NEW YORK STATE

RAIL PLAN

2009

APPENDIX A

New York State Department of Transportation | David A. Paterson, Governor | Astrid C. Glynn, Commissioner

APPENDIX A

2008 RAIL NEEDS SURVEY

Introduction

In an effort to quantify the capital needs of the freight and intercity passenger rail industry in New York State, NYSDOT conducted a comprehensive Rail Needs Survey in 2008. The survey covered all railroads in the state, including freight and intercity passenger rail service. Rail Survey respondents were notified that inclusion of their capital needs which they indentified as part of the survey did not constitute an endorsement or concurrence on the part of the New York State. Likewise, submission of rail needs would not in any manner obligate the respective railroad or rail service provider to undertake any specific project or improvement.

NYSDOT's survey effort did not include the capital plans of New York's two commuter railroads of the Metropolitan Transportation Authority. The Long Island Rail Road and Metro-North Commuter Railroad have exclusive capital programming responsibility for their respective rail system. The Department's Rail Needs Survey identified those capital improvements deemed necessary to improve freight and intercity passenger rail services that may overlap with New York's commuter rail networks. Thus, certain commuter railroad projects that directly benefitted freight or intercity passenger rail services were included in the survey.

The submissions to the 2008 NYSDOT Rail Needs Survey resulted in a wide range of planned and prospective capital investments for railroad infrastructure, facilities, and expanded services across the state. Following is a complete listing of individual rail needs submitted to the statewide survey.

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Shops	ADRC	2007 Bond Application		Utica	Construct Equipment Repair Facility	This project will greatly reduce the cost of equipment maintenance to the Adirondack Scenic Railroad by transferring shop operations from the WW II facility on the former Griffiss AFB to Utica Yard. This project will improve efficiency by eliminating the movement of cars and equipment between Utica and Rome for repair, and having the repair personnel and the equipment at the ADRC's base of operations in Utica.	1.247	1.247			
Track Reconstruction	ADRC	NYSDOT		Various	Return Out Of Service segments of Remsen-Lake Placid Corridor to active service		15.000	5.000	5.000	5.000	
Safety	ADRC	NYSDOT		Franklin County	Highway-Railroad Grade Crossing Warning Devices	Improve safety of the motoring public.	1.007	1.007			
Track and Bridge	ADRC	NYSDOT		Franklin County	Rail Service Expansion, all EXCEPT Signal	Expansion of ADRC service will increase ridership.	9.150	9.150			
Safety	ADRC	NYSDOT		Hamilton and St. Lawrence Counties	Highway-Railroad Grade Crossing Warning Devices	Improve safety of the motoring public.	0.355	0.355			
Track and Bridge	ADRC	NYSDOT		Hamilton and St. Lawrence Counties	Rail Service Expansion, all EXCEPT Signal	Expansion of ADRC service will increase ridership.	8.143	8.143			
Safety	ADRC	NYSDOT		Snow Jct. to Lake Placid	Basic maintenance of grade crossing warning devices.	Improve safety of the motoring public.	2.000	0.500	0.500	0.500	0.500
Track and Bridge	ADRC	NYSDOT		Snow Jct. to Lake Placid	Basic Track, B&B Maintenance., Ditching & Vegetation Control	Preserves the State's investment.	8.000	2.000	2.000	2.000	2.000
Equipment	ADRC	NYSDOT		Snow Jct. to Lake Placid	Purchase Two Budd Dome rail cars for Excursion Service	Acquisition of this equipment will encourage more tourist ridership as viewing of the scenery, particularly in the fall, will be enhanced.	0.800	0.800			
	ADRC						45.702	28.202	7.500	7.500	2.500
Station	Amtrak	New York State		Penn Station, NYC	Moynihan Station: Redevelopment of Farley Building.	Rail Passenger Access Infrastructure required for expansion into Farley Post Office Building includes: 1) Reactivation of Diagonal Loading Platform, 2) Extend West End Passenger Concourse south to 31st Street, 3) Connection of West End Passenger Concourse to Platforms 1 and 2, 4) Passenger Concourse connector from 31st Street to Penn Station.	280.000	280.000	TBD		
Equipment - Fleet Replacement	Amtrak	Amtrak		Empire Service	Empire Service Train Fleet Life-Cycle Replacement.	Life cycle replacement of 30+ year old rolling stock with approximately 18 Locomotives, 53 Coaches, and 16 Business Class / Food Service cars. Maintains Empire Service fleet up to current operating condition. [$7.0 average per trainset]	125.000	125.000			
Station	Amtrak	Amtrak		Empire Corridor West	Rehabilitate / Replace Passenger Stations at Buffalo-Depew, Rochester, Amsterdam, and Schenectady						
Station	Amtrak	Amtrak		Depew, Erie Co.	Rehabilitate / Replace Buffalo-Depew Station		10.000	10.000			
Station	Amtrak	Amtrak		Rochester, Monroe Co.	Rehabilitate / Replace Rochester Station		10.000	10.000			
Station	Amtrak	Amtrak		Amsterdam, Montgomery, Co.	Rehabilitate / Replace Amsterdam Station		10.000	10.000			
Station	Amtrak	Amtrak		Schenectady, Schenectady Co,.	Rehabilitate / Replace Schenectady Station		10.000	10.000			
Equipment - Fleet Expansion	Amtrak	NYS Senate TF on HSR Action Plan		Empire Service	Empire Service Train Fleet Expansion - Phase I.	Acquisition of three trainsets totaling 3 Locomotives, 9 Coaches, and 3 Business Class / Food Service cars to accommodate Amtrak service expansion between Niagara Falls, Albany-Rensselaer, and New York City. [$7.0 million per trainset]	21.000	21.000			
Equipment - Rail Cars	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Acquire 10 Cab Control Cars for Push-Pull Service: Albany-Rensselaer to NYC	Ten passenger coach cars with Cab Control would permit Empire Service trains to operate in a push-pull mode, thus allowing the trains to "turn" in Penn Station and not be required to run to Sunnyside Yard and back. This will improve the reliability of train service and may permit added frequencies on the Empire Corridor. This will also reduce congestion in the East River Tunnels.	33.037	33.037			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Equipment & Operations	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	New Operations Plan and acquire 6 new tilting trainsets: Albany-Rensselaer to NYC	With the implementation of further incremental rail improvements, a new rail operations plan will be developed for the south corridor covering intercity, commuter, and freight service. Most importantly, six new tilting trainsets will be acquired. These New York Cars will permit higher speed operations with additional amenities. Service reliability and frequency will increase while travel times will be reduced.	481.022	481.022			
Equipment - Rail Cars	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Acquire 20 Tilting Trainsets for 110 MPH Operation: Albany-Rensselaer to NYC	This project acquires 20 new 110 MPH high speed tilting trains dedicated to the Empire Corridor, powered by fossil fuel locomotives and equipped for electric operation in and out of New York, with active tilting, radial steering, and high performance acceleration and braking. These characteristics will allow the trains to take maximum advantage of the infrastructure improvements described herein.	1,069.552			1,069.552	
Equipment & Infrastructure	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Added Express Service & 110 mph Rail Infrastructure: Albany-Rensselaer to NYC	The addition of two non-stop round trips will between New York City and Albany, with incremental infrastructure improvements, to upgrade the track between New York City and Albany to exceed FRA Class 4, will increase the maximum speed to 110 mph, improve time performance and reduce travel time.	565.598	565.598			
Equipment - Rail Cars	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	New rail cars: Albany-Rensselaer to NYC	Empire Corridor West: Amtrak service expansion Niagara Falls to Albany-Rensselaer.	266.941	266.941			
Equipment - Rail Cars	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	New rail cars: Albany-Rensselaer to Niagara Falls	Empire Corridor West: Amtrak service expansion Niagara Falls to Albany-Rensselaer.	229.520	229.520			
Equipment - Rail Cars	Amtrak	Amtrak		Empire Service	Purchase train equipment to replace and increase operating fleet to operate Empire Service in order to support increased ridership demand.	Greater operating flexibility, increase reliability of service and increased customer satisfaction.	200.000			200.000	
Equipment: Train Servicing	Amtrak	Amtrak		Sunnyside Yard, Rensselaer, Buffalo, Niagara Falls	Train Watering Cabinets: Identify and replace existing watering cabinets at Amtrak train servicing facilities.	Rehabilitates Train servicing facilities to improve fleet reliability and reduction in train maintenance.	5.000	5.000			
Station	Amtrak	Amtrak		Various Owners and Locations	Passenger Station: State Of Good Repair and ADA compliance improvements or replacement of the current eleven (11) Amtrak non- owned or non-operated facilities.	Non-Owned / Non-Operated Stations: Includes but is not limited to parking, access, platform upgrades and repairs, lighting and building infrastructure.	45.000	15.000	15.000	15.000	
Information System	Amtrak	Amtrak		All Stations served by Amtrak	Purchase and Installation of real-time train operating status display and audio information system at all locations served by Amtrak trains.	Enhance communication to public and passengers on train operating status.	4.000	4.000			
Maintenance Facilities	Amtrak	Amtrak		Niagara Falls Maintenance Facility	Design and build an indoor train shed for servicing trains in Niagara Falls, NY	Enhances train servicing capabilities and eliminates current outdoor operation. Increases fleet maintenance and reliability	8.000	8.000			
Maintenance Facilities	Amtrak	Amtrak		Rensselaer Maintenance Facility	Design and Build a separate Painting facility for train equipment.	Enhances train servicing capabilities.	5.000	5.000			
Maintenance Facilities	Amtrak	Amtrak		Rensselaer Maintenance Facility	Purchase crane to move train equipment at the Rensselaer maintenance facility.	Eliminates current contracting to perform this function, enhances train servicing capabilities.	1.500	1.500			
Maintenance Facilities	Amtrak	Amtrak		Rensselaer Maintenance Facility	Train Maintenance Facility Expansion	Extend existing building in order to close doors and maintain / repair equipment during the winter. Project includes track reconfiguration and wash rack overhaul in order to complete project.	10.000	10.000			
Maintenance Facilities	Amtrak	NYS Senate TF on HSR Action Plan		Rensselaer Maintenance Facility	Upgrades and Improvements	This recommendation includes upgrades and improvements to the existing Rensselaer Maintenance Facility building and yard to support maintenance of the new 110 MPH high speed train fleet discussed elsewhere.	33.588		33.588		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Station	Amtrak	NYS Senate TF on HSR Action Plan	City of Buffalo	Buffalo, Erie Co.	Buffalo-Exchange Street Station: Construct New Station with Hi-Level Platforms, Elevator and Pedestrian Bridge	Construct new downtown Buffalo Station with high-level platform on a site to be determined in coordination with the City of Buffalo, Niagara Frontier Transportation Authority, New York State, CSX, and Amtrak. The high-level platform will cut station dwell time by approximately half.	22.392	22.392			
Station	Amtrak	NYS Senate TF on HSR Action Plan		Depew, Erie Co.	Buffalo-Depew Station: Construct High-Level Platforms, Elevator and Pedestrian Bridge	This first phase of this project installs a new westbound low-level platform with overhead passenger concourse and elevator. The second phase installs either new high-level side platforms at the current location or realign the tracks and construct a new center island high-level platform with overhead passenger concourse and elevator.	7.837	7.837			
Station - Parking	Amtrak	NYS Senate TF on HSR Action Plan		Rhinecliff, Dutchess Co.	Rhinecliff Station: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	6.607		6.607		
Station - Parking	Amtrak	Amtrak		Rhinecliff, Dutchess Co.	Study, design and build a parking garage over current parking lot.	Public - alleviate current parking congestion and allow for future ridership increase.	5.000		5.000		
Station - Parking	Amtrak	NYS Senate TF on HSR Action Plan	CENTRO	Syracuse, Onondaga Co.	Syracuse Station: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	5.598		5.598		
Station - Parking	Amtrak	NYS Senate TF on HSR Action Plan	MNCR	Westchester County	Croton & Yonkers: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	13.200		13.200		
Station: Parking	Amtrak	NYS Senate TF on HSR Action Plan	CDTA	Albany-Rensselaer	Rensselaer Rail Station: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	11.196		11.196		
Station: Info Systems	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Upgrade Passenger Information Systems: Albany-Rensselaer to NYC	Modernize the passenger reservation and information systems to expedite determination of correct fare, purchase of tickets, and determination of train status.	5.286		5.286		
Station: Info Systems	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	Upgrade Passenger Information Systems: Albany-Rensselaer to Niagara Falls	Modernize the passenger reservation and information systems to expedite determination of correct fare, purchase of tickets, and determination of train status.	10.076		10.076		
Station: Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan	CDTA	Albany-Rensselaer	Rensselaer: Station Facility Access & Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	5.598		5.598		
Station: Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan		Depew, Erie Co.	Buffalo-Depew: Station Facility Access & Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	3.359		3.359		
Station: Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan	City of Buffalo	Depew, Erie Co.	Buffalo-Exchange Street: Station Facility Access & Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	5.598		5.598		
Station: Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan	CENTRO	Syracuse, Onondaga Co.	Syracuse: Station Facility Access/Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	5.598		5.598		
Station: Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan	MNCR	Westchester County	Croton & Yonkers: Station Facility Access/Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	6.600		6.600		
Station: Parking	Amtrak	NYS Senate TF on HSR Action Plan		Depew, Erie Co.	Buffalo-Depew: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	5.598		5.598		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Station: Parking	Amtrak	NYS Senate TF on HSR Action Plan		Hudson, Columbia Co.	Hudson Station: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	4.000		4.000		
Station: Parking & Intermodal Access	Amtrak	NYS Senate TF on HSR Action Plan		Rochester, Monroe Co.	Rochester: Station Facility Access/Connections	This project provides improved access and intermodal connection to station facilities for airport, transit, intercity bus, taxi, bicycles and pedestrian as well as signage and roadway improvements to improve connectivity.	5.598		5.598		
Station: Platforms	Amtrak	NYS Senate TF on HSR Action Plan		Amsterdam, Montgomery Co.	Amsterdam Station: Construct Hi-Level Center Platform, Elevator and Pedestrian Bridge	This first phase of this project installs a new eastbound low-level platform with overhead passenger access and elevator. The second phase installs a new center island high-level platform with overhead passenger concourse and elevator, and configures the platform to allow a freight bypass track.	7.837		7.837		
Station: Platforms	Amtrak	NYSDOT		Rhinecliff, Dutchess Co.	Rhinecliff Station: Construct High Level Platforms	Replace existing low--level passenger platforms with high-level. Work includes new canopies, stairs, ADA compliant access to overhead station.	6.000		6.000		
Station: Platforms	Amtrak	NYS Senate TF on HSR Action Plan	Oneida County	Rome, Oneida Co.	Rome Station: Construct Hi-Level Center Platform with freight by-pass	Construct new center island high-level platform at the current location with an elevator using the existing (subsurface) pedestrian concourse. In addition, re-route the freight trains to the north on the existing right of way on a new alignment. The addition of the high-level platform will cut the station dwell time by approximately half.	5.598		5.598		
Station: Platforms	Amtrak	NYS Senate TF on HSR Action Plan	CENTRO	Syracuse, Onondaga Co.	Syracuse Station: Construct Hi-Level Platform Tk #1, Elevator and Pedestrian Bridge	This first phase of this project installs a new westbound low-level platform with overhead passenger concourse and elevators. The second phase installs a new high-level platform with overhead passenger concourse and elevator, and configures the platform to allow a freight bypass track.	12.316		12.316		
Station: Platforms	Amtrak	NYS Senate TF on HSR Action Plan	Oneida County	Utica, Oneida Co.	Utica Station: Construct Hi-Level Platforms Tk #1 and Tk #2 with freight by-pass	Construct new high-level side platforms at the current location or realign the tracks and construct a new center island high-level platform. Either of these improvements includes use of the present overhead passenger concourse and elevators. In addition, re-route the freight trains onto the old Utica Station bypass track north of the existing alignment. Adding high-level platforms will cut station dwell time by approximately half.	8.957		8.957		
Station: Ticketing	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Upgrade Passenger Ticket Vending Machines: Albany-Rensselaer to NYC	Update the passenger ticket kiosks at each station to interface with and access the features of the upgraded passenger information system.	2.643		2.643		
Station: Ticketing	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	Upgrade Passenger Ticket Vending Machines: Albany-Rensselaer to Niagara Falls	Update the passenger ticket kiosks at each station to interface with and access the features of the upgraded passenger information system.	5.038		5.038		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Station: Track	Amtrak	NYS Senate TF on HSR Action Plan		Penn Station, NYC	Penn Station: Track, Turnout & Signal Upgrade Diagonal Platform Use	These improvements will allow Empire Service trains to layover at Penn Station, but not occupy a current passenger platform. Instead, the "Diagonal Platforms" formerly used for mail handling will be converted for Empire Corridor passenger use. This eliminates the need for trains to make a non-revenue move to Sunnyside Yard and back. These enhancements will improve reliability of the Empire Service.	39.645	39.645			
Equipment	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Expanded Upstate Service: Albany-Rensselaer to NYC	Hudson Line (Empire Corridor South): Amtrak service expansion.	229.939		229.939		
Operating Service	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	Added Express Service: Albany-Rensselaer to Niagara Falls	Empire Corridor West: Amtrak service expansion Niagara Falls to Albany-Rensselaer.	98.526	98.526			
Operating Service	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	Expanded Upstate Service: Albany-Rensselaer to Niagara Falls	Empire Corridor West: Amtrak service expansion Niagara Falls to Albany-Rensselaer.	302.295		302.295		
Operating Service	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor West	New Operations Plan: Albany-Rensselaer to Niagara Falls	Empire Corridor West: Amtrak service expansion Niagara Falls to Albany-Rensselaer.	53.741	53.741			
Station	Amtrak	State of Vermont		Mechanicville, Saratoga Co.	Construct new Mechanicville Station to serve rerouted Ethan Allen Vermont subsidized Amtrak service in Pam Am Southern Railways territory.		8.000			8.000	
Station	Amtrak	Amtrak		Various	Passenger Station: State Of Good Repair and ADA compliance improvements or replacement of the current eleven (11) Amtrak owned or operated facilities.	Owned / Operated Stations: Work includes but is not limited to parking, access, platform upgrades and repairs, lighting and building infrastructure.	80.000	40.000	40.000		
Track	Amtrak	Hudson Line Railroad Corridor Transportation Plan	MNCR	Bronx - Manhattan	Double track Spuyten Duyvil crossing of Harlem River: MNCR Hudson Line - Amtrak Empire Connection.	Increase capacity and schedule reliability of Amtrak service to/from Penn Station.	62.538		62.538		
Track - Yard	Amtrak	NYSDOT		Rensselaer Yard	Amtrak Rensselaer Yard: Expanded Yard Capacity	Provides additional yard capacity for the additional trainsets, to reduce congestion in the Albany-Rensselaer Station territory.	30.000	30.000			
Station - Parking	Amtrak	NYS Senate TF on HSR Action Plan		Rochester, Monroe Co.	Rochester Station: Increase Station Parking	This project provides increased parking facilities for those who use passenger vehicles to access the station facilities.	5.598		5.598		
Bridges - 286K	Amtrak	PANYNJ		Hell Gate Line: Bronx	Upgrade Amtrak Pelham Bay Bridge (approx. AMTRAK MP 15.5) for 286,000 lb. gross weight freight rail cars.	This project will support achievement of 286K lb. rail car capability on the route from Connecticut on MR. New Haven Line and AMTRAK Hell Gate Line for CSX and PW traffic to Bronx and Long Island	2.990		2.990		
Track & Signal	Amtrak	PANYNJ and PW		Hell Gate Line: Bronx	Construct Hell Gate Line bypass around Oak Point Yard	A new Amtrak Controlled Siding between the Bronx River Draw Bridge (approx. CSX MP 21.5) and Oak Tower (approx. CSX MP 19.0) would allow PW to bypass Oak Point Yard at track speed to reach Freight Track #5 on the Hell Gate Bridge to Queens and Long Island. This would also benefit CSX and CPR by reducing interference with yard operations.	2.800		2.800		
Track & Structures	Amtrak	NYSDOT		Hell Gate Line: Bronx and Westchester Counties	Upgrade 4 Miles Track and Undergrade Bridges for 286K lb. rail cars, New Rochelle to Pelham.	Enables Providence & Worcester (PW) Railroad and CSX to utilize 286K lb. High Axel Loads north of Oak Point Yard.	4.000	2.000	2.000		
	Amtrak						4,521.362	2,384.759	844.051	1,292.552	0.000
Locomotive	APRR	2007 PFRAP Application		Albany Co.	Acquire new wheels for APRR Locomotive #12	APRR, the switching railroad in the Port of Albany, originates and terminates over 9,000 carloads annually. APRR Unit #12 is an SW9 switcher, built in 1953, whose wheels have reached the end of their useful lifts and must be replaced.	0.045	0.045			
Track - Yard	APRR	2007 PFRAP Application		Albany Co.	Tie & Surface Yard & 1A Lead	The rehabilitation of 1A Lead allows GE, Alstom Power, and Westinghouse to move generators import and export. With a new production plan being built in CIBRO for Biodiesel/Ethanol production, inbound cars of 286K lbs. will have to be handled.	0.338	0.338			
Track Rehab	APRR	NYSDOT		Albany Co.	Track Rehabilitation & Maintenance		4.000	1.000	1.000	1.000	1.000
Locomotive	APRR	NYSDOT		Albany Co.	Acquire 2 Low-Emission Locomotives	Reduce emissions in Albany County	3.000	3.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track - Yard	APRR	NYSDOT		Albany Co.	Extend dockside track to South	Expands viability of Port of Albany by allowing direct transfer of cargo from ship to rail	5.000	5.000			
Track - Yard	APRR	NYSDOT		Albany Co.	Rehabilitate remaining Highway-Railroad Grade Crossings in Port	This project is needed to complete the last four crossings in the Port of Albany which are subject to very heavy truck traffic. APRR operates over these crossings daily. This project will also improve safety of the motoring public.	0.515	0.515			
	APRR						12.898	9.898	1.000	1.000	1.000
Track	ARA	2007 Bond Application		ARA Main Line, MP 0 to MP 15, Wyoming County	Upgrade rail from 70 lb. to 100 lb.; ballast and surface.	This project will provide for sustainable operation of 286K lb. rail cars and meet FRA Class standards for passenger train operations. It will improve efficiency by lowering transportation costs, increasing rail market accessibility, and improve tourism potential.	4.905	4.905			
Track	ARA	2007 PFRAP Application		Wayne County	Rehabilitate Rail, Construct Rail Siding to Provide Switch Car, Install Three Turnouts		1.200	1.200			
Equipment	ARA	NYSDOT			Acquire 2 Low-Emission Locomotives	Reduce emissions	3.000	3.000			
Track Rehab	ARA			Wyoming Co.	Preserve 14.5 miles of track and 6 structures	Safety, reliability, retain shippers, preserve assets	2.000	0.500	0.500	0.500	0.500
Track Rehab	ARA			Wyoming Co.	Upgrade 14.5 miles of track and 6 structures to Class I SOGR	Safety, Efficiency, reliability, expand service, speed, remove trucks, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	5.000	2.000	1.000	1.000	1.000
Grade Crossing	ARA			Wyoming Co.	Upgrade 28 grade crossings	Safety, preserve assets, reliability,	2.000	1.000	1.000		
Sidings & Wye	ARA			Wyoming Co.	Construct two new 1000 ft sidings in Java and Genesee and rehab the wye track and construct new loading platforms for bio-fuels	Expand service, remove trucks, capacity, improve operations, intermodal connectivity, enhance market share, reduce energy use, enhance productivity	5.600	3.000	2.600		
Track Upgrade	ARA				Install used 100-lb rail	Retain shippers, accommodate modern rail cars	2.500	0.000	2.500		
Maintenance. Facility and Interchange	ARA				Reconfigure NS Interchange and relocate maintenance facility to accommodate freight shippers	Reliability, efficiency, preserve assets, improve operations	4.300	4.300			
Signal system	ARA				Upgrade signal system	Safety, preserve assets, capacity, reliability,	2.200	1.200	1.000		
286	ARA				Upgrade to carry 286K lb. rail cars	Expand service, retain shippers, improve operations, intermodal connectivity, reduce congestion, remove trucks, economic competiveness, enhance productivity	7.500	2.500	2.500	2.500	
Track storage and switching	ARA				Expand track storage at railroads northern terminus and upgrade switching tracks	Capacity, expand service, improve operations, reduce operating costs,	1.400	1.400			
	ARA						41.605	25.005	11.100	4.000	1.500
Locomotive	BHRC	NYSDOT			Acquire 2 Low-Emission Locomotives	Reduce emissions	3.000	3.000			
Track Rehab	BHRC			Steuben Co.	Preserve 47 miles of track and 20 structures	Safety, preserve assets, reliability, retain shippers, intermodal connectivity, reduce operating costs	14.240	3.560	3.560	3.560	3.560
Track Rehab	BHRC			Steuben Co.	Upgrade 47 miles of track and 20 structures to SOGR	Safety, reliability, efficiency, retain shippers and expand service, on-time performance, preserve assets, improve operations, enhance market share, remove trucks, economic competitiveness, reduce energy use, enhance productivity, competitive pricing	13.600	2.500	7.100	2.000	2.000
Grade Crossing	BHRC			Steuben Co.	Upgrade 20 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	3.000	1.500	1.500		
	BHRC						33.840	10.560	12.160	5.560	5.560
Track	BKRR	2007 PFRAP Application		BKRR Central Main, Rensselaer and Washington Counties	Tie and ballast program to complete and connect SOGR improvement from CPR interchange at Eagle Bridge with current primary customer service area	This project, Phase 2 of 2 phases, is necessary to realize the safety, efficiency, and serviceability objectives that will result from bringing the most utilized BKRR track into SOGR. The work is needed to maintain service to existing customers and to extend service to additional potential customers.	4.000	4.000			
Track	BKRR	2007 PFRAP Application		BKRR MP 141.6 to MP 132, Washington County	Upgrade: Replace 11.4 miles 80 lb rail	Completion of this project will reliably accommodate sustainable handling of 286,000 lb. gross weight rail cars to BKRR's primary bulk customers.	3.500	3.500			
Freight Facility	BKRR	2007 PFRAP Application		Greenwich, Washington County	Construct Truck-Rail Transfer Site, Runaround, & Roadway Improvements		0.350	0.350			
Track work	BKRR			Rensselaer Co.	Expand interchange tracks at Eagle Bridge to accommodate existing and future traffic	Capacity, expand service, improve operations, reduce operating costs, intermodal connectivity	1.000	1.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	BKRR			Washington Co.	Preserve 18 miles of track and structures at Class I and 9 miles at accepted level	Safety, reliability, retain shippers, preserve assets	10.000	3.000	3.000	2.000	2.000
Track Rehab	BKRR			Washington Co.	Upgrade 26 miles of track and 25 structures to State of Good Repair	Safety, Efficiency, reliability, expand service, speed, remove trucks, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	14.000	3.000	3.000	4.000	4.000
Maintenance Facility	BKRR			Washington Co.	Develop new maintenance facility and associated tracks located closer to prime shipping operations	Improve operations, reduce operating costs, intermodal connectivity	1.500	1.500			
Grade Crossing	BKRR			Washington Co.	Upgrade 26 grade crossings	Safety, preserve assets, reliability,	0.530	0.530			
Equipment	BKRR				Acquire fuel efficient, low emission locomotives	Reliability, efficiency, improve operations, reduce air emissions, reduce energy use	2.400	1.200		1.200	0.000
286	BKRR				Upgrade 22 miles to carry 286K lb. rail cars; then 315K cars	Accommodate modern rail cars, expand service, improve operations, intermodal connectivity, reduce congestion, remove trucks, economic competiveness, enhance productivity	16.000	5.000	5.000	3.000	3.000
Signal system	BKRR				Upgrade signal system	Safety, preserve assets, capacity, reliability,	1.600	0.600	1.000		
	BKRR						54.880	23.680	12.000	10.200	9.000
Track	BPRR	2007 PFRAP Application		BPRR Main Line, MP 0 to MP 5, Erie County	Construct a new 2000 foot rail connection between the BPRR Main Line and former NS Buffalo Line south of Buffalo Creek Yard	This project will allow BPRR trains direct access between Buffalo Creek Yard and the former NS Buffalo Line, thereby eliminating the need to cross over the congested CP-DRAW bridge and improve transits times for BPRR customers.	2.400	2.400			
Track - Yard	BPRR	2007 PFRAP Application		Buffalo Creek Yard, Erie County	Rehabilitate Buffalo Creek Yard, to include ties, rail, surfacing and turnouts.	This project will improve transit times of customer's cargo, thereby helping them grow business and jobs.	1.800	1.800			
Track	BPRR	2007 PFRAP Application		Buffalo Line MP 0 to MP 50, Erie and Cattaraugus Counties	Install Ties and Surface; renew some highway-rail grade crossing surfaces.	This project will reverse the deteriorating condition of the line and increase its operating speeds from 10 MPH to 25 MPH.	3.500	3.500			
Equipment	BPRR	NYSDOT			Acquire 4 Low-Emission Locomotives	Reduce emissions	6.000	6.000			
Track Rehab	BPRR			Erie & Cattaraugus Cos.	Preserve 75 miles of track and 100 structures	This project directly supports the many rail customers in New York served by the BPRR Railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	6.000	2.000	2.000	1.000	1.000
286	BPRR			Erie & Cattaraugus Cos.	Upgrade 2 miles of track and structures to carry 286K lb. rail cars	Through improving grade crossings on the BPRR Railroad, public road safety and ride quality will be directly improved. This project directly supports the many customers served by the railroad in New York State. These customers depend on freight services provided by this railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	1.000	1.000			
Grade Crossing	BPRR			Erie & Cattaraugus Cos.	Upgrade 50 grade crossings	Through improving grade crossings on the BPRR Railroad, public road safety and ride quality will be directly improved. This project directly supports the many customers served by the railroad in New York State. These customers depend on freight services provided by this railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	3.000	1.000	1.000	1.000	0.000
Safety	BPRR			Erie & Cattaraugus Cos.	Upgrade signal & Dispatch systems	Improving train control on the BPRR Railroad will greatly improve train dispatching efficiency and reliability. This project directly supports the many customers served by the railroad in New York State. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4.000	2.000	2.000		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Bridge Rehab	BPRR			Erie Co.	Highway Bridges over Railroad	Maintain Status Quo: This project directly supports the 12 customers served by the BPRR Railroad. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4.000	1.000	1.000	1.000	1.000
Bridge Rehab	BPRR			Erie Co.	Highway Bridges over Railroad	State Of Good Repair: This project directly supports the 12 customers served by the BPRR Railroad. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	6.000	2.000	2.000	1.000	1.000
Bridge Rehab	BPRR			Erie Co.	Highway Bridges over Railroad	Enhancement:	6.000	2.000	2.000	1.000	1.000
Track Rehab	BPRR			Erie & Cattaraugus Cos.	Upgrade 75 miles of track and 100 structures to SOGR	This project directly supports the many customers served in New York State by the BPRR Railroad. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	8.000	3.500	1.500	2.000	1.000
	BPRR						51.700	28.200	11.500	7.000	5.000
Track	BSOR	2007 PFRAP Application		BSOR Main Line, MP 7 to MP 14, Erie County	Install ties, drop ballast, and surface between Blasdell and Hamburg.	This project will eliminate slow orders and improve the rail infrastructure for the handling of 286K lb. rail cars, and preserve the integrity of the rail line for the future.	0.900	0.900			
Equipment	BSOR	NYSDOT			Acquire 3 Low-Emission Locomotives	Reduce emissions	4.500	4.500			
Track Rehab	BSOR			Erie Co.	Preserve 33 miles of track and 36 structures	Safety, reliability, retain shippers, preserve assets	3.000	0.750	0.750	0.750	0.750
Track Rehab	BSOR			Erie Co.	Upgrade 33 miles of track and 36 structures to SOGR	Safety, Efficiency, reliability, expand service, speed, remove trucks, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	1.500	1.500			
Safety	BSOR			Erie Co.	Upgrade 43 grade crossings	Safety, preserve assets, reliability,	2.000	0.500	0.500	0.500	0.500
Siding/Safety	BSOR			Erie Co.	Build 1200 ft siding in North Collins and add 2 switches to better serve existing shipper	Retain shippers, reliability, efficiency, improve operations, enhance market share, remove trucks, enhance productivity	0.550	0.550			
Signal system	BSOR			Erie Co.	Upgrade signal system	Safety, preserve assets, capacity, reliability,	1.500	0.750	0.750		
286	BSOR			Erie Co.	Upgrade track and structures to carry 286K lb. rail cars	Accommodate modern rail cars, expand service, improve operations, intermodal connectivity, reduce congestion, remove trucks, economic competiveness, enhance productivity	0.500	0.500			
Siding/Safety	BSOR			Erie Co.	Upgrade two sidings in Hamburg and Eden to better service existing customers	Retain shippers, reliability, efficiency, improve operations, enhance market share, remove trucks, enhance productivity	0.300	0.300			
	BSOR						14.750	10.250	2.000	1.250	1.250
Bridges	Class II and III	NYSDOT		Various	Adaptive re-use of NYSDOT owned structures carrying abandoned rail lines over state highways (i.e. BIN 7015880, ex D&H over Rt. 20)	Allows for re-use of NYSDOT-owned rail bridges which no longer serve a rail purpose	3.000	3.000			
Rail Freight Block Funding	Class II and III	RONY			RONY Block Funding - Enhancement: Safety upgrades including grade crossings, system upgrades including signal systems, upgrades to accommodate 315K car compatibility, new sidings, new freight facilities, etc.	Safety, security, reliability, efficiency, retain shippers and expand service, on-time performance, enhance market share, accommodate modern rail cars, reduce congestion, remove trucks, reduce air emissions, reduce energy needs, enhance productivity, land use management, economic competitiveness, intermodal connectivity	100.000			50.000	50.000
Rail Freight Block Funding	Class II and III	RONY			RONY Block Funding - Expansion: Projects to expand the rail freight system in NYS, including capacity enhancements such as double tracking, passing sidings, signal system upgrades or replacements, new facilities to serve new products not currently envisioned or businesses that do not currently have rail access	Reliability, efficiency, retain shippers and expand service, on-time performance, enhance market share, intermodal connectivity, reduce congestion, remove trucks, reduce air emissions, reduce energy needs, enhance productivity, land use management, economic competitiveness	100.000		20.000	40.000	40.000
	Class II and III						203.000	3.000	20.000	90.000	90.000

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track	CLP	2007 PFRAP Application		Whitehall Yard	Install 6300 feet of' new track within Whitehall Yard	CLP leases their Whitehall Yard from CPR and interchanges trains there. Due to the substantial increase in traffic, there is a growing demand for more capacity in the rail yard and to maintain efficiency on the CPR Canadian Subdivision main line and controlled siding. This 6300 foot siding in needed to accommodate the increase in train volumes.	0.897	0.897			
Equipment	CLP	NYSDOT			Acquire 3 Low-Emission Locomotives	Reduce emissions, fuel savings	4.500	4.500			
Culverts	CLP	NYSDOT		CLP Main Line, Washington County	Culvert Replacement	The culverts on this line need to be inspected and replaced as necessary to avoid failure on this route travelled by AMTRAK Ethan Allen service.	0.200	0.200			
Grade Crossing	CLP	NYSDOT		CLP Main Line, Washington County	Rehabilitate Rail and Surface 2 Grade Crossings	Improve safety of the motoring public.	0.100	0.100			
Track	CLP	NYSDOT		Whitehall	Restore Connection Track to CPR Canadian Subdivision northbound	Restoration of this previously existing connection in the northeast quadrant will allow CPR-originated multilevel traffic from Canada to make a progressive move east on the CLP into Vermont. The Bellow Falls Tunnel in VT, which has recently been improved for multilevel clearances, and recent additional clearances improvements in Massachusetts and Rhode Island allow access to the Port of Davisville, RI for import and export of finished vehicles.	3.000	0.000	3.000		
Track - Yard	CLP	NYSDOT		Whitehall Yard	Replace 4 Turnouts	Increased freight volumes in Whitehall Yard require the replacement of these turnouts, whose components have reached the end of their service life.	0.200	0.200			
Track Rehab	CLP			Washington Co.	Preserve 7 miles of track and 5 structures	Safety, reliability, efficiency, retain shippers, preserve assets, reduce operating costs, intermodal connections, on-time performance, reduce congestion	3.500	2.000	1.000	0.300	0.200
Track Rehab	CLP			Washington Co.	Upgrade 7 miles of track and 5 structures	Safety, reliability, efficiency, retain shippers and expand service, speed, improve operations, enhance market share, economic competitiveness, remove trucks, reduce energy use, reduce operating costs, enhance productivity, on-time performance, intermodal connectivity	3.000	1.000	1.000	0.500	0.500
Safety	CLP			Washington Co.	Upgrade 3 public grade crossings	Safety, reliability, efficiency, preserve assets, intermodal connectivity	0.200	0.200			0.000
Siding	CLP			Washington Co.	Add main line switch and siding to new shipper	Capacity, expand service, intermodal connectivity, enhance market share, remove trucks, economic competiveness, enhance productivity	0.500	0.500			
	CLP						16.097	9.597	5.000	0.800	0.700
Track	CMRR	NYSDOT		Ulster Co.	Track Rehabilitation & Maintenance		4.000	1.000	1.000	1.000	1.000
Track	CMRR	NYSDOT		Ulster Co.	Reopen OUT OF SERVICE segments		10.000		5.000		5.000
	CMRR						14.000	1.000	6.000	1.000	6.000
Bridge	CN	City of Niagara Falls		Niagara SD: QDN 28.2	Niagara Falls International Railway Station / Intermodal Transportation Center: Rehabilitation of CN undergrade bridge [BIN 7090230] over Whirlpool Street.	Phase 2 Railway Improvements: Work includes rehabilitation of existing CN undergrade bridge necessary to serve new station siding track and realignment of existing Mainline Track #1.	2.100	2.100			
Service Road & Support Facility	CPR	Amtrak		Rouses Point, Clinton Co.	CPR Main Line Congestion Relief: Rouses Point	Construction of gravel road and small inspection support facility to relocate U.S. Customs inspection activities approximately 500 feet north of present location. Project would move customs border inspection of Amtrak's Adirondack train from the single track CPR Canadian Main Line to the nearby CN Connection track.	0.500	0.500			
Track - New Rail Line	CN	NFUAFTS		CN North Connection (Niagara Branch), Buffalo, Erie County	**CN Northern Connection (Niagara Branch)** The proposed connection will provide competitive access to South Buffalo-Lackawanna area and reduced truck congestion on international bridge crossings	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Intermodal Connectivity, Enhance Market Share, Economic Competitiveness, Competitive Pricing, Enhance Productivity	3.000	3.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track - New Rail Line	CN	NFUAFTS	CSX	CN Southern Connection (Avenue Running Track), Buffalo, Erie County	**CN Southern Connection (Avenue Running Track)** The proposed connection will provide competitive access to South Buffalo-Lackawanna area and reduced truck congestion on international bridge crossings	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Intermodal Connectivity, Enhance Market Share, Economic Competitiveness, Competitive Pricing, Enhance Productivity	5.000	5.000			
Bridge	CN	NFUAFTS	CSX	Whirlpool Bridge, Niagara Falls, Niagara County	**Whirlpool Bridge Upgrade** Truck Access to Lehigh Valley Yard	Remove Trucks, Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Intermodal Connectivity, Enhance Market Share, Economic Competitiveness, Competitive Pricing, Enhance Productivity, Competitive Pricing, Reduce Air Emissions, Reduce Energy Usage, Land Use Management	5.000		5.000		
Track	CN	NYSDOT	CSX	Buffalo - Black Rock, International Bridge	Restore South Wye Connection CN to CSX Niagara SD	Restoration of this previously existing connection in the southwest quadrant will allow a progressive move from the CN International Bridge to the CSX Niagara Subdivision. This will shorten the distance for interchange trains between Canada and the Buffalo rail yards of CSX, CPR, NS, BPRR and BSOR by avoiding the longer CSX Belt Line Subdivision. To fully achieve this benefit, the vertical clearances on the Niagara SD will need to be improved beyond the existing 16'-10 inches, which do not allow Plate "F" rail cars to clear.	3.000		3.000		
Track	CN	NYSDOT	Amtrak	Rouses Point, Clinton County	CN Rouses Point Subdivision track rehabilitation	Proposed work is full track rehabilitation to improve track conditions on rail line segment utilized by Amtrak Adirondack Service to to-from Montreal's Central Station. Project is approximately 1.1 miles in length from CPR Canadian Main junction at A-191 through CN Rouses Point Yard to Canadian Border.	2.000	2.000			
	CN						20.600	12.600	8.000	0.000	0.000
Track	CNY	2007 Bond Application		Southern Tier Line, Port Jervis to Binghamton	Track rehabilitation MP 89-91, MP 118-187, MP 202-213	The replacement of ties, placement of ballast, and surfacing will improve safety, provide greater stability for the current movement of 286,000 lb. gross weight rail cars and work towards adding capacity to the line.	3.195	3.195			
Safety	CNY	2007 PFRAP Application		Sullivan County	Improvement to Private Grade Crossing Southern Tier MP 124.7	Improve safety of the motoring public.	0.625	0.625			
Track Rehab	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Install ties/ballast/surface, ditching	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	26.220	11.010	1.900	2.900	10.410
Rehabilitation	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Install switch timber	Improve reliability, enhance safety	0.350	0.150			0.200
Bridge Maintenance	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Renew Bridge Timber, Structural steel repairs to various bridges	Improve reliability, enhance safety	2.700	1.000	0.600	0.200	0.900
Signal System	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Renew Hot Box Detector, Relocate signal stanchion at seven crossings	Enhance safety	0.300	0.300			
Power Switches	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Install Power Switches at CP-Narrows, CP-Nobody, CP-Eddy, CP-Leadville, and CP-Deposit. Realign switches at CP-Narrows, CP-Deposit, and CP-SR	Efficient operation of line, Enhance safety	2.710	2.710			
Rehabilitation	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Rehab grade crossings	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	0.900	0.300	0.100	0.100	0.400
Signal System	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Remove 18 miles of pole line for AC power	Improve reliability, enhance safety	0.400	0.400			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Welded Rail	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Weld in place jointed rail 20 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	3.400			3.400	
Welded Rail	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Weld in place jointed rail 30 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	5.400				5.400
Welded Rail	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Weld in place various curves 8 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	2.400	1.200	1.200		
Rehabilitation	CNY			Broome, Delaware, Sullivan Counties, 1st Main 80.8 miles, 2nd Main 12.9 miles	Install ties at various sidings	Maintaining rail service to local customers	0.240	0.240			
	CNY						48.840	21.130	3.800	6.600	17.310
Track	CPR	NYSDOT		Canadian Main Line	Amtrak - CPR Canadian Main Line Corridor Reliability Initiative.	This work consists of three distinct projects that would significantly improve the operational reliability and functional capacity of this shared used railroad corridor. Work elements include main line congestion relief in Rouses Point due to U.S. Customs border inspections, the additional of a second main line track on the busy south approach to the Saratoga Springs yard and passenger station, and completion of a multi-year corridor track rehabilitation intended to increase allowable train operating speeds and schedule reliability.					
Track	CPR			Canadian Main Line: Ballston Spa - Saratoga Springs, Saratoga Co.	CPR Main Line Capacity Improvement: Ballston Spa	Double Track CPR Canadian Main Line CPC-33 to CPC-35. The project would extend the existing Ballston Spa Controlled Siding north to the existing Saratoga Running Track in CPR's Saratoga Springs Yard. When completed, this work would provide a fully functional two track mainline approach to the railroads classification yard and the Saratoga Springs passenger rail station. This added corridor track capacity would significantly reduce daily conflicts between Amtrak's through trains and freight car classification activities. This reduction of freight train interference is a prerequisite to additional passenger trains utilizing the passenger station.	6.000	6.000			
Track	CPR	NYSDOT		Canadian Main Line	CPR Main Line Track Rehabilitation.	This work would complete the comprehensive track program proposed by CPR in 2004 intended to cut 30 minutes from Amtrak's Adirondack passenger train schedule. This work would increase allowable passenger train operating speeds to 79 mph for the majority of the Canadian Main Line in New York and would raise freight train allowable speeds. Improved corridor operating speeds and slow order removals are anticipated to reduce scheduled trip durations and significantly improve passenger train On Time Performance between Schenectady and Rouses Point.	3.000	3.000			
Rail Line Rehab	**CPR**			**Canadian Main Line**	**Maintain existing conditions. Status Quo total is $111.102 million**						
Ballast & Surfacing	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		2.088	0.586	0.537	0.498	0.467
Bridge, Culvert, Tunnel	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		13.011	3.654	3.343	3.102	2.911
Crossings	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		3.846	1.080	0.988	0.917	0.860
Rail	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		69.118	19.412	17.762	16.478	15.466
Switches & Turnouts	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		8.109	2.277	2.084	1.933	1.814
Ties & Gauging	CPR			Canadian Main Line	Maintain existing conditions. Status Quo		14.931	4.193	3.837	3.560	3.341

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Rail Line Rehab	**CPR**			**Canadian Main Line**	**Develop State Of Good Repair: SOGR total is $154.232 million.**						
Ballast & Surfacing	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		3.213	0.717	0.778	0.834	0.885
Bridge, Culvert, Tunnel	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		20.022	4.466	4.846	5.196	5.515
Crossings	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		5.918	1.320	1.432	1.536	1.630
Rail	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		89.624	22.588	22.453	22.340	22.244
Switches & Turnouts	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		12.478	2.783	3.020	3.238	3.437
Ties & Gauging	CPR			Canadian Main Line	Develop State Of Good Repair: SOGR		22.977	5.125	5.561	5.963	6.329
Signal	CPR			Canadian Main Line	Upgrade signal System	Provides increased system fluidity and reliability	23.205	5.000	5.500	6.050	6.655
Ties & Gauging	CPR			Canadian Main Line	Deploy new Plastic or Concrete Cross Tie technology	Positive impact to the environment and tie life	50.204	12.000	12.360	12.731	13.113
Runaround Track	CPR			Canadian Main Line	Construct runaround track to bypass Customs VACIS Machine	Allows for more fluid movements of Northbound freight trains by allowing them to pass southbound VACIS activity. It will allow increased Passenger and Freight activity	5.000	5.000			
Track	CPR	NYSDOT		Canadian Main Line: (Border), Rouses Point	Upgrade CPR mainline track from Rouses Point to Canadian Border; MP 191.0 to MP 192.08.	Supports the alternate routing of the Amtrak Adirondack Service from-to Montreal's Windsor Station rather than existing service to-from Central Station. Proposed work and re-routing of Adirondack Service will experience reduced in running time between Rouses Point and Montreal.	0.738	0.738			
Freight Facility	CPR			Capital District	Construct new Intermodal Freight / Automotive Terminal	Reduces truck moves increases economic activity and enhances competitiveness of local industries	25.000	25.000			
Rail Line Rehab	**CPR**			**Colonie Main**	**Maintain existing conditions. Status Quo total is $84.637 million.**						
Ballast & Surfacing	CPR			Colonie Main	Maintain existing conditions. Status Quo		0.856	0.240	0.220	0.204	0.192
Grade Crossings	CPR			Colonie Main	Maintain existing conditions. Status Quo		1.843	0.518	0.474	0.439	0.412
Rail	CPR			Colonie Main	Maintain existing conditions. Status Quo		20.183	5.668	5.186	4.812	4.516
Rail	CPR			Colonie Main	Maintain existing conditions. Status Quo		47.026	17.776	10.445	9.700	9.104
Switches, Turnouts & Signals	CPR			Colonie Main	Maintain existing conditions. Status Quo		2.729	0.766	0.701	0.651	0.611
Ties & Gauging	CPR			Colonie Main	Maintain existing conditions. Status Quo		12.000	3.000	3.000	3.000	3.000
Rail Line Rehab	**CPR**			**Colonie Main**	**Develop State Of Good Repair: SOGR total is $47.072 million.**						
Ballast & Surfacing	CPR			Colonie Main	Develop State Of Good Repair: SOGR		1.318	0.294	0.319	0.342	0.363
Grade Crossings	CPR			Colonie Main	Develop State Of Good Repair: SOGR		2.836	0.633	0.686	0.736	0.781
Rail	CPR			Colonie Main	Develop State Of Good Repair: SOGR		31.059	6.928	7.517	8.060	8.555
Switches, Turnouts & Signals	CPR			Colonie Main	Develop State Of Good Repair: SOGR		4.200	0.937	1.016	1.090	1.157
Ties & Gauging	CPR			Colonie Main	Develop State Of Good Repair: SOGR		7.659	1.708	1.854	1.988	2.110
Signal	CPR			Colonie Main	Upgrade signal System	Provides increased system fluidity and reliability	23.205	5.000	5.500	6.050	6.655
Ties & Gauging	CPR			Colonie Main	Deploy new Plastic or Concrete Cross Tie technology	Positive impact to the environment and tie life	9.936	2.375	2.446	2.520	2.595
Track & Signal	CPR	NYSDOT		Colonie Main & Freight Main	Track & Signal Improvements for Saratoga to Albany Commuter Rail Service	Provides the minimum signal and track infrastructure to allow the development of commuter rail service.	25.000	5.000	10.000	10.000	
Rail Line Rehab	**CPR**			**Freight Main**	**Maintain existing conditions. Status Quo total is $103.435 million.**						

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Ballast & Surfacing	CPR			Freight Main	Maintain existing conditions. Status Quo		3.713	1.043	0.954	0.885	0.831
Bridge, Culvert, Tunnel	CPR			Freight Main	Maintain existing conditions. Status Quo		8.334	4.013	1.544	1.433	1.345
Grade Crossings	CPR			Freight Main	Maintain existing conditions. Status Quo		0.801	0.225	0.206	0.191	0.179
Switches, Turnouts & Signals	CPR			Freight Main	Maintain existing conditions. Status Quo		26.842	7.539	6.898	6.399	6.006
Ties & Gauging	CPR			Freight Main	Maintain existing conditions. Status Quo		63.744	17.902	16.381	15.197	14.264
Rail Line Rehab	**CPR**			**Freight Main**	**Develop State Of Good Repair. SOGR total is $257.439 million.**						
Ballast & Surfacing	CPR			Freight Main	Develop State Of Good Repair: SOGR		5.714	1.275	1.383	1.483	1.574
Bridge, Culvert, Tunnel	CPR			Freight Main	Develop State Of Good Repair: SOGR		20.791	4.638	5.032	5.395	5.727
Grade Crossings	CPR			Freight Main	Develop State Of Good Repair: SOGR		5.918	1.320	1.432	1.536	1.630
Rail	CPR			Freight Main	Develop State Of Good Repair: SOGR		85.612	26.030	18.559	19.900	21.123
Switches, Turnouts & Signals	CPR			Freight Main	Develop State Of Good Repair: SOGR		41.308	9.214	9.997	10.719	11.378
Ties & Gauging	CPR			Freight Main	Develop State Of Good Repair: SOGR		98.097	21.881	23.741	25.456	27.019
Signal	CPR			Freight Main	Upgrade signal System	Provides increased system fluidity and reliability	7.735	1.667	1.833	2.017	2.218
Signal	CPR			Freight Main	Signalize Binghamton to New Milford	Increase fluidity of Binghamton yard	2.500	2.500	0.000	0.000	0.000
Ties & Gauging	CPR			Freight Main	Deploy new Plastic or Concrete Cross Tie technology	Positive impact to the environment and tie life	36.607	8.750	9.013	9.283	9.561
Track/switch	CPR			Freight Main	Power the switch connecting the D&H Buffalo Runner and NS Track 1, in the vicinity of the Chenango Street overpass, and the main line crossover just west of this switch, in the vicinity of MP SR214.05	Long train sets block routes to/from the NYSW on the north side of Binghamton setting into motion a series of cascading delays from one train to others, as well as to motorists waiting at blocked road crossings. Powering these switches will allow the dispatcher to line them for the train and then line them back for the main line route after the train has passed, avoiding this delay. Public benefit is reduced motorist delays and increased customer service for shippers. Private benefits include increase fluidity for railroads.	1.441	1.441			
New Siding	CPR			Freight Main	New sidings between Binghamton and Mohawk and Mechanicville	Allows for increased freight activity with a particular eye on attracting North / South domestic intermodal and import / export activity.	19.000	4.000	4.500	5.000	5.500
New Siding	CPR			Freight Main	New siding between Mohawk and Mechanicville	Allows for less Freight/Pass interference and is a building block to additional Passenger starts out of Saratoga	4.000	4.000			
New Siding	CPR			Freight Main	New siding between Mohawk and Rouses Point	Allows for less Freight/Pass interference and is a building block to additional Passenger starts out of Saratoga	13.500		4.000	4.500	5.000
Runaround Track	CPR			Freight Main	Construct runaround track to bypass Binghamton Yard	Allows for more fluid movements of freight trains around Binghamton Yard	5.000	5.000			
Track, Signal& Structures	CPR	NYSDOT		Freight Main	Restore Sand Bank Track (8000 feet) and Wye Track as Controlled Points; Construct 2 Overhead bridges.	This connection provides an alternate for CPR's Hudson River dredge trains from Fort Edward to interchange with and move west on CSX. It bypasses Mechanicville, Kenwood, and Selkirk Yards.	14.800	4.800	5.000	5.000	
Track, Signal& Structures	CPR	NYSDOT		Freight Main	Restore South Schenectady Connection (8500 ft) and Wye Track as Controlled Points; West Campbell Rd (CR 89) Bridge. North Thompson Rd (CR 87) Bridge	This connection provides an alternate for CPR's Hudson River dredge trains from Fort Edward to interchange with and move west on CSX. It bypasses Mechanicville, Kenwood and Selkirk Yards.	14.800	4.800	5.000	5.000	
Economic Development.	CPR			General	New Facility and Customer Sidings	Increase general economic activity.	29.285	7.000	7.210	7.426	7.649

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Freight Facility	CPR			Kenwood Yard, Albany	Reconfigure Yard from Intermodal Terminal to Bulk Transfer Facility	Reduces truck moves increases economic activity in the Port of Albany Area and enhances competitiveness of local industries	8.000	8.000			
	CPR						1,085.872	322.818	256.547	260.785	245.722
Bridge	CSAO	2007 PFRAP Application		Arthur Kill Lift Bridge, former SIRR Northern Branch, Staten Island (Richmond) County	Rebuild the protective cofferdam and fender systems for the piers of the Arthur Kill Lift Bridge, owned by NYC Economic Development Corporation.	This project will help ensure uninterrupted rail service to the CSAO users, including the New York Container Terminal, VanBro and the Fresh Kills Transfer Facility.	4.900	4.900	0.000	0.000	0.000
Tunnel	CSAO	PANYNJ			Construct Cross Harbor Freight Tunnel	The Preliminary Engineering, Design, and Construction of a freight railroad tunnel under New York Harbor and the lower Hudson River between Brooklyn and the national freight railroad network in New Jersey. PANYNJ initiated Preliminary Engineering and the Final Environmental Impact Statement study during November, 2008.	0.000		TBD		
	CSAO						4.900	4.900	0.000	0.000	0.000
	CSX	CSX & Amtrak		Hudson SD: Capital District	Empire Corridor Congestion Relief: Capital District	This project is a set of track and signal improvements along the Empire Service Corridor in the Capital District of New York. Work includes the reconfiguration of the CP-169 junction of CSX's Selkirk Hudson subdivisions at Hoffmans, Schenectady County. Work also includes the construction of a 10,000 foot long controlled siding along the 110 mph section of the Hudson Subdivision in Colonie, Albany County.					
Track and Signal	CSX	NYS Senate TF on HSR Action Plan		Hudson SD, Hoffmans, Schenectady, Co.	CP-169 (Hoffmans) Reconfiguration	Reconfigure for simultaneous parallel train movements at CP-169 between CSX Hudson Subdivision and CSX Selkirk Subdivision. CP-169 is a bottleneck for Amtrak trains on the Hudson Subdivision of the Empire Corridor and for freight trains entering and leaving the Empire Corridor from the Selkirk Subdivision. This will reduce the conflict area and increase capacity and reliability.	8.957	8.957			
Track & Signal	CSX	NYSDOT		Hudson SD: Colonie, Albany Co.	Albany - Schenectady Controlled Siding	The project would construct a 10,000-foot controlled Passing / Overtake siding between Albany and Schenectady. Approximate location QC 147.5 - QC 149.5 of CSX Hudson Subdivision in Colonie.	8.000	8.000			
Signal	CSX	Amtrak		Hudson SD: CP-75 to CP-169	Train Control System Communications Modernization: Hudson Subdivision.	CSX Hudson Subdivision train control system communications line modernization. Work includes the removal of existing CSX pole line cable communications between Poughkeepsie CP-75 and Hoffmans CP-162, spanning approximately 87 miles of Amtrak's Empire Service corridor. Signal control system communications replacement medium would consist of either buried cable or secured wireless radio technologies, depending on engineering and cost evaluations. Work would also include the installation of new signal control cabinets, as appropriate	10.000	10.000			
	CSX				Empire Corridor Congestion Relief: Hudson - Tivoli	This project consists of two work elements that improve the functional capacity and operational reliability of the CSX Hudson Line between Rensselaer and Poughkeepsie. Improvements include station platform reconfiguration and signal system modifications at Amtrak's Hudson, NY passenger station and the construction of a two-way crossover south of the Hudson area near Tivoli.					

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Station - Platforms	CSX	NYS Senate TF on HSR Action Plan and Hudson Line Railroad Transportation Plan		Hudson, Columbia Co.	Hudson Station: Operational Bottleneck Removal	Construct high level platforms and eliminate track access by Amtrak passengers. Project would separate passengers from two main line tracks and an active yard. Work would also modify the train control signal system by removing "home" signals in vicinity of passenger station. Once completed, these improvements would allow for unrestricted train movements by Amtrak and the freight railroads through station area while an Amtrak train is positioned at a station platform.	8.000	8.000			
Track and Signal	CSX	Hudson Line Railroad Corridor Transportation Plan		Hudson SD, Tivoli, Dutchess Co.	Construct New CP-99: vicinity of Tivoli.	One of three high-speed interlocking installations on the upper Hudson Line to support enhanced train frequency and schedules. CP-82, CP-99 and CP-136 can be installed independently of each other, based on operational requirements.	12.027	12.027			
Bridge	CSX	NYS Senate TF on HSR Action Plan		Hudson SD: Albany-Rensselaer	Livingston Avenue Bridge - Rehabilitation: Modernize and achieve State Of Good Repair. NOTE: Amtrak estimates cost of LAB Rehabilitation at $46 million.	The proposed repair requires a minimum of substructure work and concentrates on the superstructure. Some bridge steel repair will be accomplished, however, the main focus of the rehabilitation will be on the electrical and mechanical operating systems of the bridge.	28.935	28.935			
	CSX			Mohawk SD, Syracuse	Empire Corridor Congestion Relief: Syracuse	This project is a set of track and signal improvements along the CSX Mohawk Subdivision in the Syracuse area. Work includes improvements at De Witt Yard to remove train classification and other yard movements from the main line tracks utilized by Amtrak and through freight trains. Work also includes upgrades to track serving Syracuse passenger station platform.					
Track and Signal	CSX			Mohawk SD, Syracuse	CP-286-290: Upgrade 4 miles of Track # 7 Runner (to 50 MPH from current 30 MPH) & eliminate 251 West operation	Upgrade 4 miles of track from current 30 MPH to 50 MPH and eliminate 251 West operation (Tracks signaled in one direction and movement against flow of traffic - restrictive speeds).	2.600	2.600			
Track and Signal	CSX	CSX and Pass & Freight Capacity Assessment (for AASHTO)		Mohawk SD, Syracuse	De Witt Yard Midway Crossover: Extend controlled siding from CP-283 to MP 282.7	Upgrade from hand thrown crossover switch would clear main track of freight train operations into De Witt Yard and reduce train delays for all through trains for Amtrak Empire Service and freight.	1.790	1.790			
Track and Signal	CSX	CSX and Pass & Freight Capacity Assessment (for AASHTO)		Mohawk SD, Syracuse	De Witt Yard East End: Restore Main Track #4 between MP 280.5 and MP 282.7	Construction (restoration of fully controlled main line track #4 on the east approach to the De Witt classification yard.	1.960	1.960			
	CSX			Mohawk SD: Utica - Amsterdam	Empire Corridor Congestion Relief: Mohawk Valley						
Track and Signal	CSX			Mohawk SD, Utica	CP-239: Add Crossover to existing XO to provide a Universal Crossover, Chicago Line	Improve freight-passenger train performance, Chicago-New York. Adds dispatcher flexibility, which reduces freight train and maintenance related delays.	2.800	2.800			
Signal	CSX			Mohawk SD, Utica	CP-239: Add new automatic signal near MP 233 to reduce block length, Chicago Line	Improve freight-passenger train performance, Chicago-New York	0.500	0.500			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Signal	CSX			Mohawk SD, Utica	Add new automatic signal near MP 237.7 to reduce block length, Chicago Line	Improve freight-passenger train performance, Chicago-New York	0.700	0.700			
Signal	CSX			Mohawk SD, Utica	Make CP-235 & CP-239 display "Restricting" signal behind following move to improve velocity, Chicago Line	Improve freight-passenger train performance, Chicago-New York	0.200	0.200			
Signal	CSX	NYS Senate TF on HSR Action Plan		Mohawk SD: Amsterdam, Utica, and Rome	Install New Approach Signals at Three Station locations.	Install westbound signals just west of station platforms at Amsterdam and Utica and install eastbound signal at the east end of Rome station. The addition of these signals will increase capacity by allowing the Amtrak trains, after station stops, to accelerate to maximum authorized speed instead of the current rule, which does not allow a train to exceed 40 mph until the engineer can see the next signal. In some cases this can be as much as one and one-half miles. This would cut the signal block length from four miles to two miles.	1.679	1.679			
Track and Signal	CSX	NYS Senate TF on HSR Action Plan		Mohawk SD: Amsterdam and S. Johnsville	CP-175 Amsterdam and CP-207 St. Johnsville: Construct Universal Interlockings.	The installation of new right hand #20 crossovers at CP-175 and CP-207 will create universal interlockings and allow trains to cross to/from either main track in either direction, which is not possible with the existing configuration.	6.718	6.718			
	CSX & CN	City of Niagara Falls		Niagara SD: QDN 28.2 to QDN 22.0	Niagara Falls International Rail Station / Intermodal Transportation Center Development	A set of rail infrastructure (i.e. undergrade bridges, retaining walls, track, switches, and signals) required to relocate existing Amtrak passenger station operations to a redeveloped 1863 Customs House. Work includes track realignment and automatic switch installation.					
Station Platform & Retaining Wall	CSX	City of Niagara Falls		Niagara SD: QDN 27.5 - QDN 28.1	Niagara Falls International Railway Station / Intermodal Transportation Center: Retaining wall construction at 1863 Customs House site.	Phase 2 Railway Improvements: Work includes construction of retaining wall to support new passenger platform and siding track.	2.805	2.805			
Track & Signals	CSX	City of Niagara Falls		Niagara SD: QDN 27.5 - QDN 28.1	Niagara Falls International Railway Station / Intermodal Transportation Center: Passenger train siding to serve new passenger rail station at former 1863 Customs House.	Phase 2 Railway Improvements: Work includes construction of passenger siding and control switches.	2.550	2.550			
Track & Signals	CSX	City of Niagara Falls		Niagara SD: QDN 27.5 - QDN 28.1	Niagara Falls International Railway Station / Intermodal Transportation Center: Mainline Track #1 realignment at 1863 Customs House.	Phase 2 Railway Improvements: Mainline Track #1 realignment to accommodate adjacent, new passenger siding. Work includes track and switches.	1.785	1.785			
Bridge	CSX	City of Niagara Falls		Niagara SD: QDN 28.1	Niagara Falls International Railway Station / Intermodal Transportation Center: Reconstruction of CSX undergrade bridge [BIN 7036262] over Main Street NY Route 104. ($2.850 M to be funded by Highway Improvement Program.)	Phase 2 Railway Improvements: Work includes replacement of existing, deteriorated, CSX undergrade bridge to serve new station siding track and realignment of existing Mainline Track #1. [Work does not include separate project to lower profile of Main Street for additional truck vehicle clearance.]	2.850	2.850			
Track	CSX			Niagara SD, Tonawanda, CP 9 & CP 8 to CP 17	Niagara Branch Signal System Capacity Improvements.	Implementation of Train Signal Control System improvements to accommodate two-way (TCS 261) operational routing of main line tracks. Work includes installation of Remote Control switch heaters for operational reliability.	3.800	3.800			
Grade Crossing	CSX	NYS Senate TF on HSR Action Plan		Hudson SD, Mohawk SD, Rochester SD, Buffalo Terminal SD, Niagara SD	Highway-Rail Grade Crossings: HSR Safety Enhancements	Upgrade existing grade crossing warning devices at selected crossings along the higher speed (90 - 110 mph) segments of Empire Service Corridor. Work to consider reconfiguration to enhance safety, including standard entrance gates with a center island median, closure, or grade separation. This effort would be coordinated with NYSDOT and CSX.	11.196	11.196			
Bridge	CSX	Amtrak		Hudson SD: Albany-Rensselaer	Livingston Avenue Bridge - Replacement	Reconstruction to replace existing Hudson River railroad bridge, including the swing bridge portion.	126.000				126.000
Bridge	CSX			Rochester SD, QC 319.98	Replace the Savannah Bridge structure over the Seneca River; Eliminate 40 MPH speed restriction.	Built in 1924, UG bridge is 1781 feet in length. Maximum Allowable Speed restrictions for all train types due to pilings are in soft ground. Improve schedule reliability and trip durations for all trains.	25.000	25.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Signal	CSX	Amtrak		Hudson SD: CP 75 to CP 169	Poughkeepsie to Hoffmans: Overhaul and replace existing signal system from CP 75 to CP 169	Project would eliminate pole lines, replace and bury cable, and install new signal boxes. Underground cables estimated at $47 million over the next five years periods: $17, 10, 10, 10 to replace with underground cables.	0.000				
Track and Signal	CSX	Hudson Line Railroad Corridor Transportation Plan		Hudson SD	Construct New CP-136: vicinity of East Greenbush.	These high speed interlocking installations will support enhanced train frequency and schedules. CP-82, CP-99 and CP-136 can be installed independently of each other, based on operational requirements.	11.600	11.600			
Track and Signal	CSX	Hudson Line Railroad Corridor Transportation Plan		Hudson SD	Construct New CP-82: vicinity of Hyde Park.	These high speed interlocking installations will support enhanced train frequency and schedules. CP-82, CP-99 and CP-136 can be installed independently of each other, based on operational requirements.	11.600	11.600			
Track and Signal	CSX	Hudson Line Railroad Corridor Transportation Plan		Hudson SD: CP-123 to CP-125, Stuyvesant	Construct Third Track and Interlocking Improvements: Schodack SD junction with Hudson SD at Stuyvesant.	Extension of the existing freight track from CP 125 to a new CP 123 effectively creates a third main track in this segment.	46.200	46.200			
Track and Signal	CSX	NYS Senate TF on HSR Action Plan		Mohawk SD, Rochester SD, Buffalo Terminal SD: CP-169 to CP-437	Construct Three New 10,000 foot Controlled Sidings along CSX main line: Hoffmans - Buffalo.	The installation of three 10,000-foot passing/overtake sidings between Hoffman's and Buffalo. The specific locations are to be determined as part of full dispatch modeling effort. The locations may be combined and integrated with the station track or interlocking improvements.	100.765	100.765			
Track and Signal	CSX	NYS Senate TF on HSR Action Plan	Amtrak	Niagara SD, Niagara Falls, QDN 26.2	Niagara Falls Passenger Rail Station Track Turnouts: Upgrade two station track turnouts to power operation along Bridge Branch in former Lehigh Valley Yard.	This project converts the hand thrown switches at the existing station (former Lehigh Railroad Freight House) to powered switches and signalizes the station lead track.	2.239	2.239			
Additional I/C Capacity	CSX			Fremont IT	North of "swamp switch on CSX": Construct a track parallel to CSX's main north of existing Swamp Switch thus permitting CSX to I/C to NYAR without entering Freemont yard. CSX light power could then P/U NYAR I/C at the Swamp Switch and return to the Bronx with minimal NYAR interference.	Efficiency, reliability, on-time performance, improve operations, economic competiveness, reduce operating costs, enhance productivity, intermodal connectivity	1.800	1.800			
Clearance Improvement	CSX	NYSDOT		Niagara SD	Improve Vertical Clearances from 16'-10" to 20'-8" Approx 12 OH Bridges	Shortens Route for CN to interchange with CSX at Buffalo Frontier Yard	36.000		36.000		
Freight Facility	CSX	PANYNJ		Bronx, Market IT	Provide unloading platform at Hunts Point Market	Increase efficiency of terminal operation for CSX and CPR traffic destined there.	0.240	0.240			
Freight Facility	CSX	PANYNJ		Bronx, Oak Point Yard	Provide unloading platform at Oak Point Yard	Increase efficiency of terminal operation for CSX and CPR traffic destined there, by providing a location where customers, who do not have sidetracks, can receive cargo.	0.710	0.710			
Maintenance	CSX			Mohawk, Rochester, Buffalo, Hudson SDs	Status Quo: Routine Maintenance: 879 miles	Includes passenger rail routes.	0.994	0.181	0.220	0.268	0.326
Maintenance	CSX			Mohawk, Rochester, Buffalo, Hudson SDs	SOGR: Capital maintenance: 879 miles	Includes passenger rail routes.	1.223	0.223	0.271	0.329	0.401
Maintenance	CSX			River SD & Selkirk SD	Status Quo: Routine Maintenance: 159 miles of River SD & Selkirk SD		179.500	32.700	39.700	48.300	58.800

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Maintenance	CSX			River SD & Selkirk SD	SOGR: Capital maintenance: 159 miles of River SD & Selkirk SD		221.000	40.200	48.900	59.500	72.400
New Construction	CSX	NYSDOT		Niagara SD	Lehigh Valley Yard Intermodal Expansion	Creation of Rail - Truck Intermodal and/or Rail Freight Transfer facility.	10.000			10.000	
Safety - Pedestrian	CSX	PANYNJ		Bronx, Oak Point Link RT MP 3.12	Provide a pedestrian overpass over the NYSDOT Oak Point Link at the Yankee Stadium Ferry Landing	Replacement of the existing pedestrian crossing on the Oak Point Link trestle connecting the ferry landing barge with the shore will avoid conflict with Stadium users and improve safety.	3.000	3.000			
System Expansion, Capital Investment	CSX			Albany, NY	New Intermodal Facility in Capital District.	Improve freight service available to Albany shippers.	40.000		40.000		
System Expansion, Capital Investment	CSX			Athens, QR 47	Build 20,000' siding with #20 mid-Universal Crossover on River SD	Improve freight train performance, Chicago-New York	18.000		18.000		
System Expansion, Capital Investment	CSX			Catskill, QR 110	Build 20,000' siding with #20 mid-Universal Crossover on River SD	Improve freight train performance, Chicago-New York	18.000	18.000			
System Expansion, Capital Investment	CSX			Haverstraw, QR 34	Create 20,000' siding with #20 mid-Universal Crossover on River SD by extending existing Haverstraw siding using former coal plant track	Improve freight train performance, Chicago-New York	14.000		14.000		
System Expansion, Capital Investment	CSX			Kingston, QR 88	Upgrade Kingston siding @ 30 MPH on River SD (request funding for 2008-2009)	Improve freight train performance, Chicago-New York	1.700	1.700			
System Expansion, Capital Investment	CSX			Mt. Marion, QR 96	Build 10,000' clear siding on River SD	Improve freight train performance, Chicago-New York	14.000	14.000			
System Expansion, Capital Investment	CSX			Selkirk, QG 11.5-16.9	Selkirk Yard Bypass: Build 5.4 mile Main Track Bypass for 30 MPH on Selkirk SD (request 2008-2009 funding)	Improve freight train performance, Chicago-New York	13.500	13.500			
Track	CSX	2007 PFRAP Application		Port of Oswego, Oswego County	Upgrade Track within Port of Oswego	This project will upgrade the railroad infrastructure in the port to maintain present service and to improve the intermodal capability of the port.	2.200	2.200			
Track	CSX	2007 PFRAP & Bond Applications		Potsdam Paper Spur, MP 0 to MP 2, St. Lawrence County	At the Mead-Westvaco Cedar Mill, install 750 ties, renew two grade crossing surfaces, replace 250 rail, repair turnouts and bridge, replace culvert.	These repairs are necessary to maintain the existing level of service as well as provide a means to increase receipt of other raw materials by rail.	0.485	0.485			
Track	CSX	2007 PFRAP Application		River SD, Kingston, QR 88	Upgrade Kingston siding @ 30 MPH on River SD (request funding for 2008-2009). Currently programmed at $1.7 million	Improve freight train performance, Chicago-New York	0.000				
Track - 286K	CSX	2007 PFRAP & Bond Applications		St. Lawrence SD MP QM 106.2: Natural Dam IT	Natural Dam Industrial Track, MP 0 to MP 1.42: Upgrade existing 70 lb. rail to 100 lb. or greater for the 7500 track feet, and install ties at joints.	This project will upgrade the track for 286K lb. rail cars and insure continued service to Cellu Tissue Corporation.	0.550	0.550			
Track - New Rail Line	CSX	NYSDOT		Port SD, Bethlehem	Track, Signal, and Structures: Construct New Connection (5000 ft) from Port SD to CSX Castleton SD Track #1 eastbound	This connection provides an alternate for CPR's freight service between Saratoga and NYC to cross the Hudson River on the Castleton Bridge vs. the LAB Bridge. This reduces interference with passenger trains as it avoids the Hudson Subdivision between Schenectady and Stuyvesant, and bypasses the Albany-Rensselaer Station complex.	5.000				5.000
Track & Signal	CSX	PANYNJ		Bronx, Oak Point Yard	Construct Runaround Track along Bronx River / Oak Point Yard	This will relieve congestion at Oak Point Yard for CSX, PW, CPR and AMTRAK operations	2.310		2.310		
Track: Yard	CSX	2007 PFRAP Application		Mohawk SD: Syracuse	Town of Manlius: Construct a new Central New York Distribution Hub, adjacent to the CSX De Witt Yard, with an annual capacity of 225,000 containers per year, to be part of the PANYNJ Port Inland Distribution Network	This project will reduce congestion at the Northern New Jersey ports of the PANYNJ by diverting import containers destined for Central New York from truck to short haul rail for the PIDN.	104.000	104.000			
	CSX			QB 171.30, Berkshire SD	Improve clearances under OH Bridge, Albany Turnpike (SR 295), East Chatham, NY	Reduce number of tractor trailers using NY State highways by enabling 20'-2" Double Stack intermodal train movements, from Selkirk, NY east to Worcester, MA.	0.700	0.700			
	CSX			QB 181.49, Berkshire SD	Improve clearances under OH Bridge, White Mills Road, Chatham, NY	Reduce number of tractor trailers using NY State highways by enabling 20'-2" Double Stack intermodal train movements, from Selkirk, NY east to Worcester, MA.	0.500	0.500			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
	CSX			QB 182.72, Berkshire SD	Improve clearances under OH Bridge, Goold Road, Chatham, NY	Reduce number of tractor trailers using NY State highways by enabling 20'-2" Double Stack intermodal train movements, from Selkirk, NY east to Worcester, MA.	0.700	0.700			
	CSX			River SD	Fill in 2nd Main Track segments until entire Subdivision has two main tracks. Will require a total of about 72 miles of 2nd Main Track beyond those segments listed in System Expansion.	Improved freight service between Chicago and new York metro area to enhance freight market share by improved operating performance for shippers.	720.000	120.000	200.000	200.000	200.000
	CSX						1,853.368	672.645	399.401	318.397	462.926
Station - Track	CSX - Amtrak	NYSDOT		Hudson SD: Rensselaer Station	Rensselaer Phase II: 4th Station Track.	Project would complete the 4th station loading track at the Albany-Rensselaer Rail Station, including required modifications to train control signal system. This work will complete the build out of the station tracks.	12.000	12.000			
Station - Track	CSX - Amtrak	NYSDOT		Hudson SD: Rensselaer Station	Rensselaer Phase III: CP-142 Track Realignment.	Project would realign main line tracks at CP 142 to allow Amtrak trains using the Hudson Line to approach the Rensselaer Rail Station on a Clear train control signal indication.	15.210	15.210			
Signal - Yard	CSX - Amtrak	NYSDOT		Hudson SD: Rensselaer Station	Rensselaer Phase IV: Station North End interlocking improvements	Expand throughput capacity, improve travel time.	10.000	10.000			
Bridge	CSX - Amtrak	Amtrak - NYSDOT		Syracuse	Syracuse Station Track: Completion of Park Street Bridge and modify interlockings for connection to Chicago Main Line. Involves CSX, NYSW, and Amtrak	Allows Amtrak trains to access 2 station tracks utilizing both sides of station platform, increases dispatching flexibility for movement of trains leading to reduction of train delays.	0.000	TBD			
ROW Acquisition & Infrastructure	CSX - Amtrak	NYS Senate TF on HSR Action Plan		Hudson SD and Amtrak Post Road Branch	Acquire ROW and Infrastructure from CSX and AMTRAK and complete initial State of Good Repair: CP-75 Poughkeepsie to CP-169 Hoffmans; Post Road Branch CP-187 to Rensselaer Station CP-142; Rensselaer Station Property; Rensselaer Maintenance Facility.	This project includes costs to bring the current track, signals, grade crossings, and structures into a state of good repair.	198.200		198.200		
Track and Signal	CSX - Amtrak	NYS Senate TF on HSR Action Plan		Hudson SD: LAB to Hoffmans	CP-144 to CP-169: Install Second main line track for 110 MPH passenger train track speed.	This project includes signal system rehabilitation and bridge rehabilitation for three (3) undergrade bridges between these points, not including LAB.	86.806	86.806			
Track and Signal	CSX - Amtrak	NYSDOT		Empire Corridor: Third Track Initiative	CP-169 to CP-431: Install Third main line track for 110 mph passenger train track speed.	This initiative includes the construction of an express track where practical within existing railroad rights-of-way for intercity passenger rail service capable of reaching operating speeds up to 110 mph. Infrastructure includes track, signals, and structures necessary for operating speeds higher than existing 79 mph passenger service.	TBD				
Safety	CSX - Amtrak	NYS Senate TF on HSR Action Plan		Hudson SD: Poughkeepsie to Albany-Rensselaer	Upgrade Six (6) Highway/Rail Grade Crossings for 110 mph High Speed Rail.	Six crossings have been identified which should be upgraded to the appropriate configuration to enhance safety, including standard entrance gates with a center island median, closure, or grade separation.	17.800	17.800			
Track and Signal	CSX - Amtrak	NYS Senate TF on HSR Action Plan		Hudson SD: Hudson to Stuyvesant	CP-114 to CP-125: Track Improvements for 110 MPH Phase 2: Additional concrete ties will be added. Rehabilitation of bridges and structures will be completed. Curve re-alignments that require major track shifts will take place in this phase. Major structure repairs or replacement will be performed. Hudson Station tracks will be shifted to "lengthen" the curve through the station to provide for the highest possible passenger speed. Further signal upgrades, including signal block length reductions along with continued upgrades of grade crossing warning devices, will occur. A major program for grade separations, closures, or combining crossing access points will take place in this phase.	This additional work will further increase reliability, increase train capacity, reduce travel time, and improve corridor safety.	222.800			222.800	

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track and Signal	CSX - Amtrak	NYS Senate TF on HSR Action Plan		Hudson SD: Poughkeepsie to Hudson	CP-75 to CP-114: Track Improvements for 110 MPH Phase 1: Increasing superelevation on curves and realignment of curves between Poughkeepsie and Stuyvesant to achieve the maximum passenger train speed possible, tie replacement with wood or concrete, replacement or transposition of rail, surface and re-gauge track to 110 MPH standards, signal upgrades to reduce block length, and upgrade of crossing warning devices will achieve 110 MPH operation in the corridor.	This additional work will further increase reliability, increase train capacity, reduce travel time, and improve corridor safety.	222.800		222.800		
	CSX - Amtrak						785.616	141.816	421.000	222.800	0.000
Track	DLWR	2007 PFRAP Application		Batavia, Genesee County	Peanut Track Rehab and Rail Replacement		2.618	2.618			
Freight Facility	DLWR	NYSDOT		Batavia	Construct 25,000 Sq. Ft. Expansion to Truck/Rail Transload Facility		1.800		1.800		
Freight Facility	DLWR	NYSDOT		Cheektowaga	Construct track and truck/rail transload facility		2.740		2.740		
Track	DLWR	NYSDOT		Various	Rehabilitate 13 Highway/Rail Grade Crossing Surfaces		1.300		1.300		
Track	DLWR	NYSDOT		Various	Upgrade 23 Existing Turnouts with new 119 LB Turnouts		0.805		0.805		
Equipment	DLWR	NYSDOT		Various	Acquire 2 Low-Emission GenSet Locomotives		2.000		2.000		
Track Rehab	DLWR			Batavia	Ties, rail, bridge decking. Upgrade track in support 315K hi-wide moves from Graham & Transload Center	Grahams is a growing user of rail for rail only heavy wide shipments	1.510	0.460	0.380	0.420	0.250
Rail Yard	DLWR			Batavia	Expand yard & team track capacity	Increases car handling cap. as reload takes more trucks of highways	1.150	0.500	0.160	0.190	0.300
Engine house	DLWR			Batavia	Extend & improve engine house, fence & pave transload site	Allows reduced emissions, dust and saves fuel	0.400	0.200	0.120	0.080	
Grade Crossing	DLWR			Batavia & Lancaster	Upgrade 5 crossings with lights gates & bells	Provides safe separation of vehicles and increasing train traffic	0.750	0.250	0.250	0.250	
Track Rehab	DLWR			Erie & Genesee Co	Preserve 9 miles of track and 6 bridge structures. Replace ties, spot surface work, cut brush & spray	Insures rail transportation options to 8 companies in Erie Co & 11 in Genesee Co., preserves assets, safety, reliability, economic competiveness	1.700	0.330	0.450	0.450	0.470
Grade Crossing	DLWR			Erie & Genesee	Upgrade 4 grade crossings surfaces	Provides safe separation of vehicles and increasing train traffic	0.500	0.250	0.250		
Track Rehab	DLWR			Erie Co.	Ties & Surface work. Replace worn rail & ties	Safe operation and facilitates 286K lb. & 315K loadings	1.650	0.430	0.620	0.300	0.300
Transload Facility	DLWR			Genesee Co.	Add 18k sq feet to existing train to truck transload center	Allows additional train/truck transload savings for shippers	1.000	1.000			
Engine & grapple truck	DLWR			Genesee Co.	Purchase grapple truck & 2 locomotives to serve new Agri Business park	IDA is developing AgriPark to reduce farmers transportation costs	0.340	0.210	0.130		
Industrial Park	DLWR			Lancaster	Extend track & build 3 switches in expanded park	Facilitates the enlargement of Towns Ind. Pk. Allowing park access to rail	0.790	0.330	0.460		
	DLWR						21.053	6.578	11.465	1.690	1.320
Track	DURR	NYSDOT		Delaware Co.	Track Rehabilitation & Maintenance		4.000	1.000	1.000	1.000	1.000
	DURR	NYSDOT					0.000	0.000			
	DURR						4.000	1.000	1.000	1.000	1.000
Track	FGLK	2007 Bond Application		Auburn Road, Onondaga County	Capacity improvements in Solvay Yard		0.554	0.554			
Track	FGLK	2007 Bond Application		Canandaigua Line, MP 60 to MP 76, Ontario County	Track Rehabilitation and construct Clifton Springs Runaround track	By upgrading rack form 80 lb. to 105 lb. rail, this will support 286K railcar movement to ONCT and Clifton Springs. The new Runaround will improve service to Hanson Aggregates and allow service to Dolomite Aggregates.	0.530	0.530			
Track	FGLK	2007 Bond Application		Watkins Glen IT, MP 16.4 to MP 40.5, Yates & Schuyler Counties	Track rehabilitation, construct two Runaround tracks, Bridge Repairs	This project will improve track and bridge conditions to permit sustainable operation of 286K lb. rail cars and passenger excursions on this track.	0.913	0.913			
Track	FGLK	2007 PFRAP & Bond Applications		Auburn Road MP 23.4 to MP 23.8, Cayuga County	Construct two new sidings, totaling approximately 5,200 feet, in Sennett (Auburn)	Auburn rail business is growing. Additional yard track capacity is required to support growing local switching requirements and to facilitate the exchange of rail cars between intercity road trains and the Auburn-based local train.	0.372	0.372			
Track and Safety	FGLK	2007 PFRAP & Bond Applications		Auburn Road MP 41 to MP 42, Seneca County	Realign track through Seneca Falls and construct on mile of new track; Install highway/rail grade crossing warning devices at eight crossings.	Upgrade track to 286K capability; realign track away from homes constructed too close to the track; provide automatic grade crossing protection through a densely populated part of the village.	2.400	2.400			
Track	FGLK	2007 PFRAP Application		Auburn Road MP 3 to MP 6, Onondaga County	New Track Surface Existing Yard		0.554	0.554			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track	FGLK	2007 PFRAP Application		Geneva Yard, MP 50.5 to Mp 51.3, Ontario and Seneca Counties	Reinstall Wye Track; extend one track; install ties & surface track	Improves interchange with CSX; increases yard capacity and improves switching efficiency.	0.384	0.384			
Equipment	FGLK	NYSDOT			Acquire 7 Low-Emission Locomotives	Reduce emissions	11.000	11.000			
Whistle Stop Boarding Locations	FGLK			10 villages.		Tourist Excursion Rail Service.	0.100	0.100			
Signal Approach	FGLK			Auburn, NY	Signal approach to Washington St. & Columbus St.	Public: Eliminate stop and proceed crossing	0.250	0.250			
Rail siding	FGLK			Auburn, NY	Construct 1 mile rail siding lead and major grade crossing, supporting trackage and land acquisition to better serve NUCOR Steel.	Private: This siding would lower raw material costs and result in reduction in truck traffic.	7.000	4.000	3.000		
Transload Facility	FGLK			Aurelius, NY	Platforms and cross loading docks with building coverage.	Improvement of off-rail customers ability to have better rail access.	0.450	0.450			
Runarounds	FGLK			Cayuga, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.250			
Runarounds	FGLK			Clifton Springs, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.000	0.250		
Runarounds	FGLK			Elbridge, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.000	0.250		
Weigh Scale Track	FGLK			Geneva, NY	Scale Track near headquarters	Public & Private: Monitor accurate weigh variance	1.500	0.000	1.500		
Construct Passenger Station	FGLK			Geneva, NY		Tourist Excursion Rail Service.	0.500	0.500			
Bulk Transfer Facilities	FGLK			Himrod, Auburn, & Geneva, NY	Construct two bulk transfer facilities, including trackage, land acquisition, lighting , paving and terminal equipment.	Increase ability for truck traffic to originate and terminate within reasonable location to customer.	2.400	1.400	1.000		
Yard Enhancements	FGLK			Himrod, NY	Himrod Yard. Add one 50-car yard tracks and two pair of Crossovers.	PRIVATE & PUBLIC: Lower operating costs and improve service to customers.	1.000	0.500	0.500		
Transload Facility	FGLK			Himrod, NY	Platforms and cross loading docks with building coverage.	Improvement of off-rail customers ability to have better rail access.	0.450	0.450			
Car Repair Facility	FGLK			Ontario County	Combination Freight / Passenger Car repair facility plus track equipment storage track. Flash Welding facility space included.	Private:	1.000	1.000			
Runarounds	FGLK			Penn Yan, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.000	0.250		
Runarounds	FGLK			Phelps, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.250			
Industrial Development - Seneca Depot	FGLK			Romulus, NY	Upgrade Kendaia track and yard, add flashers at critical grade crossings and add two runarounds	Public Benefit: Allow any industrial development to include rail options	5.500	1.500	4.000		
Track and Bridge Rehab	FGLK			Schuyler County, Yates County, Onondaga County, Ontario County, Seneca County, Cayuga County	Preserve 118 miles of track and 50 structures	PUBLIC & PRIVATE: 40+ FGLK customers have made economic decisions which resulted in an increase in carloads of 13,000 over 10 years enabled by the quality of trackage and ability to move carloads efficiently.	12.000	3.000	3.000	3.000	3.000
Signals and remote manual switches	FGLK			Schuyler County, Yates County, Onondaga County, Ontario County, Seneca County, Cayuga County	Install remote automated switches and associated signaling	Public & Private: Increase Train Movement Safety and speed up train movement which results in increased productivity.	3.000	1.500	0.500	0.500	0.500
Grade Crossing	FGLK			Schuyler County, Yates County, Onondaga County, Ontario County, Seneca County, Cayuga County	Upgrade 40 public grade crossings - road portion for smoother driving	Public: Safety and Community safety enhancement.	4.000	1.500	1.500	0.500	0.500
315K lb rail	FGLK			Schuyler County, Yates County, Onondaga County, Ontario County, Seneca County, Cayuga County	Upgrade tracks and structures to carry 315K lb cars	PUBLIC & PRIVATE: 315K will become the next industry standard.	15.000	3.750	3.750	3.750	3.750

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Grade Crossing Structures	FGLK			Schuyler County, Yates County, Onondaga County, Ontario County, Seneca County, Cayuga County	In cooperation with ONCT: Continual fixing and maintenance	PUBLIC & PRIVATE: Crossings are a weak point in track. Upgrades benefit not only FGLK but communities served.	2.000	0.500	0.500	0.500	0.500
Runarounds	FGLK			Shortsville, NY	1200' of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.250	0.250			
Yard Improvements in Solvay Yard	FGLK			Solvay, NY	Replace Bridge with Culvert & Fill; Lengthen 1 track 500'; Rebuild Yard Switching Lead; Improve Track Centers to 14'; Retie yard; Add Lighting	FGLK - CSX interchange will improve local FGLK service to Customers and improve the flow of business to and from the rest of the FGLK system.	1.000	1.000			
Lights & Gates	FGLK			Watkins Glen, NY	New Lights and gates at Rt. 414 with high traffic volume. Only cross bucks at this time	Greatly improve the safety of a very dangerous crossing.	0.220	0.220			
Runarounds	FGLK			Watkins Glen, NY	Runaround at US Salt	Lower switching costs and improve service to US Salt.	0.250	0.250			
Runarounds	FGLK			Watkins Glen, NY	Cargill End of Track	Lower switching costs for freight; Improve Industrial Development Prospects; Lower Passenger Services Costs; Increase Passenger Service options	0.500	0.250	0.250		
	FGLK						76.326	39.576	20.250	8.250	8.250
Bridge	FRR	NFUAFTS		GVT Bridge over Erie Canal, Lockport, Niagara County	Repair GVT Bridge over Erie Canal GVT Bridge over Erie Canal is structurally deficient and carries load capacity restrictions. The proposed project includes fixing the bridge to increase safety and reliability of rail operations. Currently programmed for $1.0 million.	Safety, Capacity, Reliability, Efficiency, Retain Shippers, Speed, Improve Operations, Enhance Productivity	0.000				
Real Estate	FRR	NYSDOT		Brockport to Rochester	Acquire 17 Miles Abandoned ROW		5.000	5.000			
Track, Structures & Safety	FRR	NYSDOT		Brockport to Rochester	Restore 17 Miles Track on Acquired ROW between Brockport and Rochester		17.000	17.000			
Track	FRR	NYSDOT		Lockport	Rehabilitate Lockport Yard Tracks		0.750	0.750			
Track	FRR	NYSDOT		Lockport	Upgrade 25 Existing Turnouts with new 132 LB Turnouts		1.125	1.125			
Equipment	FRR	NYSDOT		Various	Acquire MOW Work Equipment		0.680	0.340			0.340
Equipment	FRR	NYSDOT		Various	Acquire 3 Low-Emission GenSet Locomotives		3.000		3.000		
Equipment	FRR	NYSDOT		Various	Acquire 7 Maintenance of Way rail cars (1 flat and 6 ballast cars)		0.175	0.175			
Rail Yard	FRR			Lockport	Expand yard to handle ethanol and corn by-products	Fulfills needs for car handling taking trucks off of the highway, while providing convenient run around for passenger trains	1.700	0.725	0.425	0.550	
Track Rehab	FRR			Medina	Rail & Tie change out. Ties & Rail change out through villages & main ethanol route	Provides for safe transp. of ethanol & unit corn trains through villages, and for the operation of canal tourist trains for Medina RR Museum	5.600	1.200	1.400	1.200	1.800
Rail spur	FRR			Monroe Co.	Construct rail spur to Co. Industrial Park in Brockport	Facilitates the enlargement of Towns Ind. Pk. Allowing park access to rail	0.750		0.750		
Grade Crossing	FRR			Monroe, Orleans,	Upgrade 18 grade crossings surfaces	Provides for safe transp. through villages Of ethanol & unit corn trains , and for canal /tourist trains for Medina RR Museum	3.000	1.000	0.800	0.800	0.400
Grade Crossing	FRR			Niagara & Orleans	Upgrade 18 signal system gates lights & bells	Provides for safe transp. through villages of ethanol , corn and Passing trains ,	4.000	1.000	1.000	1.000	1.000
Extend Engine house	FRR			Niagara Co.	Addition to engine house for 3rd locomotive ethanol plant	Allows reduced emissions, dust and saves fuel, & provides power for pass. trains	0.140	0.140			
Transload Facility	FRR			Niagara Co.	Const. Rail to truck transload -short haul instead of long haul trucking	Allows additional train/truck transload savings for shippers	1.900		1.600	0.300	
Rail spur	FRR			Niagara Co.	Construct rail spur to Co. Industrial Park	Facilitates the enlargement of Towns Ind. Pk. Allowing park access to rail	0.460		0.460		
Track Rehab	FRR			Niagara, Orleans & Monroe Counties	Preserve 41 miles of track and 26 bridge structures. Replace ties, spot surface work, cut brush & spray	Insures rail transportation options to 14 companies in the service area, while providing trackage for Medina RR Museum year around passenger operations	2.600	0.550	0.650	0.650	0.750
	FRR						47.880	29.005	10.085	4.500	4.290
Freight Facility	HRRC	NYSDOT		Hopewell Junction, Dutchess County	Construct Bulk Transfer Facility near Hopewell Junction, MR. Beacon Line		4.000	0.000	4.000		
Track & Structures	HRRC	NYSDOT		MR. Beacon Line, NY/CT Border to Beacon	Upgrade 41 Miles Track and Undergrade Bridge for 286K lb. rail cars		10.500		10.500		
	HRRC						14.500	0.000	14.500	0.000	0.000
Track	LAL	2007 Bond Application		LAL Main Line MP 377.02 to MP 379.80, MP 360 to MP 361.59, Monroe County	Rail replacement, ties & surface		1.030	1.030			
Equipment	LAL	NYSDOT		Various	Acquire 3 Low-Emission GenSet Locomotives		3.000		3.000		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	LAL			Livingston & Monroe Co.	Preserve 29 miles of track and 20 structures	Safety, preserve assets, reliability, retain shippers, intermodal connectivity, reduce operating costs	8.560	2.140	2.140	2.140	2.140
Grade Crossing	LAL			Livingston & Monroe Co.	Upgrade 10 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	1.500	0.750	0.750		
Track Rehab	LAL			Livingston & Monroe Cos.	Upgrade 29 miles of track and 20 structures to SOGR	Safety, reliability, efficiency, retain shippers and expand service, on-time performance, preserve assets, improve operations, enhance market share, remove trucks, economic competitiveness, reduce energy use, enhance productivity, competitive pricing	6.000	2.500	2.500	0.500	0.500
	LAL						20.090	6.420	8.390	2.640	2.640
Track	LBR	NYSDOT		Lewis	Track Rehabilitation & Maintenance		4.000	1.000	1.000	1.000	1.000
	LBR	NYSDOT						0.000			
	LBR						4.000	1.000	1.000	1.000	1.000
Bridge	LIRR	2007 PFRAP Application		Bay Ridge Branch MP 5.5 to MP 12, Brooklyn (Kings County)	Rehabilitate or replace bridges at Seneca Ave, Cooper Ave, Rockaway Ave, Remsen Ave and Kings Highway	Achieve 286K capability on Bay Ridge Branch between Fresh Pond Yard and 65th St Yard for NYAR traffic interchanged from/to NYNJ and NS.	20.400	20.400	0.000	0.000	0.000
Bridge	LIRR	2007 PFRAP Application		Bushwick Branch MP 5.8, Brooklyn (Kings County)	Replace moveable bridge over English Kills Creek	Achieve 286K capability on Bushwick Branch from Fresh Pond Yard east to Bushwick for NYAR traffic interchanged from/to CSX, CPR and PW.	12.900	12.900			
Bridge	LIRR	2007 PFRAP Application		Montauk Branch MP 0 to MP 1.3, Queens	Upgrade bridges at Borden Ave, 51st Ave., 50th Ave, Skillman Ave, Cabin "M" movable bridge and Montauk Cut-Off Viaduct	Achieve 286K capability on Montauk Branch from Fresh Pond Yard east to Long Island City for NYAR traffic interchanged from/to CSX, CPR and PW.	53.200	53.200			
Bridge	LIRR	2007 PFRAP Application		Montauk Branch MP 7.8 to MP 9, Queens	Rehabilitate or Replace Bridges at 89th Street and Points East Montauk Branch	Achieve 286K capability on Montauk Branch from Fresh Pond Yard east to Jamaica for NYAR traffic interchanged from/to CSX, CPR and PW.	5.700	5.700			
Classification and Storage Area	LIRR	NYAR		Adjacent to LIRR mainline (MP 57 to MP 58)	Construct new classification, storage and siding tracks west of YA siding and overpass west of Yaphank station (up to 3 tracks wide)	Retain shippers, reliability, efficiency, improve operations, safety, economic competitiveness, reduce operating costs, enhance productivity, enhance market share	2.500	2.500			
Increased Clearance East New York Tunnel	LIRR	NYAR		Bay Ridge Line (MP 9.0)	Lower right of way track in abandoned existing tunnel bore	Reliability, efficiency, enhance market share, on-time performance, improve operations, economic competiveness, enhance productivity	2.500		2.500		
Additional Storage Capacity	LIRR	NYAR		Bushwick Branch	Extend track #4 to tie into tack #2 just south west of Woodward Ave. crossing	Reliability, efficiency, retain shippers, improve operations, intermodal connectivity, enhance productivity, remove trucks, reduce air emissions, reduce energy use, land use management	0.200	0.200			
Track Extension	LIRR	NYAR		Fremont Yard Bay Ridge line (MP 10-MP 11.5)	Reconstruct Iron #3 to east of CBS turnout from current cross over location at north-east end of Irons	Reliability, efficiency, retain shippers, improve operations, intermodal connectivity, reduce operating costs, enhance productivity	1.400	1.400			
Track and Drainage	LIRR	NYAR		Hicksville yard adjacent to LIRR mainline (MP 23.1)	Replace ties and correct drainage, upgrade rail and ties, LINE & SERVICE as required	Safety, reliability, efficiency, retain shippers, preserve assets, economic competitiveness, enhance productivity	0.200	0.200			
Track, Signal and structures	LIRR	NYAR		NYC, LI	Upgrade LIRR tracks, signals and structures used by NYAR to a SOGR	Safety, reliability, efficiency, retain and expand shippers, preserve assets, improve operations, enhance market share, reduce congestion, remove trucks, economic competiveness, reduce air emissions, reduce energy use, reduce operating costs, enhance productivity	0.000	TBD by LIRR	TBD by LIRR	TBD by LIRR	TBD by LIRR
Track Extension	LIRR	NYAR		Pilgrim DEF adjacent to LIRR mainline (MP 38.5 to MP 40.0)	Extend Pilgrim DEF from east of Executive Drive Crossing at Deer Park to west of 5th Ave. crossing Brentwood	Reliability, efficiency, retain shippers, improve operations, intermodal connectivity, reduce operating costs, enhance productivity, remove trucks, reduce energy use, reduce air emissions	3.000			3.000	

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Realignment and Extension	LIRR	NYAR		Pilgrim IT	Add extra class / storage tracks parallel to Pilgrim DEF track between Back Track turnout and Sagtikos Parkway overpass (up to 3 tracks in width)	Reliability, efficiency, retain shippers, improve operations, intermodal connectivity, reduce operating costs, enhance productivity, remove trucks, reduce energy use, reduce air emissions	1.200	1.200			
Track Realignment and Extension	LIRR	NYAR		Pine Aire back track adjacent to LIRR mainline (MP 39.5)	Realign curve to not exceed 18 degrees and construct a second back track within 25 feet easement at critical locations, upgrade tie condition and damage	Enhance market share, improve operations, intermodal connectivity, remove trucks, reduce air emissions, reduce energy use, efficiency,	0.400	0.400			
Track and Drainage	LIRR	NYAR		PW long siding adjacent to LIRR mainline (MP 31.4) Farm 2	Replace crossing and correct drainage upgrade rail and tie, Line & Surface as required	Safety, reliability, efficiency, retain shippers, preserve assets, economic competitiveness, enhance productivity	0.600	0.600			
Track Extension and Additional Track Classification	LIRR	NYAR		PW Long Siding adjacent to LIRR mainline (MP 32.0)	Extend PW Long Siding to clear crossing (Wellwood) at Pine Lawn station. Construct second freight track from east of east leg of "Y" to cut into existing PW track at location of east end existing derail.	Retain shippers, reliability, efficiency, improve operations, safety, economic competitiveness, enhance productivity, enhance market share	1.600		1.600		
Track Upgrade and Extension	LIRR	NYAR		Southern Container et al, lead adjacent to LIRR mainline (MP 38.2)	Upgrade tie and drainage conditions, add run around track	Safety, reliability, efficiency, retain shippers, intermodal connectivity, enhance market share, remove trucks, reduce air emissions, reduce energy use, enhance productivity	0.400	0.400			
Track and Drainage	LIRR	NYAR		Wellwood Def adjacent to LIRR central branch MP 32.5	Replace ties and correct drainage upgrade rail and ties, Line & Service as required	Safety, reliability, efficiency, retain shippers, preserve assets, economic competitiveness, enhance productivity	0.200	0.200			
Clearance Improvement	LIRR	NYSDOT		Lower Montauk Branch	Undercut Lower Montauk Branch for Plate F clearances		5.000		5.000		
Signal Improvement	LIRR	NYSDOT		Lower Montauk Branch	Convert Lower Montauk Branch to Rule 261 signal territory	Allows for bi-direction operation on existing double track, thereby expanding capacity and improving operation.	10.800			10.800	
Clearance Improvement	LIRR	NYSDOT			Metropolitan Avenue & Fresh Pond Road - Relocation of 60" combined sewer and increase bridge foundation depth.	Prerequisite to any improvement beyond 16'1" on lower Montauk Branch.	30.000	30.000			
	LIRR						152.200	129.300	9.100	13.800	0.000
Equipment	MHWA	NYSDOT		Various	Acquire 2 Low-Emission GenSet Locomotives		2.000		2.000		
Track	MHWA	NYSDOT		Lyons Falls Line	Upgrade 17 Existing Turnouts with new 119 LB Turnouts		0.595		0.595		
Track, Structures & Safety	MHWA	NYSDOT		Newton Falls Line	Restore Newton Falls Line to Service; track, bridge, culvert, crossing and washout repairs.		8.400	8.400			
Track	MHWA	NYSDOT		Rome	Upgrade 12 Existing Turnouts with new 119 LB Turnouts		0.420	0.420			
Track	MHWA	NYSDOT		Utica Yard	Upgrade 14 Existing Turnouts with new 119 LB Turnouts		0.490	0.490			
Structures	MHWA	NYSDOT		Various	Complete Rating and Repair Bridges and Culverts for 286K		5.000		5.000		
Structures	MHWA	NYSDOT		Various	Rate & Initiate Repair Bridges and Culverts for 286K		5.000	5.000			
Equipment	MHWA	NYSDOT		Various	Acquire rail cars for NYSDOT High Friction Aggregate		1.800	1.800			
Transload Facility	MHWA			Boonville	Improve track & build new forest products facility	Takes forest products/logs off the highways to mills reducing trucks on hwy	1.700	0.950	0.750		
Track Rehab	MHWA			Lewis, Jefferson & Oneida Counties	Preserve 62 miles of track and 32 bridge structures. Replace ties, spot surface work, cut brush & spray	Insures rail transportation options for 18 companies in economically stressed area, while providing Adirondack Scenic passenger operations over 26 mi of track to reach State owed trackage Remsen to Lake Placid	2.800	0.450	0.650	0.850	0.850
Track Rehab	MHWA			Lyons Falls & Rome Line	Rail & Tie change out. Replace worn rail & ties, surface work &repair of 150 yr old culverts	Insures safe rail transportation options for 18 companies in economically stressed area, while providing Adirondack Scenic passenger operations over 26 mi of track to reach State owed trackage Remsen to Lake Placid	3.850	1.200	1.000	1.000	0.650
MOW Equipment	MHWA			Oneida Co.	Vehicles for maintenance & construction. Grapple & dump truck.	Fulfills needs for equipment for the safe operation of trains	0.155	0.090	0.065		
Industrial Park	MHWA			Oneida Co.	Develop industrial park on RR owned property	Facilitates the enlargement of Towns Industrial. Pk. Allowing park access to rail	1.700	0.700	1.000		
Engine House	MHWA			Utica	Expand Engine house and upgrade yard	Allows reduced emissions, dust and saves fuel, provides spare loco for Adirondack Scenic passenger Trains	1.000	1.000			
Transload Facility	MHWA			Utica	Build siding and purchase aggregate unloading equipment	Takes aggregates off the highways & into Metro NY City const zones	2.850	1.350	1.500		
Transload Facility	MHWA			Utica	Const. Train to truck transload -short haul instead of long haul trucking	Allows additional train/truck transload savings for shippers	0.000				
Signal System	MHWA			Various	Upgrade 22 grade crossing surfaces	Provides for safe transp. Of ethanol & unit corn trains through villages, and for the operation of canal tourist trains for Medina RR Museum	2.850	1.000	0.850	0.600	0.400
Grade Crossing	MHWA			Various	Upgrade 22 grade crossings gates lights & bells	Provides for safe transp. Of ethanol & unit corn trains through villages, and for the operation of canal tourist trains for Medina RR Museum	3.300	0.800	0.800	0.900	0.800
	MHWA						43.910	23.650	14.210	3.350	2.700

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track & Signal	MNCR	Hudson Line Railroad Corridor Transportation Plan		Hudson Line, CP-72 to CP-75, Poughkeepsie	Empire Corridor Capacity Improvement: Third Main Line Track - Poughkeepsie	The upgrade and extension of the existing Controlled Siding to create a Third Main Line track along south approach to Poughkeepsie Station. Work includes High-Capacity Signal Upgrade to Existing Tracks and high speed turnouts. This project will also enable direct interlocked access to the new and consolidated Metro-North Railroad yard immediately north of the station.	13.950	13.950			
Track & Signal	MNCR	Hudson Line Railroad Corridor Transportation Plan		Hudson Line, Poughkeepsie	Empire Corridor Congestion Relief: Poughkeepsie Yard	This work includes the consolidation of MNCR yard operations onto a contiguous site to the east of the two track Hudson Line. Work includes relocation of both main line tracks to the west and the conversion of all yard switches to remote control operation. Main line track realignment and new yard configuration will provide Metro-North with a single yard having interlocked access and capable of storing approximately 15 trainsets.	30.366	30.366			
Signal	MNCR	Hudson Line Railroad Corridor Transportation Plan		Hudson Line	New High-Capacity Signal System from Croton-Harmon to Poughkeepsie		117.474	117.474			
Track & Signal	MNCR	PANYNJ		Hudson Line, Bronx	CP-10 to CP-11: Construct third main line track between Marble Hill and Spuyten Duyvil stations.	This work eliminates the two-track bottleneck known as the "Marble Hill Rock Cut" along the MNCR Hudson Line.	26.920			26.920	
Track & Signal	MNCR	Hudson Line Railroad Corridor Transportation Plan		Hudson Line, CP-24, Tarrytown	Tarrytown Station Pocket Track and New CP-24		63.177	63.177			
Track & Signal	MNCR	Hudson Line Railroad Corridor Transportation Plan		Hudson Line, CP-53 to CP-63	Construct Third Main Line Track: Cold Spring Bay to Chelsea	Work includes High-Capacity Signal Upgrade to Existing Tracks. This improvement extends an existing controlled siding southward from CP-58 to CP-53 and northward to a new CP-63, and installs several new high speed crossovers and turnouts at these Control Points. This track will become a third main track.	111.900	111.900			
Clearance Improvement	MNCR	NYSDOT		Hudson Line	Establish Program to Increase Vertical Clearance to 23' for Existing, Active, Private Bridges and Pedestrian Bridges		20.000	5.000	5.000	5.000	5.000
Clearance Improvement	MNCR	NYSDOT		Hudson Line	Establish Program to Retire and Remove Abandoned Signal and Pedestrian Bridges		4.000	2.000	2.000		
Clearance Improvement	MNCR	NYSDOT		Hudson Line and Oak Point Link, Bronx	Modify MR. Harlem River Bridge over Oak Point Link to improve Vertical Clearance to 20'-9"		5.000	5.000			
New Construction	MNCR	NYSDOT			Tappan Zee Commuter Rail Line (Incremental Cost)	Future Class I Freight Rail Crossing of Hudson River.	0.000			TBD	
Track & Structures	MNCR	NYSDOT		New Haven Line, Westchester County	Upgrade 14 Miles Track and Undergrade Bridges for 286K lb. rail cars, NY/CT Border to CP-212 - Mt Vernon	Enables Providence & Worcester (PW) Railroad and CSX to utilize 286K lb. High Axel Loads north of Oak Point Yard.	28.000	14.000	14.000		
	MNCR						420.787	362.867	21.000	31.920	5.000
Track	MNJ	2007 Bond Application		NS Crawford Branch, MP 0 to MP 1.8, Orange County	Upgrade 80 lb. and 90 lb. rail to 100 lb. rail; tie replacement; ballast and surface; replace one turnout; renew 6 grade crossing surfaces; construct new 1500 foot interchange track with two turnouts.	This project will create new jobs, upgrade and improve the safe operation of the railroad and advance the economic development of Orange County as well as provide sustainable operation or286K lb. rail cars.	3.461	3.461			
Equipment	MNJ	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Track Rehab	MNJ			Orange Co.	Preserve 7 miles of track and 3 structures	Preserve assets, safety, reliability, efficiency, retain shippers, reduce operating costs,	3.250	1.750	0.500	0.500	0.500
Track Rehab	MNJ			Orange Co.	Upgrade 5 miles of track and 3 structures to Class I SOGR in order to serve anticipated privately funded intermodal and transload facilities in planning	Preserve assets, retain shippers and expand service, reliability, efficiency, improve operations, intermodal connectivity, enhance market share, economic competitiveness, enhance productivity	3.500	2.000	0.500	0.500	0.500
Safety	MNJ			Orange co.	Upgrade 4 public grade crossings	Safety, preserve assets, reliability, efficiency, improve operations, land use management	1.000	0.500	0.500		

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Transload Facility	MNJ			Orange Co.	Develop a transload facility for salt, lumber, stone and coal, including salt shed and paving **(planned to be privately funded if tracks brought up to SOGR)**		0.000				
286	MNJ				Upgrade to carry 286K lb. rail cars	Accommodate modern rail cars, retain shippers and expand service, intermodal connectivity, enhance market share, reduce congestion, remove trucks	2.000	1.500	0.500		
Intermodal facility	MNJ				Develop an intermodal ramp for freight containers **(planned to be privately funded if tracks brought up to SOGR)**		0.000				
	MNJ						14.211	9.211	3.000	1.000	1.000
Equipment	MSTR	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Track Rehab	MSTR			St. Lawrence Co.	Preserve 3 miles of track and 7 structures		1.000	0.250	0.250	0.250	0.250
Track Rehab	MSTR			St. Lawrence Co.	Upgrade 3 miles of track rail to ribbon rail and 7 structures to SOGR		4.000	2.500	0.500	0.500	0.500
Track	MSTR			St. Lawrence Co.	Siding: Construct a spur to unload local goods		0.250	0.250			
	MSTR						6.250	3.000	1.750	0.750	0.750
Tunnel	NJT	NYSDOT			Access to the Region's Core (ARC) Trans-Hudson Express Tunnel (THE Tunnel) and 34th Street Station (annex to Penn Station).	NJ Transit service expansion to Penn Station would be able to provide congestion relief to the two Hudson River tunnels used by Amtrak.	0.000	0.000	TBD	0.000	0.000
	NJT						0.000	0.000	0.000	0.000	0.000
	NJT						0.000	0.000	0.000	0.000	0.000
New Construction	NS	NFUAFTS		Near C P Draw Bridge, Buffalo, Erie County	**2nd C P Draw Bridge Construction.** In cooperation with CSX: Proposed bridge will relieve current CP Draw congestion. CSX owned tracks need to be flipped to the other side to allow NS access to interchange yard.	Reduce Congestion, Capacity, Reliability, Efficiency, Retain Shippers, On-time Performance, Speed, Improve Operations, Enhance Productivity	35.000		35.000		
Track/crossover	NS			Binghamton, mp SR 213.2	Install a hand-thrown crossover, eastward from CP's track DL4 to track DL3, just west of the signals for NS's BD Interlocking (MP SR213.2).	NS has limited access to its track DL4 because the track is restricted at BD Interlocking to a 4 to 4, or CP One Runner, move only. CP uses DL4 to receive the intermodal interchange and to build an additional 2 to 3 trains daily, leaving the track blocked for approximately 85% of the day. NS is therefore restricted from accessing the east end of track DL4, and cannot efficiently utilize this track. Adding the crossover would increase NS' effective utilization of this track for movements including block swaps and power moves as well as for staging coal trains for Johnson City.	0.170	0.170			
Bridge	NS			mp IS 276.63	Located on the Ithaca Secondary; bring to 286K lbs.	These are all of the structures remaining in New York that restrict our lines to less than 286K traffic and are preliminary estimates. Detailed engineering estimates to be developed when the projects will be undertaken may result in different actual costs.	0.125	0.125			
Bridge	NS			mp IS 303.91	Located on the Ithaca Secondary; bring to 286K lbs.	Freight car weights on these structures are restricted to less than the heavier, efficient 286,000 lbs. cars standard in the industry today. The weight restriction severely penalizes customers using these bridges as it denies them the benefit of fully loading their cars	0.275	0.275			
Track / Ties / Ballast	NS			Horseheads IT mp QM 0.0-QM 3.6	Horseheads IT Track Rehabilitation for Economic Development	NS's branch line that provides rail service to the Center at Horseheads is nearing the point that it will require reinvestment in the 3.6 mile track structure (ballast, ties, rail, and grade crossing work.) This branch line is very light density and precipitously close to a marsh which poses a number of environmental and operational concerns. The ECTC (local MPO) approved $1.28M in 2008 to design the road, which will cost approx $8M. The Center's location, availability of all needed infrastructure, and proximity to recently designated I-86 make it one of the most valuable properties for development in the Southern Tier.	0.500	0.500			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track	NS			Southern Tier Line mp SR 217.8 - SR 250.8	Southern Tier Line Track Rehabilitation:	Single track the current 33-mile double track segment between Binghamton and Waverly, NY, add traffic control and passing sidings at Johnson City and Owego; Tie & Surface the segment to bring to 40-50 mph. NYSDOT awarded NS a grant from the 2007 Transportation Bond Act to partially fund this 2008 - 2009 project.	8.100	8.100			
Bridge	NS			Southern Tier Line mp SR 361.66	Rebuild Portage Bridge - Renovation will benefit NS, CN and CP operations by providing better access to PANYNJ, and interchange yards in Buffalo.	Located at the Genesee River Gorge in Letchworth State Park the Portage Bridge is a 105 years old structure that currently carries a 273,000-lb. weight restriction and 10 MPH speed restriction. It is also nearing its useful life. Major restoration or replacement is required to make this bridge functional and remove weight restrictions. Portage Bridge is located on the NS Southern Tier Route, a major east-west rail corridor that is vital to the economic activity of New York State. The Southern Tier is the direct NS route connecting Buffalo and points west with Binghamton and the Southern Tier, Albany, New England, and the New York Metropolitan region. Besides NS, the bridge and the Southern Tier is used by the Canadian Pacific Railway.	30.000	30.000			
Bridge	NS			mp TZ 73.28	Located on the Gangs Mill Industrial Track., bring to 286K lbs.		0.150	0.150			
Bridge	NS			mp WI 30.66	Located on the Walden Secondary; bring to 286K lbs.		0.125	0.125			
Bridges	NS			Various	There are 375 bridges of various types on the NS system within the State of New York. While each bridge is inspected regularly, it would be cost prohibitive to develop a maintenance schedule and/or a replacement cost for each. The values entered here assume a bridge failure has occurred due to outside forces (flood, vehicular traffic damage, etc.) at the rate of 1 failure every 10 years.		6.300	1.500	1.550	1.600	1.650
Grade Crossings	NS			Various	Maintain/Rehabilitate grade crossings. Currently there are 903 public and 621 private grade crossings on NS lines.		27.200	6.500	6.700	6.900	7.100
Signal Systems	NS			Various			65.500	12.900	15.000	17.400	20.200
Track/Ties/Ballast	NS			Various	NS maintains 487 route miles within NY state	Public Benefit: Primary public benefit of a well-maintained freight railroad is the safe movement of freight to the desired locations throughout the state at a fraction of the cost of freight moves made by truck and with less total impact to the environment. Private Benefit: Continued growth and opportunity for this company to compete.	123.400	29.500	30.400	31.300	32.200
	NS						296.845	89.845	88.650	57.200	61.150
Bridges - 286K	NYAR	2007 Bond Application		Bay Ridge Branch, MP 10.8, Brooklyn (Kings County)	Bridge Rehabilitation Seneca Ave, BIN 7705170	Achieve 286K capability	6.738	6.738			
Track & Signal	NYAR	2007 Bond Application		LIRR Main Line MP 37.5 to MP 41.5, Suffolk	Upgrade Interlocking for Pine Aire Siding	Powering up the existing hand-throw, electrically locked crossover will allow a Dispatcher-controlled progressive move for freight trains into the proposed LITRIM facility and eliminate delays on the Main Line due to operate of hand-thrown turnouts.	3.000	3.000			
Bridge	NYAR	2007 Bond Application		LIRR Montauk Branch MP 6.5, Queens	Bridge Rehabilitation - Jackie Robinson Parkway BIN 7704590	Achieve 286K capability	1.516	1.516			
Track	NYAR	2007 PFRAP & Bond Applications		LIRR Main Line, MP 69.1, Suffolk County	Rehabilitate Calverton Yard Lead & Additional Tracks	This project provides several rail sites for new customers and will increase employment in the area. It will also allow greater operating flexibility for existing customers, by increasing storage capacity.	2.000	2.000			
Track	NYAR	2007 PFRAP Application		Bay Bridge Branch MP 6, Queens	Restore previously existing track #2 by constructing 2000 feet of track and install two number 10 turnouts.	This project will improve the overall efficiency of the NYAR in handling its increased traffic volumes by the addition of one yard track. The existing number and configuration of tracks require double and even triple handling of rail cars.	0.600	0.600			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track	NYAR	2007 PFRAP Application		Bay Ridge Branch MP 11.1, Queens	Restore Track 3 Fremont Yard by constructing approximately 5,000 feet of track and install two number 10 turnouts	The restoration of this track would provide another long receiving track and would allow yard crews to handle inbound cars directly to outbound trains, thus reduction handling, noise and emissions.	1.400	1.400			
Track	NYAR	2007 PFRAP Application		Bay Ridge Branch MP 11.1, Queens	Restore Track 5 Fremont Yard by constructing 1,500 feet of track and install two number 10 turnouts	The construction of additional track capacity in Fremont Yard will result in fewer switching moves. This will yield less noise and lower emissions.	0.500	0.500			
Track	NYAR	2007 PFRAP Application		Bay Ridge Branch MP 8, Queens	Rehabilitate existing Track #4 and extend by 4,200 feet. Install one number 10 turnout.	By providing additional track capacity, this project will reduce the number of times each freight car is handled. In addition, the expansion will produce savings for freight customers in that they will be able to order larger quantities of rail cars, availing them of volume discounts and seasonal price opportunities.	1.000	1.000			
Track	NYAR	2007 PFRAP Application		LIRR Main Line, MP 41.1, Suffolk County	Extend existing Pineaire Siding by 1000 feet	Present space constraints prevent efficient and satisfactory service to patrons at this location. Extension of the siding will provide greater flexibility in switching cars on the "back track" and the industrial sidings which emanate from it.	1.200	1.200			
Equipment	NYAR	NYSDOT			Acquire13 Low-Emission GenSet Locomotives		13.000		13.000		
New Construction	NYAR	NYSDOT			Long Island Truck Rail Intermodal @ Pilgrim (LITRIM)		40.000	40.000			
Bridge	NYAR	PANYNJ		Queens, Nassau and Suffolk	Remove targeted Plate F Restrictions and 286K restrictions	This project will clear routes to Phelps Dodge site in Queens and Pilgrim (LITRIM) in Suffolk County for AAR Plate F rail cars and 286K lb. rail cars	0.000				
Equipment	NYAR	PANYNJ		Various	Upgrade 8 NYAR locomotives with speed control	The LIRR has a rail industry-unique system. Installation of this LIRR speed control will allow NYAR to operate at an increased freight speed as compared to current restrictions.	0.480	0.480			
Signal	NYAR	PANYNJ		Various	Install High-Car, Thermal Wheel, 3rd Rail Detectors & AEI Tag Readers	Reduce potential for NYAR and PW freight operations to foul the LIRR commuter operations.	0.200	0.200			
Track & Signal	NYAR	PANYNJ		Various	Install ten turnouts in LIRR electrified main line track	Turnouts would be provided for direct access at individual freight customer locations. The installation would be correlated with installation of turnouts at nodal locations.	2.500		2.500		
Track & Signal	NYAR	PANYNJ		Various	Install two turnouts in LIRR electrified main line track	Turnouts would be provided for direct access at nodal locations, i.e., commodity clusters.	0.750	0.750			
Track Rehab	NYAR				Block Funding: Unspecified rail infrastructure improvements.		3.000		1.000	1.000	1.000
	NYAR						77.884	59.384	16.500	1.000	1.000
Maintenance Facilities	NYCT	2007 PFRAP Application		New York Container Terminal, Staten Island (Richmond County)	Construct locomotive lubrication and inspection pit	This project will provide a safe, clean and environmentally sound area to perform locomotive fueling and maintenance. The pit will include a spill containment system as well as an oil separation unit.	1.200	1.200			
	NYCT	2007 PFRAP Application					0.000	0.000			
	NYCT						1.200	1.200	0.000	0.000	0.000
Track	NYLE	2007 Bond Application		Cattaraugus Branch, Cattaraugus County	Track Rehabilitation: MP 427.5 to MP 437.5,		0.881	0.881			
Equipment	NYLE	NYSDOT			Acquire 2 Low-Emission GenSet Locomotives		2.000		2.000		
Track Rehab	NYLE			Chautauqua & Cattaraugus Co.	Preserve 35 miles of track and 29 structures	Preserve assets, safety, reliability, efficiency, retain shippers, improve operations, reduce operating costs	4.000	1.000	1.000	1.000	1.000
Track Upgrade	NYLE			Chautauqua & Cattaraugus Co.	Upgrade 35 miles of track and 29 structures to Class I SOGR	Preserve assets, reliability, efficiency, retain shippers and expand service, improve operations, safety, reduce operating costs	4.100	2.100	2.000		
Safety	NYLE			Chautauqua & Cattaraugus Co.	Upgrade 19 grade crossings	Safety, reliability, preserve assets, improve operations	2.500	1.000	0.500	0.500	0.500
Rail siding	NYLE			South Dayton	Build 6000 ft siding to gravel company	Capacity, expand service, improve operations, reliability, remove trucks, reduce energy use, intermodal connectivity	0.700	0.700			
Establish WNYP Interchange	NYLE			Waterboro, NY	Re-activate 6.3 miles of out-of-service track between Congewango Valley and Waterboro	Intermodal connectivity, expand service, improve operations, reduce operating costs, on-time performance, system redundancy, remove trucks, economic competitiveness, enhance productivity	1.400	1.400			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
286	NYLE				Upgrade to carry 286K lb. rail cars	Capacity, reliability, efficiency, accommodate modern rail cars, retain shippers and expand service, improve operations, intermodal connectivity	3.000	2.000	1.000		
	NYLE						18.581	9.081	6.500	1.500	1.500
Structures	NYNJ	NYSDOT		Bay Ridge, Brooklyn	Engineering Analysis of all Rail Structures		0.200	0.200			
Freight Facility	NYNJ	NYSDOT		Bay Ridge, Brooklyn	Construct Intermodal Pad Loading Area		0.320	0.320			
Yard Track Rehab	NYNJ			Kings Co.	Bush Terminal Yard Tie Replacement & Switch Upgrades	Safety, reliability, retain shippers, on-time performance, preserve assets	1.600	0.850		0.750	
Float Bridge	NYNJ			Kings Co.	Preserve 3 rail car float barges and track access	Preserve assets. Safety, reliability, retain shippers, on-time performance, improve operations, reduce congestion, remove trucks, economic competitiveness, reduce air emissions, reduce energy use, reduce operating costs, enhance productivity	4.600	2.000	0.300	0.300	2.000
Safety	NYNJ			Kings Co.	Realign the track curvature to lessen the degree	Safety, reliability, retain shippers, on-time performance, preserve assets	0.425	0.425			
Bridge Rehab	NYNJ			Kings Co.	Repair Rail Bridge 51st Street, frame, deck, supports	Safety, reliability, retain shippers, on-time performance, preserve assets	2.500	1.500	0.000	1.000	0.000
Switch Rehab	NYNJ			Kings Co.	1st Avenue Switch Upgrades	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	0.900	0.450		0.450	
Track Rehab	NYNJ			Kings Co.	1st Av e Track Rehabilitation from 51st Street to 65th Yard 286	Safety, reliability, efficiency, accommodate modern rail cars, remove trucks, economic competitiveness, reduce operating costs	9.000	5.000		4.000	
Rail Barge Rehab	NYNJ			Kings Co.	30 Car Rail Barge Rehab	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks,	3.000		1.000		2.000
Yard Track Rehab	NYNJ			Kings Co.	Bush Terminal Yard Tie Replacement & Switch Upgrades	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	1.600	0.850		0.750	
Pontoon Rehab	NYNJ			Kings Co.	Pontoon Rehab	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	0.240		0.120		0.120
Curve Correction	NYNJ			Kings Co.	Realign the track curve to lessen the degree for safety	Safety, reliability, efficiency, accommodate modern rail cars, remove trucks, economic competitiveness, reduce operating costs	0.425	0.425			
Bridge Rehab	NYNJ			Kings Co.	Repair Rail Bridge 51st Street, frame, deck, supports	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	2.500	1.500		1.000	
Track Rehab	NYNJ			Kings Co.	Upgrade 3 car float barges to SOGR/286K lb. rail cars	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	2.600	2.600			
Rehab Yard Track	NYNJ			Kings Co.	Upgrade Bush Terminal Yard track to SOGR/286K lb. rail cars	Preserve assets, reliability, efficiency, capacity, retain shippers and expand service, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	2.500	2.500			
New Lead Track	NYNJ			Kings Co.	2nd lead track- switch at 51 St Bridge	Safety, improve operations, system redundancy	0.950	0.950			
Scanner	NYNJ			Kings Co.	AIE Scanner READER (2)	Reliability, expand service, on-time performance, intermodal connectivity, enhance market share, accommodate modern rail cars, remove trucks,	0.160	0.160			
Air System	NYNJ			Kings Co.	Air system plant	Reliability, expand service, enhance market share, reduce operating costs	0.400	0.400			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Container Loader	NYNJ			Kings Co.	Container Loader	Reliability, expand service, on-time performance, intermodal connectivity, enhance market share, accommodate modern rail cars, remove trucks,	0.450	0.450			
Loading Ramp	NYNJ			Kings Co.	Cover construction loading ramp (51st)	Reliability, expand service, enhance market share, accommodate modern rail cars	0.450	0.450			
Locomotive	NYNJ			Kings Co.	Green Locomotive - Low emission (2)	Reduce air emissions, reliability, expand service, reduce operating costs	2.050	0.850		1.200	
Truck Scale	NYNJ			Kings Co.	Intermodal Truck Scale	Efficiency, reliability, expand service, intermodal connectivity, economic competiveness, reduce operating costs, enhance productivity	1.400	1.400			
New Structure	NYNJ			Kings Co.	Replacement of 51st Rail Bridge	Reliability, expand service, on-time performance, intermodal connectivity, enhance market share, accommodate modern rail cars, remove trucks,	3.300	0.000	3.300		
Expand Service	NYNJ			Kings Co.	Additional 30 Rail car Barge	Expand service, reliability, efficiency, improve operations, intermodal connectivity, reduce congestion, remove trucks, economic competitiveness, reduce air emissions, reduce energy use	5.850	5.850			
	NYNJ						47.420	29.130	4.720	9.450	4.120
Equipment	NYOG	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Track Rehab	NYOG			St. Lawrence Co.	Preserve 30 miles of track and 6 structures	Safety, reliability, efficiency, retain shippers, preserve assets, reduce operating costs	6.000	3.000	1.000	1.000	1.000
Track Rehab	NYOG			St. Lawrence Co.	Upgrade 30 miles of track and 6 structures	Safety, reliability, efficiency, retain shippers and expand service, speed, improve operations, enhance market share, economic competitiveness, remove trucks, reduce energy use, reduce operating costs, enhance productivity.	4.500	2.000	1.500	0.500	0.500
Engine House	NYOG			St. Lawrence Co.	Construct an engine house	Reliability, efficiency, on-time performance, preserve assets, improve operations, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	1.000	1.000			
Safety	NYOG			St. Lawrence Co.	Upgrade 20 public grade crossings	Safety, reliability, efficiency, preserve assets	0.800	0.600	0.200		
Signal System	NYOG			St. Lawrence Co.	Upgrade signal system	Safety, reliability, efficiency, preserve assets	1.200	0.600	0.600		
286 lb. rail car	NYOG			St. Lawrence Co.	Upgrade track and structures to carry 286K lb. rail cars	Accommodate modern rail cars, capacity, efficiency, reliability, retain shippers and expand service, improve operations, intermodal connectivity, enhance market share, reduce congestion, remove trucks, reduce air emissions, reduce energy use, enhance productivity	8.000	2.000	2.000	2.000	2.000
Siding	NYOG			St. Lawrence Co.	Add main line switch and siding to new shipper	Capacity, expand service, intermodal connectivity, enhance market share, remove trucks, economic competiveness, enhance productivity	0.500	0.500			
	NYOG						23.000	9.700	6.300	3.500	3.500
Freight Facility	NYSDOT	NFUAFTS		Lehigh Valley Yard, Niagara Falls, Niagara County	Lehigh Valley Yard Intermodal Expansion The project will expand intermodal and warehousing/ distribution capabilities	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Intermodal Connectivity, Enhance Market Share, Remove Trucks, Reduce Energy Usage, Environmental Enhancement, Land Use Management, Economic Competitiveness, Competitive Pricing, Enhance Productivity, and Competitive Pricing.	10.000		10.000		
	NYSDOT	NFUAFTS					0.000	0.000			
	NYSDOT						10.000	0.000	10.000	0.000	0.000
Equipment	NYSW	NYSDOT			Acquire 4 Low-Emission GenSet Locomotive		4.000		4.000		
Track	NYSW	NYSDOT		Utica Main 34.5 OUT OF SERVICE Miles, Chenango County	Repair Washouts and Restore to Service		0.618	0.618			
Track	NYSW	NYSDOT		Utica Main 34.5 OUT OF SERVICE Miles, Chenango County	Ties, ballast, surfacing, ditching, renew crossing surfaces, and bridge timbers		0.775		0.298	0.298	0.179
Track Rehab	NYSW			10.15 miles, Onondaga County, SBNY Branch	Install ties/ballast/surface, ditching	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	2.030	0.680	0.260	0.280	0.810
Rehabilitation	NYSW			10.15 miles, Onondaga County, SBNY Branch	Install switch timber	Improve reliability, enhance safety	0.180	0.090			0.090
Bridge Maintenance	NYSW			10.15 miles, Onondaga County, SBNY Branch	Renew Bridge Timber	Improve reliability, enhance safety	0.100	0.050			0.050

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Welded Rail	NYSW			10.15 miles, Onondaga County, SBNY Branch	Change out jointed rail with welded rail 5.0 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	1.750	1.750			
Rehabilitation	NYSW			10.15 miles, Onondaga County, SBNY Branch	Install ties Yard/Industrial	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	0.360	0.160			0.200
Welded Rail	NYSW			10.15 miles, Onondaga County, SBNY Branch	Weld in place jointed rail 5.15 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	0.770	0.770			
Rehabilitation	NYSW			Southern Division Main - MP 81.2 to MP 84.5	Rehab grade crossings	Enhance safety of crossing	0.200	0.100			0.100
Welded Rail	NYSW			Southern Division Main - MP 81.2 to MP 84.5	Weld in place 131# RE jointed rail 3.30 miles	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line, increase track speeds	0.530	0.530			
Bridge Maintenance	NYSW			Southern Division Main - MP 81.2 to MP 84.5, 3.30 miles	Renew Bridge #83.70	Improve reliability, enhance safety	0.260	0.200			0.060
Track Rehab	NYSW			Southern Division Main - MP 81.2 to MP 84.5, 3.30 Miles, Orange County	Install ties/ballast/surface, ditching	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	0.550	0.266	0.050	0.000	0.234
Track Rehab	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Install ties/ballast/surface, ditching	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	14.390	5.100	0.640	2.380	6.270
Bridge Maintenance	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Bridge Repairs	Improve reliability, enhance safety	0.600	0.200	0.100	0.100	0.200
Rehabilitation	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Install switch timber	Improve reliability, enhance safety	0.250	0.120			0.130
Bridge Maintenance	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Renew Bridge Timber	Improve reliability, enhance safety	0.650	0.300	0.100	0.050	0.200
Rehabilitation	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Repair Culverts	Improve reliability, enhance safety	0.550	0.200	0.100	0.050	0.200
Rehabilitation	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Install ties Yard/Industrial	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	1.440	0.640			0.800
Rehabilitation	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Rehab grade crossings	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	1.100	0.500	0.200	0.100	0.300
Welded Rail	NYSW			Syracuse Main, Onondaga, Cortland, Broome Counties, 61.68 Miles	Weld in place 30 miles of jointed rail	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	9.250	4.500	4.750		
Track Rehab	NYSW			Utica Main, MP 194.30 to MP 209.0, MP 243.50 to MP 286.60, Total 57.80 Miles	Install ties/ballast/surface, ditching	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	10.990	4.780	0.250	0.080	5.880
Bridge Maintenance	NYSW			Utica Main, MP 194.30 to MP 209.0, MP 243.50 to MP 286.60, Total 57.80 Miles	Bridge Repairs	Improve reliability, enhance safety	0.950	0.600	0.200	0.050	0.100
Rehabilitation	NYSW			Utica Main, MP 194.30 to MP 209.0, MP 243.50 to MP 286.60, Total 57.80 Miles	Install switch timber	Improve reliability, enhance safety	0.190	0.090			0.100

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Rehabilitation	NYSW			Utica Main, MP 194.30 to MP 209.0, MP 243.50 to MP 286.60, Total 57.80 Miles	Install ties Yard/Industrial	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	1.080	0.480			0.600
Rehabilitation	NYSW			Utica Main, MP 194.30 to MP 209.0, MP 243.50 to MP 286.60, Total 57.80 Miles	Rehab grade crossings	Improve reliability, enhance safety, provide greater stability for the 286,000 lb. car loads now using the line, add to the capacity of the line	0.300	0.100	0.050	0.050	0.100
	NYSW						53.863	22.824	10.998	3.438	16.603
Track	OHRY	2007 PFRAP Application		OHRY Main Line, MP 289 to MP 314.7, Tioga and Cortland Counties	Tie replacement, ballast and surfacing, retimbering bridges, drainage improvements, renew grade crossing surfaces, and construct new siding	This project is needed in order to maintain the reliability of rail service to the customers on the line. With a good transportation system, the customers will remain competitive and they will be able to grow and/or maintain a stable workforce that contributes to the economic engine of this region. This project will achieve 286K capability on the line.	4.400	4.400			
Economic Dev..	OHRY	2008 Grant Application		Cortland & Tioga Co.	Upstate / SWSI / TEPPCO 286K Corridor Infrastructure Improvements	Provide rail service to three new shippers	1.340	1.340			
Equipment	OHRY	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Shop Expansion	OHRY			Cortland & Tioga	Expand locomotive and maintenance shops; add crane	Reliability, efficiency, retain shippers, on-time performance, preserve assets, enhance market share, economic competitiveness, reduce operating costs	6.000	3.000	3.000		
Track-Rail Upgrade	OHRY			Cortland & Tioga	Upgrade 26 miles of track rail for 286K lb. operation	Reliability, accommodate modern rail cars, efficiency, retain shippers and expand service, preserve assets, intermodal connectivity, enhance market share, reduce congestion, remove trucks, reduce air emissions, reduce energy use, enhance productivity	35.000	15.000	10.000	10.000	
Safety	OHRY			Cortland & Tioga	Upgrade 36 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	6.000	3.000	1.000	1.000	1.000
Terminal	OHRY			Cortland & Tioga	Construct plastic recycling facility, including track work	Retain shippers and expand service, capacity, efficiency, improve operations, intermodal connectivity, remove trucks, economic competitiveness, reduce energy use, enhance productivity	3.000	1.000	2.000		
Track Rehab	OHRY			Cortland & Tioga Co.	Preserve 26 miles of track and 39 structures at Class I level		9.000	2.000	2.000	3.000	2.000
Track Rehab	OHRY			Cortland & Tioga Co.	Upgrade 26 miles of track and 39 structures to SOGR	Preserve assets, safety, reliability, efficiency, retain shippers and expand service, improve operations, remove trucks, reduce energy use, enhance productivity	5.000	2.000	3.000		
Signal System	OHRY			Cortland & Tioga Co.	Upgrade signal system	Preserve assets, safety, reliability, efficiency, retain shippers, improve operations, enhance productivity	1.000	1.000			
	OHRY						71.740	32.740	22.000	14.000	3.000
Track	OMID	2007 PFRAP Application		OMID Main Line MP 50.6 to MP 55.0 and MP 66.0 to MP 76.4, Wayne County	Install approximately 19,000 ties, drop 10,360 tons of ballast, surface, bolt replacement, and drainage improvements.	This project will upgrade ties and ballast under 80 lb. rail, and upgrade 4.4 miles of excepted track, to a solid track structure capable of safely moving hazmat and 286K lb. rail cars.	1.997	1.997			
Track Rehab	OMID			Monroe & Wayne	Preserve 47 miles of track and 36 structures at Class I level	Safety, reliability, retain shippers, preserve assets	12.000	3.000	3.000	3.000	3.000
Track Rehab	OMID			Monroe & Wayne	Upgrade 47 miles of track and 36 structures to Class II	Safety, Efficiency, reliability, expand service, speed, remove trucks, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	20.900	10.900	10.000		
Equipment	OMID			Monroe & Wayne	Purchase locomotive - green switcher and related equip	Reliability, improve operations, enhance market share, economic competiveness, reduce air emissions, reduce energy use, remove trucks	6.300	2.800	3.500		
Track-Rail Upgrade	OMID			Monroe & Wayne	Upgrade 47 miles of track rail for 286K lb. operation	Accommodate modern rail cars, expand service, improve operations, intermodal connectivity, reduce congestion, remove trucks, economic competiveness, enhance productivity	39.000	17.000	22.000		
Safety	OMID			Monroe & Wayne	Upgrade and consolidate 66 crossings	Safety, preserve assets, reliability,	15.000	5.000	5.000	5.000	
Terminal	OMID			Ontario, NY	Upgrade 12 mile of track to serve new bio-diesel plant	Expand service, capacity, improve operations, intermodal connectivity, enhance market share, reduce air emissions, remove trucks, reduce energy use, enhance productivity	4.000	4.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Facility	OMID			Webster, NY	Develop intermodal service with Xerox	Expand service, capacity, improve operations, intermodal connectivity, enhance market share, remove trucks, reduce energy use, enhance productivity	5.000	3.000	2.000		
Track Rehab	OMID				Upgrade signal system	Safety, efficiency, reliability, speed, economic competitiveness, reduce operating costs, enhance productivity	1.000	1.000			
	OMID						105.197	48.697	45.500	8.000	3.000
Track and Bridge Rehab	ONCT			Ontario	Preserve 14 miles of track and 5 structures	Track investments enhance customer ability to compete in their markets and stay in NEW YORK.	1.000	0.250	0.250	0.250	0.250
Grade Crossing	ONCT			Ontario Co.	Upgrade 5 public grade crossings - road portion for smoother driving	Public: Safer, Smoother Driving an community enhancement	0.500	0.250	0.250		
	ONCT						1.500	0.500	0.500	0.250	0.250
Siding	PAR			Glennville	Mile Post 7.6 to Mile Post 9.2	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	2.500		2.500		
Siding Extension	PAR			Halfmoon	Direct Connect Rotterdam Branch into #2 Track at CPF 477	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	1.600	1.600			
Siding	PAR			Johnsonville	Install passing siding	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	2.500		2.500		
Siding	PAR			Mechanicville	CPF 466 to CPF 467	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	1.100	1.100			
Siding Extension	PAR			Schaghticoke	Extend Passing Siding Mile Post 461.1 to CPF 464	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	5.000	5.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	PAR			Various	Preserve 45 miles of track, and 10 miles ROW, including 46 structures	Public Benefit: Primary public benefit of a well-maintained freight railroad is the safe movement of freight to the desired locations throughout the state at a fraction of the cost of freight moves made by truck and with less total impact to the environment. Private Benefit: Continued growth with safe operations.	7.200	5.400	1.800		
Track Rehab	PAR			Various	Preserve 46 miles of track, and 10 miles of ROW, including 46 structures	Public Benefit: Primary public benefit of a well-maintained freight railroad is the safe movement of freight to the desired locations throughout the state at a fraction of the cost of freight moves made by truck and with less total impact to the environment. Private Benefit: Continued growth with safe operations.	11.200	2.800	2.800	2.800	2.800
Grade Crossing	PAR			Various	Upgrade 32 public grade crossings	Public Benefit: Increase/improve rail capacity in the Capitol District. Improved safety and efficiency of train operations; improved train speed and train meets which reduce locomotive 'idling' resulting in less diesel emissions. Improved rail service provides more shipping alternatives. Private Benefits: Supports improved train handling by maintaining steady speeds; decreases bottlenecks; enhances rail traffic growth.	5.000	1.500	3.500		
Track	PAR			Various	Upgrade tracks and structures to carry 286K lb. rail cars	Allows customers/shippers to load the heavier, efficient 286,000 lbs. cars standard in the industry today.	8.000	4.000	4.000		
	PAR						44.100	21.400	17.100	2.800	2.800
Terminal/Facilities	PAS	NS		Halfmoon / Stillwater / Mechanicville	Mechanicville Intermodal Terminal and Automotive Unloading Facility	The automotive distribution and intermodal facility being proposed for the Capital District and located in Mechanicville, Halfmoon and Stillwater will help environmental stewardship by presenting options that will assist in the reduction of highway congestion. Expectantly the facility will act as a catalyst in promoting growth and expansion in all aspects of the Capital District's economic, industrial, commercial, retail and agricultural sectors by extending markets and providing a comprehensive and lower-cost shipping alternative.	43.000	43.000			
	PAS	NS					0.000	0.000			
	PAS						43.000	43.000	0.000	0.000	0.000
Environmental	PW			Various	Retrofit 20 existing locomotives to reduce overall air emissions	Reduce air emissions, reliability, preserve assets, remove trucks, economic competitiveness, enhance productivity	2.000	1.000	1.000	0.000	0.000
	PW										
	PW						2.000	1.000	1.000	0.000	0.000
Track	RSR	2007 PFRAP Application		GNWR Main Line, MP 0 to MP 11, Livingston County	Replacement of 10.2 miles of jointed rail with CWR.	This project will upgrade the track from FRA Class 1 & 3 to FRA Class 3, by improving rail service to American Rock Salt and reducing truck traffic.	3.000	3.000			
Track	RSR	2007 PFRAP Application		RSR Main Line MP 0 to MP 19, Monroe and Livingston Counties	Install rail, ties, ballast, and surface 7 miles of Main, Yard and Branch Line to Kodak; rehabilitate bridge structures	This project will ensure that Eastman Kodak, Commodity Resources Corporation, Morton Salt and American Rock Salt will continue to have rail service.	1.500	1.500			
New Construction	RSR	NFUAFTS		GNWR Connection from NS Buffalo line to BPRR line, Buffalo, Erie County	GNWR Connection from NS Buffalo line to BPRR line The proposed route will relieve congestion by avoiding CP Draw for GNWR. Operating agreements required with NS.	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Enhance Productivity	2.000	2.000			
New Construction	RSR	NFUAFTS		GNWR Connection from NS Buffalo line to BPRR line, Buffalo, Erie County	In cooperation with NS: GNWR Connection from NS Buffalo line to BPRR line. The proposed route will relieve congestion by avoiding CP Draw for GNWR. Operating agreements required with NS.	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Enhance Productivity	2.000	2.000			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	RSR			Livingston Co.	Preserve 34 miles of track and 43 structures	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4.000	1.000	1.000	1.000	1.000
Track Rehab	RSR			Livingston Co.	Upgrade 34 miles of track and 43 structures to SOGR	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4.000	1.000	3.000		
Grade Crossing	RSR			Livingston Co.	Upgrade 25 grade crossings	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	3.000	3.000	0.000		
286	RSR			Livingston Co.	Upgrade 34 miles of track and structures to carry 286K lb. rail cars	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Improving the capacity of these railroads to better handle 286,000 lbs. rail shipments will help improve the competitive abilities of the customers. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	4.000	2.000	2.000		
Signal System	RSR			Livingston Co.	Upgrade signal system	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	1.500	1.500	0.000		
Track Rehab	RSR			Various	Preserve 56 miles of track and 70 structures	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	5.000	1.250	1.250	1.250	1.250
Track Rehab	RSR			Various	Upgrade 56 miles of track and 70 structures to SOGR	This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	8.000	3.000	2.500	1.500	1.000

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Grade Crossing	RSR			Various	Upgrade 30 grade crossings	Through improving grade crossings on the RSR Railroad, public road safety and ride quality will be directly improved. This project directly supports the 35 customers served by the RSR Railroad and GNWR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	3.000	2.100	0.900		
286	RSR			Various	Upgrade 56 miles of track and structures to carry 286K lb. rail cars	This project directly supports the 35 customers served by the RSR Railroad and RSR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. Improving the capacity of these railroads to better handle 286,000 lbs. rail shipments will help improve the competitive abilities of the customers. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	9.000	2.000	3.000	2.000	2.000
Safety	RSR			Various	Upgrade signal systems	Improving train control on the RSR Railroad will greatly improve train dispatching efficiency and reliability. This project directly supports the 35 customers served by the RSR Railroad and RSR Railroad companies. Efficient and competitive freight services provided by these railroads keep almost 88,000 truck shipments every year off of state and local roads and highways. This has a direct impact improving highway safety and air quality, and reducing highway congestion and highway deterioration.	1.500	1.500			
	RSR						51.500	26.850	13.650	5.750	5.250
Freight Facility	SB	2007 Bond Application		Port of Buffalo, Erie County	Loading Conveyor, Cold Storage Building, Lifting Equipment		5.525	5.525			
Track	SB	2007 PFRAP Application		South Buffalo Railway Co Yard, Erie County	Rehabilitate the rail yard and main tracks to include rail, ties, turnouts, bridges and surfacing of track.	This project will insure that new and existing customers would continue to receive a price- & service-competitive product as well as provide access to rail-served open property for future development.	2.800	2.800			
New Construction/ Intermodal Terminal	SB	NFUAFTS		ISG Site (Formerly Bethlehem Steel Site), Buffalo, Erie County	Intermodal Freight Village The Freight Village will provide easy access to rail, highway and port facilities. The project will provide competitive access to NS and short line Railroads, expand intermodal capabilities, and increase warehousing/ distribution facilities,: GW, SB, NS, and BPRR	Capacity, Reliability, Efficiency, Expand Service, Speed, Improve Operations, Intermodal Connectivity, Enhance Market Share, Remove Trucks, Reduce Energy Usage, Environmental Enhancement, Land Use Management, Economic Competitiveness, Competitive Pricing, Enhance Productivity, Competitive Pricing	25.000	25.000			
Equipment	SB	NYSDOT			Acquire 4 Low-Emission GenSet Locomotive		4.000		4.000		
Track Rehab	SB			Erie Co.	Preserve 53 miles of track	This project directly supports the South Buffalo Railway serve 14 customers in Lackawanna, including the largest industrial employers in Erie County. Freight services provided by the SB kept over 144,000 truck shipments off of New York State roads and highways, greatly improving highway safety and air emissions, while reducing highway congestion and deterioration. By providing efficient, competitive and reliable access to the national rail freight network through direct connections with all major eastern railroads, SB helps to redevelop industrial properties in Lackawanna and attract new industrial sector jobs to the region.	5.000	2.000	1.000	1.000	1.000

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	SB			Erie Co.	Upgrade 53 miles of track to SOGR	This project directly supports the South Buffalo Railway serve 14 customers in Lackawanna, including the largest industrial employers in Erie County. Freight services provided by the SB kept over 144,000 truck shipments off of New York State roads and highways, greatly improving highway safety and air emissions, while reducing highway congestion and deterioration. By providing efficient, competitive and reliable access to the national rail freight network through direct connections with all major eastern railroads, SB helps to redevelop industrial properties in Lackawanna and attract new industrial sector jobs to the region.	9.000	3.000	2.000	2.000	2.000
286	SB			Erie Co.	Upgrade 25 miles of track and structures to carry 286K lb. rail cars	This project directly supports the South Buffalo Railway serve 14 customers in Lackawanna, including the largest industrial employers in Erie County. Freight services provided by the SB kept over 144,000 truck shipments off of New York State roads and highways, greatly improving highway safety and air emissions, while reducing highway congestion and deterioration. By providing efficient, competitive and reliable access to the national rail freight network through direct connections with all major eastern railroads, SB helps to redevelop industrial properties in Lackawanna and attract new industrial sector jobs to the region.	10.000	4.000	3.500	1.500	1.000
Grade Crossing	SB			Erie Co.	Upgrade 30 private crossings	Through improving grade crossings on the SB Railroad, public road safety and ride quality will be directly improved. This project directly supports the South Buffalo Railway serve 14 customers in Lackawanna, including the largest industrial employers in Erie County. Freight services provided by the SB kept over 144,000 truck shipments off of New York State roads and highways, greatly improving highway safety and air emissions, while reducing highway congestion and deterioration. By providing efficient, competitive and reliable access to the national rail freight network through direct connections with all major eastern railroads, SB helps to redevelop industrial properties in Lackawanna and attract new industrial sector jobs to the region.	0.600	0.300	0.300		
Safety	SB			Erie Co.	Upgrade signal system	This project directly supports the South Buffalo Railway serve 14 customers in Lackawanna, including the largest industrial employers in Erie County. Freight services provided by the SB kept over 144,000 truck shipments off of New York State roads and highways, greatly improving highway safety and air emissions, while reducing highway congestion and deterioration. By providing efficient, competitive and reliable access to the national rail freight network through direct connections with all major eastern railroads, SB helps to redevelop industrial properties in Lackawanna and attract new industrial sector jobs to the region. This project will significantly improve the rail line capacity of the SB.	0.200	0.100	0.100		
	SB						62.125	42.725	10.900	4.500	4.000
Track	SBK	NYSDOT		Bay Ridge, Brooklyn	Track Rehabilitation, including connection to NYNJ Rail		1.000	1.000			
	SBK	NYSDOT					0.000	0.000			
	SBK						1.000	1.000	0.000	0.000	0.000
Track	SMS	2008 Grant Application		Albany Co.	Rail Infrastructure Upgrade @ Northeast Industrial Park and Delanson Branch	Project maintains effective and safe connection with Canadian Pacific Railway, providing competitive access for shippers to 2nd Class 1 railroad.	4.577	4.577			
Equipment	SMS	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Track Rehab	SMS			Albany Co.	Preserve 30 miles of track and 35 structures at Class I level	Safety, reliability, retain shippers, preserve assets	10.000	2.000	2.000	3.000	3.000

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track Rehab	SMS			Albany Co.	Upgrade 30 miles of track and 35 structures to SOGR	Safety, Efficiency, reliability, expand service, speed, remove trucks, economic competitiveness, reduce energy use, reduce operating costs, enhance productivity	6.000	3.000	3.000		
Equipment	SMS			Albany Co.	Acquire track repair equipment and 2 locomotive	Safety, reliability, retain shippers, preserve assets, improve operations, economic competiveness, reduce operating costs, enhance productivity	3.500	3.500			
Safety	SMS			Albany Co.	Upgrade 27 grade crossings	Safety, preserve assets, reliability,	0.550	0.220	0.110	0.110	0.110
Safety	SMS			Albany Co.	Upgrade signal system	Safety, preserve assets, capacity, reliability,	0.300	0.300			0.000
Terminal	SMS			Albany Co.	Develop intermodal terminal and expand yard & storage	Preserve assets, reliability, capacity, efficiency, retain shippers, improve operations, intermodal connectivity, remove trucks, reduce energy use, enhance productivity	8.000	3.500	4.500		
Terminal	SMS			Albany Co.	Rebuild auto terminal	Preserve assets, reliability, capacity, efficiency, retain shippers, improve operations, intermodal connectivity, remove trucks, reduce energy use, enhance productivity	3.500	3.500			
	SMS						37.427	20.597	10.610	3.110	3.110
Safety	SOM			Chautauqua & Cattaraugus Co.	Upgrade 5 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	1.500	1.000	0.500		
Track Rehab	SOM			Niagara Co.	Preserve 16 miles of track and 6 structures	Safety, reliability, efficiency, retain shippers, preserve assets, reduce operating costs	2.500	1.000	0.500	0.500	0.500
Track Rehab	SOM			Niagara Co.	Upgrade 16 miles of track and 6 structures to SOGR	Preserve assets, safety, reliability, efficiency, retain shippers and expand service, improve operations, remove trucks, reduce energy use, enhance productivity	1.900	1.900			
Signal System	SOM			Niagara Co.	Upgrade signal system to SOGR	Preserve assets, safety, reliability, efficiency, retain shippers, improve operations, enhance productivity	1.450	1.450			
	SOM						7.350	5.350	1.000	0.500	0.500
Track, Structure, and Station	UHRR	NYSDOT		CP-38 to Corinth, Warran & Saratoga counties	Town of Corinth Adirondack Branch - Bridge, Track and Station Rehab (and renew crossing surfaces)		8.635	2.545	2.545	2.545	1.000
	UHRR	NYSDOT					0.000	0.000	0.000	0.000	0.000
	UHRR						8.635	2.545	2.545	2.545	1.000
Track	VTR	NYSDOT		Washington County	Track Rehabilitation, VT/NY Border to connection with PAS / PAR at Hoosick Junction.	Track upgrade will facilitate future rerouting of AMTRAK Ethan Allen service to operate via Manchester, VT vs. Whitehall, NY	1.000	1.000			
	VTR	NYSDOT					0.000	0.000			
	VTR						1.000	1.000	0.000	0.000	0.000
Equipment	WCOR	NYSDOT			Acquire 1 Low-Emission GenSet Locomotive		1.000		1.000		
Track Rehab	WCOR			Steuben	Preserve 11 miles of track and 11 structures	Preserve assets, reliability, safety, retain shippers, improve operations, economic competitiveness, reduce operating costs	2.000	0.500	0.500	0.500	0.500
Track Rehab	WCOR			Steuben Co.	Upgrade 11 miles of track and 11 structures to SOGR in order to carry both freight and passengers	Safety, reliability, improve operations, efficiency, enhance productivity, retain shippers and expand service, on-time performance, speed, intermodal connectivity, enhance market share, reduce congestion, economic competitiveness	3.000	1.500	0.500	0.500	0.500
Track	WCOR			Steuben Co., NY	Install new siding for both freight and passenger service	Expand service, reliability, efficiency, improve operations, system redundancy, intermodal connectivity, enhance market share, reduce congestion, remove trucks, economic competitiveness, enhance productivity	0.500	0.500			
286	WCOR				Upgrade to carry 286K lb. rail cars	Accommodate modern rail cars, preserve assets, reliability, flexibility, improve operations, retain shippers and enhance service, intermodal connectivity, enhance market share, remove trucks, reduce energy use, reduce air emissions	0.500	0.500			
	WCOR						7.000	3.000	2.000	1.000	1.000
Track	WNYP	2007 Bond Application		WNYP Main Line MP JC 332 to MP SA 35.74, Alleghany, Cattaraugus, & Chautauqua Counties	Rail replacement, crop & weld, ties & surface	This project will improve the safety, efficiency and capacity of the WNYP Main Line, eliminate rail joints, upgrade the track from FRA Class 2 to FRA Class 3, and support the sustainable movement of 286K lb. rail cars.	5.387	5.387			

New York State Department of Transportation
2008 Rail Needs Survey

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost $M	2009-13	2014-18	2019-23	2024-28
Track	WNYP	2007 PFRAP Application		WNYP Main Line MP JC 339.81 to MP SA 23.10, Allegany, Cattaraugus, Chautauqua Counties	Rail replacement.		4.000	4.000			
Locomotive	WNYP	NYSDOT			Acquire 4 Low-Emission GenSet Locomotive.		4.000		4.000		
Sidings , Interlock and signals	WNYP			Falconer, Cuba & Wellsville	Extend sidings and equip with interlocking switches and signals	Safety, capacity, reliability, efficiency, improve operations	5.000	5.000			
Interlock & signals	WNYP			Salamanca & Olean	Equip with interlocking switches and signals	Safety, reliability, efficiency, improve operations	1.500	1.500			
Track Rehab	WNYP			Various	Preserve 129 miles of track and 30 structures	Safety, preserve assets, reliability, retain shippers, intermodal connectivity, reduce operating costs	37.560	9.390	9.390	9.390	9.390
Track Rehab	WNYP			Various	Upgrade 129 miles of track and 30 structures to SOGR	Safety, reliability, efficiency, retain shippers and expand service, on-time performance, preserve assets, improve operations, enhance market share, remove trucks, economic competitiveness, reduce energy use, enhance productivity, competitive pricing	30.000	15.000	5.000	5.000	5.000
Grade Crossing	WNYP			Various	Upgrade 30 public grade crossings	Safety, reliability, preserve assets, improve operations, reduce operating costs	4.500	1.500	1.500	1.500	
	WNYP						91.947	41.777	19.890	15.890	14.390
						TOTAL	10,698.551	4,835.012	2,427.171	2,433.777	1,002.591