

Ontario Midland Strategic Plan

Scope of Work

A. Objective

To develop a Freight Corridor Strategic Plan for the Ontario-Midland Short Line Railroad (OMID) which runs east-west from Wolcott to Webster, and north-south from Sodus to Newark. The OMID line connects in Newark to the CSX Transportation Class 1 Line which runs from Buffalo across the State to New York City providing connections to an international multi-modal transportation network. Wayne County intends to complete a strategic plan to identify opportunities and constraints to take advantage of this asset. The plan will include Corridor Analysis, Land Use Inventory, Railway Current Condition Analysis, Business Opportunity Analysis, Regulatory Review, Community Impact Analysis, Development Plan, SWOT Analysis, Zoning Recommendations, Improvement Recommendations, Targeted Industry Identification, Marketing Strategy Implementation Plan, Time-line, site prioritization, funding strategy and, if funding and time allow, a Draft Generic Environmental Impact Statement (DGIS).

Background

OMID service started October 1, 1979 shortly after Conrail abandoned the "Hojack Line". Wayne County took possession of the line shortly after, and since then has contracted with OMID to operate and maintain the line which currently serves approximately 850 cars and maintains 56 miles of track. While the county has maintained ownership and the line is used, a plan for higher utilization of this valuable asset including identification of opportunities has never been developed.

The OMID short line connects with a regional distribution network serving with the potential to have regional, national, and international impacts with connections to a CSXT (AMTK) line stretching across the state from 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 as more sustainable mode of movement of goods and services.

Food processing and advanced manufacturing will be 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 global marketplace. Global 3D Imaging Market is estimated to reach \$26 billion by 2024; growing at a 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 Rail Road system has not seen any significant investment since OMID 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 light and this plan will be the first step in refining the opportunity and identification of specific investments that will assist in the continued growth of these key industries in the near future.

B. Tasks

1. Steering Committee/ Stakeholder Interviews
2. Corridor Analysis
 - a. Land Use Inventory
 - b. Railway Analysis/ Current Conditions
 - c. Business Opportunity Analysis
 - d. Infrastructure Review
 - i. Public water, sewer, storm water facilities.
 - ii. Local, county, and state road network.
 - iii. Utilities including electricity, telecommunication, natural gas
 - e. Regulatory Review
 - i. ROW, easement, and regulated land identification
 - ii. Existing local land use regulations
 - f. Community Impact Analysis
 - i. Identify Target Areas
 - ii. Identify potential use conflicts (residential)
3. Development Plan
 - a. Identify appropriate target area plans including
 - i. Profile the size, scale, intensity of development and appropriate types of rail enabled use on a site specific basis.
 - ii. Detail specific infrastructure projects or environmental remediation to facilitate implementation.
 - iii. Recommend specific land use regulatory changes needed at the local level.
 - b. Identify railway, highway, and/or pedestrian infrastructure or facility improvements that may be necessary to support the plan and linkages to regional highway infrastructure, local commercial areas, and the local workforce.
 - c. Develop concept level cost estimates for proposed recommendations.
4. Generic Environmental Impact Statement
5. Overall Public Participation

C. Products

The final deliverables will include a final report including an executive summary (photo-copy ready), a Draft Generic Environmental Impact Statement (DGIS), and project steering committee and public meeting materials. A digital copy of all final products will be provided to GTC at completion.

D. Public Participation Plan

The project will be initiated by the convening of the Project Steering Committee consisting of representation from the following entities:

- Ontario Midland Railroad
- Wayne County/ IDA
- NYS Department of Transportation
- Project Consultant Team
- Towns of Ontario, Williamson, Sodus, Huron, and Arcadia Supervisors or Municipal representative.

- Genesee Transportation Council

A public meeting will be scheduled in late 2018 after consultant selection and scope of work review by the project committee to solicit input, recommendations, and to solicit property owner participation.

At the conclusion of the data collection/ analysis phase initial findings will be shared with the public including the solicitation of comments, expected to occur in the third quarter of 2019. The final report will be made available to the public at the Wayne County office of Economic Development and Planning for future reference.

E. Schedule

Scope of Work Approved	May 2018
Consultant Selection	August 2018
Project Initiation Meeting	September 2018
Inventory of Conditions	October- November 2018
First Public Meeting	December 2018- January 2019
Business Opportunity Analysis Completed	February 2019
Development Plan Completed	March- April 2019
Priority Site Identification Completed	May- June 2019
Infrastructure Improvement Recommendations Completed	July- August 2019
Second Public Meeting	September 2019
Draft report Completed	October- November 2019
Final Reports Completed	December 2019
Financial Closeout	March 2020

F. Project Budget

Sources of Funds		Uses of Funds	
	FY 2017-18		FY 2017-18
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$75,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$75,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	0	Contractual	0
Local (Cash)	\$75,000	In-kind Exp.	0
Subtotal	\$75,000	Subtotal	\$0
<u>Total</u>	<u>\$150,000</u>	<u>Total</u>	<u>\$0</u>

The original application included potential funding from NYS Empire State Development of \$75,000 through the REDC. That application was not funded. The Wayne County IDA maintains their commitment of \$75,000 in matching funding, and staff continue to explore other matching sources of funds. It is still anticipated that the project and scope of work will be completed utilizing GTC/ WCIDA committed funding.