – 786,800 gpd	428,800 gpd – 857,600 gpd
Vehicle Access	Typically within 5 miles of a state or interstate highway		
Rail Access	Direct building / site siding		
Number of Employees	200-500	200-400	200-400

Sources: Fisher Associates; BHX Engineering; U.S. Energy Information Administration, 1994. https://pacinst.org/reports/waste_not/appendix_c.pdf; Purdue University, "A Review of Energy Use in the Manufacturing Industry." Sarah Drescher, 2000; New York State Empire State Development Corporation, "Development Profile for High Technology Manufacturing Sites, August 2008.

Notes: (1) Utility-related estimates (Water, Sewer/Wastewater, Electric, and Natural Gas) are for generally planning purpose only and are not a substitute for user- and site-specific information needed to determine demand, usage, and capacity. (2) Industry averages approximately 1 employee per 500 sf of building. (3) Plastics/Packaging = 120 gallons/employee/day. (4) Food Manufacturing = 1967 gallons/employee/day. (5) Wood/Lumber Products = 2144 gallons/employee/day.

4.8 Summary of Key Findings

This Chapter utilized the findings from chapter 2 and 3 to develop a Rail-Enabled Business Opportunity Analysis which presented the findings regarding additional business opportunities that could be leveraged from the presence of the OMID facilities in Wayne County. This Chapter evaluated regional and national rail freight trends, data regarding rail-competitive commodities, individual business opportunities, and commodity-based business opportunities. The findings from this data-based analysis was used to consult/engage with the OMID Corporation and local businesses to determine local opportunities and constraints for new and expanded rail utilization. The results of both the data-based analysis and the consultation/engagement was utilized to determine rail-enabled business opportunities and identify potential sites for rail-oriented business development. The following summarizes the key findings from this Business Opportunity Analysis:

1. **Commodities of interest include farming, minerals, and plastics**

   As documented previously, the consultations conducted with local businesses confirmed interest for the transportation by rail of some of the commodities we had identified in the data-based analysis. The specific commodities that were identified as being of interest include animal feed for animal farms, fertilizer for farms, plastic pellets for the plastic industry, and construction/non-metallic minerals. The first three commodities are primarily inbound rail moves into this study area, while the last commodity would mainly involve outbound deliveries.

2. **There may be opportunities to attract new rail-oriented industries beyond those that currently exist in the region**

   There are a number of commodities transported heavily by rail across North America that are not currently shipped to or from Wayne County in large quantities. These would be potential opportunities for entirely new industries that do not have a major presence in the region. Commodities that represent these new industrial development opportunities include plastics/rubber, sand/gravel, wood products, machinery, and electronics.

3. **The north-south "spine" has some opportunity for rail-oriented development**

   The north-south "spine" of the OMID system is well positioned for rail service from a rail infrastructure standpoint, as this segment can accommodate 286,000-lb. railcars. However, this line segment generally has difficult terrain and does not have good highway access north of Newark and south of Route 104.

4. **Transload is the best option for many existing and new businesses**

   With the exception of several prospective rail customers currently located on the OMID alignment, this study area is best suited for transload rail service to handle freight for existing businesses and potential new businesses that handle the rail-oriented commodities discussed previously in this document.

5. Waste material transport remains an option with a transload facility

Waste materials have been identified as a commodity type in this region particularly conducive to rail shipment. The industry outreach conducted to date did not reflect this, primarily due to the small size of most business establishments in the study area and the specialized nature of their businesses (e.g., auto scrap yards). However, there is also the possibility that a transload operation designed to accommodate this commodity will attract customers who do not currently see themselves as feasible candidates for rail service.

6. Any transload facility would require coordination between OMID and CSX

Any transload operation in the area will have to be developed in close coordination with the OMID and with CSX, so as to minimize replication of services on the existing CSX system in Buffalo, Rochester and Syracuse. A transload facility on the OMID system can still be an attractive option for local businesses due to the shorter truck haul distance within Wayne County than to facilities in nearby large cities, but the feasibility of such a facility would depend heavily on railroad pricing from CSX for the long-haul segment of the rail trip.

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5 Site Identification and Target Areas

5.1 Overview

A key element of this Rail-Freight Development Plan is the Identification of sites with suitable characteristics for rail-oriented development that can accommodate increasing rail freight volume/demand and create more jobs. Sites could be partially developed or fully developed. Development could be either for a private site developer that would need direct or close access to rail, a new individual business needing direct rail access, or a new transload/distribution/storage facility with direct access and direct/remote storage.

5.2 Site Identification Process

The identification process was built on a set of characteristics/parameters that were used to identify individual properties suitable for this type of development and on a professional assessment of the sites after GIS analysis. These sites underwent further review, analysis, and refinement by the project team and steering committee for incorporation into this Plan.

The identification of potential sites included utilization of the data and findings from previous chapters of this Plan, key industrial/manufacturing site characteristics as defined by Empire State Development (ESD), and additional publicly available data from local, state, and federal sources. The site selection process included a multi-step analysis/review to evaluate properties throughout Wayne County with the potential for rail-oriented development.

The site selection process included the following five steps which are further described in Figure 22 on page 77 and in the following sections of this Chapter:

Step 1: The identification of suitable site characteristics/parameters

Step 2: High-level GIS-based screening process to narrow down the number of sites to be scored in Step 3

Step 3: Scoring of sites using GIS to identify sites with the most suitable characteristics

Step 4: Additional review of site characteristics without GIS-based data

Step 5: Final site selection of properties with the most suitable characteristics across all geographies of the focus area (wester, central, east, and south target areas)

Figure 22: Strategic Site Selection Steps

Step 1 - Define Characteristics

Identification of suitable site characteristics based on research from Chapter 4 and the Empire State Development "Development Profiles" for high-tech manufacturing, warehousing/distribution/logistics centers, and multi-tenant business and technology parks. Additional information is provided on page 78.

40,000 +
Properties in Wayne County

Step 2 - High-level Screening

Review of all properties within Wayne County that meet minimum characteristics for site suitability including existing site use, size, ownership, presence of wetlands, steep slopes, zoning, and if a property is within an existing industrial park. Additional information is provided on page 80.

2,375
Sites meeting criteria

Step 3 - Site Scoring

Utilized criteria to identify desirable characteristics of properties and to select properties with a greater likelihood of being developed for rail-oriented use/development. Additional information is provided on page 82.

2,375
Sites scored

Step 4 - Additional Review

Additional review of sites was completed for site characteristics that did not have corresponding digital data or required professional assessment for suitability including site configuration, presence of floodplains, wetlands, rare plants and animals, and topography. Additional information on page 84.

649
Sites reviewed

Step 5 - Site Selection + Target Areas

Final selection of sites with suitable characteristics utilized findings from the additional review completed in Step 4 above and a comparable categorization of sites to determine those sites that are most suitable and those sites that are potentially suitable. In addition, sites were grouped by target areas. Additional information is provided on page 86.

135
Highly Favorable Sites

119
Moderately Favorable Sites

Step 1:
Define Characteristics

The first step in the identification of sites with suitable characteristics was to define operation and location criteria that could be used to identify these sites. To accomplish this, we utilized information and findings from previous chapters of this Plan, site profiles developed by ESD for three types of economic development projects, and criteria from the ESD Shovel Ready Self-Evaluation Checklist.

The three types of ESD economic development projects are: High Tech Manufacturing Sites, Warehouse/Distribution/Logistics Center Sites, and Multi-Tenant Business and Technology Park. These profiles describe features typical for each of the business types. Intended to serve as "roadmaps," the profiles include essential information for each business sector, such as: generic development profiles, project requirements, project profile and impacts, and a list of "musts" and "wants" that describe site characteristics either necessary or highly desirable for each project type. A summary of the ESD profiles for the three economic development project types is provided Table 19 on page 78 with the full profiles provided in Appendix E.

The ESD Shovel Ready Self-Evaluation Checklist is part of the ESD Shovel Ready Certification Program which enables a developer to work with New York State to successfully obtain required permits for their economic development site, prior to a business expressing interest in a location. Pre-approving and pre-permitting these sites reduces development delays and construction costs, saving companies interested in expansion or relocation, time and money. Private developers, local governments, public authorities, and corporations are eligible to participate in the program. A summary of section 1 of the checklist is provided in Table 19 to the right with the full Shovel Ready Self-Evaluation Checklist document provided in Appendix F.

Table 19: ESD Shovel Ready Self-Evaluation Checklist

Section 1 Criteria	Standards for Development
Site Ownership/Control	Clear title or development option
Number of Developable Acres	Sufficient for proposed development
Acres outside of FEMA Flood Plain	Sufficient for proposed development
Acres Free of Wetland	Sufficient for proposed development
Suitable Shape & Configuration	Regular rectangle-few out parcels
Suitable Topography	Slope/Terrain/Elevation Changes
Surrounding Land Use	Compatible with proposed development
Transportation Access	DOT Standards for development
Zoning	Zoned for intended use
Real Estate Transaction	Sale / Lease / Price & Terms
Community Support	Letters of support
Utility Service (electric, water, gas, etc.)	Sufficient/if required for proposed development
Airport Access	Sufficient/if required for proposed development
Rail Service	If required for proposed development

Source: NYS Empire State Development

Table 20: ESD Site Profile Summary

Criteria	Warehouse / Distribution / Logistics	Hi-Tech Manufacturing	Multi-Tenant Business Park
Building Size (minimum)	250,000 - 500,000 SF	250,000 SF	Varies with parcels
Site Size (minimum)	50 acres	25 acres	40 acres capable subdivided into sites of 5-20 acres
Electric	Demand: 1,350 kW Monthly Usage: 1,000,000 kWh	Demand: 6,750 kW Monthly Usage: 3,500,000 kWh Connected load: 7,500 kVa	Demand: 3,000 kW Monthly Usage: 1,000,000 kWh
Natural Gas	Demand: 8,300 CF/Hr Usage: 175,000 Therms/year	Demand: 9,300 CF/Hr Usage: 194,000 Therms/year	Demand: 15,000 CF/Hr Usage: 310,000 Therms/year
Water (minimum)	2,500 - 4,000 gallons/minute	20,000 gallons/day	
Sewer/Wastewater (minimum)	20,000 gallons/day		
Telecommunications (minimum)	T-1		
Vehicle Access	Within 15 miles via a truck route to an interstate, limited access, or other 4-lane highway Must have unimpeded left hand turn access for trucks Site access should be at a signalized intersection of two roads to provide dual access to separate truck and auto traffic	Must be within 20 miles of an interchange of an interstate, limited access, or other 4-lane highway Dual access to separate auto and truck traffic, and at least one traffic light controlling ingress and egress to the park	Must be within 5 miles of a State highway or an Interstate Dual access to separate auto and truck traffic, and at least one traffic light controlling ingress and egress to the park
Rail Access	Optional, but could make site more desirable		
Air access	Surface access within 60 minutes to a commercial airport with jet service is preferable		

Source: NYS Empire State Development

Step 2:
High-Level Screening

The second step in the identification of sites with suitable characteristics was high-level screening which was utilized to screen potential sites based on high-level criteria. Criteria were based on the criteria from Step 1 above and included the following shown in Table 21 to the right. The utilization of this screening step enabled the project team to narrow the number of potential sites from the 40,000 + properties in Wayne County down to 2,375 properties. To be pass this screening process, sites had to meet the thresholds for the first five criteria. Sites did not advance in consideration if they did not meet these criteria. However, all sites meeting the last three criteria proceeded to Step 3 regardless of them meeting the first five criteria. A map of properties proceed from this high-level screening step is shown in Figure 23 on page 81.

Table 21: High-Level Screening Criteria

Criteria	Threshold to proceed to Step 3
Site Use	Properties with compatible land uses (defined in Section 2.2 on page 10) including all vacant, commercial, industrial, and agricultural land
Property Size	Properties at least 10 acres in size
New York State Land	Properties not owned by NYS including the NYSDEC, NYSDOT, and NYS Thruway Authority
Wetlands	Properties with at least 10 acres of land not shown as wetland per the NYSDEC freshwater wetland maps and/or USFWS (National Wetland Inventory) maps
Topography	Properties with at least 10 acres of land with suitable topography (less than 5% slope)
Industrial Parks	Any property that is located within an advertised Industrial Park that is located adjacent the OMID rail line or within the focus area.
Industrial-zoned Land	Any property within the focus area that is zoned industrial and is at least 10 acres in size.
Wayne County Land	Any property that is owned by Wayne County and not under a PILOT agreement or used for other active purposes

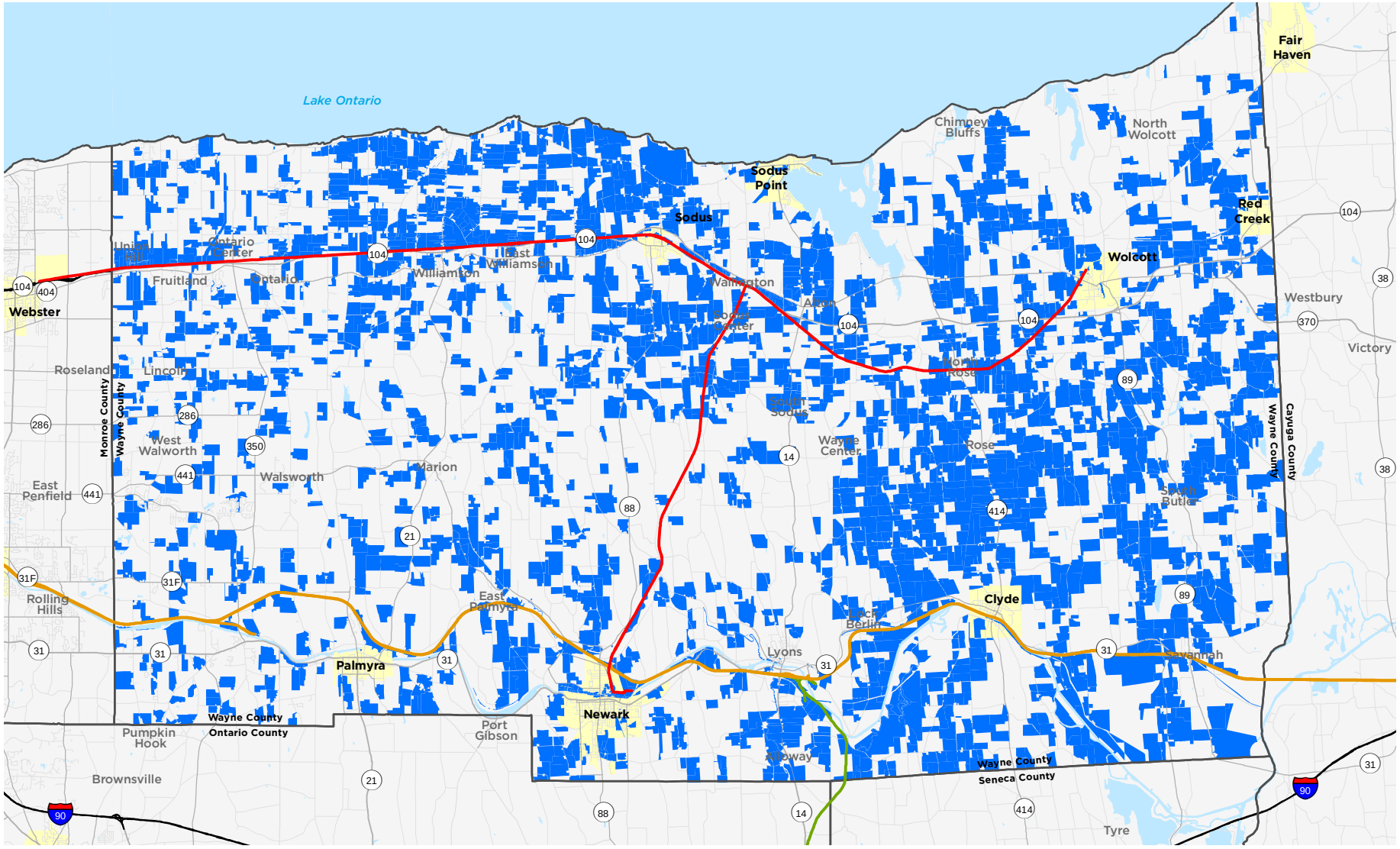

Figure 23: Properties Meeting Step 2 High-Level Screening Criteria

- Properties Meeting Screening Criteria
- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.

Step 3:
Site Scoring

The third step in the identification of sites with suitable characteristics was scoring of those properties meeting the screening criteria from Step 2. Site scoring criteria were based on the criteria from Step 1 above and included the following shown in Table 22 to the right. The criteria and associated points were utilized to score properties in order to determine those with the most suitable/desirable characteristics and thus the greatest likelihood of being desired by a rail-enabled business. Information included local, state, and federal sources.

All 2,375 properties meeting the screening criteria from Step 2 were scored using the criteria in Table 22. Figure 24 on page 83 shows the results of the site scoring step.

Table 22: Site Scoring Criteria

	Points
1. Site Use	
Vacant land	5
Industrial land	4
Commercial land	4
Agricultural land	3
2. Zoning	
Industrial zoned site	3
3. Agricultural District	
Not a designated ag district	2
4. Property Ownership	
Wayne County IDA	3
Wayne County	3
5. Rail Access	
Adjacent	5
Within ¼ mile	4
Within 5 miles	2
Within 10 miles	1
6. Road Access within 1/4 mile	
Principal Arterial	5
Minor Arterial	4
Major Collector	3
7. Property Size	
50+ acres	5
40-49 acres	4
25-39 acres	3
10-24 acres	2
8. Utilities	
Public water line within ¼ mile	5
9. Environmental Status	
Brownfield Site	5
Potential brownfield site	3
10. Derelict Property	
Wayne County designated property	5

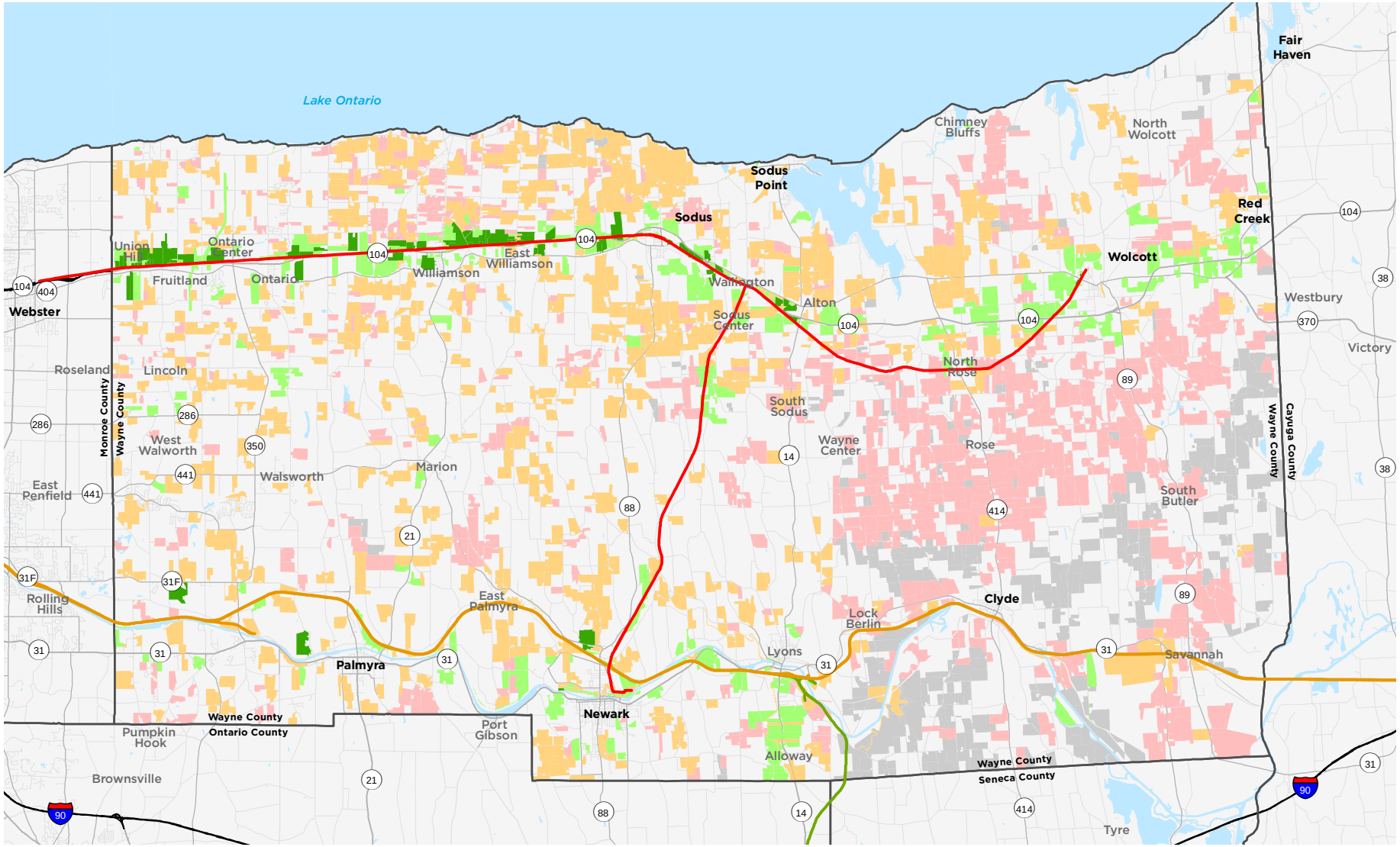

Figure 24: Site Scoring

- < 10
- 10 - 14
- 15 - 19
- 20 - 24
- > 25

- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.

Step 4:
Additional Review

The fourth step in the identification of potential sites was additional review of site characteristics that do not have GIS-based data available such as data for FEMA flood hazard areas, municipal zoning districts, site configuration suitability, areas recently developed or in development, and locations noted by the NYSDEC as containing rare plants and animals or significant natural communities. Additional review was also conducted for site topography and a review of any sites that would require a rail spur/siding crossing Route 104 (which is undesirable). For sites to be considered for additional review, they must be:

1. Within the focus area AND have scored at least 20 points in Step 3, OR
2. Within the focus area and zoned for industrial or manufacturing uses.

The additional review of sites identified sites with highly suitable characteristics, moderately suitable characteristics, and sites with low suitability. Table 23 to the right describes the three categories of sites found through this additional review and the total number of sites per category.

Table 23: Suitability Category

Category	Description	# of Sites
High Suitability	Any site that is zoned industrial, has favorable or partially favorable site configuration, is not already developed, is not limited or is only partially limited by wetland, is not within a rare plants and animals area, and/or does not meet the criteria for a Moderate or Low Suitability site.	**135**
Moderate Suitability	Any site that is zoned commercial or agricultural, is on the opposite side of Route 104 from the OMID line, and/or does not meet the criteria for a a Low Suitability site.	**119**
Low Suitability	Any site that is zoned residential, mixed-use, non-industrial PUD, or airport, has an unfavorable site configuration, is already developed, is limited by wetlands, is within a rare plants and animals area, or has unfavorable topography.	**395**

Note: There are a number of sites along the OMID line that could potentially be developed for rail-oriented use, but did not reach this step in the site sleciton process or were determined to be unfavorable. Primary factors for this included properties less than 10 acres in size, unfavorable zoning, presence of wetlands and/or floodplains, and unfavorable geography. In some caes theese unfavorable sites may have been occupied by rail customers in the past when economies of scale in freight rail transportation were different than they are today. This is mainly applicable in village/hamlet areas of Sodus, North Rose, Wolcott, and Newark.

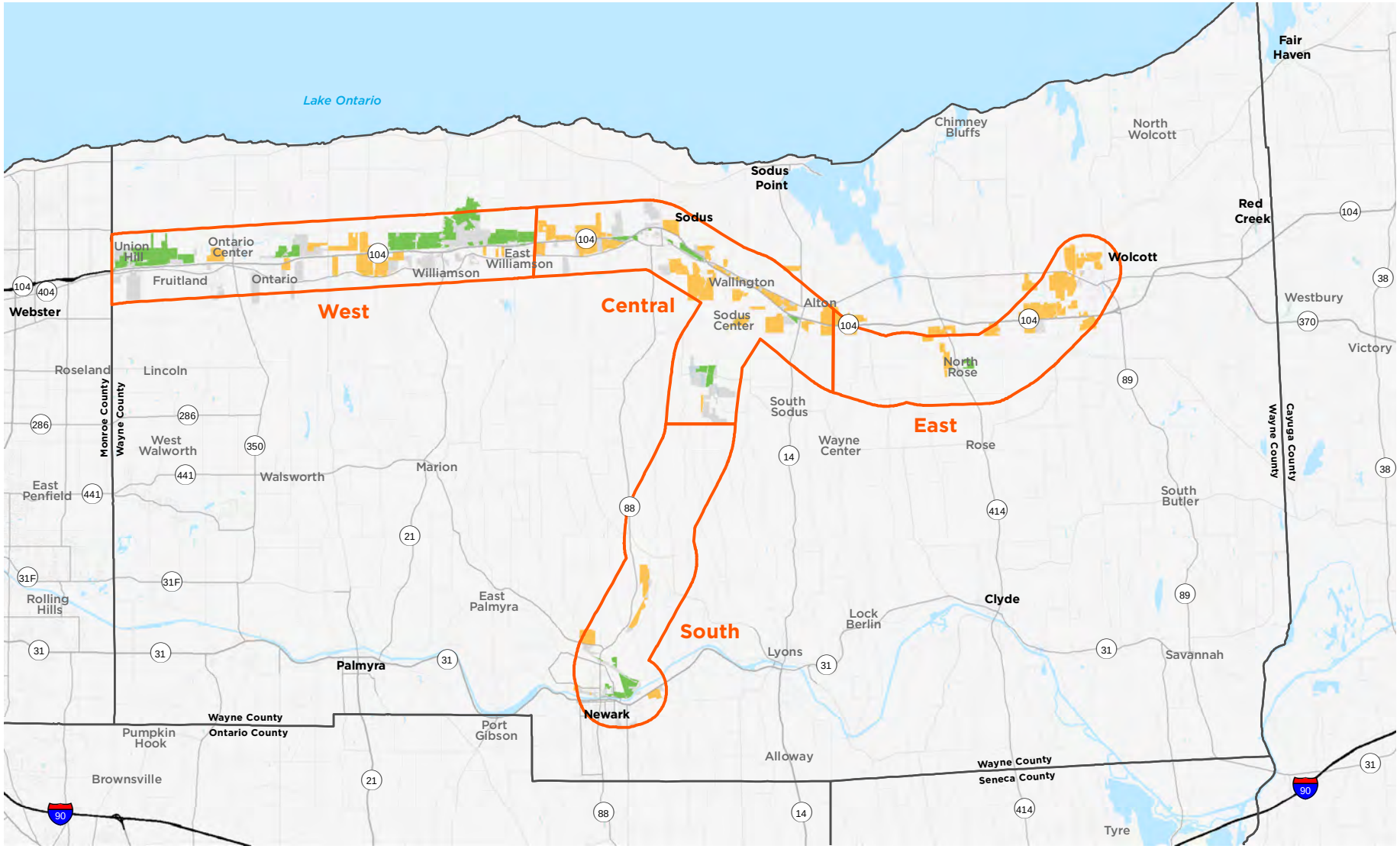

Figure 25: Additional Site Review

- High Suitability
- Moderate Suitability
- Low Suitability
- Focus Area

Step 5:
Site Selection + Target Areas

The final step in the identification of sites with suitable characteristics included review by the Steering Committee, Wayne County, and presentation during the third public meeting. Overall, there are numerous properties in the focus area and throughout Wayne County that could be developed for industrial, manufacturing, or warehousing uses supported by OMID. The generally flat, level terrain in the study area, large sizes of many existing properties, proximity to the Rochester metropolitan area, and the presence of OMID make the area an ideal location for large-scale rail-oriented site development. The results of the site selection process identified 135 sites with high suitability and 119 sites with moderate suitability as summarized in Table 24 to the right. Maps for each target area along the OMID line are provided on the following pages. In addition, a Google Map has been created which shows the highly and moderately suitable sights along the OMID line, and tabular information for each property mapped (click on individual properties to view tabular information): Google Map of Suitable Site

Table 24: Site Selection Results

Target Area	Map and Page #	Municipality	Number of Suitable Sites	
			High	Moderate
West	Figure 26 on page 87	Town of Williamson	48	13
		Town of Ontario	36	5
Central	Figure 27 on page 88	Town of Sodus	19	71
		Village of Sodus	2	1
East	Figure 28 on page 89	Town of Rose	7	2
		Town of Huron	0	15
		Town of Wolcott	0	0
		Village of Wolcott	0	3
		Town of Butler	0	3
South	Figure 29 on page 90	Town of Arcadia	3	3
		Village of Newark	20	3

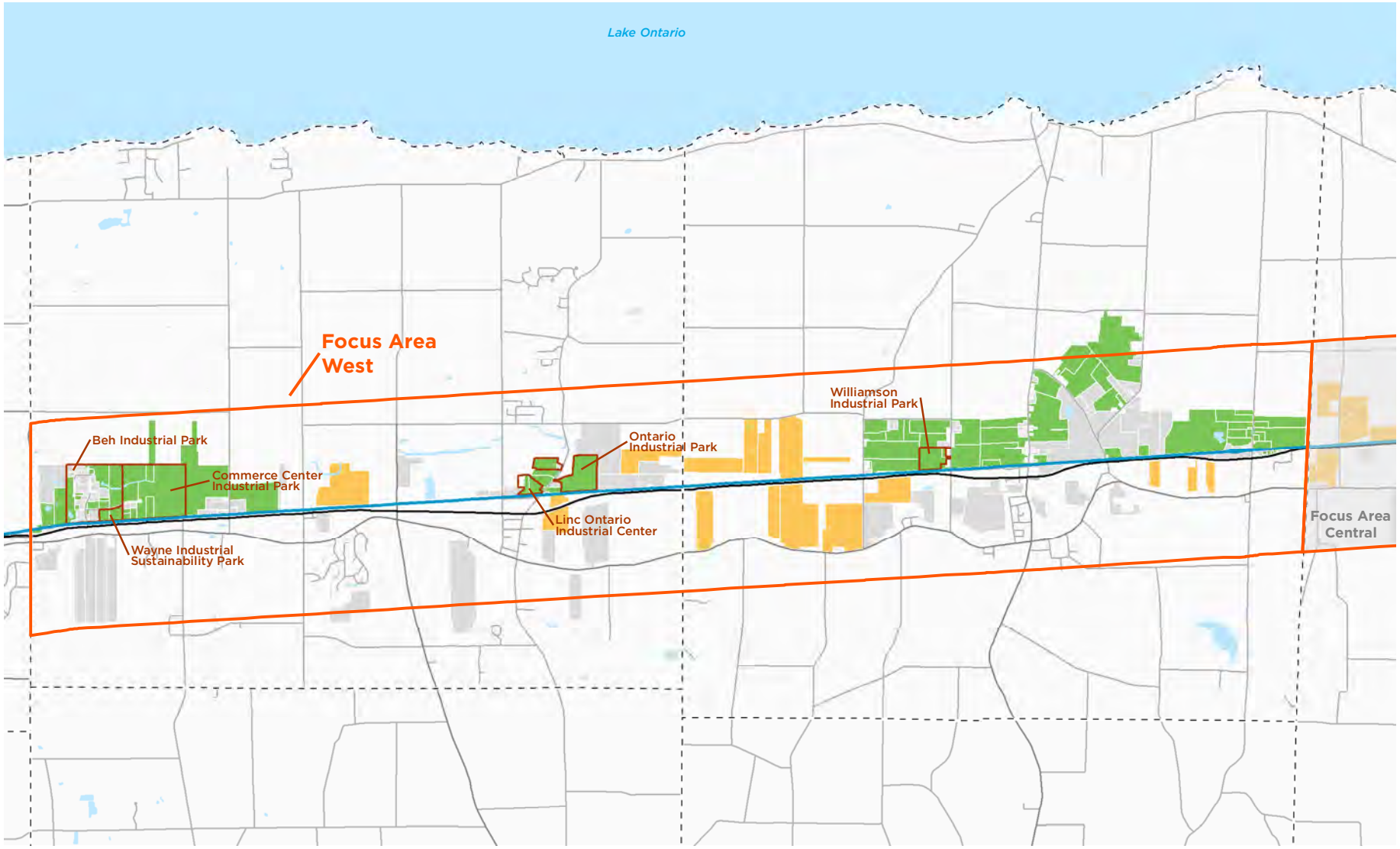

Figure 26: Target Area West - Suitable Sites

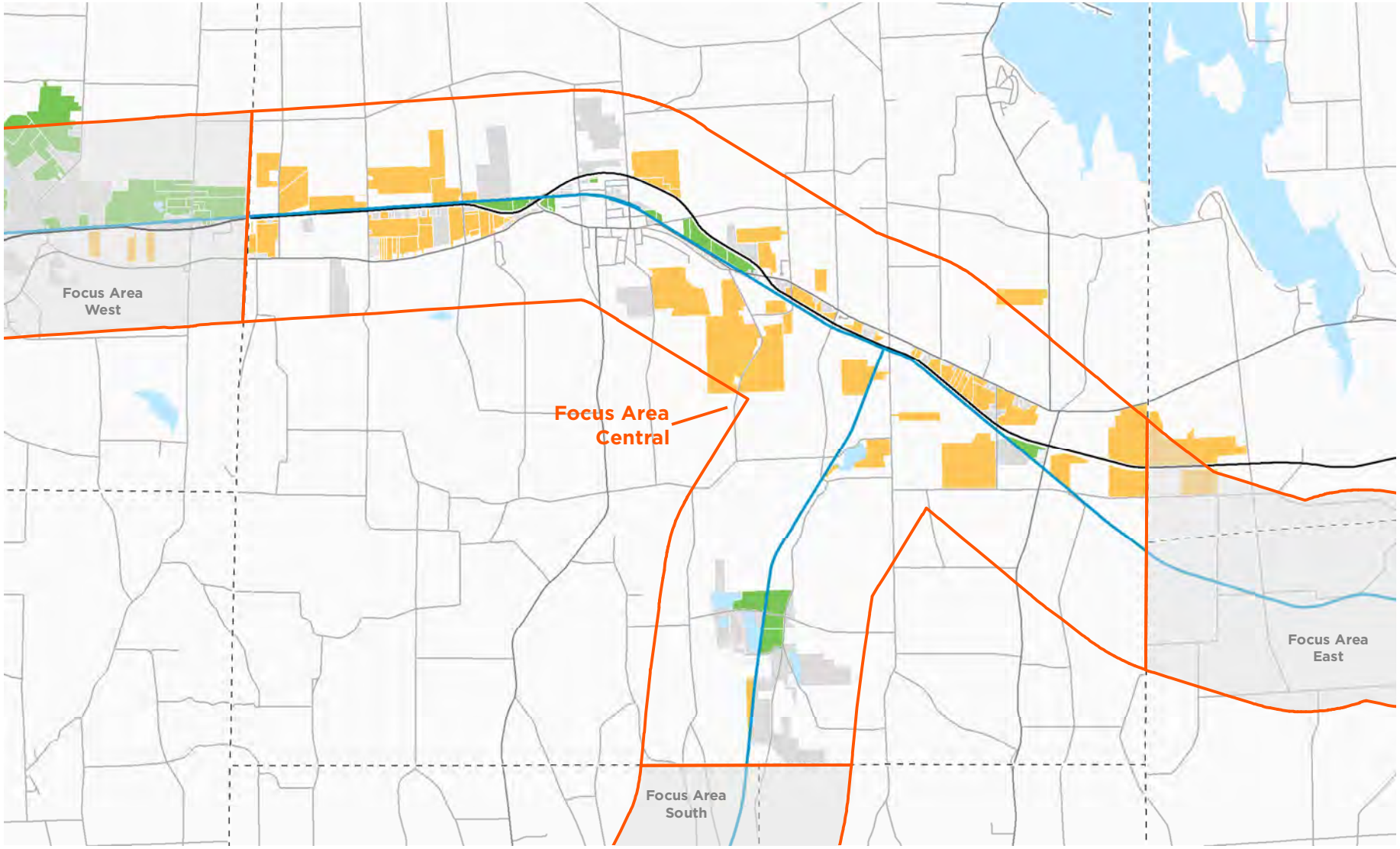

Figure 27: Target Area Central - Suitable Sites

- High Suitability
- Moderate Suitability
- Low Suitability
- Industrial Parks
- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.
- Focus Area

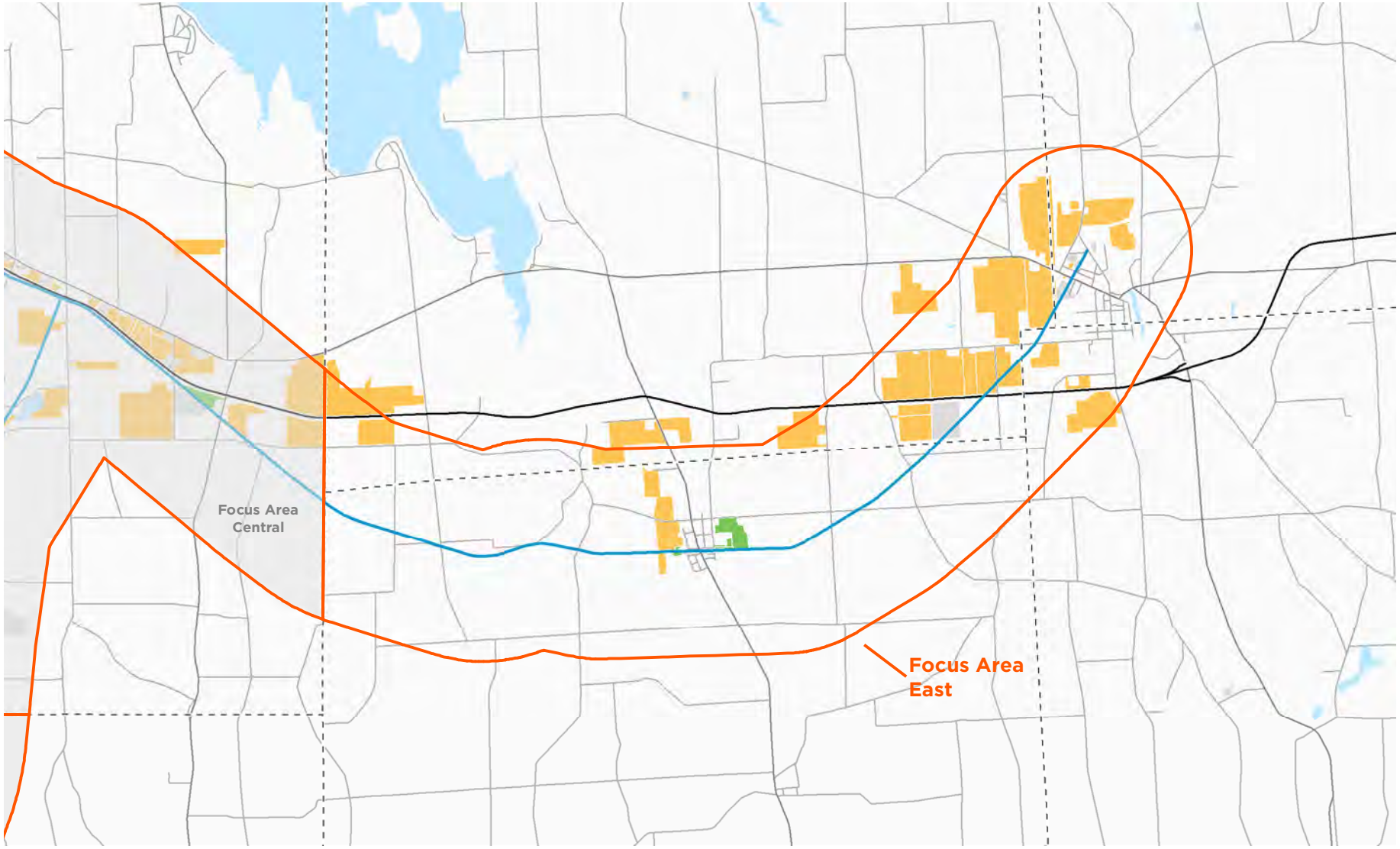

Figure 28: Target Area East - Suitable Sites

- High Suitability
- Moderate Suitability
- Low Suitability
- Industrial Parks
- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.
- Focus Area

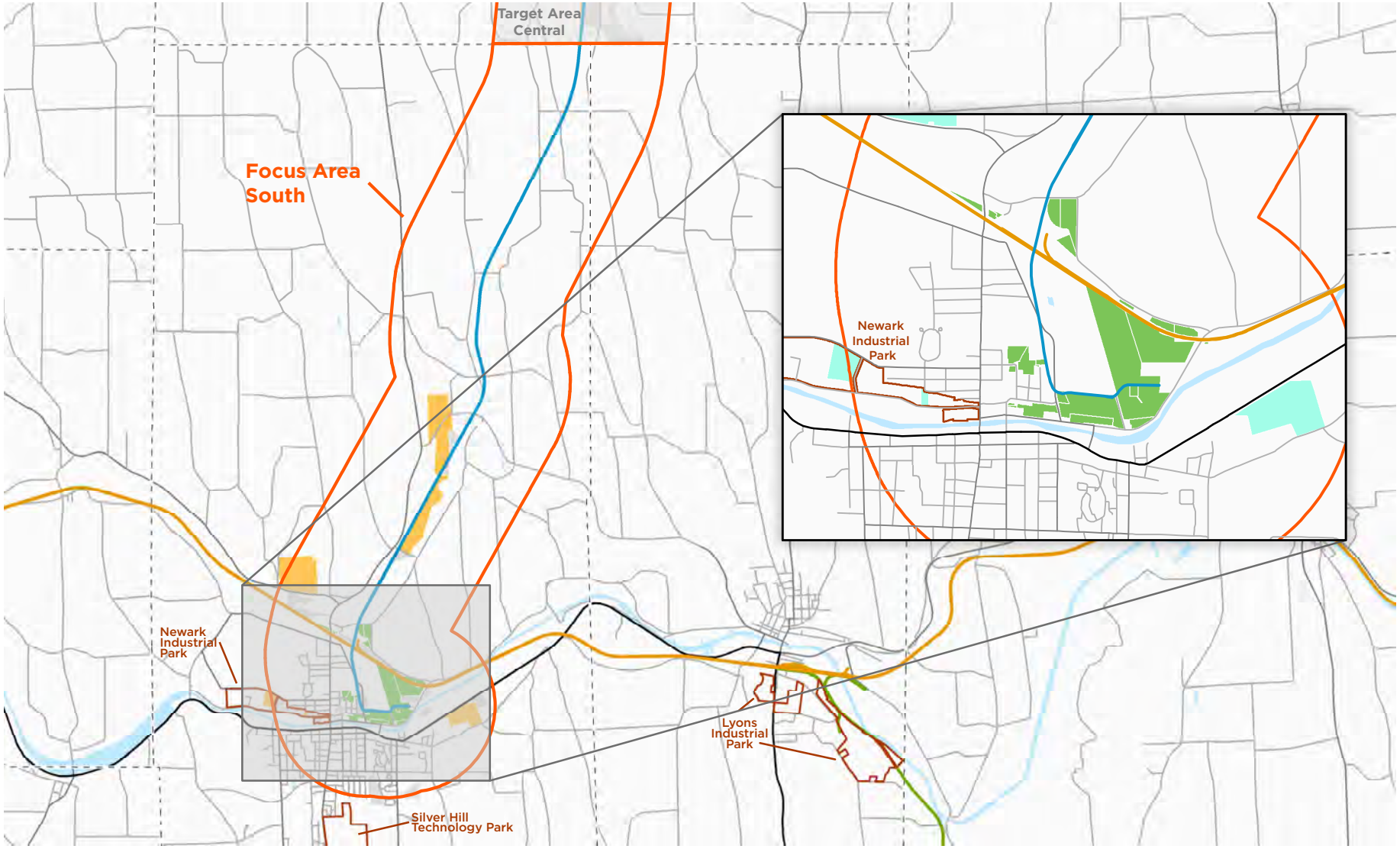

Figure 29: Target Area South - Suitable Sites

- High Suitability
- Moderate Suitability
- Low Suitability
- Industrial Parks
- OMID Railroad
- CSX Transportation, Inc.
- Norfolk Southern Railway Co.
- Focus Area

6 Recommendations and Cost Estimates

6.1 Overview

This section provides an overview of the recommended strategies and projects for the Rail-Freight Development Plan. These strategies and projects were developed based on review and consideration of: Technical Memorandum #1 – Inventory and Analysis of Existing Conditions (Appendix G); Technical Memorandum #2 – Rail Enabled Business Opportunity Analysis (Appendix H); other relevant plans and studies that identify options for improving rail operations and infrastructure; best practices for rail operations and infrastructure; and input from the Ontario Midland Railroad Corporation, Project Steering Committee, and Wayne County. Specifically the Project Steering Committee included representatives from Wayne County, Genesee Transportation Council, Ontario Midland Railroad Corporation, Greater Rochester Enterprise, Empire State Development, and the Genesee/Finger Lakes Regional Planning Council. Review and discussion of these recommendations gathered input on tailoring strategies and projects to best meet project goals and to determine consistency with planning and economic development initiatives within and near Wayne County.

Recommendations include physical, capital improvements to the existing OMID system and adjacent infrastructure, strategies that would improve operations and collaboration, and land use / policy strategies that may translate into legislation, regulations, and procedures to be adopted at various levels of government. These recommendations are grouped into the following categories:

Baseline recommendations include strategies and projects with the goal of maintaining and upgrading (where necessary) the existing OMID system to a state of good repair.

Strategic recommendations include strategies and projects that would enhance the competitive advantage of the OMID system and bring new rail-oriented business to Wayne County.

Target area recommendations grouped by geographic regions of the OMID system (West, Central, East, South) that focus on area and site-specific recommendations that would facilitate and attract site development for rail-oriented development.

Baseline Recommendations

Baseline recommendations include rail infrastructure maintenance and improvement items with the goal of maintaining and upgrading (where necessary) the existing OMID system to a state of good repair. These recommendations were primarily developed with consideration of the assessment of the existing OMID system (Technical Memorandum #1) and in consultation with the Ontario Midland Railroad Corporation. In addition, these recommendations assume two conditions: (1) Existing rail operations and customers in place; and (2) A hypothetical new customer in the Wolcott area that would be served via the eastern leg of the T-shaped OMID system. Cost estimates and project prioritization for Baseline Recommendations are provided in Section 6.4 on page 104. Baseline recommendations include the following:

(B-1) Tie replacement (Route NY-14 to Route NY-414)

Tie replacement along the east leg of the system between Route NY-14 and Route NY-414. This would involve the replacement of every third tie. This represents a distance of almost exactly 5.0 miles of linear right-of-way.

(B-2) Tie replacement (NY-414 to Wolcott)

A similar tie replacement project for the remainder of the east leg, from NY-414 to the end of the track. This would involve the replacement of two-thirds of the ties along this segment. This covers about 4.8 miles of right-of-way.

(B-3) Tie replacement (Tuckahoe Rd to Webster)

A similar tie replacement for the westernmost end of the system from Tuckahoe Road to the end of the OMID track. Replace every other tie along this segment. Within Wayne County, this covers a distance of about 8.8 miles.

(B-4) Ballast restoration/replacement (Tuckahoe Rd to Webster)

Ballast restoration/replacement along the westernmost end of the system from Tuckahoe Road to the end of the OMID track (OMID has indicated that this work would require approximately 600 tons of crushed stone per mile).

(B-5) Rail replacement (east-west alignment)
Rail replacement on the east-west line segments (Webster to Wallington and Wallington to Wolcott); 80-lb. rail to be upgraded to 115-lb. rail. This represents a distance of about 30.3 miles of right-of-way. Address grade crossing improvements as needed.

(B-6) Rail replacement (north-south alignment)
A similar rail replacement on the north-south line segment; 130-lb. rail to be replaced in kind (heavier rail is recommended for this segment because of the access to Smith's Gravel Pit customer that involves the movement of heavy rail cars). This covers a distance of approximately 12.5 miles of right-of-way. Address grade crossing improvements as needed.

(B-7) Erosion control/restoration along Ganargua Creek near
Address erosion control and railbed restoration issues along Ganargua Creek near Pulver Road. One part of this was addressed recently by OMID, but the rest of it is a larger undertaking involving some tree removal and installation of soil stabilization fabric.

6.2 Strategic Recommendations

Strategic recommendations include planning/collaboration, marketing & promotion, targeted development, and infrastructure improvement strategies and projects. These recommendations would enhance the competitive advantage of the OMID system and bring new rail-oriented business to the OMID corridor and Wayne County. These recommendations were developed with consideration of the Inventory and Analysis of Existing Conditions (Technical Memorandum #1), Rail Enabled Business Opportunity Analysis (Technical Memorandum #2), GTC Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region, NYS Freight Plan, local and regional land use, strategic, and economic plans, and in consultation with the Project Steering Committee. Strategic recommendations include the following:

(S-1) Establish Implementation Committee
To actively manage and plan the adoption, implementation, and tracking of recommendations, an implementation committee should be established at the discretion of Wayne County. It is anticipated that Wayne County, in cooperation with OMID Corp., would lead this task and coordinate outreach among the appropriate involved agencies and interested stakeholders. In addition, this committee would be tasked with coordinating applications for grant opportunities to fund implementation strategies. A number of grant programs administered through the Consolidated Funding Application (CFA) process, could provide essential funding mechanisms to incentivize investment in the corridor. Wayne County and each of the individual municipalities should work with the granting agencies and the Finger Lakes Regional Economic Development Council, to determine specific project eligibility or ineligibility requirements and timing of grant application submittals.

(S-2) Enhance Collaboration in Economic Development and Promotional Efforts
A stronger collaboration and promotion of rail freight within Wayne County would provide the County with a competitive advantage to peer areas in the region and beyond. Currently, many public and private entities are

tasked with economic and industrial development and promotion. There is a need to align these efforts in order to collaborate on strategies for economic development that support local rail-oriented development goals. This alignment could, at the discretion of Wayne County, take the form of a sub-committee to the implementation committee, or a Rail-Oriented Development Task Force. Members of this task force would include the OMID Corp., GTC, Greater Rochester Enterprise, Finger Lakes Regional Economic Development Council, Genesee/Finger Lakes Regional Planning Council, members/representatives from local municipalities, and members from the local rail freight, logistics, and agricultural industry.

An initial goal of the sub-committee or Rail-Oriented Development Task Force includes expanding promotional materials that showcases the competitive advantage the railroad has for several commodities and the connection the railroad has across the region and to key markets and ports throughout the Northeast. These promotional materials could include online and print flyers that showcase shovel-ready and pad-ready sites, existing industrial parks, county socioeconomic statistics, listing of public incentives, and website links for more information including the GRE website that provides extensive mapping of region-wide site characteristics and sites/buildings that are for sale or lease. Specifically for the GRE property search map on their website, it is recommended GRE add geographic information for existing industrial park boundaries, additional existing rail infrastructure such as rail yards and sidings, weight limits, vertical clearances, railroad class, owner/operators and their contact information, and in the future, location of transload facilities.

(S-3) Track and Actively Support Transportation Legislation

There is ongoing discussion and work towards federal and state transportation legislation to enhance and modernize transportation infrastructure, including freight. Wayne County and the OMID Corp. should take an advocacy/collaborative role in support of the GTC and their work with other MPO's to support this legislative effort.

(S-4) Coordinate with Local Municipalities Regarding Ongoing and Future Rail Freight and Transportation Planning & Zoning

At the time of this study, several municipalities the OMID system traverse had varying levels of land use planning and zoning. This planning ranged from those actively planning updates to a comprehensive plan to those with no comprehensive plan or zoning ordinance. Local discussions in some municipalities considered removal of active railroad ROW being used by local businesses and other municipalities had zoning that prevents non-residential/agriculture use of land adjacent to the OMID system. Wayne County and the Ontario Midland Corporation should work collaboratively with municipalities to convey the local economic benefit of the OMID system, where rail-oriented developed could be focused in each municipality, and how their comprehensive plans and local zoning ordinances can require mitigation of any nuisances from rail-oriented businesses. A map of municipalities the OMID system traverses is provided in Appendix A. Additional recommendations related to zoning are provided below.

(S-5) Expand Online Mapping to Facilitate Site Selection for Real Estate Brokers

In conjunction with Recommendation (S-2) to expand collaboration and promotion efforts, Wayne County should expand its online publication of geographic information to assist site selection brokers, potential developers, and rail-oriented businesses to identify sites that meet their specific needs and requirements. Data is recommended to include a simplified version of parcel (property) data, zoning districts linked to municipal zoning laws/codes, rail infrastructure including lines, rights-of-way, rail yards and sidings, weight limits, vertical clearances, railroad class, owner/operators and their contact information, and in the future, location of transload facilities. In addition, it is recommended the online maps include utility information such as water and sewer lines and districts.

(S-6) Target Development of Existing Industrial Sites and Parks, Site-Ready sites, Pad-Ready Sites, and Shovel-Ready Sites

There is an existing agglomeration of rail-oriented development/activity within existing industrial parks and industrial zoned areas across the OMID system. In addition, through the Rail Enabled Business Opportunity Analysis and through conversations with stakeholders, there is identified demand for development sites that are "site-ready," "pad-ready," and/or "shovel-ready."

Numerous sites with suitable characteristics and varying levels of readiness were identified previously in Chapter 5 Site and Target Area Identification. With further review and investigation akin to the requirements for shovel-ready site certification (described below), these sites have the potential to accommodate this demand.

Site-ready and pad-ready sites can relatively quickly and easily accommodate construction or conversion to rail-enabled use. These sites are more ready for construction than shovel-ready sites. Shovel-ready sites are designated through the New York State Shovel Ready Certification Program which is administered by the Empire State Development Corporation (ESDC). Shovel Ready Certification is available to any site in New York State and upon certification essentially results in a "pre-permitted" site that provides a number of benefits. These include providing an attractive incentive to lure companies to a site or sites, the ability to select the type of development most suited to a community and to develop local "buy in" before a project is announced, and the ability to substantially expedite construction. Marketing and technical assistance from ESDC are additional benefits once a site is certified. Shovel-ready sites reduce the financial risk developers incur and increases their likelihood to prepare sites without the promise/guarantee of a tenant. According to ESDC, there are currently no shovel-ready certified sites along or near the OMID system.

Wayne County, the GTC, and local municipalities should work towards and advocate for strategies that incentive site-ready, pad-ready, and shovel-ready sites that attract rail-oriented development. These incentives should focus on existing industrial zoned land and parks identified in Chapter 5, and in areas recommended below for rezoning to industrial. Marketing and promotional material should focus on the competitive advantage and available infrastructure of each formal industrial park along the OMID

system and, where appropriate, specific sites that are available for sale or lease. In addition, and where appropriate, any existing site-ready and pad-ready sites should be identified, tracked, and shown in promotion marketing material.

(S-7) Improve Existing Rail Connection with CSX "Main-Line"

An improvement to the track connection to the CSX main line in Newark is warranted as a strategic recommendation. The objective would be to improve the efficiency of the OMID operation and enable the railroad to move longer blocks of railcars through this interchange point by eliminating the S-curve in the connector track and expanding storage capacity. The re-alignment of the track and expansion of storage capacity would likely involve some wetland impacts which will require further review/study and potential environmental mitigation measures. The timing of this recommended improvement would be impacted by changes in rail traffic associated with new industrial development elsewhere on the OMID system.

(S-8) Investigate Locations for Transload & Cross Dock Facilities

The Rail-Enabled Business Opportunity Analysis (Technical Memorandum #2) identified a strong potential for new rail service for customers that are not situated for direct connection to the OMID right-of-way. In addition, the GTC Freight Study ("Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region) includes a recommendation to improve rail access by identifying possible locations for smaller-scale transload and cross dock facilities along short-line railroads. A new transload and cross dock facility (or facilities) for aggregates, building materials, animal feed and other agricultural commodities would be required to accommodate the potential customers identified in the Rail-Enabled Business Opportunity Analysis.

Preliminarily, several sites have the potential to accommodate a transload

facility along the OMID system. The site selection process in Chapter 5 identified several properties adjacent to the OMID rights-of-way with suitable characteristics which also have a high likelihood of supporting a new transload facility. While specific potential properties would require additional review/investigation, a strategic location for a new transload facility would be on the east-west line near the existing OMID Corp's operations hub in Sodus. This would allow OMID Corp. to provide service and in a centralized location in Wayne County for potential new customers. In addition to this facility, the OMID Corp. would require enhancement to its current facility at Newark Yard or additional infrastructure at a new facility to accommodate ramp loadings for certain loads such as heavy machinery, equipment, etc. Additional potential sites for transload facilities are described below. Wayne County, GTC, OMID Corp., and member agencies should utilize the analysis of sites with suitable characteristics in Chapter 5 to continue investigation into potential locations for a transload and cross dock facility.

(S-9) Plan for Track Improvements and New Switches for Industrial Site Access

New rail-oriented development and expanded service for existing customers will likely drive a need for new track infrastructure, including sidings to industrial properties and switches on the OMID main line. These will be reviewed on a case-by-case basis to determine the exact locations and the extent of the necessary improvements.

6.3 Target Area Recommendations

Target area recommendations focus on specific areas/sites within the four geographic areas of the OMID System: West, Central, East, and South. In conjunction with strategic recommendations, these recommendations would facilitate new rail-oriented development by enhancing the competitive advantage of the OMID system. These recommendations focus on strategies and projects for rail and road infrastructure and site access, utility infrastructure, land use and zoning policy, publicly-owned land, and existing industrial parks and zoning districts. In addition, known environmental remediation concerns were considered for those sites identified as having suitable characteristics in Chapter 5. Similar to strategic recommendations, these recommendations were developed with consideration of the Inventory and Analysis of Existing Conditions (Technical Memorandum #1), Rail Enabled Business Opportunity Analysis (Technical Memorandum #2), GTC Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region, NYS Freight Plan, local and regional land use, strategic, and economic plans, and in consultation with the Project Steering Committee. Strategic recommendations include the following:

(West-1) Improve and Expand Industrial Park Site Access, Internal Circulation, and Utility Infrastructure

Within the Towns of Ontario and Williamson, much of the existing industrial-zoned land is located adjacent to the OMID system with several existing industrial parks including Beh Industrial Park, Commerce Center Industrial Park, Wayne Industrial Sustainability Park, Ontario Industrial Park, Linc Industrial Center, and Williamson Industrial Park. These industrial parks have favorable zoning and connections to utilities that are supportive of rail-oriented development. As such, these industrial parks and other industrial zoned areas within the Towns of Ontario and Williamson represent the greater opportunity for rail-oriented development within the Western OMID system. The following recommendations are grouped by Industrial Parks:

Beh Industrial Park, Commerce Center Industrial Park, Wayne Industrial Sustainability Park:

1. Extend Timothy Lane west to County Line Road to provide another ingress/egress connection for industrial sites and to facilitate subdivision of sites currently zoned industrial.
2. Work with landowners to plan road extensions and subdivision of land for rail-oriented development.

Ontario Industrial Park

1. Extend eastern site access road across Bear Creek to provide access across the creek, reduce cost of site preparation for a prospective business, and facilitate potential subdivision.
2. Extend utility and communication services along extended roadway

across Bear Creek.
3. Work with landowners to plan road extensions and subdivision of land for rail-oriented development.

Williamson Industrial Park
1. Extend site access road into industrial park to reduce cost of site preparation for a prospective business, facilitate potential subdivision, and provide access to potential expansion of the Industrial Park
2. Evaluate secondary road connection along Tuckahoe Rd utilizing the Northeast portion of the property adjacent to Tuckahoe Rd.
3. Extend utility and communication services along extended roadway.
4. Work with landowners to plan road extensions and subdivision of land for rail-oriented development.

(West-2) Examine Feasibility of Rail Spur into Beh Industrial Park

Facilitate discussion with landowners and OMID Corp., and examine feasibility of a new rail spur along the western edge of Beh Industrial Park that would facilitate rail use from existing industrial businesses on the western side of Dean Parkway and future rail-oriented development along the extension of Timothy Lane to County Line Road. This rail spur would extend north from the OMID right-of-way using a small portion of 205 Route 104 (Parcel ID: 1117-00-060709) and/or 239 Route 104 (61117-00-111741).

(West-3) Examine Feasibility of Expanding Williamson Industrial Park

In conjunction with Williamson Industrial Park recommendations in (West-1), facilitate discussion with landowners and the Town of Williamson, and examine feasibility of expanding the Williamson Industrial Park west along the railroad right-of-way using a portion of the 6506 Salmon Creek Road (Parcel ID 65117-00-268914) property. This parcel is partially used for agriculture, but is not located within an agricultural district. Expansion of the industrial park would facilitate use of industrial-zoned land directly adjacent to the OMID right-of-way.

(West-4) Construct New Runaround Track Along OMID Right-of-Way West of NY-104 Grade Crossing in Sodus

Depending on the volume of freight rail traffic along this line segment, a new second track is recommended to serve as a runaround track for OMID operations. This track would be used for two purposes: (1) to facilitate the movement of a locomotive from the front of a train consist to the rear while switching cars in and out of industrial sidings (primary); and (2) to store rail cars temporarily while awaiting movement to and from customers along this line segment (secondary).

Item (1) enables the railroad to ensure that forward-moving locomotive operations are feasible for mainline operations as much as possible. A runaround track enables a locomotive to pull a train along the mainline until it reaches the area of an industrial siding, then uncouple from the front of the train and move alongside it on the second track to the rear of the consist and push the cars up the siding to the customer's location. Minimizing the use of locomotives to push railcars over long stretches of the main line is an important safety consideration. This second track also enables the railroad to uncouple, move, and re-connect cars to rearrange their order within the consist to drop them off (or pick them up) at the customer locations in a certain order, if needed.

Depending on the parcels being developed for new rail service, this runaround track should be located on the north side of the existing OMID track along one of these three segments: (A) between Dean Parkway and Lakeside Road (specifically, between the OMID bridge over Mill Creek and the private driveway across NY-104 from the Budget Inn); (B) between Fisher Road and Furnace Road; or (C) between Salmon Creek Road and Fisher Road. A minimum of 1,700 feet of linear distance along the mainline railroad between switches for the runaround track would be preferred, along with an ideal 900 feet of distance east and west of the mainline switches to accommodate rail operations to and from the runaround track without interfering with existing roadway grade crossings.

(West-5) Private Driveway Closures and Potential Improvements of Other Roadway Access for These Properties

Two of the three OMID line segments described above as potential locations for runaround tracks have one or more private driveways crossing the existing track. Any private driveway located within a segment where a runaround track is added should be closed. For Segment (A), closing the two private driveways alongside the OMID line in the specified area should not require any alternative access to those properties because they would likely be developed as part of this proposed improvement. For Segment (B), the properties north of the OMID line accessed by the one private driveway already appear to have alternative access to Fisher Road. The driveway to NY-104 can either be closed completely or used for emergency access only. There are no private driveways on Segment (C).

(West-6) Examine Feasibility of a New Transload Facility

In conjunction with the strategic recommendation (S-8) to identify a location for a transload and cross dock facility, the western segment of the T-shaped OMID system is well situated for this type of facility, due to the following factors: (A) its proximity to the main OMID headquarters and yard facility in Sodus, thereby limiting the need for long dead-head trips for locomotives and train crews; (B) the long segments of tangent (straight) track between grade crossings that provide opportunities for new industrial sidings; and (C) the number and sizes of potential industrial development sites on the north side of the OMID alignment in this area, which allows for direct rail access without crossing Route NY-104.

(Central-1) Discuss Feasibility of Expanding Industrial Zoning to Facilitate Development

Most industrial-zoned land within the Town of Sodus does not have suitable access to the OMID right-of-way with consideration to other site characteristics examined in Chapter 4. As a result, potential development is limited for rail-oriented businesses that require direct connection to the rail line. To overcome this development limitation, Wayne County should facilitate discussion with the Town of Sodus and town residents regarding potential modifications of portions of zoning district boundaries to allow strategically located rail-oriented development adjacent to the OMID right-of-way. From a site characteristics perspective, properties adjacent to the north of the OMID right-of-way and between Pratt Road and Redman Road have suitable characteristics for rail-oriented development. In addition and also from a site characteristic perspective, parcels located between the OMID right-of-way and NYS Route-104, and State Street and Old Ridge Road have suitable characteristics for rail-oriented development.

(Central-2) Construct New Runaround Track Along OMID North-South Line

Sites identified with suitable characteristics for rail-oriented development in this area are in close proximity to the OMID operations hub and would not require additional rail improvements beyond sidings and switches for new customers. This is particularly the case for those sites along the east-west line. If the sites further south along the north-south line in the vicinity of Hansen Aggregates are developed for industrial use, a new running track would be recommended to serve the same purpose as the one described previously for the West OMID area. Depending on the parcels being developed for new rail service and the long-term use of the recently restored second track currently used for transloading stone at the Hansen site immediately north of Quarry Road, this runaround track should be located on either side of the existing OMID track (a detailed inspection of the existing track placement within the right-of-way would be required to

confirm this) along the tangent section of the line south of Powell Road. A minimum of 1,700 feet of linear distance along the mainline railroad between switches for the runaround track would be preferred, along with an ideal 900 feet of distance north and south of the mainline switches to accommodate rail operations to and from the runaround track without interfering with existing roadway grade crossings.

(East-1) Examine Feasibility of a New Transload Facility

In conjunction with the strategic recommendation (S-8) to identify a location for a transload and cross dock facility, the eastern segment of the T-shaped OMID system is less suitable than other areas for a transload facility due to the following factors: (A) its location at the far east end of the OMID system makes it less efficient for rail service from the OMID yard facility in Sodus; (B) its distance from a potential customer base on the eastern edge of the Rochester area; and (C) the limited number of larger parcels identified as Potential sites that are directly adjacent to the OMID line. Despite these limitations, the property identified as the Glenmark Road site (Alternate) west of North Rose appears to be suitable for a transload facility. It exceeds 50 acres in size, is situated along a stretch of the OMID line east of Covell Road with no roadway crossings that impede switching operations on the OMID mainline, and has road access to the north on Glenmark Road.

(East-2) Relocate Existing OMID Runaround Track in North Rose

There is currently a second track on the north side of the OMID mainline in the center of North Rose that is identified on the OMID track chart as a runaround track. The western switch for this siding is just east of Main Street and the siding runs alongside the historic freight house that is situated between the OMID alignment and Railroad Avenue. If the Glenmark Road parcel is developed for rail-served industrial use, then this location would not be ideal for a runaround operation related to that site due to the proximity of the switch to Main Street, coupled with the operational impacts of multiple moves at grade across Main Street. A preferred location for the runaround track would be on the tangent section of the OMID line west of Main Street. From west to east, there is approximately 3,600 feet of linear distance along the tangent section of the OMID track between the end of the curved track east of Covell Road and the switch for the siding at the North Rose Cold Storage building on the south side of the track. This is sufficient distance to accommodate a runaround track and an adjacent buffer for reverse operations without interfering with roadways at grade crossings. Modifications may be warranted at the North Rose Cold Storage siding if this facility is not seen as a potential active rail customer in the future.

(East-3) Discuss Feasibility of Industrial Zoning Near Wolcott

Similar to the findings in the Town of Sodus, most industrial-zoned land near Wolcott does not have suitable access to the OMID right-of-way with consideration to other site characteristics examined in Chapter 5. As a result, potential development is limited for rail-oriented businesses that require direct connection to the rail line. To overcome this development limitation, Wayne County should facilitate discussion with the Town of Huron and the Town and Village of Wolcott regarding potential modifications of portions of zoning district boundaries to allow strategically located rail-oriented development adjacent to the OMID right-of-way. From a site characteristics perspective, 11814 Ridge Road (Parcel ID 75117-00-486350) is adjacent to the north of the OMID right-of-way, has access from Ridge Road, has suitable characteristics for rail-oriented development, and is already located adjacent to industrial zoned and used land.

(South-1) Track Improvements at Welcher Road Siding

There is an existing siding that branches off the OMID mainline just north of Welcher Road and crossing Welcher adjacent to the mainline. This short section of track is not owned by the County but is currently used on occasion by the OMID Corp. for railcar storage. It is an important future asset for the OMID operation for two reasons: (1) it provides direct access to the property at 1500 Welcher Road that is identified as a “Potential” industrial development site; and (2) it is the remnant of the original connection from the OMID line to the CSX mainline to the south before it was replaced by the S-curve discussed previously in Strategic Recommendation (S-7). This siding, and the undeveloped area along the original connection, should be preserved for future use and for the potential restoration of the CSX connection to eliminate the S-curve.

(South-2) Newark Yard rehabilitation

The industrial parcels located east of Murray Street appear to be great opportunities for new freight rail customers on the OMID system. Maco Bags, a former OMID customer, is located in this area, and there is an existing tail track running into that property alongside Country Club Drive from the south side of Newark Yard. New industrial development in this area, coupled with the potential restoration of rail service to Maco, would warrant some changes in the current OMID rail operation. The railroad currently serves customers north of the CSX line, and their rail operations are oriented toward the movement of cars to and from the north. New customers south of the CSX line would ideally be served by storing and sorting cars in Newark Yard. The restoration of track and ballast would be warranted with increased rail activity. The current yard track configuration – three through tracks plus one dead-end track that is used for transload operations at two elevated loading docks (see below) – is sufficient to handle anticipated demand for multiple new customers in this area, but there appears to be an opportunity to add at least one more through track to the yard within the existing track configuration if operations require this under substantially higher freight volumes.

(South-3) Transload Facility Restoration at Newark Yard

The easternmost track in Newark Yard is a dead-end track that is currently available for use as a transload facility, with raised platforms allowing for both end-load and side-load capability. This yard is not an ideal location for a systemwide transload facility handling multiple commodity types and industries, due to its small configuration and limited expansion opportunities for storage facilities. However, it is well-equipped for handling rail cargoes that require direct roll-on/roll-off service or specialized handling equipment for rail/truck transfers. A restoration of this facility would involve potential extension of the platforms, restoration and/or addition of ramps at both platforms, and a clear paved connection to Murray Street that does not conflict with adjacent properties or informal parking arrangements along the west side of the street.

(South-4) Facilitate Discussion with Landowners and Village of Newark Regarding Sites Along Van Buren Street

Several properties along Van Buren Street also are adjacent to the OMID right-of-way which parallels County Club Drive. Although this land is currently zoned industrial, it is underutilized with large areas of undeveloped land. Potential development and subdivision of these properties for rail-oriented uses should be discussed and how site improvements and attaining shovel-ready certification from ESDC could increase attractiveness of these sites. In addition, Wayne County should facilitate a discussion with the Village of Newark regarding nearby properties which are also zoned industrial but are currently used for residential and commercial.

6.4 Cost Estimates and Project Prioritization

The following estimates of probable cost were developed for Baseline, Strategic, and Target Area recommendations, as applicable. These estimates are designed to provide concept level costs for each recommendation, focusing on physical improvements, to guide the pursuit of grant opportunities to facilitate implementation. Each recommendation is ranked so that they can be prioritized by the County or other agencies pursuing funding for project implementation.

Table 25: Baseline Recommendation Cost Estimates and Priorities

ID	Baseline Recommendation	Estimate of Probable Cost	Priority Level*	Notes
B-1	Tie replacement (Route NY-14 to Route NY-414)	1,600,000	Short-term	Every third tie replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-2	Tie replacement (NY-414 to Wolcott)	3,000,000	Short-term	Two-thirds of ties replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-3	Tie replacement (Tuckahoe Road to Webster)	4,150,000	Short-term	Every other tie replaced. Estimated 20-inch spacing. Assume all new tie plates, spikes and bolts. No design and CM cost.
B-4	Ballast restoration/replacement (Tuckahoe Road to Webster)	250,000	Short-term	9.8 miles + 2% adjustment factor. 600 tons per mile. Estimated $29.85 per ton. No design and CM cost.
B-5	Rail replacement (east-west alignment)	14,600,000	Short-term	Approximately 320,000 linear feet of rail at $35/LF. 100-lb. rail used for estimate. Assume 14 out of 29 switches to be replaced. Estimated $15,000 per grade crossing for 46 grade crossings; surface improvements only. No design and CM cost.
B-6	Rail replacement (north-south alignment)	6,000,000	Short-term	Approximately 132,000 linear feet of rail at $35/LF. 100-lb. rail used for estimate. Assume 5 out of 9 switches to be replaced. Estimated $15,000 per grade crossing for 13 grade crossings; surface improvements only. No design and CM cost.
B-7	Erosion control/restoration along Ganargua Creek near Pulver Road	500,000	Short-term	Very rough estimate; likely much higher than actual cost. Based on full 1,850-ft. track length alongside the creek.

* Priority Levels:
Short-term would occur within 3-5 years

Table 26: Strategic Recommendation Cost Estimates and Priorities

ID	Strategic Recommendation	Estimate of Probable Cost	Priority Level*	Notes
S-1	Establish Implementation Committee	N/A	Short-term	Non-infrastructure recommendation
S-2	Enhance Collaboration in Economic Development and Promotional Efforts	N/A	Short-term	Non-infrastructure recommendation
S-3	Track and Actively Support Transportation Legislation	N/A	Short-term	Non-infrastructure recommendation
S-4	Coordinate with Local Municipalities Regarding Ongoing and Future Rail Freight and Transportation Planning & Zoning	N/A	Short-term	Non-infrastructure recommendation
S-5	Expand Online Mapping to Facilitate Site Selection for Real Estate Brokers	N/A	Mid-term	Non-infrastructure recommendation
S-6	Target Development of Existing Industrial Sites and Parks, Site-Ready sites, Pad-Ready Sites, and Shovel-Ready Sites	N/A	As Needed	Non-infrastructure recommendation
S-7	Improve Existing Rail Connection with CSX “Main-Line” in Newark	1,800,000	Mid-term	Assumes 1,000 feet of new rail alignment. Includes clearing, grading and new ballast. Includes $500,000 estimated cost for NEPA EIS.
S-8	Investigate Locations for a Transload and Cross Dock Facilities	3,300,000	Short-term	Rail infrastructure costs only. Conceptual layout includes 4 stub-end tracks in yard at 1,500-ft. length each plus 500-ft. lead track to mainline; new mainline 1700-ft. runaround track; 3 internal switches + 1 mainline switch + 2 runaround track switches. Assume 10-acre parcel size for grading and clearing purposes. Transload equipment needs will be commodity-dependent and are not included.
S-9	Plan for Track Improvements and New Switches for Industrial Site Access	325,000 (typical per site)	As needed	Estimate based on new 500-ft. siding at each site, plus mainline switch and end-of-track heavy duty railcar bumper. It is assumed that site clearing and grading will be done separately as part of overall site development process.

* Priority Levels:
Short-term would occur within 3-5 years
Mid-term would occur within 5-8 years
As-needed would occur as opportunities present themselves

Table 27: Target Area Recommendation Cost Estimates and Priorities

ID	Target Area Recommendation	Estimate of Probable Cost	Priority Level*	Notes
West-1	Improve and Expand Industrial Park Site Access, Internal Circulation, and Utility Infrastructure	See Below	See Below	See Below
	Beh Industrial Park, Commerce Center Industrial Park, Wayne Industrial Sustainability Park			
	1. Extend Timothy Lane west to County Line Road	4,300,000	Short-term	Rough Estimate for Design, Construction Inspection and Construction for 2700′ of new road . Includes inflation for construction in 2025. Cost for ROW not included.
	2. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Short-term	Non-infrastructure recommendation
	Ontario Industrial Park			
	1. Extend eastern site access road across Bear Creek	3,700,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 2000′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	2. Extend utility and communication services along extended roadway across Bear Creek.	400,000	Long-term	Very Rough estimate of utility cost. Cost could be much higher depending on required infrastructure
	3. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Long-term	Non-infrastructure recommendation
	Williamson Industrial Park			
	1. Extend site access road into industrial park	4,800,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 3500′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	2. Evaluate secondary ingress/egress connection along Tuckahoe Road	5,500,000	Long-term	Rough Estimate for Design, Construction Inspection and Construction for 4000′ of new road including creek crossing. Includes inflation for construction in 2025. Cost for ROW not included.
	3. Extend utility and communication services along extended roadway	1,100,000	Long-term	Very Rough estimate of utility cost. Cost could be much higher depending on required infrastructure
	4. Work with landowners to plan road extensions and subdivision of land for rail-oriented development	N/A	Long-term	Non-infrastructure recommendation
West - 2	Examine Feasibility of a Rail Spur into Beh Industrial Park	N/A	Mid-term	Non-infrastructure recommendation
West - 3	Examine Feasibility of Expanding Williamson Industrial Park	N/A	Mid-term	Non-infrastructure recommendation

ID	Target Area Recommendation	Estimate of Probable Cost	Priority Level*	Notes
West - 4	Construct New Runaround Track Along OMID Right-of-Way West of NY-104 Grade Crossing in Sodus	775,000	Mid-term	Estimate based on 1,700-ft. track length + 2 new switches. Assumed no site work is needed within existing OMID right-of-way. Also assumes improvements are needed at adjacent grade crossings.
West - 5	Private Driveway Closures and Potential Improvements of Other Roadway Access for These Properties	30,000	Short-term	Cost of closing driveways is assumed to be minimal. Estimate is for 3 closures at $10,000 each. Barriers and/or signage only.
West - 6	Examine Feasibility of a New Transload Facility	3,3000,000	Short-term	See Strategic-8 for description.
Central - 1	Discuss Feasibility of Expanding Industrial Zoning to Facilitate Development	N/A	Short-term	Non-infrastructure recommendation
Central - 2	Construct New Runaround Track Along OMID North-South Line	770,000	Mid-term	See West-4 for description.
East - 1	Examine Feasibility of a New Transload Facility	3,300,000	Short-term	See Strategic-8 for description.
East - 2	Relocation of Existing OMID Runaround Track in North Rose.	770,000	Mid-term	Cost is based on the prototypical runaround tracks documented previously. No dismantling cost for existing runaround track is included, nor is any cost reduction from re-use or salvage value of existing hardware.
East - 3	Discuss Feasibility of Industrial Zoning Near Wolcott	N/A	Short-term	Non-infrastructure recommendation
South - 1	Track Improvements at Welcher Road Siding	30,000	Mid-term	Estimate based on 550-ft. track length. Track maintenance and restoration only; no new rail needed. NOTE: Property is not currently owned by Wayne County.
South - 2	Newark Yard rehabilitation	2,075,000	Mid-term	Estimated 4,200 feet of track alignment. Assume all track to be replaced. Includes two new transload platforms at 15′ x 90′ x 4′ slab on grade construction. Assumes all switches (5) to be replaced.
South - 3	Transload Facility Restoration at Newark Yard	610,000	Mid-term	Some overlap with South-2 costs if both are done. South-3 can be done as a stand-alone project. Estimated 1,100 linear feet of track rehabilitated. Restore/extend existing transload platforms. Estimated 12,000 square feet of new concrete pavement for truck access on existing site.
South - 4	Facilitate Discussion with Landowners and Village of Newark Regarding Sites Along Van Buren Street	N/A	Short-term	Non-infrastructure recommendation

* Priority Levels:
Short-term would occur within 3-5 years
Mid-term would occur within 5-8 years
Long-term would occur in more than 8 years
As-needed would occur as opportunities present themselves


RAIL ROAD CROSSING
YIELD

WAYNE COUNTY, NY

RAIL-FREIGHT DEVELOPMENT PLAN