



**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

**Transportation Improvement Program
FFY 2017 –FFY 2021**

TRANSPORTATION IMPROVEMENT PROGRAM

October 1, 2016 through September 30, 2021

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TRANSPORTATION IMPROVEMENT PROGRAM

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ORGANIZATION OF THE ECTC

In December 1974, the Elmira-Chemung Transportation Council (ECTC) was designated by the Governor of New York as the Metropolitan Planning Organization (MPO) for the Elmira Urbanized Area. As the MPO, the ECTC is responsible for the planning and programming of all major transportation projects. The ECTC also engages in detailed transportation planning and programming in order to qualify various local projects for Federal and State funding. A Policy Committee directs the ECTC. Current members of the committee are listed on the above page.

Each member of the ECTC appoints a representative to the Planning Committee that provides technical coordination, implementation of ECTC policy decisions, and the development of recommendations for ECTC consideration. The County Executive appoints a second member of the Planning Committee to represent the County public transit system. The members of the Planning Committee are also listed on the above page.

Assisting the ECTC in advisory capacities are the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, the Empire State Development Corporation and the New York State Department of Environmental Conservation. Other organizations advise the ECTC as appropriate.

The MPO Director coordinates the work activities of the ECTC. Currently there is one other full-time Central Staff employee, Transportation Analyst. Three staff members of the Chemung County Planning Department provide a considerable work effort for ECTC: the Transit Specialist, the Associate Planner 1 and the Assistant Planner. ECTC tasks are also progressed by individuals who work for MPO member agencies. The Chemung County Transit System coordinates much of the purchasing activity. The City/County Public Works Director and his staff devote a significant amount of time to MPO tasks. NYSDOT Region 6 and the NYSDOT MPO Bureau Planning team staff also play important roles in progressing MPO tasks. There is an active and involved Planning Committee.

The ECTC office is located in the Chemung County Commerce Center. Several development agencies in the area have co-located at the Center to facilitate interagency cooperation and economic development in the area. Agencies that are housed in the facility include: Chemung County Planning Department, Southern Tier Economic Growth (STEG), Chemung County Industrial Development Agency, and the Chamber of Commerce. The co-location of agencies has reinforced the on-going working relationship between the many agencies that focus on economic development in the region. The "one-stop shop" for economic development minimizes duplication of effort while maximizing the efforts of the cooperating agencies.

MAP-21 and FAST Act

The Fixing America's Surface Transportation (FAST) Act was enacted in December 2015. It replaced the Moving Ahead for Progress in the 21st Century (MAP-21). FAST expands upon MAP-21 which was enacted in 2012. MAP-21 created the outline for a streamlined, performance-based, and multimodal program. FAST re-forms some transportation programs and refocuses federal funding on freight and high volume interstate highways.

The metropolitan planning provisions are maintained in FAST, with the basic components of Unified Planning Work Program, Transportation Improvement Program and the Long-Range Transportation Plan. Metropolitan planning area definitions are maintained.

MAP-21 set a performance standard measure for bridge deck condition for bridges on the National Highway System of a maximum of 10% of decks in deficient condition. In order to evaluate the bridges' condition and meet prescribed performance measures, NYSDOT will continue to inspect, score, and monitor our bridges. The proposed 2-17-21 TIP has funds programmed for five bridges to be replaced, reconstructed or rehabilitated. The TIP also has funds block programmed in every year for bridge maintenance, bridge washing and deck sealing.

FAST ACT PLANNING FACTORS

Planning Factors -- The planning factors under 23 USC 134, as modified by FAST are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 contained the above 8 planning factors also. The FAST Act added two new factors which have not yet been incorporated into rulemaking:

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

FAST ACT COMPLIANCE

The following summarizes the areas FAST Act compliance as required, focusing on new requirements to the extent that they are finalized (considering the Act was passed in December 2015), and how ECTC is currently in compliance or is actively working towards compliance.

Self-Certification: In conjunction with this 2017-21 TIP approval process, the ECTC will certify that it is compliance with the FAST Act.

Cooperative Agreements: ECTC will continue to work with NYSDOT and the private transit operator cooperatively developing and sharing information related to the development of financial plans that support the ECTC Transportation Plan and the TIP. An updated agreement setting the responsibilities and cooperative procedures for transportation planning and programming was approved by the ECTC Policy Committee on March 11, 2010.

Unified Planning Work Program (UPWP): The approved 2016-17 UPWP covers the ECTC planning activities that are consistent with the ten planning factors of the FAST Act, to the extent that the last two factors are fully developed. The goals of ECTC's Transportation Plan, discussed below, served as the basis for the activities to be performed under the UPWP tasks.

Transportation Plan: The ECTC adopted its 2035 Long-Range Plan (LRP) in December 2014. The LRP used the MAP-21 Planning Factors as guides to develop its goals (because the FAST Act was not yet law).

The ECTC LRP goals were as follows:

Use a system-driven approach to:

- 1. Ensure the safety and security of the transportation system for all users.** Safety is fundamental to all transportation agencies, and to all users of the transportation system. ECTC is committed to monitoring the system in order to make investments that improve safety and security for drivers, transit riders, pedestrians, and cyclists, along with the work force that runs and maintains the system.
- 2. Invest in the transportation system infrastructure to bring all facilities and modes into a state of good repair.** There has been an enormous investment in our transportation infrastructure over many years. ECTC is committed to continuously evaluating the condition of our roads and streets, bridges, sidewalks, transit buses and facilities, traffic signals and other devices, utilizing an asset management approach and in harmony with the Forward Four principles in order to bring them to a state of good repair.
- 3. Actively operate the transportation system to maximize efficiency and reliability of travel.** Advances in technology, from variable message signs (VMS) to smart phones, have given transportation system owners the capability to manage and operate the transportation system to achieve greater efficiency and safety. ECTC will take advantage

of evolving technology for transportation system management & operations. In addressing reliability issues caused by weather events or unanticipated transportation facility failure, ECTC will develop plans to maintain the reliability of key elements of the system.

4. **Promote connectivity among all modes of transportation to meet the region's mobility and accessibility needs.** In order to have a vibrant community, people and goods need access to their destinations. ECTC recognizes that a well-connected multimodal transportation system serves vital needs.
5. **Ensure the efficiency of freight movement throughout the region to maximize support of the economy.** Freight moves primarily by truck and rail in the region. Businesses depend on efficient freight movement from local factories, warehouse/distribution centers, and parcel deliveries to small businesses. ECTC will support the efficiency and reliability of freight movement on the region's highway and railroads.

Use the benefits of a well-managed transportation program to:

6. **Integrate transportation and land use planning to promote economic development, sustainability, and enhanced livability.** ECTC supports the close collaboration of land use and transportation planning as the means to take mutual actions that enhance the prosperity and quality of life throughout the planning area.
7. **Protect and enhance the natural environment, reducing energy consumption and greenhouse gas emissions.** Creation of transportation infrastructure and operation of transportation facilities have impacts on the natural environment, from consumption of land to production of emissions. ECTC will promote environmentally friendly practices that will ensure that the projects, actions, and programs in the plan will work toward minimizing any potential negative impacts.

THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The FAST Act requires that a Transportation Improvement Program (TIP) be developed that is consistent with the ECTC Long Range Plan. It must contain the capital and non-capital transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. code as well as all regionally significant transportation projects requiring an action by the Federal Highway Administration or the Federal Transit Administration.

The TIP represents the best choices for the use of Federal transportation funds in the Elmira urbanized area. It consists of a listing of projects being considered for implementation in the County for a five-year period in each of several Federal-Aid funding categories. Projects that are proposed for inclusion in the TIP are evaluated by the Planning Committee, considering the recommendations resulting from the cooperative review of the proposed projects conducted by the ECTC staff and the New York State Department of Transportation. Implementation priorities are

developed based on project needs, local priorities, funding availability, and project readiness for implementation.

Local projects are included in the 2017-21 Transportation Improvement Program in large part as a result of activities prescribed by the Unified Planning Work Program and the long and short range planning process. Funding for the five-year period is based on the most recent estimates for transportation funds as provided by NYSDOT. Progress on projects contained in the existing TIP is reviewed, and the results of ongoing planning activities are considered. Eligible projects are determined in accordance with available funds, the needs of the Metropolitan Area and conformance with the goals and objectives as identified through the long and short range planning process. Decision making and prioritization of projects is done through the existing structure of the 3-C (Continuing, Comprehensive, and Cooperative) Process with recommendations made by the Planning Committee and final decision made by the Policy Committee. A significant number of maintenance or minor construction project types are programmed as block projects for the NYSDOT Region. When the portion of block projects that will be performed in Chemung County is known the TIP Amendments will be proposed to further identify the specific scope of the project in the County. Non-NYSDOT highway\bridge projects are identified for 2017-19. For the remaining two years a project solicitation will be performed in the summer of 2017 to identify specific projects to be programmed.

Private sector involvement in the development of the Transit portion of the TIP is accomplished through the Planning Committee. The Chemung County Transit System has been determined to be a private operator under FTA's privatization guidelines. The manager of the Transit System serves as a member of the Planning Committee and thereby participates in TIP development.

Capital Improvement projects for the Elmira-Corning Regional Airport are identified and supported in the Airport Master Plan. The Planning document provides guidance for future Capital Airport projects. These projects are included in the TIP and indicate the connectivity of the multi-modal transportation system.

The 2017-21 TIP has been developed consistent with the ECTC Long Range Plan as required by the FAST Act. Due to the many uncertainties regarding future federal and state funding levels, and because insufficient funds have been identified to complete all the projects considered priorities for the ECTC, a limited solicitation for new Federal-aid-eligible local projects was held in 2015 for this programming cycle. An additional solicitation for new Federal-aid eligible local projects will be held in 2016 for the years 2019-21. Therefore the TIP includes ECTC Highway and Bridge Block funding pending those years' programming decisions.

One potentially critical project is the construction of a new access road from State Route 13 to the Center at Horseheads\HOST. The project has an estimated cost of \$ 25 million. The project is **not** currently part of the this draft TIP because details concerning the project, as announced in the recently enacted 2016-17 State Budget, are not known at this time. Once the project details are known it will likely be added to the TIP as an amendment. The project is noted here because of its potential significance to the five-year program of projects.

TIP Project Solicitation\Screening Process

As noted above, projects are included in the 2017-21 Transportation Improvement Program in large part as a result of activities carried out as part of the Unified Planning Work Program and the long and short range planning process.

In 2015, the ECTC used the seven goals from the 2035 Long-Range Transportation Plan to evaluate Federal-aid eligible projects that for inclusion on the 2017-2019 portions of the TIP that had ECTC block funds identified for use in Federal-aid eligible local projects. The goals addressed were as follows:

1. Ensure the safety and security of the transportation system for all users.
2. Invest in the transportation system infrastructure to bring all facilities and modes into a state of good repair.
3. Actively operate the transportation system to maximize efficiency and reliability of travel.
4. Promote connectivity among all modes of transportation to meet the region's mobility and accessibility needs
5. Ensure the efficiency of freight movement throughout the region to maximize support of the economy.
6. Integrate transportation and land use planning to promote economic development, sustainability, and enhanced livability.
7. Protect and enhance the natural environment, reducing energy consumption and greenhouse gas emissions.

Several project applications were received. The applications were rated\scored based upon their ranking in meeting the goals. The review committee was composed of independent reviewers that had not submitted applications.

PROJECT SELECTION PROCESS

The following describes the "Project Selection" Process for projects already on the TIP, which is followed by the ECTC:

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 the 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 that 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 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.

3. In rare instances, it is necessary to revise the fund category in order to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require Project Selection occurs as a result of savings incurred as a project is authorized (or bid) or when the schedule of a project slips causing the authorization to be deferred to a subsequent FFY. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization if we are to avoid lapsing funds in the current FFY.

TRANSPORTATION FOR THE ELDERLY AND INDIVIDUALS WITH DISABILITIES

On September 6, 1991 the U.S. Department of Transportation published the Final Regulations for the Americans with Disabilities Act of 1990 (ADA). These regulations require that all vehicles purchased by public entities operating Fixed Route Systems must be accessible and that all public Fixed Route Systems provide ADA-compliant service. The Chemung County transit system (C TRAN) has a Federal Transit Administration approved ADA Plan and the system is in full compliance with all ADA service criteria.

The C TRAN continues to offer the required 50% fare reduction to the elderly and persons with disabilities. The focus of specialized transportation efforts for the elderly and handicapped continues to be further coordination of resources while continuing to provide quality services to both the urban and rural areas of Chemung County. The stakeholders in Chemung County who fund or provide service to elderly individuals and individuals with disabilities continue to meet to implement the "Chemung County Coordinated Public Transit and Human Service Agency Plan". In addition, the Transit Specialist is an active participant in the Transit Riders Advisory Committee that has numerous elderly and individuals with disabilities transit riders participating.

EQUAL OPPORTUNITY/ENVIRONMENTAL JUSTICE

The internal operation of the ECTC, its staff and participating agencies, and the products of the planning process are designed to address equal opportunity concerns. The ECTC is also supportive of transportation equity, whereby all people and neighborhoods benefit from transportation investments.

The term "environmental justice" encompasses three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in receipt of, benefits by minority and low-income populations.

Environmental justice is essentially a restatement of the nondiscrimination requirements under Title VI of the Civil Right Act of 1964 as well as many other laws, regulations and policies. There is an on-going process to examine the impacts of the transportation planning process, the long-term regional Transportation Plan and the Transportation Improvement Program on

minority and low-income populations. The Transit Specialist is a member of the Chemung County Human Relations Commission. This enables the MPO to have better communication with the local minority population.

PUBLIC PARTICIPATION

FAST continues the requirement to develop a Public Participation Plan in consultation with interested parties. The ECTC updated its public participation plan in early 2014. The Plan facilitates input from community based organizations and assures compliance with federal requirements.

Representatives of users of bicycle transportation facilities, “representatives of the disabled”, and pedestrians have previously been added to the categories of stakeholders that the MPO shall provide a reasonable opportunity to comment on the transportation plan. The ECTC actively reaches out to these groups as part of the on-going transportation planning process. Regional bicycle, pedestrian, and transit rider groups (including those representing the elderly, disabled and low income populations) have been formed by ECTC and they meet regularly. There is considerable outreach to determine that community needs are identified and addressed.

The ECTC has developed a broad community participation process that seeks to provide continuing opportunities for individuals and community groups to participate in the transportation planning process. The objectives of the ECTC public participation process are as follows:

- **PUBLIC EDUCATION** – To disseminate information in a timely fashion about transportation issues and proposed plans and programs to citizens, affected public agencies, private providers of transportation services, community and environmental groups, and others as appropriate, as a means of strengthening regional policy making.
- **PUBLIC OUTREACH** -- To expand the ECTC's constituency by increasing public and private sector and intergovernmental communications and by providing full public access to both technical and policy information used in the development of transportation plans and programs.
- **PUBLIC INPUT** - To insure that there is ample opportunity for meaningful public input at an early stage in the development of transportation plans and programs, and to make special efforts to seek such input from minority and low-income households.

The ECTC has been using a wide variety of tools and procedures to insure that the public is fully involved with the planning process from an early stage. ECTC staff has developed on-going relationships with the local media and are often interviewed about transportation issues. A web site provides updates about the transportation planning process and the status of local projects. The local media often cover ECTC meetings and events.

One public participation tool is the Chemung County Transportation Guide. The Guide provides an overview of all transportation facilities and services, and solicits public input for the transportation planning process. Over 100,000 copies of the guide have been printed and widely distributed throughout the community at government offices, transportation facilities, businesses, and housing developments. The Transportation Guide was updated in 2015-16.

The ECTC participates in and coordinates with a wide variety of local community groups. Involvement with these groups enables the ECTC to inform local citizens about all phases of the transportation planning process.

AIR QUALITY/STATE ENERGY PLAN

The Clean Air Act Amendment of 1990, building upon 1977 legislation, imposed new requirements on those metropolitan areas that continue to be in violation of National Ambient Air Quality Standards (NAAQS). The New York State Department of Environmental Conservation has certified that the Elmira metropolitan area currently meets all air quality standards. Despite the area's attainment status, it is still a goal of the ECTC that its program has a positive environmental impact.

There are no regionally significant projects that would impact the environment negatively.

ELMIRA - CHEMUNG TRANSPORTATION COUNCIL Federal Fiscal Year 2017-2021 Transportation Improvement Program FUNDING SUMMARY (\$ MILLIONS matched)						
FEDERAL FUND SOURCE	FIVE- YEAR TIP TOTAL	FFY 2016/17	FFY 2017/18	FFY 2018/19	FFY 2019/20	FFY 2020/21
NHPP (National Highway Performance Program)	26.905	11.859	9.421	1.734	2.515	1.376
STP-FLEX (Surface Transportation Program – Flexible)	18.952	5.279	2.355	2.720	6.458	2.140
STP-Safety (Surface Transportation Program – Safety)	TBD	TBD	TBD	TBD	TBD	TBD
STP-Rail (Surface Transportation Program – Rail)	TBD	TBD	TBD	TBD	TBD	TBD
FTA Formula Programs (Federal Transit Administration)	7.944	1.468	1.770	1.468	1.770	1.468
FTA Illustrative (Discretionary Sec. 5339)	1.700		1.700			
AIP (Airport Improvement Program)	55.076	11.181	3.425	2.800	15.313	22.357
TOTAL TIP FEDERAL PROGRAM	110.577	29.787	18.671	8.722	26.056	27.341

TBD means that projects meeting the criteria to utilize these fund sources currently have not been identified. When such projects are identified, the TIP will be amended to add them.

* * Elmira - Chemung Transportation Council * *
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

Highway & Bridge Projects

PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES		COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021
							FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
6AIP14 OTHER AIRPAVE	CONSTRUCT TAXIWAY A PHASE 2 Project Status: IN DEVELOPMENT Target/Actual Let Date:	C14	10/2016	8.460	MISC		8.460					
		LOCAL	10/2016	0.470	MISC		0.470					
		Z06	10/2016	0.470	MISC		0.470					
		5 YR PIN COST:		9.400			9.400					
6AIP15 OTHER AIRPAVE	DESIGN AND CONSTRUCT FUEL FARM RELOCATION Project Status: IN DEVELOPMENT Target/Actual Let Date:	LOCAL	10/2016	0.781	MISC		0.781					
		Z06	10/2016	1.000	MISC		1.000					
		5 YR PIN COST:		1.781			1.781					
6AIP16 OTHER AIRPAVE	DESIGN PASSENGER TERMINAL IMPROVEMENTS Project Status: IN DEVELOPMENT Target/Actual Let Date:	C14	10/2017	1.500	MISC		1.500					
		LOCAL	10/2017	1.885	MISC		1.885					
		Z06	10/2017	0.040	MISC		0.040					
		5 YR PIN COST:		3.425			3.425					
6AIP17 OTHER AIRPAVE	DESIGN AND CONSTRUCT A WILDLIFE HAZARD MITIGATION POND Project Status: IN DEVELOPMENT Target/Actual Let Date:	C14	10/2018	2.296	MISC		2.296					
		LOCAL	10/2018	0.127	MISC		0.127					
		Z06	10/2018	0.127	MISC		0.127					
		5 YR PIN COST:		2.550			2.550					
6AIP18 OTHER AIRPAVE	DESIGN ECHO APRON RECONSTRUCTION Project Status: IN DEVELOPMENT Target/Actual Let Date:	C14	10/2018	0.225	MISC		0.225					
		LOCAL	10/2018	0.013	MISC		0.013					
		Z06	10/2018	0.012	MISC		0.012					
		5 YR PIN COST:		0.250			0.250					
6AIP19 OTHER AIRPAVE	CONSTRUCT PHASE I TERMINAL IMPROVEMENTS Project Status: IN DEVELOPMENT Target/Actual Let Date:	C14	10/2019	1.500	MISC		1.500					
		LOCAL	10/2019	13.773	MISC		13.773					
		Z06	10/2019	0.040	MISC		0.040					
		5 YR PIN COST:		15.313			15.313					

* * Elmira - Chemung Transportation Council * *
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

Highway & Bridge Projects

PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES		COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021	
		C14	LOCAL				2017	2018	2019	2020	2021		
6AIP20 OTHER AIRPAVE	CONSTRUCT PHASE 2 TERMINAL IMPROVEMENTS.	C14	10/2020	1.500	MISC								
		LOCAL	10/2020	20.818	MISC								
			10/2020	0.040	MISC								
	Project Status: IN DEVELOPMENT Target/Actual Let Date:	5 YR PIN COST:		22.358									
6JOB17 NYSBOT BRDEMND	BRIDGE JOC 2017 EAST	STATE	03/2017	0.010	DETLDES		0.010	0.052	0.053	0.045	0.001		
		STP-FLEX	06/2017	0.800	CONST		0.800	0.675	0.450	0.005	0.001		
		STATE	09/2017	0.200	CONST		0.200	0.325	0.550	0.900	0.001		
		STATE	09/2017	0.050	CONINSP		0.050	0.072	0.065	0.100	0.001		
		5 YR PIN COST:		1.060				1.060	1.158	1.118	1.150	0.100	
6JOB18 NYSBOT BRDEMND	BRIDGE JOC 2018 EAST	STATE	03/2018	0.052	DETLDES			0.052	0.053	0.045	0.001		
		NHPP	06/2018	0.675	CONST			0.675	0.450	0.005	0.001		
		STATE	09/2018	0.325	CONST			0.325	0.550	0.900	0.001		
		NHPP	06/2018	0.072	CONINSP			0.072	0.065	0.100	0.001		
		STATE	09/2018	0.033	CONINSP			0.033	0.065	0.100	0.001		
5 YR PIN COST:		1.158				1.158	1.118	1.150	1.103	0.100			
6JOB19 NYSBOT BRDEMND	BRIDGE JOC 2019 EAST	STATE	03/2019	0.053	DETLDES			0.053	0.053	0.045	0.001		
		NHPP	06/2019	0.450	CONST			0.450	0.450	0.005	0.001		
		STATE	09/2019	0.550	CONST			0.550	0.550	0.900	0.001		
		STATE	09/2019	0.065	CONINSP			0.065	0.065	0.100	0.001		
		5 YR PIN COST:		1.118				1.118	1.118	1.150	1.103	0.100	
6JOB20 NYSBOT BRDEMND	BRIDGE JOC 2020 EAST	NHPP	04/2020	0.045	DETLDES				0.045	0.045	0.001		
		STATE	04/2020	0.005	DETLDES				0.005	0.005	0.001		
		NHPP	06/2020	0.900	CONST				0.900	0.900	0.001		
		STATE	09/2020	0.100	CONST				0.100	0.100	0.001		
		NHPP	06/2020	0.090	CONINSP				0.090	0.090	0.001		
STATE	09/2020	0.010	CONINSP				0.010	0.010	0.001				
5 YR PIN COST:		1.150					1.150	1.150	1.103	0.100			
6JOB21 NYSBOT BRDEMND	BRIDGE JOC 2021 EAST	STATE	04/2021	0.001	SCOPING					0.001			
		STATE	04/2021	0.001	PRELDES					0.001			
		STATE	04/2021	0.001	DETLDES					0.001			
		STATE	09/2021	1.000	CONST					1.000			
		STATE	09/2021	0.100	CONINSP					0.100			
5 YR PIN COST:		1.103							1.103				

** Elmira - Chemung Transportation Council **
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

Highway & Bridge Projects

PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES	COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021
						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
6JOC17 NYSBOT CULVERT	CULVERT JOC 2017 Project Status: PROGRAMMED Target/Actual Let Date: August 2017	STATE 03/2017	0.010	DETLDES	0.010	0.010	0.010	0.010	0.010	0.003	
		STATE 09/2017	0.673	CONST							0.673
		STATE 09/2017	0.052	CONINSP							
		5 YR PIN COST:	0.735								
6JOC18 NYSBOT CULVERT	CULVERT JOC 2018 Project Status: PROGRAMMED Target/Actual Let Date: August 2018	STATE 03/2018	0.010	DETLDES	0.010	0.010	0.010	0.010	0.010	0.003	
		STATE 09/2018	0.663	CONST							0.663
		STATE 09/2018	0.053	CONINSP							
		5 YR PIN COST:	0.726								
6JOC19 NYSBOT CULVERT	CULVERT JOC 2019 Project Status: PROGRAMMED Target/Actual Let Date: August 2019	STATE 04/2019	0.010	DETLDES	0.010	0.010	0.010	0.010	0.010	0.004	
		STATE 09/2019	0.498	CONST							0.498
		STATE 09/2019	0.054	CONINSP							
		5 YR PIN COST:	0.562								
6JOC20 NYSBOT CULVERT	CULVERT JOC 2020 Project Status: PROGRAMMED Target/Actual Let Date: August 2020	STATE 03/2020	0.010	DETLDES	0.010	0.010	0.010	0.010	0.010	0.003	
		STATE 09/2020	0.688	CONST							0.688
		STATE 09/2020	0.055	CONINSP							
		5 YR PIN COST:	0.753								
6JOC21 NYSBOT CULVERT	CULVERT JOC 2021 Project Status: PROGRAMMED Target/Actual Let Date: September 2021	STATE 10/2020	0.003	SCOPING	0.003	0.003	0.003	0.003	0.003	0.003	
		STATE 10/2020	0.004	PRELDES							0.004
		STATE 03/2021	0.003	DETLDES							
		5 YR PIN COST:	0.627								

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021		
6TEC05 LOCAL Highway Resurfacing	ECTC BLOCK FUNDING Project Status: PROGRAMMED Target/Actual Let Date: June 2019	LOCAL	10/2017	0.008	SCOPING		0.008					
		STP-FLEX	10/2017	0.033	SCOPING		0.033					
		LOCAL	10/2017	0.011	PRELDES		0.011					
		STP-FLEX	10/2017	0.046	PRELDES		0.046					
		LOCAL	10/2017	0.005	DETLDES		0.005					
		STP-FLEX	10/2017	0.021	DETLDES		0.021					
		LOCAL	07/2019	0.150	CONST			0.150				
		STP-FLEX	04/2019	0.600	CONST			0.600				
		LOCAL	07/2019	0.015	CONINSP			0.015				
		STP-FLEX	04/2019	0.060	CONINSP			0.060				
		5 YR PIN COST:	0.950			0.125	0.825					
6TEC07 LOCAL Highway Resurfacing	ECTC BLOCK FUNDING Project Status: PROGRAMMED Target/Actual Let Date: December 2020	LOCAL	10/2019	0.006	SCOPING				0.006			
		STP-FLEX	10/2019	0.024	SCOPING				0.024			
		LOCAL	10/2019	0.001	ROWINCD				0.001			
		STP-FLEX	10/2019	0.004	ROWINCD				0.004			
		LOCAL	02/2020	0.004	ROWACQU				0.004			
		STP-FLEX	02/2020	0.016	ROWACQU				0.016			
		LOCAL	10/2019	0.011	PRELDES				0.011			
		STP-FLEX	10/2019	0.044	PRELDES				0.044			
		LOCAL	10/2019	0.008	DETLDES				0.008			
		STP-FLEX	10/2019	0.032	DETLDES				0.032			
LOCAL	01/2021	0.160	CONST					0.160	0.198			
STP-FLEX	10/2020	0.640	CONST					0.640	0.791			
LOCAL	01/2021	0.020	CONINSP					0.020				
STP-FLEX	10/2020	0.080	CONINSP					0.080				
		5 YR PIN COST:	1.050					0.150	0.900	0.989		

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
6TEC08 LOCAL Bridge Replacement	ECTC BLOCK FUNDING Project Status: PROGRAMMED Target/Actual Let Date: September 2019	LOCAL	0.012	SCOPING	0.012						
		STP-FLEX	0.048	SCOPING	0.048						
		LOCAL	0.001	ROWINCD	0.001						
		STP-FLEX	0.004	ROWINCD	0.004						
		LOCAL	0.015	ROWACQU		0.015					
		STP-FLEX	0.060	ROWACQU		0.060					
		LOCAL	0.015	PRELDES	0.015						
		STP-FLEX	0.060	PRELDES	0.060						
		LOCAL	0.008	PRELDES	0.008						
		STP-FLEX	0.032	DETLDES	0.032						
		LOCAL	0.160	CONST		0.160					
		STP-FLEX	0.640	CONST		0.640					
		LOCAL	0.020	CONINSP		0.020					
STP-FLEX	0.080	CONINSP		0.080							
		5 YR PIN COST:	1.155			0.180	0.075	0.075	0.900	0.989	
6TEC09 LOCAL Bridge Replacement	ECTC BLOCK FUNDING Project Status: PROGRAMMED Target/Actual Let Date: September 2020	LOCAL	0.012	SCOPING	0.012						
		STP-FLEX	0.048	SCOPING	0.048						
		LOCAL	0.001	ROWINCD	0.001						
		STP-FLEX	0.004	ROWINCD	0.004						
		LOCAL	0.015	ROWACQU		0.015					
		STP-FLEX	0.060	ROWACQU		0.060					
		LOCAL	0.015	PRELDES	0.015						
		STP-FLEX	0.060	PRELDES	0.060						
		LOCAL	0.008	PRELDES	0.008						
		STP-FLEX	0.032	DETLDES	0.032						
		LOCAL	0.160	CONST		0.160					
		STP-FLEX	0.640	CONST		0.640					
		LOCAL	0.020	CONINSP		0.020					
STP-FLEX	0.080	CONINSP		0.080							
		5 YR PIN COST:	1.155			0.180	0.075	0.075	0.900	0.989	

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021		
6TTEC10 LOCAL Bridge Replacement	ECTC BLOCK FUNDING	LOCAL	0.012	SCOPING		0.012						
		STP-FLEX	0.048	SCOPING		0.048						
		LOCAL	0.001	ROWINGCD		0.001						
		STP-FLEX	0.004	ROWINGCD		0.004						
		LOCAL	0.006	ROWACQU			0.006					
		STP-FLEX	0.025	ROWACQU			0.025					
		LOCAL	0.030	PRELDES			0.030					
		STP-FLEX	0.118	PRELDES			0.118					
		LOCAL	0.011	DETLDES				0.011				
		STP-FLEX	0.044	DETLDES				0.044				
		LOCAL	0.250	CONST					0.250			
		STP-FLEX	1.000	CONST					1.000			
		LOCAL	0.025	CONINSP					0.025			
STP-FLEX	0.100	CONINSP					0.100					
		5 YR PIN COST:	1.674			0.213		0.086		1.375		
6T6023 NYS DOT Pavement Markings	PAVEMENT MARKINGS - EAST	STP-FLEX	0.013	SCOPING		0.013						
		STATE	0.003	SCOPING		0.003						
		STP-FLEX	0.014	PRELDES		0.014						
		STATE	0.003	PRELDES		0.003						
		STP-FLEX	0.039	DETLDES		0.039						
		STATE	0.010	DETLDES		0.010						
		STP-FLEX	0.244	CONST		0.244						
		NHPP	0.434	CONST		0.434						
		STATE	0.380	CONST		0.380						
		STP-FLEX	0.030	CONINSP		0.030						
		NHPP	0.054	CONINSP		0.054						
		STATE	0.022	CONINSP		0.022						
				5 YR PIN COST:	1.246			1.246				

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
6T6024 NYSDDOT Pavement Markings	PAVEMENT MARKINGS - CENTRAL Project Status: PROGRAMMED Target/Actual Let Date: June 2020	STP-FLEX	0.013	SCOPING					0.013		
		STATE	12/2019	0.003	SCOPING				0.003		
		STP-FLEX	12/2019	0.014	PRELDES				0.014		
		STATE	12/2019	0.003	PRELDES				0.003		
		STP-FLEX	12/2019	0.040	DETLDES				0.040		
		STATE	12/2019	0.010	DETLDES				0.010		
		STP-FLEX	04/2020	0.310	CONST				0.310		
		NHPP	04/2020	0.552	CONST				0.552		
		STATE	07/2020	0.216	CONST				0.216		
		STP-FLEX	04/2020	0.031	CONINSP				0.031		
NHPP	04/2020	0.055	CONINSP				0.055				
STATE	07/2020	0.022	CONINSP				0.022				
		5 YR PIN COST:	1.269						1.269		
6T9022 NYSDDOT Bridge Washing	BRIDGE WASHING AND DECK SEALING 2018 Project Status: PROGRAMMED Target/Actual Let Date: February 2018	STATE	09/2017	0.002	SCOPING		0.002				
		STATE	09/2017	0.002	PRELDES		0.002				
		STATE	09/2017	0.001	DETLDES		0.001				
		STP-FLEX	12/2017	0.265	CONST			0.265			
		NHPP	12/2017	0.338	CONST			0.338			
		STATE	04/2018	0.154	CONST			0.154			
		STP-FLEX	12/2017	0.027	CONINSP			0.027			
		NHPP	12/2017	0.033	CONINSP			0.033			
		STATE	04/2018	0.016	CONINSP			0.016			
				5 YR PIN COST:	0.838						0.833
6T9024 NYSDDOT Bridge Washing	BRIDGE WASHING AND DECK SEALING 2019 Project Status: PROGRAMMED Target/Actual Let Date: February 2019	STATE	09/2018	0.003	SCOPING				0.003		
		STATE	09/2018	0.003	PRELDES				0.003		
		STATE	09/2018	0.007	DETLDES				0.007		
		STP-FLEX	12/2018	0.383	CONST			0.383			
		NHPP	12/2018	0.487	CONST			0.487			
		STATE	02/2019	0.217	CONST			0.217			
		STP-FLEX	12/2018	0.038	CONINSP			0.038			
		NHPP	12/2018	0.049	CONINSP			0.049			
		STATE	02/2019	0.021	CONINSP			0.021			
				5 YR PIN COST:	1.208						0.014

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021			
6T9032 NYS DOT Bridge Washing	BRIDGE WASHING AND DECK SEALING 2020 Project Status: PROGRAMMED Target/Actual Let Date: February 2020	STATE	0.003	SCOPING									
		STATE	0.003	PRELDES									
		STATE	0.003	DETLDES									
		STP-FLEX	0.419	CONST									
		NHPP	0.496	CONST									
		STATE	0.192	CONST									
		STATE	0.086	CONINSP									
		5 YR PIN COST:			1.203								
6T9034 NYS DOT Bridge Washing	BRIDGE WASHING AND DECK SEALING 2021 Project Status: PROGRAMMED Target/Actual Let Date: February 2021	STATE	0.003	SCOPING									
		STATE	0.004	PRELDES									
		STATE	0.003	DETLDES									
		STP-FLEX	0.320	CONST									
		NHPP	0.480	CONST									
		STATE	0.200	CONST									
		STP-FLEX	0.032	CONINSP									
		NHPP	0.048	CONINSP									
		STATE	0.020	CONINSP									
		5 YR PIN COST:			1.110								
603403 NYS DOT Bridge Replacement	RT 367 OVER BENTLEY CREEK, BIN 1046800 BRIDGE REPLACEMENT, VILLAGE OF WELLSBURG, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: December 2019	STATE	0.060	SCOPING	0.060								
		STP-FLEX	0.008	ROWINCD	0.008								
		STATE	0.002	ROWINCD	0.002								
		STP-FLEX	0.051	ROWACQU	0.051								
		STATE	0.013	ROWACQU	0.013								
		STP-FLEX	0.286	PRELDES	0.286								
		STATE	0.071	PRELDES	0.071								
		STP-FLEX	0.166	DETLDES	0.166								
		STATE	0.042	DETLDES	0.042								
		STP-FLEX	3.171	CONST	3.171								
STATE	0.793	CONST	0.793										
STP-FLEX	0.259	CONINSP	0.259										
STATE	0.065	CONINSP	0.065										
5 YR PIN COST:			4.559										

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
606704 NYSDOT Bridge Replacement	EAST AVENUE OVER I-86, BIN 1010790 BRIDGE REPLACEMENT, CITY OF ELMIRA, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: January 2018	STATE	0.023	SCOPING	0.023						
		NHPP	11/2015 *	0.005	ROWINCD	0.005					
		STATE	11/2015 *	0.001	ROWINCD	0.001					
		NHPP	06/2016	0.009	ROWACQU	0.009					
		STATE	06/2016	0.001	ROWACQU	0.001					
		NHPP	01/2015 *	0.117	PRELDES	0.117					
		STATE	03/2015 *	0.013	PRELDES	0.013					
		NHPP	05/2016	0.092	DETLDES	0.092					
		STATE	05/2016	0.010	DETLDES	0.010					
		NHPP	11/2017	2.200	CONST			2.200			
STATE	01/2018	0.244	CONST			0.244					
NHPP	11/2017	0.220	CONINSP			0.220					
STATE	01/2018	0.025	CONINSP			0.025					
		5 YR PIN COST:	2.689			2.689					
606714 NYSDOT DCKTRET	I-86 PAVEMENT REHABILITATION, EXIT 46 TO 48 AND I-86 OVER NORFOLK-SOUTHERN RR BRIDGE REHABS, BINS 1074870 & 1074890, TOWN OF ERWIN, CITY AND TOWN OF CORNING, STEUBEN COUNTY Project Status: ACTIVE Target/Actual Let Date: April 2016	NHPP	0.466	PRELDES	0.466						
		STATE	04/2015 *	0.052	PRELDES	0.052					
		STATE	12/2015 *	0.040	DETLDES	0.040					
		L08	04/2016 *	0.101	CONST	0.101					
		L09	04/2016 *	24.099	CONST	24.099					
		NHPP	02/2016 *	0.029	CONST	0.029					
		STATE	04/2016 *	0.012	CONST	0.012					
		L09	04/2016 *	0.756	CONINSP	0.756					
		NHPP	02/2016 *	0.126	CONINSP	0.126					
		STATE	04/2016 *	0.169	CONINSP	0.169					
		5 YR PIN COST:	0.000								
606718 NYSDOT MICRO	MBC PAVING, I-86, CHEMUNG COUNTY LINE TO EXIT 52A Project Status: ACTIVE Target/Actual Let Date: April 2017	NHPP	0.090	PRELDES	0.090						
		STATE	01/2016 *	0.010	PRELDES	0.010					
		NHPP	09/2016	0.046	DETLDES	0.046					
		STATE	09/2016	0.005	DETLDES	0.005					
		NHPP	02/2017	5.967	CONST			5.967			
		STATE	06/2017	0.676	CONST			0.676			
		NHPP	02/2017	0.321	CONINSP			0.321			
		STATE	06/2017	0.036	CONINSP			0.036			
				5 YR PIN COST:	7.001			7.001			

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
606720 NYSDOT Bridge Rehabilitation	CR 56 / I-86 BRIDGE REHAB, BIN 1061290, TOWN OF CHEMUNG, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: November 2018	STATE	0.020	SCOPING	0.020						
		NHPP	0.135	PRELDES	0.135						
		STATE	0.015	PRELDES	0.015						
		NHPP	0.140	DETLDES	0.140						
		STATE	0.016	DETLDES	0.016						
		NHPP	2.194	CONST	2.194						
		STATE	0.244	CONST	0.244						
		NHPP	0.219	CONINSP	0.219						
		STATE	0.024	CONINSP	0.024						
		5 YR PIN COST:			2.838		0.156	2.414	0.268		
610865 NYSDOT BRGENER	RT 14 OVER CHEMUNG RIVER, BIN 1071189 BRIDGE REHABILITATION PROJECT, CITY OF ELMIRA, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: December 2016	STATE	0.030	SCOPING	0.030						
		NHPP	0.096	PRELDES	0.096						
		STATE	0.024	PRELDES	0.024						
		NHPP	0.016	DETLDES	0.016						
		STATE	0.004	DETLDES	0.004						
		NHPP	2.830	CONST	2.830						
		STATE	0.708	CONST	0.708						
		NHPP	0.240	CONINSP	0.240						
		STATE	0.060	CONINSP	0.060						
		5 YR PIN COST:			3.838		3.838				
610866 NYSDOT PAVPLAC	RT 14 MBC PAVING - MIRACLE MILE HORSEHEADS Project Status: PROGRAMMED Target/Actual Let Date: November 2021	NHPP	0.027	SCOPING	0.027						
		STATE	0.007	SCOPING	0.007						
		NHPP	0.029	PRELDES	0.029						
		STATE	0.008	PRELDES	0.008						
		NHPP	0.027	DETLDES	0.027						
		STATE	0.007	DETLDES	0.007						
		NHPP	0.559	CONST	0.559						
		STATE	0.140	CONST	0.140						
		NHPP	0.141	CONINSP	0.141						
		STATE	0.036	CONINSP	0.036						
5 YR PIN COST:			0.804		0.804						
5 YR PIN COST:			0.804		0.804						

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021		
610867 NYS DOT Bridge Rehabilitation	RT 14/CATHARINE CREEK BRIDGE REP, BIN 1010890 Project Status: PROGRAMMED Target/Actual Let Date: December 2017	STATE	0.025	SCOPING								
		STATE	0.015	PRELDES	0.025							
		NHPP	0.048	DETLDES	0.015							
		STATE	0.012	DETLDES	0.048							
		NHPP	1.102	CONST	0.012							
		STATE	0.275	CONST		1.102						
		NHPP	0.111	CONINSP		0.275						
		STATE	0.028	CONINSP		0.111						
				5 YR PIN COST:	1.516			1.516				
		675468 LOCAL HWRECON	WEST WATER STREET DOWNTOWN PAVEMENT RECONSTRUCTION FROM COLLEGE AVE TO RAILROAD AVE IN THE CITY OF ELMIRA, CHEMUNG COUNTY Project Status: PROGRAMMED Target/Actual Let Date: September 2018	LOCAL	0.007	SCOPING	0.007					
NHPP	0.028			SCOPING	0.028							
LOCAL	0.002			ROWINCD	0.002							
NHPP	0.008			ROWINCD	0.008							
LOCAL	0.004			ROWACQU	0.004							
NHPP	0.017			ROWACQU	0.017							
LOCAL	0.030			PRELDES	0.030							
NHPP	0.120			PRELDES	0.120							
LOCAL	0.018			DETLDES	0.018							
NHPP	0.067			DETLDES	0.067							
LOCAL	0.169	CONST	0.169									
NHPP	0.676	CONST	0.676									
LOCAL	0.042	CONINSP	0.042									
NHPP	0.168	CONINSP	0.168									
		5 YR PIN COST:	1.076			0.021	0.844	0.211				
675477 LOCAL Highway Reconstruction	NORTH MAIN STREET CULTURAL CONNECTOR, CITY OF ELMIRA, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: September 2017	LOCAL	0.002	ROWINCD	0.002							
		STP-FLEX	0.008	ROWINCD	0.008							
		LOCAL	0.030	ROWACQU	0.030							
		STP-FLEX	0.120	ROWACQU	0.120							
		LOCAL	0.003	PRELDES	0.003							
		STP-FLEX	0.012	PRELDES	0.012							
		LOCAL	0.080	DETLDES	0.080							
		STP-FLEX	0.320	DETLDES	0.320							
		LOCAL	0.683	CONST	0.683							
		STP-FLEX	2.732	CONST	2.732							
LOCAL	0.102	CONINSP	0.102									
STP-FLEX	0.408	CONINSP	0.408									
		5 YR PIN COST:	3.925			3.925						

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						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
675480 LOCAL Pedestrian Facilities	CHEMUNG COUNTY LACKAWANNA CORRIDOR TRAIL TEP Project Status: ACTIVE Target/Actual Let Date: November 2016	LOCAL	0.002	SCOPING	0.002						
		V05	0.009	SCOPING	0.009						
		LOCAL	0.004	PRELDES	0.004						
		V05	0.016	PRELDES	0.016						
		LOCAL	0.002	DETLDES	0.002						
		V05	0.009	DETLDES	0.009						
		LOCAL	0.036	CONST		0.036					
		V05	0.144	CONST		0.144					
		LOCAL	0.008	CONINSP		0.008					
		V05	0.029	CONINSP		0.029					
		5 YR PIN COST:	0.044			0.044					
675486 LOCAL PEDIMPV	LACKAWANNA RAIL TRAIL - PHASE 2 TAP, CITY OF ELMIRA AND TOWN OF ASHLAND, CHEMUNG COUNTY Project Status: ACTIVE Target/Actual Let Date: November 2016	LOCAL	0.004	SCOPING	0.004						
		G09	0.016	SCOPING	0.016						
		LOCAL	0.007	PRELDES	0.007						
		G09	0.026	PRELDES	0.026						
		LOCAL	0.003	DETLDES	0.003						
		G09	0.014	DETLDES	0.014						
		LOCAL	0.090	CONST		0.090					
		G09	0.359	CONST		0.359					
		LOCAL	0.011	CONINSP		0.011					
		G09	0.043	CONINSP		0.043					
		5 YR PIN COST:	0.101			0.101					
675490 LOCAL Bridge Rehabilitation	MAIN STREET OVER THE CHEMUNG RIVER BRIDGE REHABILITATION, BIN 2215540, CITY OF ELMIRA, CHEMUNG COUNTY. Project Status: PROGRAMMED Target/Actual Let Date: March 2018	LOCAL	0.005	SCOPING	0.005						
		STP-FLEX	0.020	SCOPING	0.020						
		LOCAL	0.001	ROWINCD	0.001						
		STP-FLEX	0.004	ROWINCD	0.004						
		LOCAL	0.001	ROWACQU	0.001						
		STP-FLEX	0.004	ROWACQU	0.004						
		LOCAL	0.039	PRELDES	0.039						
		STP-FLEX	0.156	PRELDES	0.156						
		LOCAL	0.016	DETLDES	0.016						
		STP-FLEX	0.064	DETLDES	0.064						
LOCAL	0.228	CONST		0.228							
STP-FLEX	0.912	CONST		0.912							
LOCAL	0.046	CONINSP		0.046							
STP-FLEX	0.184	CONINSP		0.184							
		5 YR PIN COST:	1.375			0.005	1.370				

* * Elmira - Chemung Transportation Council * *
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

Highway & Bridge Projects

PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES	COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021
						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
680464 NYSDOT Bridge Washing	BRIDGE WASHING AND SEALING 2017 Project Status: PROGRAMMED Target/Actual Let Date: February 2017	STATE	0.005	SCOPING		0.005					
		STATE	0.010	PRELDES		0.010					
		STATE	0.005	DETLDES		0.005					
		STATE	0.121	CONST		0.121					
		NHPP	0.459	CONST		0.459					
		STATE	0.148	CONST		0.148					
		STATE	0.012	CONINSP		0.012					
		NHPP	0.034	CONINSP		0.034					
		STATE	0.011	CONINSP		0.011					
		5 YR PIN COST:				0.805					
680468 NYSDOT BRGENER	WHERE AND WHEN BRIDGE REGIONAL 4/2017 - 4/2019 Project Status: PROGRAMMED Target/Actual Let Date: February 2017	STATE	0.010	DETLDES	0.010						
		STATE	0.125	CONST		0.125					
		STATE	0.013	CONINSP		0.013					
		5 YR PIN COST:					0.138				
				STATE	0.250	CONST		0.250			
		STATE	0.026	CONINSP		0.026					
		5 YR PIN COST:				0.286					
680484 NYSDOT EMERHB	WHERE AND WHEN HIGHWAY 12/2017 - 12/2019 Project Status: PROGRAMMED Target/Actual Let Date: October 2017	STATE	0.010	DETLDES		0.010					
		STATE	0.250	CONST		0.250					
		STATE	0.026	CONINSP		0.026					
		5 YR PIN COST:					0.286				
				STATE	0.125	CONST		0.125			
		STATE	0.013	CONINSP		0.013					
		5 YR PIN COST:				0.138					
680488 NYSDOT EMERHB	Project Status: PROGRAMMED Target/Actual Let Date: November 2018										
680505 NYSDOT EMERHB	WHERE AND WHEN HIGHWAY 12/2019 - 12/2021 Project Status: PROGRAMMED Target/Actual Let Date: October 2019	STATE	0.011	DETLDES		0.011					
		STATE	0.270	CONST		0.270					
		STATE	0.027	CONINSP		0.027					
		5 YR PIN COST:					0.308				
				STATE	0.011	CONST		0.011			
		STATE	0.270	CONST		0.270					
		STATE	0.027	CONINSP		0.027					
		5 YR PIN COST:				0.308					

* * Elmira - Chemung Transportation Council * *
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

Highway & Bridge Projects

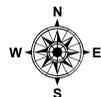
PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES	COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021
						FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
680507 NYSDOT BRGENER	WHERE AND WHEN BRIDGE STATEWIDE 4/2017 - 4/2019 Project Status: PROGRAMMED Target/Actual Let Date: February 2017	STATE 06/2016	0.010	DETLDES	0.010	0.125	0.013	0.138			
		STATE 03/2017	0.125	CONST							
		STATE 03/2017	0.013	CONINSP							
680508 NYSDOT EMERHB	WHERE AND WHEN BRIDGE 4/2019 -4/2021 STATEWIDE Project Status: PROGRAMMED Target/Actual Let Date: November 2018	STATE 12/2018	0.125	CONST							
		STATE 12/2018	0.013	CONINSP							
		5 YR PIN COST: 0.138									
680523 NYSDOT EMERHB	WHERE AND WHEN BRIDGE 4/2021-4/2023 STATEWIDE Project Status: PROGRAMMED Target/Actual Let Date: November 2020	STATE 12/2020	0.125	CONST							
		STATE 12/2020	0.013	CONINSP							
		5 YR PIN COST: 0.138									
680526 NYSDOT BRGENER	WHERE AND WHEN BRIDGE 4/2021 - 4/2023 REGIONAL Project Status: PROGRAMMED Target/Actual Let Date: November 2020	STATE 09/2020	0.011	DETLDES							
		STATE 12/2020	0.138	CONST							
		STATE 12/2020	0.014	CONINSP							
5 YR PIN COST: 0.163											
682117 LOCAL	CHEMUNG COUNTY TRANSIT PREVENTIVE MAINTENANCE, SECTION 5307 Project Status: IN DEVELOPMENT Target/Actual Let Date:	C09 08/2021	3.750	MISC							
		LOCAL 08/2021	0.470	MISC							
		Z05 08/2021	0.470	MISC							
5 YR PIN COST: 3.752											
682118 LOCAL	CHEMUNG COUNTY PROJECT ADMINISTRATION Project Status: IN DEVELOPMENT Target/Actual Let Date:	C09 08/2021	0.202	MISC							
		LOCAL 08/2021	0.025	MISC							
		Z05 08/2021	0.025	MISC							
5 YR PIN COST: 0.253											

* * Elmira - Chemung Transportation Council * *
TRANSPORTATION IMPROVEMENT PROGRAM
 Federal Fiscal Years 2016/17 Thru 2020/21

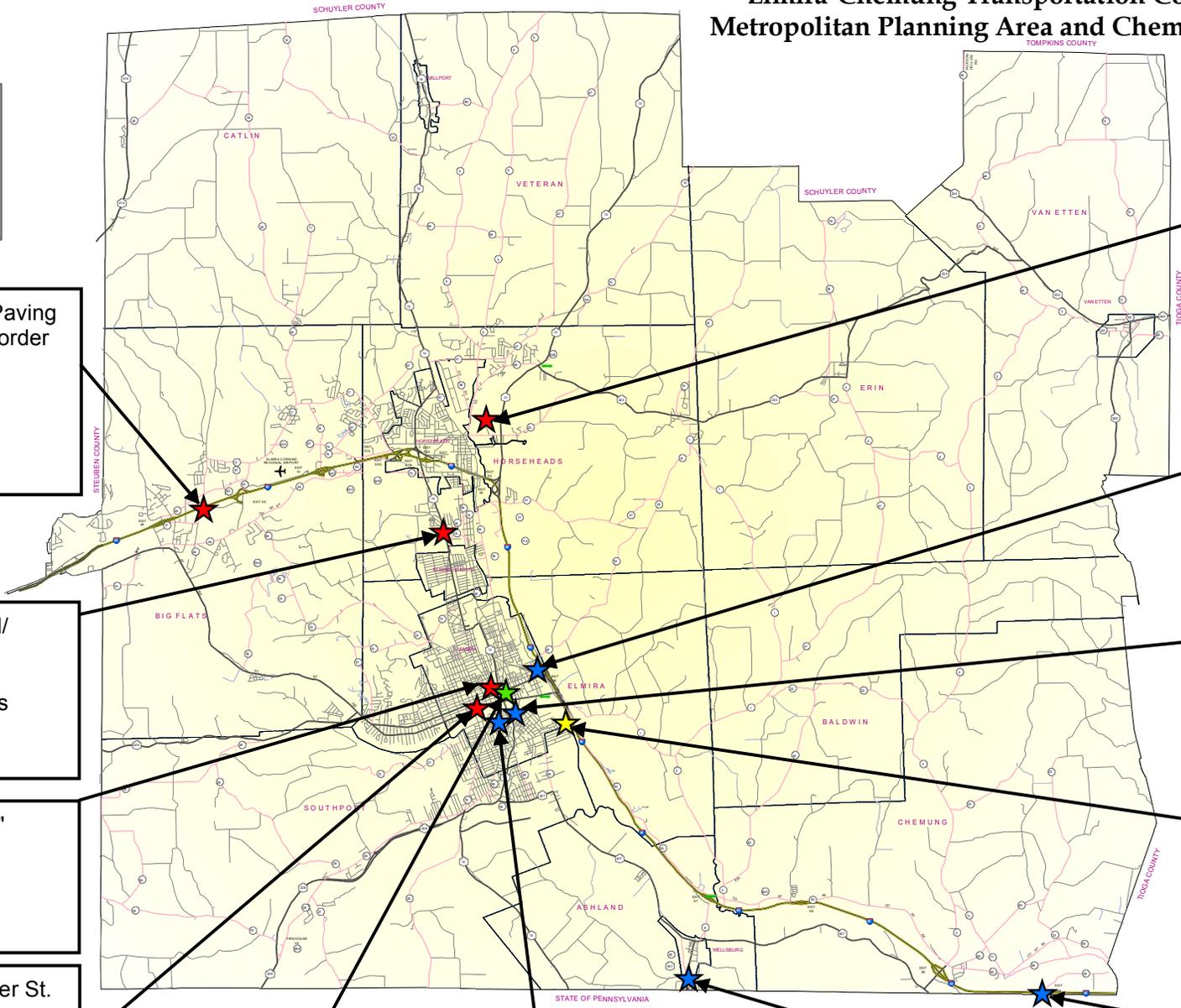
Highway & Bridge Projects

PIN AGENCY WORKTYPE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATES		COST (millions)	PHASE	Pre FFY 2017	5-YEAR PROGRAM (FFY) Starting October 1, 2016					POST FFY 2021
							FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	
682119 LOCAL	CHEMUNG COUNTY TRANSIT OPERTING ASSISTANCE	C09	08/2021	2.400	MISC		0.480	0.480	0.480	0.480	0.480	
		LOCAL	08/2021	2.400	MISC		0.480	0.480	0.480	0.480	0.480	
		5 YR PIN COST:		4.800			0.960	0.960	0.960	0.960	0.960	
	Project Status: IN DEVELOPMENT Target/Actual Let Date:											
682120 LOCAL BUSES	CHEMUNG COUNTY CAPITAL VEHICLE REPLACEMENTS (2 < 30' BUSES) AND RELATED EQUIPMENT	C48	08/2018	0.242	MISC		0.242					
		LOCAL	08/2018	0.030	MISC		0.030					
		Z05	08/2018	0.030	MISC		0.030					
		5 YR PIN COST:		0.302			0.302					
	Project Status: IN DEVELOPMENT Target/Actual Let Date:											
682121 LOCAL BUSES	CHEMUNG COUNTY CAPITAL VEHICLE REPLACEMENTS (2 < 30' BUSES) AND RELATED EQUIPMENT	C48	08/2020	0.242	MISC					0.242		
		LOCAL	08/2020	0.030	MISC					0.030		
		Z05	08/2020	0.030	MISC					0.030		
		5 YR PIN COST:		0.302						0.302		
	Project Status: IN DEVELOPMENT Target/Actual Let Date:											
682122 LOCAL	TRANSPORTATION CENTER REHABILITATION AND ADA IMPROVEMENTS, CITY OF ELMIRA	C48	08/2018	1.360	MISC					1.360		
		LOCAL	08/2018	0.170	MISC					0.170		
		Z05	08/2018	0.170	MISC					0.170		
		5 YR PIN COST:		1.700						1.700		
	Project Status: IN DEVELOPMENT Target/Actual Let Date:											

2017 - 2021 Transportation Improvement Program (TIP) Site Specific Projects Map for the Elmira-Chemung Transportation Council (ECTC) Metropolitan Planning Area and Chemung County, NY



- ★ - Bridge Project
- ★ - Road Project
- ★ - Trail Project
- ★ - Transit Project



Interstate 86 MBC Paving
Chemung County Border
to Exit 52A
Towns of Big Flats
& Horseheads
Construction 2017
PIN 606718

Center at Horseheads
Connector Road
construct 0.5 miles
of new roadway
from SR13 to CR68
Village of Horsheads
Construction 2017
PIN 675412

East Ave. Bridge
Replacement
over Interstate 86
City of Elmira
Construction 2017
PIN 606704

Rt 14/S. Corning Rd/
Miracle Mile
MBC Paving
Town of Horseheads
Construction 2021
PIN 610866

St Rt 14/Bridge
Rehabilitation over
Chemung River
City of Elmira
Construction 2017
PIN 610865

"Cultural Connector"
North Main St.
City of Elmira
Construction 2017
PIN 675477

Lackawanna Rail Trail
2 Projects;
TEP & TAP Phase 2
City of Elmira,
Town of Ashland
& Chemung County
Construction 2016
PIN 675480
PIN 675486

St Rt 352/West Water St.
College Ave. to
Railroad Ave.
Pavement Reconstruction
City of Elmira
Construction 2018
PIN 675468

Transportation Center
Rehabilitation & Improvements
City of Elmira
Construction TBD
PIN 672122

Main St. Bridge
Rehabilitation
City of Elmira
Construction 2018
PIN 675490

St Rt 367/Bridge Replacement
over Bentley Creek,
Village of Wellsburg
Construction 2019
PIN 603403

CR 56 Bridge Replacement
over Interstate 86
Town of Chemung
Construction 2018
PIN 606720

2017 – 2021 Transportation Improvement Program

Non Site Specific Projects Listing

The following list of projects involves where general types of highway or bridge needs are known but not specific projects for specific locations. Any specific projects for Chemung County will be determined later and added to the TIP by amendment.

<u>Project Description</u>	<u>PIN(s)</u>
NYSDOT Bridge Job on Contract	6JOB17, 6JOB18, 6JOB19, 6JOB20, 6JOB21
NYSDOT Culvert Job on Contract	6JOC17, 6JOC18, 6JOC19, 6JOC20, 6JOC21
NYSDOT Pavement Markings	6T2023, 6T6024,
NYSDOT Bridge Washing and Deck Sealing	6T9022, 6T9024, 6T9032, 6T9034, 680464
NYSDOT Where and When Bridge Regional	680468, 680488, 680526
NYSDOT Where and When Bridge Statewide	680507, 680508, 680523
NYSDOT Where and When Highway Regional	680484, 680505,
ECTC Highway Resurfacing Block Funding	6TEC05, 6TEC07,
ECTC Bridge Replacement Block Funding	6TEC08, 6TEC09, 6TEC10
Chemung County Transit Preventative Maintenance	682118
Chemung County Transit Operating Assistance	682119
Chemung County Capital Vehicle Replacements	682120, 682121

2017 – 2021 Transportation Improvement Program

Elmira-Corning Regional Airport

The following projects are planned for the Elmira-Corning Regional Airport. While programming of the airport projects is not required for the Transportation Improvement program (TIP), they are provided here as public information on transportation projects in the urbanized area.

Project Description	Construction	Cost (in millions)	PIN
Taxiway A Phase 2	2017	\$9.4	6AIP14
Fuel Farm Relocation	2016	\$1.781	6AIP15
Design Passenger Terminal Improvements	2017	\$3.425	6AIP16
Design/Construct Wildlife/Hazard Mitigation	2018	\$2.556	6AIP17
Design Echo Apron	2018	\$0.25	6AIP18
Terminal Improvements Phase 1 Construct	2019	\$15.313	6AIP19
Terminal Improvements Phase 2 Construct	2020	\$22.358	6AIP20