



Professional Consulting Services for

Dansville Transportation and Industrial and Commercial Access Study

(GTC FY 2013-2014 United Planning Work Program, Project #7701)



Livingston County



September 3, 2013

Proposal

Professional Consultant Services

For

Dansville Transportation and Industrial and Commercial Access Study

(GTC FY 2013-2014 United Planning Work Program, Project #7701)

September 3, 2013

Prepared for: **Livingston County Planning Department**
6 Court Street
Room 305
Geneseo, New York 14454

Prepared by: **Barton & Loguidice, P.C.**
11 Centre Park
Suite 203
Rochester, NY 14614
Phone (585) 325-7190
Fax (585) 325-4856
www.BartonandLoguidice.com

Table of Contents

Section 1

Project Team

Section 2

Project Team
Qualifications

Section 3

Personnel Qualifications

Section 4

Reference Projects

Section 5

Approach, Scope of
Services, Schedule

Section 6

Licenses and Required
Forms



Project Understanding

The viability of a region's economy is inextricably linked to the strength and connectivity of its transportation network. In order to sustain profitability and to expand, a business must have access to an efficient, low-cost, safe and reliable multimodal transportation system that includes various and synergistic combinations of roads, highways, rail corridors and air, and waterways transport options. A diversified transportation system provides businesses affordable and redundant access to regional, national, and international markets. Employees – residents of a region – also profit from access to goods and services available as the consequence of a first-class, multimodal transportation network which can also serve as the region's gateway to long-term growth and prosperity.

As a community considers its long-term vision for sustainable growth and economic development, it must think strategically about the inherent link between existing and future land uses, its transportation system, and the potential impacts of planned capital improvement projects. As referenced in the Request for Proposals, *there is on one hand the need to harmonize the relationship between transportation and land use but, on the other hand, the need to ensure that the transportation system plays a facilitative rather than limiting role in economic development.*

In addition to shops, plazas, restaurants and other novelty stores located in its Business District, Dansville is home to a 120-acre Industrial Park offering "shovel-ready" development sites located one mile from Interstate 390. Individual sites are available for industrial, distribution, research and development, and corporate office development. One of the primary advantages of the Dansville Industrial Park is on-site rail, which is serviced by several major freight lines centrally located between Corning, Buffalo and Rochester. The strategic location of this park, with its convenient access to rail and the interstate system, prompted the NYS Department of Agriculture and Markets to develop a speculative design plan for the establishment of a food packaging

facility. Although the facility has not been constructed, this action by Ag and Markets provides strong evidence of the economic potential of the Dansville Industrial Park. The New York City market area is easily reached from this location, making it highly attractive for food based industrial development. There is also a dual runway airport adjacent to the Park.

Understanding this, the Dansville Transportation and Industrial and Commercial Access Study is focused on a strategy for business retention that optimizes the varied skills of the local labor force to support the expansion of commercial and manufacturing development in Dansville. To that end, we understand the primary transportation issues to be:

⇒ **The section of the Genesee and Wyoming (G&W) Railroad between Mount Morris and Dansville.**

The current condition of the line limits operations and expansion for several existing businesses including LMC, Inc. Application has been made to the NYS Department of Transportation for funds to rectify identified rail deficiencies however award announcements have not yet been made. If awarded, grant funds would be used for repairs and upgrades which would improve the capacity of the rail to carry freight. This issue is concurrently under evaluation by G&W Railroad, the Village of Dansville, the Town of North Dansville and Livingston County. This study will build upon existing efforts to determine the



future potential for attracting rail dependent companies within the Dansville Industrial Park or at existing operational locations, and will also evaluate how Dansville’s proximity to I-390, Exit 5 and NYS Route 36 contribute to marketability and long-term economic development.

- ⇒ **County-owned vacant property adjacent to I-390, Exit 4 and NYS Route 36.** This property will be evaluated to identify realistic development options that take advantage of its location relative to the existing transportation network.
- ⇒ **The disjointed local road network between the Dansville Industrial Park and NYS Route 36.** This area is not suitable for heavy freight traffic because of adverse impacts on a thriving low-income residential area. This study will identify viable alternatives for more strategic connectivity between the Industrial Park and I-390 as well as the commercial and industrial properties located on NYS Route 36. Credible and relevant information will be provided to Livingston County to aid in on-going efforts to develop a new marketing strategy for the Dansville Industrial Park. Information supplied will clearly illustrate how strategic improvements to the transportation network can leverage long-term growth and viability of the Industrial Park.
- ⇒ **Dansville Airport.** The study will evaluate and chronicle any constraints that prevent the Dansville Airport from expanding to provide greater business related transportation services.



Project Approach

Our proposed project team, led by Barton & Loguidice, P.C. (B&L), also includes Highland Planning and local consulting railroad engineer Jeff Marshall. Our team will build upon the on-going efforts of Livingston County, Dansville and other project partners. Our team members are intimately familiar with the project area and are experienced in the integration of historic, cultural, environmental and economic resources with a multi-modal transportation network.



Significant effort and resources have already been invested in research, study and planning around the G&W Railroad, Dansville Industrial Park, County-owned vacant property adjacent to I-390 and the overall transportation network within the study area and beyond. We will use these resources to inform our planning and design process. The Dansville Transportation and Industrial and Commercial Access Study provides an exciting opportunity to revisit and review the work that has come before, re-engage the community to confirm strategies included in previous studies, understand current initiatives, and create and prioritize design strategies to fulfill those goals. The process will also identify and close any data gaps required to advance projects to implementation.

From the beginning, our team will form a close working partnership with the project steering committee. We bring a combination of both local and regional professional expertise to this effort. Our Rochester-based team members have extensive experience working on transportation and land use related projects. Jeff Marshall, a resident of Dansville, has extensive experience with local and regional shortline railroads, including the Genesee and Wyoming Railroad. The entire team has the necessary local knowledge and understanding to create place-appropriate, environmentally sensitive and ecologically beneficial solutions that will capture the transportation improvements necessary to enhance the regional competitiveness of the Dansville area. Existing studies and findings will be summarized for use within the team and for discussion at initial community meetings.

The team will develop an outreach strategy for the project that solicits local knowledge, ideas and imperatives, translating the information into design concepts and long term economic development recommendations consistent with the desires of the community stakeholders.

In addressing the key components outlined in the RFP, our multi-disciplinary team will employ a dynamic planning and design process that is **Facilitative, Connective, and Creative**. This study is a critical step in understanding how transportation investments ripple through the supply chain, influence business decisions, and ultimately the consumer preferences that will define the Dansville area's future success. Our approach will help answer several questions:

- ⇒ In what ways does the current transportation system fail to serve the needs of existing industries?
- ⇒ What opportunities exist to enhance portions of the transportation network, including the G&W Railroad, and improved access to I-390 to retain existing and attract new business?
- ⇒ Is the freight transportation system flexible enough to accommodate the needs of emerging industry sectors?

- ⇒ What physical and/or economic constraints impact the expansion of the airport?
- ⇒ How will regulatory and policy changes impact transportation and economic development in the Dansville area, and how can it anticipate these changes?

Our team has been involved in numerous similar studies throughout New York State. Our collective staff has considerable land use, urban design, bridge, highway, rail, and environmental design experience. We specialize in developing smart transportation systems, meeting both the needs of the eventual approval process, municipal operations and maintenance, and most importantly, the end users.



As outlined in the RFP, the anticipated scope of services includes tasks that will assess existing conditions and viable development scenarios and alternatives that are **facilitative** in nature and that help leverage connections between multiple modes of transportation in the Dansville study area. The results of these efforts will be presented to the project steering committee and to the public. The final product will be an illustrative yet concise technical report that will inform future implementation plans while augmenting on-going studies and marketing efforts.

The B&L team proposes to utilize the study tasks identified in the RFP. We believe the tasks as outlined are generally representative of the critical path required to achieve implementation and foster long-term economic growth. We will keep the project within the available funding for the Study and on a schedule conducive to both the G&W Railroad and the Livingston County IDA's marketing plan

The following information is offered as an expansion of our approach to each task.

Note: Task 1 of the RFP is not part of our proposed scope of work.

Task 2: Public Participation Plan

Anticipated No. of Hours: 77

Timeframe: various intervals throughout the project

The B&L team will ensure the community is involved in the study development and that the process is transparent to all stakeholders. The first objective of the outreach process will be to establish and define a consistent understanding of each task's purpose. Next, we will work with Livingston County to develop a project-specific public engagement process that meets or exceeds the standards and requirements of the Genesee Transportation Council's Public Involvement Policy. Ms. Zwahlen of Highland Planning developed the project specific public participation plan for the GTC Goods Movement study in 2010, and understands these requirements. The Plan will lay out a series of activities that solicit passive and active involvement from different stakeholder groups throughout the course of the project. It will also include the development of a stakeholder database, which will likely expand throughout the course of the project. With the outreach structure established in the beginning of the project, Highland Planning will work to ensure the plan is followed throughout the course of the project.

The first public meeting will include a presentation of the site inventory and existing conditions. The focus

of the meeting will be to gather input and document issues and opportunities within the study area. Presentation materials will be designed to provide a comprehensive understanding of the project and will be posted to a project web page after the meeting. We will encourage the public to provide comments for one week after the meeting. The meeting summary will document all comments received in person and by email.

The team will use the input received during the first public meeting to develop alternatives and study recommendations. A second public meeting will be held to present alternatives and recommendations in greater detail and to solicit additional public feedback. Again, meeting materials will be posted to the project web page after the public meeting and the project team will invite the public to send feedback by email for one week after the meeting.

Deliverables: Stakeholder involvement plan, stakeholder database, two public meetings held, meeting materials, agendas, and minutes of meeting(s).

Task 3: Existing Conditions / Baseline Analysis

Anticipated No. of Hours: 133

Timeframe: 1-2 months

The project team will acquire an in-depth understanding of the study area in order to prepare the best possible transportation and development scenarios and alternatives and for use in the County's informational marketing package. Building on our pre-existing knowledge of the Livingston County region and the local Dansville area, the B&L team will gather and systematically organize and document existing data and site conditions, including any facilities that are being planned at and in proximity to the Dansville Industrial Park and other business areas, which could be contributing criteria for future site selectors or potential customers.

Working with the Livingston County Planning Dept, GIS maps utilizing the latest aerial photographic capabilities will be created depicting existing site

conditions. These maps will be made available in hard copy format as well as applicable digital file formats (ESRI .MXDs, shape files and/or geodatabase feature classes, CAD, and others as appropriate). At minimum and pursuant to the RFP, we anticipate the following maps will be created:

Aerial Photographic Mapping

The latest Aerial photos provided by the County, ESRI maps services, or available imagery from the New York Statewide Digital Orthoimagery Program will be used to show existing natural features of the study area and be utilized as the primary base map layer.

Soil Classification Maps

A soils map utilizing soils data from Natural Resources Conservation Service (NRCS) will be created showing such characteristics as soils type, hydrologic soil groups and hydric soils. This data will show development potential from a soil suitability standpoint taking into account a range of potential future structures, including the possibility of new roadway segments to improve the overall transportation network and connectivity. This information will also be critical to assess constructability of recommended future projects. In an effort to fully understand feasible development options, we would contact several existing local drilling partners that we typically contract with for design and construction projects around the area in an attempt to obtain geotechnical and other subsurface information they may have on specific sites within the study limits.

Utilities Mapping

As stated previously, B&L has detailed knowledge of existing utility data within the Livingston County region. We will utilize our experience and new information to assess the potential development of specific sites and to determine if there are any obstacles to potential redevelopment based on existing utility data. This information will also help us better determine the feasibility of new connector roads or other recommended capital improvement

projects while at the same time framing issues and opportunities for long-term economic growth.

Topographic Site Map

A highly accurate topographic map will be created from available Light Detection and Ranging (LiDAR) data provided by the USDA. This map will be integral in showing any development limitations posed by slopes and/or other topographic attributes and how those relate to the potential use of the G&W Railroad.

Wetland Mapping

Our investigations will include an assessment of available mapped wetland data for the study area including both state and federal wetlands. Also, our environmental scientists will identify the potential presence of wetlands based on field evaluations, in which case recommendations for future delineation will be made accordingly.

Floodplain Mapping

Flood zones from the Federal Emergency Management Agency (FEMA) will be created to show if and/or where the 100 year flood zone will affect the study area and any potential development sites.

Zoning and Land Use Maps

A map showing zoning classifications within and adjacent to the study area (as designated by each local municipal jurisdiction) will be created to demonstrate how potential development, including any new roadways, runways or rail spurs, might impact existing land uses in the area. Further, this evaluation will identify any development limitations that may be imposed based on potential redevelopment scenarios for the study area or what changes to local zoning and land use policy may be necessary in order to optimize future development potential and transportation improvements.

Transportation Access / Infrastructure Maps

Transportation infrastructure and accessibility mapping including local highways, airports and railroads will be created to demonstrate the various modes of access to the Dansville Industrial Park, County-owned vacant property, and other target areas. A summary of adjacent roadway hierarchy will be determined to help better identify logical points of access, and also to determine the likelihood of any adjacent roadways needing improvement in order to accommodate anticipated traffic levels based on future development scenarios prepared as part of this study.

Other mapping not discussed here may also be appropriate as we conduct a baseline analysis in order to best illustrate the study areas physical and environmental attributes.

Site Reconnaissance

Site reconnaissance will be conducted to observe the study area, specifically the transportation network and potential development sites, for environmental and social concerns, opportunities for transportation enhancements and connectivity, and to confirm mapping information. It is assumed that B&L will be provided with full access to potential development sites to conduct the reconnaissance.

Interviews

We will conduct personal and/or telephone interviews with current and/or former property owners, operators, lessees, occupants and other individuals familiar with the study area to obtain information pertaining to environmental issues. We will also conduct interviews with existing railroad customers to further identify issues related to the current state of the corridor. It is critical that our team fully understands the needs of existing railroad customers. For example, a customer may need a test track to test railroad cars prior to shipment. This test track might require a higher speed than the existing track or a higher speed than the existing rail line

would be rehabilitated to serve. It's important to fully understand the implications of planned and potential railroad upgrades currently under discussion.

G&W Railroad

Our baseline analysis specific to the G&W Railroad would also include a preliminary evaluation of the bridges and whether or not there are weight restrictions that would limit the size of cars that could ship goods to and from the study area. Obviously, if there is a bridge up the rail line that limits shipping weight, having bridges in the study area that can take heavier loads from Mt. Morris to Dansville would be cost prohibitive as they would be of limited value to potential customers.

Also, with the goal of optimizing the railroad as an economic development tool, and thus with the potential increase in rail traffic, highway crossings will be a part of our team's study to determine if there are any that require safety upgrades. These crossings are typically placed on a list by the NYSDOT who administers FHWA grade crossing funds.

Lastly, our investigation of the G&W Railroad will identify any potential development sites that may have rail use restrictions due to track geometry or topographic constraints.

Deliverables: *A technical report detailing the existing conditions and analysis will be prepared for the study area. This information will also be compiled in a series of user-friendly and web-ready maps that can be overlaid on the base aerial imagery for the study area. This will be presented in both hard copy and digital format.*

Task 4: Needs Assessment

Anticipated No. of Hours: 92

Timeframe: 1 month

Building on all technical data collected as summarized above, in addition to input from the community, business representatives, and project

stakeholders, our team will perform an analysis of study area Strengths, Weaknesses, Opportunities and Threats (SWOT). This will be accompanied by an assessment of needed transportation investments, strategies, and policy changes as part of the process to develop a summary of needs and recommended improvements to the transportation system.

The SWOT analysis and needs assessment will be performed with substantial input from the project steering committee, existing business leaders, and railroad stakeholders within Livingston County. This will include a series of face-to-face interviews of recorded phone calls with a representative cross section of industries throughout the study area and input from public meetings with a focus on transportation needs.

Deliverables: A technical report summarizing the findings of the SWOT analysis and an outline of anticipated transportation and economic development needs within the study area will be prepared.

Tasks 5 and 6: Development Scenarios and Alternatives, and Recommendations

Anticipated No. of Hours: 92

Timeframe: 2 months

Based on the tasks outlined above, our team will develop a minimum of three illustrative conceptual site plans that define viable development scenarios and transportation improvements necessary to achieve the goals of this project. In order to provide efficient and safe access to the various modes of transportation needed to sustain and expand the local economy, our team will identify all of the transportation system and land use mitigation measures needed to address each of the development scenarios and alternatives. We will include mitigation measures to address potential vehicle capacity issues at certain access points and intersections, weight restrictions on local roadways, and overall accessibility and efficiency upgrades to roads, highways and rail.

An assessment of each concept will be provided, reflecting the project goals and including criteria such as efficiency, accessibility, mitigation, potential job creation, public support, compliance with existing plans and the community's vision, and cost-effectiveness. Upon review by the project steering committee and based on public input received, a final revised Preferred Development Scenario will be prepared and incorporated into the Study Report with recommendations that outline specific improvement projects, policy change actions, and land use and marketing strategies to leverage future development of the Dansville Industrial Park and other potential development sites. These recommendations will be further defined by near-term, medium-term, and long-term strategies.

Deliverables: A minimum of three illustrative concept plans will be provided both as hard copy and digital format. One final Preferred Development Scenario will also be provided upon feedback from the public and the project steering committee.

Tasks 7: Action Plan and Funding Strategy

Anticipated No. of Hours: 55

Timeframe: 1 month

Implementation of transportation improvements and economic development strategies will require a coordinated effort on the part of many public and private sector stakeholders. Transportation agencies along with their economic development partners and private sector stakeholders will need to continue to sustain the momentum that has been built during the various on-going initiatives currently underway prior to and during the development of this study.

One of our team's main goals is to build support for transportation improvements among a broad cross-section of public and private stakeholders so that the Genesee Transportation Council, Livingston County, and the NYSDOT can expand the available pool of resources to help implement suggested improvement projects. With this goal in mind, our team will develop an Action Plan that lays out a Funding Strategy in five areas:

- ⇒ **Roles, Responsibilities and Partnerships** will describe the involvement of each stakeholder in the stages of a project’s lifecycle, from concept and planning to design and implementation to operation.
- ⇒ **Implementation Challenges** will review critical institutional, operational, or other issues that must be resolved before various recommendations can move forward.
- ⇒ **Funding and Costs** will discuss the future of funding for transportation improvements and will explore ways to expand participation in funding to involve a broader range of stakeholders.
- ⇒ **Timeline and Process** will describe, in general terms, the steps needed to take a recommended project from concept to implementation, including when to involve stakeholders and how projects, strategies, and policy changes may be interdependent.
- ⇒ **Defining and Monitoring Success** will discuss how the Genesee Transportation Council, Livingston County and its partners and stakeholders can determine over time how successful the implementation of this study’s recommended projects and policies are at addressing the study areas transportation needs.

Also, critical to our team’s approach to this task is making sure the Action Plan and Funding Strategy is consistent with the Finger Lakes Regional Economic Development Council’s (REDC) Strategic Plan, among other local and regional plans and initiatives. The ability to link this project’s action plan with that of the REDC will aid in future efforts to obtain the funding assistance to advance priority projects and future improvements. Again, this effort will also include development of planning-level cost estimates for transportation improvements identified in the Preferred Development Scenario.

Deliverables: A report summarizing an action plan and funding strategy based on specific improvements

illustrated in the Preferred Development Scenario as discussed in Tasks 5 and 6.

Tasks 8: Develop a Marketing Plan

Anticipated No. of Hours: 20

Timeframe: 1 month

Pursuant to the RFP, the findings of this study will be incorporated into a marketing plan for retaining, expanding and attracting industry and business in the study area. Our team will provide sufficient information to the Livingston County IDA that will clearly convey how the transportation network can be improved and marketed to leverage long-term economic growth and sustainable development.

Deliverables: Materials, documents, maps, or any other materials the County IDA or other development corporations may need to aid in their on-going marketing efforts.

Schedule

Our team proposes to complete the project pursuant to the RFP and above referenced tasks within **eight months** from the date of a project award notice by the Livingston County Planning Department. Please note, each task above has a projected timetable associated with it.