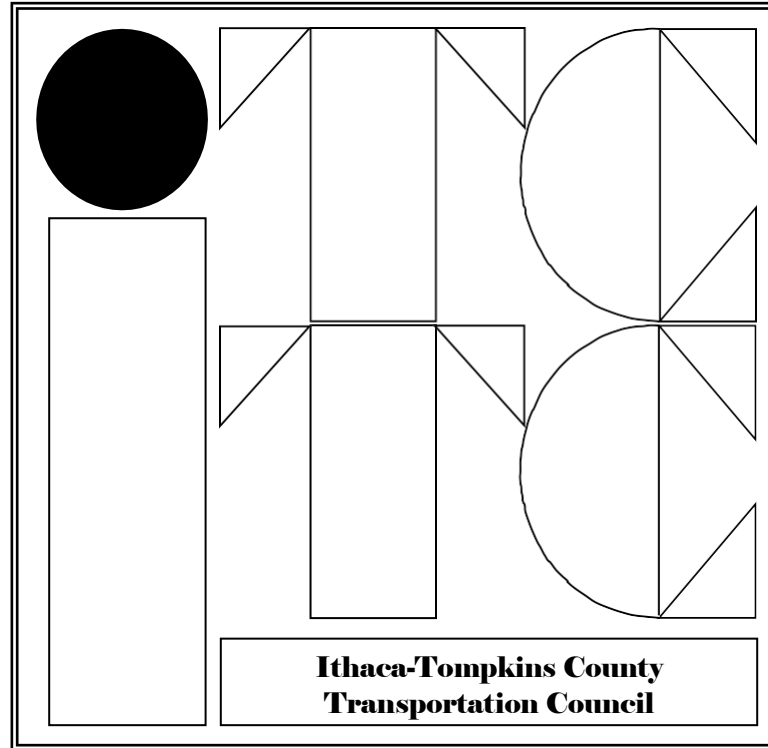


ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL



2023-2027

TRANSPORTATION IMPROVEMENT PROGRAM

APPROVED JULY 19, 2022

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ABSTRACT

TITLE: 2023-2027 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: July 19, 2022

SOURCE OF COPIES: Ithaca-Tompkins County Transportation Council 121 East Court Street
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The 2023-2027 TIP may be viewed online at: <http://www.tompkinscountyny.gov/itctc/tip>

NUMBER OF PAGES: 74

DESCRIPTION: The purpose of this document is to provide members of the metropolitan planning organization, transportation providers, the 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, 2022 through September 30, 2027, 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 81, No. 103, May 27, 2016) as it pertains to the development of the Transportation Improvement Program (§450.326).

Comments regarding the contents of this document should be directed to the Director of the Ithaca-Tompkins County Transportation Council at the address above or at itctc@tompkins-co.org.

ADOPTION AND AMENDMENTS: The Planning Committee reviewed the draft TIP on May 17, 2022, June 21, 2022 and July 19, 2022 and recommended approval of the document to the Policy Committee.

The Policy Committee approved the TIP on July 19, 2022 via Resolution 22-04: *Adopting the 2023-2027 Transportation Improvement Program.*

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PROJECT DIRECTORY
2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
SORTED BY PROJECT IDENTIFICATION NUMBER (PIN)

| PIN | PROJECT NAME | SPONSOR | PAGE |
|------------|---|--------------------------------|-------------|
| 301603 | Rt 96B over Buttermilk Creek Tributary Bridge Replacement | NYS DOT | 37 |
| 304728 | Rt 96 Village of Trumansburg South Village Line to North Village Line | NYS DOT | 38 |
| 305767 | MbC Route 13/34/96, Elmira Road to North Ithaca City Line | NYS DOT | 39 |
| 331439 | Route 34 over Norfolk Southern RR Bridge Rehabilitation | NYS DOT | 40 |
| 375619 | Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County | T. County | 41 |
| 375620 | State St. Mill and Repave from East Green St./Seneca Way to Michell St. | C. Ithaca | 42 |
| 375669 | Stewart Ave. Bridge over Fall Creek, Rehabilitation | C. Ithaca | 43 |
| 375695 | Genung Rd Bridge Replacement over Cascadilla Creek | T. Dryden | 44 |
| 375697 | CO RD 146 Bridge Replacement over Taughannock Creek | Tompkins County | 45 |
| 375700 | N. Cayuga Street over Fall Creek Bridge Replacement | C. Ithaca | 46 |
| 375701 | Hector Street Culvert Replacement | C. Ithaca | 47 |
| 375718 | Ithaca Active Transportation Network | C. Ithaca | 48 |
| 375726 | Town Line Rd over Lick Brook Bridge Replacement | T. Ithaca | 49 |
| 380616 | Route 34/96 Ground Mounted Sign Replacement | NYS DOT | 50 |
| 395069 | Walking Safe Cayuga Heights | V. Cayuga Heights | 51 |
| 395071 | Dryden Rail Trail Phase 2 | T. Dryden | 52 |
| 395085 | Black Diamond Trail Connector | C. Ithaca | 53 |
| 395086 | Cayuga Heights: Sidewalk Connections | V. Cayuga Heights | 54 |
| 3BNY02 | Freese Road Bridge Rehabilitation over Fall Creek | T. Dryden | 55 |
| RC0000 | Railroad Crossings Block | Will vary according to project | 56 |
| RT0000 | Recreational Trails Block | Will vary according to project | 57 |
| TA0000 | Transportation Alternatives Block | Will vary according to project | 58 |

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 the Fixing America's Surface Transportation Act (FAST-Act), and currently the 2021 reauthorization included in the Infrastructure Investment and Jobs Act (aka Bipartisan Infrastructure Law), 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 81, No. 103, May 27, 2016, §450.326) 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 U.S.C, the Federal Highway Act, and Title 49 U.S.C, Chapter 53, the Federal Transit Act (with certain exceptions as specified in 450.324(e)(1-7)).

MPO STRUCTURE

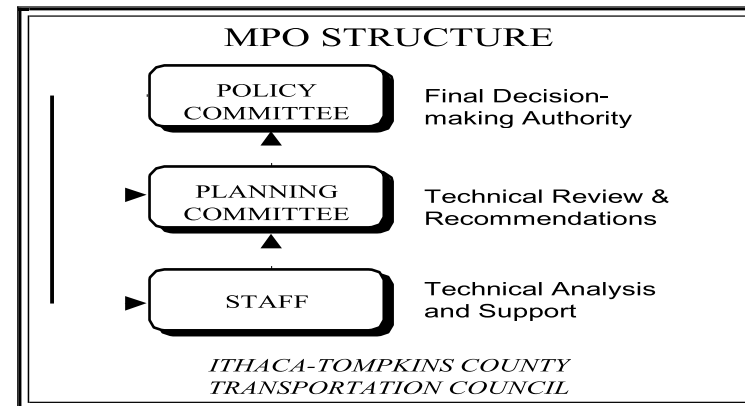
As the designated MPO for the Ithaca metropolitan area, the *ITCTC* is responsible for conducting a transportation planning process that is "continuing, cooperative, and comprehensive". To achieve this objective, the *ITCTC* is structured at three levels.

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) to develop a Transportation Improvement Program that is compatible with the State planning goals and available federal funds. The TIP development process involves four basic phases:

I. Estimating Available Funds: Available Federal Highway Administration (FHWA) funds were estimated in cooperation with NYSDOT Region 3. NYSDOT Main Office (Albany, NY) provided the Regions with regional planning targets based on federal apportionments levels. Region 3 produced sub- allocations for the ITCTC area that were 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 Federal Transit Administration (FTA) funding was determined from the Federal Register in coordination with NYSDOT, and Tompkins County as the designated recipient of FTA funds. Tompkins County worked closely with the local public transportation agency, Tompkins Consolidated Area Transit (TCAT), to develop the FTA funding 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 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-Range 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. 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 not 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 450.332), 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 Project Selection Process, 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 Transportation Improvement Program 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 changes to a project (e.g., September 2022 to October 2022).
3. It is occasionally necessary to revise the fund category 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 because 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 FHWA (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 FHWA projects, NYSDOT will be responsible for project selection and, if necessary, revising the fund category.
6. It is proposed that for FTA (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 to identify other Title III projects in the TIP/STIP that can be authorized in the first year.
7. For FHWA funded projects, the Department will report to the MPO on a quarterly basis if the Project Selection procedures are implemented. Similarly, for the FTA 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

Many 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 2040 Long Range Plan, on December 2019. 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 2023-2027 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 are required. 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 and less dependence on fossil fuels. This TIP includes transit and bicycle/pedestrian projects that will have a positive impact on energy and carbon reduction 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 11, 2021. In developing the TIP every effort was made to comply with federal requirements, 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, remote meeting procedures, 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.

All TIP projects, except one, involve inspection, maintenance or reconstruction of existing transportation facilities. There projects will not substantially change the “footprint” of the facility or its scale. The one exception is a new multiuse trail pedestrian bridge over a major roadway. 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.

- **FHWA and FTA Transportation Performance Management**

The ITCTC’s 2040 Long-Range Transportation Plan (Chapter 1: www.tompkinscountyny.gov/itctc/lrtp) includes a series of measurable objectives that are accompanied by performance measures and targets to be achieved. The table following this section, titled ‘*TIP Performance Measures Analysis*’, shows the expected area of impact of each of the projects included in the TIP. 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 2023-2027 program.

Addressing Performance Targets

Background

Pursuant to federal transportation legislation, MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC§150(b)]

includes the following seven national performance goals for the Federal-Aid Highway Program

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The ITCTC TIP was developed and is managed in cooperation with NYSDOT and Tompkins Consolidated Area Transit (TCAT). It reflects the investment priorities established in the ITCTC’s latest Long-Range Transportation Plan (LRTP), which incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) or LRTPs adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2021 – Public Transportation Agency Safety Plan

This portion of the adopted TIP meets these requirements of 23USC §134(j)(2)(D).

Performance Targets

HSIP and Highway Safety

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries

resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The ITCTC agreed to support the NYSDOT statewide targets for Safety PM measures as shown in the table below, based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations*. Resolutions agreeing to support statewide targets have been approved annually since 2017, with the most recent as follows:

- December 19, 2023, Resolution 2023-09: Supporting NYSDOT’s 2024 Targets for Safety Performance Measures

| NY State Safety Performance Measures Targets 2024 | | |
|--|--|--|
| | 5-Year Baseline 2021 (2017-21 avg.) | 2024 Target (based on 2020- 2024 forecast analysis) |
| Number of Fatalities | 1,021 | 894.9 |
| Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) | .890 | .768 |
| Number of Serious Injuries | 11,145.6 | 11,034.1 |
| Rate of Serious Injuries per 100M VMT | 9.654 | 9.370 |
| Number of Non-motorized Fatalities and Serious Injuries | 2,641.6 | 2,502.9 |

Anticipated Effects

Safety is a critical component of the ITCTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. “To improve the safety of the overall transportation system” is an overarching goal of the ITCTC Long-Range Transportation Plan (LRTP). In addition, the LRTP includes goals and policies prioritizing safety as a base component of all infrastructure design. The Initial Project Proposal utilized during TIP development requires a description of each project’s safety benefits regardless of funding source. HSIP funded projects include additional safety analysis. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT’s safety performance targets.

Pavement and Bridge Conditions

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics¹: International Roughness Index (IRI); cracking percent; rutting; faulting; and Percent Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair,

or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition². The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established the initial statewide pavement and bridge condition performance targets on May 20, 2018. The ITCTC agreed to support the initial NYSDOT statewide targets on September 11, 2018 via Resolution 2018-05: *Supporting New York State Department of Transportation’s Targets for Performance Measures Related to Bridge and Pavement Conditions and System and Freight Performance*. On December 16, 2022 NYSDOT reported a new set of targets for Bridge and Pavement Condition and for System Performance and Freight. The ITCTC agreed to continue to support the updated NYSDOT targets on April 18, 2023 via Resolution 23-04: *Supporting New York State Department Of Transportation’s Updated Targets For Performance Measures Related To Bridge And Pavement Conditions and System and Freight Performance* - see table that follows.

¹ Per FHWA, “To ensure consistent definitions, a distinction between ‘performance measure’ and ‘performance Metric’ was made in 23 CFR 490.101. A ‘metric’ is defined as a quantifiable indicator of performance or condition whereas a ‘measure’ is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets.” (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

² The sum of total deck area of good or poor NHS bridges is divided by the total good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

| Performance Measure | NY FFY 2022 Baseline | NY Statewide 2-Year Target (2024) | NY Statewide 4-Year Target (2026) |
|--|-------------------------------------|--|--|
| Percentage of Interstate pavements in good condition | 45.3% | 53.2% | 54.3% |
| Percentage of Interstate pavements in poor condition | 1.1% | 1.4% | 1.7% |
| Percentage of non-Interstate NHS pavements in good condition | 18.9% | 22.3% | 20.7% |
| Percentage of non-Interstate NHS pavements in poor condition | 7.6% | 9.3% | 10.9% |
| Percentage of NHS bridges by deck area in good condition | 25.3% | 24.1% | 21.1% |
| Percentage of NHS bridges by deck area in poor condition | 11.3% | 12.5% | 12.8% |

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2024 and 2026.

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of ITCTC’s mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. A key component of the ITCTC’s action plan, included in the agency’s 20-year Long Range Transportation Plan, is to maintain existing critical infrastructure and systems, including bridges and pavement. A focus on infrastructure will result in safety benefits and lower costs for users, improved movement of commerce and traffic in all modes and a more resilient transportation system. Tompkins County is a hilly area with numerous water features, maintaining its bridges is critical to protecting the functional integrity of the transportation system. The TIP includes multiple projects programmed with NHPP funds and other fund sources that will result in enhanced pavement and bridge conditions.

The ITCTC’s anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT’s pavement and bridge condition targets.

System Performance and Freight

On January 18, 2017, FHWA published the System Performance, Freight and Congestion Mitigation and Air Quality (CMAQ) Measures Final Rule in the Federal Register. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a mid-travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a mid-truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all

length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The ITCTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

NYSDOT established the initial statewide system performance and freight performance targets on May 20, 2018. The ITCTC agreed to support the NYSDOT statewide targets for the initial system performance measures on September 11, 2018 via Resolution 2018-05. On December 16, 2022 NYSDOT reported a new set of targets for Bridge and Pavement Condition and for System Performance and Freight. The ITCTC agreed to continue to support the updated NYSDOT targets on April 18, 2023 via Resolution 23-04: *Supporting New York State Department Of Transportation’s Updated Targets For Performance Measures Related To Bridge And Pavement Conditions and System and Freight Performance* - see table that follows.

| Performance Measure | NY FFY 2022 Baseline | NY Statewide 2-Year Target (2024) | NY Statewide 4-Year 4-yr Target (2021) |
|---|-------------------------------------|--|---|
| Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR) | 82.2% | 75.0% | 75.0% |
| Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | 85.7% | 70.0% | 70.0% |
| Index of reliability of travel times for trucks on the Interstate system (TTTR Index) | 1.38 | 2.00 | 2.00 |

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of ITCTC’s mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP.

It is important to note that the ITCTC planning area, Tompkins County, is in attainment for air quality and does not participate in the CMAQ process. Similarly, Tompkins County does not have any interstate highways so the Freight targets, although supported by the ITCTC, cannot be addressed through project programming by the ITCTC. However, it is recognized that the System Performance target, Level of Travel Time Reliability (LOTTR), on non-interstate roads is an important measure for Tompkins County. LOTTR impacts freight movement in our busiest state routes which connect to the interstate system in neighboring counties. LOTTR is also an important measure for commuter traffic and impacts the quality of life of all residents and travelers in Tompkins County. The TIP includes projects funded from various funding programs that have benefits to reliability in travel times for people and freight.

The ITCTC anticipates that the projects in the TIP, once implemented, will contribute towards achieving NYSDOT’s system performance and freight performance targets.

Transit Asset Management

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report to the FTA. Each provider shares its targets with the MPO in which the provider’s projects and services are programmed in the MPO’s TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

FTA defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor.

The ITCTC has the following transit providers operating in the planning area: Tompkins Consolidated Area Transit-Tier II.

Tompkins Consolidated Area Transit (TCAT) set the following transit asset management targets on June 7, 2018:

| Asset Category - Performance Measure | Asset Class | Useful Life Benchmark | 2022 Target |
|---|---------------------------------------|------------------------------|--------------------|
| Rolling Stock | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 12 | 25% |
| Equipment | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | 8 | 25% |
| | Trucks and Other Rubber Tire Vehicles | 14 | 25% |
| Facilities | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | n/a | 10% |
| | Maintenance | n/a | 10% |
| | Passenger Facilities | n/a | 10% |

The Ithaca-Tompkins County Transportation Council (ITCTC) agreed to support these transit asset targets on June 19, 2018 via Resolution 18-03: *Endorsing the Targets Established by TCAT for the State of Good Repair Performance Measures for Capital Assets*. With this action, the ITCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Anticipated Effects

The ITCTC TIP was developed and is managed in cooperation with TCAT. The TIP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address transit state of good repair in the MPO planning area. The MPO’s goal of addressing transit asset condition is linked to the investment plan of TCAT, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The ITCTC’s investments that address transit State of Good Repair (SGR) can be reviewed in the TIP’s *Federal Transit Administration Tables*. Listed projects address transit equipment, vehicles, infrastructure, or facilities, such as those in the following categories:

- Bus replacement;
- Equipment and service vehicle replacement;
- Repair, rehabilitation, and replacement of transit facilities and infrastructure.

The ITCTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the MPO.

Transit Safety

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA’s State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency’s Accountable Executive and Board of Directors; designation of a Chief Safety Officer, documented processes of the agency’s SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational

challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider’s projects and services are programmed in the MPO’s TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate targets for the MPO planning area.

Tompkins Consolidated Area Transit (TCAT) is the transit provider subject to the PTASP rule in the ITCTC planning area. Transit providers are responsible for developing a PTASP and establishing transit safety targets annually. TCAT set the following transit safety targets on November 2020:

| | Fixed-route/Deviated Fixed-route | Paratransit |
|-----------------------------------|---|--------------------|
| Fatalities (total) | 0 | 0 |
| Fatalities (per 100k VRM) | 0 | 0 |
| Injuries (total) | 3 | 0 |
| Injuries (per 100k VRM) | 0.18 | 0 |
| Safety Events (total) | 5 | 0 |
| Safety Events (per 100k VRM) | 0.30 | 0 |
| System Failures | 71 | 0 |
| System Reliability (Failures/VRM) | 4.20 | 0 |

The ITCTC agreed to support TCAT’s transit safety targets on

September 14, 2021 Resolution 21-04: *Supporting Tompkins Consolidated Area Transit's Transit Safety Targets for Transit Safety Performance Measures*, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Anticipated Effects

The ITCTC TIP was developed and is managed in cooperation with TCAT. The TIP includes specific investment priorities that support the MPO's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO's goal of addressing transit safety is linked to TCAT's safety plans, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of ITCTC investments that address transit safety is mainly accomplished through an aggressive effort to replace older equipment and vehicles. Having a modern vehicle fleet has significant safety and reliability impacts. The ITCTC will continue to work cooperatively with TCAT and Gadabout, its paratransit provider, to advance safety initiatives included in their plans.

The ITCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. The ITCTC will continue to coordinate with the region's transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

| 2023-2027 TIP PERFORMANCE MEASURES ANALYSIS | | | Expected TIP Project Impact on Trend (see more detailed performance measure definitions below): | | | | | | | | | | | | | | |
|---|---|-------------------|---|-------------------|-----------------------|---------------------|--------------|--------------|--------------------|--------------------|--------------|-------------------|-------------|------------------------------|-------|----------------|----------|
| | | | SAFETY | | | INFRASTRUCTURE | | CONGESTION | SYSTEM RELIABILITY | | | | | ENVIRONMENTAL SUSTAINABILITY | | | |
| | | | ↓ Fatal Accidents & Injuries | ↓ Bike-Ped Injury | ↓ Bike-Ped Fatalities | ↓ Deficient Bridges | ↓ Poor Roads | ↓ Congestion | ↑ Transit | ↑ Multi-Use Trails | ↑ Bike Lanes | ↑ Non-Drive Alone | ↑ Sidewalks | ↓ VMT | ↓ CO2 | ↑ Urban Growth | ↓ Veh/HH |
| PIN # | PROJECT NAME | SPONSOR | 1 | 2 | 3 | 4 | 5 | 6 | 7a | 7b | 7c | 7d | 7e | 8a | 8b | 8c | 8d |
| 301603 | RT.96B Over Buttermilk Creek Tributary Bridge | NYS DOT | X | | | X | | | | | | | | | | | |
| 304728 | Rt 96 Village of Trumansburg South Village Line to North Village Line | NYS DOT | X | | | | X | | | | | | | | | | |
| 305767 | MbC Route 13/34/96, Elmira Road to North Ithaca City Line | NYS DOT | X | | X | | X | X | | | | | | | | | |
| 331439 | Route 34 over Norfolk Southern RR Bridge Rehabilitation | NYS DOT | X | | | X | | | | | | | | | | | |
| 375619 | Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County | T. County | X | | | X | | | | | | | | | | | |
| 375620 | State St. Mill & Repave from E. Green St./Seneca Way to Michell St. | C. Ithaca | X | X | X | | X | X | | | X | | X | | | | |
| 375669 | Stewart Ave. Bridge over Fall Creek, Rehabilitation | C. Ithaca | X | | | X | | | | | | | | | | | |
| 375695 | Genung Rd Bridge Replacement over Cascadilla Creek | T. Dryden | X | | | X | | | | | | | | | | | |
| 375697 | CO RD 146 Bridge Replacement over Taughannock Creek | T. County | X | | | X | | | | | | | | | | | |
| 375700 | N. Cayuga Street over Fall Creek Bridge Replacement | C. Ithaca | X | X | X | X | | | | | X | | X | | | | |
| 375701 | Hector Street Culvert Replacement | C. Ithaca | | | | X | X | | | | | | | | | | |
| 375718 | Ithaca Active Transportation Network | C. Ithaca | X | X | X | | | X | | | X | X | X | X | X | X | X |
| 375726 | Town Line Rd over Lick Brook Bridge Replacement | T. of Ithaca | X | | | X | | | | | | | | | | | |
| 380616 | Route 34/96 Ground Mounted Sign Replacement | NYS DOT | X | X | X | | X | | | | | | | | | | |
| 395069 | Walking Safe Cayuga Heights | V. Cayuga Heights | X | X | X | | | X | | X | | X | X | X | X | X | X |
| 395071 | Dryden Rail Trail Phase 2 | T. Dryden | | | | X | | X | | X | | | | X | X | X | X |
| 395085 | Black Diamond Trail Connector | C. Ithaca | X | X | X | | | X | | X | | | | X | X | X | X |
| 395086 | Cayuga Heights: Sidewalk Connections | V. Cayuga Heights | X | X | X | | | X | | X | | X | X | X | X | X | X |
| 3BNY02 | Freese Road Bridge Rehabilitation over Fall Creek | T. Dryden | X | X | X | X | | | | | | | | | | | |
| 3M2004 | Regional Bridge Job Order Contract 2024 | NYS DOT | | | | X | | | | | | | | | | | |
| 3M2401 | Regional Bridge Cleaning and Washing 2024 | NYS DOT | | | | X | | | | | | | | | | | |

Performance Measure Definitions:

1. Reduce the # of Accident Fatalities/Serious Injuries
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 service
- 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 vehicles needed per household

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 (includes Seneca and Green streets within 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.

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

NY State distributed a portion of these funds under a statewide competitive grant program called ‘Bridge NY’. Selected project from Tompkins County are identified in this document as **Bridge NY- OSB**.

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 administered statewide. Selected project from Tompkins County are identified later in this document as TAP.

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

Federal legislation 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.

In the past, NY State has distributed a portion of these funds under a statewide competitive grant program and also in support of the Pedestrian Safety Action Plan (PSAP). Selected project from Tompkins County would be identified in this document as PSAP-HSIP.

- **High Priority Projects (HPP)**

Federal legislation include Congressionally Directed Spending, also known as earmarks. NYSDOT includes these funds as HPP in their programs.

- **Federal Transit Administration**

The planning regulations require that the TIP include projects funded under several Federal Transit Administration (FTA) programs. The FTA implements the federal program as authorized by the federal legislation

and funded by annual appropriations. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. In addition, legislation provides the ability to transfer funding between programs (e.g., from STBG-Flexible to FTA Section 5307) to best meet local/statewide needs. This latter approach will be clearly specified in the project description when it is used.

FTA Funding Programs:

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 5339: This program provides discretionary capital funds for the acquisition and/or construction of capital facilities (e.g., rolling stock, major terminals, etc.).

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.

TIP FINANCIAL PLAN

Federal regulations require a Designated Recipient of federal funds for each FTA program. The State of New York was the original Designated 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.

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 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. 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.

The County's primary responsibility as Designated 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).

Federal Regulations (23 CFR §450.326(j)) 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 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 *2023-27 Project Tables*. Information on the on the *Summary Charts and Tables* section shows that the 2023-27 TIP is fiscally constrained. The following information is included in the *Summary Charts and Tables* section:

- Status of Projects from Previous 2020-24 TIP
- 2023-2027 TIP Distribution of Federal Funds by Fiscal Year by Fund Source
- 2023-2027 TIP Distribution of funds by Federal Fiscal Year by Match Source
- 2023-2027 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 *2023-2027 Project Tables* constitute the financial plan for the TIP and include all the data required in the Federal Regulations, 23 CFR 450.326(j), 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. State and local revenue sources are shown as match to the federal funds in the project listings. Some State match may come from the State Dedicated Fund (SDF) or from Personal

Income Tax (PIT) Bond funds. 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. HSIP funds were aggregated for use since the distributed annual allocation is insufficient to accommodate multiple projects. It was also agreed that Off-System Bridge funds be exchanged for regional NHPP funds to better accommodate funding needs in Tompkins County. The OSB funds will be used by NYSDOT in other Region 3 projects. NYSDOT also agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. More details are noted under the *2023-2027 TIP Distribution of Federal Funds by Fiscal Year by Fund Source* table.

Operations and Maintenance

NYSDOT and local ITCTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT's operations and maintenance forces for betterments to the system. NYSDOT Region 3 budgets annually for preventive, corrective and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. Tompkins Consolidated Area Transit (TCAT) is the principal recipient of these funds in Tompkins County. STOA is calculated based on a per passenger and per vehicle mile formula.

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 transportation performance management section describes the federally required performance measures and targets, including a brief discussion of anticipate effects for each measure. 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 and status report of projects from the previous TIP (2020-24). 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 2023-2027 Transportation Improvement Program is found in the *2023-2027 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 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 (22/23, 23/24, 24/25) represent the mandatory triennial element of the TIP. The remaining two columns (25/26 and 26/27), are included for planning purposes.

Each program year (e.g., 22/23) represents the Federal Fiscal year (FFY), which begins on October 1 and ends on September 30. Federal Fiscal years are named for the year in which the fiscal year ends. For example, FFY 24 begins October 1, 2023 and ends September 30, 2024.

Following the project listings there is a section with tables summarizing the federal transit program funding for Tompkins County – *2023-2027 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-2020-2024 (as of September 2022)

| PIN | PROJECT NAME | SPONSOR | FUND SOURCE | STATUS |
|------------|---|-----------------|----------------------|-----------------------------------|
| 301603 | Rt 96B over Buttermilk Creek Tributary Bridge Replacement | NYSDOT | NHPP | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 305766 | Route 13 over Six Mile Creek Element Specific Bridge Repairs | NYSDOT | NHPP | COMPLETED |
| 305767 | MbC Route 13/34/96, Elmira Road to North Ithaca City Line | NYSDOT | NHPP | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 305769 | Signalized Safety Improvement Project Rt. 13 | NYSDOT | HSIP | PROJ. DELETED/FUNDS REPURPOSED |
| 331439 | Route 34 over Norfolk Southern RR Bridge Rehabilitation | NYSDOT | NHPP | ONGOING |
| 360379 | MbC Rt.366 E of Hoy Rd to Rt.13/366 Interchange | NYSDOT | STBG-FLEX | FUNDS OBLIGATED/IN CONSTRUCTION |
| 360457 | VPP/Mill Rt. 13, East of Irish Settlement Rd. Rm. 3109 to Bahar Dr | NYSDOT | NHPP | FUNDS OBLIGATED/IN CONSTRUCTION |
| 360458 | VPP/Mill Rt. 79, Tioga County Line to Ithaca City Line Project | NYSDOT | NHPP | FUNDS OBLIGATED/IN CONSTRUCTION |
| 375452 | Gateway Trail (Pedestrian and Bicycle Path) | Town of Ithaca | HPP | COMPLETED |
| 375589 | Cecil Malone Dr over Flood Relief Channel | City of Ithaca | STBG-OSB (BRIDGE NY) | FUNDS OBLIGATED/IN CONSTRUCTION |
| 375592 | Elmira Road Overlay and Signal Replacement | City of Ithaca | NHPP | COMPLETED |
| 375593 | CR 110, Ellis Hollow Road | Tompkins County | STBG-FLEX | COMPLETED |
| 375610 | Pine Tree Road - Two Intersections Safety Improvements | Tompkins County | HSIP | COMPLETED |
| 375615 | South Cayuga St. Over Six Mile Creek Deck Replacement | City of Ithaca | STBG-FLEX | COMPLETED |
| 375618 | Ludlowville Rd. Bridge over Salmon Creek Replacement | Tompkins County | STBG-FLEX | COMPLETED |
| 375619 | Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation | Tompkins County | STBG-FLEX | ONGOING |
| 375620 | State St. Mill and Repave from East Green St./Seneca Way to Eddy St. | City of Ithaca | STBG-FLEX | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 375650 | Local PSAP Project, City of Ithaca | City of Ithaca | PSAP-HSIP | COMPLETED |
| 375652 | Central Chapel Rd over Boice Creek Bridge | Tompkins County | STBG-OSB | COMPLETED |
| 375653 | CR 109 over Fall Creek | Tompkins County | NHPP | FUNDS OBLIGATED/IN CONSTRUCTION |
| 375659 | Cemetery Rd. over Trumansburg Creek Bridge | Town of Ulysses | STBG-OSB | COMPLETED |
| 375668 | South Albany St. Bridge over Six Mile Creek | City of Ithaca | NHPP | FUNDS OBLIGATED |
| 375669 | Stewart Ave. Bridge over Fall Creek, Painting | City of Ithaca | NHPP | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 375695 | Genung Rd Bridge Replacement over Cascadilla Creek | Town of Dryden | STBG-OSB | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 375697 | CO RD 146 Bridge Replacement over Taughannock Creek | Tompkins County | STBG-OSB | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 380754 | Regional Bridge Deck and Joint Repair Project 2020 | NYSDOT | NHPP | COMPLETED |
| 380760 | Regional Pavement Markings and Audible Roadway Delineators Project 2020 | NYSDOT | NHPP/STBG-FLEX | COMPLETED |
| 380761 | Regional Pavement Markings and Audible Roadway Delineators Project 2021 | NYSDOT | NHPP/STBG-FLEX | COMPLETED |
| 380762 | Regional Large Culvert Repair/Replacement | NYSDOT | STBG-FLEX | COMPLETED |
| 380768 | Regional Pavement Markings and Audible Roadway Delineators Project 2022 | NYSDOT | NHPP/STBG-FLEX | COMPLETED |
| 380769 | Regional Pavement Markings and Audible Roadway Delineators Project 2023 | NYSDOT | NHPP/STBG-FLEX | ONGOING |

Continued: STATUS OF PROJECTS FROM PREVIOUS TIP-2020-2024 (as of September 2022)

| PIN | PROJECT NAME | SPONSOR | FUND SOURCE | STATUS |
|------------|---|------------------------|-----------------------|-----------------------------------|
| 395062 | Rt.96B (Danby Rd.) Sidewalk Project, I.C. Entrance to Ithaca City Line | Town of Ithaca | TAP | COMPLETED |
| 395069 | Walking Safe Cayuga Heights | Vil. of Cayuga Heights | TAP-FLEX | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 395071 | Dryden Rail Trail Phase 2 | Town of Dryden | TAP-FLEX | PARTIALLY OBLIGATED FUNDS/ONGOING |
| 395075 | Black Diamond Trail Bridge Over Flood Control Channel | City of Ithaca | TAP-FLEX | FUNDS OBLIGATED/IN CONSTRUCTION |
| 395076 | Cayuga Waterfront Revitalization, City of Ithaca BUILD Project | City of Ithaca | BUILD Grant | FUNDS OBLIGATED |
| 3BNY02 | NYSDOT Bridge NY Rehabilitation and Replacement–Reg. 3-Freese Rd. over Fall Creek | Town of Dryden | NHPP, OSB (BRIDGE NY) | FUNDS OBLIGATED |
| 3M1804 | Regional Bridge Job Order Contract 2020 | NYSDOT | STBG-FLEX | COMPLETED |
| 3M1904 | Regional Bridge Job Order Contract 2022 | NYSDOT | STBG-FLEX | COMPLETED |
| 3M2001 | Regional Bridge Cleaning and Washing 2020 | NYSDOT | STBG-FLEX | COMPLETED |
| 3M2004 | Regional Bridge Job Order Contract 2024 | NYSDOT | STBG-FLEX | ONGOING |
| 3M2201 | Regional Bridge Cleaning and Washing 2021 | NYSDOT | STBG-FLEX | COMPLETED |
| 3M2401 | Regional Bridge Cleaning and Washing 2023 | NYSDOT | STBG-FLEX | ONGOING |

2023-2027 TIP - DISTRIBUTION OF FEDERAL FUNDS BY FISCAL YEAR BY FUND SOURCE

| FUND SOURCE | Year 1 2022/2023 | | | Year 2 2023/2024 | | | Year 3 2024/2025 | | | Year 4 2025/2026 | | | Year 5 2026/2027 | | | 5-Year Totals | |
|---|---------------------------|------------------------|--------------------|---------------------------|------------------------|--------------------|---------------------------|------------------------|----------------------|---------------------------|------------------------|--------------------|---------------------------|------------------------|--------------------|---------------------------|--------------------------|
| | Anticipated Federal Funds | TIP Programmed Federal | Difference | Anticipated Federal Funds | TIP Programmed Federal | Difference | Anticipated Federal Funds | TIP Programmed Federal | Difference | Anticipated Federal Funds | TIP Programmed Federal | Difference | Anticipated Federal Funds | TIP Programmed Federal | Difference | Anticipated Federal Funds | Programmed Federal Funds |
| NHPP | \$2,734,359 | \$1,400,800 | \$1,333,559 | \$2,859,127 | \$488,800 | \$2,370,327 | \$2,934,879 | \$7,832,000 | -\$4,897,121 | \$2,658,607 | \$2,200,000 | \$458,607 | \$2,934,879 | \$2,200,000 | \$734,879 | \$14,121,851 | \$14,121,600 |
| STBG-FLEX | \$1,836,526 | \$1,503,200 | \$333,326 | \$1,836,526 | \$432,000 | \$1,404,526 | \$1,836,526 | \$4,380,000 | -\$2,543,474 | \$1,836,526 | \$1,680,000 | \$156,526 | \$1,836,526 | \$1,807,200 | \$29,326 | \$9,182,630 | \$9,802,400 |
| STBG-OFF | \$247,000 | \$247,000 | \$0 | \$6,600,600 | \$3,466,550 | \$3,134,050 | \$0 | \$3,134,050 | -\$3,134,050 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,847,600 | \$6,847,600 |
| HSIP | \$502,592 | \$0 | \$502,592 | \$502,592 | \$0 | \$502,592 | \$502,592 | \$2,512,800 | -\$2,010,208 | \$502,592 | \$0 | \$502,592 | \$502,592 | \$0 | \$502,592 | \$2,512,960 | \$2,512,800 |
| Sub-Total FHWA Formula Funds | \$5,320,477 | \$3,151,000 | \$2,169,477 | \$11,798,845 | \$4,387,350 | \$7,411,495 | \$5,273,997 | \$17,858,850 | -\$12,584,853 | \$4,997,725 | \$3,880,000 | \$1,117,725 | \$5,273,997 | \$4,007,200 | \$1,266,797 | \$32,665,041 | \$33,284,400 |
| TAP | \$1,257,600 | \$1,257,600 | \$0 | \$3,015,826 | \$3,015,826 | \$0 | \$1,804,000 | \$1,804,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,077,426 | \$6,077,426 |
| CRP-MU | \$463,855 | \$463,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$463,855 | \$463,855 |
| HPP | \$0 | \$0 | \$0 | \$700,000 | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$700,000 |
| BFP Main | \$0 | \$0 | \$0 | \$23,750 | \$23,750 | \$0 | \$0 | \$0 | \$0 | \$2,214,652 | \$2,214,652 | \$0 | \$0 | \$0 | \$0 | \$2,238,402 | \$2,238,402 |
| BFP Off System | \$0 | \$0 | \$0 | \$370,500 | \$370,500 | \$0 | \$19,000 | \$19,000 | \$0 | \$1,952,098 | \$1,952,098 | \$0 | \$0 | \$0 | \$0 | \$2,341,598 | \$2,341,598 |
| FHWA Federal Aid Total | \$7,041,932 | \$4,872,455 | \$2,169,477 | \$15,908,921 | \$8,497,426 | \$7,411,495 | \$7,096,997 | \$19,681,850 | -\$12,584,853 | \$9,164,475 | \$8,046,750 | \$1,117,725 | \$5,273,997 | \$4,007,200 | \$1,266,797 | \$42,247,920 | \$45,105,681 |
| FTA Urbanized Area Formula Grant (Sect.5307&5311)(d) | \$16,135,454 | \$16,135,454 | \$0 | \$13,599,976 | \$13,599,976 | \$0 | \$4,546,300 | \$4,546,300 | \$0 | \$3,009,900 | \$3,009,900 | \$0 | \$4,833,500 | \$4,833,500 | \$0 | \$42,125,130 | \$42,125,130 |
| FTA Enhanced Mobility Seniors/Individuals with Disabilities (Sect.5310 Urban & Rural) | \$218,776 | \$218,776 | \$0 | \$52,000 | \$52,000 | \$0 | \$52,000 | \$52,000 | \$0 | \$118,154 | \$118,154 | \$0 | \$119,397 | \$119,397 | \$0 | \$560,327 | \$560,327 |
| FTA Bus and Bus Facilities Program (Sect.5339) | \$8,740,975 | \$8,740,975 | \$0 | \$592,528 | \$592,528 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,333,503 | \$9,333,503 |
| FTA Federal Aid Total | \$25,095,205 | \$25,095,205 | \$0 | \$14,244,504 | \$14,244,504 | \$0 | \$4,598,300 | \$4,598,300 | \$0 | \$3,128,054 | \$3,128,054 | \$0 | \$4,952,897 | \$4,952,897 | \$0 | \$52,018,960 | \$52,018,960 |
| Combined Federal Aid Total | \$32,137,137 | \$29,967,660 | \$2,169,477 | \$30,153,424 | \$22,741,929 | \$7,411,495 | \$11,695,297 | \$24,280,150 | -\$12,584,853 | \$12,292,529 | \$11,174,804 | \$1,117,725 | \$10,226,894 | \$8,960,097 | \$1,266,797 | \$94,266,879 | \$97,124,641 |

***FUND SOURCES**

| | |
|---|---|
| FHWA=Federal Highway Administration FTA=Federal Transit Administration | HSIP = Highway Safety Improvement Program |
| NHPP = National Highway Performance Program | TAP = Transportation Alternatives Program – distributed through statewide selection process. |
| STBG-Flexible = Surface Transportation Block Grant Flexible (aka. Flex Funds) | Bridge Formula program (BFP Off System) & Bridge Formula Program Main (BFP Main) – Off-System Bridge funds distributed by NY State through statewide selection process. |
| STBG-OFF = Surface Transportation Block Grant Off-System Bridge | HPP = High Priority Projects – NY State designation for Community Project Funding/Congressionally Directed Spending funds (aka. Congressional Earmarks). |
| CRP-MU = Carbon Reduction Program – Medium Urban | |

Notes:

- STBG-OSB allocation to the ITCTC was \$209,281 per year. ITCTC and NYSDOT agreed to exchange these funds for FLEX funds to better accommodate the funding needs of the 2023-2027 TIP. The OSB funds will be used by NYSDOT Region 3.
- TAP, Bridge NY-OSB and HPP funded projects utilize federal funds that are awarded outside the regional allocation of federal funds to the ITCTC. These statewide-programmed projects are included in the TIP but are funded outside the formula allocated funding categories.
- This total includes Sect.5311 Urban funds which are transferred to Sect.5307.

| 2023-2027 TIP DISTRIBUTION OF FUND MATCH TABLE | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|--------------|
| BY FEDERAL FISCAL YEAR BY MATCH SOURCE | | | | | | |
| | Year-1 | Year-2 | Year-3 | Year-4 | Year-5 | TOTAL |
| | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | |
| FEDERAL | \$4,872,455 | \$8,497,426 | \$19,681,850 | \$8,046,750 | \$4,007,200 | \$45,105,681 |
| STATE | \$60,000 | \$143,200 | \$10,057,800 | \$630,000 | \$1,001,800 | \$11,892,800 |
| LOCAL | \$1,457,645 | \$1,564,156 | \$2,009,350 | \$3,141,303 | \$0 | \$8,172,454 |
| TOTALS: | \$6,390,100 | \$10,204,782 | \$31,749,000 | \$11,818,053 | \$5,009,000 | \$65,170,935 |

| 2023-2027 TIP - TOTALS BY FUND CATEGORY | | |
|---|----------------------|-------------------------|
| Fund* | Federal Share | Projects Total** |
| National Highway Performance Program (NHPP) | \$14,121,600 | \$17,652,000 |
| Surface Transportation Block Grant Flexible (STBG-FLEX) | \$9,802,400 | \$12,253,000 |
| Surface Transportation Block Grant Off System Bridge (STBG-OFF) | \$6,847,600 | \$7,208,000 |
| Highway Safety Improvement Program (HSIP) | \$2,512,800 | \$2,792,000 |
| High Priority Project (HPP) | \$700,000 | \$875,000 |
| Bridge Formula Program (BFP) Main | \$2,238,402 | \$2,341,598 |
| Bridge Formula Program (BFP) Off | \$2,341,598 | \$2,356,213 |
| Transportation Alternatives Program (TAP) | \$6,077,426 | \$7,596,782 |
| Carbon Reduction Program (Medium Urban) | \$463,855 | \$463,855 |
| 100% Local Fund (100% LOCAL) | \$0 | \$3,532,487 |
| 100% State Fund (100% STATE) | \$0 | \$8,100,000 |
| TOTALS: | \$45,105,681 | \$65,170,935 |

*See 'Funding Category Descriptions' section, page 20 of this document, for more information

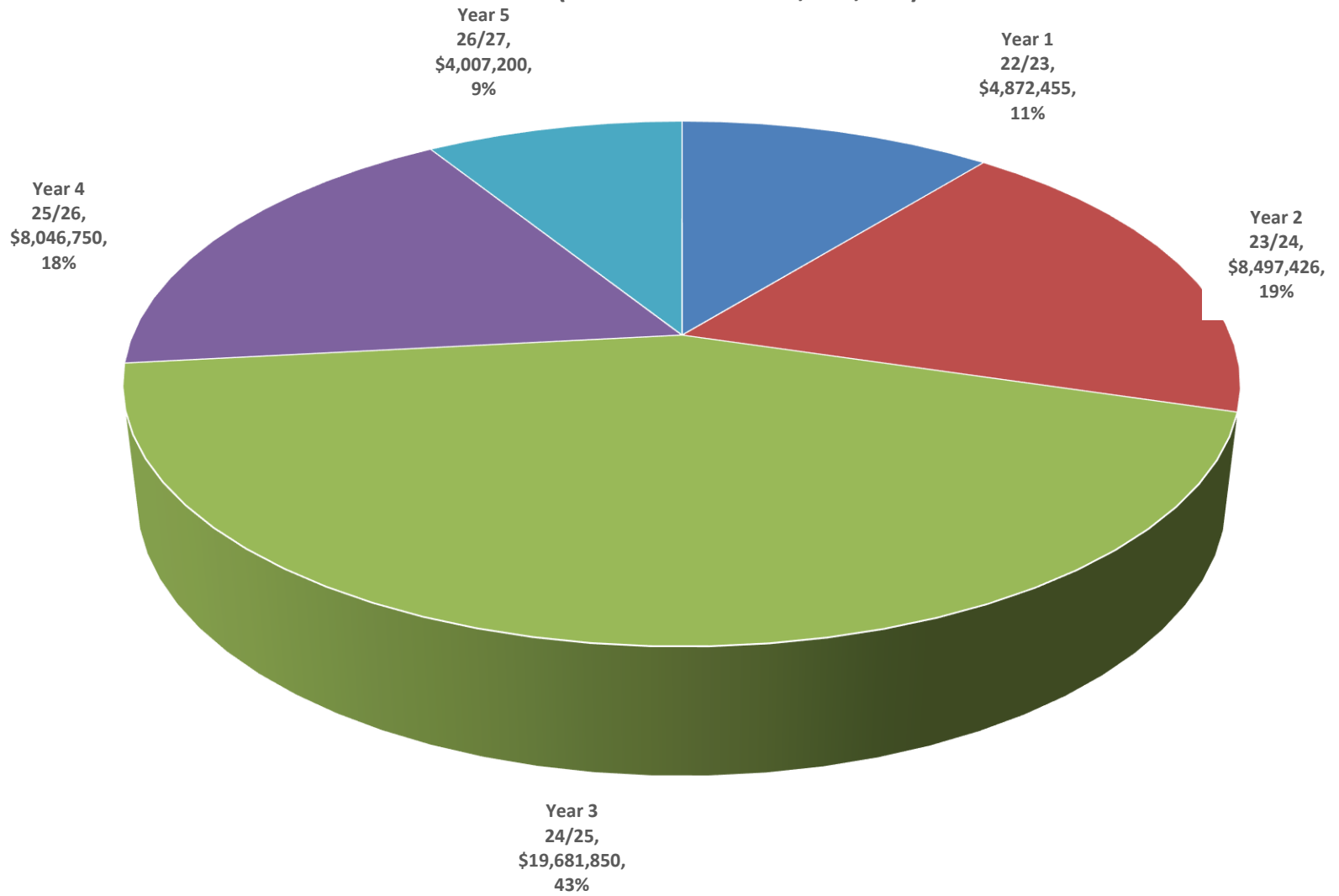
**Federal share + non-federal state &/or local share

**2023-2027 Transportation Improvement Program
PROGRAMMED FUNDING FOR 5-YR HIGHWAY PROGRAM BY FUND SOURCE**

| PIN | Project Name | Sponsor | Fund Source | Total Cost* |
|------------|---|---------------------------|--------------------------------|--------------------|
| 375695 | Genung Rd Bridge Replacement over Cascadilla Creek | Town of Dryden | STBG-OFF (Bridge NY) | \$ 1,454,000 |
| 375697 | CO RD 146 Bridge Replacement over Taughannock Creek | Town of Ulysses | STBG-OFF (Bridge NY) | \$ 3,329,000 |
| 3BNY02 | Freese Road Bridge Rehabilitation over Fall Creek | Town of Dryden | STBG-OFF (Bridge NY) | \$ 2,425,000 |
| 375718 | Ithaca Active Transportation Network Ithaca Active Transportation Network | City of Ithaca | CRP-MU/100% LOCAL | \$ 587,000 |
| 301603 | Rt 96B over Buttermilk Creek Tributary Bridge Replacement | NYS DOT | NHPP | \$ 2,850,000 |
| 305767 | MbC Route 13/34/96, Elmira Road to North Ithaca City Line | NYS DOT | NHPP/HSIP/STBG-FLEX/100% STATE | \$ 18,951,000 |
| 331439 | Route 34 over Norfolk Southern RR Bridge Rehabilitation | NYS DOT | NHPP/STBG-FLEX | \$ 3,150,000 |
| 375620 | State St. Mill and Repave from East Green St./Seneca Way to Eddy St. | City of Ithaca | NHPP/STBG-FLEX | \$ 2,896,100 |
| 375669 | Stewart Ave. Bridge over Fall Creek, Painting | City of Ithaca | NHPP/STBG-FLEX | \$ 5,841,000 |
| 304728 | Rt 96 Village of Trumansburg South Village Line to North Village Line | NYS DOT | STBG-FLEX | \$ 2,659,000 |
| 375619 | Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County | Tompkins County | STBG-FLEX | \$ 1,925,000 |
| 375700 | N. Cayuga Street over Fall Creek Bridge Replacement | City of Ithaca | STBG-FLEX | \$ 5,388,213 |
| 375701 | Hector Street Culvert Replacement | City of Ithaca | STBG-FLEX/100% LOCAL | \$ 1,584,000 |
| 375726 | Replace Town Line Rd over Lick Brook Bridge-BIN 3210050 on existing alignment. Town of Ithaca, Tompkins CO. | Town of Ithaca | BFP Off Sys/100% LOCAL | \$ 2,464,840 |
| 380616 | Route 34/96 Ground Mounted Sign Replacement | NYS DOT | STBG-FLEX | \$ 850,000 |
| 395069 | Walking Safe Cayuga Heights | Village of Cayuga Heights | TAP | \$ 525,000 |
| 395071 | Dryden Rail Trail Phase 2 | Town of Dryden | TAP/HPP/100% LOCAL | \$ 2,802,782 |
| 395085 | Black Diamond Trail Connector | City of Ithaca | TAP | \$ 2,750,000 |
| 395086 | Cayuga Heights: Sidewalk Connections | Village of Cayuga Heights | TAP | \$ 2,739,000 |
| | | | TOTAL: | \$65,170,935 |

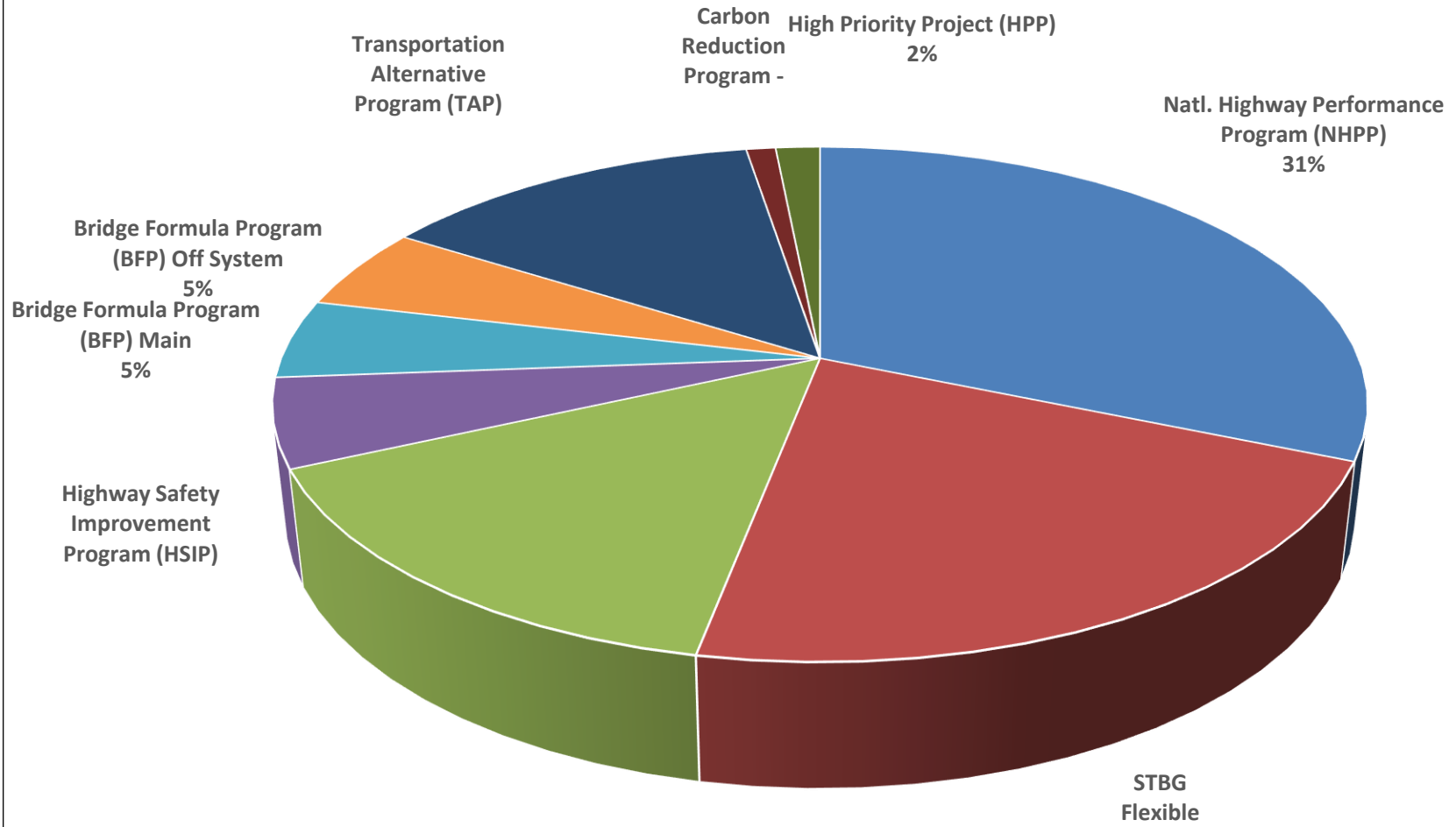
*Total Cost = Federal+State+Local funds

5-Year Programmed Federal Funding by Fiscal Year (Federal Dollars 45,105,681)



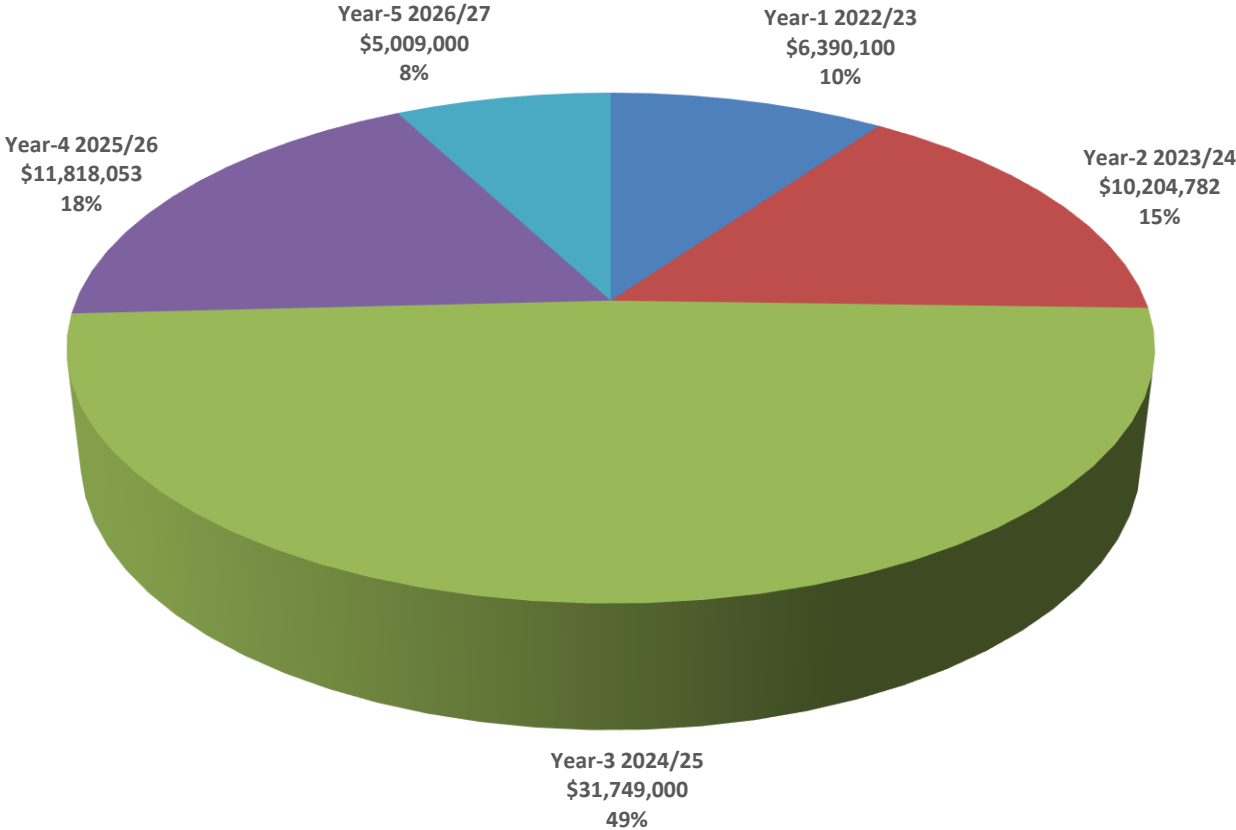
Graphic represents FHWA Funds

5-Year Programmed Federal Funding by Fund Categories (Federal Dollars 45,105,681)



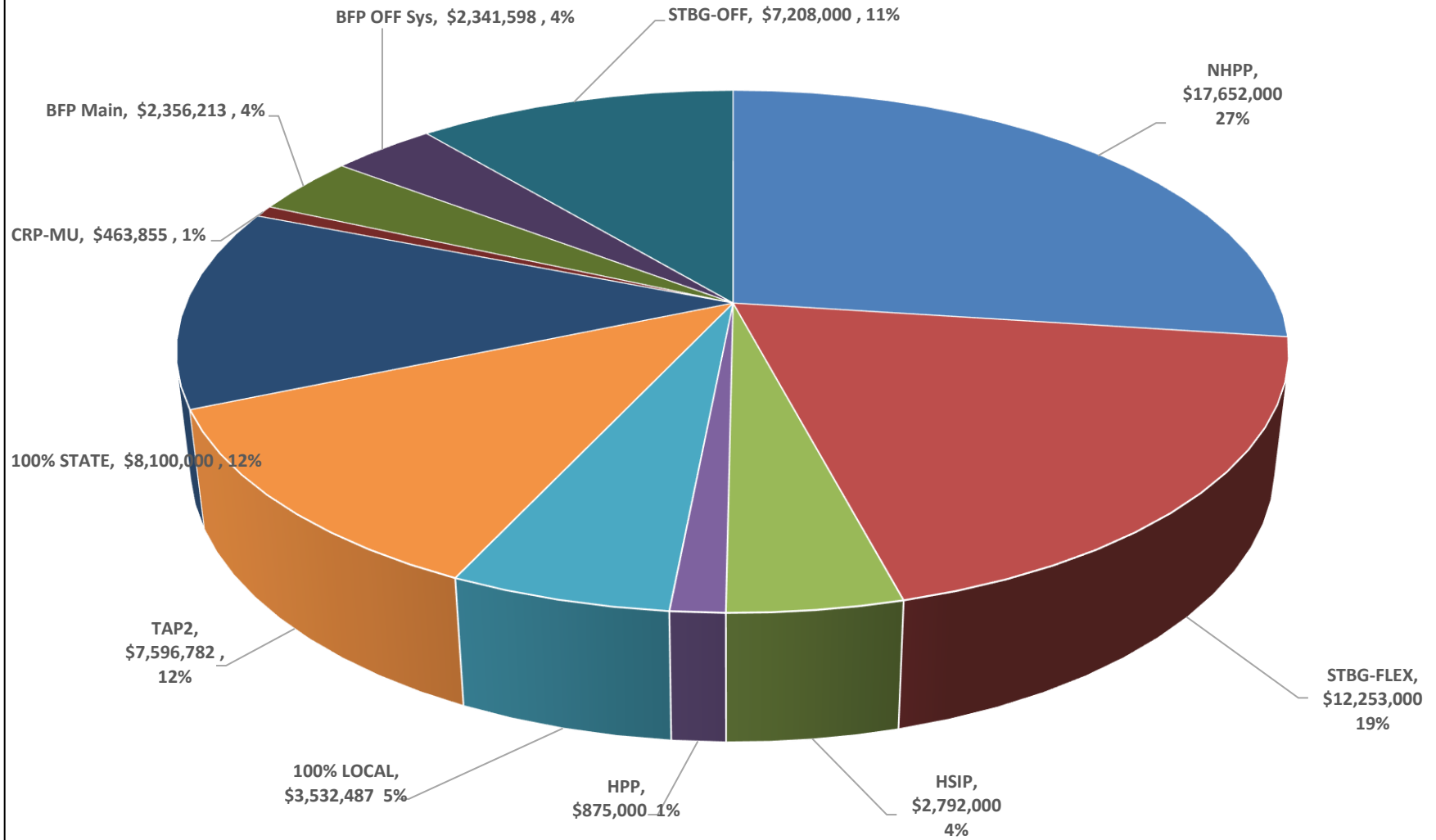
Graphic represents FHWA Funds

**5-Year Total Funding Programmed by Fiscal Year
(5-Year Total Dollars \$65,170,935)**



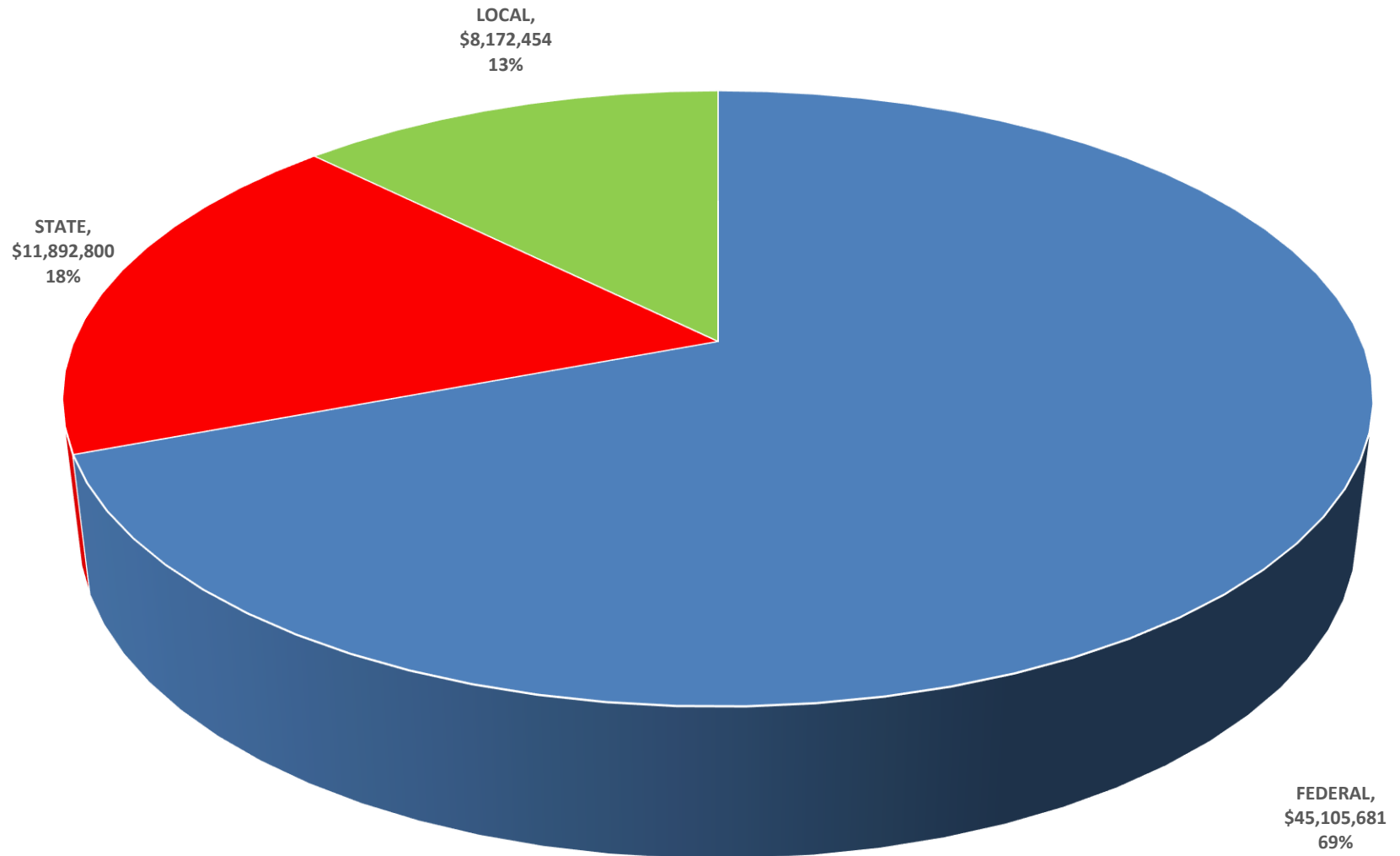
Graphic represents FHWA Funds

5-Year Total Funding Programmed by Fund Category (5-Year Total Dollars 65,170,935)



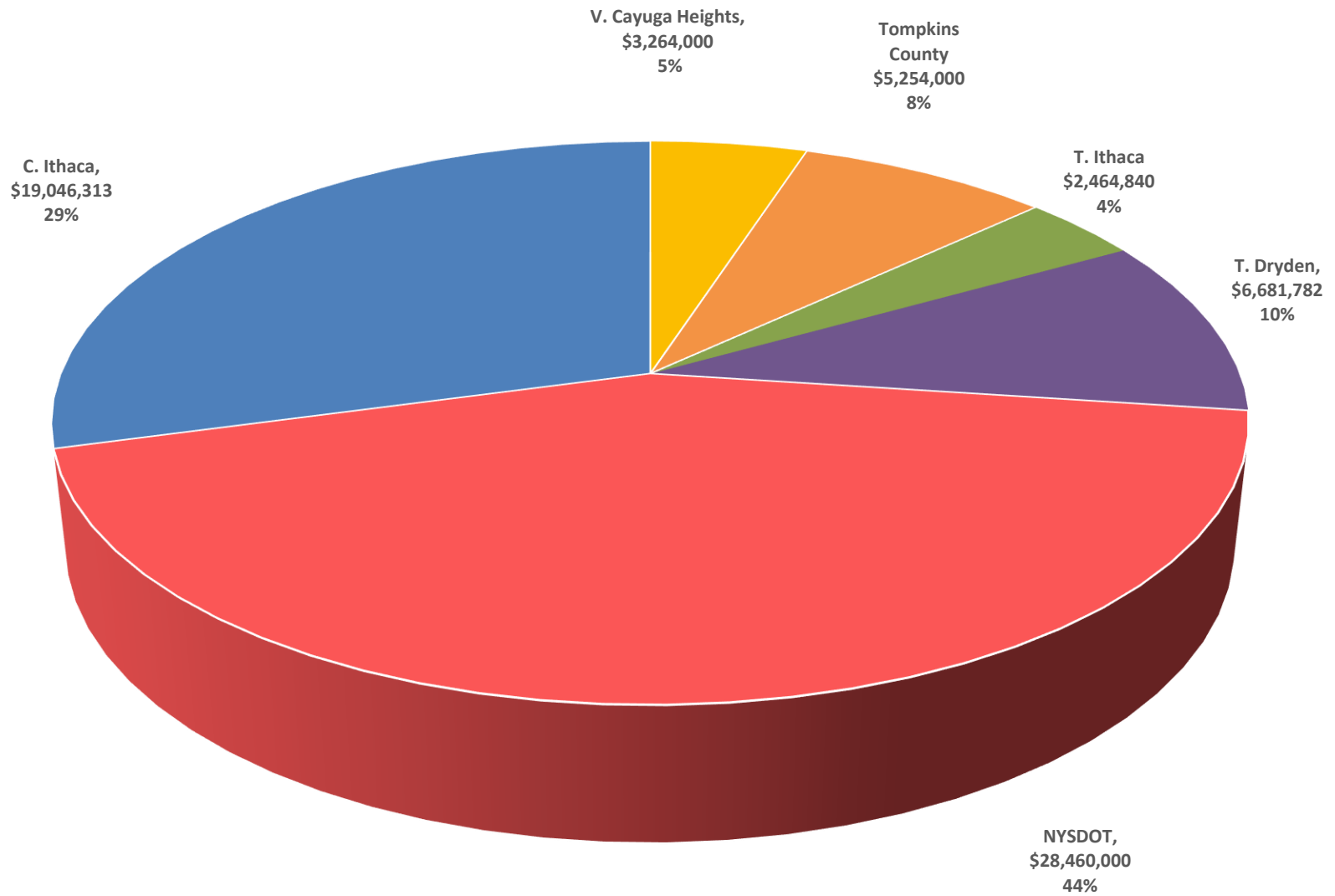
Graphic represents FHWA Funds

Distribution of Funds by Source (5-Year Total Dollars 65,170,935)



Graphic represents FHWA Funds

2023-2027 TIP: Total Programmed Funds by Sponsor (5-Year Total Dollars 65,170,935)



Graphic represents FHWA Funds

2023 – 2027 PROJECT TABLES

Note: project tables included in this document are ordered by ‘project identification number’ (PIN)

TIP date 2019 **PIN** 301603 **BIN** 1035310

Project Name Rt 96B over Buttermilk Creek Tributary Bridge Replacement

Sponsor NYSDOT

Description Replace Rt 96B over Buttermilk Creek Tributary Bridge-BIN 1035310 on existing alignment, with new piles, and an improved hydraulic opening. Town of Danby, Tompkins CO.

Fund Source: NHPP

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------|-------------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | NHPP | 10-20 | \$100,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | NHPP | 10-20 | \$100,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | NHPP | | \$0 | 10-24 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| G-18-Construction | NHPP | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$2,500,000 | \$0 | \$2,500,000 |
| H-22-Inspection | NHPP | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 |
| | | | Total: | | \$0 | \$0 | \$100,000 | \$2,750,000 | \$0 | \$2,850,000 |
| | | | <i>Federal Funding:</i> | | \$0 | \$0 | \$80,000 | \$2,200,000 | \$0 | \$2,280,000 |
| | | | <i>State Funding:</i> | | \$0 | \$0 | \$20,000 | \$550,000 | \$0 | \$570,000 |
| | | | <i>Local Funding:</i> | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2022 **PIN** 304728 **BIN**

Project Name Rt 96 Repaving and Safety Improvements, Village of Trumansburg South Village Line to North Village Line

Sponsor NYSDOT

Description This project will repave Rt 96 from Trumansburg southern Village line to the north Village line, a distance of over 1.6 miles. In addition, the project will address curb ramps and pedestrian facilities to be ADA compliant and replace signs to meet NYSDOT specifications. Town of Ulysses, Vil. of Trumansburg, & Tompkins CO.

Fund Source: STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 07-23 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 07-23 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 03-26 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| G-18-Construction | STBG-FLEX | | \$0 | 10-26 | \$0 | \$0 | \$0 | \$0 | \$2,054,000 | \$2,054,000 |
| H-22-Inspection | STBG-FLEX | | \$0 | 10-26 | \$0 | \$0 | \$0 | \$0 | \$205,000 | \$205,000 |
| | | Total: | \$0 | | \$200,000 | \$0 | \$0 | \$200,000 | \$2,259,000 | \$2,659,000 |
| | | <i>Federal Funding:</i> | \$0 | | \$160,000 | \$0 | \$0 | \$160,000 | \$1,807,200 | \$2,127,200 |
| | | <i>State Funding:</i> | \$0 | | \$40,000 | \$0 | \$0 | \$40,000 | \$451,800 | \$531,800 |
| | | <i>Local Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2017 **PIN** 305767 **BIN**

Project Name MbC Route 13/34/96, Elmira Road to North Ithaca City Line

Sponsor NYS DOT

Description Repave Rt 13/34/96, Rt 79, Rt 89; Rt 13/34/96 (Fulton and Meadow St) from Elmira Rd to North Ithaca City Line, Rt 89 (Buffalo St) from Taughannock Blvd to Meadow St, Rt 79 (Seneca St) from Fulton St to Meadow St and Rt 79 (Green St) from Fulton St to Meadow St; to improve rideability and extend the service life of these highway sections. Work includes upgrading signals, signs, pedestrian accessibility, and pavement markings to improve safety and improve operations along the corridors. City of Ithaca, Tompkins County.

Fund Source: NHPP/HSIP/STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|-------------------------|-------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | NHPP | 10-17 | \$132,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | NHPP | 10-17 | \$132,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | NHPP | | \$0 | 02-24 | \$0 | \$176,000 | \$0 | \$0 | \$0 | \$176,000 |
| C-8-Detailed Design_2 | STBG-FLEX | | \$0 | 02-24 | \$0 | \$340,000 | \$0 | \$0 | \$0 | \$340,000 |
| G-18-Construction | NHPP | | \$0 | 10-24 | \$0 | \$0 | \$5,075,000 | \$0 | \$0 | \$5,075,000 |
| G-19-Construction_2 | HSIP | | \$0 | 10-24 | \$0 | \$0 | \$2,538,000 | \$0 | \$0 | \$2,538,000 |
| G-20-Construction_3 | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$1,786,000 | \$0 | \$0 | \$1,786,000 |
| G-21-Construction_4 | SDF | | \$0 | 10-24 | \$0 | \$0 | \$7,364,000 | \$0 | \$0 | \$7,364,000 |
| H-22-Inspection | NHPP | | \$0 | 10-24 | \$0 | \$0 | \$503,000 | \$0 | \$0 | \$503,000 |
| H-23-Inspection_2 | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$179,000 | \$0 | \$0 | \$179,000 |
| H-24-Inspection_3 | HSIP | | \$0 | 10-24 | \$0 | \$0 | \$254,000 | \$0 | \$0 | \$254,000 |
| H-25-Inspection_4 | SDF | | \$0 | 10-24 | \$0 | \$0 | \$736,000 | \$0 | \$0 | \$736,000 |
| | Total: | | \$264,000 | | \$0 | \$516,000 | \$18,435,000 | \$0 | \$0 | \$18,951,000 |
| | <i>Federal Funding:</i> | | \$211,200 | | \$0 | \$412,800 | \$8,547,200 | \$0 | \$0 | \$8,960,000 |
| | <i>State Funding:</i> | | \$52,800 | | \$0 | \$103,200 | \$9,887,800 | \$0 | \$0 | \$9,991,000 |
| | <i>Local Funding:</i> | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2019 **PIN** 331439 **BIN** 1023250
Project Name Route 34 over Norfolk Southern RR Bridge Rehabilitation
Sponsor NYSDOT
Description Bridge rehabilitation and some element specific repairs on Rt. 34 over Norfolk Southern RR-BIN 1023250. Town of Newfield, Tompkins CO.

Fund Source: NHPP/STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| G-18-Construction | NHPP | | \$0 | 10-26 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 | \$2,500,000 |
| H-22-Inspection | NHPP | | \$0 | 10-26 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 |
| | | Total: | \$0 | | \$0 | \$0 | \$200,000 | \$200,000 | \$2,750,000 | \$3,150,000 |
| | | <i>Federal Funding:</i> | \$0 | | \$0 | \$0 | \$160,000 | \$160,000 | \$2,200,000 | \$2,520,000 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$40,000 | \$40,000 | \$550,000 | \$630,000 |
| | | <i>Local Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2017

PIN 375619

BIN 3314130

Project Name Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County

Sponsor Tompkins County

Description Rehabilitate Fall Creek Road (CR105) bridge over Fall Creek. BIN 3314130. Upgrade approaches and install scour countermeasures and bank erosion protection. Replace deteriorated curb and headwall sections. Upgrade bridge rail and approach railing. Town of Dryden, Tompkins CO.

Fund Source: STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 10-22 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 10-22 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 10-22 | \$90,000 | \$0 | \$0 | \$0 | \$0 | \$90,000 |
| D-10-Rt of Way Acq | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| E-13-Rt of Way Incd | STBG-FLEX | | \$0 | 10-22 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| G-18-Construction | STBG-FLEX | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$1,500,000 |
| H-22-Inspection | STBG-FLEX | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| | | Total: | \$0 | | \$175,000 | \$0 | \$50,000 | \$1,700,000 | \$0 | \$1,925,000 |
| | | <i>Federal Funding:</i> | \$0 | | \$140,000 | \$0 | \$40,000 | \$1,360,000 | \$0 | \$1,540,000 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$0 | | \$35,000 | \$0 | \$10,000 | \$340,000 | \$0 | \$385,000 |

TIP date 2017 **PIN** 375620 **BIN**

Project Name State St. Mill and Repave from East Green St./Seneca Way to Mitchell St.

Sponsor City of Ithaca

Description Mill and repave (2R) State St. from East Green St./Seneca Way to Mitchell St. Replace non-ADA compliant curb ramps and sidewalk. City of Ithaca. Tompkins CO.

Fund Source: NHPP/STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|-------------------------|----------------|-------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | NHPP | 10-20 | \$75,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | NHPP | 10-20 | \$75,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | NHPP | 10-20 | \$150,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-8-Detailed Design_2 | NHPP | 01-22 | \$100,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-18-Construction | NHPP | | \$0 | 10-22 | \$1,574,000 | \$0 | \$0 | \$0 | \$0 | \$1,574,000 |
| G-19-Construction_2 | STBG-FLEX | | \$0 | 10-22 | \$656,000 | \$0 | \$0 | \$0 | \$0 | \$656,000 |
| G-20-Construction_3 | LOCAL | | \$0 | 01-23 | \$341,100 | \$0 | \$0 | \$0 | \$0 | \$341,100 |
| H-22-Inspection | NHPP | | \$0 | 10-22 | \$177,000 | \$0 | \$0 | \$0 | \$0 | \$177,000 |
| H-23-Inspection_2 | STBG-FLEX | | \$0 | 10-22 | \$148,000 | \$0 | \$0 | \$0 | \$0 | \$148,000 |
| Total: | | | \$400,000 | | \$2,896,100 | \$0 | \$0 | \$0 | \$0 | \$2,896,100 |
| Federal Funding: | | | \$320,000 | | \$2,044,000 | \$0 | \$0 | \$0 | \$0 | \$2,044,000 |
| State Funding: | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding: | | | \$80,000 | | \$852,100 | \$0 | \$0 | \$0 | \$0 | \$852,100 |

TIP date 2019 **PIN** 375669 **BIN** 2210620
Project Name Stewart Ave. Bridge over Fall Creek, Rehabilitation
Sponsor City of Ithaca
Description Fix the Stewart Ave. Bridge-BIN 2210620- over Fall Creek to address structural condition, bridge deck deterioration, and steel support deterioration. City of Ithaca, Tompkins CO.

Fund Source: NHPP/STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|-------------------------|----------------|-------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | NHPP | 10-21 | \$50,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | NHPP | 10-21 | \$55,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | NHPP | | \$0 | 10-23 | \$0 | \$430,000 | \$0 | \$0 | \$0 | \$430,000 |
| D-10-Rt of Way Acq | NHPP | | \$0 | 10-23 | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$5,000 |
| E-13-Rt of Way Incd | NHPP | 6-22 | \$5,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-18-Construction | NHPP | | \$0 | 10-24 | \$0 | \$0 | \$3,572,000 | \$0 | \$0 | \$3,572,000 |
| G-19-Construction_2 | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$1,193,000 | \$0 | \$0 | \$1,193,000 |
| H-22-Inspection | NHPP | | \$0 | 10-24 | \$0 | \$0 | \$540,000 | \$0 | \$0 | \$540,000 |
| H-23-Inspection_2 | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$101,000 | \$0 | \$0 | \$101,000 |
| Total: | | | \$110,000 | | \$0 | \$435,000 | \$5,406,000 | \$0 | \$0 | \$5,841,000 |
| <i>Federal Funding:</i> | | | \$88,000 | | \$0 | \$348,000 | \$4,324,800 | \$0 | \$0 | \$4,672,800 |
| <i>State Funding:</i> | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>Local Funding:</i> | | | \$22,000 | | \$0 | \$87,000 | \$1,081,200 | \$0 | \$0 | \$1,168,200 |

TIP date 2021 **PIN** 375695 **BIN** 3209900
Project Name Genung Rd Bridge Replacement over Cascadilla Creek
Sponsor Town of Dryden
Description Replace the Genung Rd over Cascadilla Creek Bridge. BIN 3209900. Town of Dryden, Tompkins CO. Bridge NY 2021. Funding is 95% Federal and 5% Local Match.

Fund Source: STBG-OFF

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-----------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-OFF | | \$0 | 11-22 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$75,000 |
| B-4-Preliminary Design | STBG-OFF | | \$0 | 11-22 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$75,000 |
| C-7-Detailed Design | STBG-OFF | | \$0 | 11-22 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| D-10-Rt of Way Acq | STBG-OFF | | \$0 | 11-23 | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| E-13-Rt of Way Incd | STBG-OFF | | \$0 | 11-23 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$10,000 |
| G-18-Construction | STBG-OFF | | \$0 | 12-23 | \$0 | \$1,014,000 | \$0 | \$0 | \$0 | \$1,014,000 |
| H-22-Inspection | STBG-OFF | | \$0 | 12-23 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| | | Total: | \$0 | | \$250,000 | \$1,204,000 | \$0 | \$0 | \$0 | \$1,454,000 |
| | | <i>Federal</i> | \$0 | | \$237,500 | \$1,143,800 | \$0 | \$0 | \$0 | \$1,381,300 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$0 | | \$12,500 | \$60,200 | \$0 | \$0 | \$0 | \$72,700 |

TIP date 2021 **PIN** 375697 **BIN** 3314460
Project Name CO RD 146 Bridge Replacement over Taughannock Creek
Sponsor Tompkins County
Description Replace CO Rd 146 over Taughannock Creek Bridge. BIN 314460. Town of Ulysses, Tompkins CO. Bridge NY 2021. Funding is 95% Federal and 5% Local Match.

Fund Source: STBG-OFF

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-----------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-OFF | 06-22 | \$156,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | STBG-OFF | 06-22 | \$156,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | STBG-OFF | 06-22 | \$208,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| D-10-Rt of Way Acq | STBG-OFF | | \$0 | 10-23 | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| E-13-Rt of Way Incd | STBG-OFF | 06-22 | \$20,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-18-Construction | STBG-OFF | | \$0 | 05-25 | \$0 | \$0 | \$2,857,000 | \$0 | \$0 | \$2,857,000 |
| H-22-Inspection | STBG-OFF | | \$0 | 05-25 | \$0 | \$0 | \$442,000 | \$0 | \$0 | \$442,000 |
| | | Total: | \$540,000 | | \$0 | \$30,000 | \$3,299,000 | \$0 | \$0 | \$3,329,000 |
| | | <i>Federal</i> | \$513,000 | | \$0 | \$28,500 | \$3,134,050 | \$0 | \$0 | \$3,162,550 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$27,000 | | \$0 | \$1,500 | \$164,950 | \$0 | \$0 | \$166,450 |

TIP date 2022 **PIN** 375700 **BIN** 2210600

Project Name N. Cayuga Street over Fall Creek Bridge Replacement

Sponsor City of Ithaca

Description Replace existing N. Cayuga Street over Fall Creek Bridge to address structural deficiencies. BIN 2210600. City of Ithaca, Tompkins CO. Bridge NY, 2022. BFP Main Funding is 95% Federal using 15% Toll Credits and 5% Local match.

Fund Source: BFP Main Funding & STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 10-22 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 10-22 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 10-22 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| E-13-Rt of Way Incd | BFP Main | | \$0 | 10-23 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |
| G-18-Construction | BFP Main | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$2,284,789 | \$0 | \$2,284,789 |
| G-19-Construction_2 | LOCAL | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$2,066,000 | \$0 | \$2,066,000 |
| H-22-Inspection | BFP Main | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$46,424 | \$0 | \$46,424 |
| H-23-Inspection_2 | LOCAL | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$516,000 | \$0 | \$516,000 |
| | | Total: | \$0 | | \$450,000 | \$25,000 | \$0 | \$4,913,213 | \$0 | \$5,388,213 |
| | | <i>Federal Funding:</i> | \$0 | | \$360,000 | \$23,750 | \$0 | \$2,214,652 | \$0 | \$2,238,402 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$0 | | \$90,000 | \$1,250 | \$0 | \$2,698,561 | \$0 | \$2,789,811 |

TIP date 2022 **PIN** 375701 **BIN**

Project Name Hector Street Culvert Rehabilitation

Sponsor City of Ithaca

Description Rehabilitate the Hector Street Culvert carrying Lindeman Creek. Extends the outlet half of the culvert's structure with a new pipe to increase the structure's lifespan, reduce erosion, and to make room for a new sidewalk. City of Ithaca, Tompkins CO.

Fund Source: STBG-FLEX/100% LOCAL

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|-------------------------|----------------|-------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 11-22 | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 11-22 | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 07-23 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| G-18-Construction | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$1,350,000 | \$0 | \$0 | \$1,350,000 |
| H-22-Inspection | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$66,000 | \$0 | \$0 | \$66,000 |
| D-10-Rt of Way Acq | 100% LOCAL | | \$0 | 10-24 | \$0 | \$0 | \$4,750 | \$0 | \$0 | \$4,750 |
| E-13-Rt of Way Incd | 100% LOCAL | | \$0 | 10-24 | \$0 | \$0 | \$13,250 | \$0 | \$0 | \$13,250 |
| Total: | | | \$0 | | \$150,000 | \$0 | \$1,434,000 | \$0 | \$0 | \$1,584,000 |
| <i>Federal Funding:</i> | | | \$0 | | \$120,000 | \$0 | \$1,132,800 | \$0 | \$0 | \$1,252,800 |
| <i>State Funding:</i> | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>Local Funding:</i> | | | \$0 | | \$30,000 | \$0 | \$301,200 | \$0 | \$0 | \$331,200 |

TIP date 2023 **PIN** 375718 **BIN**

Project Name Ithaca Active Transportation Network

Sponsor City of Ithaca

Description Create a plan for a network of routes that will accommodate active transportation modes on existing roadways that connect key destinations within the City of Ithaca. This proposal builds on the priority origins and destinations identified in the Bike Walk Tompkins' Better Bike Network. Total Federal Award Amount - \$463,855. Local Contribution Amount - \$123,145.

Fund Source: CARBON REDUCTION PROGRAM – MEDIUM URBAN (CRP-MU)

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| MISC | CRP-MU | | \$0 | 06-23 | \$579,819 | \$0 | \$0 | \$0 | \$0 | \$579,819 |
| MISC | LOCAL | | \$0 | 06-23 | \$7,181 | \$0 | \$0 | \$0 | \$0 | \$7,181 |
| | | Total: | \$264,593 | | \$587,000 | \$0 | \$0 | \$0 | \$0 | \$587,000 |
| | | Federal Funding: | \$211,674 | | \$463,855 | \$0 | \$0 | \$0 | \$0 | \$463,855 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$52,919 | | \$123,145 | \$0 | \$0 | \$0 | \$0 | \$123,145 |

TIP date 2022 **PIN** 375726 **BIN** 3210050

Project Name Town Line Rd over Lick Brook Bridge Replacement

Sponsor Town of Ithaca

Description Replace Town Line Rd over Lick Brook Bridge-BIN 3210050 on existing alignment. Town of Ithaca, Tompkins CO. Bridge NY, 2022. Bridge Formula Program shown at 100% Federal share.

Fund Source: BFP Off System

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|--------------------------|----------------|-------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | BFP Off Sys | | \$0 | 10-23 | \$0 | \$105,450 | \$0 | \$0 | \$0 | \$105,450 |
| A-2-Scoping_2 | LOCAL | | \$0 | 10-23 | \$0 | \$5,550 | \$0 | \$0 | \$0 | \$5,550 |
| B-4-Preliminary Design | BFP Off Sys | | \$0 | 10-23 | \$0 | \$105,450 | \$0 | \$0 | \$0 | \$105,450 |
| B-5-Preliminary Design_2 | LOCAL | | \$0 | 10-23 | \$0 | \$5,550 | \$0 | \$0 | \$0 | \$5,550 |
| C-7-Detailed Design | BFP Off Sys | | \$0 | 10-23 | \$0 | \$140,600 | \$0 | \$0 | \$0 | \$140,600 |
| C-8-Detailed Design_2 | LOCAL | | \$0 | 10-23 | \$0 | \$7,400 | \$0 | \$0 | \$0 | \$7,400 |
| E-13-Rt of Way Incd | BFP Off Sys | | \$0 | 10-23 | \$0 | \$19,000 | \$0 | \$0 | \$0 | \$19,000 |
| E-14-Rt of Way Incd_2 | LOCAL | | \$0 | 10-23 | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$1,000 |
| D-10-Rt of Way Acq | BFP Off Sys | | \$0 | 10-24 | \$0 | \$0 | \$19,000 | \$0 | \$0 | \$19,000 |
| D-11-Rt of Way Acq_2 | LOCAL | | \$0 | 10-24 | \$0 | \$0 | \$1,000 | \$0 | \$0 | \$1,000 |
| G-18-Construction | BFP Off Sys | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$1,735,498 | \$0 | \$1,735,498 |
| G-19-Construction_2 | LOCAL | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$91,342 | \$0 | \$91,342 |
| H-22-Inspection | BFP Off Sys | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$216,600 | \$0 | \$216,600 |
| H-23-Inspection_2 | LOCAL | | \$0 | 10-25 | \$0 | \$0 | \$0 | \$11,400 | \$0 | \$11,400 |
| Total: | | | \$0 | | \$0 | \$390,000 | \$20,000 | \$2,054,840 | \$0 | \$2,464,840 |
| Federal Funding: | | | \$0 | | \$0 | \$370,500 | \$19,000 | \$1,952,098 | \$0 | \$2,341,598 |
| State Funding: | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funding: | | | \$0 | | \$0 | \$19,500 | \$1,000 | \$102,742 | \$0 | \$123,242 |

TIP date 2022 **PIN** 380616 **BIN**
Project Name Route 34/96 Ground Mounted Sign Replacement
Sponsor NYS DOT
Description Ground Mounted Sign Replacement Project, Rt 34/96, Tioga County Line to Rt 13, Towns of Danby, Newfield and Ithaca, Tompkins CO.

Fund Source: STBG-FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | STBG-FLEX | | \$0 | 10-22 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| B-4-Preliminary Design | STBG-FLEX | | \$0 | 10-22 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| C-7-Detailed Design | STBG-FLEX | | \$0 | 10-23 | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| G-18-Construction | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| H-22-Inspection | STBG-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| | | Total: | \$0 | | \$100,000 | \$200,000 | \$550,000 | \$0 | \$0 | \$850,000 |
| | | <i>Federal Funding:</i> | \$0 | | \$80,000 | \$160,000 | \$440,000 | \$0 | \$0 | \$680,000 |
| | | <i>State Funding:</i> | \$0 | | \$20,000 | \$40,000 | \$110,000 | \$0 | \$0 | \$170,000 |
| | | <i>Local Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2019 **PIN** 395069 **BIN**

Project Name Walking Safe Cayuga Heights

Sponsor Village of Cayuga Heights

Description TAP Funds - 2019. Walking Safe: Cayuga Heights (WSCH) will provide continuous ADA-compliant sidewalks, high-visibility crosswalks, clear signage, pedestrian lighting, concrete curbing and reduced lane widths to enhance route safety and increase accessibility to schools and other destinations within and adjacent to the Village. Village of Cayuga Heights, Tompkins CO. Total Federal Award Amount - \$534,400.

Fund Source: TAP-FLEX

| <i>Project Element</i> | <i>Funding</i> | <i>Date</i> | <i>Obligated</i> | <i>Date</i> | <i>22/23</i> | <i>23/24</i> | <i>24/25</i> | <i>25/26</i> | <i>26/27</i> | <i>5 YR Total</i> |
|------------------------|----------------|-----------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| C-8-Detailed Design | TAP-FLEX | 02-22 | \$1,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| A-1-Scoping | TAP-FLEX | 07-19 | \$10,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | TAP-FLEX | 07-19 | \$57,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | TAP-FLEX | 07-19 | \$76,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-18-Construction | TAP-FLEX | | \$0 | 10-22 | \$458,000 | \$0 | \$0 | \$0 | \$0 | \$458,000 |
| H-22-Inspection | TAP-FLEX | | \$0 | 10-22 | \$67,000 | \$0 | \$0 | \$0 | \$0 | \$67,000 |
| | | Total: | \$143,000 | | \$525,000 | \$0 | \$0 | \$0 | \$0 | \$525,000 |
| | | <i>Federal</i> | \$114,400 | | \$420,000 | \$0 | \$0 | \$0 | \$0 | \$420,000 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$28,600 | | \$105,000 | \$0 | \$0 | \$0 | \$0 | \$105,000 |

TIP date 2019 **PIN** 395071 **BIN**

Project Name Dryden Rail Trail Phase 2

Sponsor Town of Dryden

Description TAP Funds - 2019. Complete a 3.9-mile ADA-compliant multi-use trail, including construction of a bridge or tunnel bicycle/pedestrian crossing of NYS Highway Route 13 and connecting with the East Ithaca Recreation Way as Phase 2 of the Town of Dryden's 10.4-mile Dryden Rail Trail project. When completed, the rail trail will provide an off-road, non-motorized commuter and recreational route connecting the Villages of Dryden and Freeville with the hamlets of Etna and Varna and to the City of Ithaca. Town of Dryden, Tompkins CO. Total Federal Award Amount - \$1,476,800. Local Contribution Amount - \$345,000. Federal Earmark of \$700,000. Demo ID:NY 789.

Fund Source: TAP-FLEX and HPP

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-------------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| E-13-Rt of Way Incd | TAP-FLEX | 07-21 | \$4,200 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-19-Construction_2 | HPP | | \$0 | 03-24 | \$0 | \$875,000 | \$0 | \$0 | \$0 | \$875,000 |
| D-10-Rt of Way Acq | TAP-FLEX | 10-21 | \$4,393 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| A-1-Scoping | TAP-FLEX | 10-19 | \$80,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| B-4-Preliminary Design | TAP-FLEX | 10-19 | \$70,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-7-Detailed Design | TAP-FLEX | 10-19 | \$105,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| C-8-Detailed Design_2 | TAP-FLEX | 02-22 | \$1,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G-18-Construction | TAP-FLEX | | | 03-24 | \$0 | \$1,432,782 | \$0 | \$0 | \$0 | \$1,432,782 |
| G-20-Construction_3 | LOCAL | | \$0 | 03-24 | \$0 | \$345,000 | \$0 | \$0 | \$0 | \$345,000 |
| H-22-Inspection | TAP-FLEX | | \$0 | 03-24 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| | | Total: | \$264,593 | | \$0 | \$2,802,782 | \$0 | \$0 | \$0 | \$2,802,782 |
| | | <i>Federal Funding:</i> | \$211,674 | | \$0 | \$1,966,226 | \$0 | \$0 | \$0 | \$1,966,226 |
| | | <i>State Funding:</i> | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | <i>Local Funding:</i> | \$52,919 | | \$0 | \$836,556 | \$0 | \$0 | \$0 | \$836,556 |

TIP date 2022 **PIN** 395085 **BIN**

Project Name Black Diamond Trail Connector

Sponsor City of Ithaca

Description TAP Funds - 2022. This project will design and construct approximately 1.25 miles of a multi-use, active transportation facility, including two trail bridges, to extend the Black Diamond Trail and connect to the Gateway Trail. This gap filling project will build a key link in a regionally significant trail network, connecting various neighborhoods to commercial areas and recreational areas, including three state parks and two city parks. City of Ithaca, Tompkins CO. Total Federal Award Amount - \$2,200,000. Local Contribution Amount - \$550,000.

Fund Source: TAP FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|-----------------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | TAP-FLEX | | \$0 | 11-22 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| B-4-Preliminary Design | TAP-FLEX | | \$0 | 11-22 | \$241,000 | \$0 | \$0 | \$0 | \$0 | \$241,000 |
| C-7-Detailed Design | TAP-FLEX | | \$0 | 11-22 | \$194,000 | \$0 | \$0 | \$0 | \$0 | \$194,000 |
| E-13-Rt of Way Incd | TAP-FLEX | | \$0 | 11-22 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| D-10-Rt of Way Acq | TAP-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$30,000 | \$0 | \$0 | \$30,000 |
| G-18-Construction | TAP-FLEX | | \$0 | 05-25 | \$0 | \$0 | \$2,020,000 | \$0 | \$0 | \$2,020,000 |
| H-22-Inspection | TAP-FLEX | | \$0 | 05-25 | \$0 | \$0 | \$205,000 | \$0 | \$0 | \$205,000 |
| | | Total: | \$0 | | \$495,000 | \$0 | \$2,255,000 | \$0 | \$0 | \$2,750,000 |
| | | Federal | \$0 | | \$396,000 | \$0 | \$1,804,000 | \$0 | \$0 | \$2,200,000 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$99,000 | \$0 | \$451,000 | \$0 | \$0 | \$550,000 |

TIP date 2022 **PIN** 395086 **BIN**
Project Name Cayuga Heights: Sidewalk Connections
Sponsor Village of Cayuga Heights
Description TAP Funds - 2022. The project entails the construction of approximately 1.1 miles of sidewalk along Cayuga Heights Road that will connect segments of sidewalk, will connect local destinations, provide safety for pedestrians and children walking to school, and foster the Village's walkable community goals. Village of Cayuga Heights, Tompkins CO. Total Federal Award Amount - \$2,191,000. Local Contribution Amount - \$547,800.

Fund Source: TAP FLEX

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|----------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | TAP-FLEX | | \$0 | 11-22 | \$166,000 | \$0 | \$0 | \$0 | \$0 | \$166,000 |
| B-4-Preliminary Design | TAP-FLEX | | \$0 | 11-22 | \$166,000 | \$0 | \$0 | \$0 | \$0 | \$166,000 |
| C-7-Detailed Design | TAP-FLEX | | \$0 | 11-22 | \$215,000 | \$0 | \$0 | \$0 | \$0 | \$215,000 |
| E-13-Rt of Way Incd | TAP-FLEX | | \$0 | 11-22 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| D-10-Rt of Way Acq | TAP-FLEX | | \$0 | 10-24 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 |
| G-18-Construction | TAP-FLEX | | \$0 | 05-25 | \$0 | \$0 | \$1,741,000 | \$0 | \$0 | \$1,741,000 |
| H-22-Inspection | TAP-FLEX | | \$0 | 05-25 | \$0 | \$0 | \$441,000 | \$0 | \$0 | \$441,000 |
| | | Total: | \$0 | | \$552,000 | \$0 | \$2,187,000 | \$0 | \$0 | \$2,739,000 |
| | | Federal | \$0 | | \$441,600 | \$0 | \$1,749,600 | \$0 | \$0 | \$2,191,200 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$110,400 | \$0 | \$437,400 | \$0 | \$0 | \$547,800 |

TIP date 2017 **PIN** 3BNY02 **BIN** 3209800
Project Name Freese Rd Bridge Rehabilitation over Fall Creek
Sponsor Town of Dryden
Description Freese Road over Fall Creek Major Bridge Rehabilitation. Part of the NYSDOT Bridge NY Rehabilitation and Replacement Group Project-Region 3. Funding is 95% federal using 15% toll credits with a 5% local match.

Fund Source: STBG-OFF

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|----------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| G-18-Construction | STBG-OFF | | \$0 | 05-24 | \$0 | \$2,205,000 | \$0 | \$0 | \$0 | \$2,205,000 |
| H-22-Inspection | STBG-OFF | | \$0 | 05-24 | \$0 | \$220,000 | \$0 | \$0 | \$0 | \$220,000 |
| | | Total: | \$0 | | \$0 | \$2,425,000 | \$0 | \$0 | \$0 | \$2,425,000 |
| | | Federal | \$0 | | \$0 | \$2,303,750 | \$0 | \$0 | \$0 | \$2,303,750 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$0 | \$121,250 | \$0 | \$0 | \$0 | \$121,250 |

TIP date 2019 **PIN** RC0000 **BIN**

Project Name Railroad Crossings Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Railroad Crossings projects. Projects will be added on an as-needed basis.

Fund Source: RAIL

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|----------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| A-1-Scoping | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Federal | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2019 **PIN** RT0000 **BIN**

Project Name Recreational Trails Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Recreational Trail (RT) projects. Projects will be added on an as-needed basis.

Fund Source: RT

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|----------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| Scoping | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Federal | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

TIP date 2019 **PIN** TA0000 **BIN**

Project Name Transportation Alternatives Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Transportation Alternatives projects. Projects will be added on an as-needed basis.

Fund Source: TA

| Project Element | Funding | Date | Obligated | Date | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 5 YR Total |
|------------------------|----------------|----------------|------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| Scoping | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Federal | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | State Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Local Funding: | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

2023 – 2027 Federal Transit Administration
Tables

**2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAM SUMMARY TABLES**

URBAN FORMULA (FTA 5307)

| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
|--|---|---------------|------|-----------|-----------|-----------|-----------|-----------|--------------|
| Small On-Demand Battery-Electric Buses (4) | This project pays for battery-electric small buses (4) for on-demand service. Transfer from Sec 5311. | * | C09 | 688,000 | - | - | - | - | 688,000 |
| Install Solar Panels | Purchase and install solar panels on the transit facility roof and inverter. Transfer from Sec 5311. | * | C09 | 536,340 | - | - | - | - | 536,340 |
| Project Administration - County | This project reimburses county project administration costs of FTA grant-funded projects. | 382099 | C09 | 1,084,627 | 1,449,618 | 188,750 | 188,750 | 188,750 | 3,100,495 |
| Preventative Maintenance | This project pays for spare parts and labor for preventative maintenance of TCAT's bus fleet. | 382178 | C09 | - | 1,000,000 | 1,753,000 | 1,200,000 | 1,300,000 | 5,253,000 |
| Mobility Management - County | This project provides for County planning management and technical assistance to coordinated transportation, mobility management, SCMP, and Sec. 5310 projects. | 382278 | C09 | 280,088 | 264,096 | 68,000 | 68,000 | 68,000 | 748,184 |
| Short-Term Transit Planning | Planning projects include: Staging/charging battery-electric buses on or adjacent to the Cornell University campus, Traffic Signal Prioritization, TCAT On-site Solar Power & Battery-Storage, Fare Box System Alternatives | 382401 | C09 | 150,000 | 150,000 | 150,000 | - | - | 450,000 |
| Mobility Management - Non-County (SCMP & Gadabout) | This project supports SCMP-eligible mobility management projects identified in the Coordinated Plan and local solicitation review process 2023-2027. | 382417 | C09 | 343,051 | 438,684 | 85,000 | 85,000 | 90,000 | 1,041,735 |
| Mobility Management-Way2Go County (Rural) | Way2Go Mobility Management for Tompkins Co. A community mobility education and One Call-One Click service with 2-1-1 Tompkins/Cortland, contracted by Tompkins County. Transfer from Sec 5311. | 382828 | C09 | 577,079 | 553,995 | 260,000 | 265,000 | 270,000 | 1,926,074 |
| Mobility Management - Way2Go - Regional | This project develops and implements a regional mobility management program (MoveTogetherNY) of up to 8 counties. Transfer from Sec 5311. | 382832 | C09 | 70,000 | 72,500 | 75,000 | 77,500 | 80,000 | 375,000 |
| Mobility Management - Upstate NY Community Mobility Training Conferences | This project develops and puts on two community mobility training conferences with a focus on Upstate NY. Transfer from Sec 5311. | 382833 | C09 | 10,000 | - | - | 25,000 | - | 35,000 |
| TCAT Facility Architecture & Engineering | This project supports A & E for rehabilitation of the TCAT Facility. Transfer from Sec 5311 | 382924 | C09 | 250,000 | 72,922 | - | - | - | 322,922 |
| Gadabout Replacement Buses (12) | Purchase (12) replacement Paratransit Buses for Gadabout. Transfer from Sec 5311. | 382925 | C09 | 435,000 | 1,437,221 | - | - | 942,000 | 2,814,221 |

| FTA 5307 TABLE CONTINUED: | | | | | | | | | |
|---|--|--------|------|---------------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
| Mobile Radio Systems for TCAT Buses | Purchase Fifteen (15) Mobile Radio Systems for TCAT Buses. ARPA Funds. | 382933 | C09 | 350,000 | - | - | - | - | 350,000 |
| TCAT Bus Facility Renovations | Renovate TCAT Facility. NYS MEP Funds. | 382934 | C09 | 148,434 | - | - | - | - | 148,434 |
| TCAT Short Term Planning - IT Technology | Create IT Technology Roadmap (Plan) for the Next 3-5 Years. ARPA Funds. | 382935 | C09 | 80,484 | - | - | - | - | 80,484 |
| Purchase (2) Small, under 30 ft. diesel buses | This project purchases two small, under 30 ft. diesel buses. | 382967 | C09 | 171,609 | - | - | - | - | 171,609 |
| TCAT Fare Collection System (55) | Purchase replacement fareboxes (55) and related fare system equipment and software ARPA, NYS, ATC & MEP funds. | 382977 | C09 | 1,568,490 | - | - | - | - | 1,568,490 |
| TCAT Replacement Cars (3) | Purchase three replacement staff cars for TCAT. | 382978 | C09 | 131,250 | - | - | - | - | 131,250 |
| TCAT Transit Facility Project | Rehabilitation of the TCAT Bus Facility. Transfer from 5311. | 382979 | C09 | 880,000 | 534,748 | 1,250,000 | - | 1,250,000 | 3,914,748 |
| Gadabout ITS Capital Project – Non-County-SCMP | ADP Software project – trip scheduling and dispatch platform | 382980 | C09 | 25,972 | 25,972 | - | - | - | 51,944 |
| Boiler replacement project | This project will replace the TCAT facility boilers | 382992 | C09 | - | 45,000 | - | - | - | 45,000 |
| TCAT Office space project | Rehab TCAT facility offices and create new cubiclesRehab TCAT facility offices and create new cubicles | 382993 | C09 | - | 130,000 | - | - | - | 130,000 |
| Engine/Transmission work TCAT | Replace three transmissions and one engine on four buses | 382994 | C09 | - | 80,000 | - | - | - | 80,000 |
| Transit Facility parking lot rehab | This project will repave and reline the parking lot | 382996 | C09 | - | 140,000 | - | - | - | 140,000 |
| Capital/Planning Projects Subtotal | | | | \$7,780,424 | \$6,484,756 | \$3,829,750 | \$1,909,250 | \$4,188,750 | \$24,192,930 |
| Operating Assistance - TCAT | Operating assistance for TCAT, includes Sec 5311 transfer. | 382404 | C09 | 18,920,092 | 15,718,168 | 2,800,000 | 2,800,000 | 2,800,000 | 43,038,260 |
| Operating Assistance - Special Community Mobility Projects (SCMP) | This project supports SCMP-eligible operating assistance projects identified in the Coordinated Plan and ITCTC review process 2023-2027. | 382418 | C09 | 20,174 | 142,000 | 142,000 | 142,000 | 142,000 | 588,174 |
| Appalachian Development Transit Program | Operating assistance for mobility services. Transfer from 5311. | 382890 | C09 | 23,000 | 70,336 | 23,000 | 23,000 | 23,000 | 162,336 |
| Operating Assistance - TCAT | Operating assistance for TCAT | 382995 | C09 | | 893,838 | | | | 893,838 |
| Operating Assistance Subtotal | | | | \$18,963,266 | \$16,824,342 | \$2,965,000 | \$2,965,000 | \$2,965,000 | \$44,682,608 |
| Total Section 5307 Program | | | | \$26,743,690 | \$23,309,098 | \$6,794,750 | \$4,874,250 | \$7,153,750 | \$68,875,538 |

| BUS & BUS FACILITIES (FTA 5339) | | | | | | | | | |
|--|---|-------------|-------------|------------------|---------------------|-----------------|-----------------|-----------------|---------------------|
| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
| Transit Facility Rehabilitation Project | This project includes multiple renovation projects for the TCAT Transit Facility. | 382940 | | - | 2,090,875 | - | - | - | 2,090,875 |
| Transit Facility Rooftop Solar Panel Installation | Purchase and install solar panels and inverter on the Transit Facility roof. | 382941 | | - | 740,660 | - | - | - | 740,660 |
| Low or No Vehicle Emission Program | This project purchases six battery-electric 40-ft. transit buses; four battery-electric under 30-ft. transit buses; two battery charging systems & workforce development activities. Sect. 5339(c) funding. | 382966 | | - | 10,240,866 | | | | 10,240,866 |
| Transit Facilities Upgrades | This project activities includes Security Fobs for entrance doors, Facility Security Cameras, and Carbon Monoxide Detectors. | 382990 | | | 197,181 | | | | 197,181 |
| Computer software upgrades and replacement | This project activities includes Server and Computer Upgrades and Route Planning Software Replacement. | 382991 | | | 348,027 | | | | 348,027 |
| Total Section 5339 Program | | | | - | \$13,617,609 | - | - | - | \$13,617,609 |
| ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Urban) FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT | | | | | | | | | |
| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
| Gadabout Replacement Buses (Urban) | This project purchases Gadabout replacement buses identified in the Coordinated Plan. | 382867 | | 67,470 | - | - | 77,693 | 79,246 | 224,409 |
| Gadabout Operating Assistance | Operating Assistance for Gadabout | 382929 | | 80,000 | - | - | - | - | 80,000 |
| Total Section 5310 Program | | | | \$147,470 | - | - | \$77,693 | \$79,246 | \$304,409 |
| ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Rural) FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT | | | | | | | | | |
| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
| Gadabout Replacement Buses (Rural) | This project purchases Gadabout replacement buses identified in the Coordinated Plan. | 382422 | | 156,000 | 65,000 | 65,000 | 70,000 | 70,000 | 426,000 |
| Total Section 5310 Program | | | | \$156,000 | \$65,000 | \$65,000 | \$70,000 | \$70,000 | \$426,000 |

| RURAL FORMULA (FTA 5311) | | | | | | | | | |
|--|--|---------------|-------------|--------------------|------------------|------------------|------------------|--------------------|---------------------|
| FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYS DOT | | | | | | | | | |
| PROJECT NAME | DESCRIPTION | PIN# | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | 5-YEAR TOTAL |
| Mobility Management - Way2Go County (Rural) | Way2Go Mobility Management for Tompkins Co. A community mobility education and One Call-One Click service with 2-1-1 Tompkins/Cortland, contracted by Tompkins County. Sec 5311 Funds Transferrable. | 382828 | C09 | 250,000 | 255,000 | 260,000 | 265,000 | 270,000 | 1,300,000 |
| Mobility Management - Way2Go Regional | This project develops and implements a regional mobility management of up to 8 counties. Sec 5311 Funds Transferrable. | 382832 | C09 | 70,000 | 72,500 | 75,000 | 77,500 | 80,000 | 375,000 |
| Mobility Management - Upstate NY Community Mobility Training Conferences | This project develops and puts on two community mobility training conferences with a focus on Upstate NY. Sec 5311 Funds Transferrable. | 382833 | C09 | 10,000 | - | - | 25,000 | - | 35,000 |
| Replacement Gadabout Paratransit Buses (12) | Purchase (12) replacement Paratransit Buses for Gadabout. Sec 5311 Funds Transferrable. | 382925 | C09 | - | - | - | - | 942,000 | 942,000 |
| Operating Assistance - TCAT | Operating assistance TCAT. Sec 5311 Funds Transferrable. | 382404 | C09 | 510,000 | 510,000 | 510,000 | 510,000 | 510,000 | 2,550,000 |
| Small On-Demand Battery-Electric Buses (4) | This project pays for battery-electric small buses (4) for on-demand service. Sec 5311 Funds Transferrable. | * | C09 | 688,000 | - | - | - | - | 688,000 |
| Install Solar Panels | Purchase and install solar panels on the transit facility roof and inverter. Sec 5311 Funds Transferrable. | * | C09 | 536,340 | - | - | - | - | 536,340 |
| TCAT Transit Facility Project | Rehabilitation of the TCAT Bus Facility. Sec 5311 Funds Transferrable. | * | C09 | 1,250,000 | - | - | - | - | 1,250,000 |
| TCAT Facility Architecture & Engineering | This project supports A & E for rehabilitation of the TCAT Facility. Sec 5311 Funds Transferrable. | 382924 | C09 | 250,000 | - | - | - | - | 250,000 |
| Total Section 5311 Program | | | | \$3,564,340 | \$837,500 | \$845,000 | \$877,500 | \$1,802,000 | \$7,926,340 |
| *Anticipated Activity – project number will be added when funds are assigned. | | | | | | | | | |

| 2023 NYS Accelerated Transit Capital (ATC) and Modernization & Enhancement Program (MEP) Summary Table | | | | |
|---|------------|--------------------|--------------------|--------------------|
| | PIN | ATC | MEP | TOTAL |
| TCAT 2-40 Ft Diesel Buses | 382868 | 288,571 | 324,639 | 613,210 |
| TCAT 2021 Electric Buses | 382900 | 446,046 | 711,663 | 1,157,709 |
| TCAT Electric Infrastructure - 3 chargers | 382968 | - | 479,851 | 479,851 |
| TCAT Facility Roof Replacement | 382416 | 500,000 | - | 500,000 |
| TCAT Facility Generator | 382969 | - | 99,800 | 99,800 |
| TCAT Fare Box System Replacement | 382970 | 108,000 | - | 108,000 |
| TCAT 2-35Ft Diesel Buses | 382971 | 258,858 | 115,142 | 374,000 |
| Floor Scrubber | 382972 | 76,554 | - | 76,554 |
| TCAT 2023 Electric Buses | 382932 | 530,456 | 331,417 | 861,873 |
| TCAT Mid-Life Bus Rehab - 7 Diesel Buses | 382973 | 115,212 | - | 115,212 |
| TCAT 5-40 Ft Diesel Buses | 382997 | 773,183 | 1,812,252 | 2,585,435 |
| Total Funding | | \$3,096,880 | \$3,874,764 | \$6,971,644 |

TIP MAPS

Note: Only Capital Projects are mapped.










2023-2027 TIP Projects

Prepared by the Ithaca Tompkins County Transportation Council
New York State Phase Central 1983 American Datum

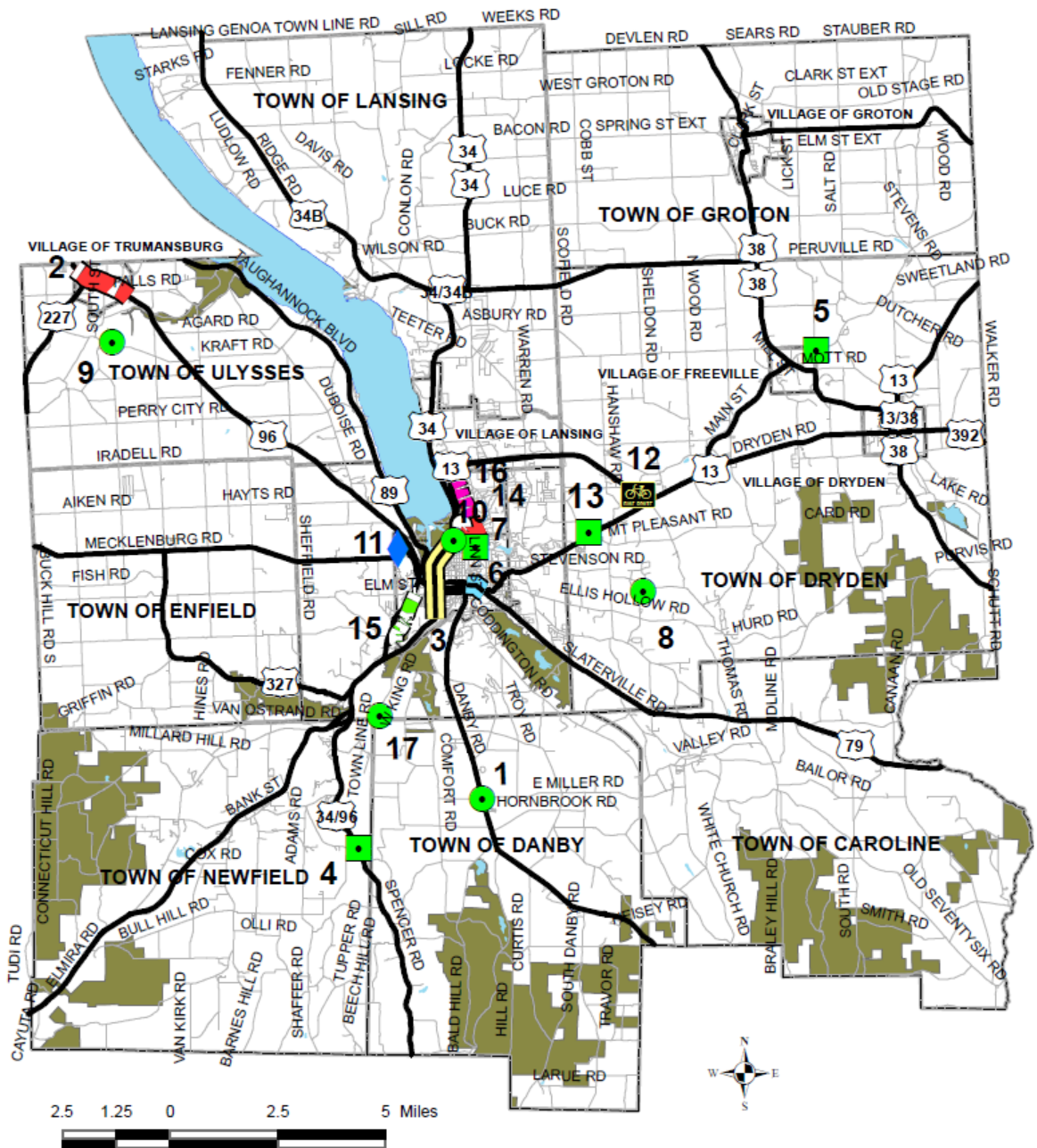
PROJECTS IN TOMPKINS COUNTY

- #1 Rt 96B over Buttermilk Creek Tributary Bridge Replace [301603]
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-  Hwy Bridge Replacement Project
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-  New Bike-Ped Bridge Project
-  Bridge Rehab Project
-  Sidewalk Project
-  Trail Project
-  Pedestrian & Bike Project
-  Hwy PED, Paving & Signal Project
-  Hwy Paving Project

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2023-2027 TIP Projects

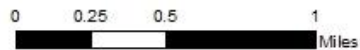
Prepared by the Ithaca Tompkins County Transportation Council
New York State Plan: Central 1985 American Datum

PROJECTS IN ITHACA URBANIZED AREA

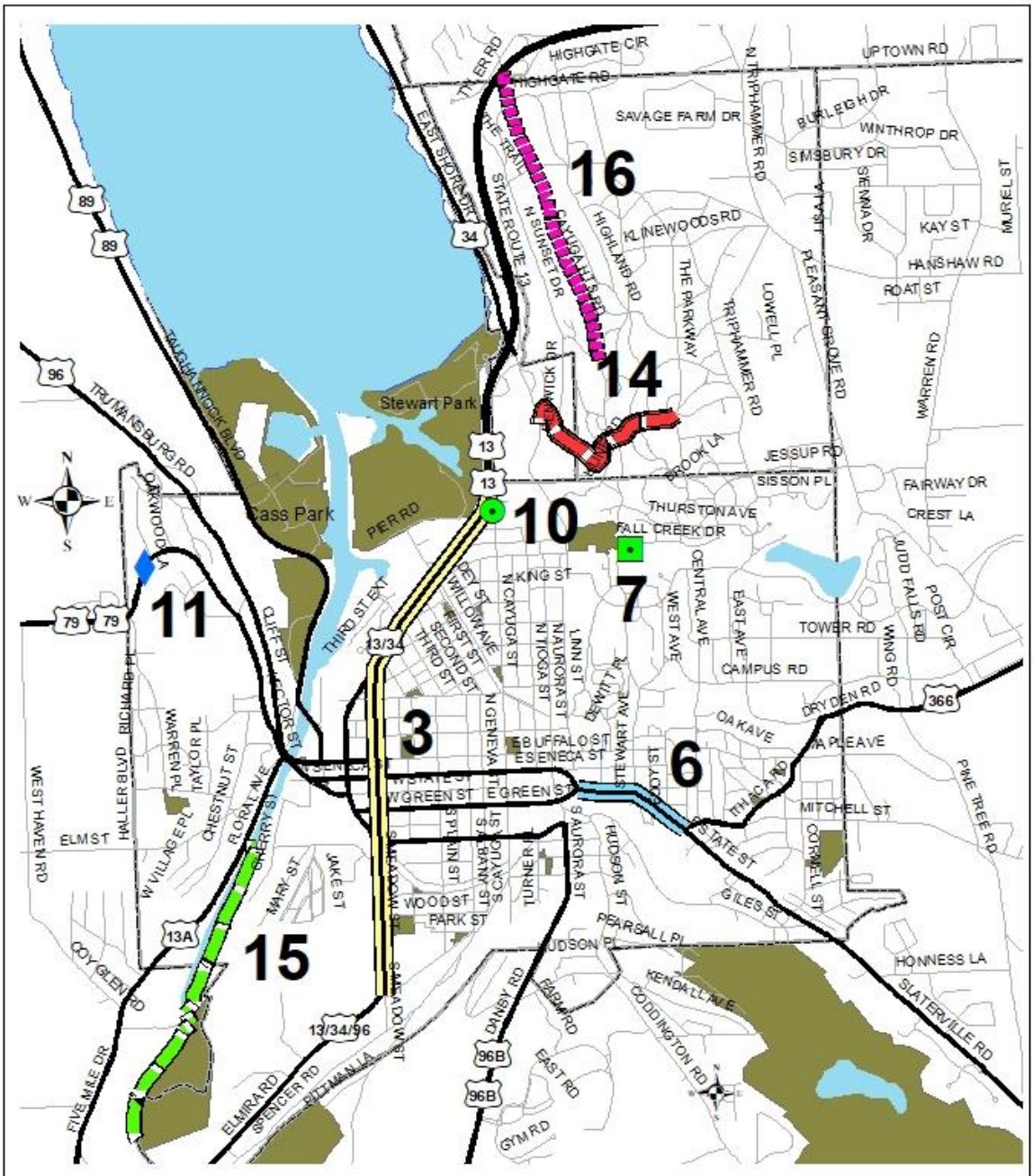
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Historic Bridges & Structures Countywide

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New York State Plane Central 1983/American/Datum

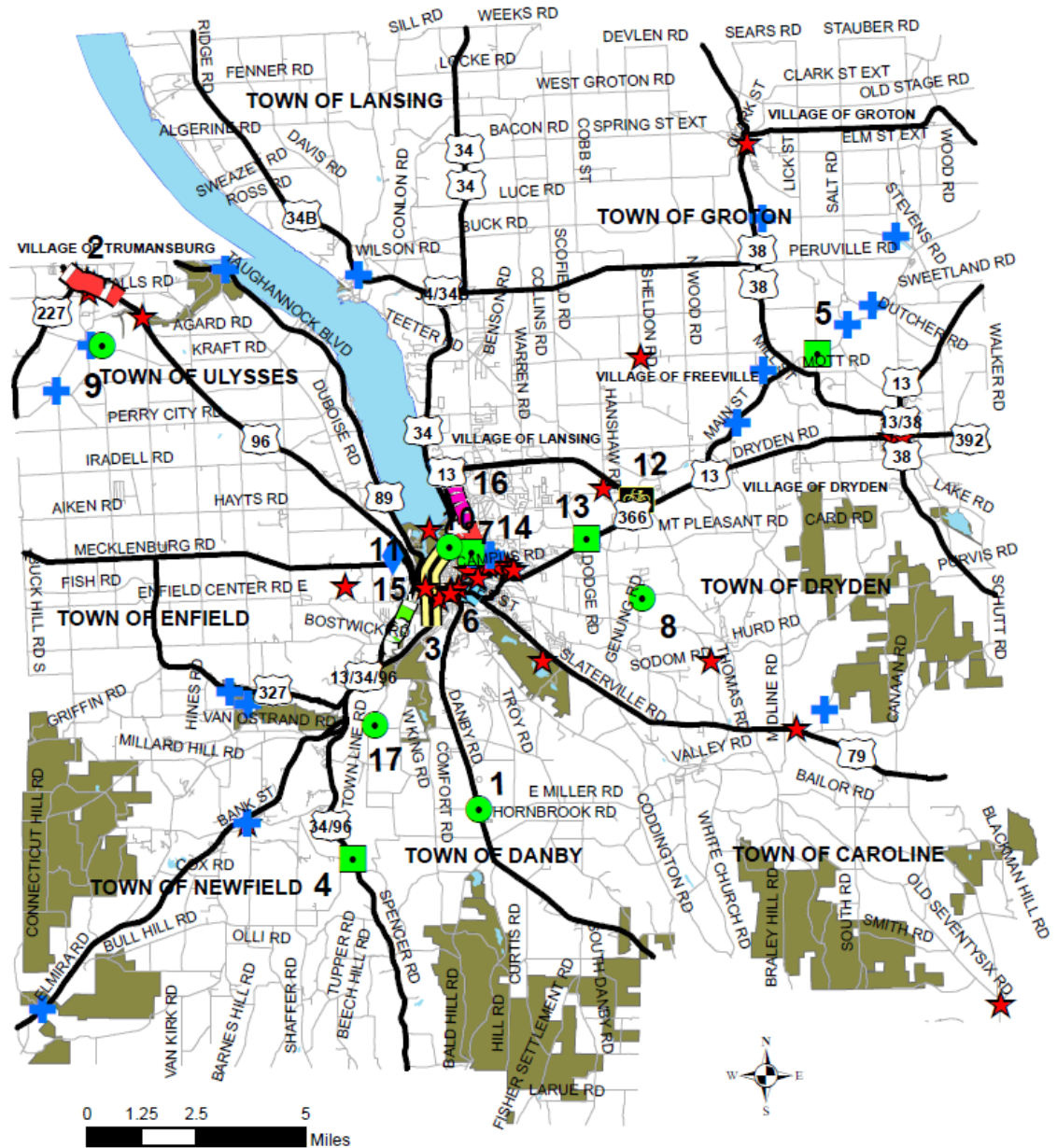
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-  Trail Project
-  Pedestrian & Bike Project
-  Historic Bridges
-  Historic Structures
-  Hwy PED, Paving & Signal Project
-  Hwy Paving Project

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Historic Bridges & Structures Ithaca Urban Area

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New York State Plane - Central 1983 American Datum

PROJECTS IN ITHACA URBANIZED AREA

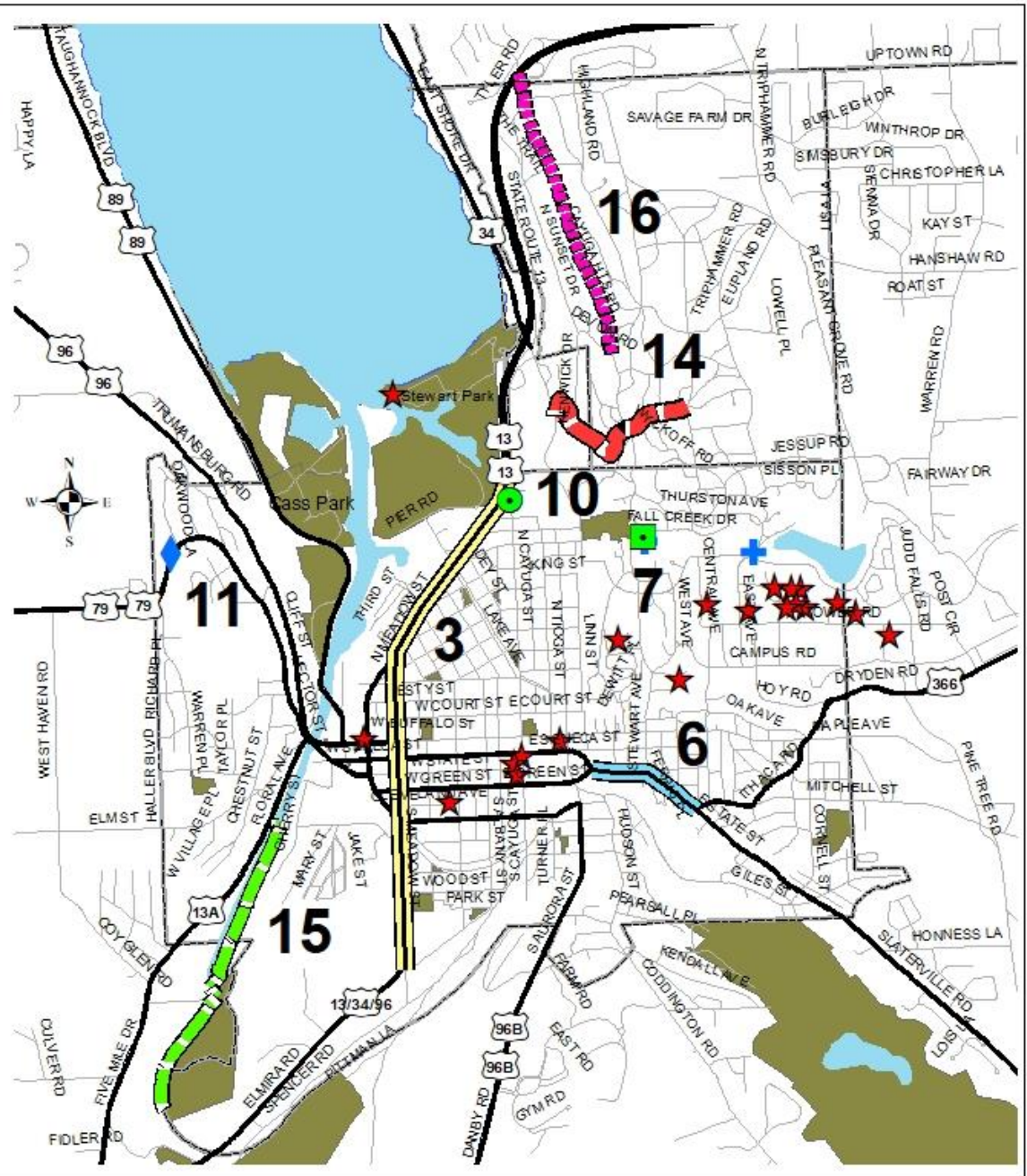
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-  Historic Bridges
-  Historic Structures

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Areas Below Median HH Income 2020 5 Census ACS - Countywide

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New York State Plane Central 1983 American Datum

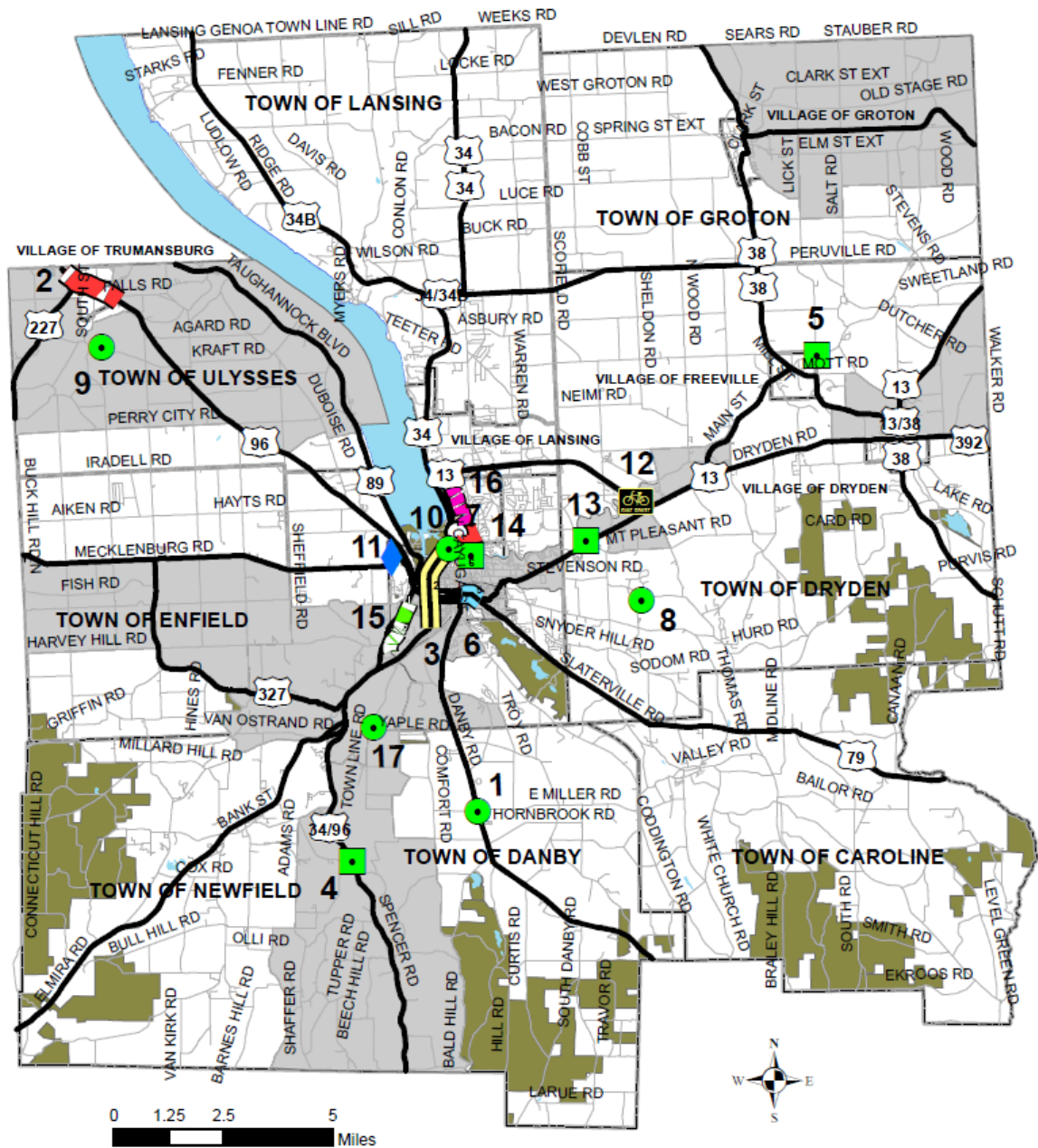
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Areas Below Median HH Income 2020 5 Census ACS - Urban Area

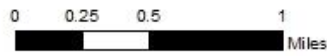
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PROJECTS IN ITHACA URBANIZED AREA

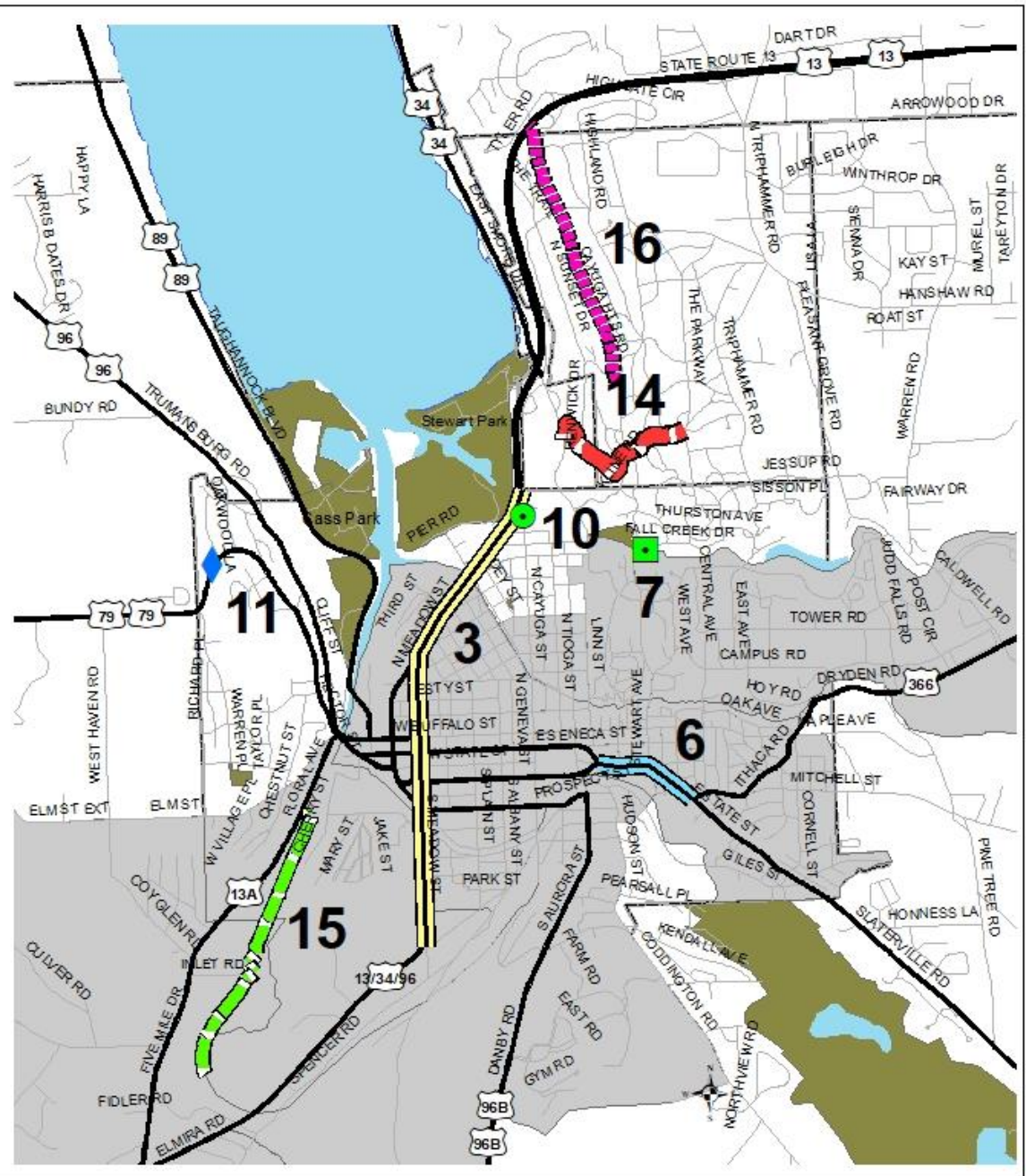
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Minority Population 2020 Census - Countywide

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New York State Plane Central 1983 American Datum

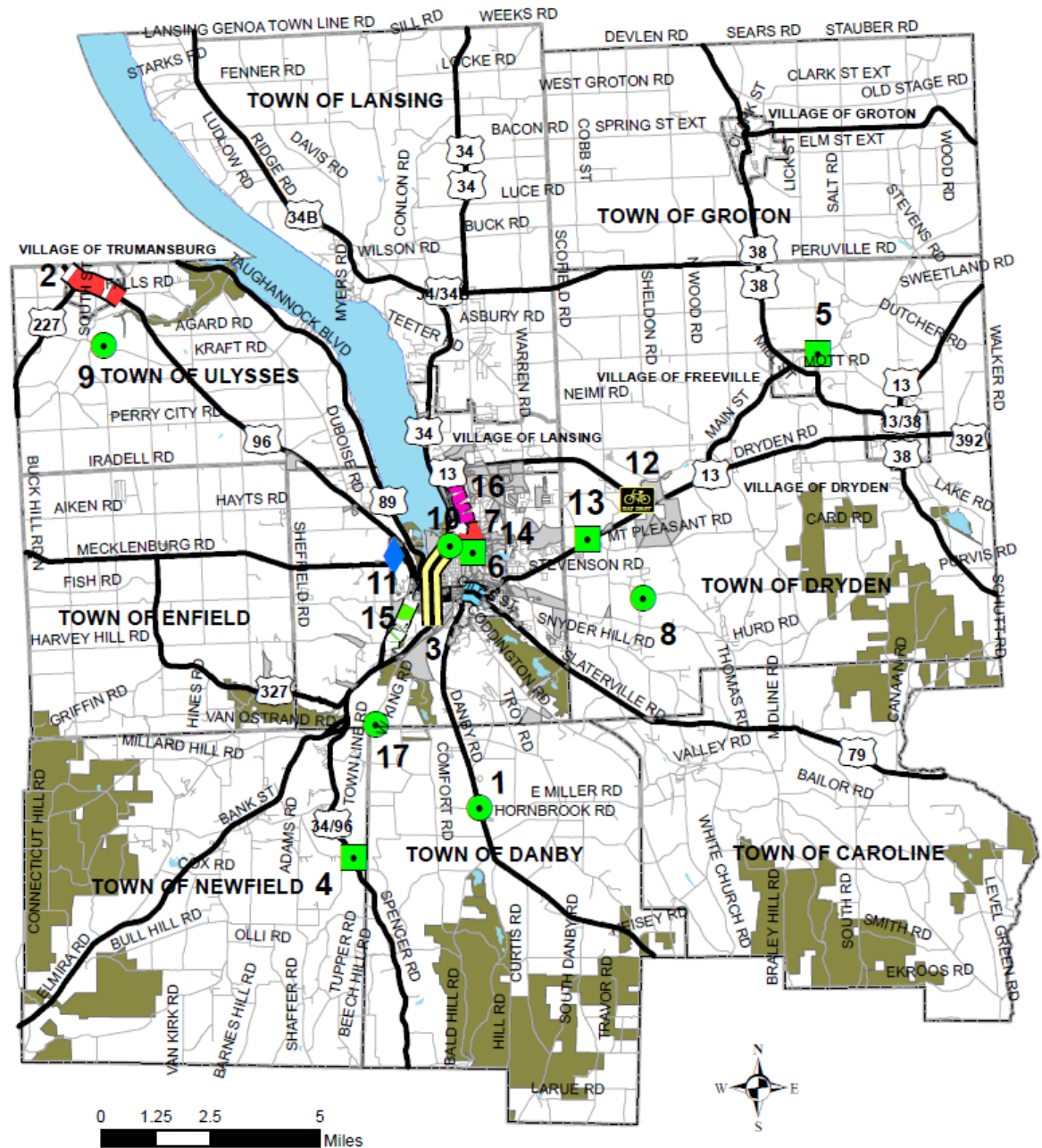
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-  2020 Minority Pop > County AVG

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Minority Population 2020 Census - Urban Area

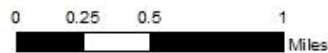
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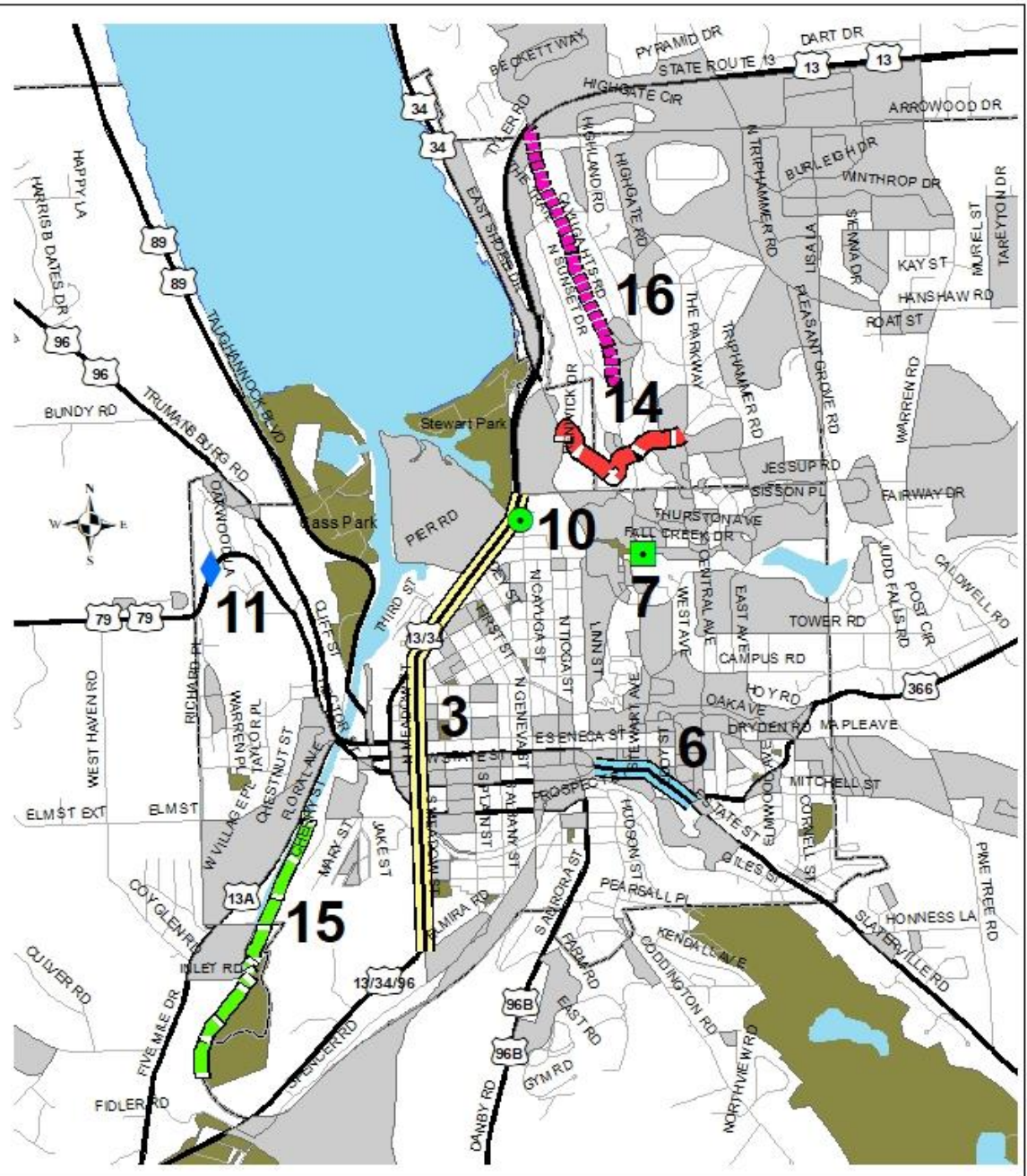
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








Senior Population (>= 65 years old) 2010 Census - Countywide

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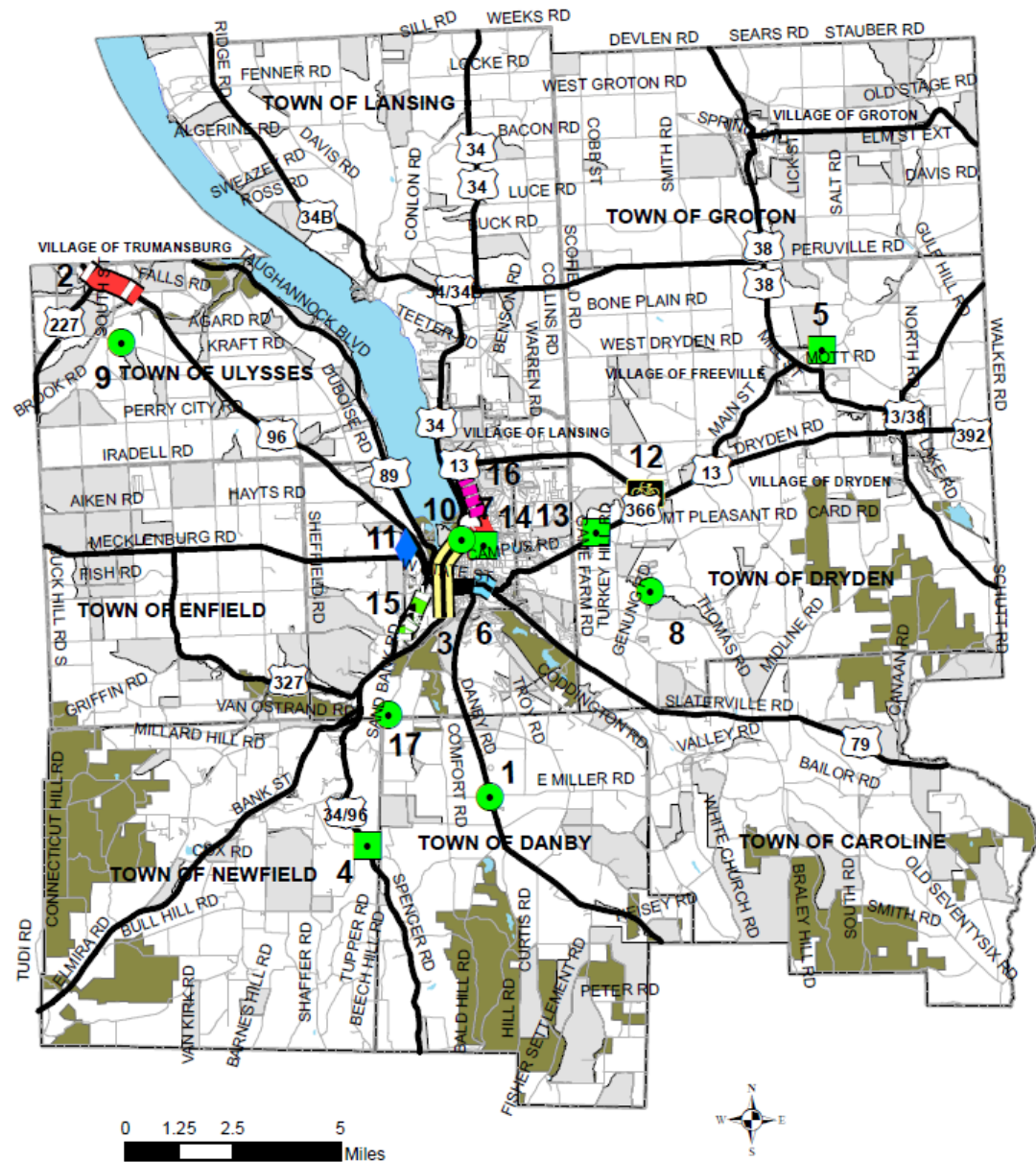
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UNAs, Federal, and DEC Wetlands Countywide

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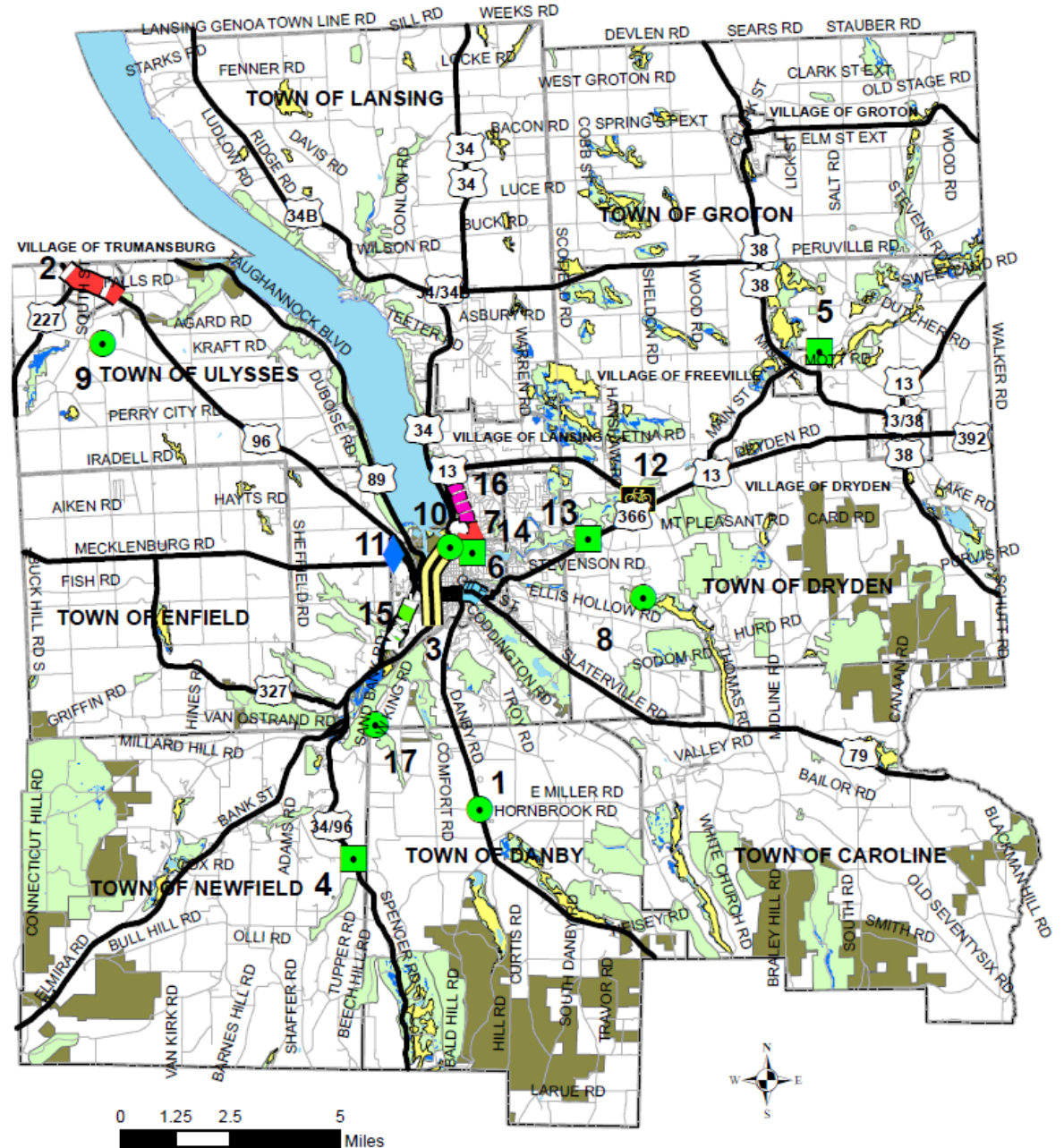
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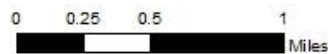
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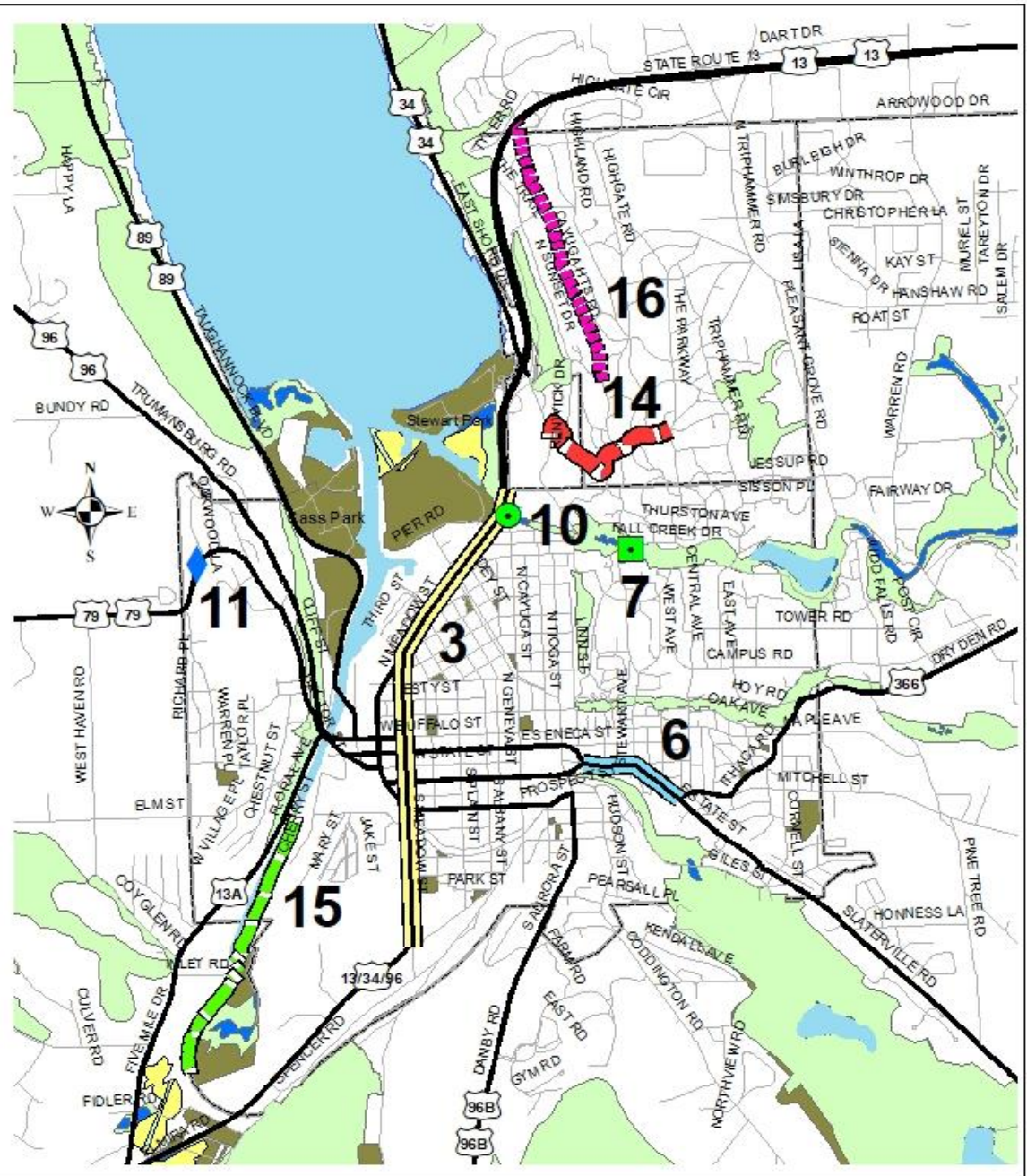
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END OF DOCUMENT

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2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM