

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-87 Accepting the Ontario Midland Strategic Plan as evidence of completion of UPWP Task 8621

WHEREAS,

1. The *FY 2021-2022 Unified Planning Work Program* includes Task 8621, the Ontario Midland Strategic Plan, for the purpose of developing a freight corridor strategic plan for the Ontario-Midland Short Line Railroad;
2. Said Task included an inventory and analysis of the Ontario Midland railroad facilities, operations, and current users; a comprehensive review of planning, zoning, and environmental opportunities, and constraints adjacent to the railroad; identification of potential sites suitable for rail-oriented business development; a Rail-Enabled Business Opportunity Analysis including profiles of rail-enabled or rail supported business opportunities that could be leveraged from the presence of the railroad; and recommendations that identify specific infrastructure availability and needs, regulatory considerations, and supporting uses;
3. Said Task has been completed and has resulted in the *Ontario Midland Strategic Plan*; and
4. Said Study has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Ontario Midland Strategic Plan* as evidence of completion of UPWP Task 8621; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 9, 2021.

Date _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

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.

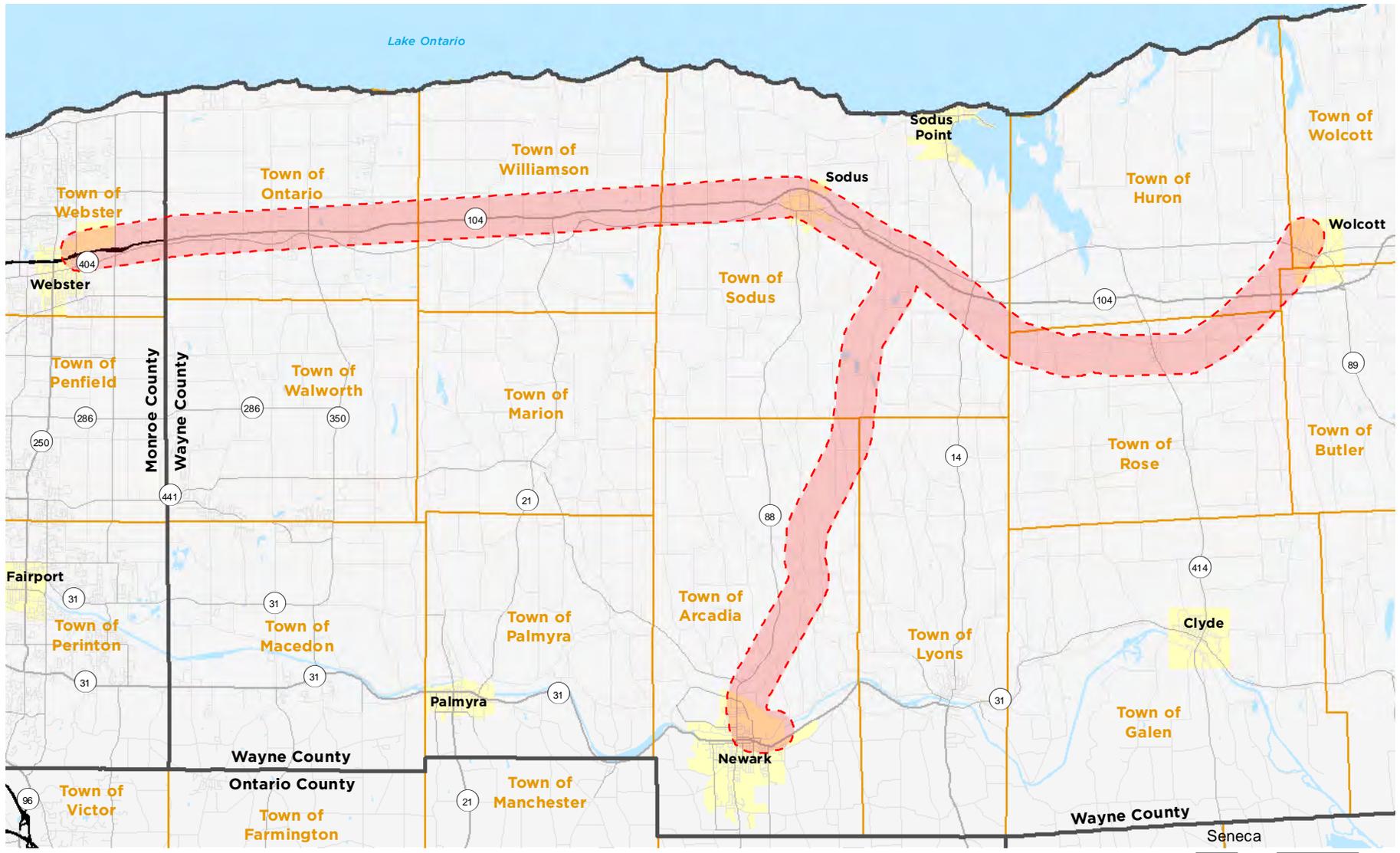
The planning process included two technical memorandums that are the foundation to the plan. Technical Memorandum #1 included an inventory and analysis of the OMID with a specific focus

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

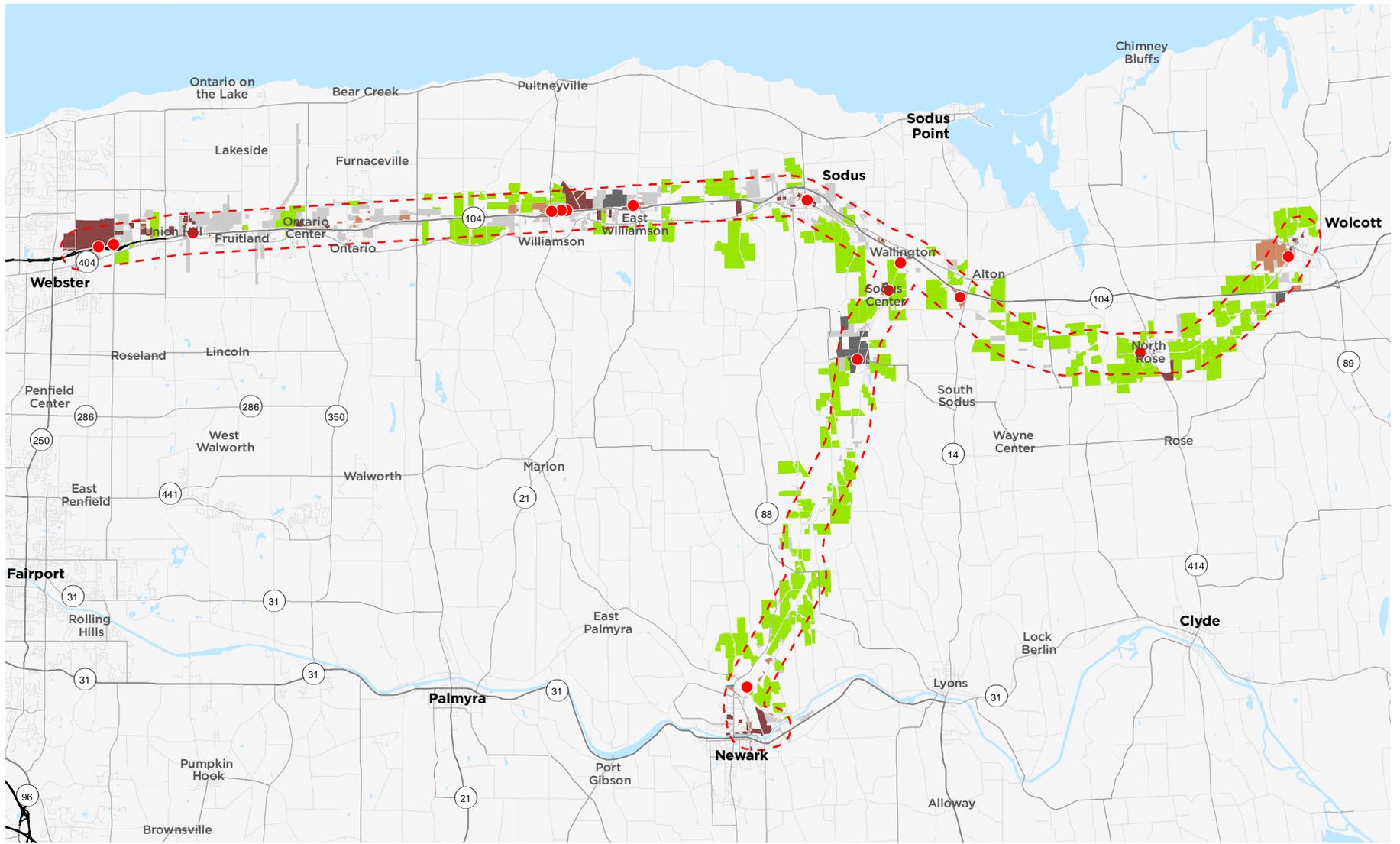


B. Inventory Overview

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 summarize the key findings from the inventory/analysis.

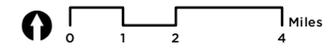
Inventory Summary of Key Findings:

- | | |
|---|---|
| 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. |
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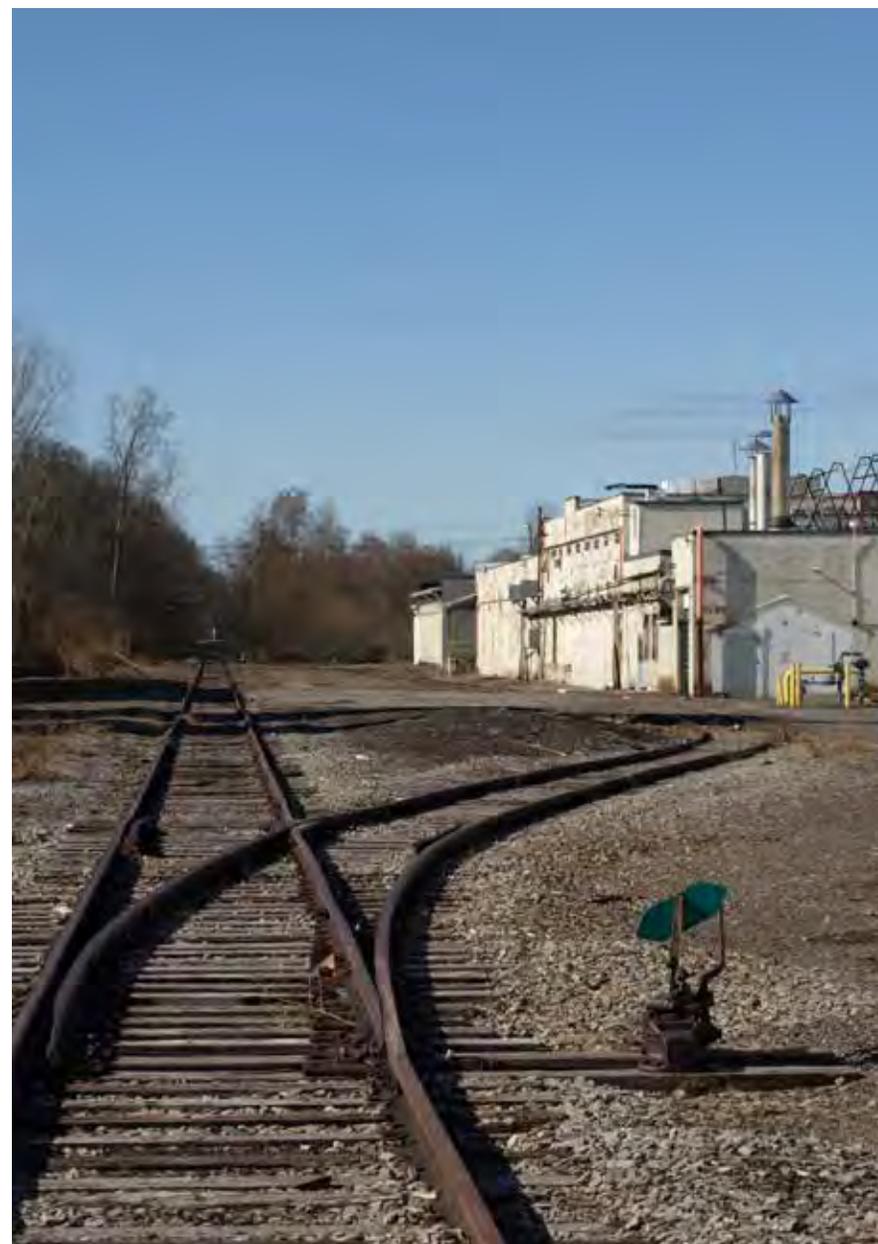
Rail-Compatible Land Uses Map

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



<p>5. Utilities are concentrated in industrial, commercial, and population areas</p>	<p>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.</p>
<p>6. Several areas of natural features may limit future development potential</p>	<p>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.</p>
<p>7. The OMID crosses numerous natural features</p>	<p>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.</p>
<p>8. Most agricultural land is located in an agricultural district</p>	<p>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.</p>
<p>9. There are several remediation sites within the study area</p>	<p>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.</p>
<p>10. Freight volume on the OMID is increasing</p>	<p>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.</p>
<p>11. OMID operations would be impacted if traffic volumes grow</p>	<p>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.</p>
<p>12. The limited number of intersecting high-volume roads reduces infrastructure costs</p>	<p>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.</p>

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

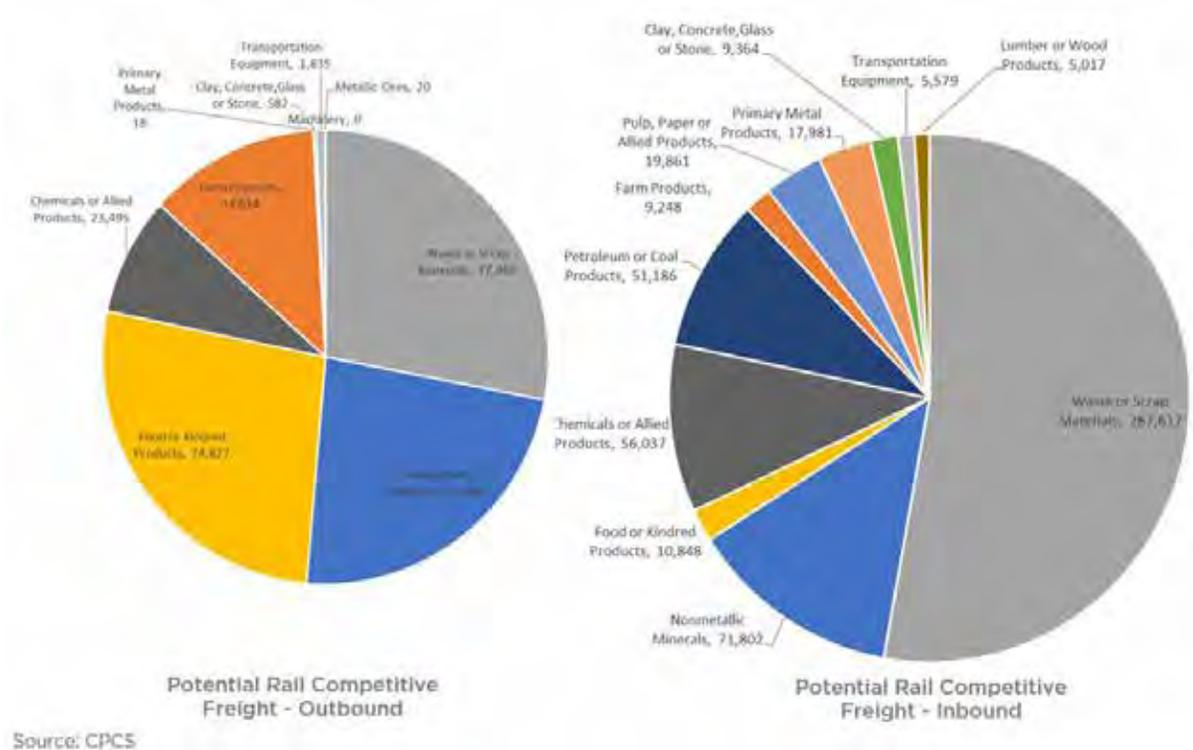
The analysis of individual business opportunities determined those businesses that have existing opportunities for increased rail utilization. In addition, the analysis considered businesses within Wayne County and businesses in proximity to serve the local segment of the supply chain. Key findings,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

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.

Potential Rail-Competitive Commodities (Tons)



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 (stone, cement)	Finger Lakes Construction, All County Construction, G&G Sealcoating & Paving, Hynes concrete), Lakeside Construction 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-Tenant 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	<ul style="list-style-type: none"> • 10+ acres depending on needs of associated products to be transported • 20+ acres for mixed/multiple commodity sites
Vehicle Access	<ul style="list-style-type: none"> • Typically within close (~1 mile) proximity to a State or Interstate Highway • Some sites farther depending on location of customer base
Commodities	<ul style="list-style-type: none"> • Smaller facilities typically have specific commodities associated with area needs • Larger facilities accommodating a mixture of similar products that require comparable transload needs
Capacity	<ul style="list-style-type: none"> • Approximately 10 cars for smaller sites • 20+ cars for larger sites

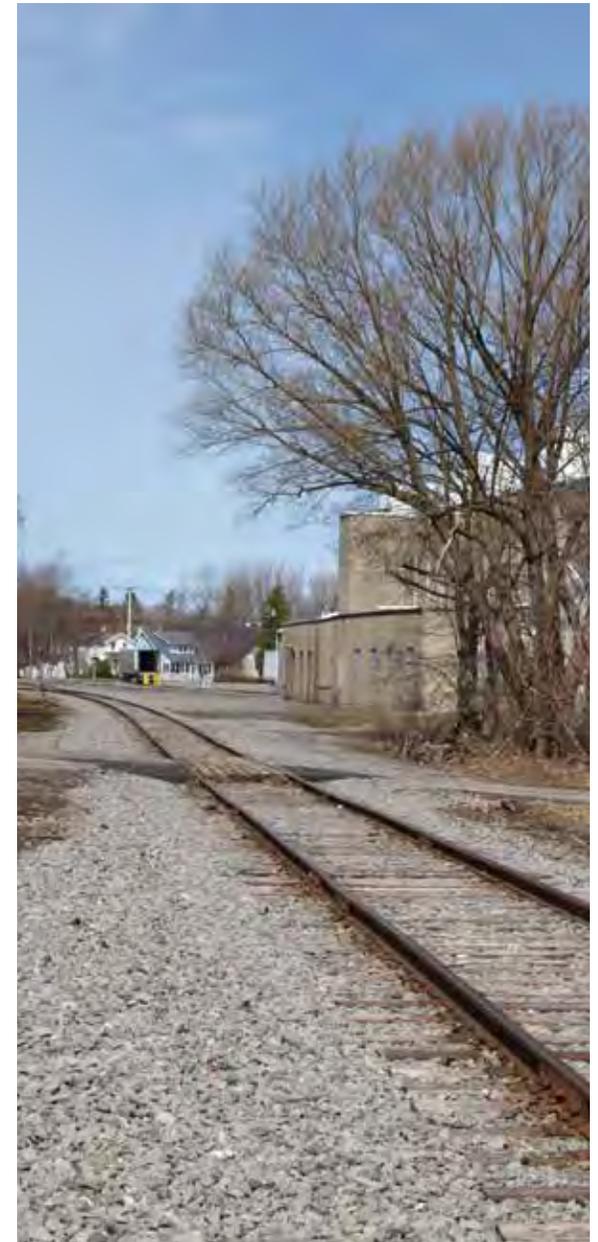
both direct and transload sites of specific and mixed commodities. The sites include examples from developed industrial areas in New York, Pennsylvania, Texas, Iowa, and Alberta Canada. The third review for the creation of rail-oriented development profiles included the identification of typical rail-oriented 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

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.

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.	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.
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.	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.
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.	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.

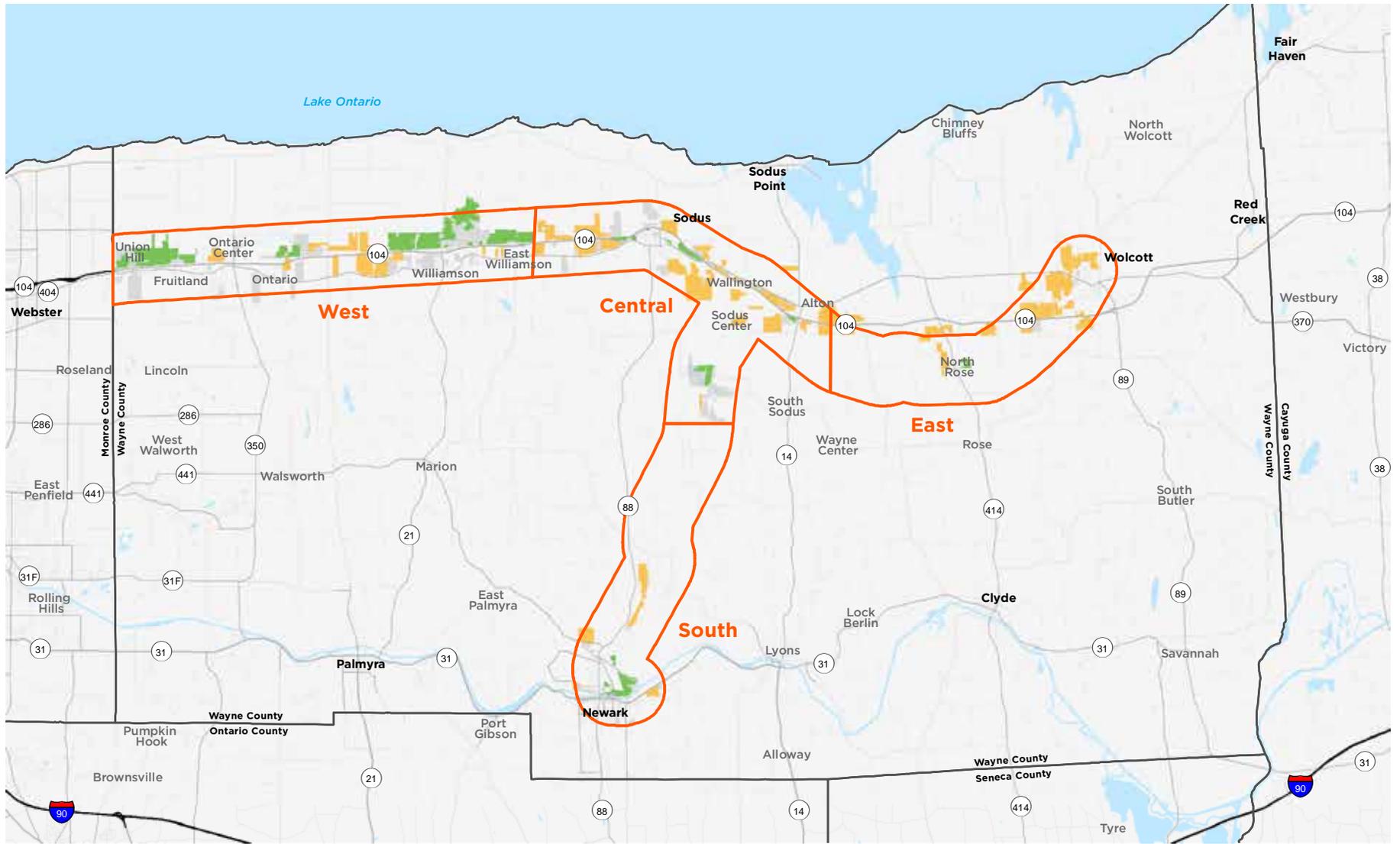
The site selection process included the following five steps:

- 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.

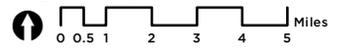
A map of site suitability is provided to the right. In addition, a Google Map has been created which shows the highly and moderately suitable sights along the OMID line: [Google Map of Suitable Sites](#)



Site Suitability

- High Suitability
- Moderate Suitability
- Low Suitability

Focus Area



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	3,300,000	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