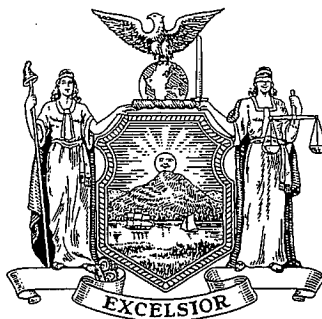


TAXATION OF PRIVATE RAILROADS IN NEW YORK STATE



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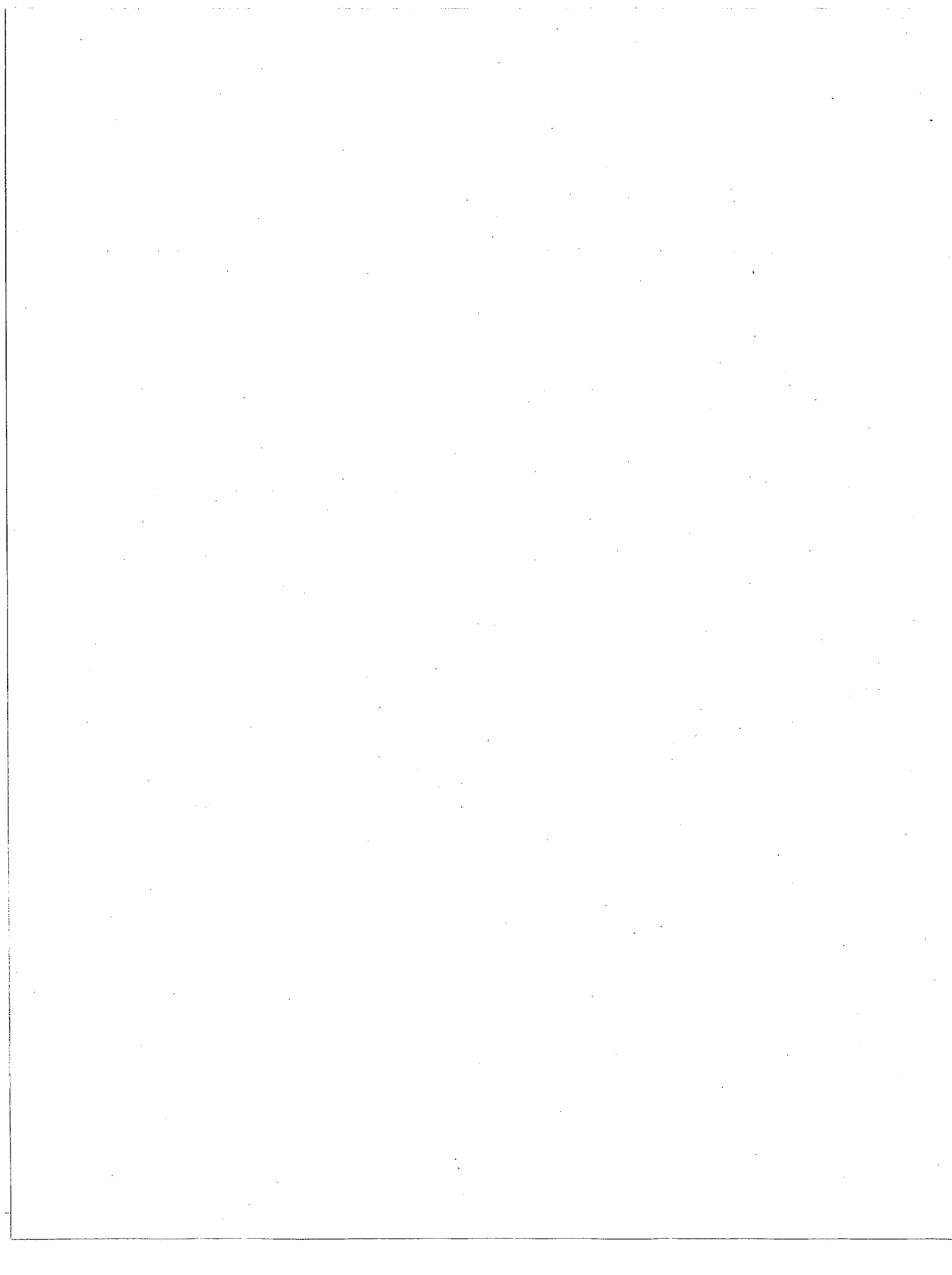
August 1983

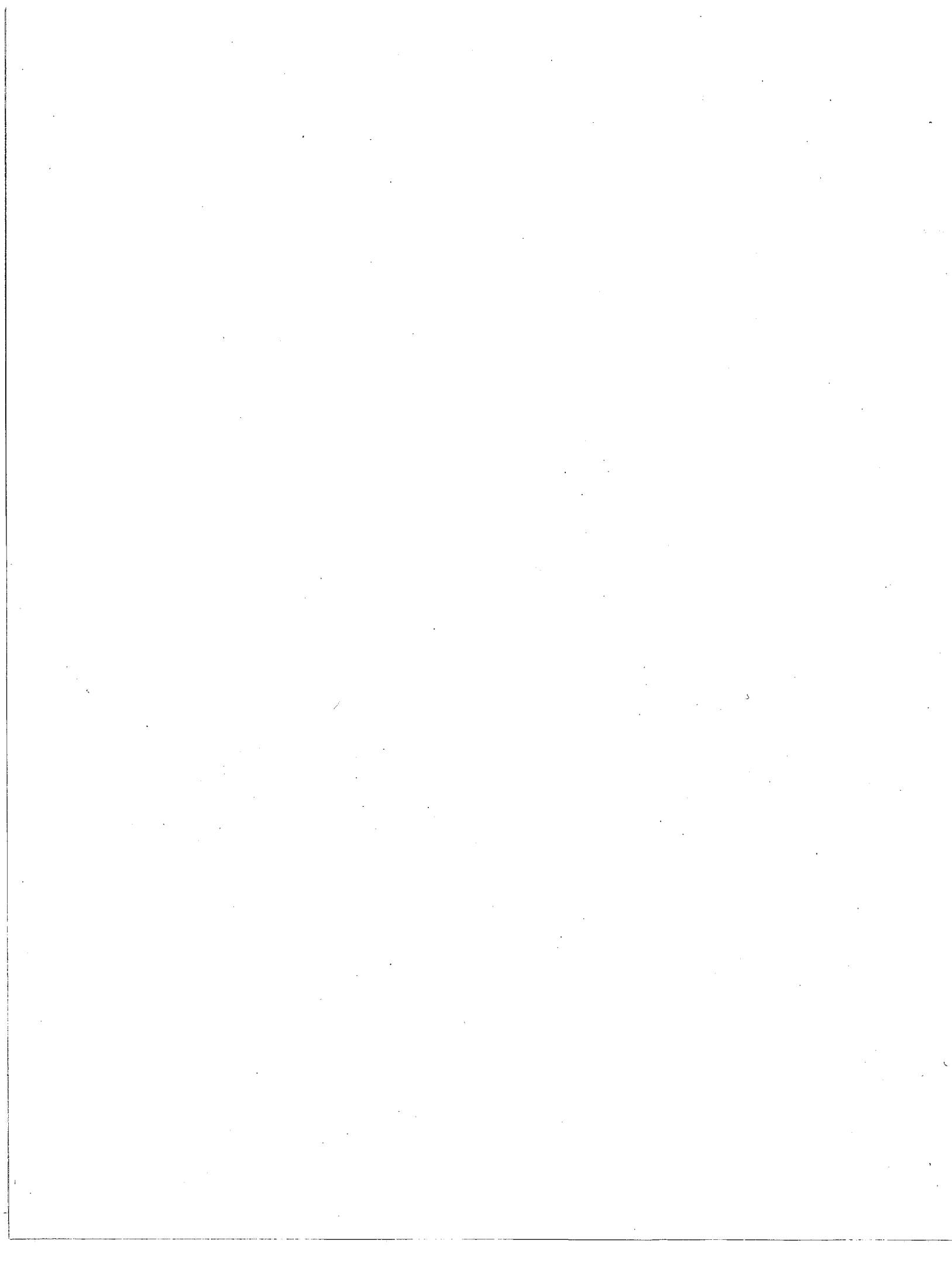
FOREWORD

This report was prepared at the request of the New York State Department of Transportation, which is the lead agency member of a multidisciplinary task force currently studying the issue of railroad taxation in New York State. The other members of the task force are: the New York State Division of the Budget, the New York State Division of Equalization and Assessment, the New York State Department of Taxation and Finance, the Ways and Means Committee of the New York State Assembly, and the Finance Committee, Transportation Committee, and Program Staff of the New York State Senate.

The conclusions presented in this report are those of the Division of Equalization and Assessment and do not necessarily represent the views of the other members of the task force.

Our thanks to Daniel J. Curtin and Mary Ann Pastore of the Division of Equalization and Assessment's Bureau of Equalization Rates and to Andrew L. Slezak of the Division's Bureau of Industrial and Utility Valuation for their help in obtaining data for this study. We would also like to thank the railroad officials who provided revenue and expense information.





in state and local taxes; 20% (\$24,141,000) of this total was paid in New York State. In 1981, state and local taxes paid by the railroads rose to \$121,551,000, with 26% (\$31,800,000) of this total paid in New York State. In both years, state and local taxes paid by railroads in New York State amounted to about one-tenth of one percent of tax revenues collected in the state.

While state and local taxes paid by the railroads may be insignificant in government finance statewide, they may be important to the railroads themselves. In fact a claim has been made that the tax burden, and particularly the property tax burden, in New York State is excessive compared to what it is in surrounding states. It is true that in New York railroads pay more per line mile in state and local taxes than they do in neighboring states: \$4,630 per mile in New York in 1980, compared to \$2,660 in Pennsylvania, \$2,170 in New Jersey, \$1,830 in Massachusetts, \$990 in Vermont, and \$480 in Connecticut.* However, such a statistic does not show to what extent taxes actually affect the financial condition of railroads. As a measure of state and local tax burden, Table 1A shows the ratio of these taxes to operating revenues and operating expenses. On the average, the railroads paid 1.7% of their operating revenues in state and local taxes in 1980; in 1981 they paid a slightly smaller portion, 1.6%.

As shown in Table 1B, the 1980 and 1981 ratios of state and local taxes to operating revenues increased as the size of railroads, as measured by income, decreased. Class I railroads, those with the largest annual income, paid 1.7% of their operating revenues in state and local taxes in 1980, Class II railroads paid 2.2%, and Class III railroads paid 4.6%. The corresponding amounts paid in 1981 were: 1.6% for Class I, 2.5% for Class II, and 5.4% for Class III.

* "Yearbook of Railroad Facts, 1982" (Washington, DC: Association of American Railroads).

for transportation purposes). Local assessors may enter as the taxable value on the assessment roll the ceiling value assessment, a value lower than the ceiling assessment, or a value higher than the ceiling assessment; if a value higher than the ceiling assessment is entered as the taxable value the amount exceeding the ceiling assessment is exempt from taxation.

Ceiling value assessments are determined by adjusting the full (market) value of the property by an "economic" or "exemption" factor reflecting the company's rate of earnings. For interstate railroads, the ceiling value is calculated as follows:

$$\text{Ceiling value} = \text{Local reproduction cost} \times \text{Economic factor} \times \text{Equalization rate} \\ \text{(local assessment ratio)}$$

where Local reproduction cost = Reproduction cost new less depreciation of real property other than land + Market value of land and rights in land

Economic factor = Percentage based on ratio of 3-year average operating expenses to 3-year average operating revenues (percentage ranges from 20 to 100%)

For intrastate railroads, the following formula is used:

$$\text{Ceiling value} = [\text{Local reproduction cost} - (\text{Local reproduction cost} \times \text{Exemption factor})] \times \text{Equalization rate (local assessment ratio)}$$

where Local reproduction cost = Unadjusted local reproduction cost x Ratio of (a) total amount included in system reproduction cost on account of property included in unadjusted local reproduction costs for all assessing units to (b) aggregate of unadjusted local reproduction costs for all assessing units

Unadjusted local reproduction cost = Reproduction cost new less depreciation of real property other than land + Market value of land and rights in land

System reproduction cost = Reproduction cost new less depreciation of road and equipment + Market value of land and rights in land + Working capital

Exemption factor = Percentage based on ratio of 5-year average railway earnings (operating revenues minus operating expenses) to system reproduction cost (percentage ranges from 0 to 80%)

In 1980 and 1981, 22 of the 24 railroads operating on privately owned land in the state qualified for ceiling value assessments (see Table 2). In both years, 13 of the

fourth of the state's cities and towns. It should be noted, however, that the percentage of municipalities assessing above ceiling and the local assessment level have been dropping. In 1977, 36% of the cities and towns were assessing above ceiling, compared to 24% in 1981. In 1977, the median local assessment ratio was 367% of the state ceiling assessment, compared to 314% in 1981.

Table 4B shows local assessment ratios for individual railroads in 1981. The widest variation in local assessment ratios occurred with Amtrak and Conrail, which in some municipalities were assessed at more than ten times the state ceiling.

New York State is one of 13 states that allow tax exemptions for certain types of real property. Five types of full or partial exemptions are allowed in New York:

1. Total value of operating property owned or operated by a railroad subsidized by the federal or state government.
2. Total value of certain passenger stations, passenger service related improvements, and land within 5 miles of such stations in cities with population greater than 1 million.
3. Total value of certain newly constructed bridges, viaducts, and similar structures.
4. Increases in value due to improvements of certain bridges, viaducts, and similar structures.
5. Increases in value due to certain grade crossing improvements and replacement of facilities used for transportation purposes.

The value of these exemptions in 1981 is shown in Table 5. In no municipality did these exemptions cause substantial tax shifts to other property owners. The highest shift (2.5%) occurred in the Town of Cohocton in Steuben County. The next highest shift was 1.4% (in the Town of Root, Montgomery County). In 13 towns (41% of the total), the tax shift was less than 0.1%.

Class II and III railroads are taxed in the same way that Class I railroads are.* That being the case, we may conclude that railroads operating in New York State are being taxed fairly compared to railroads operating elsewhere.

Second, we find that, both nationwide and in New York State, railroads are being taxed about the same as other transportation companies. The survey cited above shows that, in terms of all taxes and fees that are levied on transportation companies, railroads nationwide are treated neither better nor worse than their chief competitors, motor and air carriers. The survey also shows that, in those states where railroads are not treated the same as motor and air carriers for tax purposes, they are usually treated better than the other carriers. The situation is similar in New York State. Here railroads are treated better than motor carriers with respect to real property taxes (primarily because of ceiling value assessments and tax exemptions available only to railroads) and "other" taxes and fees (miscellaneous levies such as mileage taxes and identification fees) and no worse than motor carriers with respect to income or gross receipts taxes, assessments used to support a regulatory agency, and capital stock taxes; the relative treatment of these carriers with respect to sales and use taxes cannot be determined, since the effect of the different types of exemptions they are entitled to cannot be evaluated at this time. Compared to air carriers, railroads are treated better with respect to real property taxes, the same with respect to income or gross receipts taxes, regulatory assessments, capital stock taxes, and "other" taxes and fees, and worse with respect to sales and use taxes.

* Heidelmark et al., "Taxation of Railroads."

Table IA. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Amtrak | | Arcade & Attica | | Baltimore & Ohio | |
|--|---------------------|----------------------|-----------------|-----------------|------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 453,513 | 512,348 | 177 | 194 | 945,950 | 1,059,277 |
| Operating expenses | 1,081,239 | 1,160,098 | 173 | 187 | 889,353 | 1,000,848 |
| Federal, state, & local taxes (all states)** | 94,473 | 120,200 ^a | 22 | 25 | 71,594 | 83,302 |
| % of operating revenues | 20.8 | 23.5 | 12.4 | 12.9 | 7.6 | 7.9 |
| % of operating expenses | 8.7 | 10.4 | 12.7 | 13.4 | 8.1 | 8.3 |
| State & local taxes (all states) | 12,140 | 13,000 ^a | 7 | 8 | 11,138 | 12,448 |
| % of operating revenues | 2.7 | 2.5 | 4.0 | 4.1 | 1.2 | 1.2 |
| % of operating expenses | 1.1 | 1.1 | 4.0 | 4.3 | 1.3 | 1.2 |
| Property taxes (all states) | 10,500 ^a | 10,500 ^a | 3 | 3 | 9,015 | 7,887 |
| % of operating revenues | 2.3 | 2.0 | 1.7 | 1.5 | 1.0 | 0.7 |
| % of operating expenses | 1.0 | 0.9 | 1.7 | 1.6 | 1.0 | 0.8 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Bath & Hammondsport | | Boston & Maine | | Brooklyn Eastern District Terminal | |
|--|---------------------|-----------------|-----------------|-----------------|---------------------------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 178 | 209 | 115,036 | 121,918 | 5,247 | 4,760 |
| Operating expenses | 206 | 234 | 111,404 | 123,160 | 3,543 | 3,320 |
| Federal, state, & local taxes (all states)** | 30 | 36 | 8,581 | 10,780 | 317 | 550 |
| % of operating revenues | 16.9 | 17.2 | 7.5 | 8.8 | 6.0 | 11.6 |
| % of operating expenses | 14.6 | 15.4 | 7.7 | 8.8 | 8.9 | 16.6 |
| State & local taxes (all states) | 15 | 17 | 1,389 | 1,940 | 122 | 213 |
| % of operating revenues | 8.4 | 8.1 | 1.2 | 1.6 | 2.3 | 4.5 |
| % of operating expenses | 7.3 | 7.3 | 1.2 | 1.6 | 3.4 | 6.4 |
| Property taxes (all states) | 14 | 14 | 1,345 | 1,486 | 98 | 139 |
| % of operating revenues | 7.9 | 6.7 | 1.2 | 1.2 | 1.9 | 2.9 |
| % of operating expenses | 6.8 | 6.0 | 1.2 | 1.2 | 2.8 | 4.2 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Central New York - Fonda, Johnstown & Gloversville - Cooperstown & Charlotte Valley | | Conrail | | Dansville & Mount Morris | |
|--|---|-----------------|-----------------|-----------------|--------------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 557 | 834 | 3,801,342 | 4,001,122 | 310 | 230 |
| Operating expenses | 811 | 979 | 4,152,532 | 4,087,510 | 244 | 252 |
| Federal, state, & local taxes (all states)** | 98 | 104 | 357,693 | 365,433 | 50 | 48 |
| % of operating revenues | 17.6 | 12.5 | 9.4 | 9.1 | 16.1 | 20.9 |
| % of operating expenses | 12.1 | 10.6 | 8.6 | 8.9 | 20.5 | 19.0 |
| State & local taxes (all states) | 38 | 44 | 54,801 | 51,069 | 21 | 15 |
| % of operating revenues | 6.8 | 5.3 | 1.4 | 1.3 | 6.8 | 6.5 |
| % of operating expenses | 4.7 | 4.5 | 1.3 | 1.2 | 8.6 | 6.0 |
| Property taxes (all states) | 18 | 20 | 31,701 | 28,272 | 21 | 15 |
| % of operating revenues | 3.2 | 2.4 | 0.8 | 0.7 | 6.8 | 6.5 |
| % of operating expenses | 2.2 | 2.0 | 0.8 | 0.7 | 8.6 | 6.0 |

Table IA. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Delaware & Hudson | | Genesee & Wyoming | | Greenwich & Johnsonville | |
|--|-------------------|-----------------|-------------------|-----------------|--------------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 113,174 | 120,181 | 3,207 | 3,312 | 428 | 195 |
| Operating expenses | 118,705 | 127,499 | 2,649 | 2,649 | 421 | 297 |
| Federal, state, & local taxes (all states)** | 8,731 | 10,378 | 365 | 348 | 31 | 22 |
| % of operating revenues | 7.7 | 8.6 | 11.4 | 10.5 | 7.2 | 11.3 |
| % of operating expenses | 7.4 | 8.1 | 13.8 | 13.1 | 7.4 | 7.4 |
| State & local taxes (all states) | 2,765 | 3,149 | 159 | 113 | 12 | 12 |
| % of operating revenues | 2.4 | 2.6 | 5.0 | 3.4 | 2.8 | 6.2 |
| % of operating expenses | 2.3 | 2.5 | 6.0 | 4.3 | 2.9 | 4.0 |
| Property taxes (all states) | 1,397 | 1,681 | 81 | 85 | 11 | 11 |
| % of operating revenues | 1.2 | 1.4 | 2.5 | 2.6 | 2.6 | 5.6 |
| % of operating expenses | 1.2 | 1.3 | 3.1 | 3.2 | 2.6 | 3.7 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Livonia, Avon & Lakeville | | Lowville & Beaver River | | Massena Terminal | |
|--|------------------------------|-----------------|----------------------------|-----------------|------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 515 | 641 | 136 | 141 | 542 | 446 |
| Operating expenses | 379 | 347 | 203 | 198 | 791 | 631 |
| Federal, state, & local taxes (all states)** | 34 | 51 | 23 | 25 | 61 | 72 |
| % of operating revenues | 6.6 | 8.0 | 16.9 | 17.7 | 11.3 | 16.1 |
| % of operating expenses | 9.0 | 14.7 | 11.3 | 12.6 | 7.7 | 11.4 |
| State & local taxes (all states) | 13 | 23 | 9 | 11 | 17 | 19 |
| % of operating revenues | 2.5 | 3.6 | 6.6 | 7.8 | 3.1 | 4.3 |
| % of operating expenses | 3.4 | 6.6 | 4.4 | 5.6 | 2.1 | 3.0 |
| Property taxes (all states) | 12 | 22 | 8 | 9 | 15 | 17 |
| % of operating revenues | 2.3 | 3.4 | 5.9 | 6.4 | 2.8 | 3.8 |
| % of operating expenses | 3.2 | 6.3 | 3.9 | 4.5 | 1.9 | 2.7 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Middletown & New Jersey | | New York Dock | | Norfolk & Western | |
|--|----------------------------|-----------------|-----------------|-----------------|-------------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 300 | 304 | 3,065 | 2,419 | 1,559,534 | 1,785,907 |
| Operating expenses | 283 | 263 | 2,450 | 2,275 | 1,214,913 | 1,341,925 |
| Federal, state, & local taxes (all states)** | 43 | 63 | 226 | 285 | 114,211 | 131,705 |
| % of operating revenues | 14.3 | 20.7 | 7.4 | 11.8 | 7.3 | 7.4 |
| % of operating expenses | 15.2 | 24.0 | 9.2 | 12.5 | 9.4 | 9.8 |
| State & local taxes (all states) | 15 | 22 | 52 | 96 | 36,829 | 39,074 |
| % of operating revenues | 5.0 | 7.2 | 1.7 | 4.0 | 2.4 | 2.2 |
| % of operating expenses | 5.3 | 8.4 | 2.1 | 4.2 | 3.0 | 2.9 |
| Property taxes (all states) | 7 | 11 | 29 | 53 | 16,002 | 16,973 |
| % of operating revenues | 2.3 | 3.6 | 0.9 | 2.2 | 1.0 | 1.0 |
| % of operating expenses | 2.5 | 4.2 | 1.2 | 2.3 | 1.3 | 1.3 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | Skaneateles Short Line | | South Buffalo | | Staten Island | |
|--|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 70 | 28 | 13,091 | 16,298 | 1,597 | 1,327 |
| Operating expenses | 125 | 91 | 12,763 | 12,754 | 2,468 | 2,140 |
| Federal, state, & local taxes (all states)** | 4 | 6 | 1,274 | 1,879 | 237 | 251 |
| % of operating revenues | 5.7 | 21.4 | 9.7 | 11.5 | 14.8 | 18.9 |
| % of operating expenses | 3.2 | 6.6 | 10.0 | 14.7 | 9.6 | 11.7 |
| State & local taxes (all states) | 2 | 2 | 143 | 155 | 106 | 121 |
| % of operating revenues | 2.9 | 7.1 | 1.1 | 1.0 | 6.6 | 9.1 |
| % of operating expenses | 1.6 | 2.2 | 1.1 | 1.2 | 4.3 | 5.7 |
| Property taxes (all states) | 2 | 2 | 143 | 155 | 101 | 117 |
| % of operating revenues | 2.9 | 7.1 | 1.1 | 1.0 | 6.3 | 8.8 |
| % of operating expenses | 1.6 | 2.2 | 1.1 | 1.2 | 4.1 | 5.5 |

Table 1A. Taxes Paid or Accrued by Private Railroads, 1980 and 1981.

| | All Railroads | |
|--|-----------------|-----------------|
| | 1980 (\$000) | 1981 (\$000) |
| Operating revenues* | 7,017,969 | 7,632,091 |
| Operating expenses | 7,595,655 | 7,867,657 |
| Federal, state, & local taxes (all states)** | 658,098 | 725,563 |
| % of operating revenues | 9.4 | 9.5 |
| % of operating expenses | 8.7 | 9.2 |
| State & local taxes (all states) | 119,793 | 121,551 |
| % of operating revenues | 1.7 | 1.6 |
| % of operating expenses | 1.6 | 1.5 |
| Property taxes (all states) | 70,523 | 67,472 |
| % of operating revenues | 1.0 | 0.9 |
| % of operating expenses | 0.9 | 0.9 |

Table 1B. State and Local Tax Burden on Railroads, 1980 and 1981.

| | State and Local Taxes (All States) as % of Operating Revenues | | Property Taxes (All States) as % of Operating Revenues | |
|---|---|-------------|--|-------------|
| | <u>1980</u> | <u>1981</u> | <u>1980</u> | <u>1981</u> |
| Class I Railroads | | | | |
| Amtrak | 2.7 | 2.5 | 2.3 | 2.0 |
| Baltimore & Ohio | 1.2 | 1.2 | 1.0 | 0.7 |
| Boston & Maine | 1.2 | 1.6 | 1.2 | 1.2 |
| Conrail | 1.4 | 1.3 | 0.8 | 0.7 |
| Delaware & Hudson | 2.4 | 2.6 | 1.2 | 1.4 |
| Norfolk & Western | 2.4 | 2.2 | 1.0 | 1.0 |
| Average | 1.7 | 1.6 | 1.0 | 0.9 |
| Class II Railroads | | | | |
| Brooklyn Eastern District Terminal | 2.3 | 4.5 | 1.9 | 2.9 |
| Genesee & Wyoming | 5.0 | 3.4 | 2.5 | 2.6 |
| New York Dock | 1.7 | 4.0 | 0.9 | 2.2 |
| South Buffalo | 1.1 | 1.0 | 1.1 | 1.0 |
| Staten Island | 6.6 | 9.1 | 6.3 | 8.8 |
| Average | 2.2 | 2.5 | 1.7 | 2.0 |
| Class III Railroads | | | | |
| Arcade & Attica | 4.0 | 4.1 | 1.7 | 1.5 |
| Bath & Hammondsport | 8.4 | 8.1 | 7.9 | 6.7 |
| Central New York - Fonda, Johnstown & Gloversville - Cooperstown & Charlotte Valley | 6.8 | 5.3 | 3.2 | 2.4 |
| Dansville & Mount Morris | 6.8 | 6.5 | 6.8 | 6.5 |
| Greenwich & Johnsonville | 2.8 | 6.2 | 2.6 | 5.6 |
| Livonia, Avon & Lakeville | 2.5 | 3.6 | 2.3 | 3.4 |
| Lowville & Beaver River | 6.6 | 7.8 | 5.9 | 6.4 |
| Massena Terminal | 3.1 | 4.3 | 2.8 | 3.8 |
| Middletown & New Jersey | 5.0 | 7.2 | 2.3 | 3.6 |
| Skaneateles Short Line | 2.9 | 7.1 | 2.9 | 7.1 |
| Average | 4.6 | 5.4 | 3.5 | 3.8 |
| Classes I & II Average | 1.7 | 1.6 | 1.0 | 0.9 |
| All Classes Average | 1.7 | 1.6 | 1.0 | 0.9 |

NOTE: Class I = operating revenues of \$50 million or more
Class II = operating revenues of \$1 million to \$50 million
Class III = operating revenues of less than \$1 million

SOURCE: Table 1A.

Table 3A. Value of Private Railroad Property and Proportion of Railroad Property in Local Tax Bases, 1981.

| <u>County</u> | <u># Cities/Towns with Taxable Railroad Property</u> | <u>Equalized Full Value (\$000)</u> | <u>% of Taxable Value Owned by Railroads (Range)</u> |
|---------------|--|---|--|
| Albany | 10 | 24,435 | 0.1 - 1.9 |
| Allegany | 16 | 8,548 | 0.4 - 8.8 |
| Broome | 15 | 13,834 | * - 5.6 |
| Cattaraugus | 23 | 16,931 | * -12.0 |
| Cayuga | 6 | 2,212 | 0.2 - 4.1 |
| Chautauqua | 16 | 20,228 | 0.3 - 7.5 |
| Chemung | 10 | 6,217 | * - 2.6 |
| Chenango | 8 | 3,279 | 0.3 - 2.5 |
| Clinton | 6 | 2,447 | 0.2 - 1.1 |
| Columbia | 12 | 9,500 | 0.3 - 5.2 |
| Cortland | 8 | 1,491 | 0.1 - 1.1 |
| Delaware | 3 | 2,430 | 0.2 - 2.5 |
| Dutchess | 14 | 10,701 | * - 1.4 |
| Erie | 24 | 68,500 | * - 4.4 |
| Essex | 7 | 5,535 | 0.8 - 3.3 |
| Franklin | 2 | 183 | 0.6 |
| Fulton | 5 | 462 | * - 0.2 |
| Genesee | 13 | 8,843 | 0.4 - 2.7 |
| Greene | 4 | 1,858 | 0.3 - 0.7 |
| Herkimer | 9 | 4,535 | * - 2.4 |
| Jefferson | 11 | 4,987 | 0.2 - 2.8 |
| Lewis | 7 | 1,545 | 0.1 - 1.7 |
| Livingston | 14 | 9,287 | * -16.7 |
| Madison | 5 | 2,858 | 0.3 - 1.1 |
| Monroe | 18 | 19,938 | * - 1.3 |
| Montgomery | 6 | 5,248 | 0.5 - 3.4 |
| Niagara | 10 | 9,499 | * - 0.7 |
| Oneida | 15 | 9,635 | * - 1.7 |
| Onondaga | 16 | 19,220 | * - 1.2 |
| Ontario | 7 | 2,416 | * - 0.8 |
| Orange | 21 | 23,432 | 0.2 - 3.0 |
| Orleans | 5 | 1,534 | 0.2 - 0.8 |
| Oswego | 12 | 3,472 | 0.1 - 1.1 |
| Otsego | 12 | 6,073 | * - 3.2 |
| Putnam | 2 | 1,346 | 0.3 - 0.4 |
| Rensselaer | 9 | 11,534 | 0.1 - 4.0 |
| Rockland | 5 | 5,844 | * - 0.4 |
| St. Lawrence | 12 | 4,279 | 0.1 - 2.5 |
| Saratoga | 14 | 8,077 | * - 2.0 |
| Schenectady | 6 | 9,745 | * - 3.2 |
| Schoharie | 4 | 2,631 | 0.9 - 5.0 |
| Schuyler | 3 | 1,593 | 0.6 - 2.1 |
| Seneca | 6 | 1,879 | 0.3 - 1.9 |
| Steuben | 15 | 11,525 | 0.1 - 5.3 |

Table 3B. Proportion of Railroad Property in Local Tax Bases, 1981:
 Cities and Towns with Proportion of 3% or Greater.

| <u>County</u> | <u>City or Town</u> | <u>% of Taxable Value Owned by Railroads</u> |
|---------------|---------------------|--|
| Allegany | Town/Belfast | 5.6 |
| | Town/Burns | 4.1 |
| | Town/Caneadea | 5.9 |
| | Town/Granger | 8.8 |
| | Town/Grove | 3.3 |
| Broome | Town/Conklin | 5.6 |
| | Town/Sanford | 3.5 |
| Cattaraugus | Town/Cold Spring | 5.0 |
| | Town/Ellicottville | 3.0 |
| | Town/Great Valley | 12.0 |
| | Town/Hinsdale | 4.6 |
| | Town/Ischua | 3.9 |
| | Town/Salamanca | 4.3 |
| Cayuga | Town/Mentz | 3.3 |
| | Town/Montezuma | 4.1 |
| Chautauqua | Town/Portland | 5.1 |
| | Town/Ripley | 4.5 |
| | Town/Sheridan | 7.5 |
| Columbia | Town/Germantown | 3.2 |
| | Town/Stuyvesant | 5.2 |
| Erie | Town/Brant | 4.4 |
| Essex | Town/Chesterfield | 3.2 |
| | Town/Moriah | 3.3 |
| | Town/Willsboro | 3.2 |
| Livingston | Town/Portage | 16.7 |
| Montgomery | Town/Johnsonville | 3.4 |
| Orange | Town/Mount Hope | 3.0 |
| Otsego | Town/Maryland | 3.2 |
| Rensselaer | City/Rensselaer | 4.0 |
| Schenectady | Town/Princetown | 3.2 |
| Schoharie | Town/Richmondville | 5.0 |

Table 4A. Local Assessment of Railroad Property Subject to State Ceiling Assessments: Cities and Towns, 1977, 1979, and 1981.

| County | # Cities/ Towns with Ceiling Assessments* | % Cities/ Towns Assessing above Ceiling | Local Assessment Ratios in Cities/Towns Assessing Above Ceiling (% of Ceiling Assessment) | | |
|-------------|--|---|--|------|--------|
| | | | Range | Mean | Median |
| Albany | | | | | |
| 1977 | 10 | 60 | 231-634 | 422 | 384 |
| 1979 | 10 | 70 | 218-592 | 339 | 335 |
| 1981 | 8 | 63 | 203-412 | 252 | 215 |
| Allegany | | | | | |
| 1977 | 16 | 94 | 179-663 | 376 | 367 |
| 1979 | 16 | 94 | 167-621 | 364 | 358 |
| 1981 | 16 | 94 | 152-566 | 336 | 365 |
| Broome | | | | | |
| 1977 | 15 | 7 | 103 | 103 | 103 |
| 1979 | 15 | 7 | 103 | 103 | 103 |
| 1981 | 14 | 0 | --- | --- | --- |
| Cattaraugus | | | | | |
| 1977 | 23 | 30 | 167-753 | 359 | 223 |
| 1979 | 23 | 30 | 149-836 | 358 | 212 |
| 1981 | 22 | 0 | --- | --- | --- |
| Cayuga | | | | | |
| 1977 | 6 | 0 | --- | --- | --- |
| 1979 | 6 | 0 | --- | --- | --- |
| 1981 | 6 | 0 | --- | --- | --- |
| Chautauqua | | | | | |
| 1977 | 15 | 33 | 106-789 | 369 | 315 |
| 1979 | 15 | 60 | 105-695 | 259 | 178 |
| 1981 | 16 | 25 | 112-262 | 186 | 185 |
| Chemung | | | | | |
| 1977 | 10 | 30 | 230-403 | 333 | 366 |
| 1979 | 10 | 30 | 200-394 | 269 | 214 |
| 1981 | 10 | 0 | --- | --- | --- |

Table 4A. Local Assessment of Railroad Property Subject to State Ceiling Assessments: Cities and Towns, 1977, 1979, and 1981.

| County | # Cities/ Towns with Ceiling Assessments* | % Cities/ Towns Assessing above Ceiling | Local Assessment Ratios in Cities/Towns Assessing Above Ceiling (% of Ceiling Assessment) | | |
|----------|--|---|--|------|--------|
| | | | Range | Mean | Median |
| Essex | | | | | |
| 1977 | 9 | 78 | 288-769 | 525 | 471 |
| 1979 | 9 | 78 | 316-685 | 477 | 422 |
| 1981 | 7 | 100 | 232-604 | 421 | 377 |
| Franklin | | | | | |
| 1977 | 2 | 0 | --- | --- | --- |
| 1979 | 2 | 0 | --- | --- | --- |
| 1981 | 2 | 0 | --- | --- | --- |
| Fulton | | | | | |
| 1977 | 0 | 0 | --- | --- | --- |
| 1979 | 5 | 0 | --- | --- | --- |
| 1981 | 5 | 0 | --- | --- | --- |
| Genesee | | | | | |
| 1977 | 13 | 0 | --- | --- | --- |
| 1979 | 13 | 0 | --- | --- | --- |
| 1981 | 13 | 0 | --- | --- | --- |
| Greene | | | | | |
| 1977 | 4 | 25 | 613 | 613 | 613 |
| 1979 | 4 | 25 | 564 | 564 | 564 |
| 1981 | 4 | 0 | --- | --- | --- |
| Hamilton | | | | | |
| 1977 | 0 | 0 | --- | --- | --- |
| 1979 | 0 | 0 | --- | --- | --- |
| 1981 | 0 | 0 | --- | --- | --- |
| Herkimer | | | | | |
| 1977 | 8 | 0 | --- | --- | --- |
| 1979 | 9 | 0 | --- | --- | --- |
| 1981 | 9 | 0 | --- | --- | --- |

Table 4A. Local Assessment of Railroad Property Subject to State Ceiling Assessments: Cities and Towns, 1977, 1979, and 1981.

| <u>County</u> | <u># Cities/ Towns with Ceiling Assessments*</u> | <u>% Cities/ Towns Assessing above Ceiling</u> | <u>Local Assessment Ratios in Cities/Towns Assessing Above Ceiling (% of Ceiling Assessment)</u> | | |
|---------------|--|--|--|-------------|---------------|
| | | | <u>Range</u> | <u>Mean</u> | <u>Median</u> |
| Niagara | | | | | |
| 1977 | 10 | 30 | 179-535 | 350 | 335 |
| 1979 | 10 | 50 | 137-354 | 257 | 241 |
| 1981 | 10 | 50 | 114-311 | 200 | 206 |
| Oneida | | | | | |
| 1977 | 16 | 6 | 530 | 530 | 530 |
| 1979 | 16 | 6 | 534 | 534 | 534 |
| 1981 | 14 | 0 | --- | --- | --- |
| Onondaga | | | | | |
| 1977 | 16 | 13 | 100+-387 | 244 | 244 |
| 1979 | 15 | 7 | 377 | 377 | 377 |
| 1981 | 14 | 0 | --- | --- | --- |
| Ontario | | | | | |
| 1977 | 7 | 0 | --- | --- | --- |
| 1979 | 7 | 29 | 104-438 | 271 | 271 |
| 1981 | 6 | 0 | --- | --- | --- |
| Orange | | | | | |
| 1977 | 21 | 19 | 155-392 | 262 | 250 |
| 1979 | 21 | 19 | 121-307 | 204 | 195 |
| 1981 | 21 | 19 | 100+-273 | 184 | 182 |
| Orleans | | | | | |
| 1977 | 5 | 40 | 386-452 | 419 | 419 |
| 1979 | 5 | 40 | 379-409 | 394 | 394 |
| 1981 | 5 | 20 | 105 | 105 | 105 |
| Oswego | | | | | |
| 1977 | 11 | 27 | 211-448 | 324 | 312 |
| 1979 | 13 | 23 | 200-397 | 270 | 213 |
| 1981 | 12 | 17 | 358-372 | 365 | 365 |

Table 4A. Local Assessment of Railroad Property Subject to State Ceiling Assessments: Cities and Towns, 1977, 1979, and 1981.

| County | # Cities/ Towns with Ceiling Assessments* | % Cities/ Towns Assessing above Ceiling | Local Assessment Ratios in Cities/Towns Assessing Above Ceiling (% of Ceiling Assessment) | | |
|-----------|--|---|--|------|--------|
| | | | Range | Mean | Median |
| Schoharie | | | | | |
| 1977 | 4 | 0 | --- | --- | --- |
| 1979 | 4 | 0 | --- | --- | --- |
| 1981 | 4 | 0 | --- | --- | --- |
| Schuyler | | | | | |
| 1977 | 3 | 0 | --- | --- | --- |
| 1979 | 3 | 0 | --- | --- | --- |
| 1981 | 3 | 0 | --- | --- | --- |
| Seneca | | | | | |
| 1977 | 6 | 33 | 164-204 | 184 | 184 |
| 1979 | 6 | 50 | 120-184 | 154 | 154 |
| 1981 | 6 | 0 | --- | --- | --- |
| Steuben | | | | | |
| 1977 | 14 | 100 | 247-764 | 476 | 471 |
| 1979 | 15 | 100 | 101-699 | 412 | 423 |
| 1981 | 15 | 93 | 101-642 | 364 | 331 |
| Suffolk | | | | | |
| 1977 | 0 | 0 | --- | --- | --- |
| 1979 | 0 | 0 | --- | --- | --- |
| 1981 | 0 | 0 | --- | --- | --- |
| Sullivan | | | | | |
| 1977 | 4 | 50 | 338-682 | 510 | 510 |
| 1979 | 4 | 50 | 307-514 | 411 | 411 |
| 1981 | 4 | 50 | 501-1,304 | 903 | 903 |
| Tioga | | | | | |
| 1977 | 4 | 100 | 115-581 | 376 | 405 |
| 1979 | 4 | 100 | 112-542 | 381 | 434 |
| 1981 | 6 | 17 | 263 | 263 | 263 |

Table 4A. Local Assessment of Railroad Property Subject to State Ceiling Assessments: Cities and Towns, 1977, 1979, and 1981.

| County | # Cities/ Towns with Ceiling Assessments* | % Cities/ Towns Assessing above Ceiling | Local Assessment Ratios in Cities/Towns Assessing Above Ceiling (% of Ceiling Assessment) | | |
|---------------|--|---|--|------|--------|
| | | | Range | Mean | Median |
| Yates | | | | | |
| 1977 | 4 | 25 | 176 | 176 | 176 |
| 1979 | 4 | 25 | 118 | 118 | 118 |
| 1981 | 4 | 0 | --- | --- | --- |
| New York City | | | | | |
| 1977 | 1 | 100 | 131 | 131 | 131 |
| 1979 | 1 | 100 | 585 | 585 | 585 |
| 1981 | 1 | 100 | 406 | 406 | 406 |
| Total | | | | | |
| 1977 | 491 | 36 | 100+-36,343 | 619 | 367 |
| 1979 | 516 | 36 | 100+-2,818 | 386 | 339 |
| 1981 | 491 | 24 | 100+-1,304 | 315 | 314 |

* For 1981 excludes cities and towns where local assessment level relative to ceiling value is unknown

NOTE: Local assessment ratios may be overstated in some areas; there is evidence to suggest that in upstate cities and towns assessors are including in values above ceiling other exempt values (such as the value of new of reconstructed bridges and viaducts, the exemption of which is authorized by §§489-d (2) and 489-dd (2) of the Real Property Tax Law).

SOURCE: Ceiling assessments - NYS Division of Equalization & Assessment, Industrial & Utility Valuation Bureau; assessments above ceiling - assessors' annual reports filed with NYS Division of Equalization & Assessment, 1977, 1979, and 1981.

Table 5. Effect on Local Tax Base of Exempt Property Owned by Private Railroad Companies, 1981.

| <u>County</u> | <u>City or Town</u> | <u>% of Tax Burden Shifted from Railroad Companies to Other Taxpayers (Railroad Exempt Value as % of Total Value)</u> |
|---------------|---------------------|---|
| Clinton | Town/Plattsburgh | Less than 0.1 |
| Cortland | Town/Harford | 0.6 |
| Genesee | Town/Stafford | 0.2 |
| Greene | Town/Coxsackie | 0.1 |
| Monroe | Town/Webster | Less than 0.1 |
| Montgomery | Town/Canajoharie | 0.1 |
| | Town/Florida | 0.1 |
| | Town/Glen | 1.0 |
| | Town/Minden | 0.2 |
| | Town/Root | 1.4 |
| Ontario | Town/Seneca | Less than 0.1 |
| Oswego | Town/Hannibal | 0.3 |
| | Town/Oswego | Less than 0.1 |
| Putnam | Town/Patterson | 0.4 |
| | Town/Southeast | Less than 0.1 |
| Steuben | Town/Campbell | Less than 0.1 |
| | Town/Cohocton | 2.5 |
| | Town/Corning | Less than 0.1 |
| | Town/Wayland | 0.1 |
| Wayne | Town/Arcadia | Less than 0.1 |
| | Town/Butler | Less than 0.1 |
| | Town/Galen | Less than 0.1 |
| | Town/Huron | Less than 0.1 |
| | Town/Marion | 0.1 |
| | Town/Palmyra | Less than 0.1 |
| | Town/Rose | 0.4 |
| | Town/Sodus | 0.6 |
| | Town/Williamson | Less than 0.1 |
| Town/Wolcott | 0.5 | |
| Westchester | Town/North Castle | 0.4 |
| | Town/Ossining | Less than 0.1 |