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**RAILROADS OF NEW YORK, INC. (RONY) - TESTIMONY TO THE LEGISLATIVE  
FISCAL COMMITTEES**

**2015-16 TRANSPORTATION BUDGET HEARING  
JANUARY 29, 2015**

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

RONY represents four Class I Railroads (CSX, Canadian National, Canadian Pacific and Norfolk Southern) and 33 short line and regional railroads that directly employ over 3,700 individuals in New York State. RONY's member railroads provide access to the nation's 140,000-mile freight rail network, enabling many of New York's industrial, manufacturing and agricultural businesses to reach markets across the country and throughout the world via all U.S. ports and to realize a substantial competitive advantage over other businesses that lack access to the rail network. In addition to providing considerable economic benefits to the New York-based customers our railroad members service, freight rail also offers many environmental benefits, including reduced pollution, increased fuel efficiency and reduced highway congestion.

RONY supports the freight rail infrastructure project funding that is included in the 2015-16 Executive Budget proposal, which includes \$10 million for freight rail projects and a separate \$10 million allocation for a mix of freight rail, passenger rail and port-related infrastructure projects. If this proposed budget is approved, it will represent the third consecutive budget that has provided funding for freight rail infrastructure projects, after going the previous three fiscal years without any such funding being provided. On behalf of RONY, I would like to express our thanks and appreciation to the Governor and members of the Legislature for taking this important step that has led to 26 essential freight rail infrastructure projects commencing across the state over the past two fiscal years.

Going forward, RONY wishes to further build on the success of the state's freight rail infrastructure program and is requesting that the final 2015-16 NYS Budget provide a total of \$50 million in funding for this critical program. Expanding this program will allow our state's freight railroad operators to undertake many projects that will continue to enhance and improve the state's freight rail network. These projects would not only help ensure the safety of the state's rail network, they would also help contribute to local, regional and statewide economic development efforts. Furthermore, these projects would provide our customers with safe, efficient, affordable and reliable freight rail service that connects them with a host of major U.S. and Canadian markets.

It is also important to keep the state's freight rail infrastructure program as it is currently structured, with NYSDOT responsible for the scoring of these projects as opposed to having them evaluated through the Regional Economic Development Council process. Given the interconnectedness of the state's rail network, evaluating freight rail projects on a regional basis fails to give proper consideration to the impacts any one particular project would have on the entire rail network. Freight rail infrastructure projects often do not lead to the creation of direct new jobs with the sponsoring railroad or, for that matter, within the region where the project is located. Instead, the job creation and retention benefits provided by these projects are most often realized by our customers throughout the State's rail system, another factor NYSDOT is uniquely qualified to properly evaluate when scoring project submissions.

According to the 2009 NYS Rail Plan issued by the NYS Department of Transportation, there is a need to invest approximately \$375 million per year in the state's freight rail infrastructure over a five-year period, totaling nearly \$1.9 billion, with approximately half of these identified needs relating solely to keeping the current rail system in a state-of-good-repair. In addition, we also recently conducted a survey of our freight rail members for projects in need of state funding in order to commence. As shown on the attached chart, this informal survey produced a sample listing of over \$160 million in shovel-ready freight rail infrastructure projects all across the state.

RONY also wishes to express its support for two additional infrastructure-related economic development proposals contained within the 2015-16 Executive Budget proposal: the \$1.5 billion Upstate Revitalization Account; and, the \$115 million general infrastructure capital project fund. In addition to requesting that freight rail infrastructure projects be eligible to compete for this funding, we also wish to reiterate our position that NYSDOT should play a key role in the scoring of any proposed freight rail infrastructure projects so that they may be properly evaluated.

These investments in our state's freight rail network are integral to keeping the system in a state-of-good-repair as many of our customers rely on freight rail transportation to keep their businesses economically viable. In addition, freight rail expansion projects can allow existing businesses to grow their customer base and lead new businesses to locate their operations in NYS where accessible and reliable freight rail service is provided.

Investment in the state's rail network also helps contribute to the freight rail industry's commitment to safety. Moving freight by rail, particularly hazardous materials that are necessary for our resident's quality of life, is by all measures significantly safer than truck transportation. According to the Association of American Railroads, since 2000, the rate of train accidents per million train miles has dropped 42%. Furthermore, the freight rail industry is making record investments in its infrastructure, having invested \$14 billion in infrastructure improvements in 2012 and 2013.

In addition to promoting economic development efforts statewide, freight rail transportation also provides significant environmental benefits in comparison to using trucks for freight transportation needs. On a ton-mile basis, railroads emit four-times less pollution than trucks and a typical freight train carries the capacity of more than 280 trucks. In addition, according to the Federal Railroad Administration, freight railroads can move a ton of freight close to 500 miles on one gallon of fuel, making them approximately four-times more fuel-efficient than trucks. Overall, according to the 2009 NYS Rail Plan, a 1% shift in goods traffic from trucks to rail freight would save approximately 111 million gallons of fuel each year and reduce greenhouse gases by 1.2 million tons.

RONY fully supports expanding the state's freight rail infrastructure capital program to a level of \$50 million per year. As shown in the attached chart, there are more than three-times that amount in shovel-ready projects that have already been identified as in need of state funding in order to commence. Investing in our state's freight rail network will continue to lead to proven economic and environmental benefits across the state that will further allow the NYS business community to grow and remain competitive in the global economy.

Thank you for your consideration.

## RONY 2015 SAMPLE INFRASTRUCTURE PROJECT LIST

<u>RAILROAD</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>TOTAL PROJECT COST</u>
Bath & Hammondsport RR	Steuben County	Add 1 mile siding to enhance interchange with Norfolk Southern and add capacity to cover traffic growth	\$1,500,000
Bath & Hammondsport RR	Steuben County	Replace 13 miles of rail to ensure safe transport of LP gas trains	\$7,400,000
Batten Kill RR	Washington County	Restore and armor the Batten Kill riverbank to arrest advancing erosion that poses threat to collapse of RR roadbed from river flooding	\$500,000
Batten Kill RR	Washington, Rensselaer Counties	Load rate 27 bridges consisting of 44 total spans	\$264,000
Batten Kill RR	Washington, Rensselaer Counties	Replace 4 NYS highway RR grade crossings	\$1,000,000
Batten Kill RR	Washington, Rensselaer Counties	Clean accumulated rust, scale and decayed toxic paint from structural members of bridges to slow rate of deterioration and maximize service life of bridges	\$1,900,000
Batten Kill RR	Washington, Rensselaer Counties	Improve all active track (22 miles) to a state-of-good-repair	\$8,000,000
Batten Kill RR	Washington, Rensselaer Counties	Replace 23 track miles of rail to upgrade load capacity to support industry-standard 286,000-pound railcars	\$16,000,000
Buffalo & Pittsburgh RR	Erie County	Infrastructure upgrades at the Buffalo Rail Yard for safer and more efficiency switching	\$1,025,000
Buffalo & Pittsburgh RR	Erie County	Upgrade infrastructure at Buffalo Creek Yard to increase efficiency and capacity, including installation of new track and turnouts	\$1,630,000

Central NY RR	Broome, Delaware, Sullivan Counties	Improvement of bridges, culverts and ditching along the main line	\$2,600,000
Central NY RR	Broome, Delaware Counties	Improvement of transload facilities	\$3,000,000
Central NY RR	Broome, Delaware, Sullivan Counties	Installation of ties, ballast/surface and rehabilitation of grade crossings (2 projects)	\$6,000,000
Depew, Lancaster & Western RR	Genesee County	Construction of a center-beam transload track and associated roadway improvements	\$229,000
Falls Road RR	Niagara, Orleans, Monroe Counties	Installation of ties, switch timber sets and ballast/surfacing	\$781,000
Falls Road RR	Niagara County	Capacity upgrades at the Lockport Yard, including expansion and grade crossing upgrades	\$796,000
Finger Lakes RR	Cayuga County	Yard improvements, including installing a 3-track yard, to allow the RR to circumvent the mainline and use this for staging and interchange for through trains	\$1,000,000
Finger Lakes RR	Cayuga County	Replacement of 20 miles of mainline segment crossties to strengthen the rail infrastructure and reduce the risk of derailment	\$2,700,000
Finger Lakes RR	Onondaga County	Yard upgrades, including realignment of tracks and turnouts, to accommodate staging, sorting and switching at the interchange	\$2,500,000
Finger Lakes RR	Seneca County	Mainline track realignment, rail upgrades and improvement of five public grade crossings to reduce travel times through town center, allow for better horizontal clearance and allow for heavier rail cars to	\$2,200,000

		be safely carried through town	
Finger Lakes RR	Seneca, Cayuga & Onondaga Counties	Replace two miles of rail to strengthen the mainline and provide rail for yard projects	\$1,300,000
Livonia, Avon & Lakeville RR	Livingston County	Add trackage to Lakeville Yard to accommodate traffic growth and alleviate congestion	\$700,000
Livonia, Avon & Lakeville RR	Monroe County Livingston County	Eliminate joints in welded rail and profile rail	\$250,000
Livonia, Avon & Lakeville RR	Monroe County	Replacement of the shared double-track through-truss Genesee River Bridge on the CSXT West Shore Line	\$1,500,000
Livonia, Avon & Lakeville RR	Monroe County	Replace 5.3 track miles of rail to reduce long term maintenance expense and provide for increased speed	\$2,600,000
Mohawk, Adirondack & Northern RR	Lewis, Oneida Counties	Bridge repairs along the Mohawk River and Erie Canal	\$587,000
Mohawk, Adirondack & Northern RR	Oneida County	Upgrade switches located in Utica, Carthage and Rome	\$388,000
Mohawk, Adirondack & Northern RR	Oneida County	Track additions and upgrades in Utica and Rome	\$610,000
New York New Jersey RR	Kings County	Installation of new track, turnouts and crossovers to improve yard throat connection capabilities and construction of new track to connect to the existing interchange and improve the usage of freight rail to move cargo between West of Hudson and East of Hudson	\$1,875,000
New York, Susquehanna & Western RR	Broome County	Installation of new crossover and relocation of a connector switch	\$200,000
New York, Susquehanna & Western RR	Onondaga, Cortland, Broome Counties	Rehabilitate grade crossing surfaces at various locations (5 projects)	\$3,000,000
New York, Susquehanna & Western RR	Onondaga, Cortland, Broome Counties	Upgrade crossing protection signals at various locations (5 projects)	\$5,000,000

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Finger Lakes RR	Cayuga County	Replacement of 20 miles of mainline segment crossties to strengthen the rail infrastructure and reduce the risk of derailment	\$2,700,000
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Finger Lakes RR	Seneca, Cayuga & Onondaga Counties	Replace two miles of rail to strengthen the mainline and provide rail for yard projects	\$1,300,000
Livonia, Avon & Lakeville RR	Livingston County	Add trackage to Lakeville Yard to accommodate traffic growth and alleviate congestion	\$700,000
Livonia, Avon & Lakeville RR	Monroe County Livingston County	Eliminate joints in welded rail and profile rail	\$250,000
Livonia, Avon & Lakeville RR	Monroe County	Replacement of the shared double-track through-truss Genesee River Bridge on the CSXT West Shore Line	\$1,500,000
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New York New Jersey RR	Kings County	Installation of new track, turnouts and crossovers to improve yard throat connection capabilities and construction of new track to connect to the existing interchange and improve the usage of freight rail to move cargo between West of Hudson and East of Hudson	\$1,875,000
New York, Susquehanna & Western RR	Broome County	Installation of new crossover and relocation of a connector switch	\$200,000
New York, Susquehanna & Western RR	Onondaga, Cortland, Broome Counties	Rehabilitate grade crossing surfaces at various locations (5 projects)	\$3,000,000
New York, Susquehanna & Western RR	Onondaga, Cortland, Broome Counties	Upgrade crossing protection signals at various locations (5 projects)	\$5,000,000

New York, Susquehanna & Western RR	Broome County	Development of property in Binghamton, including site work, track work and relocating main line track	\$6,000,000
New York, Susquehanna & Western RR	Chenango County	Rehabilitation of track at Chenango Forks and the Chenango Bridge, including installing ties, ballast/surface and rehabilitation of grade crossings	\$1,250,000
New York, Susquehanna & Western RR	Cortland County	Constructing of siding at Little York, including site and track work	\$750,000
New York, Susquehanna & Western RR	Cortland County	Expansion of the track layout at the Cortland Industrial Center	\$1,500,000
New York, Susquehanna & Western RR	Cortland County	Renewal of the Suit-Kote Bridge	\$7,000,000
New York, Susquehanna & Western RR	Oneida County	Bridge rehabilitation in Waterville, including rehabilitating abutment/bearing/concrete deck	\$400,000
New York, Susquehanna & Western RR	Oneida County	Rehabilitation of bridges, culverts and ditching along the Utica main line	\$2,500,000
New York, Susquehanna & Western RR	Oneida County	Rehabilitation of rail on Utica main line, including replacing rail, installing switch timber, ballast/surface, rehabilitation of grade crossings and ditch/bridge/culvert repairs (3 projects)	\$12,500,000
New York, Susquehanna & Western RR	Onondaga and Cortland Counties	Installation of continuous welded rail along Syracuse main line, including installation of ties, ballast/surface and rehabilitation of grade crossings (4 projects)	\$18,000,000
New York, Susquehanna & Western RR	Onondaga County	Improvement of bridges, culverts and ditching on Syracuse main line	\$2,200,000

New York, Susquehanna & Western RR	Onondaga County	Construction of a transload facility in Syracuse	\$2,500,000
New York, Susquehanna & Western RR	Onondaga County	Installation of ties and ballast/surface along Syracuse main line	\$3,500,000
New York, Susquehanna & Western RR	Orange County	Rehabilitation of bridges, including masonry work and bridge renewal	\$400,000
New York, Susquehanna & Western RR	Orange County	Installation of welded rail, including ballast/surface and rehabilitation of grade crossings	\$2,000,000
Ontario Midland RR	Wayne County	Rehabilitation of track structure to allow for the safe switching of hazmat railcars and to allow for use of 286,000-pound railcars	\$930,000
Ontario Midland RR	Wayne County	Upgrade sidings to allow for 286,000-pound railcar capability and bring back into use the only end-dock in this region for heavy machinery offloading	\$1,054,000
Owego Harford RR	Cortland, Tioga Counties	Determine load ratings of 39 bridge spans, replace 9 switches and associated timbers and repair/replace 54 joint pairs	\$854,000
Owego Harford RR	Tioga County	Construction of a 4,000 square foot locomotive repair facility	\$474,000
Rochester Southern RR	Monroe County	Upgrade track infrastructure and road crossings to increase public safety	\$2,520,000
SMS Rail Lines	Albany County	Upgrade track to safe standards to improve operating efficiency, allow for increased capacity and allow Norfolk Southern RR access to the Port of Albany	\$689,000
SMS Rail Lines	Albany County	Upgrade infrastructure at the Northeast Industrial Park, including upgrading several rail/road crossing	\$1,385,000

		where heavy truck traffic is constant	
Somerset RR	Niagara County	Replace bridge ties on two rail bridges over highway to strengthen rail infrastructure, reduce speed restrictions and reduce the risk of derailments	\$150,000
Somerset RR	Niagara County	Replace road crossing surface to improve a grade crossing and provide a smoother highway surface (4 projects)	\$350,000
Somerset RR	Niagara County	Replacement of cross ties, switch timber, ballast and surface 15.5 miles of mainline track to strengthen the rail infrastructure and reduce the risk of derailments	\$2,800,000
Western NY & Pennsylvania RR	Allegany County	Replace through-girder bridge to eliminate width restriction for Dresser-Rand and Alstom shipments. Provide long term operation of 286,000-pound railcar traffic	\$600,000
Western NY & Pennsylvania RR	Cattaraugus County Chautauqua County	Reface deteriorating concrete on 6 overhead railroad bridges in Salamanca and Jamestown to protect the safety of the travelling public and pedestrians	\$700,000
Western NY & Pennsylvania RR	Cattaraugus County	Replace through-truss bridge to eliminate width restriction for Dresser-Rand and Alstom shipments. Provide long term operation of 286,000-pound railcar traffic	\$1,800,000
Western NY & Pennsylvania RR	Cattaraugus County	Acquire land and build tracks and facilities to create a bulk distribution facility in Olean Yard	\$3,000,000

Western NY & Pennsylvania RR	Cattaraugus County	Replace Main St, Salamanca through-girder bridge to eliminate height restriction for highway traffic. Provide long term operation of 286,000-pound railcar traffic. Realign railroad through Salamanca	\$3,800,000
<b><u>TOTAL</u></b>			<b><u>\$160,641,000</u></b>