

## **Transportation**

### **Rail Service**

There are six railroad companies that presently provide freight service to the southwestern New York State / northwestern Pennsylvania region. Three are Class I railroads (Norfolk Southern, Canadian Pacific, and CSX, although the latter two do not provide service on the Southern Tier Extension line) and two are regional railroads (Western New York and Pennsylvania, Buffalo and Pittsburgh, and New York and Lake Erie, although the latter two do not provide service on the Southern Tier Extension line).

The primary operator Western New York and Pennsylvania (WNYP) operates regular service and as needed service for local shippers across the Southern Tier Extension. Norfolk Southern operates approximately 1-2 trains per day across the Southern Tier Extension.

The WNYP offers its customers a choice of competitive rail routings unbeaten anywhere in the Northeast, including CSX, Norfolk Southern, Canadian Pacific, and other railroads. Also, the Southern Tier Extension Line is the place to be if you require on-demand switching and enhanced multimodal services, which larger railroads typically do not perform.

STERA is contemplating building a truck-rail freight transloading facility in Olean, NY adjacent to the WNYP railroad yard. This will provide additional access to rail shipping for companies locating on sites not adjacent to the railroad system.

From its beginnings as a 35-mile short line railroad in 2001, the WNYP has grown to become the primary operator of the 145 mile long Southern Tier Extension Line in western New York and northwestern Pennsylvania. The WNYP also has purchased an additional line extending its Southern Tier Extension operations to 175 miles, and has obtained trackage rights on additional lines in New York and Pennsylvania off the Southern Tier Extension. WNYP's revenue base is diversified, stable, and growing, and WNYP reinvests in improvements to its property and equipment for the future. When you locate on the Southern Tier Extension Line, you receive a level of service that has earned national recognition—WNYP and its parent LAL have earned numerous operating and safety awards.

There is currently no passenger rail service on the Southern Tier Extension line.

### **Highways**

Business development sites located on the Southern Tier Extension Railroad Line and Buffalo Line have significant highway access advantages. The railroad lines are in close proximity to a primary east-west interstate highway, I86, and also are served by a number of state and federal north-south highways (60, 219, 16, 19, 36), one of which (219) is under construction as a limited access highway with interstate designation in its future.

I86 provides service across the entire southern New York/Pennsylvania border, providing access to New York City at its eastern terminus and I90, with interstate connections to Buffalo, Cleveland, Pittsburgh, and Toronto at its western terminus.

Route 60 is a primary north south connector in Chautauqua County, connecting Jamestown to Dunkirk and I90 as a means to Buffalo and Canada. Route 219 is a primary north south connector in Cattaraugus County, connecting Salamanca to Buffalo and Canada. Route 16 is a primary north south connector in Cattaraugus County, connecting Olean to Buffalo and Canada. Route 19 is a primary north south connector in Allegany County.

### **Air Service**

Primary commuter passenger service within the region is from the Chautauqua County (Jamestown) Airport, with connections to non-regional hubs. Regular carrier service is provided from Bradford and Erie (Pennsylvania) and Buffalo and Rochester (New York). Freight Service is available at all of these airports. General aviation airports are located in Dunkirk, Olean, Wellsville, and Hornell.