



**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

Unified Planning Work Program 2017–2018

**ELMIRA-CHEMUNG TRANSPORTATION COUNCIL
UNIFIED PLANNING WORK PROGRAM**

April 1, 2017 through March 31, 2018

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This report was prepared with the financial assistance of the U.S. Department of Transportation.
The Elmira-Chemung Transportation Council is solely responsible for its content.

INTRODUCTION

THE UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is required by the United States Department of Transportation (USDOT) to function as the basis for all federal funding assistance for transportation planning to state, local, and regional agencies within a metropolitan\urbanized area. Funds for transportation planning come from separate agencies within USDOT dealing with specific transportation modes such as highways, mass transit, and airports. The UPWP provides a way to coordinate these many different planning activities, as well as to relate transportation planning concerns to overall comprehensive planning in the urban region. Fund sources include:

Federal Highway Administration (FHWA) Planning Funds (PL)

Federal Transit Administration (FTA) Section 5303 Funds

Federal guidelines and regulations have been issued to detail how this planning process is to take place. These guidelines and regulations are currently being updated to reflect both Moving Ahead for Progress in the 21st Century (MAP-21) and the current five-year federal transportation program Fixing America's Surface Transportation Act (FAST), which was enacted in December 2015. FAST is projected to provide the longer range funding commitment that is needed to develop and implement transportation projects. The UPWP contains planning activities focusing on specific highway, transit, and urban development problems. Related concerns dealing with land use, population, economic characteristics, quality of life infrastructure, and finance are also included. Federal regulations require four major products in order to have a certifiable transportation process: a Long Range Transportation Plan; a specific program and schedule of improvements to be accomplished in the next five years, known as a Transportation Improvement Program (TIP); the Unified Planning Work Program, which is the annual statement of specific planning activities to be undertaken during the year; and a semi-annual list of those projects for which Federal transportation funds have been obligated.

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL

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. The current voting members of the committee are listed on the title page. Note that the Chemung County Executive as a member represents both the County and its transit system.

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. In addition, the General Manager of the privately operated transit system, C TRAN, is appointed by the County Executive as the member representing the Chemung County transit system. The voting members of the Planning Committee are on the title page.

Assisting the ECTC in advisory capacities are the Federal Highway Administration and the Federal Transit Administration. In 2016-17, the membership of the ECTC was amended to add a trucking representative

and an intercity bus representative as non-voting members. The Department of Environmental Conservation (DEC) and other community based organizations advise the ECTC as appropriate.

CENTRAL STAFF

This is a year of transition for the ECTC staff. The current Director is retiring at the end of April. The new Director role will be addressed in the upcoming months. It is expected that the GIS Transportation Analyst and Transit Specialist can for a short interim period provide sufficient effort in the specific tasks to be able to progress the 2017-18 UPWP. As in the past two years, the ECTC has a shared services partnership with the Chemung County Planning Department, using a County Associate Planner to establish a better linkage of local zoning and planning to transportation planning, and to perform bicycle, pedestrian, and trail planning tasks and activities.

UPWP tasks are also advanced by individuals who work for MPO member agencies. Staffs from the County and City Public Works Departments, County Planning and C TRAN all devote a significant amount of time to MPO tasks. They are members of planning study steering committees, they review draft reports and analyses performed by ECTC staff.

NYSDOT Region 6 and the Main Office Statewide Planning Team will be active participants in the planning efforts outlined in the 2017-18 UPWP. Region 6 also provides administrative support in its role as ECTC Secretary. The Main Office Statewide Planning Bureau provides general administrative direction in assuring adherence to federal and state metropolitan planning requirements. NYSDOT has the responsibility of processing the Federal reimbursement of local and state expenditures incurred by staff performing the work tasks contained in the UPWP.

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. 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 Range Transportation Plan and the Transportation Improvement Program on minority and low-income populations. The Transit Specialist was an active member of the Chemung County Human Relations Commission and used that role to help identify unmet transit and other surface transportation needs. In 2017-18 the County Mobility Manager, under direction of ECTC staff, will be developing an increased relationship with the local

Economic Opportunity Program to meet those goals. In addition, the Transit Specialist participates in the ECTC Transit Riders Advisory Council, which is comprised of transit riders that are primarily elderly, low-income, and/or minority citizens. These relationships facilitate better communication with the local populations.

FIXING AMERICAS SURFACE TRANSPORTATION (FAST)

This UPWP involves the second full year of a five-year Federal surface transportation program, Fixing America's Surface Transportation (FAST) Act. FAST expands upon the 2012 transportation program Moving Ahead for Progress in the 21st Century Act (MAP-21), and most importantly is a five-year authorization. FAST is the federal authorization for federal highway and transit programs. MAP-21 created the outline for a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. FAST reforms transportation programs; refocuses federal funding on freight and high-volume interstate highways; and continues to streamline the environmental review and permit process. None of these changes in particular will address this urbanized area's needs. FAST's authorization of a five-year transportation program was needed to help bring stability and longer-term focus to addressing our transportation system needs.

The FAST Act focuses on the importance of goods movement to the U.S. economy by: (1) establishing a new formula program for highway freight projects, and (2) emphasizing the need to address large-scale projects of national or regional importance by establishing a new competitive grant program, the Nationally Significant Freight and Highway Projects (NSFHP) program. The Act also modifies the National Highway Freight Network created by MAP-21. To address deficient bridges, the FAST Act continues the set-aside for off-system bridges, and allows for the use of NHPP funding for on-system bridges located off the National Highway System.

FAST retains the Transportation Alternatives Program and the Recreational Trails program, which have supported bicycle, pedestrian, and trail construction projects. The transit programs and funding remain relatively the same under FAST. One change could possibly provide a means to fund some of CTRAN's capital needs. A discretionary grant subprogram was created under the Grants for Bus and Bus Facilities program. The funding for the transit base program (FTA Section 5307), used to meet operating needs, increased only slightly.

A cornerstone of MAP-21 program was the transition to a performance and outcome-based program. FAST continues this focus, by not fundamentally changing the MAP-21 performance and outcome base. MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **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 practices.

The Federal Transit Administration laws were also reauthorized under FAST. The following important goals were continued from MAP 21.

- **State of Good Repair** --Restoring and replacing our aging public transportation infrastructure by setting a performance measure for state of good repair, and establishing a new needs-based formula program and new asset management requirements.
- **Safety** -- To establish basic safety standards to better ensure safe operation of the nations transit systems, and then have the states and transit systems establish their system safety plans based upon the Federal standards.

There were some additional planning requirements and areas where consultation is suggested. The planning process will now address resiliency and reliability, and intermodal\intercity bus facilities. MPOs are encouraged to consult with State agencies that plan for tourism and natural disaster risk reduction. Public involvement remains a hallmark of the planning process. The final MAP-21 rules and regulations for the goals, measures, and targets have not been finalized at the point when this UPWP period will begin.

Requirements for a Long Range Transportation Plan (LRP) and a shorter-term Transportation Improvement Program (TIP) continue under FAST, with some additional requirements and considerations. The changes are companion ones to those noted directly above. In one case, the requirement that the TIP and LRP must now provide for the development and integrated management of intermodal facilities that support intercity transportation, this has always been addressed in this area. The County funded and controls the Chemung County Transportation Center that serves both the County transit system and the intercity bus operators providing services to and from this area. Under MAP-21, future Long Range Transportation Plans must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The future TIPs must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

ECONOMIC DEVELOPMENT, QUALITY OF LIFE AND THE TRANSPORTATION PLANNING PROCESS

Economic development and the transportation planning process remains strongly linked in Chemung County. The ECTC office is located in the Chemung County Commerce Center. Several of the 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 the Chemung County Planning Department, Southern Tier Economic Growth (STEG), Chemung County Industrial Development Agency and the Chamber of Commerce. The “one-stop shop” for economic development minimizes duplication of effort while maximizing the efforts of the cooperating agencies. This year ECTC staff and the member agencies will focus their transportation planning efforts on projects that will improve Downtown Elmira: access to the Downtown, projects that support the City of Elmira Comprehensive plan and its implementation, and quality of life projects. The City economic development had success in obtaining funding in 2016-7 under the State’s \$ 10 million Downtown Revitalization Initiative (DRI). Staff will be involved in the planning and development of and how DRI projects fit with developing TIP downtown highway and bridge projects.

The ECTC has helped to raise the recognition of the importance of quality of life and livability as it relates to transportation and economic development. Quality of life is a factor that helps to encourage the movement of individuals and companies to an area.

The ECTC has taken an active role in the development of healthy walking and biking facilities in Elmira and the rest of the County. These projects have a significantly positive impact on the regional quality of life, affecting both residents and visitors to the region. Staff is active participants in the Creating Healthy Places Coalition, the Friends of the Catharine Valley Trail, and the Friends of the Chemung River Watershed, Chemung County’s Age Friendly Community Planning Committee, the Southern Tier Bicycle League and the Lackawanna Rail Trail Committee. **Remember to add the TAP grant if we succeed.**

The MPO has been a proponent for achieving Interstate designation to I-86 for State Route 17. The designation of Route 17 to I-86 from the western edge of the County at State Route 352 to the County’s eastern edge has facilitated economic activity in the area including development at Airport Corporate Park and the location of major employers including Vulcraft, DeMets Candy and the CVS Distribution Center. The convenience of the I-86 Interchange for the Elmira-Corning Regional Airport helped to propel significant increases in enplanements.

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 policymaking.
- **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 explains the MPO process, 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 early 2016 and is being widely distributed at local events, the Transportation Center (the downtown transit center), and partner groups at their events.

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.

LONG RANGE TRANSPORTATION PLAN AND GOALS

The ECTC “Elmira-Chemung Transportation Plan 2035, Challenges and Opportunities” was completed in 2014-15. The mission statement, goals and objectives for ECTC efforts were developed as part of that effort. The effort involved significant opportunities for public input, as well as from the transportation stakeholders and partners.

ECTC Mission:

To maintain, operate, and enhance where necessary, a multimodal transportation system within the Elmira-Chemung County planning area. This system will support and sustain commerce and will highlight communities that are attractive and accessible to all by providing for safe, efficient, and reliable modes of transportation.

Goals

The following are the broad goal statements to guide the implementation of the Long Range Plan.

Use a system-driven approach to:

- a. **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.
- b. **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.
- c. **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.
- d. **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.
- e. **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:

- f. 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.

II. PROGRAM ACCOMPLISHMENTS 2016-17 & USDOT PLANNING EMPHASIS AREAS FOR 2017-18

The 2016-17 UPWP efforts focused on addressing the USDOT Planning Emphasis Areas (PEAs): MAP-21\FAST Implementation (Transition to Performance Based Planning and Programming), Regional Planning Cooperation, and Ladders of Opportunity. ECTC participated in NYSDOT efforts in the early stages of implementing in performance based planning as the federal final rules were issued in 2016-17. Regional planning communication and cooperation have been a standard practice for ECTC staff for years, and efforts continued and expanded in 2016-17. Such efforts have involved areas of Chemung County beyond the urbanized area, as well as the adjacent counties of Schuyler, Steuben and Tioga. The regional planning efforts in the statewide perspective involve staff and Director involvement in the various MPO Working Groups' discussions and activities. Access to essential services for persons who might otherwise not have access (Ladders of Opportunity) is addressed through the ECTC efforts with the County's transit system, the Coordinated Human Services-Public Transportation Plans, the County's Mobility Manager, and bicycle and pedestrian access and safety efforts.

Transportation Asset Management

Data collection and management is an important core ECTC activity that allows comprehensive and objective information to be analyzed and used for short term and long range transportation planning, objective review of potential non-State projects to be considered for the TIP, and project programming. The annual 2016 Traffic Count Program for Chemung County was conducted by NYSDOT Region 6. Data related to local and state highway system counts was compiled. This traffic count information was used as part of the local DPWs in deciding which bridges to apply for State DOTs Bridge NY discretionary funds. The County had a consultant prepare a highway Right Of Way study on Federal-aid highways in order to know any issues that would affect highway and bridge construction projects.

Staff completed work of scoring the 2016 pavement condition of all Non-State Federal Aid Eligible Roads in Chemung County. Staff also completed a report on the 2016 Pavement Condition Ratings for the Non-State Federal Aid Eligible Highways and the County and City of Elmira owned roadway systems. During the scoring process, location information is also collected on other road features. Previous outputs from a bridge assessment conducted by NYSDOT, County and City staff have been updated and the information is used to prioritize the funding of bridge projects. Staff rated the pavement condition of four other

municipalities in the urbanized area: Town and Village of Horseheads, Town of Elmira and Village of Elmira Heights. The results were shared with the municipalities' public works directors.

GPS enabled cameras were used in 2016 to "photo log" the highway, bridge, culvert, guiderail and signs of the transportation assets inventoried. The cameras are mounted on the front of a DPW vehicle to create a photo log of the non-state road network. Work is continuing to incorporate this information along with traffic counts, functional class, and work history into one database, which will be a key tool in a planned comprehensive Transportation Asset Management System. The camera is also used in the culvert inspection and inventory program. Staff continued to work with the Chemung County GIS Consortium to gather and store data on the new Chemung County ArcGIS server. All these efforts, along with other data collection activities, will be important inputs for the Transportation Asset Management System, which is part of a larger Countywide GIS Enterprise System.

ECTC staff is the co-chair of the NYSAMPO Geographic Information Systems Working Group. MPO staff participated in meetings, conferences and attended training sessions with other New York State MPO GIS staff.

Staff participated in-group meetings, and continued cooperative support work, for the Chemung County GIS Consortium and Chemung County IT Department regarding centralization of GIS and GIS data. Staff continued support and participated in the Southern Tier GIS Users Group, a regional division of the NYS GIS Association.

Provided mapping and technical assistance to Chemung County Department of Public Works on various tasks including; image maps for bridge and culvert projects, analysis of crash data for County road projects and IT support for computers and GIS/GPS software needs for the data collection of the 2016 Pothole filling program.

Staff began the update of the Chemung County\City of Elmira Intelligent Transportation System Architecture by developing the scope of the effort and engaging a consultant to assist with its development.

Mobility Enhancement Activities

Safety planning is an important activity for the ECTC. Staff continues to work on gaining better access to crash data from the NYS Accident Location Information System (ALIS). ALIS data is provided upon request to member agencies for a variety of projects. In 2016-17 there were several locations identified where there were potential safety concerns. The crash data was summarized, analyzed, and the results provided to member operating agencies for their use. Work efforts on compiling and analyzing crash data were limited by the unavailability for part of the year of the staff assigned to this effort. In 2017-18 efforts on crash data compilation and analysis may be a significant part of efforts under this task.

The ECTC is an active participant in the NYSAMPO Safety Working Group (SWG). SWG meets almost monthly to share information and advance safety initiatives through collaboration with safety partners including the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA) the New York State Department of Transportation (NYSDOT), the Governor's Traffic Safety Committee (GTSC), the Institute for Traffic Safety Management and Research (ITSMR), the New York State Police (NYSP), the NYS Department of Health (NYSDOH), Cornell Local Roads Program, and the NYS Department of Motor Vehicles (NYSDMV). The Highway Safety Improvement Plan and the Safety

Performance Management regulations were reviewed and comments were provided to the Safety Working Group for a response from NYSAMPO. The Director is part of the New York State Strategic Highway Safety Plan vulnerable users' group planning effort that has developed strategies to implement for bicycle, pedestrian, motorcycle, and highway work zone safety improvement.

The ECTC worked with local development agencies to identify transportation improvements that would facilitate improved freight movement. The Director participated in the outreach efforts of NYSDOT as part of its New York State Freight Master Plan development. Staff participated in the Freight Working Group teleconferences.

The Director met with the I-86Coalition Chair on numerous occasions.

The ECTC remains an active participant in the Chemung County Traffic Safety Board. Staff participated in incident management practice\planning exercises during the year (lead by the Chemung County Emergency Management Office).

In 2016-17, the ECTC Director assumed a lead role in the Steuben-Schuyler Transportation Committee. Bicycle\pedestrian activities, transit activities, mobility management, highway construction, and transportation improvements in all three counties are areas of on-going information sharing and cooperative efforts by this group of county and city planners, county DPW Commissioners, transit operators, non-profit transportation providers, and bicycle and pedestrian group advocates. This continues to be an example of the ECTC efforts in regional planning cooperation.

Transit Enhancement Activities

This task encompassed a variety of planning activities that served to monitor and improve transit service in the County and the region. These are continuing efforts. It took into account safety, livability issues such as economic development opportunities and environmental benefits. The 2017 transit operator contract was negotiated. In addition, the coordination and outreach efforts were continued by the Mobility Manager and the County Transit Specialist. The Mobility Manager is not funded with these planning funds.

CHEMUNG COUNTY TRANSIT BOARD AND COUNTY PLANNING OVERSIGHT OF PRIVATE OPERATOR– Staff served on the Transit Board that provided oversight for C TRAN and provides staffing for Board activities. The Transit Specialist led five Transit Board workshop meetings and three full Board meetings. The Board was advised of the CTRAN 5% negative ridership trend. The Transit Specialist worked with the operator and Mobility Manger to initiate an efficiency study, which included a community survey, to attempt to determine the causes of the ridership decline. The negative impacts of lost ridership and revenue because of the implementation of NYS Department of Health (DOH) Non-Emergency Medicaid Transportation (NEMT) regional “transportation management” continued to be monitored.

The Transit Specialist developed a Transit Passenger and Visitor Standard of Conduct Policy cooperatively with the private operator. The policy was presented to the Transit Board and the County Legislature and approved. The Specialist submitted Transit's 2017 Operating Budget and a Five Year

Capital Plan for 2017-2021 to Chemung County. Having written a grant to expand service to the Tioga County Health and Human Services Complex on the Elmira to Owego route, the Transit Specialist coordinated the planning to implement of the expanded transit service. The Transit Specialist continued to monitor the new Elmira-Owego pilot service which partnered with the adjacent Tioga County. Future changes to improve ridership and value to both Counties were explored. The service was initially developed to continue a level of transit service serving both counties' residents that was a target for elimination. This service is an example of regional planning cooperation.

Monthly on-site oversight reviews were conducted of asset condition, maintenance records, safety performance (based upon performance measures), customer complaint records, and compliance with Federal and State laws and regulations. Transit system ridership and other operational data were monitored to determine if the system was performing as appropriate. The Transit Specialist spent considerable effort in preparing for the FTA 2014-2016 Triennial Review. The Specialist documented the transit private operator and Federal laws and regulations oversight efforts and answered over 200 pages of questions in the third quarter of the year. The on-site portion of the FTA review is scheduled for May 2107.

Historically, Chemung County has provided the intercity bus operations serving Elmira\Chemung County with space in its downtown transportation center for ticketing, information, and administrative tasks. With FAST's noting of the requirement to consider intercity bus needs, the County will also continue planning with and accommodating intercity bus operators and operations. Preliminary project scope plans were discussed to rehabilitate the downtown Elmira Transportation Center for possible discretionary grant application in 2017 or 2018.

Future years' transit service levels planning was begun in late 2106 as part of the 2017 private operator contract negotiation effort. The need by 2018 for possible service changes\reductions and/or fare increases were studied.

TRANSIT OUTREACH & COMMUNICATION -- A wide range of community outreach and marketing activities were performed. The Transit Specialist met with the Mobility Manager at least once per month to discuss marketing and outreach tasks. The Mobility Manager conducted more than sixty outreach events. The Transit Specialist continued to be involved in the Transit Riders Advisory Council outreach efforts, the Chemung County Poverty Reduction Coalition, and regional collaboration. The Transit Specialist continued to serve on the Chemung County Human Relations Commission and on the Department of Aging and Long Term Care Board. In 2016, staff participated in public participation efforts regarding the development of the City of Elmira Comprehensive Plan as it related to transit service for the City.

The Transit Specialist participated in seven coordinated transit\transportation meetings in this period, including five in adjacent counties. Regional transit projects continue to be evaluated for development by these groups. The Transit Specialist participated in the hiring of a regional mobility manager to be housed in the Way2Go office in Tompkins County. Staff continue to work with the regional coordinators as they survey for unmet needs and gather data on regional connections for medical and employment needs. In June, the Transit Specialist and Director participated in a Mobility Solutions workshop and a Transportation Camp held at Cornell University. These are examples of the regional coordination that are continuing efforts of ECTC staff.

HUMAN SERVICE-PUBLIC TRANSIT COORDINATION AND FTA SECTION 5310 PROGRAM – The Mobility Manager chaired the Chemung County Coordinated Transportation Committee, with the supervision of the County Transit Specialist. Staff participated in the NYSAMPO Transit Working Group meetings. The continuing planning and development of services to meet the needs of seniors and persons with disabilities is part of a “Ladders of Opportunity” emphasis area effort. Staff continue to work with a Mobility Manager for a County’s non-profit agency, which provides services to the persons with disabilities as part of another “Ladders of Opportunity” effort.

PERFORMANCE MEASURES, SAFETY AND STATE OF GOOD REPAIR – Staff began the review and update of the Service Standards/Performance Measures that will be used to evaluate C TRAN operations and to comply with the safety and State of Good Repair requirement of the developed MAP-21 requirements. The performance measures are one of the Planning Emphasis Areas. Staff participated in the NYSAMPO Transit Working Group review of the Notice of Proposed Rulemaking – Public Transportation Agency Safety Plan and provided input to the NYSAMPO formal comments to the FTA Docket. The MPO also prepared its own comments on the Rule Making tailored to its specific circumstances as a Small Urbanized Area MPO. Calendar Year 2016 was the first year of formally collecting safety performance measure data and State of Good Repair status for buses, using the federal performance measures. Review of safety performance measures started with the private transit operator on a quarterly basis in 2017.

The Director and staff worked with the private operator to develop the transit system’s Transit Asset Management program using the TERM Lite for Small Systems program. A preliminary plan was developed. The need for replacement buses in 2017 (which was known before developing the plan) and the lack of available funding to purchase them and the need for rehabilitation of the system’s Transportation Center were the two highest priority projects documented by the preliminary plan.

Long Range Planning and Performance Data Collection Reporting and Target Setting

The ECTC’s LRP, “Elmira-Chemung Transportation Plan 2035: Challenges and Opportunities,” positioned the region to proceed with the best transportation investments to meet its stated goals and objectives (noted above). The ECTC fully supports the performance-based planning and programming paradigm that was established in MAP-21 and reinforced as part of FAST.

LONG RANGE PLAN IMPLEMENTATION AND CITY\COMMUNITY ECONOMIC DEVELOPMENT PLANS– One of the two major highway projects identified in the long-range plan needed to improve accessibility, a new highway project from State Route 13 to the Horseheads Sand and Transload (HOST) industrial park, was funded in State 2016-17 Budget and was incorporated in the 2016-17 – 2020-2021TIP. The County DPW and ECTC staff finalized the consultant engineering design contract for this complicated project.

The Director participated in a community wide committee, chaired by the Chemung County IDA that developed potential projects, including transportation projects for use in the City and County’s efforts to be granted funding under the Governor’s Upstate Revitalization Initiative (URI) and the Downtown Revitalization Initiative (DRI) programs. The Southern Tier was successful in being picked for a \$ 500 million URI program and a \$ 10 million DRI program was awarded to the City of Elmira. The plans for use of the DRI have focused on mixed-use retail/residential development in the Downtown, with quality of life projects part of the plan. The mixed-use development concept is a significant part of the City of

Elmira Comprehensive Plan discussed below. Partially because of these efforts the City, with County and ECTC involvement has submitted a quality of life project under the Transportation Alternatives Program (TAP). The project is to convert an unused Downtown bridge into a multiuse (bike\pedestrian and activities) facility with a short riverside trail, and an improve bike\pedestrian corridor from Downtown to the Lackawanna Rail Trail. The project would use the DRI funds as a match to leverage the Federal TAP funds. This project is the type envisioned in the ECTC long range plan. **Put DRI funding for Lake St. Bridge if awarded before March 2017.**

PERFORMANCE MEASURES – Staff worked with NYSAMPO, NYSDOT, FHWA and FTA to respond to draft Federal performance measure Notice of Proposed Rule Makings and develop appropriate Performance Measures that will guide efforts in implementing the Long Range Transportation Plan and to gauge the effectiveness of the local transportation planning process. The final regulations were not implemented soon enough to involve the major effort anticipated for this task this year, but will likely be in 2017-18. ECTC will likely be using\following the performance measure development and target setting done by NYSDOT during 2017.

CITY\COMMUNITY MASTER PLANS – The City of Elmira received a grant to develop a Comprehensive Master Plan under a State Cleaner Greener State funding opportunity. ECTC staff worked with the City of Elmira in developing and implementing their Comprehensive Master Plan, and specifically planning to improve the use of transit, bicycle and walking as modes of transportation. This subtask will likely be folded into the above City\County Economic Development Plans and their implementation.

STATEWIDE/MULTI-MPO SYSTEMS PLANNING – The Director as part of the MPO Directors' efforts to work with NYSDOT to develop and implement an Integrated Planning Process. This was a minor effort this year.

Transportation Alternatives

This task includes ongoing activities related to transportation planning and enhancement activities that focus on Transportation Demand Management (TDM) activities, bicycle and pedestrian needs and contribute to sustainability, livability and quality of life. Strategies that support Smart Growth Planning and Complete Streets, and that contribute to livability and economic competitiveness, will be identified and plans developed to implement them.

511NY RIDEMATCHING – ECTC staff has worked with its marketing consultant and NYSDOT to implement and market a ride-match system for the Chemung and Steuben Counties' region, which is integrated with the 511NY Rideshare's web branding and design structure. This is another example of the efforts to regionalized approaches where they make sense. While the marketing consultant contract and that contract's administration was funded using a Federal Transit Administration grant, the planning of the effort, to the extent appropriate as a Transportation Demand Management, was performed under this ECTC task. The 511NY Southern Tier Rideshare pilot was successful.

The 511NY Southern Tier Rideshare program reached milestones in 2016-17: the FTA grant funded project was successfully completed and a new one-year Statewide Planning and Research task funding was obtained and begun. Two planning meetings were held with the 511NY Southern Tier Ridesharing

consultant to plan for more public and employer interest in the two county local efforts. The Transit Specialist worked with the consultant to bring on board a local professional marketing consultant who was able to “sell” rideshare employer portals to nine area businesses in a variety of industries, a school district and two non-profit organizations. To sustain the project into 2017, ECTC staff outlined a proposal to expand the pilot project into 2-4 adjacent counties and worked with NYSDOT to use an existing broad the Statewide Planning and Research (SPR) task to fund 511NY Southern Tier Ridesharing for one year. The Rideshare project was again highlighted in the regional Car-Free Challenge held from September 22nd to October 5th in six counties.

PEDESTRIAN AND BICYCLE ACCESS— The staff publically supported the West Water Street projects’ pedestrian and bicycle access improvements at public meetings.

ECTC hosted a regional ADA-compliance training presented by FHWA experts. This training focused on complying with the ADA laws and regulations in highway intersection, sidewalk and access. There were 22 attendees from the municipalities within Chemung County, Tompkins County (and the Ithaca-Tompkins County Transportation Council Director), and several consultant firms. Attendees commented on the quality of the session and the appreciation they gained from role modeling as wheelchair users, vision-impaired, and blind persons traversing uneven sidewalks, intersections and ADA ramps at intersections. This is another example of regional coordinated planning efforts.

REGIONAL BICYCLE/PEDESTRIAN ADVISORY COMMITTEE – ECTC staff continued to coordinate BACPAC, the three County bicycle and pedestrian advisory committee, with four meetings this year. The group identified\reported on two trail projects: one potential trail project in the Town of Southport and one trail successfully implemented in Steuben County near Corning. The BACPAC members were sent Transportation Alternatives Program information and applications. This example of regional coordination began in 2006 and continued through its quarterly regional meetings as well as specific county meetings when needed.

SAFETY EDUCATION PROGRAM – ECTC staff continued to support safety education presentations to (and the safety information\materials provided at) various school-aged children’s groups\events and community events. Staff performed two bike\pedestrian safety presentations at the Pine City Elementary School.

AGE-FRIENDLY COMMUNITY PLANNING AND COALITION – ECTC continued to serve on the Chemung County Age-Friendly Community Advisory Council and Coalition Committee to provide assistance with implementing the Transportation Action Plans parts of the Chemung County Age-Friendly Community plans. Staff served as facilitator for performance indicator data collection under the transportation section of the Chemung County Age-Friendly Community Action plan.

CREATING HEALTHY SCHOOLS AND COMMUNITIES- ECTC staff was been involved in the State Department of Health program, Creating Healthy Schools and Communities’ (CHS & C) grant. ECTC staff is participating in the efforts to plan to make safe routes to schools and to implement Complete Streets policies in the two Chemung County school districts and their municipalities, which are part of the grant. The Director facilitated a Complete Streets presentation by CHS & C grant staff to the Schuyler-Steuben Transportation Committee. As part of the ongoing effort to partner with the health care

community as it relates to active transportation, staff has continued to be part of the County's Health Priorities Partnership.

LACKAWANNA RAIL TRAIL AND ITS RIVERVIEW SECTION--The ECTC worked with various municipalities, the City's Lackawanna Rail Trail Committee to identify and progress projects that will improve the current Lackawanna Rail Trail and its extension to the trail's Riverview Section. An example effort was the planning to create and install public directional signage to the trail. Staff also participated in the consultant design study for the Riverview section of the trail that is tentatively scheduled for construction early in the 2017 construction season.

CATHARINE VALLEY TRAIL (CVT) --The ECTC provided staff support to the Friends of Catharine Valley Trail and NYS Parks to both promote use of the trail and advocate for completion of the final trail elements in Chemung County. ECTC staff facilitated obtaining NYS Parks' commitment to complete the trail to its southern trailhead in 2017.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) -- A new round of TAP funding was solicited by NYSDOT in the fall of 2016. ECTC staff assisted NYSDOT and hosted NYSDOT informational workshops. Staff was included in the application review process. Staff worked with NYSDOT and Chemung County to assist the Town of Chemung to include design-build alternatives to rebid their TEP approved project. The project was rebid and awarded. Construction is scheduled for spring of 2017.

ECTC staff is an active member of the NYSAMPO Bike\Ped Working Group. ECTC staff participated in meetings, conferences and attended training sessions with other New York State MPOs staff with bike\pedestrian responsibilities. The Director provided input to setting the goals for the Working Group's 2017-18 Work Program.

Public Participation & Program Administration

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) -- Non-State Highway and bridge projects were selected to utilize the three ECTC funding blocks in the 2017-2021 TIP. Upon recommendation for approval by the Planning Committee, two proposed projects were released for public review and comment. At the end of the public review period, the Policy Committee approved adding those three projects to the TIP.

The new 2017-2021 TIP draft, which lists the programmed federally funded highway and transit projects, was prepared and reviewed by the Planning Committee. This new TIP was approved by the Planning and Policy Committees. As part of the federal STIP review process it was determined that the fiscal constraint table contained in the ECTC TIP needed to be improved. The ECTC Planning and Policy Committees took that action. As part of the greater review of the previous ECTC planning actions on projects since the previous TIP approval the staff reviewed how the staff actions, members, and ECTC policies and practices complied with the relevant Federal laws, rules and regulations and determined that it could certify that it complied. The Planning and Policy Committees approved the ECTC self-certification that it complied. In collaboration with NYSDOT Region 6 and MPO members, the 2013-2018 TIP continued to be implemented. Projects from the 20013-2018 and the new 2017-2021 were reviewed periodically by

the ECTC TIP Subcommittee for scheduling and funding issues, and fiscal constraint compliance. Amendments and administrative changes to the TIP were processed as needed.

STATUS REPORTING – Semi-annual ECTC progress reports were prepared and submitted to NYSDOT. DBE/WBE and Title VI reports were prepared. The ECTC Title VI Program, Environmental Justice Program, and Limited English Proficiency Analysis and actions are current.

Performed administrative tasks included billings, status\progress reports, planning and meeting preparation and attendance, and staff meetings. Audits were performed for two fiscal years (SFY 2013-14 and SFY 2014-15). The audits were reviewed and there were no findings to address. The SFY 2105-16 is in process. Staff participation on various NYSAMPO Working Groups is noted under the appropriate task above. Website maintenance continued to support ECTC activities.

UNIFIED PLANNING WORK PROGRAM -- The 2016-17 UPWP was implemented and administrative tasks completed.

PUBLIC PARTICIPATION ACTIVITIES – Some of the direct public participation efforts for 2016-17, are detailed in the Mobility Enhancement Activities, Transit Enhancement Activities, and Transportation Enhancement section above. The outreach and involvement of the general public and specific populations (low income, elderly, minorities and persons with disabilities) are a regular part of the staff's efforts. In addition to the many ways staff performs outreach in the preceding tasks, the ECTC will continue to pursue active public participation in the transportation planning process through partnerships with community groups in the area and good communication with the local media. The ECTC staff used modes of social media in a limited way to reach out to new partners and interested parties.

The ECTC amended its Operations Plan to add two non-voting members and the public transportation representative membership on the Policy Committee. The County Executive is expected to be both the representative of public transportation and the County government. This will address the direction given in FAST on public transportation MPO membership. The two new non-voting members are trucking association and intercity bus members. This meets the FAST requirements to consider their views as part of the MPO process. To date neither representative has accepted the offer of membership.

The ECTC web site, as part of the Chemung County website, is used to explain the purpose of the MPO, describe the organization and structure and solicit public input for the transportation planning process. The site provides links to other transportation related sites, provides access to major ECTC documents, and improves public participation. The MPO web site was maintained and updated.

The ECTC Transportation Guide is a significant general public transportation information tool. It has the transit routes, the state bike routes, trail information, and general transportation contact information. The ECTC 2016 updated Transportation Guide was completed in early 2016, but primarily distributed to agencies that interact with low income, minority, persons with disabilities, as well at the Transportation Center in this period

Staff worked with the Human Relations Commission (HRC) to insure that there is early and continuing minority input to transportation planning process. The County's Transit Specialist is a Commission board

member. Staff continually works to promote C TRAN services to individuals with disabilities, older adults, and low-income individuals, through involvement with the C TRAN Riders Advisory Council, the Chemung County Aging and Long Term Care Advisory Council, and the Chemung County Poverty Reduction Coalition. The Director and Transit Specialist frequently visited the Transportation Center (the hub for the fixed route transit services) and seek input on the transit services from the riders.

NEW YORK STATE ASSOCIATION OF NEW YORK STATE MPOS (NYSAMPO) - The ECTC is an active participant in the NYSAMPO Directors Association. Director participated in NYSAMPO Directors' meetings and participated in several Working Group teleconferences. As part of UPWP development each year, the 14 MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide-shared cost initiatives (SCIs) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, NYSDOT has made FHWA Statewide Planning and Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA and FTA urbanized area planning funds.

NYSAMPO Staff Support – Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$250,000 (\$ 150,000 FHWA PL and \$ 100,000 SPR))

Lead Agency: Capital District Transportation Committee

NYSAMPO Staff Training – Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$31,562 (FHWA PL)

Lead Agency: Genesee Transportation Council

AMPO DUES – Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$41,292 (FHWA PL)

Lead Agency: Binghamton Metropolitan Transportation Study

LIAISON-Input will be provided to the plans and proposals of agencies responsible for the preparation, approval and implementation of transportation related projects and studies.

CIRCULAR 128 AUDIT- OMB Circular A-128 audit of the ECTC Program will be conducted early in the next year. Staff answered questions from the County's auditor on transportation planning grant funding and program details this year. ECTC audits for FHWA and FTA grants for 2013-14 and 2014-15 were completed. There were no negative findings.

On-going administrative tasks include billings, progress reports and Policy and Planning meeting preparation and participation, staff meetings, and the development of the new UPWP. The current Staff Director trained the new Director on the purpose, goals, development, and implementation of the 2017-18 UPWP.

2017-18 SIMPLIFIED STATEMENT OF WORK AND BUDGETS

TASK 1.0 TRANSPORTATION ASSET MANAGEMENT

The ECTC will work with County and City staff, and local municipalities, to further develop the Asset Management System. The system will combine an inventory of the structural and operational characteristics of all County and City of Elmira non-State federal-aid roadways in Chemung County and identifies potential preferred treatments that maximize the safety and efficiency of the transportation system in the most cost-effective manner. In general, these are on-going efforts. Specific deliverable products will be noted, as will the date of completion\presentation, where appropriate. Work activities will include:

TRAFFIC COUNT PROGRAM – Traffic counts for 2017 will be conducted by NYSDOT staff and their contractors. The 2016 Traffic Count data will be compiled. The counts will then be added into the County’s Transportation Asset Management System and the GIS Enterprise Data Base.

TRANSPORTATION ASSET MANAGEMENT SYSTEM - The City of Elmira and Chemung County will continue to update their comprehensive databases that include information on road pavement scoring, traffic counts, signalization, functional classification, work history capacity and bridge information. The entire Non-State Federal Aid and Chemung County and City of Elmira road system pavement condition will be scored using ECTC staff and County DPW staff- Mapping and a report documenting results of the scoring will be compiled by March 2018. The 2017 pavement condition data will then be added into the County’s Transportation Asset Management System and the GIS Enterprise Data Base ECTC and County Department of Public Works’ staff will collect other assets’ information needed to complete the update. The information will be inputted into a Geographic Information System (GIS). Outputs will be generated as needed for both long and short range planning. An attempt will be made to perform a regression analysis from 2011 to 2016 (for the first time in the County). Methods for identifying preferred treatments will be examined. Work will continue to compile and maintain a photolog of County, City, and other Federal-aid eligible roads and streets. Chemung County will perform a Chemung County Traffic Signal System update. The goal of this project will be to update the information that was presented in the 2012 Traffic Signal Evaluation Study. The work, in general, will include an evaluation of what has been implemented since 2012 and an updated phased cost estimate to update the signals to current standards.

TECHNICAL SUPPORT SERVICES - A variety of Geographic Information System (GIS), Global Positioning System (GPS) and mapping related activities supportive of both short and long range planning will be progressed. Staff will provide technical assistance to member agencies and respond to requests for mapping information. Activities will include membership and support to the Chemung County GIS Consortium (CCGC) to maintain the new Enterprise GIS System for Chemung County and partner organizations that will help to progress the Transportation Asset Management System. ECTC staff will work with cooperating agencies to identify facilities and features for which accurate location information is needed and related field work will be conducted. Where appropriate, photographs will be taken and included in the data inventory. The ECTC will continue to utilize the digital orthoimagery of Chemung County and will explore opportunities where quality and technological advances are increased and relative costs decreased. This level of detailed mapping is useful for transportation planning, emergency response, code and zoning, and environmental assessments. If needed, staff will provide GIS

technical support to Emergency Management, Highway and Transit Departments to deal with local disasters and weather incidents.

CRASH REPORTING - Staff will work with the NYSAMPO Safety Working Group (SWG) to access crash data from the NYS Accident Location Information System (ALIS). Crash data will be reviewed and compilation reports will be developed as appropriate. If appropriate to comply with Federal safety regulations, ECTC may contract for (\$ 20,000), compilation and reporting safety and crash data.

ITS ARCHITECTURE—Staff will work with the various community, State and local government, and agency groups that should be involved in reviewing and inputting into an update of the Chemung County\City of Elmira Intelligent Transportation Architecture. This effort is consistent with the Planning Emphasis Area of Regional Planning Coordination. This ITS Architecture update is appropriate now and will involve a significant staff and other stakeholder effort. A consultant was engaged in 2016-17 to assist with the development of the Architecture.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	35,500	0	35,500
City	0	0	0
Contractual	50,000	0	50,000
NYS DOT	10,000	0	10,000
Total	95,500	0	95,500

TASK 2.0 MOBILITY ENHANCEMENT ACTIVITIES

This task encompasses a variety of ongoing activities to preserve, maintain, operate and enhance the safety and condition of the transportation system. Activities are intended to improve the mobility of area residents, and make travelers safer and more secure. Efforts to improve knowledge of the local and regional freight movements and issues will continue. Staff will continue to follow the NYSDOT Statewide Freight Plan development.

SAFETY MONITORING AND PLANNING PROCESS – Staff will continue to work with the NYSAMPO Safety Working Group (SWG) and state, federal and local safety partners to develop a Statewide Comprehensive Safety Monitoring and Planning Process. The process will be flexible and will consider the goals of the NYS Safety Plans. Safety issues on the non-state owned federal aid and non-federal aid systems will be the primary emphasis for ECTC staff. The efforts will be adjusted to the Safety Performance Management and Highway Safety Improvement Program requirements/regulations as they are implemented and statewide targets set by NYSDOT.

FREIGHT MOVEMENT - The ECTC will work with local development agencies and the NYSAMPO Freight Working Group to potentially identify transportation improvements. Improvements that will facilitate improved freight movement. ECTC staff will participate in the design and contracting development for the new freight highway project constructing a new highway segment from State Route 13 to the Horseheads Sand and Transload (HOST) industrial park.

INTERSTATE 86 DESIGNATION - Staff will participate in the I-86 Coalition efforts to support projects needed for the I-86 designations beyond Chemung County to encourage their completion as soon as possible. This is anticipated to be a minor effort in the coming year.

STEUBEN-SCHUYLER TRANSPORTATION COMMITTEE –This committee’s members include Planning Departments, Departments of Public Works, and Mobility Managers from Schuyler, Steuben and Chemung Counties, and the City of Corning, as well as ECTC and NYSDOT Region 6. This group normally meets semiannually with a focus of regional coordination of plans and projects. This is a continuing and expanded Regional Planning Cooperation (Planning Emphasis Area) effort.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	41,000	0	41,000
City	0	0	0
Contractual	2,000	0	2,000
NYSDOT	5,000	0	5,000
Total	48,000	0	48,000

TASK 3.0 TRANSIT ENHANCEMENT ACTIVITIES

This task will encompass a variety of planning activities that will serve to oversee the operation of the system by the private operator, to the extent funding is available maintain transit service in the region, and provide transit outreach and communication to the public and public officials. The efforts will involve account safety, livability issues such as economic development opportunities and environmental benefits. The coordination and outreach efforts will continue with the Mobility Manager and the County Transit Specialist. The Mobility Manager is not funded with these planning funds.

Work on the following are primarily continuing efforts:

CHEMUNG COUNTY TRANSIT BOARD AND COUNTY PLANNING OVERSIGHT OF PRIVATE OPERATOR– Staff will serve on the Transit Board that provides oversight for C TRAN and provide staffing for Board activities. Monthly on-site oversight reviews will be conducted of asset condition, maintenance records, safety performance (based upon performance measures) and safety plan implementation, customer complaint records, and compliance with Federal and State laws and regulations. The Transit Specialist will coordinate preparation for and response to the FTA Triennial Review scheduled for May 2017. Transit system ridership and other operational data will be monitored to determine how the system is performing on this second most important performance measure (with safety being first). There is a continuing effort that this year may have to focus on the transit service reductions needed in 2017 because of insufficient government funding.

PERFORMANCE MEASURES: SAFETY AND STATE OF GOOD REPAIR --Staff will review and update Service Standards/Performance Measures that will be used to evaluate C TRAN operations and to comply with the safety and State of Good Repair requirement of the developed MAP-21 and FAST requirements and 2017 Planning Emphasis Area Transition to Performance Based Planning. Chemung County will use the NYSDOT developed safety plan and the performance measure targets that will be developed in 2017 or early 2018 and which will meet the Federal requirements. Calendar Year 2017 will be the first year of formally collecting and reporting the safety performance measure data using the final federal draft performance measures, and the performance measures finalized in the ECTC Long Range Plan. Review of safety performance will be performed with the private transit operator on a monthly basis.

Staff will participate in an FTA-grant-funded Transit Asset Management (TAM) System fine-tuning and implementation using TERM Lite for Small Systems. The results of the TAM will be reviewed with the County Transit Board and private bus operator. A multi-year capital plan will be developed with the State of Good Repair status and targets set (either using the statewide NYSDOT target or one determined locally). Using the Asset Management System to identify transit needs that cannot be funded with existing Federal and State funding levels, staff may identify potential projects for discretionary funding.

TRANSIT OUTREACH & COMMUNICATION -- A wide range of community outreach and marketing activities will be performed. While, most of the outreach will be performed by the Mobility Manager, the Transit Specialist will continue to be involved in the Transit Riders Advisory Council outreach efforts in order to hear riders' concerns with the service. The Transit Specialist will participate in some of the regional Mobility Manager meetings in order to gain insight into regional best practices and regional coordination planning efforts. The Transit Specialist will participate with the Economic Opportunity Program, and Chemung County ARC on the Chemung County Poverty Reduction Coalition,

and serve on the Department of Aging and Long Term Care Board. ECTC will communicate with the intercity operators that serve the County to continue to make them aware of the ECTC process for considering their needs that can be funded with available Federal and State funds. The County will also continue planning with and accommodating intercity bus operators and operations at the downtown transportation center (a county facility with leased space and available parking for intercity buses).

HUMAN SERVICE-PUBLIC TRANSIT COORDINATION AND FTA SECTION 5310 PROGRAM – The County Mobility Manager will chair the Chemung County Coordinated Transportation Committee, with the supervision of the County Transit Specialist. The Coordination plan will be updated this year, if needed. As previously noted, a new transit service which is tailored to meet the essential health care and employment needs of seniors and persons with disabilities has been implemented. This is a continuing “Ladders of Opportunity” emphasis area effort. The MPO will potentially be involved in the project solicitation and evaluation of FTA Section 5310 program if there is a 2017 or 2018 NYSDOT program.

TASK BUDGET			
AGENCY	PL	FTA	TOTAL
County	0	48,916	48,916
City	0	0	0
Contractual	0	0	0
NYSDOT	0	8,632	8,632
Total	0	57,548	57,548

TASK 4.0 LONG RANGE PLANNING AND PERFORMANCE DATA AND TARGET SETTING

The year's major efforts under this task will be implementing parts of the ECTC Long Range Transportation Plan (LRP) and the Federal performance measures and NYSDOT performance targets.

LONG RANGE ECONOMIC DEVELOPMENT PLANNING AND IMPLEMENTATION ACCESS STUDY – There are significant economic development efforts in Chemung County and the City of Elmira that will have transportation components. ECTC staff will likely provide input into how the several major transportation projects scheduled for design or construction in 2017 and 2018 relate to the economic development plans.

With the update to the previously completed Elmira Arterial Northern Section study completed, the results will be analyzed for use to apply for discretionary Federal or State funding that becomes available in 2017-18. The Elmira Arterial study focused on updating the previous studies of the “Northern Arterial”, specifically the cost estimates and preferred option. The development of a bicycle friendly corridor from the north and west of Elmira into the City Downtown will be designed and implemented to the extent that discretionary or local funds are available. Both these efforts are part of implementing the recommendations of the ECTC Long Range Plan.

PERFORMANCE MEASURES – Staff will work with NYSAMPO, NYSDOT, FHWA and FTA to implement the Federally-mandated Performance Measures and begin to collect the data that will guide the planning process and to gauge the effectiveness of the local transportation planning process. Such efforts are part of the Planning Emphasis Area MAP-21 Implementation: Transition to Performance Based Planning and Programming. This effort was delayed from 2016-17 because the federal performance measures and their regulations were not completed as early as originally projected. It does appear at this time that major NYSDOT Performance Targets will be approved in 2017-18, and as part of that effort the baseline data\measurements taken. The Safety Performance Management and Highway Safety Improvement Program are currently scheduled for March 2017. However, should the targets be completed ahead of schedule, the ECTC staff will commence work on the associated tasks.

COMMUNITY MASTER PLAN DEVELOPMENT – Staff will work as appropriate and time allows with local municipalities and NYSDOT to develop compatible land use plans that will complement regional access, economic development and the use of transit, bicycle and walking as modes of transportation. Staff will continue to work with NYSDOT, local government and development agencies and transportation providers to improve land use and transportation planning balance and coordination.

PROJECT EVALUATION AND PROJECT DESIGN ASSISTANCE– ECTC may solicit for non-State transportation projects for the outer years of the 2016-17 – 2020-2021 TIP. If ECTC proceeds with the project selection process, ECTC will review the draft local projects to evaluate how they each relate to reaching any performance targets that are set or are likely to be set using the new performance measures. This is different from the more administrative effort to assemble the TIP in Task 6. Staff will assist in continuing initial project planning, subsequent consultant selection, and design review.

STATEWIDE/MULTI-MPO SYSTEMS PLANNING – Staff will work with NYSAMPO and NYSDOT to develop and implement an Integrated Planning Process. As the performance measures are

finalized and data collection begins the centrally-purchased databases and their use at ECTC become clearer this subtask may involve more than minimal effort.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	48,000	0	48,000
City	0	0	0
Contractual	2,000	0	2,000
NYSDOT	5,000	0	5,000
Total	55,000	0	55,000

TASK 5.0 TRANSPORTATION ALTERNATIVES

This task includes ongoing activities related to our regional ridesharing program, transportation planning and enhancement activities that focus on bicycle and pedestrian needs and contribute to sustainability, livability and quality of life. Strategies that support Smart Growth Planning and Complete Streets and that contribute to livability and economic competitiveness will be identified.

511NY RIDEMATCHING – The ECTC will continue to work with NYSDOT and its consultants to expand the ride-match system from Chemung and Steuben Counties to two to four additional surrounding counties. This effort will continue in 2017-18 using Statewide Planning and Research (SPR) funding. The ECTC staff role funded in this task, while not large, is critical to the expanded project's success. The staffs' role is the planning for implementation and working with NYSDOT, its consultants, and regional partners to implement the SPR task to expand these efforts to contiguous counties to make the effort more regional. While the SPR funding is for 15 months from the end of December 2016, the final SPR project report will not be completed until the 2018-19 UPWP period.

PEDESTRIAN AND BICYCLE ACCESS— ECTC will assist the City in potentially progressing any sidewalk location and condition inventory.

REGIONAL BICYCLE/PEDESTRIAN ADVISORY COMMITTEE – ECTC staff will continue to help to coordinate BACPAC, the three County bicycle and pedestrian advisory committee. The group will identify, prioritize, and progress projects that will facilitate more and safer bicycling and walking in Chemung, Schuyler and Steuben Counties. This example of regional coordination was begun in 2006 and continues its quarterly regional meetings as well as specific county meetings when needed. BACPAC is likely to be a place where potential 2018 TAP and Recreational Trails projects are discussed and refined.

SAFETY EDUCATION PROGRAM – Safety Education materials and technical assistance will be provided to police agencies and others who want to spread the bicycle and pedestrian safety messages. This is a continuing effort to implement the Long Range Plan goals and objectives.

AGE-FRIENDLY COMMUNITY PLANNING AND COALITION – ECTC staff will continue to serve on the Chemung County Age-Friendly Community Advisory Council and Coalition Committee to provide assistance with implementing the Transportation Action Plans parts of the Chemung County Age-Friendly Community plans.

COMPLETE STREETS --The regional Creating Healthy Schools and Communities grant program (from the State Department of Health), which began in October 2015, was in its early implementation in 2016-17. Part of the grant effort is to improve the walking and biking routes to schools. ECTC will participate in the efforts/activities to implement Complete Streets policies in the grant's Chemung County school districts (City of Elmira and Waverly districts) and related municipalities.

CLEANER GREENER COMMUNITIES – Staff will participate in this prior planning effort to the extent that it is re-formed and has elements that are appropriate for transportation planning. The City of Elmira Comprehensive Master Plan study (2016-17) was funded with a grant under this program.

LACKAWANNA RAIL TRAIL AND ITS RIVERVIEW SECTION--The ECTC will work with various municipalities, the City's Lackawanna Rail Trail Committee to identify and progress projects that

will improve the current Lackawanna Rail Trail and its extension to the trail’s Riverview Section. It is anticipated that the Riverview section will open in the summer of 2017.

CATHARINE VALLEY TRAIL (CVT) –The ECTC will provide staff support to the Friends of Catharine Valley Trail and NYS Parks to both promote use of the trail and advocate for the final elements to be completed by NYS Parks by the end of 2017.

NEW YORK STATE CLIMATE ACTION AND ENERGY PLANS – To the extent time is available, staff will work with the NYSMPO Climate Change Working Group and NYSDOT on the State initiatives to develop and implement plans that will reduce greenhouse gas pollution, build New York's clean energy economy and reduce energy consumption.

SOUTHERN TIER BICYCLE LEAGUE (STBL) - The ECTC will participate to the extent time is available in the Southern Tier Bicycle League (STBL) efforts to address access and safety issues faced by area bicyclists. The STBL promotes year-round bicycling in the Southern Tier of New York through educational and recreational cycling activities for people of all ages and abilities.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – If a new round of TAP funding is solicited by NYSDOT in 2018, ECTC staff will assist, to the extent requested by NYSDOT, with informational workshops, and application review processes, and any awarded-projects’ implementation. Staff will continue as needed to assist Chemung County and the Town of Chemung in design and implementation of their TEP and TAP approved projects.

CHEMUNG COUNTY TRAFFIC SAFETY BOARD - Staff works with the Chemung County Traffic Safety Board (CCTSB) to raise public awareness about traffic safety issues.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	115,000	0	115,000
City	0	0	0
Contractual	15,000	0	15,000
NYSDOT	5,000	0	5,000
Total	135,000	0	135,000

TASK 6.0 PUBLIC PARTICIPATION & PROGRAM ADMINISTRATION

This task involves general administration of the MPO including staff management, agency coordination, annual certification, preparation of agendas and minutes for committee meetings, miscellaneous technical assistance, and compliance with various Federal and State mandates. The transit agency be phased out of administering purchases and Chemung County will to on the role of administering purchases of goods and services for ECTC. In 2017-18, State Planning and Research funds (SPR) are being provided statewide to support the NYSAMPO working group purposes. Ongoing efforts will continue to incorporate greater public participation into all aspects of transportation planning.

UNIFIED PLANNING WORK PROGRAM-The 2018-19 UPWP will be prepared and will incorporate all of the changes to the Federal transportation regulations completed at the end of 2016-17 and early in 2017-18.

STATUS REPORTING- Semi-annual ECTC progress reports, DBE/WBE and Title VI reports and quarterly applications for reimbursement will be prepared. The MPO self-certification may be a significant effort early in 2018 if a new TIP is prepared in 2018-19.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - The 2017-2021 TIP draft, which lists the programmed federally funded highway and transit projects, will be reviewed periodically by the ECTC TIP Subcommittee and revisions will be made as needed by the Planning and Policy Committees.

PUBLIC PARTICIPATION ACTIVITIES – In addition to the many ways staff performs outreach in the preceding tasks, the ECTC will continue to pursue active public participation in the transportation planning process through partnerships with community groups in the area and good communication with the local media. The MPO web site will be maintained and updated. Staff is also active on the Chemung County Aging and Long Term Care Advisory Council. Under the supervision of the Transit Specialist, the Mobility Manager is participating in the Economic Opportunity Program efforts and programs and the Poverty Reduction Coalition.

NEW YORK STATE ASSOCIATION OF NEW YORK STATE MPOS (NYSAMPO) - The ECTC is an active participant in the NYSAMPO Directors Association. The Directors Association involves the types of regional and statewide coordination among the 14 MPOs as their interests and efforts overlap and should be, and are, coordinated. The three 2017-18 Planning Emphasis Areas are routinely addressed as part of the Directors' collaborative efforts. As part of UPWP development each year, the 14 MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives (SCIs) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, NYSDOT has made FHWA Statewide Planning and Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds.

NYSAMPO Staff Support – Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$150,000 (FHWA PL), ECTC matching share \$ 2,092

Lead Agency: Capital District Transportation Committee

AMPO DUES – Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$41,292 (FHWA PL), ECTC matching share of \$ 576 taken before allocation by NYSDOT

Lead Agency: Binghamton Metropolitan Transportation Study
NYSAMPO Staff Training

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$118,387 FHWA PL, \$29,597 NYSDOT Match (toll credits), ECTC matching share is \$ 1,395

Lead Agency: Genesee Transportation Council

CIRCULAR 128 AUDIT- OMB Circular A-128 audits of the ECTC Program will be conducted.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	106,500	0	106,500
Contractual	6,000	0	6,000
NYSDOT	49,294	0	49,294
Total	161,794	0	161,794

NEW YORK STATE ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS

2017-2018 WORKING GROUP WORK PROGRAM

The New York State Association of Metropolitan Planning Organizations (NYSAMPO) established Working Groups a number of years ago as a mechanism that would accomplish a number of outcomes:

- Provide topical forums for key planning functions
- Create the opportunity for MPO and NYSDOT staff working in each of those areas to develop professional networks through a community of practice concept
- Establish an opportunity to share practices, identify training needs, and to collaborate on the development of best practices

As the Working Groups have become well established, some additional benefits have emerged:

- Supporting the NYSAMPO Integrated Planning initiative, often by collaborating among Working Groups on topics of mutual interest
- Formalize the involvement of additional partner agencies
- Developing Fact Sheets and white papers, with MPO member agencies as the primary audience
- Reviewing federal rulemaking related to MAP-21, FAST, and preparing responses to the docket on behalf of the MPO Directors
- Addressing the USDOT Planning Emphasis Areas
- Using the staff services consultant to arrange for web-based presentations by national experts.

The current Working Groups are:

- Bicycle and Pedestrian
- Climate Change
- Freight
- Geographic Information Systems
- Modeling
- Safety
- Transit
- Transportation Systems Management & Operations

Each Working Group has developed goals and a work plan. This overall effort has provided more structure to what had begun as a somewhat ad hoc approach. The Groups now have more focus on structure and products. They are also beginning to identify opportunities where they may collaborate on specific projects. The Working Groups are supported by the NYSAMPO staff services contractor.

What follows are proposed goals and work plans for each of the Working Groups and a matrix that shows potential collaborative activities.

BICYCLE and PEDESTRIAN WORKING GROUP

Goals of Working Group

- Improve bicycle and pedestrian safety through sharing safety education ideas and projects, helping members plan safety projects, and sharing best practices.

- Provide a forum for sharing bicycle and pedestrian best practices among NYSDOT Regions and MPOs through Working Group meetings and shared emails in order to increase walking and bicycling for transportation.
- Support the implementation of Complete Streets by NYSDOT and local jurisdictions.
- Work with NYSDOT to review, develop and implement plans, policies, or Engineering Instructions that will improve walking and bicycling as a mode option and improve safety.
- Collaborate with State agencies including the Departments of Health, Education, and Motor Vehicles; and the Governor’s Traffic Safety Committee; other NYSAMPO Working Groups; as well as with advocacy groups including the New York Bicycling Coalition (NYBC) to involve them in discussions and achieving mutual goals.
- Track State and Federal legislative and regulatory initiatives related to biking and walking.

2016 – 2017 Tasks: [* Priorities]

Improve Bicycle and Pedestrian Safety

(This goal is also addressed through the projects listed under the other goals below)
Encourage more MPO involvement in bicycle/pedestrian conferences and symposiums, in particular the Walk-Bike NY Symposium.

Provide Forum for Sharing Bicycle and Pedestrian Best Practices

- Meet four times per year whether in person or by conference call.

NYSDOT and MPO Coordination

- Work with NYSDOT to review, develop and implement plans, policies, or Engineering Instructions that affect walking and bicycling.
 - Assist NYSDOT with the implementation of its Pedestrian Safety Action Plan (PSAP) *
- Seek early information from NYSDOT on the execution of the 2018 FHWA Transportation Alternatives Program (TAP) so to be better informed and to be better able to assist potential local projects.
- Support the implementation of Complete Streets by NYSDOT and local jurisdictions.
 - Develop a Complete Streets Implementation Guide and Training program for local agencies. *
 - Work closely with public health community, particularly those locations with Creating Healthy Places, as well as Creating Healthy Schools and Communities grants from NYS Department of Health.
 - Share information about projects that have incorporated pedestrian-bicycle elements as models for Complete Streets implementation. Include projects across a number of

dimensions, including project size, location (urban, suburban, and rural), and geography across all regions of New York.

- Create a compilation on how Complete Streets is included in MPO Long Range Plans.
- Work with NYSDOT to prepare a methodology to apply Complete Streets applications to preservation and simple pavement maintenance roadway projects.
- Continue to identify options that MPOs can consider to conduct regular (annual or more frequent) pedestrian & bicycle counts. These may include add-ons to NYSDOT Region traffic count programs, and use of the National Bicycle and Pedestrian Documentation Project guidelines (<http://bikepeddocumentation.org/>) or the FHWA Traffic Monitoring Guidelines – Chapter 4.
- Work with NYSDOT Main Office Bicycle/Pedestrian Unit to print State Bike Route maps/brochures using available SPR funds and have them distributed to MPOs. Collaborate with NYSDOT on development of a mobile app for navigating bike routes.

Collaboration with State Agencies and other Working Groups

- Work with the SWG and NYS DMV to encourage updates to the driver’s manual and website, adding state of the practice pavement markings and signs, recent legislation such as the safe passing law, and other pertinent bicycle and pedestrian information.
- Work with the SWG on MPO Safety Education Peer Exchange and Toolkit. *Most if not all of the MPOs have or are developing their own safety education materials. CDTC has Capital Coexist, PDCTC is working on a ‘Be Street Smart’ marketing/education campaign targeting safe driving, walking & bicycling behaviors (roll out planned in 2016). The SWG and BPWG project would catalog all of the MPO campaigns (as well as those of our partner agencies), review them for what was effective and not effective and possibly lead to the development of a toolkit of images/slogans/materials that all the MPOs could use or adapt for their use. ** Coordinate and be consistent with NYSDOT’s upcoming Public Education and Pedestrian Safety campaign.
- Work with NYBC, NYSDOT, and other agencies to pursue a statewide economic benefit report of bicycling and walking. A list of reports about the economic impacts of walking and biking are available on the NYSAMPO website.

Track Federal and State Legislation

- Track State legislative and regulatory initiatives related to biking and walking.
 - Legalize e-bike use in public roadways - <http://nybc.net/what-we-do/e-bikes/> through Senate Bill 1357 (<https://www.nysenate.gov/legislation/bills/2011/s1357>) that defines the term electric assisted bicycle.
 - 3-foot amendment to the Safe Passing Law.

- Track federal transportation legislation rulemaking and performance measures related to walking and bicycling. Provide input to the NYSAMPO Directors as appropriate. (Collaborate with NYBC as a resource for the two items above.)
- Discuss the bicycle and pedestrian elements of the Fixing America's Surface Transportation (FAST) Act, and approaches being used toward execution of the legislation.

CLIMATE CHANGE WORKING GROUP

Goals of Working Group

- Provide a forum for sharing best practices among the MPOs and with state, federal, and other planning partners regarding climate change mitigation, adaptation, and sustainability.
- Identify and showcase potential transportation initiatives, programs, and strategies that MPOs can use to address climate change or sustainability. Give special attention to items with statewide applicability, and/or concepts in which the scope and scale can be adapted to apply to various MPOs. Further identify which of these measures provide co- benefits such as reducing criteria pollutants or congestion or improving livability.
- Provide NYSAMPO input to potential regional, state, or federal planning processes or legislation that addresses climate change and sustainability in New York State.
- Collaborate with NYSDOT, the Transportation Systems Management and Operations Working Group, and the Modeling Working Group in reviewing methods for estimating and forecasting transportation GHG emissions for TIP and LRTP performance measures.
- Engage with partners and stakeholders, including NYSDOT, New York State Department of Environmental Conservation (NYSDEC), and the New York State Energy Research and Development Authority (NYSERDA) to stay informed about ongoing statewide climate change and sustainability efforts.
 - Explore ways to strengthen ties with NYSDEC to further communication and cooperation regarding implementation of the Community Risk and Resiliency Act (CRRA) and other efforts.
 - Hold an in-person meeting at the NYS AMPO Conference in June to foster discussion of sustainability among state partners.
 - Provide feedback and insight on developing policies and programs related to climate change, at the state level (e.g. developing policies that model market-based strategies for reducing emissions from the transportation sector). Georgetown Climate Center Transportation and Climate Initiative (TCI) webpage (<http://www.georgetownclimate.org/transportation/transportation-and-climate-initiative.html>) has description of work; market-based strategies for reducing emissions from transportation sector- what might some of these approaches be? (e.g. potential development of policies through the Georgetown TCI)

2017-2018 Emerging Issues/Discussion Topics

- Best practices for resiliency planning, noting that the FAST Act created a new planning factor that requires MPOs in their long-range plan to address “improving transportation system resiliency and reliability; and reducing (or mitigating) the stormwater impacts of surface transportation”
- Connected and autonomous vehicle technology and the potential impact on urban travel (in collaboration with the Modeling and TSMO Working Groups)
- Shifting trends in VMT and what impacts it has on greenhouse gas emissions
- Operations and management strategies, such as signal timing, that improve travel efficiency and have the potential to reduce GHG emissions and energy consumptions
- The potential use of ridesharing and other Active Travel Demand techniques to reduce GHG emissions
- Sustainable land use strategies, such as Transit-Oriented Development, which have a positive impact on GHG emissions
- Track Smart Cities projects, such as the **SMARTCOLUMBUS** project which won \$40 million from the U.S. Department of Transportation Smart City Challenge, to understand how the broad application of technology can reduce the environmental footprint of transportation
- FHWA Designated Clean Corridors
- Innovative CMAQ projects

2017-2018 Tasks

- Schedule quarterly phone or web conferences in May, August, November, and February.
- Provide 2 to 3 web/phone presentations per year during Working Group meetings, depending on availability and meet in-person at NYSAMPO Conference in June 2017.
- Post relevant resources to Working Group website on an ongoing basis
- Target the development of 1 to 2 White Papers or Fact Sheets, including one on CV/AV technology and potentially one on resiliency planning best practices.
- Conference presentations
- Provide comment letters on behalf of the Working Group/NYSAMPO as needed.

2016-2017 Accomplishments

- Met quarterly
- Provided presentations of emerging topics and projects of note:
 - Web presentation on the NYSDOT-NYSERDA Transportation Criticality Tool
 - Reviewed the Notice of Proposed Rulemaking on System Performance Management, including the proposed CMAQ related performance measures
 - Learned from NYSDOT about their State Vulnerability Assessment on Flooding;

- shared the methodology
- GTC's Vulnerability Assessment project
- FHWA Alternate Fuel Corridors Program submission
- Maintained collaborative relationship with NYSERDA and NYSDEC

FREIGHT WORKING GROUP

Goals of Working Group

- New York State Freight Transportation Plan: Provide input on behalf of the state's MPOs
- Knowledge Transfer: Provide a forum for improving freight planning by MPOs through training and capacity building
- Integration: Assist in integrating freight into MPO planning practice
- Coordination: Support communication among the MPOs, NYSDOT, and other partners to share practice
- Public Outreach: Assist in communicating freight policy and practice to the public audience
- MPO Initiatives: Maintain an open dialog about ongoing MPO freight-related planning activities

2017-2018 Tasks

- NYS Freight Transportation Plan
 - Act as a key stakeholder group to share the MPO perspective with NYSDOT and the plan developers (RSG)
 - Receive briefings on plan activities and status via NYSDOT participation in calls
 - Providing contacts for regional freight stakeholders (potentially develop a shapefile of major freight generators/stakeholders statewide based on local knowledge)
 - Provide input on designation of Critical Urban Freight Network segments
- Knowledge Transfer
 - Distribute annual Freight Working Group E-Newsletter (News on logistics industry, legislation, FAST Act, etc. for months between FWG meetings)
 - Quarterly Freight WG conference call/web meetings
 - Participate at the FHWA Peer to Peer Program (if offered)
 - Attending advanced training if/when offered regarding freight-related datasets (e.g., IHS TRANSEARCH, Freight Analysis Framework (FAF), National Performance Management Research Data Set (NPMRDS), etc.)
 - Include at least one in-person meeting and/or freight facility site visit as part of the quarterly meeting schedule; in the spring (possibly Port of Oswego or another Central NY freight facility)

- Integration
 - Continue to attend FHWA presentations on freight datasets (e.g., TRANSEARCH, FAF, NPMRDS, etc.) and the development of the National Freight Model
 - Participate in the FHWA Talking Freight monthly webinar series (To subscribe to the FHWA Freight Planning mailing list that sends invitations to these webinars, please visit: <http://listserv.utk.edu/archives/fhwafp.html>)
 - Monitoring/implementing Federal Freight Performance Measures rulemaking
 - Discuss FAST Act Freight provisions and guidance

- Coordination
 - Update as needed in-person meeting schedule
 - Improve NYSAMPO Freight WG webpage
 - Review and provide comments on the draft documents and final report from the NY State Freight Transportation Plan

- Public Outreach
 - Improving information on NYSAMPO Freight WG webpage including information on freight and logistics, urban goods movement, and emerging trends
 - Review website statistics if/where possible
 - Develop a Freight 101 document intended for MPO member governments
 - Provide a link to NYSDOT freight network web atlas

- MPO Initiatives
 - Continue hosting MPO roundtable conversations at each quarterly meeting to understand how ongoing MPO freight-related planning activities
 - Participate in call for content for quarterly newsletter to share information with both the group and the Executive Directors on ongoing MPO freight-related planning activities

2016-2017 Accomplishments

- Held meetings via conference call in January, May, and December 2016.
- Published and distributed the March 2016 Newsletter.
- Participated in on-site visits to the Erie Canal and the Port of Albany and an in-person meeting in August of 2016.
- Allowed for information sharing across the development and implementation of regional freight plans for MPOs throughout New York State.
- Facilitated discussion and feedback between the MPOs and NYSDOT in the development of the New York State Freight Transportation Plan.

- Hosted members of the Office of Marine Highways and Passenger Services for a presentation on the Marine Highway Program, StrongPorts Program, Build America Bureau, and the Panama Canal Study.
- Hosted members of the University of Albany AVAIL group so they could present on a new, automated tool designed to calculate freight performance metrics.
- Allowed for ongoing collaboration, discussion, and information sharing on freight-related transportation issues at federal, state, and regional levels.

GIS WORKING GROUP

Goals of Working Group

- Knowledge Transfer: Utilize in-person meetings as the primary means.
- Data Collection and Analysis: Share techniques for successful data collection and analytics.
- Coordination: Utilize the group as a forum for coordination with partners.
- Software: Ensure software consistency in GIS applications.
- Training: Identify training opportunities.

2017-2018 Tasks

- Knowledge Transfer: Meet in person twice a year (historically this has been in late spring and the fall)
 - Incorporate discussions about best practices for using GIS software packages and algorithms
 - Consider additional conference calls and other communications as appropriate
- Data Collection and Analysis: Share techniques for successful data collection and analytics.
 - Data sources may include traffic counts, pavement condition reporting, crash records, and travel demand surveys.
 - As performance based planning is being rolled out by FHWA as a result of MAP-21 requirements, GIS technology is poised to actively assist in the data analysis effort. Sharing methods and ideas on how to spatially manage and measure various elements of system performance over time will be an ongoing effort of this group.
- Coordination: Utilize the group as a forum for coordination with partners.
 - Other NYSAMPO Working Groups including Safety, Bicycle/Pedestrian, and others on GIS-related efforts, as needed.
 - Ensure data flow from NYSDOT is as efficient and complete as possible by monitoring changes to NYSDOT's data procedures and working with NYSDOT staff to understand data availability and archiving
- Software: Ensure software consistency that results from NYSDOT continuing to provide all MPOs with ArcInfo and ArcView licenses and extensions. These add functionality to our GIS software. Consider ArcGIS Online licensing.

- Training: Regularly poll members and identify training needs. If a need is identified, send a proposal to the Directors for a potential shared cost initiative. This may include vendor-based training on significant changes to ESRI Arc software.

MODELING WORKING GROUP (MWG)

Goals of Working Group

- Facilitate a network of colleagues to encourage sharing of ideas and questions about modeling on an informal basis throughout the year.
- Hold at least four meetings per year. At least one meeting will be an in-person meeting, other meetings will be teleconference meetings. Substitute teleconference meetings with an in person meeting when agendas warrant. Invite partners from NYSDOT and other agencies to meetings to present and discuss data and modeling applications.
- Evaluate data needs for the Integrated Planning effort for the MPO staff directors. Facilitate data coordination among the MPOs and with NYSDOT.
- Share several interesting modeling application presentations at each in person meeting to spur creative thinking throughout the modeling community towards the broader use of our modeling tools. MPO models are being used in a variety of ways beyond basic conformity/RTP modeling.
- Share best practices related to air quality and greenhouse gas emission modeling/estimation.

2017-2018 Tasks

- Integrated Planning - Facilitate data coordination among MPOs and with NYSDOT and other data partners (e.g. TMC's) to improve modeling, planning, and the development and tracking of performance measures.
 - Travel Data- NYSDOT's NPMRDS Web-Tool initiative - This initiative has provided an archive and web based tool to access the National Performance Management Research Data Set (NPMRDS). The University at Albany AVAIL Team has been under contract with NYSDOT for this Task. The Modeling Working Group (MWG) is serving as an advisory committee to NYSDOT as this task progresses. The MWG will work with NYSDOT to develop integrated planning applications based on speed and performance data for MPO planning.
 - National Performance Management Measures Based on NPMRDS Data- The MWG will provide support for NYS MPOs implementing performance based planning using the NPMRDS Web-Tool. The AVAIL Team has added functionality to the Web-Tool to calculate the measures identified in the Notice of Proposed Rulemaking (NPRM). When the NPRM measures are finalized, the Web-Tool will be adjusted to evaluate these performance

measures at the required regional and State level, and at the corridor level for more in depth, optional analysis.

- Freight Data - The MWG will discuss and evaluate emerging opportunities for freight modeling. The MWG will continue to coordinate with the Freight Working Group with respect to freight data for integrated planning.
- VMT Growth Trends - Through research and dialogue, the MWG will develop an understanding of current trends in VMT growth and implications for MPO modeling and forecasting of travel. Reversing long term previous trends, VMT per capita has been declining nationally, while absolute VMT growth has been slowing in New York State MPOs.
- Connected and Automated Vehicles - The MWG will continue to monitor developments in these technologies as well as emerging best planning practices, especially with respect to implications for modeling and forecasting.
- Collaborate with Other Working Groups - The MWG will collaborate with NYSDOT, the Management and Operations Working Group, and the Climate Change Group in estimating and forecasting transportation GHG emissions for TIP and RTP performance measures. The MWG will explore emerging trends and data sources, including:
 - Connected and autonomous vehicle technology
 - Declining per capita trends in VMT
 - Operations and management strategies, such as signal timing
- Web Page - The MWG will provide a web page restricted to NYSAMPO staff to share modeling practice presentations.
- Training - The MWG will identify training needs and opportunities in modeling and air quality, for example training in use and applications of EPA's new MOVES model. The MWG will explore opportunities for RSG to help provide training and tools through in-person trainings at meetings, a clearinghouse on the website, etc.

2016-2017 Accomplishments

- Travel Data - NYSDOT's NPMRDS Web Tool initiative- The MWG held eight teleconference meetings and one in-person meeting in 2016 to review and discuss the development of the NPMRDS Web Tool being developed by the AVAIL team at UAlbany. The MWG served as an advisory committee for this effort. The NPMRDS Web Tool is nearing completion. This effort represents a significant collaboration between NYSDOT and the MWG on using this important data set for integrated planning.
- Review of National Proposed Rule Making - FHWA released an NPRM on April 22, 2016: National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. The MWG extensively reviewed this NPRM and its implications for

New York State MPOs. Comments were submitted to the MPO Directors. The AVAIL team has created functionality in the NPMRDS web-tool to calculate NPRM measures, both at the minimum level required, and with the ability to dive deeply into the measures at the corridor level.

- Declining per capita trends in VMT - Chris O'Neill gave a presentation showing the latest VMT time series data that showed a recent upturn in the trend after several years of decreases in total and per capita VMT. The working group discussed this in relation to recent changes in the economy and gas prices, and discussed incorporating scenario testing into the planning process, as CDTC has done.
- Sharing of Innovative Practices and Best Practices among Peers - The sharing of practices and experiences with data, modeling and related planning applications is an ongoing accomplishment of the working group. The promotion of good communication and collaboration with NYSDOT offices, especially with respect to a variety of data sources and integrated planning, has been an especially noteworthy accomplishment.

SAFETY WORKING GROUP

Goals of Working Group:

- Provide a forum for the exchange of safety planning related ideas and information for a range of federal, state, regional and local safety partners.
- Collaborate with NYSDOT and other safety partners on federally required safety initiatives.
- Provide training and data support for MPO safety planning efforts.

2017-2018 Tasks:

- Work Group Meetings
 - Conduct monthly teleconferences and at least one in-person meeting to exchange information and ideas related to multi-modal safety planning on all public roads in New York State.
 - Work with RSG to identify best practice presentations from practitioners both within and outside New York. Presentations on topics of interest will be arranged during Safety Working Group teleconference calls and the in-person meeting.
- Participate in Statewide Safety Planning Initiatives
 - Work with NYSDOT and safety partners on the update of the Strategic Highway Safety Plan. NYMTC and CDTC staff members are part of the core update team and will assist NYSDOT in sharing information about the update process during working group meetings.
 - Work with NYSDOT on the implementation of the Pedestrian Safety Action Plan, particularly the development of a local project solicitation.

- Work with NYSDOT on the identification of the safety performance measures and targets per the final federal rules for safety related to MAP-21 and the FAST Act.
 - Participate in the update of the NYS Traffic Records Strategic Plan through the NYS Traffic Records Coordinating Council.
- Collaborate with Safety Partners
 - Collaborate with NYSDOT, NYSDOH and the Governor’s Traffic Safety Committee on the development and implementation of safety education programs.
 - Continue serving on the engineering committee of the NYS Association of Traffic Safety Boards.
 - Coordinate with other NYSAMPO working groups on overlapping safety related topics.
- Training
 - Collaborate with Cornell Local Roads Program on identifying and delivering training on high priority safety topics.
 - Accident Location Information System (ALIS) Training: Coordinate with NYSDOT on training for the collision diagram tool and other changes to the application. Explore a live demo or a webinar for the training.
 - Speed Management Workshop (NHI): Hold this training course in upstate NY in 2017
 - Low Cost Safety Improvements (FHWA): FHWA resource center may be able to provide training on this topic at no cost and focused on New York State. The course helps to equip the target audience with the knowledge and skills needed to analyze crash data, identify crash patterns, and select appropriate “low cost” countermeasures. ECTC is particularly interested.
- Data
 - Continue to provide feedback and offer input to NYSDOT on the Accident Location Information System and to ITSMR on the Traffic Safety Statistical Repository.
 - Speed Data Collaboration. Coordinate among the MPOs to utilize the updated Traffic Count Editor software to develop a streamlined process for identifying corridors with high end speeding.
- Education/Outreach
 - Develop an educational factsheet in 2017 based on the adopted NYS Strategic Highway Safety Plan.
 - Work with the Bicycle and Pedestrian Working Group to evaluate the effectiveness of safety education campaigns and identify images/slogans/materials that all the MPOs could use or adapt for their use. This effort will be coordinated with the NYSDOT/NYSDOH/GTSC pedestrian safety campaign.
 - Safety Education Toolkit:
 - Continue to enhance the NYSAMPO Safety Working Group web page, particularly the [Safety Education Toolkit](#). Identify images, slogans, and materials that all the MPOs could use or adapt for their use, including items related to emerging topics such as drugged driving. Coordinate with the NYSDOT/NYSDOH/GTSC pedestrian safety campaign.

- Work with the Bicycle and Pedestrian Working Group to evaluate the effectiveness of safety education campaigns, using SMTC’s review of bicycle safety campaigns as a starting point.

TRANSIT WORKING GROUP

Goals of Working Group

- Review proposed state and federal legislation, regulations, and rulemakings and provide input to the NYSAMPO Directors for their knowledge and potential action
- Promote coordination of transit planning and programming activities among MPOs, New York State Department of Transportation (NYSDOT), Transit Providers, and FTA staff
- Promote knowledge transfer among the MPOs on transit planning activities

2017-2018 Tasks

- Conduct teleconferences at least four times per year with in-person meetings if and when needed.
- Work with NYSDOT to facilitate rollout of the next round of the FTA Section 5310 Program
- Review and comment on the Transit Performance Measures and statewide targets set by NYSDOT (if any) and potential approaches to integrate statewide measures and targets with MPO planning activities and MPO-adopted plans
- Review and comment on proposed/enacted Transit-related changes to Map-21 in the FAST Act transportation authorization bill
- Share experience/information on Medicaid non-emergency transportation issues with respect to trip assignment and fiscal impacts on transit systems and services
- Discuss the potential applications of the FTA “Ladders of Opportunity” planning emphasis area to updating of existing Coordinated Plans, Transportation Plans, and other Transit Planning activities (e.g., the development of analytical approaches to identify connectivity gaps, measures of accessibility, and underserved areas)
- Discuss Identify and discuss data sources that support the integration of transit planning activities and the overall transportation planning process such as the EPA Smart Location Database, Open Data NY, and the Census ACS 5-Year data sets
- Develop fact sheet(s) on Transit (general overview for communities) and/or corridor-specific transit and land use integration strategies (e.g., BRT, BRT-Light, LRT) for areas that might be considering implementation
- Discuss the implications of ride-hailing applications such as Uber on transit services, and their potential use in mobility management
- Discuss ongoing and transit-related enhancements to the NY511 System

- Share notices of transit-related funding opportunities or programs with other members of the working group.
- Share and discuss current and developing practice on:
 - Mobility Management including development of Coordinated Public Transit-Human Services Transportation Plans
 - Transit Planning in MPO Long Range Transportation Plans
 - Transit operator involvement in scoping and planning improved pedestrian access to transit stops and stations (including Americans with Disability Act Transition Plan considerations for local municipalities)
 - Coordination between MPO and Transit Providers in setting performance targets for capital assets for including in LRTPs when required
 - Implementation and implications of connected and autonomous vehicles in relation to transit services and infrastructure.

2016-2017 Accomplishments:

- Conducted teleconferences during March, June, and October 2016
- Hosted members from the Office of the Secretary of Transit-related federal programs including TIGER and Ladders of Opportunity at the March 2016 meeting.
- Provided comments on the NPRM for Public Transportation Agency Safety in March 2016.
- Assisted NYSDOT with the 2016 rollout of the Section 5310 Solicitation Application Site. The working group provides a forum where the MPOS can ask questions and provide feedback to NYSDOT related to the solicitation process and outcomes.
- Provided a forum for discovery, discussion, and understanding of transit funding apportionment and allocation (from federal to state to transit providers and MPOs)

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATION (TSMO) WORKING GROUP

Goals of Working Group

The Transportation Systems Management & Operations Working Group’s Vision Statement is: “To serve as a forum for statewide coordination and collaboration on Transportation System Management and Operations (TSMO) strategies and initiatives.”

Specific goals include:

- TSMO Knowledge Transfer
- TSMO Policy Coordination
- TSMO Planning Coordination
- Long Range Transportation Plans
- Congestion Management Process

2017-2018 Tasks

The Transportation Systems Management & Operations Working Group's Vision Statement is: "To serve as a forum for statewide coordination and collaboration on Transportation System Management and Operations (TSMO) strategies and initiatives." In order to accomplish this mission, the Working Group will undertake the following work activities during the 2017-18 UPWP cycle:

1. TSMO Knowledge Transfer

- Provide a venue for transferring Transportation System Management and Operations (TSMO) knowledge, experiences, and best practices among members and partners. Working Group meetings will be held via conference calls. In addition to regularly scheduled conference calls, distribute pertinent information (TSMO-related publications, training opportunities, etc.) to members via e-mail.
 - Action: Hold regularly scheduled (quarterly) WG conference calls.
 - Products: Conference call materials, including agendas, minutes, and handouts.
 - Action: Periodically distribute TSMO informational resources, including websites, publications, and training opportunities, to members.
 - Action: Member agencies will host training sessions for MPO staff and other interested stakeholders on technical topics related to TSMO programs and activities.
 - Products: Workshops, seminars, and other technical training sessions with associated training materials.

2. TSMO Policy Coordination

- Provide commentary on Federal and New York State TSMO and congestion management-related policies, initiatives, and legislation to NYSAMPO Directors.
 - Action: Prepare comment letters on behalf of the Working Group for consideration by the NYSAMPO Directors on an as-needed basis.
 - Product: Comment letters addressing the anticipated impacts of Federal and New York State TSMO and congestion management-related policies, initiatives, and legislation on MPO TSMO planning programs and activities.

3. TSMO Planning Coordination

- Facilitate a uniform approach to planning for operations among member agencies by coordinating TSMO-related planning initiatives across regions, promoting a uniform approach where feasible and practical. As part of this effort, support member agency efforts to implement TSMO-related projects, especially those of statewide and/or inter-regional significance.
 - Action: Develop White Papers/Fact Sheets on key TSMO-related topics that MPOs, NYSDOT, NYSTA, and other stakeholders can use when developing their strategic planning documents.
 - Product: White Paper on the integration of Connected/Autonomous Vehicles (C/AV) planning considerations into MPO policy and strategic planning documents. This white paper would be developed in collaboration with several other NYSAMPO working groups (Modeling, Safety, Freight) due to the broad applicability of C/AV technology on the state's transportation system.

- Action: Convene a roundtable of MPO staff and associated stakeholders from public, private, university, and non-for-profit to discuss the implications of C/AV technology on MPO activities.
- Product: Notes/minutes from the roundtable discussion; list of actions for MPOs to take to help prepare for the impacts of C/AV technology.

4. Long Range Transportation Plans

- Support member MPO efforts to integrate TSMO-supportive commentary and recommendations into their Long Range Transportation Plans. Potential considerations include commentary on the benefits of TSMO initiatives, the importance of interagency coordination and collaboration, the identification of the capabilities that regional TSMO partners want to develop and the associated ITS field instrumentation deployments needed to support those capabilities.
 - Action: Provide TSMO resources for member agencies to use when revising/updating their LRTPs.
 - Product: Fact Sheet listing key TSMO-supportive concepts for MPOs to consider integrating into their LRTP.
 - Action: Review and comment on member agency draft TSMO-related materials on an as-needed basis.

5. Congestion Management Process

- Support member agency efforts to integrate TSMO-oriented congestion management strategies into their Congestion Management Process, including the use of performance measures to monitor congestion and inform those strategies.
 - Action: Provide TSMO resources for member agencies to use when revising/updating their CMPs.
 - Product: Fact Sheet discussing key TSMO-oriented congestion management strategies for MPOs to consider integrating into their CMP.
 - Action: Review and comment on member agency draft CMP-related materials on an as-needed basis.

2016-17 Accomplishments

Held quarterly conference calls on the following dates:

- March 16, 2016 [with a presentation on Federal Highway Administration TSMO-supportive activities by Robert Arnold, FHWA]
- September 21, 2016 [with a presentation on the Potential of New York Strategic Market Alignment for Roadway Technologies by Joah Sapphire]
- December 21, 2016 [with a presentation on Cybersecurity Considerations for Transportation System Management and Operations from Ed Fok, FHWA]

FUNDING SUMMARY

FEDERAL AID

The Unified Planning Work Program currently addresses planning funds administered by U.S. Department of Transportation agencies under the following programs:

Federal Highway Administration "P.L." program: For the period April 1, 2017 - March 31, 2018, a total of \$326,980 in P.L. funds have been allocated to the Elmira-Chemung Transportation Council; however, the ECTC acknowledges and concurs with a \$ 576 takedown for the purposes of paying one year of membership dues to the Association of Metropolitan Planning Organizations (AMPO), a takedown of \$ 1,395 for the purpose of providing relevant training and professional development opportunities for the staff and members of the MPOs, and a takedown of \$ 2,092 as its share in funding the New York State Association of MPOs staff support services. This results in a net available allocation of \$ **322,917**. ECTC is budgeting the use of \$ 73,318 in previous year's carry-over funds for 2017-18. After these adjustments the P.L. funds used for the 2017-18 ECTC Operating Budget is **\$396,235** (see below **PL Agency Funding and PL Auditable Budget Tables**). ECTC estimates it will have a fund balance of \$ 302,000 at the end of 2016-17. As noted above ECTC is budgeting \$ 73,318 of that balance for use in 2017-18. ECTC will continue to use approximately \$ 70,000 of the available fund balance monies in 2018-19 and will likely use the remaining \$ 158,682 fund balance to produce its next Long Range Plan by December 2019.

Federal Transit Administration Section 5303 program: The Federal Transit Act provides that an amount equal to approximately 0.135% of FTA capital/operating programs will be provided for metropolitan transportation planning efforts (Title 49 USC). These funds, which are administered on a statewide basis by NYSDOT, require a 20% non-federal match. For the period April 1, 2017 - March 31, 2018 a total of \$ **46,038** in Section 5303 funds are allocated to the Elmira-Chemung Transportation Council and they all will be used in the 2017-18 period. There will be no FTA planning funds remaining from the 2016-17 allocation or the 2017-18 allocation.

MATCH FUNDS

New York State Department of Transportation: NYSDOT provides a share of the non-federal match funds for the "P.L." and "Section 5303" programs. NYSDOT provides a 15% (or 75% of the non-federal 20% share) match in the form of "toll credits" for both the "P.L." program and as "in-kind services" for Section 5303" program. The amounts allocated for *ECTC* programs are **\$74,294** for the "P.L." program and **\$ 8,632** for the "Section 5303" program, making the total State match for the 2017-18 UPWP **\$ 82,926** (see below **Program Totals table**).

Local Participants: The local government participants, particularly the "Host" agency (Chemung County), also provide a share of the non-federal match funds for the "P.L." and "Section 5303" programs. The Local Participants provide a 5% match (or 25% of the non-federal 20% share). These amounts are **\$ 24,765** for the "P.L." program and **\$2,878** for the "Section 5303" program. Therefore, the total local support for the 2017-18 UPWP is **\$ 27,643** (see **Program Totals table**).

PROGRAM SUMMARY

The total value of the 2017-18 Unified Planning Work Program is **\$ 552,842**. Of this amount, **\$442,273** (80%) comes from the various Federal programs; **\$82,926** (15%) comes from the New York State

Department of Transportation; and Local Participants provide **\$27,643** (5%). The **Program Totals table** presents the overall resources for the 2017-18 UPWP by funding program.

FTA Section 5303
 ECTC 2017-18

TASK BUDGET

FTA CODE	TASK #	TASK CATEGORIES	SFY 2017-18			
			TOTAL	LOCAL CASH	NYS DOT MATCH	LOCAL MATCH
44.24.00	3	Short Range Trans. Planning	57,548	46,038	8,632	2,878
		Total	57,548	46,038	8,632	2,878

AUDITABLE BUDGET

ACCOUNTING CATEGORY		TOTAL	LOCAL CASH	NYS DOT MATCH	LOCAL MATCH
	Personnel	31,793	29,000	2,793	
	Fringe Benefits	18,921	15,538	2,518	865
	Indirect Charges	5,334	0	3,321	2,013
	Sub-Total	56,048	44,538	8,632	2,878
	Travel	1,500	1,500		
	Supplies	0	0		
	Contractual	0	0		
	Rent/Utilities	0	0		
	Equipment	0	0		
	Total	57,548	46,038	8,632	2,878

Federal	46,038
State	8,632
Local	2,878
Total	57,548

Elmira –Chemung Transportation Council – 2017-18 UPWP

PL Agency Funding

	NYSDOT Cash	NYSDOT Match	NYSDOT Total	Federal County Cash	County Match	County Total	Federal Contractual Cash	Contractual Total	Local Total	Program Total
Task 1.0	0	10,000	10,000	30,725	4,775	35,500	50,000	50,000	85,500	95,500
Task 2.0	0	5,000	5,000	38,600	2,400	41,000	2,000	2,000	43,000	48,000
Task 3.0	0	0	0	0	0	0	0	0	0	0
Task 4.0	0	5,000	5,000	45,250	2,750	48,000	2,000	2,000	50,000	55,000
Task 5.0	0	5,000	5,000	108,250	6,750	115,000	15,000	15,000	130,000	135,000
Task 6.0	0	49,294	49,294	98,410	8,090	106,500	6,000	6,000	112,500	161,794
Total	0	74,294	74,294	321,235	24,765	346,000	75,000	75,000	421,000	495,294

* The NYSDOT share is provided via Toll Credits for FHWA PL costs and as an In-Kind for FTA MPP costs.

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2017-18 UPWP						
PL AUDITABLE BUDGET						
	County	Contract	Local Total	NYSDOT Total	PL Grand Total	
Salary	174,500	12,500	187,000	-	187,000	
Fringe	91,500	3,000	94,500	-	94,500	
Indirect	22,000		22,000	-	22,000	
Contractual	3,500	71,500	75,000	0	75,000	
Supplies/Other (Toll Credits)*	9,500	1,000	10,500	74,294	84,794	
Equipment/software	10,000	0	10,000	0	10,000	
Travel/training	5,000	2,000	7,000	0	7,000	
Rent, utilities, misc.	15,000	0	15,000	0	15,000	
Total	331,000	90,000	421,000	74,294	495,294	

*\$ 74,294 of Supplies/other are NYSDOT share using toll credits

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2017-18 UPWP							
PROGRAM TOTALS							
	Cash	PL Match	Total	Cash	FTA Match	Total	Program Grand Total
NYSDOT	0	74,294	74,294	0	8,632	8,632	82,926
County	321,235	24,765	346,000	46,038	2,878	48,916	394,916
Contractual	75,000		75,000	0	0	0	75,000
Local Total	396,235	24,765	421,000	46,038	2,878	48,916	469,916
Total Fed.	396,235	99,059	495,294	46,038	11,510	57,548	552,842

* The NYSDOT share is provided via Toll Credits for FHWA PL costs and as an In-Kind for FTA MPP costs.