

Transportation Impacts on Economic Development in the Greater Rochester International Airport (GRIA) Area

Scope of Work

A. Objective

To explore transportation issues that could impact economic development in the vicinity of the Greater Rochester International Airport (GRIA).

B. Background

The Greater Rochester International Airport is the principle airport serving Metropolitan Rochester and much of the Finger Lakes Region. Seven airlines provide non-stop passenger service to 19 other airports.* In addition, DHL and FedEx provide freight services. In 2018 more than 1.2 million people enplaned at the airport and it handled about 51,000 tons of cargo. The airport contributes \$800 million to the local economy and creates and sustains around 10,000 jobs. Centrally located within Monroe County, the airport includes land in the City of Rochester and the Towns of Gates and Chili. It is sited about four miles southwest of downtown Rochester. The airport covers about 1,136 acres and includes the full range of airside (runways, taxiways, aprons, etc.) and landside (terminal, hangars, air freight, etc.) facilities required to operate a state-of-the-art commercial aviation facility.

This project will investigate potential improvements to the surface transportation system in the vicinity of the airport. Given the airport's importance to the region's economy and transportation system, it is worthwhile to consider improvements that not only improve access to the airport for travelers, goods, and employees, but facilitate economic development projects that expand local business and job opportunities. This project will focus on improving circulation and accessibility to industrial, manufacturing, and warehousing sites in the vicinity of the airport; identifying and addressing "bottlenecks" on the transportation system around the airport that impact freight traffic; identifying multi-modal improvements that could be implemented with a focus on active transportation and transit accessibility; addressing gaps in the road, sidewalk, and trail network around the airport that involves a multi-modal approach to improving safety, efficiency, and reliability and is more than an ad-hoc approach of extending or expanding individual roads; and include a security element by considering improvements airport access for emergency services in the event of an incident.

This project will build on previous planning efforts, such as the Major Airport Investment Study completed in 1998, and will reevaluate earlier proposals for improving access to and circulation around the airport for goods movement. A Steering Committee will be organized to oversee work on the project. Consultant services will be procured for this project.

*Airlines serving ROC include Air Canada, Allegiant Air, American, Delta, JetBlue, Southwest, and United. These airlines provide non-stop service to Atlanta, Baltimore, Boston, Charlotte, Chicago, Detroit, Ft. Myers, Minneapolis, Newark, Orlando, Philadelphia, Punta Gorda, Tampa, Toronto, and Washington D.C.

C. Tasks

This project will be advanced through the following tasks:

1. Organize a Steering Committee including, but not limited to, representatives of the Monroe County Airport Authority, the Monroe County Department of Transportation, the Monroe County Department of Planning & Development, New York State Department of Transportation, the City of Rochester, the Towns of Chili and Gates, and the Genesee Transportation Council.
2. Prepare and issue a Request for Proposals (RFP) package and select a qualified consultant to conduct the project.
3. The consultant will develop an Inventory of the project area:
 - a. Identify and map existing transportation system elements in the vicinity of the airport, including but not limited to roads, bridges, railroads, trails, Intelligent Transportation Systems (ITS) field devices, and other pertinent infrastructure elements;
 - b. Profile current traffic operations conditions, emphasizing safety, access, circulation, and congestion;
 - c. Identify and map current and planned land uses in the vicinity of the airport;
 - d. Review current municipal land use policies, recommendations, and regulations;
 - e. Review economic development and land development trends in the project area;
 - f. Review the Greater Rochester International Airport Master Plan and associated reports.
4. The consultant will develop a Needs Assessment for the project area:
 - a. Document safety, accessibility, circulation, and congestion issues within the project area;
 - b. Identify transportation infrastructure and service enhancements to facilitate multi-modal improvements in public safety, goods movement, airport access, and business/commercial site access in the vicinity of the airport;
 - c. Identify and assess potential transportation infrastructure and service improvements (e.g., reconfigure intersections, complete gaps in road network, opportunities for access management strategies, non-motorized facilities, etc.) to support expansion of airport-related businesses;
 - d. Review best practices for addressing similar needs in the vicinity of similar airports around the country and identify applicable lessons for metropolitan Rochester.
5. The consultant will develop a program of draft recommendations (i.e., alternatives) to address the needs documented in Task 4. Recommendations will include, but not be limited to, physical, operational, design, policy, and regulatory alternatives.
6. In conjunction with the Steering Committee, the consultant will develop an implementation strategy that prioritizes the selected recommendations, identifies estimated costs, potential funding sources, implementation priorities, and responsible parties needed to carry out the recommendations.
7. Conduct at least two public meetings:
 - a. The first public meeting will be held early in the project development process as part of the needs assessment phase to offer the community an opportunity to provide input on the project purpose and goals; and
 - b. The second public meeting will be held later in the process as part of the alternatives development to offer the community an opportunity to provide input on the draft recommendations.

8. Using the results of Tasks 3 through 7, the consultant will develop a Draft Report with guidance and oversight by the Steering Committee.
9. The consultant will revise and update the Draft Report based on Steering Committee and public input to produce the Final Report and associated Executive Summary, Technical Appendices, and other supporting materials.
10. The Final Report will be presented to the GTC Planning Committee and Board for project closeout.

D. Products

1. Draft Report.
2. Final Report with associated Executive Summary.
3. Associated maps, plans, diagrams, and supporting data required to convey the report's recommendations in a readily-understood format.
4. Steering Committee and Public Meeting materials, including agendas, presentations, handouts, and other supporting materials.

E. Public Participation Plan

Per the Unified Planning Work Program, this project is classified as a Planning/Policy task. Accordingly, a project steering committee (consisting of representatives from the agencies listed above under Part C, Task 1) will be formed and at least two public meetings will be held. The format of the public meetings will be tailored to the community's needs but are anticipated to include community workshops and open houses. Outreach efforts at the first public meeting will focus on informing the community of the project's purpose and goals. Outreach efforts at the second public meeting will focus on obtaining input on proposed alternatives and recommendations. Both traditional and digital methods of communication will be used to provide the public with notice of any and all opportunities to provide input.

F. Schedule

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|---------------------------------------|------------------------|
| 1. Scope of work approved | August 2019 |
| 2. Consultant selection | November 2019 |
| 3. Project initiation meeting | December 2019 |
| 4. Inventory of existing conditions | January-February 2020 |
| 5. First public meeting | December 2020 |
| 6. Needs Assessment | November-December 2020 |
| 7. Alternatives developed | January-February 2020 |
| 8. Recommendations selected | March-April 2020 |
| 9. Second public meeting | March 2020 |
| 10. Implementation strategy developed | April-May 2020 |
| 11. Draft report completed | June-July 2020 |
| 12. Final report completed | August 2020 |
| 13. Financial closeout | September 2020 |

G. Project Budget

Sources of Funds		Uses of Funds	
	FY 2018-19		FY 2018-19
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$135,710	Staff	\$10,710
FTA	0	Contractual	125,000
Subtotal	\$135,710	Subtotal	\$135,710
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	0	Contractual	0
Local (Cash)	0	In-kind Exp.	0
Subtotal	\$0	Subtotal	\$0
<u>Total</u>	<u>\$135,710</u>	<u>Total</u>	<u>\$135,710</u>