

Rt. 96 over Rt. 14 Strategic Divestment Analysis

(UPWP Task 7213)

Scope of Work

A. Objective

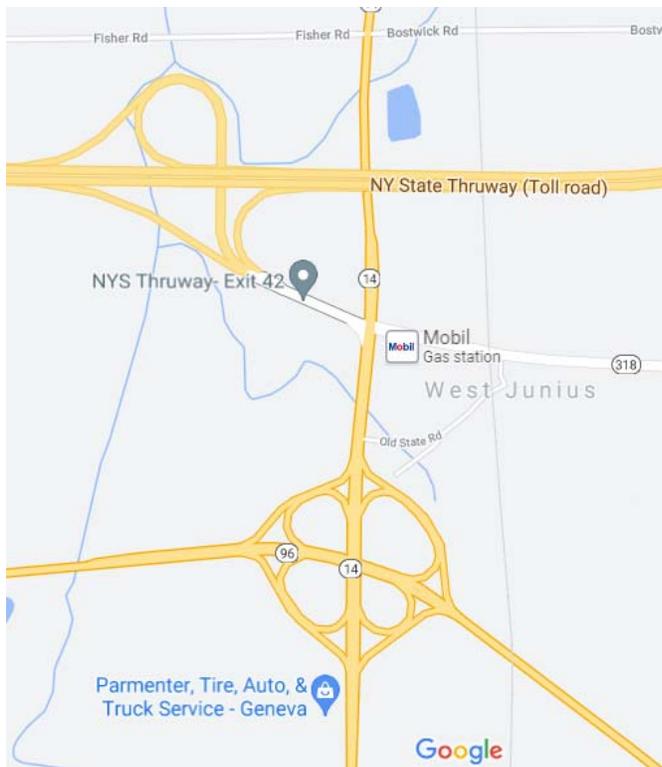
To determine the feasibility and benefits to converting the existing grade-separated intersection of NYS Route 96 and NYS Route 14 in the Town of Phelps to an at-grade intersection and develop a methodology to review and analyze strategic divestment opportunities at other locations in the future.

B. Background

As much of the region's infrastructure approaches the end of its useful life, we are faced with ever limited resources to address our transportation needs while trying to achieve a state of good repair. One approach to asset management that may allow us to stretch these limited resources is Strategic Divestment. As noted on pages 61 and 62 of the GTC *Long Range Transportation Plan 2045* (LRTP 2045):

- Asset management usually aims for a state of good repair of existing infrastructure. In a fiscally constrained environment, agencies must be open to non-traditional approaches to transportation improvements. One option is to strategically divest existing infrastructure at the end of its useful life. This may take the form of permanently removing a facility like a bridge, transforming a facility that has excess capacity to a more appropriately sized facility, or replacing a facility with a significantly different and simplified design such as overpass removal in favor of an at-grade intersection;
- In areas with aging infrastructure, the typical course of action is to reconstruct the existing facilities while meeting contemporary design standards. As much regional infrastructure was built decades ago, it is incumbent upon agencies to revisit the original design decisions and compare them to today's conditions and tomorrow's expectations; and
- At its core, Strategic Divestment entails the development and implementation of a design alternative at a location where the capacity of existing infrastructure exceeds current and projected needs. The alternative ideally better accommodates all modes of travel. Divestment can be pursued when justified by the life cycle cost-benefit analysis.

The NYSDOT Region 4 Bridge Management Committee has already identified the Route 96 over Route 14 bridge deck as needing attention. The current intersection consists of a bridge carrying Route 96 over Route 14 with a clover leaf ramp configuration to accommodate the grade change (see graphic on next page). The intersection is immediately south of the New York State Thruway interchange 42. Given the existing traffic volumes, the amount infrastructure to maintain (mainline and ramp pavements, bridge), and the atypical design given the setting, the NYSDOT Region 4 Planning & Programming office expressed a desire to explore Strategic Divestment at this location. However, there is a recognition that there may be other locations where this type of analysis might also be appropriate.



This intersection will serve as a case study for how to evaluate transportation infrastructure from a Strategic Divestment approach for asset management when such infrastructure has reached the end of its useful life. The ultimate project at this location will need some level of NEPA analysis. In an effort to streamline the NEPA process, this study is intended to be conducted within the FHWA Planning and Environmental Linkages (PEL) framework. In order to replicate the Strategic Divestment and PEL approach at other locations, the process, including relevant considerations used in the evaluation, will be documented.

C. Tasks

1. Establish a steering committee to oversee and coordinate the project development process. The steering committee will include representatives from the Town of Phelps, Ontario County Planning, New York State Department of Transportation (NYSDOT) Region 4, and Genesee Transportation Council. In addition, the steering committee may include representatives of local business, community, education, and not-for-profit agencies. Given the proximity to the County line, NYSDOT Region 3 and Seneca County Planning will be consulted.
2. Develop and issue a Request for Proposals (RFP) for consultant services. The steering committee will review the RFP before it is released. Evaluate consultant proposals and select a preferred consultant.

Location-specific:

3. Utilize the FHWA Planning and Environmental Linkages Questionnaire (https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx) to establish a framework for this analysis project such that it can support the NEPA process when it proceeds to the Scoping and Design stages.
4. Identify issues and opportunities in the project area by reviewing existing local and regional plans and studies and collecting land use, economic development, and demographic data to support the project development process.
5. Assess the level of use and condition of the existing bridge, roads, and ramps in the project area.
6. Identify the goals, strategies, and needs for the future of the intersection.
7. Conduct the first round of public outreach activities. The purpose of Round 1 will be to introduce the project to the community and obtain community input on the issues, opportunities, and inventory findings.
8. Given existing level of use, identify a range of intersection types that should be considered for this location.
9. Based on the findings of Tasks 3 through 6, develop a set of draft recommendations for review by the steering committee.
10. Assess the life-cycle costs of the existing intersection design and compare it to the life-cycle costs of potential at-grade intersection concept designs identified for this location.
11. Identify future land use types that would be suitable to the vicinity of this intersection with particular emphasis on the northeastern and northwestern quadrants between Route 96 and the NYSTA.
12. Identify development opportunities for existing land in the vicinity of the current intersection and redevelopment of land that would be opened up by the reduced footprint of an at-grade intersection.
13. Conduct the second round of public outreach activities. The purpose of Round 2 will be to obtain community input on the draft alternatives.
14. Revise and update the draft recommendations based on steering committee and community input to produce a set of preferred recommendations. The preferred recommendations shall include estimated costs and implementation priorities and timeframes.
15. Develop a Draft Report that documents the inventory, recommendations development process, public outreach process, and preferred recommendations for steering committee review and comment.

16. Revise the Draft Report, based on steering committee feedback, to produce a Final Report with associated Executive Summary and technical documentation.

Strategic Divestment Process related:

17. As the location-specific effort is underway, document the process steps taken to evaluate the Route 96 over Route 14 case study.
18. Identify the transportation circumstances that create the opportunity to consider Strategic Divestment as a potential alternative to the design of the existing facility and create a tool (e.g., checklist) that can be used to screen locations for such opportunities.
19. Discuss considerations/factors that the NYSDOT Region 4 Operations group, Pavement Management Committee, and Bridge Management Committee can use to incorporate Strategic Divestment into their decision processes.
20. Identify the transportation factors that should be incorporated the life-cycle cost assessments for any concept alternatives.
21. Identify the non-transportation factors that should be considered when assessing benefits and impacts of any concept alternatives.
22. Develop a Draft Report that documents the Strategic Divestment Planning Process for steering committee review and comment.
23. Revise the Draft Report, based on steering committee feedback, to produce a Final Report on the Strategic Divestment Planning Process.

D. Products

1. Draft Report for the project area
2. Final Report for the project area with associated Executive Summary and technical documentation
3. Draft Strategic Divestment Planning Process document
4. Final Draft Strategic Divestment Planning Process document
5. Steering committee and public meeting materials

E. Public Participation Plan

Per the GTC Public Participation Policy, this project is classified as a Planning/Policy Project. Accordingly, two rounds of public input activities will be undertaken. The first round will introduce the project to the community and obtain residents' input on issues, opportunities, and locations to be studied. The second round will present the draft alternatives to the community and obtain resident's input on the alternatives prior to selecting preferred alternatives. Both rounds of public input will be conducted in accordance with pandemic-related restrictions on public gatherings; either virtual or in-person events will be held and online public outreach services will be used to provide opportunities for community input. The Strategic Divestment Planning Process document will not require public involvement.

F. Schedule

- | | |
|--|------------------------------|
| 1. Approve scope of work | August 2021 |
| 2. Conduct consultant selection process | September - December 2021 |
| 3. Conduct project initiation meeting | December 2021 |
| 4. Identify issues and opportunities | December 2021 - January 2022 |
| 5. Complete inventory of existing conditions | February 2022 |
| 6. Identify goals, strategies, and needs | March 2022 |
| 7. Conduct first public meeting | April 2022 |
| 8. Develop and Assess concept alternatives | May - June 2022 |
| 9. Conduct second public meeting | July 2022 |
| 10. Select preferred alternatives | September 2022 |
| 11. Complete Draft Report for the project area | October 2022 |
| 12. Complete Draft Strategic Divestment document | October 2022 |
| 13. Complete Final Report for the project area | November 2022 |
| 14. Complete Final Strategic Divestment document | November 2022 |
| 15. Financial closeout | January 2023 |

G. Project Budget

Sources of Funds		Uses of Funds	
	FY 2021-22		FY 2021-22
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$100,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$100,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	2,000	Contractual	100,000
Local (Cash)	0	In-kind Exp.	2,000
Subtotal	\$2,000	Subtotal	\$102,000
<u>Total</u>	<u>\$102,000</u>	<u>Total</u>	<u>\$102,000</u>