



Rail Trail Master Plan

Request for Proposals

Issued: March 1, 2024

Issued by: Niagara Falls National Heritage Area

Deadline: April 11th, 2024

Project Overview

The Niagara Falls National Heritage Area (NFNHA) is issuing this Request for Proposals (RFP) for the development of a Rail to Trail Master Plan for approximately 13 miles of the former Somerset Rail Line located in Eastern Niagara County and the municipalities of Somerset, Newfane and Lockport.

The Niagara Falls National Heritage Area preserves, protects, and promotes historic, natural, and cultural resources in an 11-mile expanse that stretches from Niagara Falls State Park in Niagara Falls, NY to Old Fort Niagara in Youngstown, NY. The NFNHA is one of 62 Congressionally designated National Heritage Areas within the National Park Service where natural, cultural and historic resources combine to form a nationally important landscape. The NFNHA tells these nationally-important stories that celebrate the diverse heritage of the Niagara Region.

At the heart of all NFNHA projects is community engagement and collaboration. Over the course of over a decade of project development including the Discover Niagara Shuttle, Niagara Falls Underground Railroad Heritage Center and over 30 public art projects over the past five years, the NFNHA has created an inclusive process that prioritizes the input and feedback of community members. The process employed by the NFNHA offers community input and feedback at each step of the project.

NFNHA led projects foster pride in communities, assist with neighborhood revitalization, and build appreciation for our community, culture, and heritage. The Niagara Falls National Heritage Area has built deep relationships within the community, and has proven experience implementing projects of all sizes. In partnership with the local municipalities, Niagara County, Niagara River Greenway Commission, the NFNHA will administer this project and work with partners and community stakeholders to create a trail that reflects the needs of Eastern Niagara community.



Rail Trail Master Plan Specifics

The Niagara Falls National Heritage Area (NFNHA) is seeking a design/engineering firm to complete a Rail Trail Master Plan for approximately 13 miles of railroad tracks recently rail banked by the Town of Newfane that span from the Town of Somerset to the Town of Lockport and includes the Town of Newfane. It is the intent of the NFNHA and partners to develop the rail line into a combination of recreational trails that preserve its rich history, stimulate economic and community development and provide a safe space for residents and visitors to recreate.

It is expected that this Rail Trail Master Plan will include a feasibility study to address the possibility of segmenting off sections based on the best uses identified through thorough inventory analysis, community input, and environmental and structural reviews. An economic impact analysis should be conducted to ensure that the economic and community development benefits are captured and circulated through various means of public outreach efforts. Additional project works includes the development of design standards, a consistent brand with a logo and marketing implementation strategy, short-term and long-term trail development needs, project cost estimates, and operations and maintenance plans.

This opportunity would transform not only eastern Niagara County but the greater Niagara region as a whole. It is important that the chosen firm has the appropriate expertise in all phases of this Plan and that they can effectively represent not only the Niagara Falls National Heritage Area throughout the process, but to be the voice of multiple partners and community stakeholders including the municipalities aforementioned.

General Description or Required Performance Outcomes

Project Goals

The primary goal in producing the Rail Trail Master Plan is to:

- Establish a shared vision for the future of the former Somerset Rail line in Eastern Niagara County;
- Develop an implementation plan that puts us on a path toward realizing that vision; and
- More intensely studying certain sections for construction feasibility and design work that enables us to begin construction in the short term.



Project Objectives

Scope of Work

The Niagara Falls National Heritage Area seeks a qualified firm to produce a Rail Trail Master Plan. The scope of works includes the following services listed below. It is not an exhausting list and further refinement may occur during contract negotiation. The Niagara Falls National Heritage Area is open to recommendations for additional services but should be noticed as such in the proposal. Excluding the alternates listed below, the Niagara Falls National Heritage Area requests the following services be completed in no longer than a twelve- month timeframe following contract approval.

- **Task 1:** Project Management
- **Task 2:** Overview of Existing Conditions/Trails
- **Task 3:** Public Participation
- **Task 4:** Destination Inventory and Analysis
- **Task 5:** Trail Design Considerations and Route Recommendations
- **Task 6:** Cost Estimates and Implementation Plan
- **Task 7:** Final Report
- **Alternate #`1:** Branding and Marketing Strategy

Task 1: Project Management

- Direct all project work including staff assignments, progress tracking, budget oversight, and quality control.
- Facilitate steering committee meetings to report on project status, resolve issues, and identify additional needs.
 - Prepare agendas, materials, and take meeting notes
- Provide monthly invoices and written progress reports.

Task 2: Overview of Existing Conditions/Trails

- Review existing trail network, for the development of the master plan.
- Review existing draft environmental assessment for the development of the master plan.

Task 3: Public Participation



- Organize and attend at least two stakeholder meetings to gain feedback from key stakeholder groups.
- Put out and gather results from an online survey of stakeholders.
- Attend at least one meeting of each Town's Monthly board meeting that is in the designated trail corridor.
- Attend at least one public hearing at the Niagara County Legislature meeting to obtain general feedback from the Legislature and community.
- Meet with adjacent property owners to collect and address development concerns.

Task 4: Destination Inventory and Analysis

- Review existing trail destinations, including parks, business districts, agritourism destinations, etc.
- Meet with stakeholders to discuss future destinations, including planned future parks, commercial and residential developments, etc.

Task 5: Trail Design Considerations and Recommendations

- Develop a long-range master plan map identifying future recreational trail corridors/alignments throughout Niagara County taking into consideration the various opportunities, constraints, environmentally sensitive areas, and other relevant data discovered during the planning process.
- Develop typical cross sections for various surface materials, widths, etc. (for example a typical asphalt cross section, crushed stone section, etc.)
- Develop landscape and hardscape design standards to establish a safe and cohesive look and feel for the trail.
- Develop cross sections for vehicular roads that establish a safe and cohesive look and feel for the trail.
- Develop best use of bridge/overpasses on the trail that would ensure optimal safety.
- Develop a 30% engineering design package.

Task 6: Cost Estimate and Implementation Program

- Provide a cost estimate for the total implementation of the master plan, including engineering and professional service costs, construction, and material costs, etc.
 - Include breakdown of current estimated per mile costs for various types of surfaces, widths, etc.
- Provide a proposed plan for implementation of the master plan, including segment prioritization recommendations.



- Include discussions of best practices for funding, partnerships/sponsorships, easement acquisition, necessary policy changes, etc.
- Provide a best practice guide on trail maintenance including recommended tasks and scheduling intervals.
- Provide a best practice guide on the needs of police, fire, and EMS for providing their services in a trail setting.

Task 7: Final Report

The final report should include an executive summary along with detailed sections covering the full scope of work. Upon completion of a draft version of the plan, the consultant shall provide five printed copies and a digital version for NFNHA review. Following the finalization of the plan, the consultant shall provide ten printed versions and a digital version of the plan. Any supporting mapping and GIS data shall be provided in the appropriate ArcGIS format. The final version will be presented to the NFNHA and municipal partners.

Alternate #1: Branding and Marketing Strategy

The NFNHA primary focus is the adoption of the Rail Trail Master Plan; however, the NFNHA understands the branding and marketing of the trail system can significantly enhance opportunities for funding and build more public excitement towards the plan. Therefore, the NFNHA is requesting the qualified firm to price, as a separate alternate, the development of a branding and marketing strategy for the trail. This would include, but not limited to, the development of logos, signage, marketing materials, etc.

Specific Requirements

3.1 The Contractor firm agrees to provide services to the NFNHA as an independent contractor and not as an employee, as those terms are understood for New York and Federal law purposes. The Firm agrees to provide for, secure, and/or be solely responsible for any and all required fees, permits, Workers Compensation coverage, Unemployment Insurance, Disability Insurance, Social Security contributions, income tax withholding and any other insurance or taxes, including but not limited to Federal and New York taxes, for any persons performing services pursuant to a subsequent agreement, including the Contractor, and any employees of the selected Firm. The Contractor agrees to indemnify the NFNHA and hold the NFNHA harmless from any claims, suits, losses, or damages, including reasonable attorney's fees, resulting from any failure on the part of the contractor to satisfy its obligations as states herein.

3.2 The Contractor acknowledges and agrees to purchase, register, and insure any and all necessary equipment and vehicles to provide the scope of services identified. Automobile liability insurance must have a minimum limit for bodily injury and property damage of \$1,000,000 /\$2,000,000



3.3 The contractor acknowledges and agrees to purchase comprehensive general liability insurance with minimum liability limits of \$1,000,000 / \$2,000,000 for personal injury and property damage, and \$2,000,000 aggregate to protect against claims brought against the NFNHA, which may arise from the provision of services under a subsequent agreement. Contractor agrees to name the NFNHA, Niagara County, Town of Newfane, Town of Lockport and Town of Somerset as additional primary insured. s

3.4 The Contractor agrees to indemnify the NFNHA and hold the NFNHA harmless from any claims (including but not limited to claims under Labor Law Section 240, if applicable), suits, losses, or damages resulting from or relating to any services provided by the Contractor and/or equipment or materials used by the Contractor, or any other person performing services pursuant to a subsequent agreement. The Contractor shall be liable to the NFNHA for any loss, damage or destruction of any property, materials, goods, documents, or other items, including reasonable attorney's fees, resulting from or related to the negligence, or other wrongful acts of the Contractor, the Contractor's employees, or any other person performing services pursuant to a subsequent agreement.

3.5 The Contractor may not assign, transfer, sublet or otherwise dispose of the Agreement without the prior written consent of the NFNHA.

3.6 The NFNHA reserves it right to require additional contractual provisions it deems appropriate to give effect to this Proposal.

ELIGIBLE APPLICANTS:

4. To be deemed an eligible applicant, you must have at least three (3) years in the government marketplace and provide a minimum of three (3) municipal customers as references.

PROPOSAL FORMAT:

5. To be submitted on your own forms, but must include the project matrix table, bid page, the non-collusion form, anti-sexual harassment form, and corporate attestation form set forth at the end of this RFP.



BASIS OF AWARD:

6.1 All proposals will be evaluated to determine if they meet the requirements of the Request for Proposal. The NFNHA may, as it deems necessary, conduct discussions with the contractor(s) it deems reasonably suspected of being selected for award, for the purpose of clarification and responsiveness to requirements. The NFNHA may assign varying weight to criteria and reserves its right to make an award based upon said criteria, including “best value”, if applicable.

6.2 Information gathered by the NFNHA from the RFP, during any interviews, and any other information and factors deemed relevant by the NFNHA may be considered in a final award. Some additional information and criteria the NFNHA may consider includes but is not limited to the bidder’s commitment to Niagara County, reputation of the contractor, commitment to quality of services, responsiveness.

6.3 The NFNHA reserves the right to accept or reject any and all Proposals.

6.4 The Award may be made to the most responsible bidder whose proposal is determined to be in the best interest of NFNHA and deemed to best serve the NFNHA’s needs and requirements, based on the evaluation of all relevant criteria and information provided including an interview with Contractor and the Award Committee.

6.5 A successful bidder is encouraged by the NFNHA to use local vendors, supply entities and labor force, if possible, in providing the services under the contract awarded for this project, but is not required to do so, nor is same a criteria in the award determination.

6.6 Proposals will be reviewed by representatives from the NFNHA, Niagara River Greenway Commission, Niagara County, Town of Newfane, Town of Somerset, Town of Lockport and



other supporting staff, as needed. Proposals will be ranked on the strength of each proposal element:

- Project Approach
- Scope of Services & Deliverables
- Project Organization including project schedule and allocation of team resource
- Qualifications and Experience of the Project Team
- References and Samples
- Project examples will be evaluated for creativity and quality of design and the incorporation of green infrastructure, as well as overall quality of the project deliverable.

Project budgets will be incorporated as a ranking factor after preliminary proposal rankings are completed. Interviews may be conducted virtually or in-person.

6.7 Contractors will be notified in writing of the successful award.

CONTRACT PERIOD

7.1 The intent of the NFNHA is to award this contract by September 1, 2024 and to have the final version of the Master Plan completed within 12 months.

GENERAL INFORMATION

8.1. Your proposal must include the following to be considered:

- Name, Address, Contact Person.
- Telephone Number/E-mail Address.
- Detailed description of the proposed services to be provided based on vendor's recommendation to accomplish scope of work detailed above for this project.
- Essential information about the company providing the service including the correct and full legal name of the business, tax identification number, and a listing of all personnel involved in the proposal.
- Credentials or resumes of the key staff expected to be assigned to provide the

scope of work, including but not limited to primary areas of responsibility and experience performing that work.



- Proposed compensation schedule and plan with milestone events.

8.2 Proposal Submission Requirements:

- Provider must submit their written proposal on their own forms.
- Proposals can be submitted electronically or via mail on hard copy.
- Read all documents contained in the proposal package.
- Proposals must be submitted to:

Sara Capen
Executive Director
Niagara Falls National Heritage Area
P.O. Box 1932
Timon Hall, Room 125
Niagara University, NY 14109

e-mail: sara@discoverniagara.org

- To be considered, the proposal must be received no later than 5:00 PM EST on Thursday, April 11th, 2024. No proposals will be accepted after the designated time.
 - All information required by these specifications must accompany the proposal or provider may be disqualified.
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OEA

SERVICE DATE – DECEMBER 4, 2020

**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

DRAFT ENVIRONMENTAL ASSESSMENT

Docket No. AB 1303X

**Somerset Railroad Corporation – Abandonment Exemption –
in Niagara County, N.Y.**

BACKGROUND

In this proceeding, Somerset Railroad Corporation (SRC) filed a petition under 49 U.S.C. § 10502 seeking exemption from the prior approval requirements of 49 U.S.C. § 10903 in connection with the abandonment of a line of railroad in Niagara County, New York. The rail line proposed for abandonment extends approximately 13.39 miles from Milepost 2.2 at Lockport to the end of the line at the gates of the decommissioned Somerset power generation station (the Line). A map depicting the Line in relationship to the area served is appended to this Draft Environmental Assessment (Draft EA). If the Board grants the exemption, the railroad would be able to salvage track, ties, and other railroad appurtenances and to dispose of the right-of-way.

DESCRIPTION OF THE LINE

The Line is in a largely rural area of western New York, and the width of the Line's right-of-way is generally 80 feet. According to SRC, the Line was constructed by SRC in 1982 to provide rail service to the Somerset power generation station, a coal-fired power plant owned by SRC's parent company, Riesling Power, LLC. The last unit coal train was received at the power plant in December 2019, and the power plant was decommissioned as of March 31, 2020. There are nine bridges on the Line; however, none is over 50 years old.

ENVIRONMENTAL REVIEW

SRC submitted a combined environmental and historic report (E&H Report) that concludes the quality of the human environment would not be affected significantly because of the proposed abandonment of the Line, including salvage. SRC served the E&H Report on appropriate federal, state, and local agencies as required by the Surface Transportation Board's (Board) environmental rules [49 C.F.R. § 1105.7(b)]¹ implementing the National Environmental

¹ The E&H Report is available for viewing on the Board's website at <https://prod.stb.gov> by clicking "Search STB Records;" selecting "Filings" in the "Search for" dropdown menu; entering "AB" "1303" "0" "X" sequentially in the four boxes for "Docket Number;" then

Policy Act. The Board's Office of Environmental Analysis (OEA) has reviewed and investigated the record in this proceeding.

Diversion of Traffic

According to SRC, traffic has not moved on the Line since December 2019, and the only customer on the Line has ceased operations. Therefore, the proposed abandonment would not result in the diversion of rail traffic to truck traffic that could result in significant impacts to air quality or the local transportation network. Nor would the proposed abandonment adversely impact the development, use and transportation of energy resources or recyclable commodities or the transportation of ozone-depleting materials.

Salvage Activities

Impacts from salvage and disposal of a rail line typically include removal of tracks and ties, removal of ballast, dismantling of any bridges or other structures that may be present on the rail right-of-way, and regrading of the right-of-way. Salvage may be performed within the right-of-way, or, if necessary, via the construction of new access points to the right-of-way. Should the Board authorize the proposed abandonment, SRC intends to salvage the Line's rails, rail ties and other track materials but leave the bridges in place. SRC states that it intends to comply with applicable federal, state, and local water quality standards during salvage activities.

SRC requested comments from the U.S. Fish and Wildlife Service (USFWS) regarding the potential impact of the proposed abandonment to protected wildlife, including federally listed threatened and endangered species under the Endangered Species Act (16 U.S.C. § 1531 *et seq.*). To date, USFWS has not provided comments. To identify protected species in the project area, OEA conducted a search of the USFWS Information for Planning and Consultation (IPaC) system.² No threatened or endangered species or critical habitat is listed in the project area. Therefore, OEA has determined that the proposed abandonment would have no impact on federally listed threatened and endangered species. OEA is providing USFWS – New York Field Office in Cortland, New York a copy of this Draft EA for review.

SRC requested comments from the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) regarding potential impacts to prime farmland and prime farmland soils. NRCS has not responded to date. Therefore, OEA is providing a copy of this Draft EA to NRCS – Lockport Service Center for review.

SRC also submitted the E&H Report to the U.S. Army Corps of Engineers, Buffalo District (USACE) for comments on potential permitting requirements under Section 404 of the Clean Water Act (33 U.S.C. § 1344). To date, OEA has not received a response from USACE.

selecting "Search." The E&H Report was filed on September 14, 2020 and a correction was filed on October 7, 2020.

² U.S. Fish and Wildlife Service, Information for Planning and Consultation (IPaC), <https://ecos.fws.gov/ipac/location/index> (last accessed November 3, 2020).

Because SRC does not intend to remove existing bridges, OEA does not anticipate that any salvage would occur within streams, wetlands and other waters of the United States that are regulated by USACE under the Clean Water Act. OEA is providing a copy of this Draft EA to the USACE for review.

The U.S. Environmental Protection Agency, Region 2 (USEPA) responded to SRC's E&H Report. USEPA stated that there are several impaired streams and several wetlands in the vicinity of the proposed abandonment, and best management practices should be used to avoid impacts to those areas. Because SRC does not intend to remove existing bridges, OEA does not anticipate the need for salvage activities to occur within streams and wetlands. However, erosion and sediment control measures may be appropriate depending on the proximity of streams and wetlands to proposed salvage activities. Accordingly, OEA is recommending that SRC consult with USEPA regarding the scope of proposed salvage activities and the appropriate best management activities that may need to be implemented. OEA is also providing a copy of this Draft EA for USEPA review.

SRC requested comments from the New York State Department of Environmental Conservation (NYDEC) regarding potential impacts from the proposed abandonment. To date, OEA has not received a response from NYDEC. Accordingly, OEA is providing a copy of this Draft EA to the NYDEC for review.

The National Geodetic Survey (NGS) has indicated that two geodetic survey markers are present in the right-of-way and could be disturbed by the proposed abandonment. Accordingly, OEA recommends a condition requiring SRC to notify NGS at least 90 days prior to beginning abandonment-related salvage activities to allow time for the geodetic survey markers to be preserved.

The proposed abandonment is near the New York coastal zone management area. SRC consulted with the New York Department of State, Office of Planning, Development & Community Infrastructure (State Coastal Zone Management Agency or CZMA) regarding the requirement for coastal management consistency certification under the Coastal Zone Management Act of 1972 (16 U.S.C. § 1451 *et seq.*). In response, the New York CZMA stated that the proposed abandonment is located outside the regulated coastal area. Therefore, a coastal zone consistency review is not required.

Based on all the information available to date, OEA does not believe that the proposed abandonment would cause significant environmental impacts. In addition to the parties on the Board's service list for this proceeding, OEA is providing a copy of this Draft EA to the following agencies for review and comment:

- U.S. Fish and Wildlife Service, New York Field Office, Cortland, New York,
- Natural Resources Conservation Service, Lockport Service Center, Lockport, New York,
- U.S. Army Corps of Engineers, Buffalo District, Buffalo, New York,

- U.S. Environmental Protection Agency, Region 2, New York, New York, and
- New York State Department of Environmental Conservation, Albany, New York.

HISTORIC REVIEW

SRC served the E&H Report on the New York State Office of Parks, Recreation and Historic Preservation (State Historic Preservation Office or SHPO), pursuant to 49 C.F.R. § 1105.8(c).³ As part of its public outreach, SRC also placed a notice of the proposed abandonment in The Buffalo News on August 25, 2020 and notified local governments of the proposed abandonment. In an August 10, 2020 letter to SRC, the SHPO stated that “no historic properties, including archaeological and/or historic resources will be affected by this undertaking.”

Pursuant to the Section 106 regulations of the National Historic Preservation Act at 36 C.F.R. § 800.4(d)(1), and following consultation with the SHPO and the public, OEA has determined that the proposed abandonment would not affect historic properties listed in or eligible for inclusion in the National Register of Historic Places. The documentation for this finding, as specified at 36 C.F.R. § 800.11(d), consists of the railroad’s historic report, all relevant correspondence, and this Draft EA, which have been provided to the SHPO and made available to the public through posting on the Board’s website at www.prod.stb.gov.

Pursuant to 36 C.F.R. § 800.2, OEA conducted a search of the U.S. Department of Housing and Urban Development’s Tribal Directory Assessment Tool to identify federally recognized Tribes that may have ancestral connections to the project area.⁴ The database indicated that the following federally recognized Tribes may have knowledge regarding properties of traditional religious and cultural significance within the right-of-way of the proposed abandonment:

- Seneca Nation of Indians,
- Seneca-Cayuga Nation,
- Tonawanda Band of Seneca, and
- Tuscarora Nation.

OEA is sending a copy of this Draft EA to these Tribes for review and comment.

³ Applicants seeking authority from the Board to abandon railroad lines may act on behalf of the Board when complying with the Section 106 regulations of the National Historic Preservation Act. Applicants are authorized to initiate the Section 106 review process and carry out some of its steps, but the Board retains overall responsibility for the Section 106 review. See 36 C.F.R. § 800.2(c)(4); 49 C.F.R. Part 1105; Delegation Letter (Dec. 9, 2009). The Delegation Letter can be found at a link on the bottom of the Board’s website overlooking historic preservation at <https://prod.stb.gov/resources/environmental/historic-preservation-overview>.

⁴ U.S. Department of Housing and Urban Development, Tribal Directory Assessment Tool, <https://egis.hud.gov/tdat> (last accessed November 3, 2020).

CONDITIONS

OEA recommends that the following conditions be imposed on any decision granting abandonment authority:⁵

1. Somerset Railroad Corporation shall notify the National Geodetic Survey at NGS.Infocenter@noaa.gov at least 90 days prior to beginning abandonment-related salvage activities.
2. Somerset Railroad Corporation shall consult with the U.S. Environmental Protection Agency, Region 2 regarding the scope of proposed abandonment-related salvage activities and appropriate best management practices to protect streams and wetlands.

CONCLUSIONS

Based on the information provided from all sources to date, OEA concludes that, as currently proposed, and if the recommended conditions are imposed, abandonment of the Line would not significantly affect the quality of the human environment. Therefore, the environmental impact statement process is unnecessary.

Alternatives to the proposed abandonment would include denial (and therefore no change in operations), discontinuance of service without abandonment, and continued operation by another operator. In any of these cases, the existing quality of the human environment and energy consumption should not be affected.

PUBLIC USE

Following abandonment and salvage of the rail line, the right-of-way may be suitable for other public use. A request containing the requisite four-part showing for imposition of a public use condition (49 C.F.R. § 1152.28) must be filed with the Board and served on the railroad within the time specified in the Board's Federal Register notice of the proposed abandonment. The Federal Register notice is also issued as a Board decision and is available on the Board's website.⁶

⁵ If an interim trail use agreement under 16 U.S.C. § 1247(d) and 49 C.F.R. § 1152.29 is reached for the Line (or a portion thereof), compliance with these conditions is not required with respect to any portion of the Line covered by the interim trail use agreement for the duration of the agreement.

⁶ Board decisions are available for viewing on the Board's website at <https://prod.stb.gov> by clicking "Search STB Records;" selecting "Decisions" in the "Search for" dropdown menu; entering "AB" "1303" "0" "X" sequentially in the four boxes for "Docket Number," then selecting "Search."

TRAIL USE

A request for a notice of interim trail use (NITU) is due to the Board, with a copy to the railroad, within 10 days of publication of notice of the petition for exemption in the Federal Register. Nevertheless, the Board will accept late-filed requests as long as it retains jurisdiction to do so in a particular case. This request must comply with the Board's rules for use of rights-of-way as trails (49 C.F.R. § 1152.29). The Federal Register notice is also issued as a Board decision and is available on the Board's website.⁷

PUBLIC ASSISTANCE

The Board's Office of Public Assistance, Governmental Affairs, and Compliance responds to questions regarding interim trail use, public use, and other reuse alternatives. You may contact this office directly at (202) 245-0238, or mail inquiries to Surface Transportation Board, Office of Public Assistance, Governmental Affairs, and Compliance, Washington, DC 20423.

COMMENTS

As of March 17, 2020, all filings and other submissions should be submitted electronically through the Board's website at <https://prod.stb.gov>. To submit a comment on the Draft EA, select "File an Environmental Comment" under "Need Assistance?" on the Board's home page. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats. If you have any questions, please contact Dave Navecky by email at david.navecky@stb.gov or by phone at 202-245-0294.

Date made available to the public: December 4, 2020.

Comment due date: January 4, 2021.

By the Board, Victoria Rutson, Director, Office of Environmental Analysis.

Attachments

⁷ Id.



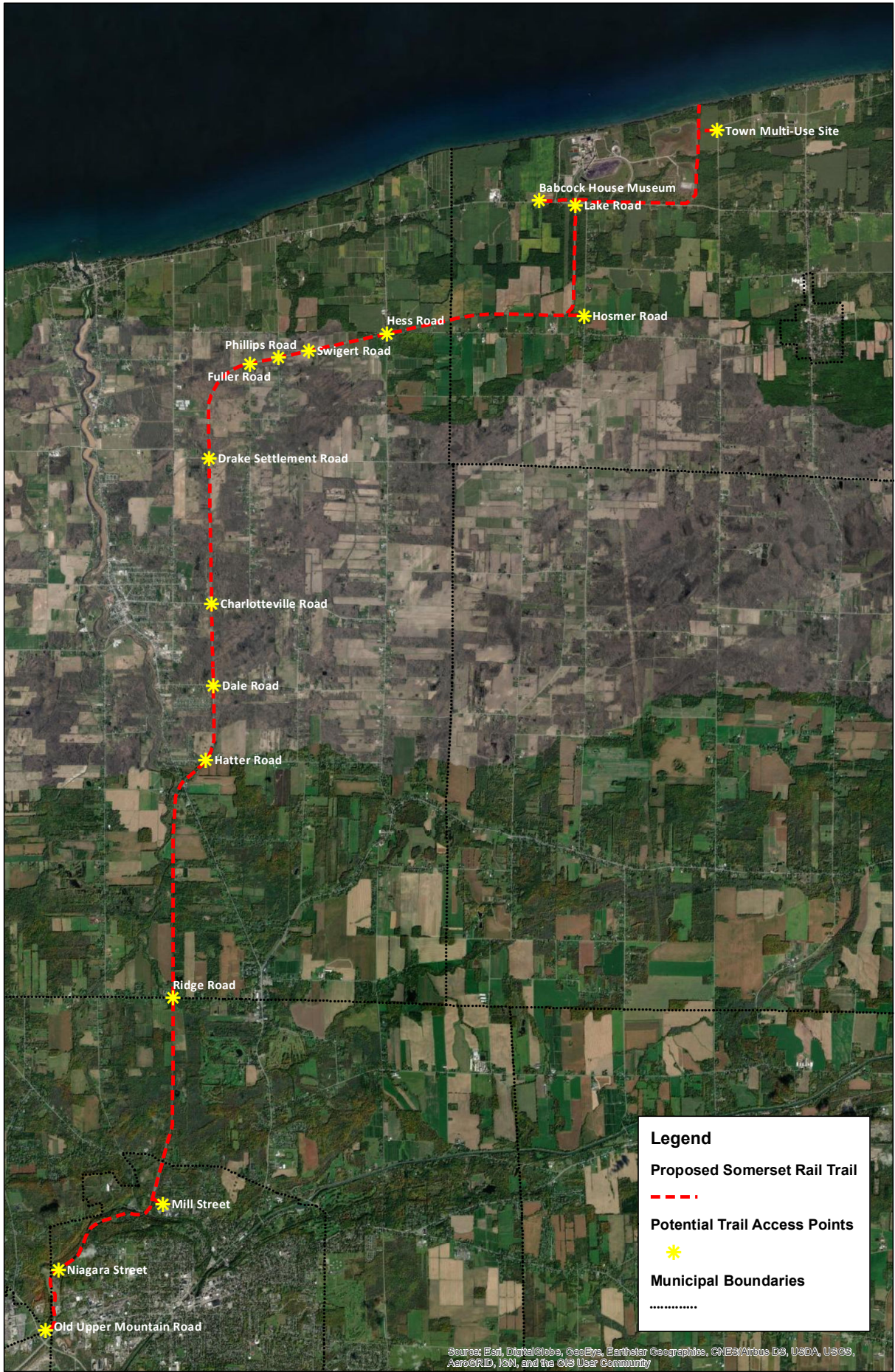
Docket No. AB-1303X
 Somerset Railroad Corporation
 Abandonment Exemption
 in Niagara County, NY

Legend

— the Line

Note: Maps produced by the STB's Office of Environmental Analysis are based on information provided by the applicant and are for reference purposes only.





Proposed Somerset Rail Trail with Potential Trail Access Points



Somerset Rail Parcels
Somerset, Newfane, and Lockport, NY (2022 Roll)

SWISS	PrclMuni	PIN	OwnrName	PrclNumb	PrclStreet	PropCsite
293889	Somerset	8.00-1-1.11	Somerset Operating Co. LLC			340
293889	Somerset	700.00-40-1	Q-Somerset Railroad Corp		W Somerset Rd	
292800	Newfane	700.00-1-2	Q-Somerset Railroad Corp	BARKER	Ceiling Railroad	842
292800	Newfane	15.00-1-43.2	Somerset Railroad Corp		Transit Rd	843
292800	Newfane	26.00-1-67	Frischoffs Peter M	6314	Drake Smt Rd	241
292800	Newfane	700.00-1-1	Q-Somerset Railroad Corp	NEWFANE	Ceiling Railroad	
292800	Newfane	53.00-2-24.1	Kegels, Gary S		Hatter Rd	322
292800	Lockport	81.00-3-3	Somerset Railroad Corp	6204	Ridge Rd	
292800	Lockport	95.00-1-51.11	Somerset Railroad Corp	1010	Old Niagara Rd	
292800	Lockport	700.00-40-1	Somerset Railroad Corp		Railroad Ceiling	
292800	Lockport	108.00-1-52	Somerset Railroad Corp	1090	Sunset Dr	
292800	Lockport	700.00-44-1	CSX Transportation Inc			
292800	Lockport	700.00-44-3	CSX Transportation Inc		Railroad Ceiling	
292800	Lockport	700.00-44-1	CSX Transportation, Inc		Lockport Junction Rd	475
292000	Cambria	121.00-2-25	Junction Road Recycling, Inc	5222		
292000	Cambria	121.00-2-22	Loho Farms, LLC	5073	Saunders Sett Rd	340
292000	Cambria	700.00-44-1	CSX Transportation, Inc., (NYCentralLine)			

