ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL

Ithaca-Tompkins County
Transportation Council

2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM

JUNE 2016

This version has been updated as of 10/13/2016

ABSTRACT

TITLE: 2017-2021 Transportation Improvement Program (TIP)

AUTHOR: *Ithaca-Tompkins County Transportation Council*

SUBJECT: Five-year program of federally funded transportation planning projects to be accomplished within Tompkins County, the planning region for Ithaca-Tompkins County Transportation Council, Metropolitan Planning Association for the Ithaca Urbanized Area.

DATE: June 21, 2016

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The 2017-2021 TIP may be viewed on the Internet at: http://www.tompkinscountyny.gov/itctc/tip

NUMBER OF PAGES: 79

ABSTRACT: The purpose of this document is to provide members of the metropolitan planning organization, transportation providers, the general public, and other affected groups and individuals with a general description of the transportation planning activities to be accomplished during the period from October 1, 20016 through September 30, 2021, utilizing Federal funds.

This document is in accordance with the final Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 72, No. 30, February 14, 2007) as it pertains to the development of the Transportation Improvement Program (§450.324). The document also considers the contents of a notice of proposed rulemaking for the Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 79, No. 105, June 2, 2014.

Comments regarding the contents of this document should be directed to the Director of the *Ithaca-Tompkins County Transportation Council*.

ADOPTION AND AMENDMENTS: The Planning Committee reviewed the draft TIP on February 16, 2016, April 19, 2016 and June 21, 2016, and recommended approval of the document to the Policy Committee.

The Policy Committee approved the TIP on June 21, 2016 via Resolution 16-05 *Adopting the 2017-2021 Transportation Improvement Program.*

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PROJECT DIRECTORY

Note: Projects are listed in order of Project Identification Number (PIN)

2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM
DIRECTORY SORTED BY PROJECT IDENTIFICATION NUMBER (PIN)

PIN	PROJECT NAME	SPONSOR	PAGE
302233	Route 38 over Fall Creek	NYSDOT	25
305758	Route 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	26
305766	Route 13 over Six Mile Creek Element Specific Bridge Repairs	NYSDOT	27
305767	MbC SR 13/34/96, Elmira Road to North Ithaca City Line	NYSDOT	28
319304	Route 327 over Enfield Creek	NYSDOT	29
360357	VPP SR 13 Trumbulls Corners Road to SR 327	NYSDOT	30
360379	MbC SR 366 Ithaca City Line To SR 13/366 Interchange	NYSDOT	31
375324	Coddington Road (Phase 1)	Tompkins County	32
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	33
375593	CR110, Ellis Hollow Road	Tompkins County	34
375594	Stewart Ave Bridge Painting	City of Ithaca	35
375610	Pine Tree Road - Two Intersections Safety Improvements	Tompkins County	36
375611	Brindley Street Bridge Replacement	City of Ithaca	37
375615	South Cayuga St. over Six Mile Creek Bridge Deck	City of Ithaca	38
375616	East State St. Retaining Wall	City of Ithaca	39
375617	Main St. Newfield-Bridge Replacement	Town of Newfield	40
375618	Ludlowville Rd. Bridge over Salmon Creek Replacement	Tompkins County	41
375619	Fall Creek Road Bridge Rehabilitation	Tompkins County	42
375620	State St. Mill and Repave from E. Green St./Seneca Way to Eddy St.	City of Ithaca	43
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382845	Tompkins County Mobility Management 2019	Tompkins County	49
382846	Transit Stop Amenities Upgrade and Multi-Modal Integration	TCAT	50
395050	West Martin Luther King, Jr. Street Corridor Enhancements	City of Ithaca	51
395053	Pedestrian Commuting in Trumansburg: Safe Routes To School & Daily Needs Sidewalks	Village of Trumansburg	52
395057	Dryden School Safe Routes to School (SRTS) Project	Village of Dryden	53
395058	Cascadilla Creekway Project	City of Ithaca	54
3M1604	Bridge Job Order Contract	NYSDOT	55
3M1801	Bridge Clean and Wash	NYSDOT	56
RC0000	Rail Crossings Block	Will vary according to project	57
RT0000	Regional Trails Block	Will vary according to project	58
TA0000	Transportation Alternatives Block	Will vary according to project	59

OVERVIEW

FEDERAL REQUIREMENTS

Under Section 134 of Title 23, United States Code and Section 5303 of the Federal Transit Act of 1964, as amended by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act and currently, the Fixing America's Surface Transportation Act (FAST-Act), the Congress of the United States has stated that:

> "It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be **continuing, cooperative,** and **comprehensive** to the degree appropriate, based on the complexity of the transportation problems."

In accordance with this directive, Metropolitan Planning Organizations (MPOs) are designated for each urbanized area of more than 50,000 population by agreement between the Governor and units of general purpose local government. It was originally determined that the Ithaca area had achieved "metropolitan" status after the 1990 Census,

On September 30, 1992, the Governor of the State of New York joined with the County of Tompkins, the City of Ithaca, the Town of Ithaca, the Villages of Lansing and Cayuga Heights in executing the Memorandum of Agreement formally designating the Ithaca-Tompkins County Transportation Council (ITCTC) as the MPO for the Ithaca-Tompkins County Urbanized Area. In December of 1994, the ITCTC expanded its Metropolitan Planning Area Boundary to cover all of Tompkins County. In conjunction with this geographic expansion, the membership of the ITCTC was expanded to include the remaining eight Towns in the County. In November 1996 the Memorandum of Agreement was amended to include the Town of Dryden as a voting member of the ITCTC Policy Committee.

The latest final Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 72, No. 30, February 14, 2007§450.324) requires that " the MPO in cooperation with the State and any affected public transportation operators shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area". This TIP must cover a period of no less than four years, must be updated at least every four years, must be approved by the MPO and the Governor, and must be financially constrained by (federal fiscal) year and by funding category. The TIP must consider all projects or phases within the metropolitan planning area proposed for funding under Title 23 of the United States Code, the Federal Highway Act, and Title 49 of the United States Code, the Federal Transit Act (with certain exceptions as specified in 450.324(c)(1)).

MPO STRUCTURE

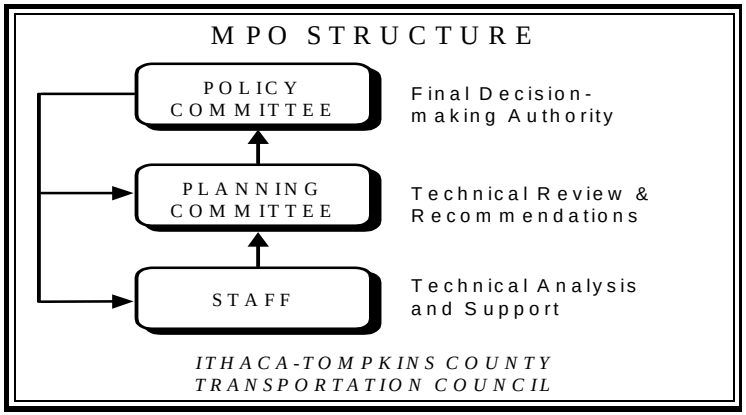
As the designated MPO for the Ithaca metropolitan area, the *ITCTC* is responsible for conducting a transportation planning process that is *"continuing, cooperative, and comprehensive"*. In order to achieve this objective, the *ITCTC* is structured at three levels.

The **Transportation Policy Committee** is the final MPO decision-making authority. Its primary local member governments include Tompkins County, City of Ithaca, Towns of Ithaca and Dryden and Villages of Cayuga Heights and Lansing. Their highest elected officials represent each of these in the Policy Committee. A representative of the New York State Department of Transportation, which represents the Governor, sits as the final primary voting member. Cornell University, Tompkins Consolidated Area Transit, the Towns of Caroline, Danby, Enfield, Groton, Lansing, Newfield, and Ulysses, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are also represented as non-voting members. The voting members of the Policy Committee have agreed to act by "consensus". ["*Consensus means no negative vote is cast by an affected voting member present at the meeting. An abstention is not counted as a negative vote.*" Section II.A.3 of the Unified Operations Plan.]

The **Transportation Planning Committee** is responsible for coordinating and managing the area's transportation planning activities and providing technical advice to the Policy Committee. The Planning Committee is composed primarily of lead technical staff members from the member entities and local transit operators.

The **Central Staff** is responsible for performing the administrative and technical services necessary to operate the MPO. The efforts of the Central Staff are supplemented by the "in-kind services" of various participants in the MPO process.

The Unified Operations Plan, adopted by formal resolution in August 1992 and updated on May 2000 and May 2015, guides the operations and procedures of the ITCTC. This document specifies that the Transportation Planning Committee has the principal responsibility for the preparation of the Transportation Improvement Program (UOP Section II.B.7.d).



PROJECT SCREENING PROCESS

The *Ithaca-Tompkins County Transportation Council* works in partnership with the *New York State Department of Transportation-Region 3* (Syracuse, New York) in order to develop a Transportation Improvement Program that is compatible with the State planning goals and available federal funds. The TIP development process involved four basic phases:

I. Estimating Available Funds: Available highway funds were estimated in cooperation with NYSDOT Region 3. NYSDOT Main Office provided the Regions with regional allocations based on federal apportionments levels. Region 3 produced sub-allocations for the ITCTC area that where reviewed by ITCTC staff and the ITCTC Planning Committee. It is the ITCTC's understanding that the final TIP reflects reconciliation of estimated resources for the ITCTC area with those of the rest of NYSDOT Region 3, including the Syracuse Metropolitan Transportation Council.

Available transit funding was determined from the Federal Register in coordination with NYSDOT and Tompkins County as the designated recipient of Federal Transit Administration (FTA) funds. Tompkins County worked closely with TCAT to develop the FTA Tables included in the TIP.

Sponsors of already programmed projects were asked to update the funding needs and schedules for existing projects. Funding was then programmed based on available funding estimates for the ITCTC planning area, ensuring that programmed funding never surpassed available federal funding in order to achieve the goal of fiscal constraint (i.e. programmed funds do not exceed the ITCTC sub-allocations).

***II. Project Solicitation*:** Eligible participants, including municipalities, county, state and transit representatives, were asked to submit fundable proposals for their priority transportation projects consistent with the federal aid surface transportation programs. Submissions were made directly to the ITCTC.

***III. Project Evaluation*:** Projects were reviewed by ITCTC staff, and NYSDOT. Evaluation of projects was based on project factors such as implementation schedule, project readiness, requested funding levels and other planning factors specific to each project. The TIP project sponsors worked in a series of meetings to develop a draft list of projects to be presented to the Planning Committee.

***IV. Project Programming*:** The *ITCTC* Planning Committee reviewed the recommended list of projects to ensure it supports the agency's Long Rang Transportation Plan (LRTP) and to ensure coordination with local plans, budgets, schedules and projects. The projects in the resulting priority list were assigned to the appropriate federal-aid funding programs. Projects were then programmed based on available funding estimates, ensuring that programmed funding did not surpass available federal funding in order to achieve the goal of fiscal constraint. Final approval of the TIP took place after a public outreach and review process.

PROJECT SELECTION PROCESS

"Project Selection" is a term that is applicable in conjunction with the management of the approved Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). It is <u>not</u> the process used to identify projects that would be added to the TIP and/or STIP. That process is described above under 'Project Screening'. Under the Metropolitan and Statewide Planning Rules and Regulations (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 72, No. 30, Wednesday, February 14, 2007), the term "Project Selection" refers to the process or mechanism used to manage project implementation from an approved and fiscally constrained TIP and/or STIP.

The <u>Project Selection Process</u> authorized by the *Ithaca-Tompkins County Transportation Council* is based on a process that was developed and suggested by New York State Department of Transportation to provide statewide compatibility between MPO and State DOT processes. The process described below shall be considered as an integral component of the <u>Transportation Improvement Program</u> approved by the *Ithaca-Tompkins County Transportation Council.*

1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready to

be authorized and the actual costs match the programmed costs, no Project Selection is required.

2. If the value of a project or projects in the first year of a TIP/STIP increase from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in the Federal Fiscal Year in order to obtain Federal authorization. Generally, this will require that savings in other first-year projects be identified. If that cannot be demonstrated, other first-year projects (or phases) would need to be deferred to later years. If they are deferred to later years, it is important to remember that fiscal balance in years 2 and 3 of the TIP/STIP must also be maintained. This may necessitate deletion of scheduled projects in years 2 or 3, or deferral to years 4 or 5. Even though this sounds onerous, it often entails only minor schedule change of a project (e.g., September 2016 to October 2016).

3. It is occasionally necessary to revise the fund category in order to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.

4. The most likely situation that would require Project Selection occurs as a result of savings incurred as a project is authorized (or bid) or when the schedule of a project slips causing the authorization to be deferred to a subsequent Federal Fiscal Year. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization if the lapsing of funds in the current Federal Fiscal Year is to be avoided.

5. The basis for selecting Title I (highway) projects from years 2 and 3 or revising fund categories would be, to the extent possible, to select a project that is ready to be authorized from the same geographic area (MPO or non-metropolitan area), then from the same NYSDOT Region, and finally, from anywhere within the State. For Title I (highway) projects, NYSDOT will be responsible for project selection and, if necessary, revising the fund category.

6. It is proposed that for Title III (transit) projects, the grantee is permitted to select project(s) from years 2 and/or 3 of the TIP/STIP to replace first-year project(s) of equal value that will not be ready for authorization at the time the grantee prepares and submits the grant application to the FTA. If the grantee does not have projects in years 2 and/or 3 of the TIP/STIP, the grantee will consult with the MPO and with NYSDOT in order to identify other Title III projects in the TIP/STIP that can be authorized in the first year.

7. For Title I funded projects, the Department will report to the MPO on a quarterly basis if the Project Selection procedures are implemented. Similarly, for the Title III funded projects, the Transit Operator will report to the MPO on a quarterly basis if they utilize the Project Selection procedures in submitting a grant application to the FTA.

COORDINATION

Long Range Transportation Plan

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the transportation system. This approach reflects the general philosophy, articulated in Federal legislation and NYSDOT's guidance, encouraging strong asset management practices that focus investments in current infrastructure through preventive, corrective and demand maintenance, with the aim of preserving the functionality of the existing transportation system.

The TIP seeks to provide components for an integrated transportation system that is multimodal in nature, provides for the relief of vehicular congestion and maximizes the mobility of people and goods. The project development process acknowledges the limited funding resources available to meet the costs of new construction, improvements and maintenance. The increased need to address concerns over energy conservation, the environment and air quality, interests of bicyclists and pedestrians, and concerns over preservation of neighborhoods and the vitality of local areas, require a strategic Transportation Improvement Program.

The Transportation Policy Committee approved the ITCTC's 2035 Long Range Plan, on December 2014. The projects contained within

this TIP are in conformance with the goals, policies and recommendations articulated in the long-range transportation plan.

Transportation Systems Management

Transportation Systems Management (TSM) is the name given to the concept of more efficiently using existing transportation systems by means other than large-scale new construction. TSM embraces a host of measures, all with the purpose of seeking to achieve better results from existing facilities rather than creating new highways and transit systems. These measures tend to be subtle, low-cost, and can be implemented rapidly compared to new capital construction. All tend to have minimal or no right of way space required as they are fitted into or on existing systems or are simply policies applied to whole areas. The rising costs of construction and operation of new facilities coupled with the level of available funding and the environmental, social, cultural and economic concerns of the area's residents and officials, have led to a greater emphasis on TSM activities in the Ithaca-Tompkins County Metropolitan Area.

Special Efforts for the Elderly and Disabled

The passage of the Americans with Disabilities Act of 1990 (ADA) has accelerated trends towards a comprehensive demand-responsive transit network and the development of accessible line-haul service. All projects to be completed as part of the 2017-2021 Transportation Improvement Program will be completed in conformance with the pertinent requirements of ADA.

Air Quality

Tompkins County is classified as an air quality "attainment" area under the Clean Air Act Amendments of 1990 (CAAA). As such, no technical conformity analyses have been completed. The Long Range Transportation Plan includes specific policy strategies intended to assist in maintaining compliance with National Ambient Air Quality Standards (NAAQS) in the greater Ithaca-Tompkins County Metropolitan Area.

Energy

No specific energy audits were conducted as part of the TIP process. No Regionally Significant Projects or Significant Project Changes have been identified in this TIP. However, the Long Range Transportation Plan emphasizes transportation investments, which optimize energy conservation efforts. This TIP includes TSM, transit and bicycle/pedestrian projects that will have a positive impact on energy conservation efforts.

Public Participation

In December of 1993, the *Ithaca-Tompkins County Transportation Council* formally adopted its Public Involvement Procedures (PIP). There procedures were last updated June 26, 2007. In developing the TIP every effort was made to comply with federal requirements (23 CFR Part 450 and 49 CFR Part 613, Federal Register, Volume 72, No. 30, Wednesday, February 14, 2007), including broader outreach to environmental, historic and other special interest community groups, and state and local government agencies. The Public Involvement Procedures address topics such as meeting notification, information access and availability, and public involvement in the planning process of the MPO. The procedures provide general-purpose thresholds for community participation on a general and continuous basis. The public has been notified and invited to participate in the development of the TIP through such channels as direct proposal solicitation, advertisements, use of list serves, web access and other media outreach efforts.

IMPACT ANALYSIS

- **Special Populations and Resources**

ITCTC staff utilized available Geographic Information System (GIS) data to analyze the impact of TIP projects on environmental and historic resources, and to determine their potential effects on minority, low income and elderly populations.

TIP projects involve inspection, maintenance or reconstruction of existing transportation facilities. These projects will not substantially change the "footprint" of the facility or its scale. As with any capital project there are bound to be interruptions in service, detours, etc. These are considered temporary in nature and are mitigated on-site during project implementation.

The impact analysis on special populations or resources did not identify significant adverse or unequal impacts resulting from the distribution and location of any TIP projects. The maps generated for this analysis can be found in the TIP Maps section at the end of this document.

- **Performance Measures**

The ITCTC's 2035 Long-Range Transportation Plan (Chapter 3: www.tompkinscountyny.gov/itctc/lrtp) includes a series of measurable objectives that are accompanied by performance measures and targets to be achieved. The table in the following page, titled 'TIP Performance Measures Analysis', shows the expected area of impact of each of the projects included in the TIP. The exact impact of a project cannot be determined until it is built. Overall performance for the LRTP objectives is tracked over time and reported to the ITCTC. The bulk of the funding in this TIP is dedicated to repair and maintenance of the existing infrastructure. As a result, it is not surprising that Safety and Infrastructure performance objectives are the most affected by the 2017-2021 program.

FUNDING CATEGORY DESCRIPTIONS

Federal funding sources have statutory restrictions that limit their use to certain eligible purposes. This in turn influences the ultimate allocation of funding for different project types during TIP development. This summary description of different funding sources is included to provide interested parties with the contextual framework within which to understand funding options and possibilities.

- **National Highway Performance Program (NHPP)**

NHPP supports improvement of the condition and performance of the National Highway System (NHS). The National Highway System was approved by Congress in 1996 and includes approximately 165,000 miles of Interstate system and other major highways. Highways included in the system were designated by the states working with the USDOT. In the Ithaca-Tompkins County Metropolitan Area the only NHPP-eligible facilities are NY State Route 13 (known as Fulton Street/Meadow Street/Elmira Road within the City of Ithaca) and NY State Route 79 from Fulton Street in the City of Ithaca east/southeast to the Tompkins/Tioga County Line in the Town of Caroline.

NHPP funds can be used for any project to improve or maintain infrastructure (pavement, bridges, etc.), safety, mobility or freight facilities, intelligent transportation systems, environmental restoration, natural resource mitigation and other programs within NHS corridors. Bicycle and pedestrian facilities are also eligible expenses.

- **Surface Transportation Block Grant (STBG) –**

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program. STBG remains the federal-aid highway program with the broadest eligibility criteria.

STBG Funding is allocated to several subcategories each with their own use restrictions.

2017-2021 TIP PERFORMANCE MEASURES ANALYSIS			**Expected TIP Project Impact** (see more detailed performance measure definitions below):														
				SAFETY		INFRASTRUCTURE		CONGESTION	SYSTEM RELIABILITY					ENVIRONMENTAL SUSTAINABILITY			
			↓ Fatal Accidents	↓ Bike-Ped Injury	↓ Bike-Ped Fatalities	↓ Deficient Bridges	↓ Poor Roads	↓ Congestion	↑ Transit	↑ Multi-Use Trails	↑ Bike Lanes	↑ Non-Drive Alone	↑ Sidewalks	↓ VMT	↓ CO2	↑ Urban	↓ Veh/HH
PIN #	***Project Name***	***Sponsor***	1	2	3	4	5	6	7a	7b	7c	7d	7e	8a	8b	8c	8d
302233	Rt.38 over Fall Creek	NYSDOT				x											
305758	Rt 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	x			x		x							x		
305766	Rt.13 over Six Mile Creek Elem Specific Br Repair	NYSDOT					x										
305767	MbC Route 13/34/96, Elmira Road to Ithaca C/L	NYSDOT					x										
360357	VPP Rt. 13 - Trumbulls Corners Rd. to Rt.327	NYSDOT					x										
360379	MbC Rt.366, Ith.City line to Rt.13/366 Interchange	NYSDOT		x	x		x						x			x	
375324	Coddington Road (Phase 1)	Tompkins Co.	x	x	x												
375592	Elmira Road Overlay and Signal Replacement	T. Ithaca					x	x									
375593	CR110 Ellis Hollow Road	Tompkins Co.					x										
375594	Stewart Ave Bridge Painting	C. Ithaca				x											
375610	Pine Tree Road Intersection Improvements	Tompkins Co.	x		x								x				
375611	Brindley Street Bridge Replacement	NYSDOT				x					x						
375615	S.Cayuga St. over SMC - Deck Replacement	C. Ithaca				x											
375616	State St. Retaining Wall	C. Ithaca					x										
375617	Main St. Newfield - Bridge Replacement	T. Newfield				x											
375618	Ludlowville Road Bridge Replacement	Tompkins Co.				x											
375619	Fall Creek Road Bridge Rehabilitation	Tompkins Co.				x											
375620	State St. Mill and Repave	C. Ithaca					x				x						
375621	Rt.96/Trumansburg Rd. Pedestrian Corridor Study	T. Ithaca		x	x												
380658	Regional Bridge Deck and Joint Repair Contract	NYSDOT				x											
380762	Regional Large Culvert	NYSDOT				x											
382843	Tompkins County Mobility Management 2017	Tompkins Co.							x			x					
382844	Tompkins County Mobility Management 2018	Tompkins Co.							x			x					
382845	Tompkins County Mobility Management 2019	Tompkins Co.							x			x					
382846	Transit Stop Amenities Upgrade and Multi-Modal	TCAT							x			x					
395050	W. Martin Luther King, Jr.St. Corridor Enhancements	C. Ithaca		x	x								x				
395053	Pedestrian Commuting in Trumansburg: SRTS	V. Trumansburg		x	x								x				
395057	Dryden School SRTS Project	V. Dryden		x	x								x				
395058	Cascadilla Creekway Project	C. Ithaca		x	x								x				
3M1604	Bridge Job Order Contract	NYSDOT				x											
3M1801	Bridge Clean and Wash	NYSDOT				x											

Performance Measure Definitions:

1. Reduce the # of Accident Fatalities/Serious Injuires?
2. Reduce the # of Bike-Ped accidents?
3. Reduce the # of Bike-Ped Fatalities/Serious Injuries
4. Reduce the # of structurally deficient bridges?
5. Reduce the miles of State Roads in 'poor' condition?

Performance Measure Definitions:

6. Reduce PM Peak hour Congestion?
7a. Increase transit serice?
7b. Increase the miles of multi-use trails?
7c. Increase the miles of roads with bike lanes?
7d. Encourage more non-"drive alone" trips?
7e. Increase or improve sidewalks?

Performance Measure Definitions:

8a. Reduce annual vehicle-miles-traveled per capita?
8b. Reduce the countywide carbon dioxide emissions?
8c. Promote growth in urbanized area/villages?
8d. Reduce the number of vehcles needed per household?

STBG-Flexible: The STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm). These funds may also be 'flexed' to the Federal Transit Administration (FTA) for transit use.

Off-System Bridges: States are required to obligate a portion of STBG funds for bridges not on Federal-aid highways (off-system bridges).

Transportation Alternatives (TA) – The FAST Act provides for funding for transportation alternatives (TA) as a set-aside of the STBG. TA eligible projects were included under previous federal legislation as the transportation alternatives program (TAP), transportation enhancement program (TEP), safe routes to school (SRTS) and recreational trails programs (RTP). TA projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TA projects must be one of 10 eligible activities and must relate to surface transportation.
Ten eligible activities:

1. Pedestrian and bicycle facilities
2. Safe routes for non-drivers
3. Conversion of abandoned railway corridors to trails
4. Scenic turnouts and overlooks
5. Outdoor advertising management
6. Historic preservation and rehab of historic transportation facilities
7. Vegetation management
8. Archaeological activities
9. Storm water mitigation
10. Wildlife management

The awarding of TA funds is based on a statewide competitive grant process.

- **Highway Safety Improvement Program (HSIP)**

The FAST Act distributes funding to States by formula under the HSIP. The HSIP goal is to achieve significant reduction in traffic fatalities and serious injuries. It includes highway safety improvement strategies, activities or projects on public roads that are consistent with the State Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature or addresses a highway safety problem. Eligible activities include: vehicle-to-infrastructure technologies, pedestrian hybrid beacons, median separation, and other physical infrastructure safety projects.

- **Federal Transit Administration**

The planning regulations require that the TIP include projects funded under several Federal Transit Administration (FTA) programs. FAST Act legislation provides the ability to transfer funding between programs (e.g., from STBG to FTA Section 5307) in order to best meet local/statewide needs. The FTA implements the federal program as authorized by the FAST Act and funded by annual appropriations. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

FTA Funding Programs:

Section 5309: This program provides discretionary capital funds for the acquisition and/or construction of capital facilities (e.g., rolling stock, major terminals, etc.).

Section 5307: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, mobility management projects, as well as operating expenses in certain circumstances. There are two basic sub-categories of this program: Operating Assistance and Capital/Planning. Operating Assistance is provided to urban area transit systems on a formula basis to

subsidize the general operations of the transit service. Capital/Planning funds are available on grant application.

Section 5310-urban: This program formula funding to increase mobility of seniors and persons with disabilities. Projects awarded from Sect.5310 are required to be in the Tompkins County Coordinated Human Service and Public Transportation Plan (http://www.tccoordinatedplan.org/).

Section 5310-rural: Similar in purpose to 5310-urban but for use in rural areas. This grant program is managed by NYSDOT and is highly competitive.

Section 5311: This program provides funds for use in non-urbanized areas. These funds may be used for planning, capital, operating, and administrative purposes. This grant program is managed by NYSDOT.

Federal regulations require a Designated Recipient of federal funds for each FTA program. The State of New York is the original Designate Recipient for all FTA programs in effect in Tompkins County. After the ITCTC was created in 1992, the State transferred some Designated Recipient responsibilities to Tompkins County based on an agreement between the City of Ithaca and the County.

The County's primary responsibility as Designate Recipient is to use a process to solicit input from the public transportation operators and to propose projects or project revisions to the ITCTC for its consideration, approval and inclusion in the TIP (see FTA Transit Tables section in this document).

Designated Recipients for FTA programs in Tompkins County are shown in the following table:

FTA Program	Program Title	Designate Recipient	Eligible Activities
Sect. 5307	Urban Formula	Tompkins County	Operating assistance, capital and planning
Sect. 5309	Bus and Bus Facilities	Tompkins County	Buses and bus facility capital projects
Sect. 5310-urban	Seniors and Individuals with disabilities	Tompkins County	Programs and paratransit buses for target populations
Sect. 5310-rural	Seniors and Individuals with disabilities	NYSDOT	Programs and paratransit buses for target populations
Sect. 5311	Rural Grants	NYSDOT	Operating assistance and capital funds for rural transportation services

Tompkins County and NYSDOTA are FTA grant recipients for various programs. Recipients receive federal funding directly from FTA and are the only signatories to grant agreements with FTA. FTA holds recipients responsible for compliance with all applicable federal laws, regulations and directives. NYSDOT and the County are responsible for the performance of sub-recipients and third party contractors in their compliance with federal requirements.

Tompkins County is the FTA recipient for the Section 5307, 5309 and the urban allocations for the Section 5310 program. NYSDOT is the recipient for Section 5310-rural allocation and the Section 5311 program.

TIP FINANCIAL PLAN

Federal Regulations (23 CFR §450.324(h)) require inclusion of a plan that demonstrates how the TIP can be implemented and indicates financial resources that are expected to be available to implement projects in the TIP. Each Federal fund category is expected to be "fiscally constrained" by Federal Fiscal Year. Under fiscal constraint, the sum of the costs for all of the projects cannot surpass the level of funding that is committed or reasonably expected to be available to the Ithaca-Tompkins County Metropolitan Area by funding category (as per NYSDOT Region 3) for the 5-year planning period. Revenue and

costs estimates for projects in the TIP use inflation rates that reflect "year of expenditure dollars".

The TIP section titled *Summary Charts and Tables* display data compiled from the *2017-21 Project Tables*. Information on the on the *Summary Charts and Tables* section shows that the 2017-21 TIP is fiscally constrained. Included in the *Summary Charts and Tables* section:

- Status of Projects from Previous 2014-18 TIP
- 2017-2021 TIP Distribution of Federal Funds by Fiscal Year by Fund Source
- 2017-21 TIP Distribution of funds by Federal Fiscal Year by Match Source
- 2017-2021 TIP Programmed Funding for 5-YR Program by Fund Source
- Total Funding by Fund Source

The funding data in the *Summary Charts and Tables* section, along with the *2017-21 Project Tables* constitute the financial plan for the TIP and include all the data required in the Federal Regulations, 23 CFR 450.324(h), to demonstrate that the TIP is financially constrained and that resources from federal, state and local sources are reasonably expected to be made available to carry out the TIP. New projects will only be added to the TIP when funding has been identified and secured.

The ITCTC, project sponsors and NYSDOT have worked collaboratively to provide some flexibility in the availability of funds across the program period. In particular, HSIP and Off-System Bridge funds will be aggregated for use since the distributed annual allocation is insufficient to accommodate projects. NYSDOT also agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. More details are noted under the *2017-2021 TIP Distribution of Federal Funds by Fiscal Year by Fund Source* table.

PROGRAM SUMMARY

The initial sections of the TIP provide an overview of the Metropolitan Planning Process in Tompkins County, followed by a description of the TIP development process and requirements. The impact analysis relates TIP projects with factors such as project location, family income levels, historic bridges and structures, minority populations, senior populations, and environmental factors. The purpose is to identify any disproportionate impacts to these areas of concern. The document also describes all the different funding categories that are programmed in the TIP. Finally, the components of the TIP Financial Plan are described.

The *Summary Charts and Tables* section of the TIP include a listing of projects from the previous TIP (2014-18) that were implemented and their status. It also presents the TIP project data in a cumulative format showing fund distribution patterns by fund source and sponsors, and tables displaying funding levels by year by funding source and funding match distribution.

The heart of the 2017-2021 Transportation Improvement Program is found in the *2017-2021 Project Tables* section that follows the *Summary Charts and Tables*. The projects are listed in order of their NYSDOT issued project identification number (PIN). This section includes individual tables for each project in the TIP. Individual project phase costs are given in *matched dollars* (unless otherwise noted). Each project page provides essential information regarding the project name, identification number, sponsor, and fund source(s). Each phase includes a date representing the proposed date (month/year) that federal funds are planned to be obligated to the project phase. This, at times, differs significantly with actual project implementation. It is essential to recognize that the "project sponsor" is the entity that will be responsible for providing the non-federal "match" for each project/phase and, in most cases, will be responsible for initiating and administering the project under a "local administration" agreement with NYSDOT.

There are six Federal Fiscal Year columns on each table. The first column, labeled as "Obligated", represents project phases that have previously been obligated (i.e., funds have been released for their implementation). The next three columns (16/17, 17/18, 18/19) represent the mandatory triennial element of the TIP. The remaining two columns (19/20 and 20/21), are included for planning purposes.

Each program year (e.g., 16/17) represents the Federal Fiscal year, which begins on October 1 and ends on September 30. Federal Fiscal years are named for the year in which the fiscal year ends (e.g., FFY 17 ends September 30, 2017).

Following the project listings there is a section with tables summarizing the transit program for Tompkins County – *2017-2021 Federal Transit Administration Tables*. These tables show Federal Transit Administration grants by grant program across the planning period.

The final section of the document includes maps showing the geographic location of projects within Tompkins County. Mapped projects are limited to capital projects with defined project boundaries. Planning projects and maintenance projects with undefined locations cannot be shown in map format. Other maps show the distribution of projects and how they relate to the location of minority populations, low income households, senior populations, historic bridges and structures and environmentally significant areas and wetlands.

SUMMARY CHARTS AND TABLES

STATUS OF PROJECTS FROM PREVIOUS TIP – 2014/18 (as of June 2016)				
PIN	**Project-Name**	**Sponsor**	**Fund Source**	**Status**
303318	Element Specific Bridge Repairs and Bridge Painting	NYSDOT	STP-FLEX,NHPP	COMPLETED
305756	Cayuga Heights Rd. Bridge over Route 13, Village Of Lansing	NYSDOT	NHPP	COMPLETED
305762	Rt. 13 over Pony Hollow Creek 2	NYSDOT	NHPP	COMPLETED
319304	Route 327 over Enfield Creek,	NYSDOT	STP-FLEX	COMPLETED
360338	VPP Rt.38 from Rt.13/38 Intersection to Rt.366	NYSDOT	STP-Flex	COMPLETED
360339	VPP Rt.13, Schuyler County Line to Trumbulls Corners Rd.	NYSDOT	STP-Flex	COMPLETED
375452	Gateway Trail (Pedestrian and Bicycle Path)	Town of Ithaca	SAFETEA-LU Sect. 1702(HPP)	COMPLETED (construction 2016)
375462	Intersection Bulb-outs on West Green Steet & West Seneca	City of Ithaca	STP-FLEX	COMPLETED
375503	Newfield Covered Wooden Bridge Preservation	Tompkins County	NHCBPP	COMPLETED
375534	Lake Street Bridge Rehabilitation	City of Ithaca	STP-FLEX	COMPLETED (construction 2016)
375564	SRTS, Traffic Calmed Route Network	City of Ithaca	SRTS	COMPLETED
375588	Mobility Management	Tompkins County	STP-FLEX	COMPLETED (flexed to transit)
375590	Pedestrian Signal Countdown Timer Safety Timer	City of Ithaca	HSIP	COMPLETED (construction 2016)
375591	Pedestrian Corridor Study Rt. 96B	Town of Ithaca	STP-FLEX	COMPLETED
380617	Centerline Audible Roadway Delineators	NYSDOT	HSIP	COMPLETED
380660	Bridge Painting Contract	NYSDOT	STP-FLEX, NHPP	COMPLETED
393278	Norfolk Southern Gate & Signal Upgrade	NYSDOT	STP-Rail	COMPLETED
395035	Route 13 Pedestrian Crossing, City of Ithaca	City of Ithaca	NHPP	COMPLETED
395041	Forest Home Bridge - Inspection	Tompkins County	STP-FLEX	COMPLETED
395047	Cayuga Waterfront Trail-Phase-2	City of Ithaca	STP-FLEX	COMPLETED
3B1402	Bridge Inspection by Consultant	NYSDOT	STP-FLEX, NHPP	COMPLETED
3B1406	Work Zone Traffic Control	NYSDOT	STP-FLEX, NHPP	COMPLETED
3B1601	State & Local Bridge Inspection By State Forces 2015	NYSDOT	STP-FLEX, NHPP	COMPLETED
3B1603	Diving, State/Local Bridges	NYSDOT	STP-FLEX	COMPLETED
3M1401	Bridge Clean & Wash	NYSDOT	STP-FLEX, NHPP	COMPLETED
3M1504	Bridge Job Order Contract	NYSDOT	STP-FLEX, NHPP	COMPLETED
305758	Rt. 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	HSIP	ON-GOING
375324	Coddington Road (Phase I)	Tompkins County	HSIP	ON-GOING

Continued: STATUS OF PROJECTS FROM PREVIOUS TIP – 2014/18 (as of June 2016)				
PIN	**Project-Name**	**Sponsor**	**Fund Source**	**Status**
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	NHPP	ON-GOING
375593	Cr110, Ellis Hollow Road	Tompkins County	STP-FLEX	ON-GOING
375594	Stewart Ave Bridge Painting	City of Ithaca	STP-FLEX	ON-GOING
375610	Pine Tree Road - Two Intersections Safety Improvements	Tompkins County	HSIP	ON-GOING
375611	Brindley Street Bridge Replacement	NYSDOT	OFF SYSTEM BRIDGE	ON-GOING
395050	West Martin Luther King, Jr. Street Corridor Enhancements	City Of Ithaca	TEP	ON-GOING
395053	Pedestrian Commuting in Trumansburg: SRTS & Daily Needs Sidewalk	Village of Trumansburg	TAP	ON-GOING
395057	Dryden School SRTS Project	Village of Dryden	TAP	ON-GOING
395058	Cascadilla Creekway Project	City of Ithaca	TAP	ON-GOING
3M1604	Bridge Job Order Contract	NYSDOT	STP-FLEX, NHPP	ON-GOING
305760	Element Specific Repair – Route 13 over Fall Creek	NYSDOT	STP-FLEX	PROJECT REMOVED BY SPONSOR (combined with another project)
305761	Rt13 over Cascadilla Creek	NYSDOT	STP-FLEX	PROJECT REMOVED BY SPONSOR (combined with another project)
305763	Route 13 over Pony Hollow Creek	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR (combined with another project)
305764	Element Specific Repair – Route 13 over Chaffee Creek	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR (combined with another project)
375453	Peruville Road	Tompkins County	SAFETEA-LU Sect.1702(HPP)	PROJECT REMOVED BY SPONSOR
375595	Rt.366: Varna Corridor Redevelopment	Town of Dryden	STP-FLEX	PROJECT REMOVED BY SPONSOR (combined with another project)
380653	Regional Joint Repair	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
380659	Deck Treatment Contract	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR (combined with another project)
380693	Safety/ Overhead Signs	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
380695	Overhead Sign Structure & Panel Repair/Replace Contract	NYSDOT	STP-FLEX	PROJECT REMOVED BY SPONSOR
3B1403	Diving: State/Local Bridges	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3B1501	State Forces Bridge Inspection By State Forces 2015	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3B1608	Regional Work Zone Traffic Control Contract	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3B1701	State and Local Bridge Inspection	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3B1802	State and Local Bridge Inspection by State Forces	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3B1803	Diving. State and Local	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR
3M1601	Bridge Clean and Wash Contract	NYSDOT	STP-FLEX/NHPP	PROJECT REMOVED BY SPONSOR

2017-2021 TIP DISTRIBUTION OF FEDERAL FUNDS BY FISCAL YEAR BY FUND SOURCE

	2016/17	2016/17	2017/18	2017/18	2018/19	2018/19	2019/20	2019/20	2020/21	2020/21	5 YEAR TOTALS	
FUND SOURCE	**Anticipated Federal Funds**	**TIP Programmed**	**Anticipated Federal Funds**	**TIP Programmed**	**Anticipated Federal Funds**	**TIP Programmed**	**Anticipated Federal Funds**	**TIP Programmed**	**Anticipated Federal Funds**	**TIP Programmed**	**Anticipated Federal Funds**	**TIP Programmed**
NHPP	1,901,000	$1,725,640	1,901,000	$1,763,920	1,901,000	$2,988,480	2,802,000	$2,464,000	1,901,000	$1,463,680	$10,406,000	$10,405,720
STBG Flexible	1,839,000	$1,676,342	1,839,000	$2,026,800	1,839,000	$1,828,800	1,839,000	$1,836,000	1,839,000	$1,792,000	$9,195,000	$9,159,942
STBG Off-System Bridge	$107,000	$56,000	1,340,000	$2,024,000	211,000	$0	211,000	$0	211,000	$0	$2,080,000	$2,080,000
HSIP	795,000	$2,115,000	1,563,900	$1,233,900	330,000	$0	330,000	$0	330,000	$0	$3,348,900	$3,348,900
TEP Roll Over	$496,000	$496,000	$0	$0	$0	$0	$0	$0	$0	$0	$496,000	$496,000
FLEX Roll Over	$556,000	$556,000										
HSIP Roll Over	$203,400	$203,400										
FHWA Federal Aid Total	**5,897,400**	**6,828,382**	**6,643,900**	**7,048,620**	**4,281,000**	**4,817,280**	**5,182,000**	**4,300,000**	**4,281,000**	**3,255,680**	**$26,285,300**	**$26,249,962**

Fund Sources:
National Highway Performance Program (NHPP)
Surface Transportation Block Grant Flexible (STBG-Flexible)
Surface Transportation Block Grant Off-System Bridge (STBG-Off-System Bridge)
Highway Safety Improvement Program (HSIP)
Transportation Enhancement Program (TEP)

Notes:

a) For the 2017-21 TIP update, NYSDOT agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. In total, NYSDOT provided an additional $2,627,000 federal funds to the 2017-2021 ITCTC TIP allocation to ensure the TIP will remain fiscally constrained. These funds are distributed as follows:

- PIN 305758; RT 13 AT TRUMBULL CORNERS RD, TOWN OF NEWFIELD, TOMPKINS CO: $330,000 HSIP for FFY 16/17. This extra amount was needed to fully fund C and CI for this NYSDOT project.
- PIN 305767; MBC RT 13/34/96 ELMIRA RD TO N. ITHACA CITY LINE: $901,000 NHPP for FFY 19/20. This extra amount was needed to fully fund C and CI for this NYSDOT project.
- PIN 375611; BRINDLEY STREET BRIDGE REPLACEMENT PROJECT, CITY OF ITHACA: $1,396,000 Off-System Bridge ($56,000for FFY 16/17 and $1,340,000 for FFY 17/18).

b) There is a single project, PIN 395050, which utilizes Transportation Enhancement Program (TEP) funds that were programmed during the last cycle for TEP funding. That project is scheduled for FFY 16/17.
c) The construction and inspection phases of one FLEX project, PIN 375593 CR110, ELLIS HOLLOW ROAD, are funded with roll-over funds from the previous TIP.
d) The construction and inspection phases of one HSIP project, PIN 375610 PINE TREE RD.-TWO INTERSECTION SAFETY IMPROVEMENTS, are funded with roll-over funds from the previous TIP.

2017-21 TIP DISTRIBUTION OF FUNDS TABLE						
BY FEDERAL FISCAL YEAR BY MATCH SOURCE						
	YEAR 1 (16/17)	YEAR 2 (17/18)	YEAR 3 (18/19)	YEAR 4 (19/20)	YEAR 5 (20/21)	TOTAL
FEDERAL	$6,828,382	$7,048,620	$4,817,280	$4,300,000	$3,255,680	**$26,249,962**
STATE	$883,719	$608,800	$4,000	$1,075,000	$495,000	**$3,066,519**
LOCAL	$501,377	$981,980	$1,200,320	$0	$318,920	**$3,002,597**
Total	**$8,213,478**	**$8,639,400**	**$6,021,600**	**$5,375,000**	**$4,069,600**	**$32,319,078**

2017-21 TIP - TOTALS BY FUND SOURCE			
Fund Source*	**Federal Share**		**Projects Total****
National Highway Performance Program (NHPP)	**$10,405,720**		**$13,007,150**
Surface Transportation Block Grant Flexible (STBG-Flexible)	**$9,715,942**		**$12,144,928**
Surface Transportation Block Grant Off-System Bridge (STBG-Off-System Bridge)	**$2,080,000**		**$2,600,000**
Highway Safety Improvement Program (HSIP)	**$3,552,300**		**$3,974,000**
Transportation Enhancement Program (TEP)	**$496,000**		**$620,000**
TOTALS:	**$26,249,962**		**$32,319,078**

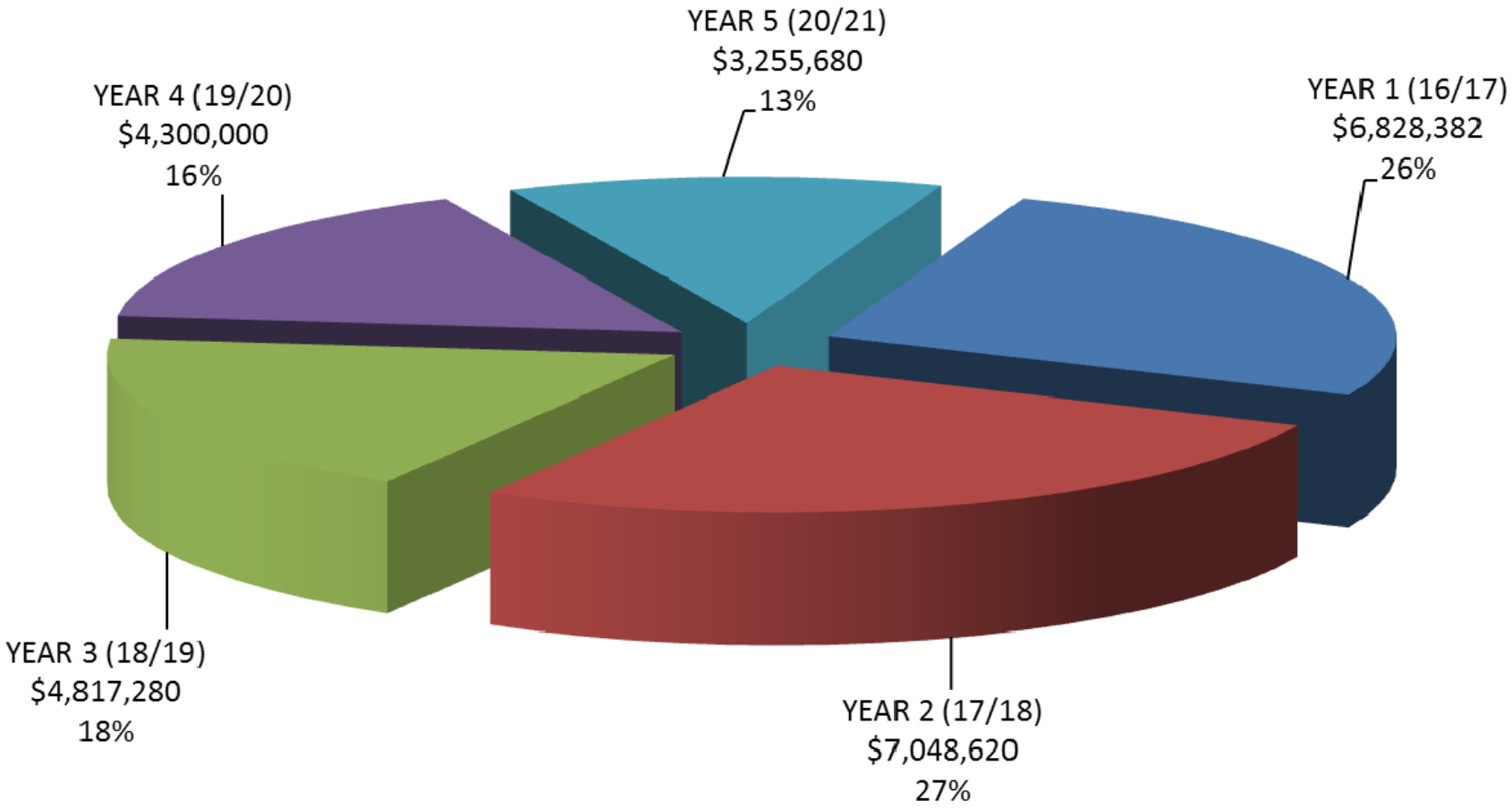
*See 'Funding Category Descriptions' section, page 6 of this document, for more information
**Federal share + non-federal state &/or local share

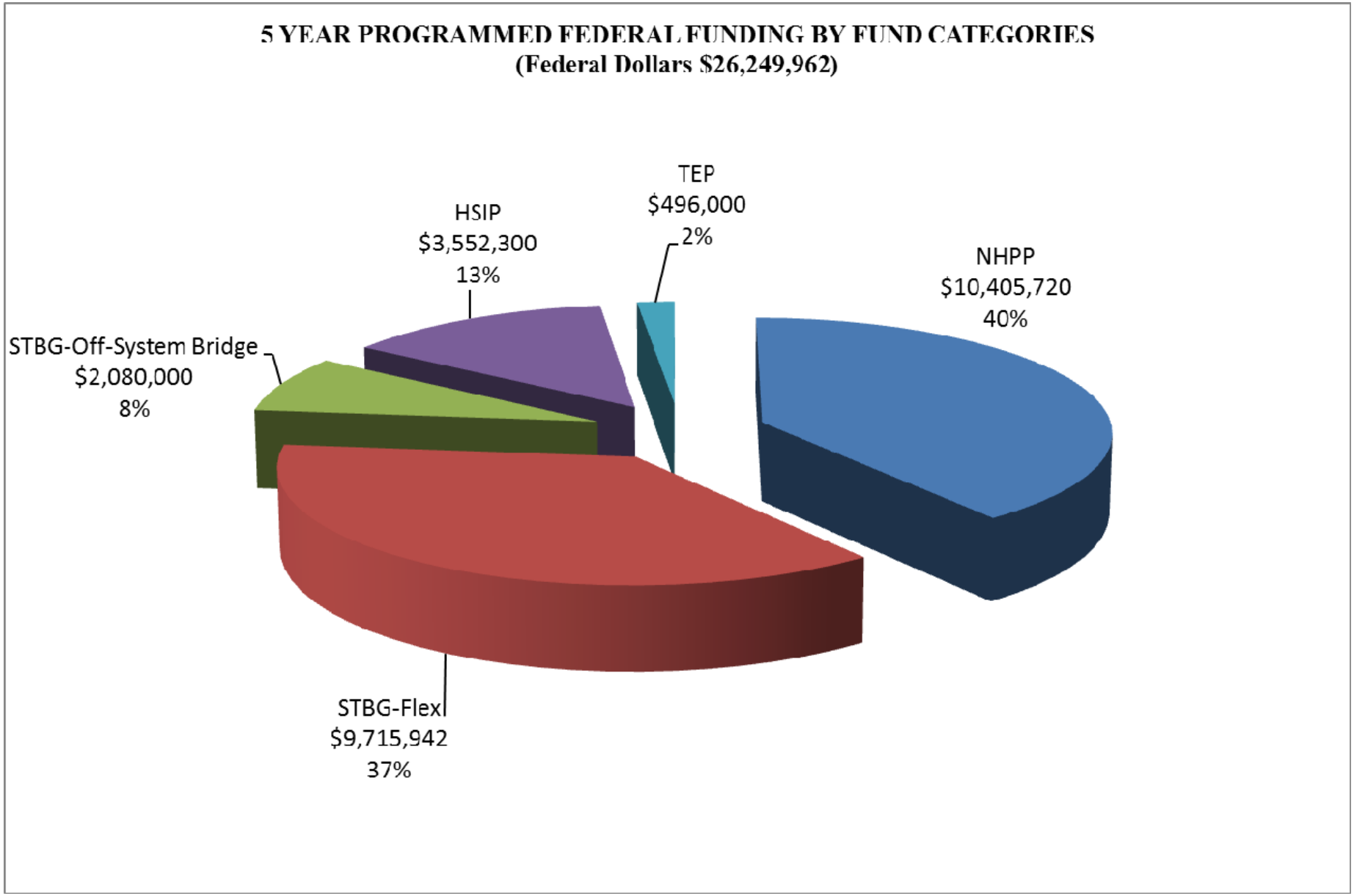
2014-2018 Transportation Improvement Program
PROGRAMMED FUNDING FOR 5-YR PROGRAM BY FUND SOURCE

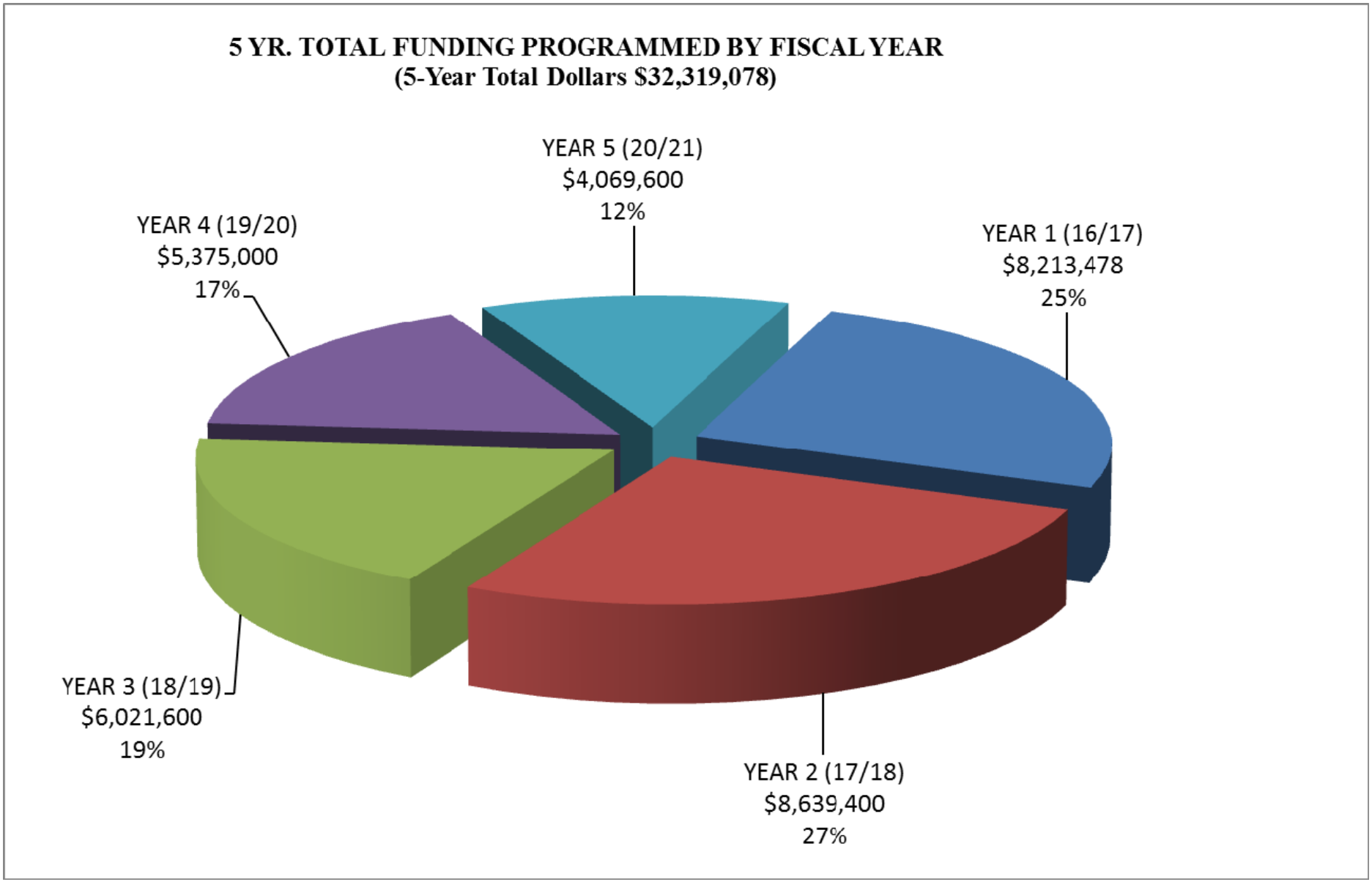
PIN	Project Name	Sponsor	Fund Source	Total Cost*
375610	Pine Tree Road - Two Intersections Safety Improvements	Tompkins County	HSIP	$226,000
375324	Coddington Road (Phase 1)	Tompkins County	HSIP	$1,521,000
305758	Rt 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	HSIP	$2,200,000
375620	State St. Mill and Repave from E.Green St./Seneca Way to Eddy St.	City of Ithaca	NHPP	$179,600
375592	Elmira Road Overlay and Signal Replacement	City of Ithaca	NHPP	$1,179,100
360357	VPP Rte 13 Trumbulls Corners Road to Rte 327	NYSDOT	NHPP	$1,400,000
305766	Rt 13 over Six Mile Creek Element Specific Bridge Repairs	NYSDOT	NHPP	$1,950,000
305767	MbC Route 13/34/96, Elmira Road to North Ithaca City Line	NYSDOT	NHPP	$3,520,000
375616	East State St. Retaining Wall	City of Ithaca	NHPP	$4,552,400
375611	Brindley Street Bridge Replacement	City of Ithaca	OSB	$2,600,000
382844	Tompkins County Mobility Management 2018	Tompkins County	STBG-FLEX	$40,000
382845	Tompkins County Mobility Management 2019	Tompkins County	STBG-FLEX	$40,000
382843	Tompkins County Mobility Management 2017	Tompkins County	STBG-FLEX	$58,000
382846	Transit Stop Amenities Upgrade and Multi-Modal Integration	TCAT	STBG-FLEX	$69,768
375619	Fall Creek Road Bridge Rehabilitation	Tompkins County	STBG-FLEX	$95,000
375621	SR.96/Trumansburg Rd. Pedestrian Corridor Study	Town of Ithaca	STBG-FLEX	$105,000
3M1801	Bridge Clean and Wash	NYSDOT	STBG-FLEX	$275,000
375593	CR110, Ellis Hollow Road	Tompkins County	STBG-FLEX	$695,000
375617	Main St. Newfield-Bridge Replacement	Town of Newfield	STBG-FLEX	$853,000
375594	Stewart Ave Bridge Painting	City of Ithaca	STBG-FLEX	$923,000
380762	Regional Large Culvert Repair/Replacement-various locations	NYSDOT	STBG-FLEX	$958,000
375618	Ludlowville Rd. Bridge over Salmon Creek Replacement	Tompkins County	STBG-FLEX	$1,487,000
375615	S.Cayuga St. over Six Mile Creek Bridge Deck	City of Ithaca	STBG-FLEX	$1,685,000
302233	Route 38 over Fall Creek	NYSDOT	STBG-FLEX	$1,725,000
360379	MbC Rt. 366 IthacaCity Line To Rt 13/366 Interchange	NYSDOT	STBG-FLEX	$2,635,000
3M1604	Bridge Job Order Contract	NYSDOT	STBG-FLEX/NHPP	$184,000
380658	Regional Bridge Deck and Joint Repair Contract	NYSDOT	STBG-FLEX/NHPP	$268,210
395050	West Martin Luther King, Jr.Street Corridor Enhancements	City of Ithaca	STBG-FLEX/TEP	$895,000
TA0000	Transportation Alternatives Block	Will vary according to project	STBG-TA	$0
RC0000	Rail Crossings Block	Will vary according to project	STBG-Rail	$0
RT0000	Regional Trails Block	Will vary according to project	STBG-RTP	$0
			TOTAL:	**$32,319,078**

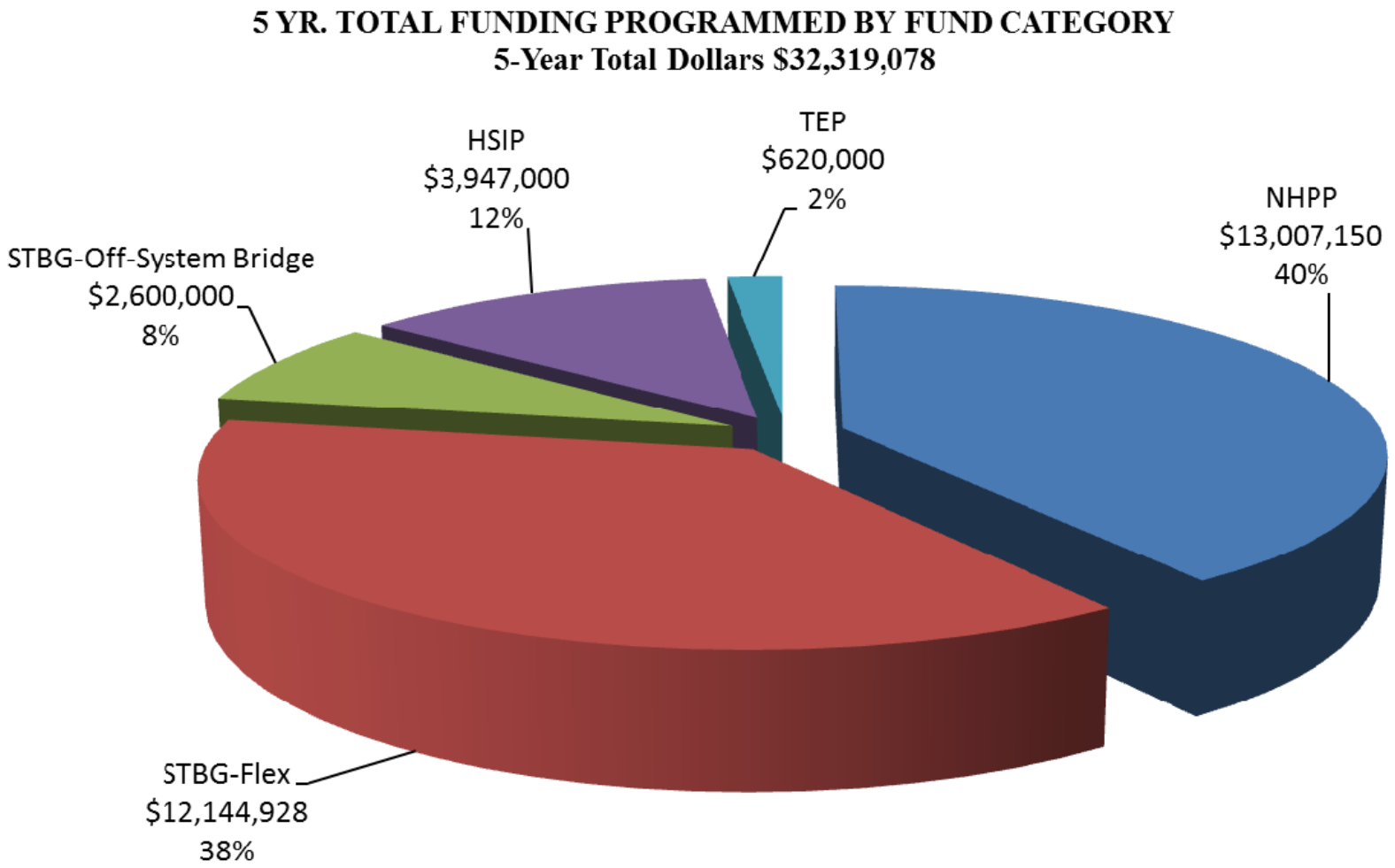
***Total Cost = Federal+State+Local funds

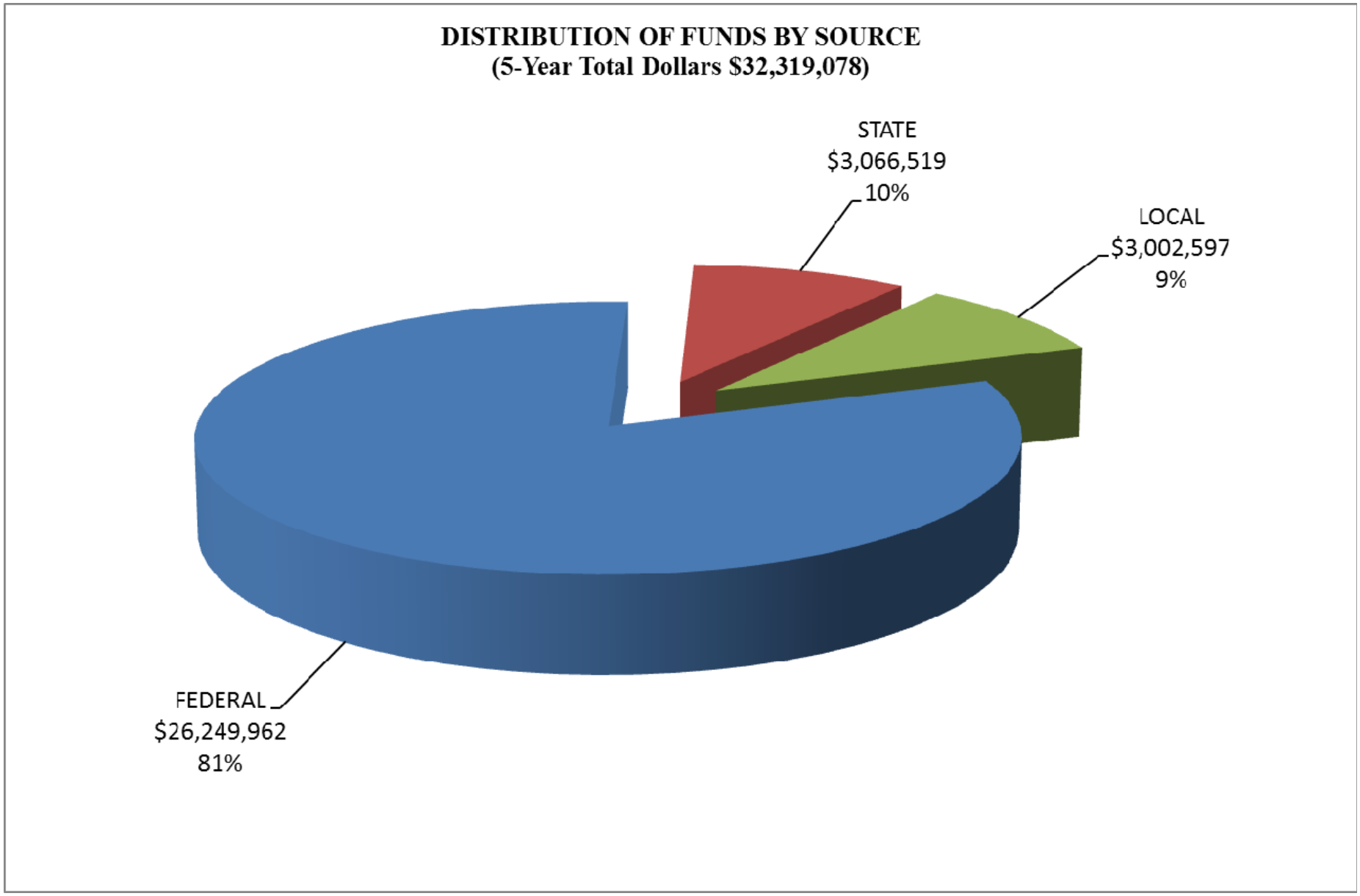
5 -YEAR PROGRAMMED FEDERAL FUNDING BY FISCAL YEAR
(Federal Dollars $26,249,962)

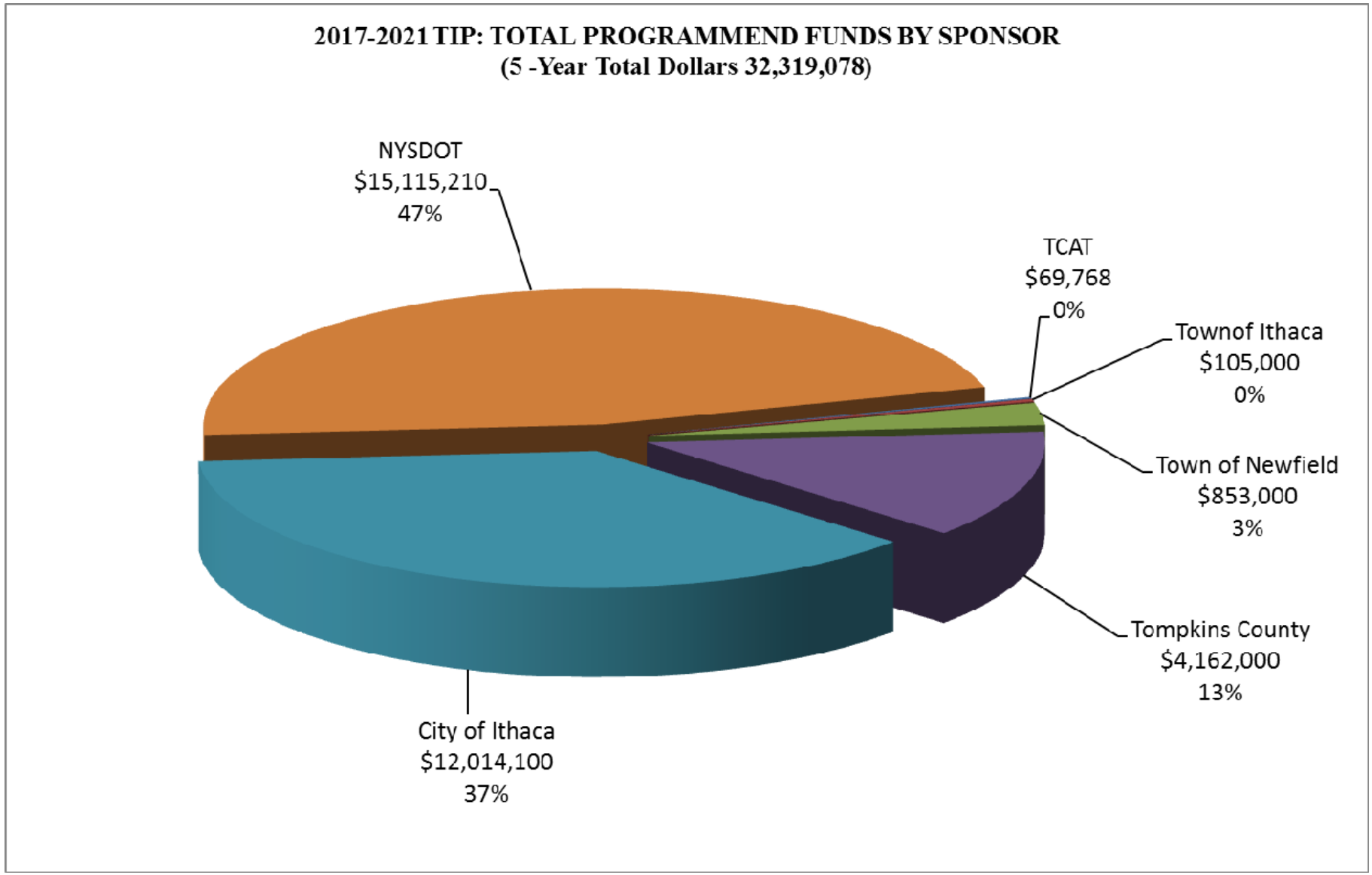



5 YEAR PROGRAMMED FEDERAL FUNDING BY FUND CATEGORIES
(Federal Dollars $26,249,962)
TEP
$496,000
2%
HSIP
$3,552,300
13%
NHPP
$10,405,720
40%
STBG-Off-System Bridge
$2,080,000
8%
STBG-Flex
$9,715,942
37%


5 YR. TOTAL FUNDING PROGRAMMED BY FISCAL YEAR
(5-Year Total Dollars $32,319,078)
YEAR 5 (20/21)
$4,069,600
12%
YEAR 4 (19/20)
$5,375,000
17%
YEAR 1 (16/17)
$8,213,478
25%
YEAR 3 (18/19)
$6,021,600
19%
YEAR 2 (17/18)
$8,639,400
27%


5 YR. TOTAL FUNDING PROGRAMMED BY FUND CATEGORY
5-Year Total Dollars $32,319,078
HSIP
$3,947,000
12%
TEP
$620,000
2%
NHPP
$13,007,150
40%
STBG-Off-System Bridge
$2,600,000
8%
STBG-Flex
$12,144,928
38%


DISTRIBUTION OF FUNDS BY SOURCE
(5-Year Total Dollars $32,319,078)
STATE
$3,066,519
10%
LOCAL
$3,002,597
9%
FEDERAL
$26,249,962
81%


2017-2021 TIP: TOTAL PROGRAMMEND FUNDS BY SPONSOR
(5 -Year Total Dollars 32,319,078)
NYSDOT
$15,115,210
47%
TCAT
$69,768
0%
Townof Ithaca
$105,000
0%
Town of Newfield
$853,000
3%
Tompkins County
$4,162,000
13%
City of Ithaca
$12,014,100
37%

2017 – 2021 PROJECT TABLES

The Project Tables on pages 25 through 59 can be viewed in a separate file on the ITCTC website.

2017 – 2021 Federal Transit Administration Tables

The FTA Tables on pages 61 through 62 can be viewed in a separate file on the ITCTC website.

TIP MAPS

Note: Only Capital Projects are mapped.

2017-2021 TIP Projects

Prepared by the Ithaca Tompkins CountyTransportation Council
New York State Plane Central 1983AmericanDatum

PROJECTS IN TOMPKINS COUNTY

Countywide Listing of Projects:

#1 West MLK Jr Street Corridor [395050]
#2 Cascadilla Creekway Project [395058]
#3 Elmira Rd Overlay and Signal Replacement [375592]
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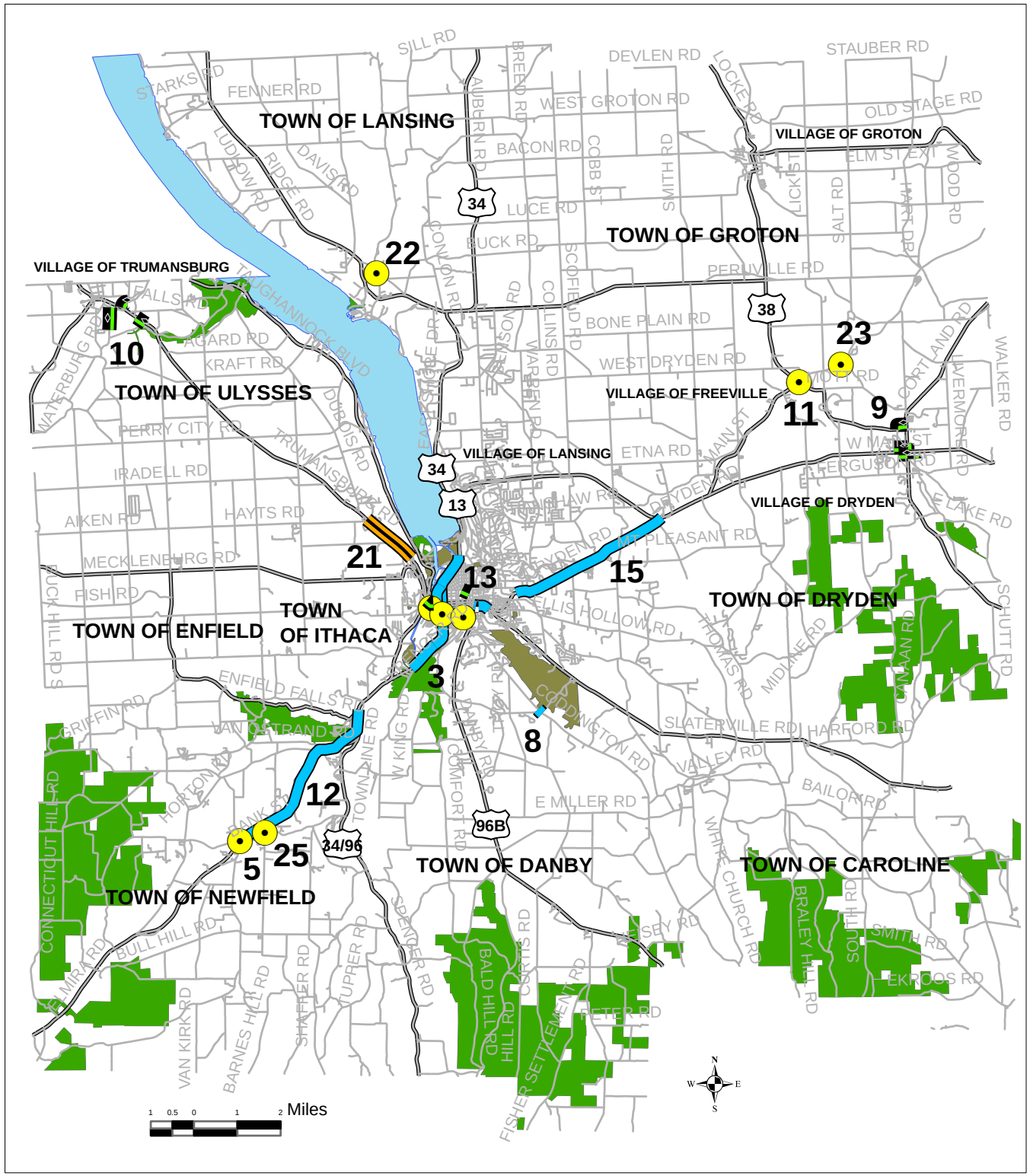
#26 Transit Stop Amenities and Multi-Modal Integration [382846] not on map

Legend

- Pedestrian Safety Project
- Hwy Rebuild Project
- Hwy Bridge Project
- Hwy Paving Project
- Pedestrian Corridor Study



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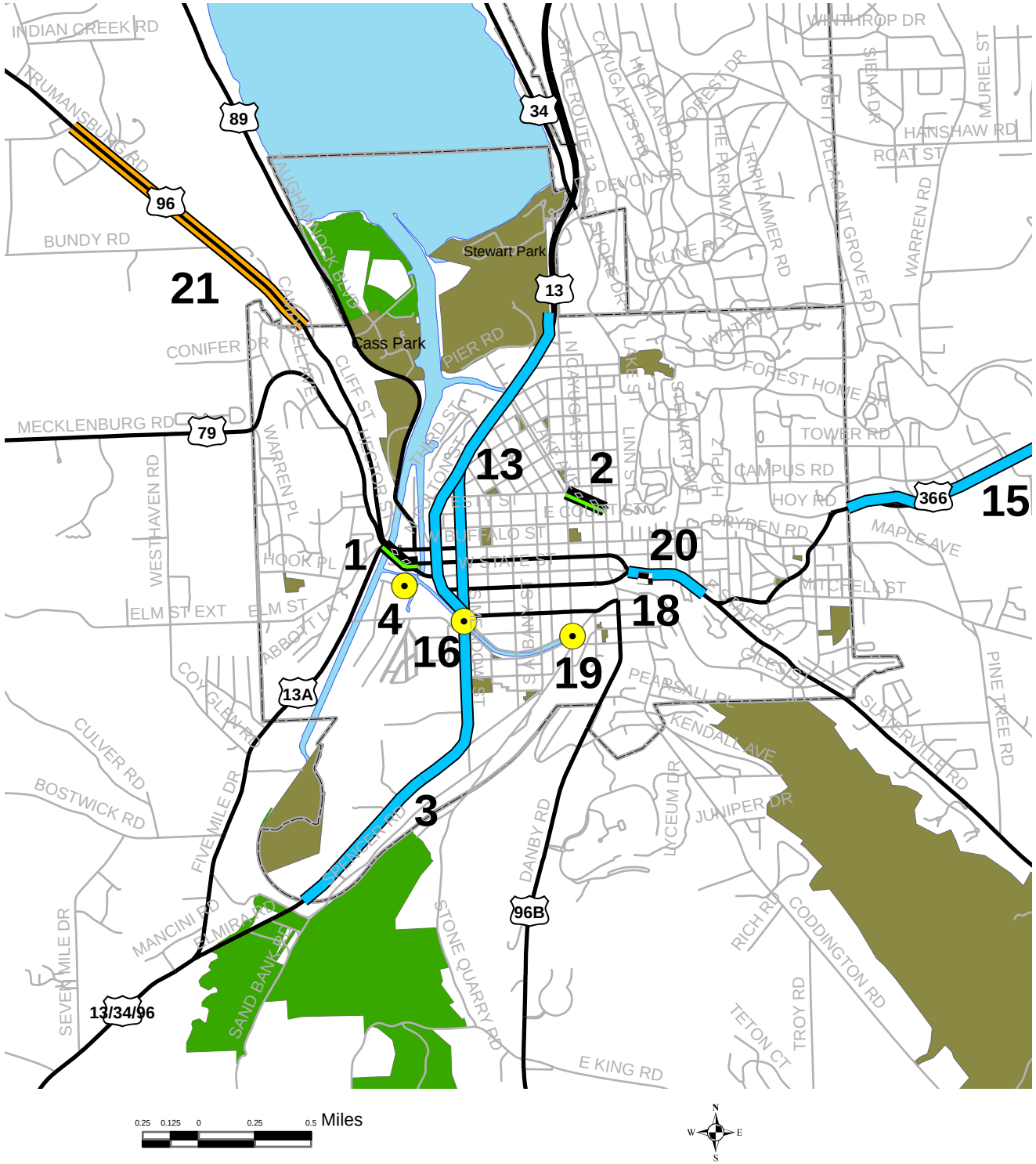
Prepared by ITCTC, 3/22/16



HISTORIC BRIDGES & STRUCTURES
ITHACA

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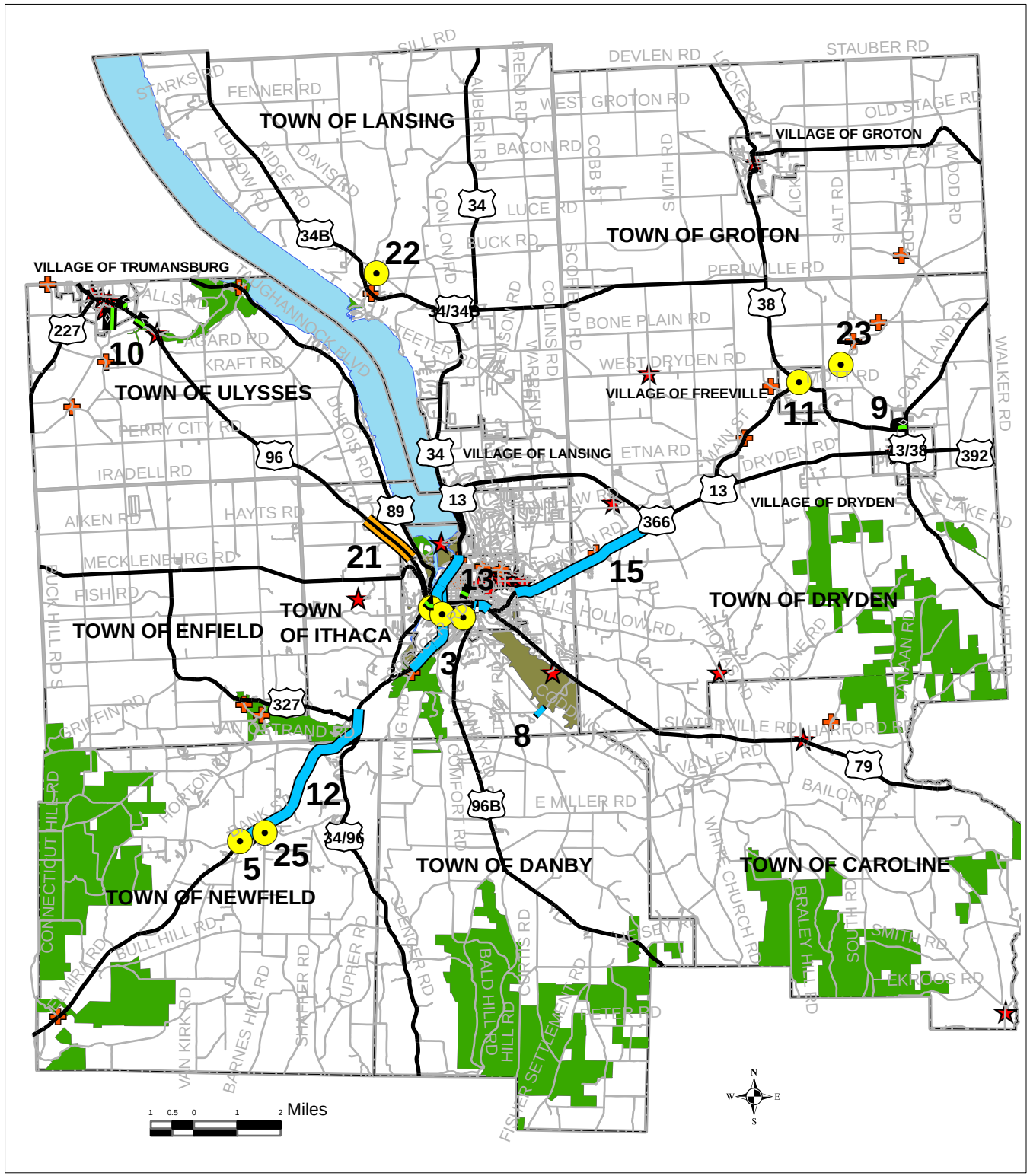
- Hwy Paving Project
- Historic bridges
- Historic structures

Prepared by ITCTC, 3/22/16



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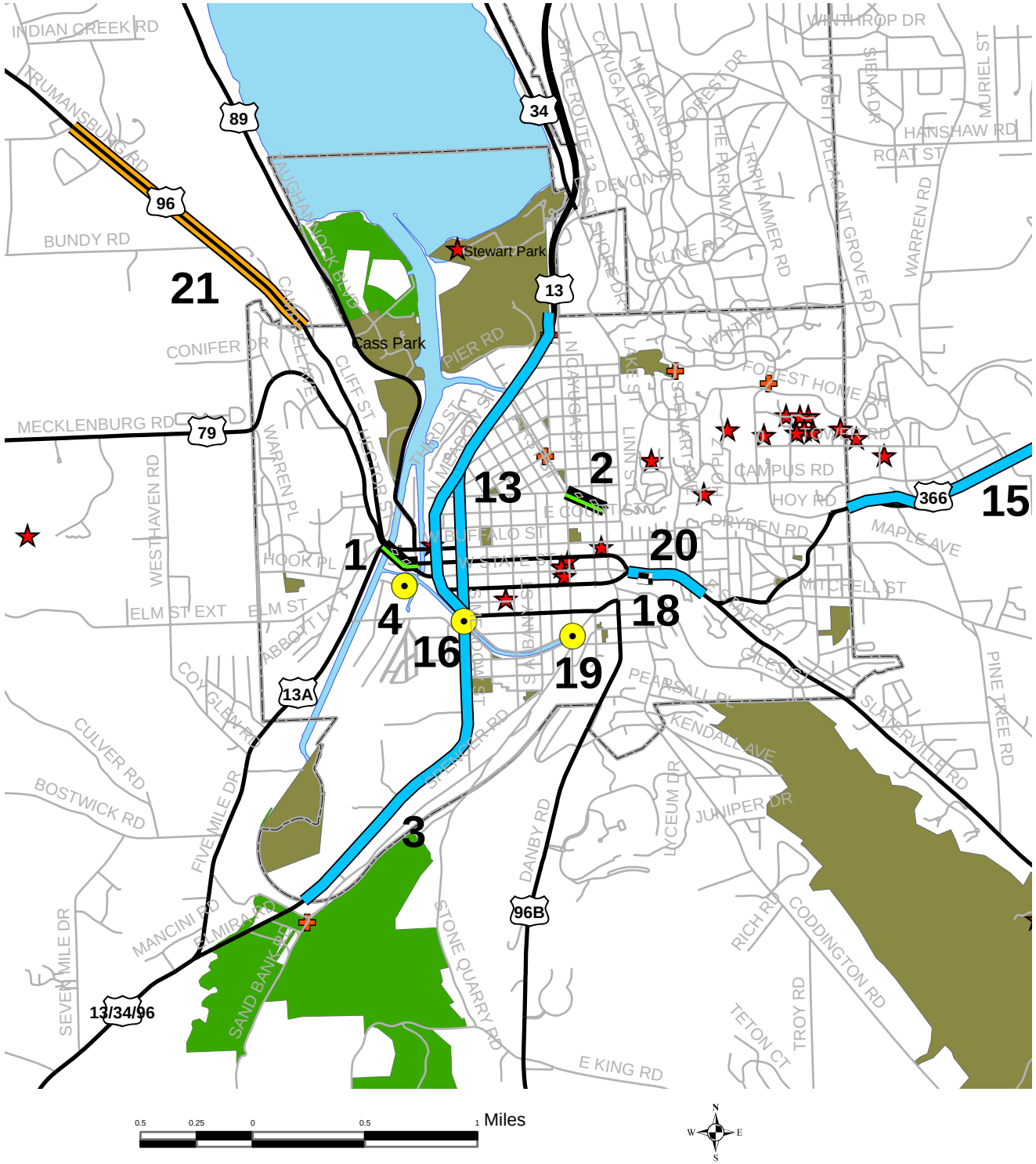

AREAS BELOW MEDIAN HH INCOME
2014 CENSUS ACS - COUNTYWIDE

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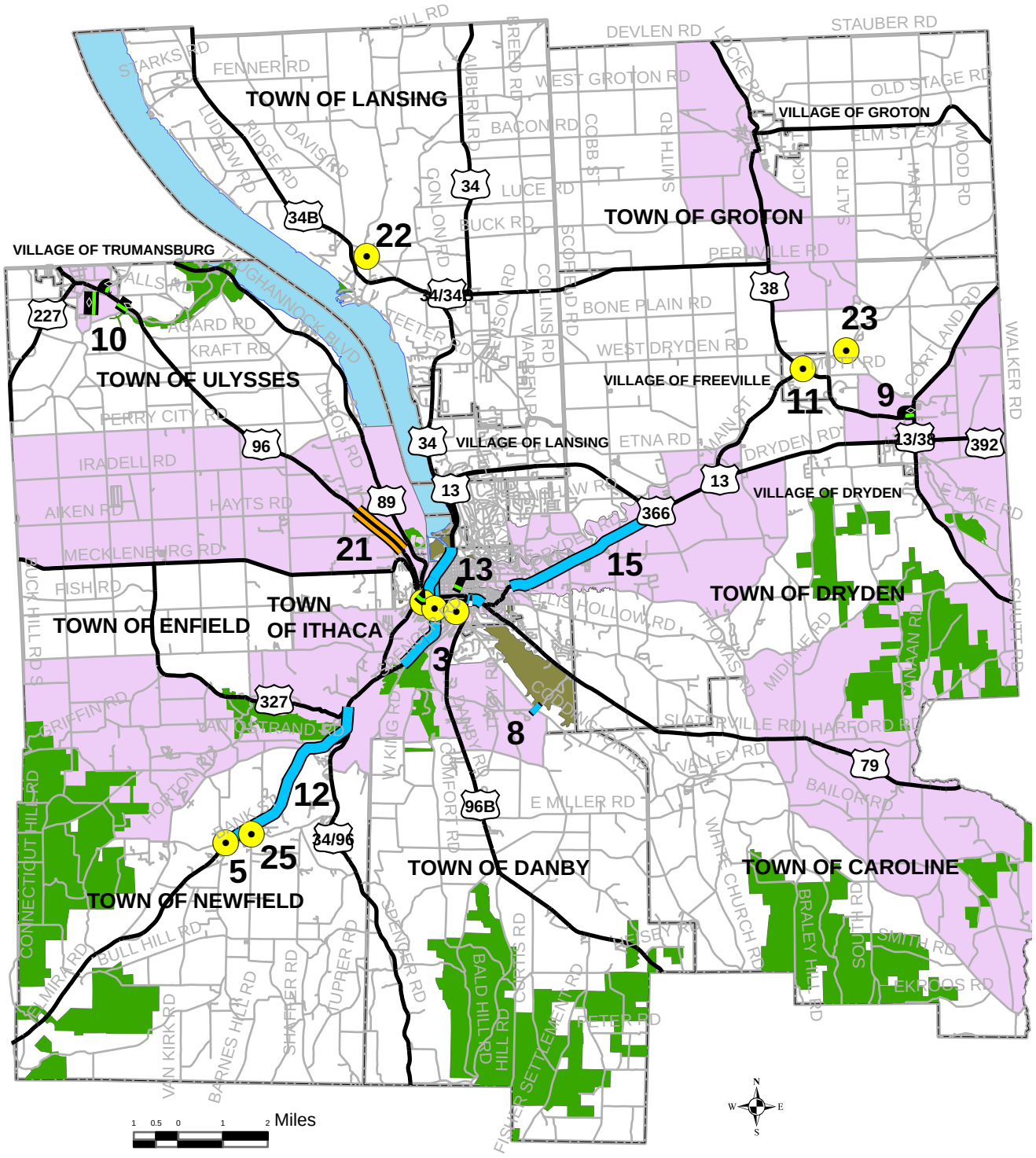

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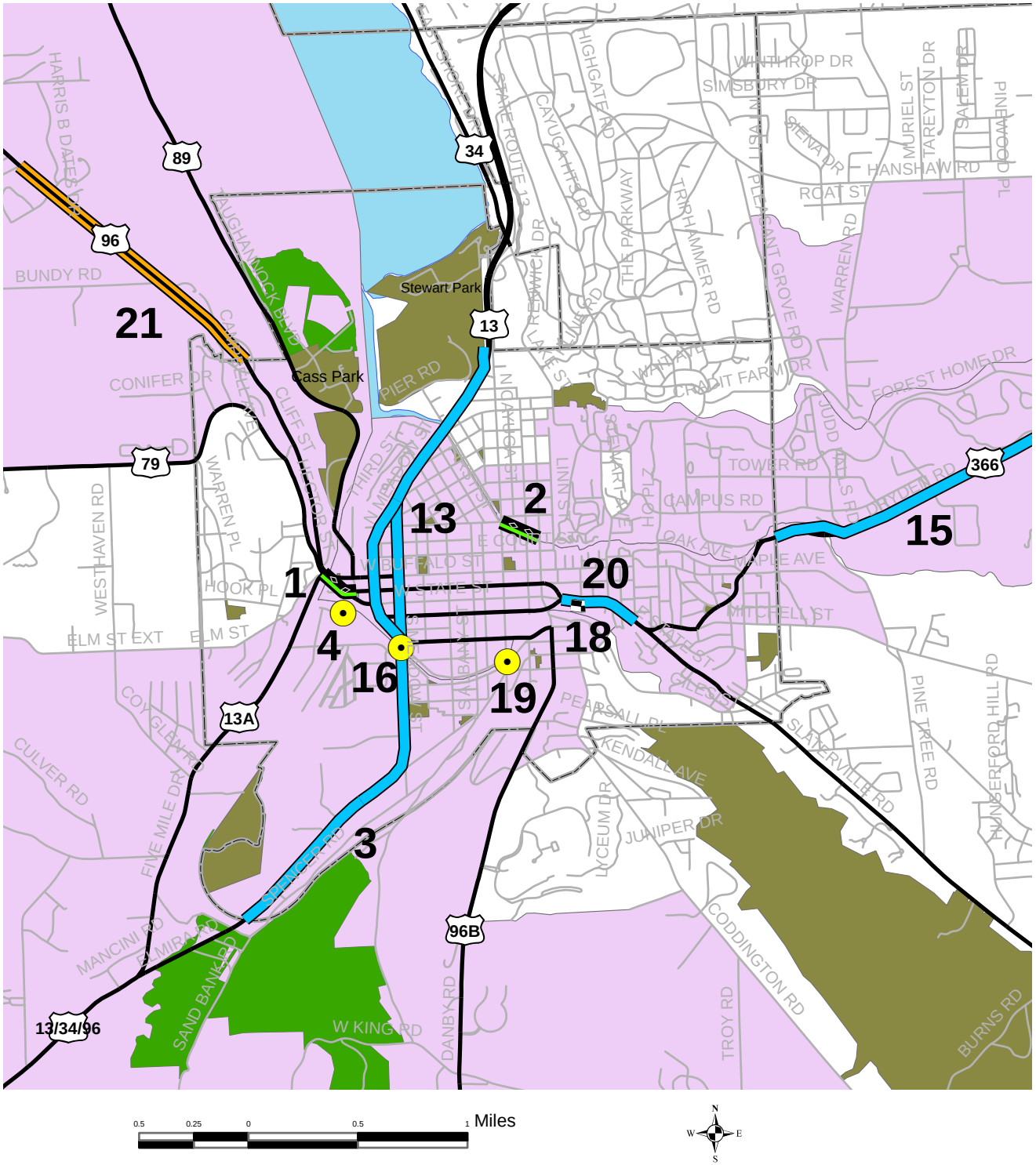

MINORITY POPULATION
2010 CENSUS

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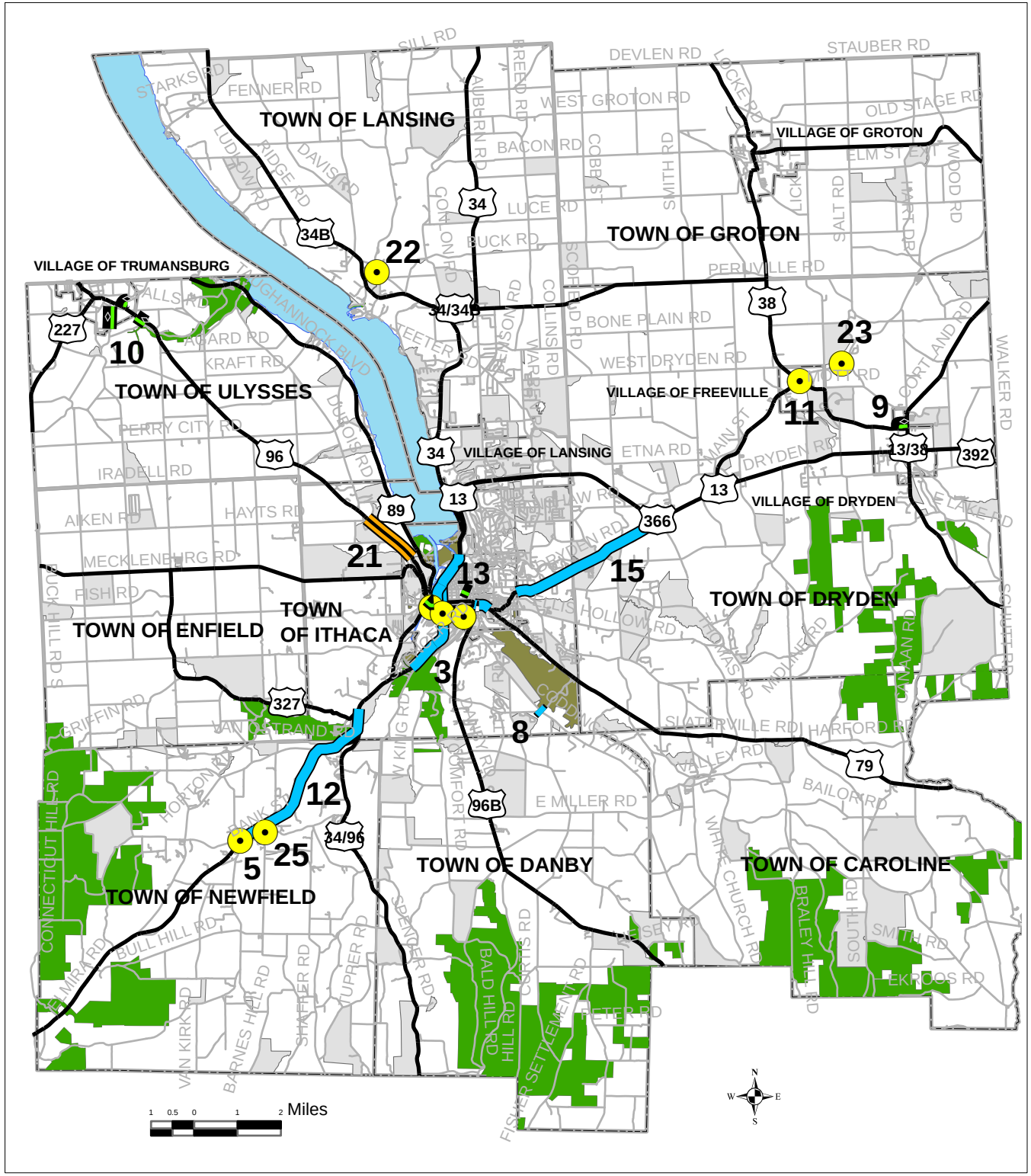

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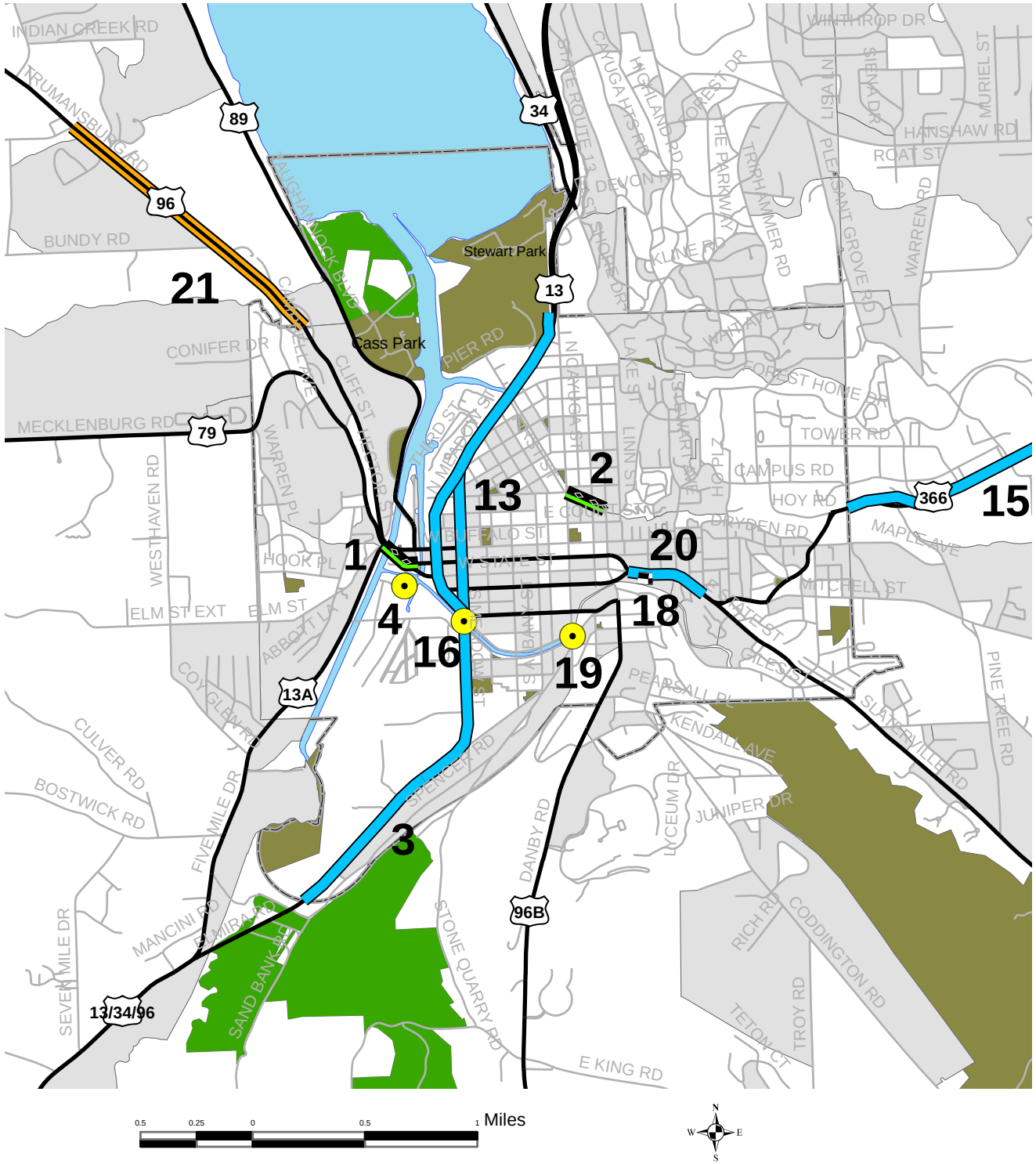

SENIOR POPULATION (>/= 65 years old)
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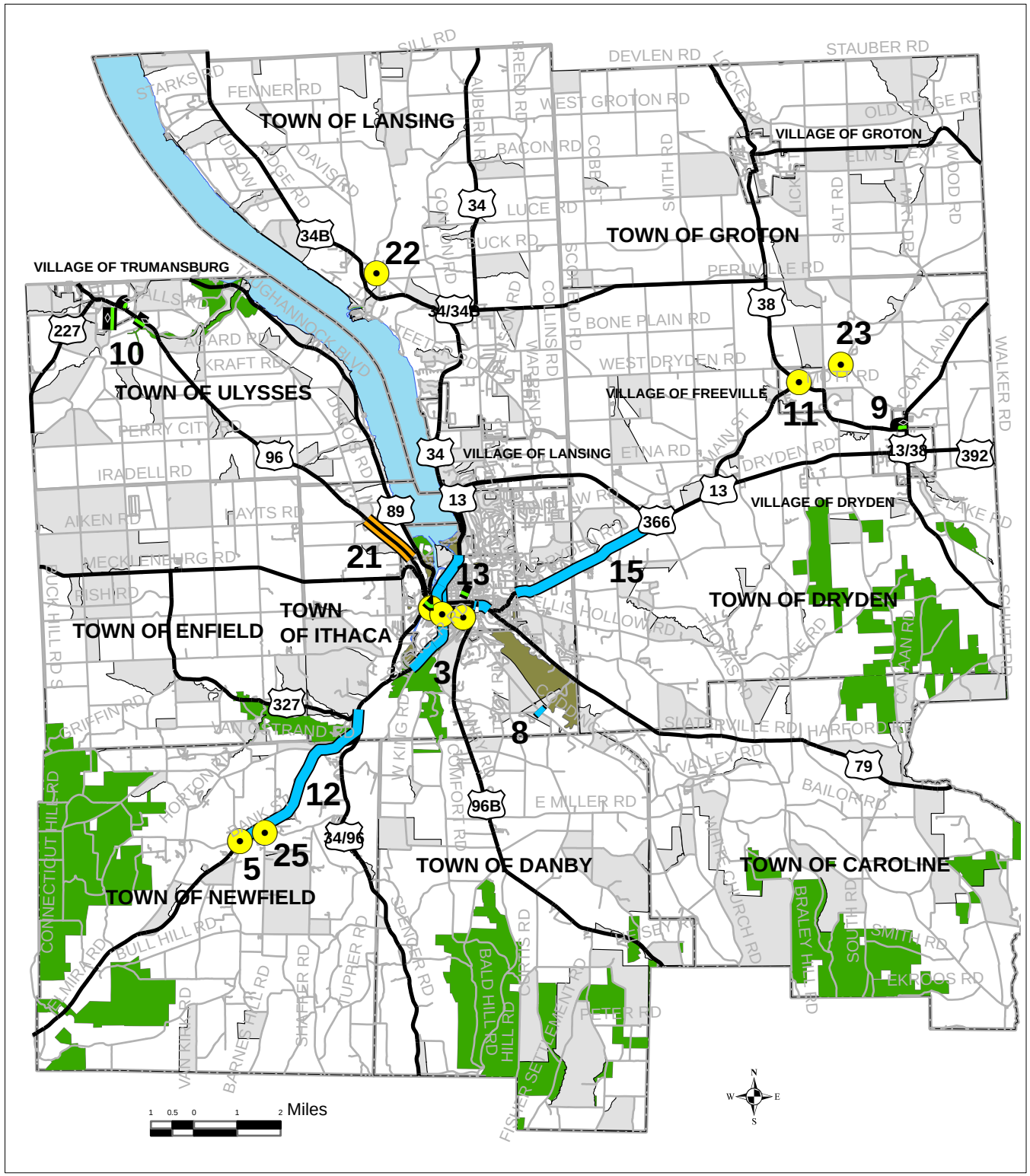

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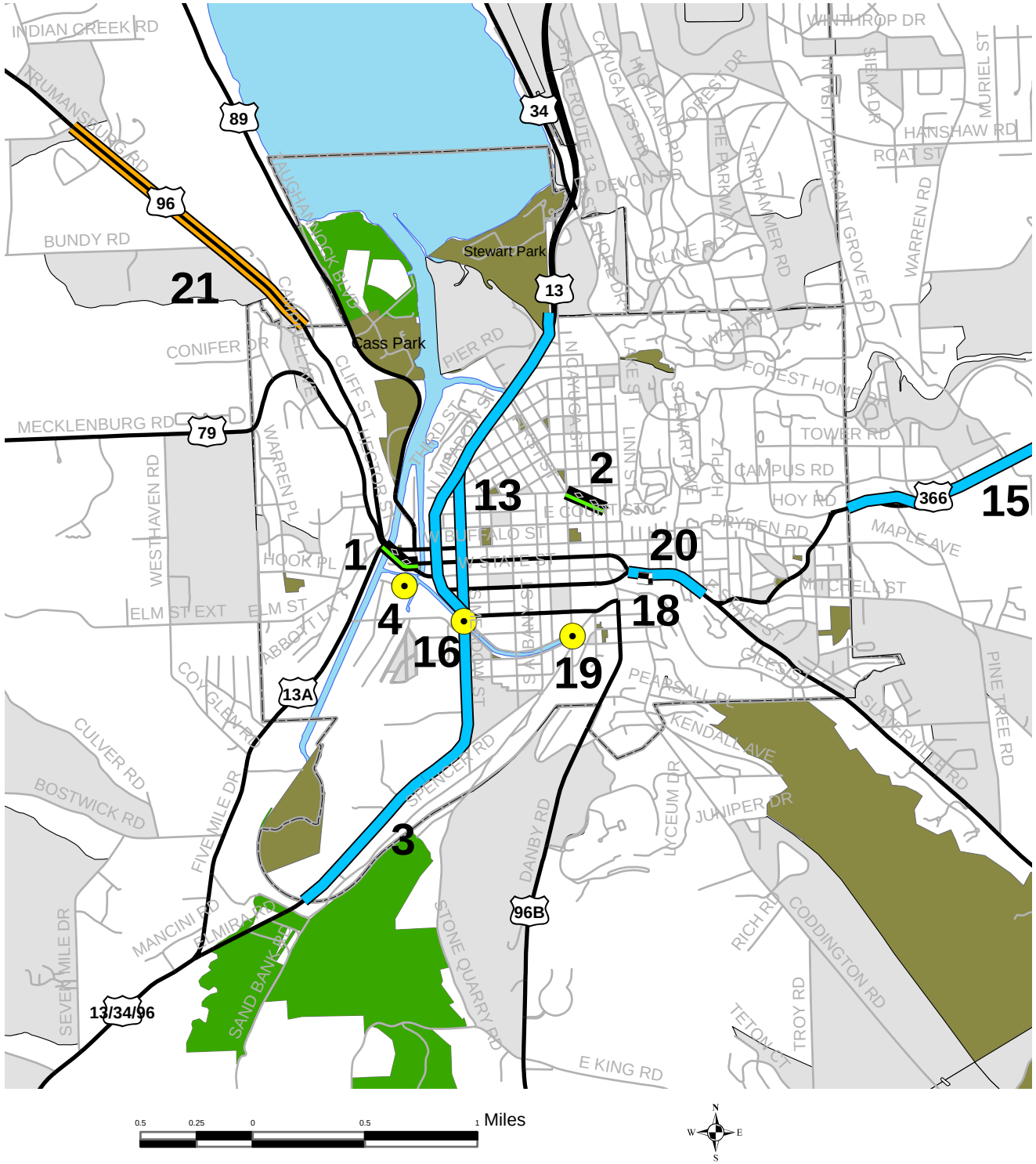

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N W E S

UNAS, FEDERAL AND DEC WETLANDS COUNTYWIDE

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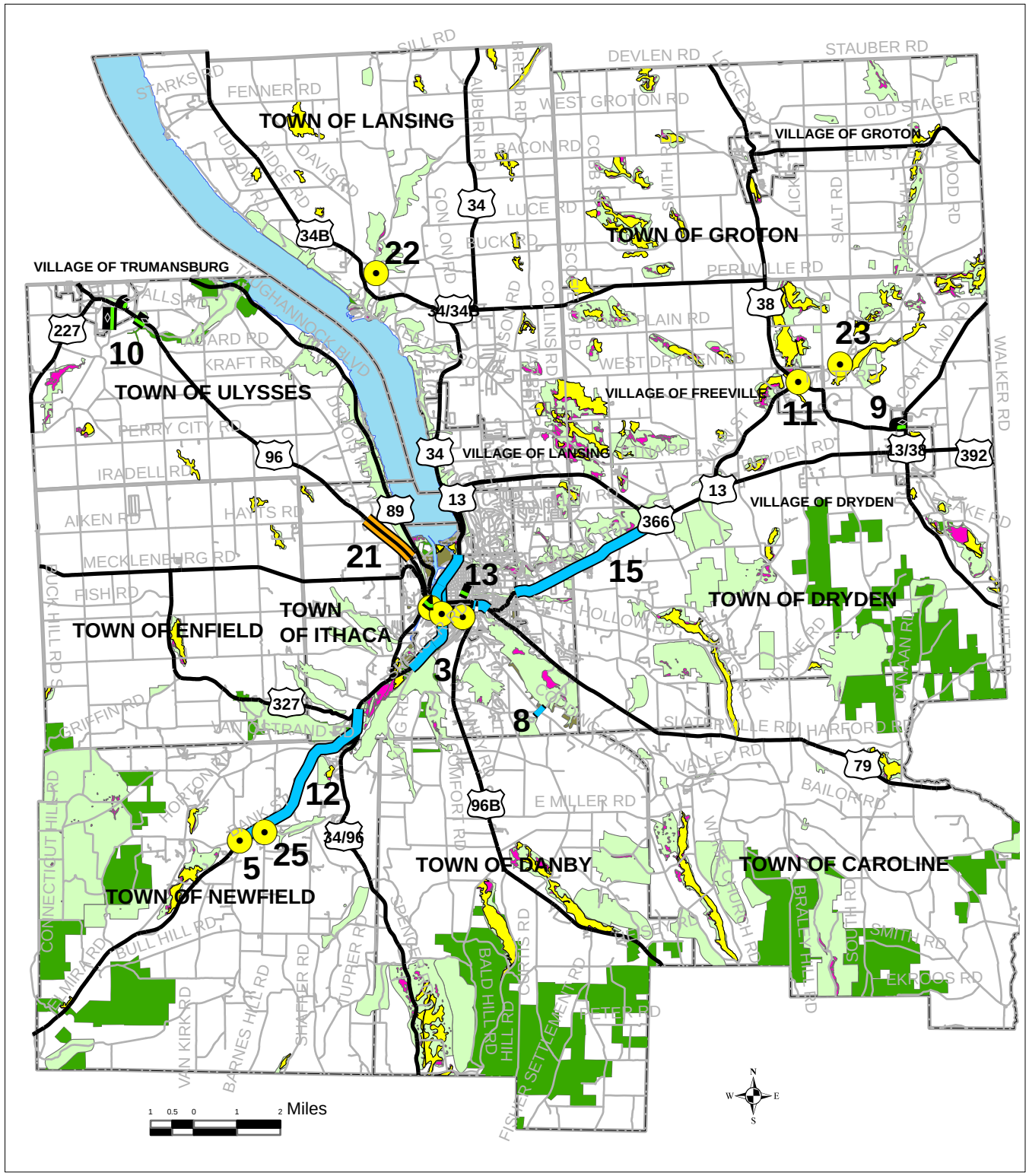
#21 RT 96 Pedestrian Corridor Study - City Line to Hayts Rd [375621]
#22 Bridge: Ludlowville Rd over Salmon Creek [375618]
#23 Bridge: Fall Creek Rd over Six Mile Creek [375619]
#24 Tompkins County Mobility Development [382843,382844,382845] not on map
#25 Bridge: Main St Newfield [375617]
#26 Transit Stop Amenities and Multi-Modal Integration [382846] not on map

Legend

- Pedestrian Safety Project
- Hwy Rebuild Project
- Hwy Bridge Project
- Pedestrian Corridor Study
- Hwy Paving Project
- DEC wetlands
- Fed wetlands
- Unique Natural Areas

Prepared by ITCTC, 3/22/16



UNAS, FEDERAL AND DEC WETLANDS COUNTYWIDE

Prepared by the Ithaca Tompkins CountyTransportation Council
New York State Plane Central 1983AmericanDatum

PROJECTS IN ITHACA URBAN AREA

Countywide Listing of Projects:

#1 West MLK Jr Street Corridor [395050]
#2 Cascadilla Creekway Project [395058]
#3 Elmira Rd Overlay and Signal Replacement [375592]
#4 Brindley St Bridge [375611]
#5 Rt 13 at Trumbull Cors Rd [305758]
#6 Regional Bridge Deck and Joint Repair Contract [380658] - not on map
#7 Bridge Job Order Contract [3M1604] not on map
#8 Coddington Rd (Phase 1) [375324]
#9 Dryden School SRTS Project [395057]
#10 Pedestrian Commuting in Trumansburg: SRTS [395053]
#11 Bridge: Rt 38 over Fall Creek [302233]
#12 VPP Rt 13 - Trumbulls Cors Rd to Rt 327 [360357]
#13 Mbc Rt 13 - Rt13/34/96 to Ithaca City Line [305767]
#14 Regional Large Culvert Repair / Replacement [380762] - not on map
#15 Mbc Rt 366 - Ithaca City Line to Rt 13/366 Interchange [360379]
#16 Bridge: Rt 13 over Six Mile Creek [305766]
#17 Bridge Clean and Wash [3M1801] not on map
#18 E State St Retaining Wall [375616]
#19 Bridge: S Cayuga St over Six Mile Creek [375615]
#20 Repaving: E State St - Green St to Eddy St [375620]
#21 RT 96 Pedestrian Corridor Study - City Line to Hayts Rd [375621]
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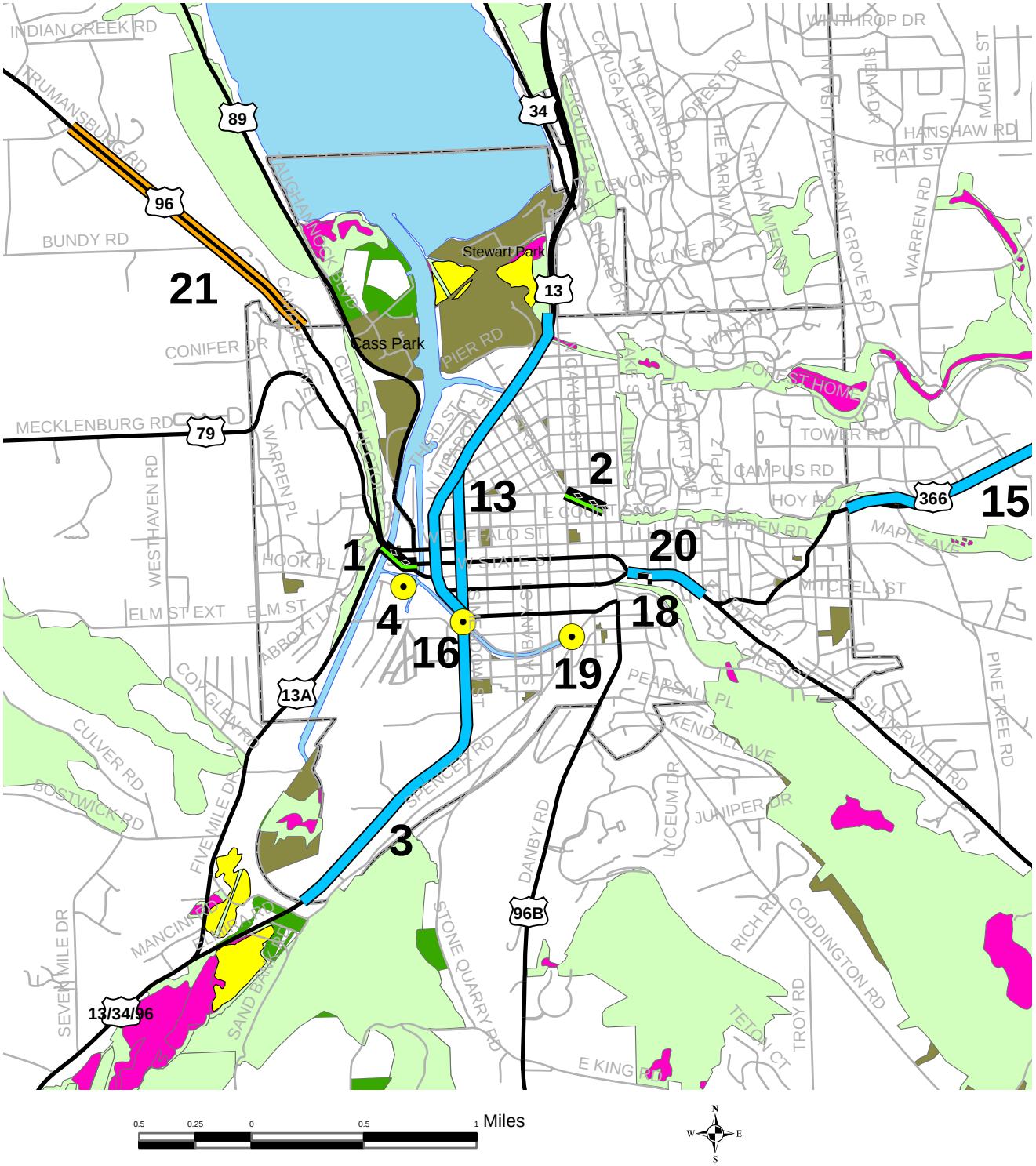

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