



## Transportation Improvement Program

October 2019—September 2024

Elmira-Chemung Transportation Council  
Transportation Improvement Program  
October 1, 2019 through September 30, 2024

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**ECTC Organizational Structure**

In December 1974, the Governor of New York designated the Elmira-Chemung Transportation Council (ECTC) as the Metropolitan Planning Organization (MPO) for the Elmira Urbanized Area. As the MPO, ECTC is responsible for the planning and programming of all major transportation projects. ECTC also engages in detailed transportation planning and programming in order to qualify various local projects for Federal and State funding.

The MPO's Policy Committee directs the ECTC. Each member appoints a representative to the Planning Committee, which provides technical coordination, implementation of policy decisions, and the development of recommendations for Policy Committee adoption. The County Executive appoints a second member of the Planning Committee to represent the County's transit system.

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

The MPO Director coordinates the work activities of the ECTC. Currently, ECTC has five full-time Central Staff employees, including the Deputy Director, GIS Transportation Analyst, Transit Specialist and Assistant Transit Specialist. One member of the Chemung County Planning Department, the Associate Planner I, assists ECTC with bicycle and pedestrian advocacy. Individuals who work for MPO member agencies help to progress ECTC objectives as well. Chemung County Transit (C TRAN) coordinates much of the purchasing activity, while the Chemung County Department of Public Works staff devote time to MPO tasks. NYSDOT Region 6 and the NYSDOT MPO Bureau Planning team staff also play important roles in helping ECTC to fulfill its mission.

The ECTC office is located in the Chemung County Commerce Center. Several development agencies in the area have co-located at the Center to facilitate interagency cooperation and regional economic development. These agencies include the Chemung County Planning Department, Southern Tier Economic Growth (STEG), Chemung County Industrial Development Agency, Chemung County Chamber of Commerce and Elmira Downtown Development (the Business Improvement District for downtown Elmira). This one-stop shop for economic development minimizes duplication of effort while maximizing the efforts of the cooperating agencies.

## **MAP-21 and FAST Act**

Congress enacted the Fixing America's Surface Transportation (FAST) Act in December 2015, replacing and expanding upon the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation legislation of 2012. MAP-21 created the outline for a streamlined, performance-based, and multimodal program. FAST recreated some transportation programs and refocused federal funding on freight and high volume interstate highways. FAST maintains that MPOs prepare the basic components of a Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

MAP-21 set a performance standard measure for bridge deck condition for bridges on the National Highway System of a maximum of 10% of decks in deficient condition. In order to evaluate the condition of bridges and meet prescribed performance measures, NYSDOT continues to inspect, score, and monitor bridges within ECTC's urbanized area. The TIP proposes programming for at least six bridges to be replaced, reconstructed or rehabilitated. The TIP also has funds block programmed in every year for bridge maintenance, bridge washing and deck sealing.

## **FAST Act Planning Factors**

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

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

## **FAST Act Compliance**

The following summarizes the areas that FAST Act requires and a description of ECTC's compliance.

### *Self-Certification*

In conjunction with this 2019-24 TIP approval process, ECTC will certify that it is compliance with the FAST Act.

### *Cooperative Agreements*

ECTC will continue to work with NYSDOT and the private transit operator cooperatively developing and sharing information related to the development of financial plans that support the ECTC Long Range Transportation Plan and the TIP.

### *Unified Planning Work Program (UPWP)*

The approved 2019-20 UPWP covers the ECTC planning activities that are consistent with the ten planning factors of the FAST Act. The goals of ECTC's Long Range Transportation Plan, discussed below, served as the basis for the activities performed under the six UPWP tasks.

### *Long-Range Transportation Plan (LRTP)*

ECTC adopted its current transportation plan, "Elmira-Chemung Transportation Plan 2035: Challenges and Opportunities," in December 2014. The LRP used the MAP-21 Planning Factors as guides to develop its goals, as the FAST Act was not yet law. ECTC is currently revising its LRTP for adoption in December 2019. The plan will look ahead from 2020 to 2040.

The goals of the current long-range plan are to:

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

4. **Promote connectivity among all modes of transportation to meet the region’s mobility and accessibility needs.** In order to have a vibrant community, people and goods need access to their destinations. ECTC recognizes that a well-connected multimodal transportation system serves vital needs.
5. **Ensure the efficiency of freight movement throughout the region to maximize support of the economy.** Freight moves primarily by truck and rail in the region. Businesses depend on efficient freight movement from local factories, warehouse/distribution centers, and parcel deliveries to small businesses. ECTC will support the efficiency and reliability of freight movement on the region’s highway and railroads.
6. **Integrate transportation and land use planning to promote economic development, sustainability, and enhanced livability.** ECTC supports the close collaboration of land use and transportation planning as the means to take mutual actions that enhance the prosperity and quality of life throughout the planning area.
7. **Protect and enhance the natural environment, reducing energy consumption and greenhouse gas emissions.** Creation of transportation infrastructure and operation of transportation facilities have impacts on the natural environment, from consumption of land to production of emissions. ECTC will promote environmentally friendly practices that will ensure that the projects, actions, and programs in the plan will work toward minimizing any potential negative impacts.

### **Performance Measures and Effects**

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **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 National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion

through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

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

ECTC developed and will manage its 2020-2024 Transportation Improvement Program (TIP) in cooperation with NYSDOT and Transit. It reflects the investment priorities established in the Elmira Chemung Transportation Plan 2035 Challenges and Opportunities, which incorporates comments and input from affected agencies and organizations and the public.

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

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

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include "a description of the anticipated effects of the transportation improvement program toward achieving" said targets.

### **HSIP and Highway Safety**

#### *Performance Targets*

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

The intention of the 2017 New York Strategic Highway Safety Plan (SHSP) is to reduce "the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State." The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The ECTC agreed to support both the 2018 and 2019 NYSDOT statewide targets for the Safety Performance Measures. The targets are developed based on five year rolling averages per Title 23

Part 490.207 of the *Code of Federal Regulations*. Action on the 2019 Safety PM targets was taken on February 26, 2019 via resolution 18-P25

- Number of Fatalities: 1,072
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.86
- Number of Serious Injuries 10,987
- Rate of Serious Injuries per 100M VMT: 8.62
- Number of Nonmotorized Fatalities and Serious Injuries: 2,726

#### *Anticipated Effects*

Safety is a goal in the current Long Range Plan, 2015 Challenges and Opportunities, "To achieve a significant reduction in traffic fatalities and serious injuries on all public roads." It also states, "Safety is fundamental to all transportation agencies, and to all users of the transportation system. The 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." Improving safety is in the top two highest weighted criteria in ECTC's project selection criteria.

The TIP includes projects programmed with HSIP funds and other fund sources expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area.

The ECTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

### **Transit Asset Management**

#### *Performance Targets*

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

CTTRAN set the following transit asset management targets, which were approved by ECTC policy committee on November 30, 2017.

Performance Measure	Goal	Target
Rolling Stock (percent of revenue vehicle that have met/exceeded useful life)		
All Buses	System Preservation	25%
Equipment (percent of equipment that have met/exceeded useful life)		
All equipment and service vehicles	System Preservation	25%
Facilities (condition rating of facilities based on a scale of 1-5 with 5 being the best rating)		
Two (2) transit facilities components	Rating of 3 or lower	25%

ECTC agrees to support these transit asset targets. With this action, the ECTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

*Anticipated Effects*

The ECTC develops and manages its TIP in cooperation with C TRAN. The TIP includes specific investment priorities that support the MPO' s goals, including transit asset management, using a project selection process that is anticipated to address transit state of good repair in the MPO planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of C TRAN, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of ECTC's investments that address transit state of good repair include:

- Under Section 5307 and Section 5339 funding programs, C TRAN is able to perform maintenance on their current fleet and replace a portion of their fleet as funds allow.
- The goals and objectives listed in ECTC's Long Range Transportation plan, Elmira-Chemung Transportation Plan 2035 Challenges and Opportunities, guide the TIP project selection. Improving the availability and level of service of public transit and managing the C TRAN fleet to achieve a state of good repair are listed as high priorities in the Plan.
- The ECTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

## Bridge and Pavement Conditions

On January 18, 2017, FHWA published the final rule for the Bridge and Pavement Condition Performance Management Measures in the Federal Register Vol. 82, No.11, with an effective date of May 20, 2017.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics<sup>1</sup>: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition<sup>2</sup>. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established statewide performance targets for Bridge Condition on the National Highway System (NHS) and Pavement Condition on the NHS (by Interstate and Non-Interstate) effective on May 20, 2018. The ECTC agreed to support these NYSDOT statewide targets per Title 23 Part 490.105 of the Code of Federal Regulations on November 14, 2018 via Resolution 18P-19. The established targets are as follows:

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

<sup>2</sup> The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

*Performance Targets*

<b>NYSDOT TARGETS FOR BRIDGE PERFORMANCE MEASURES ON THE NHS</b>			
	NHS Bridge Condition Targets by Deck Area		
Measure	Baseline	Year 2	Year 4
Good	20.2%	23.0%	24.0%
Poor	11.7%	11.6%	11.7%

<b>NYSDOT TARGETS FOR PAVEMENT PERFORMANCE MEASURES ON THE NHS</b>			
	NHS Pavement Condition Targets by Interstate and Non-Interstate Facility		
Measure	Baseline	Year 2	Year 4
Interstate % Good	52.2%	46.4%	47.3%
Interstate % Poor	2.7%	3.1%	4.0%
Non-Interstate % Good	20.4%	14.6%	14.7%
Non-Interstate % Poor	8.3%	12.0%	14.3%

*Anticipated Effects*

Maintaining and, where possible, improving the condition of NHS pavements and bridges is a critical component of ECTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. ECTC considers these issues significantly through data development and analysis, preservation programming and incorporation of NYSDOT guidance. The TIP includes projects programmed with several fund sources that are expected to maintain the conditions and materially benefit the traveling public on NHS roadways within the metropolitan planning area.

The projects selected will contribute to maintaining existing critical infrastructure and systems, including bridges and pavement. A focus on infrastructure will result in safety benefits and lower costs for users, improved movement of commerce and traffic in all modes and a more resilient transportation system

The ECTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the NHS pavement and bridge condition performance targets established by the State.

### **System Performance, and Freight**

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

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

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

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

NYS DOT established statewide performance targets for System Performance the National Highway System (NHS), and Freight Performance on the NHS (by Interstate and Non-Interstate) effective on May 20, 2018. The ECTC agreed to support these NYS DOT statewide targets per Title 23 Part 490.105 of the Code of Federal Regulations on November 14, 2018 via Resolution 18P-19. The established targets are as follows:

*Performance Targets*

<b>NYSDOT TARGETS FOR SYSTEM PERFORMANCE MEASURES ON THE NHS</b>		
	<b>NHS System Performance Targets by Level of Travel Time Reliability (LOTTR)</b>	
<b>Year</b>	<b>LOTTR Interstate</b>	<b>LOTTR Non-Interstate</b>
<b>2018 (Baseline)</b>	81.3%	77.0%
<b>2020</b>	73.1%	n/a
<b>2022</b>	73.0%	63.4%

<b>NYSDOT TARGETS FOR FREIGHT PERFORMANCE MEASURES ON THE INTERSTATE SYSTEM</b>	
	<b>Interstate Freight Performance Targets by Truck Travel Time Reliability (TTTR)</b>
<b>Year</b>	<b>TTTR Interstate</b>
<b>2018 (Baseline)</b>	1.38
<b>2020</b>	2.00
<b>2022</b>	2.11

*Anticipated Effects*

Providing for the reliable movement of people and goods is a critical component of ECTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP. ECTC considers these issues significantly through data development and analysis, preservation

programming and incorporation of NYSDOT guidance. The TIP includes projects programmed with several fund sources that are expected to materially benefit the traveling public on roadways throughout the metropolitan planning area.

The ECTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the performance targets established by the State.

### **The Transportation Improvement Program (TIP)**

The FAST Act requires that an MPO develop a Transportation Improvement Program (TIP) that is consistent with its Long Range Transportation Plan. The TIP must contain the capital and non-capital transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the United States Code of Federal Regulations (CFR) as well as all regionally significant transportation projects requiring action by the FHWA or FTA.

The TIP represents the best choices for the use of federal transportation funds in the Elmira urbanized area. It consists of a listing of projects that the County and its partners are considering for implementation over a five-year period in each of several federal-aid funding categories. The Planning Committee evaluates projects proposed for inclusion in the TIP and considers the recommendations resulting from the cooperative review of the proposed projects conducted by ECTC staff and NYSDOT. These partners develop implementation priorities based on project needs, local priorities, funding availability, and project readiness for implementation.

Local projects included in the 2019-24 Transportation Improvement Program are largely the result of activities prescribed by the UPWP and the long- and short-range planning processes. The TIP bases funding for the five-year period on the most recent estimates for transportation funds from NYS DOT. As part of the TIP process, ECTC and NYS DOT review progress on projects contained in the existing TIP and considers the outcomes of ongoing planning activities. ECTC determines eligible projects in accordance with available funds, the needs of the Metropolitan Area and conformance with the goals and objectives as identified through planning processes. These partners prioritize projects through the existing structure of the 3-C (Continuing, Comprehensive, and Cooperative) Process, along with recommendations from the Planning Committee and final decisions of the Policy Committee. The TIP programs a significant number of maintenance or minor construction project types through blocks of funding. When NYS DOT identifies the specifics on projects in Chemung County that these blocks will fund, the regional office proposes TIP Amendments to outline the scope and cost. The TIP identifies non-NYS DOT highway and bridge projects for 2019-21. For the remaining years, ECTC will perform a project solicitation to identify specific projects for programming. TIP project listings reference federal funds as well as state and local matching funds as applicable. State matching funds are typically provided from the State Dedicated Fund (SDF).

ECTC has developed the 2019-24 TIP to be consistent with its Long Range Transportation Plan as required by the FAST Act. Due to the many uncertainties regarding future federal and state funding levels, and because the MPO and its partner agencies do not have sufficient funding to complete all of its priority projects, ECTC will not hold a solicitation for new Federal-aid eligible local projects until 2020 for the years 2022-24. Therefore, the TIP includes ECTC Highway and Bridge Block funding pending those years' programming decisions.

## **TIP Project Solicitation and Screening Process**

As noted above, ECTC is including projects in the 2019-24 TIP due in large part to outcomes of the UPWP and the long- and short-range planning processes.

In 2017, the ECTC used the seven goals from the 2035 Long-Range Transportation Plan to evaluate Federal-aid eligible projects that for inclusion on the 2019-2021 portions of the TIP that had ECTC block funds identified for use in Federal-aid eligible local projects. The goals addressed were as follows:

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

ECTC received several project applications, which a review committee scored based upon their ranking in satisfying the above goals. The review committee was composed of independent reviewers that had not submitted applications.

## **Project Selection Process**

The following describes the Project Selection process for projects already on the TIP:

1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready for authorization and the actual costs match the programmed costs, no project selection is required.
2. If the value of a project or projects in the first year of the TIP/STIP increase from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in that Federal fiscal year in order to obtain federal authorization. Generally, this will require that savings in other first year projects be identified. If that is not possible, other first year projects would need to be deferred to later years. If they are deferred to later years, it is important to remember that fiscal balance in years 2 and 3 of the TIP/STIP must also be maintained. This may necessitate deletion of scheduled projects in years 2 or 3.
3. In rare instances, it is necessary to revise the fund category in order to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.

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

### **Operations and Maintenance**

NYSDOT and local ECTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT's operations and maintenance forces for betterments to the system. NYSDOT Region 6 budgets approximately \$37.13 million per year region wide for preventive, corrective and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

### **Transportation for the Elderly and Individuals with Disabilities**

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

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

### **Equal Opportunity / Environmental Justice**

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

The term "environmental justice" encompasses three fundamental principles:

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

Environmental justice is essentially a restatement of the nondiscrimination requirements under Title VI of the Civil Right Act of 1964 as well as many other laws, regulations and policies. There is an on-going process to examine the impacts of the transportation planning process, the long-term regional Transportation Plan and the Transportation Improvement Program on minority and low-income populations. The Transit Specialist is a member of the Chemung County Human Relations Commission. This enables the MPO to have better communication with the local minority population.

### **Public Participation**

The FAST Act continues the requirement to develop a Public Participation Plan in consultation with interested parties. ECTC updated its public participation plan in 2018. The Plan facilitates input from local organizations and assures compliance with federal requirements.

ECTC actively reaches out to stakeholder groups as part of the on-going transportation planning process. ECTC has formed regional bicycle, pedestrian, and transit rider groups that meet regularly. The MPO and its partners perform considerable public outreach to properly identify and address community needs.

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

- **Public Education:** To disseminate information in a timely fashion about transportation issues and proposed plans and programs to citizens, affected public agencies, private providers of transportation services, community and environmental groups, and others as appropriate, as a means of strengthening regional policy making.
- **Public Outreach:** To expand the ECTC's constituency by increasing public and private sector and intergovernmental communications and by providing full public access to both technical and policy information used in the development of transportation plans and programs.
- **Public Input:** To ensure many opportunities 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.

ECTC uses a variety of tools and procedures to ensure opportunities for public engagement throughout the planning process. ECTC staff members have strong relationships with the local media, which often requests input from the MPO on transportation issues. ECTC notifies the news media two weeks in advance of all meetings and occasionally requests publicity regarding issues of community interest.

ECTC's frequently updates and expands its mail and electronic distribution list, which includes elected officials (both members and non-members of the MPO), special interest groups and the public. ECTC notifies the media of all public meetings.

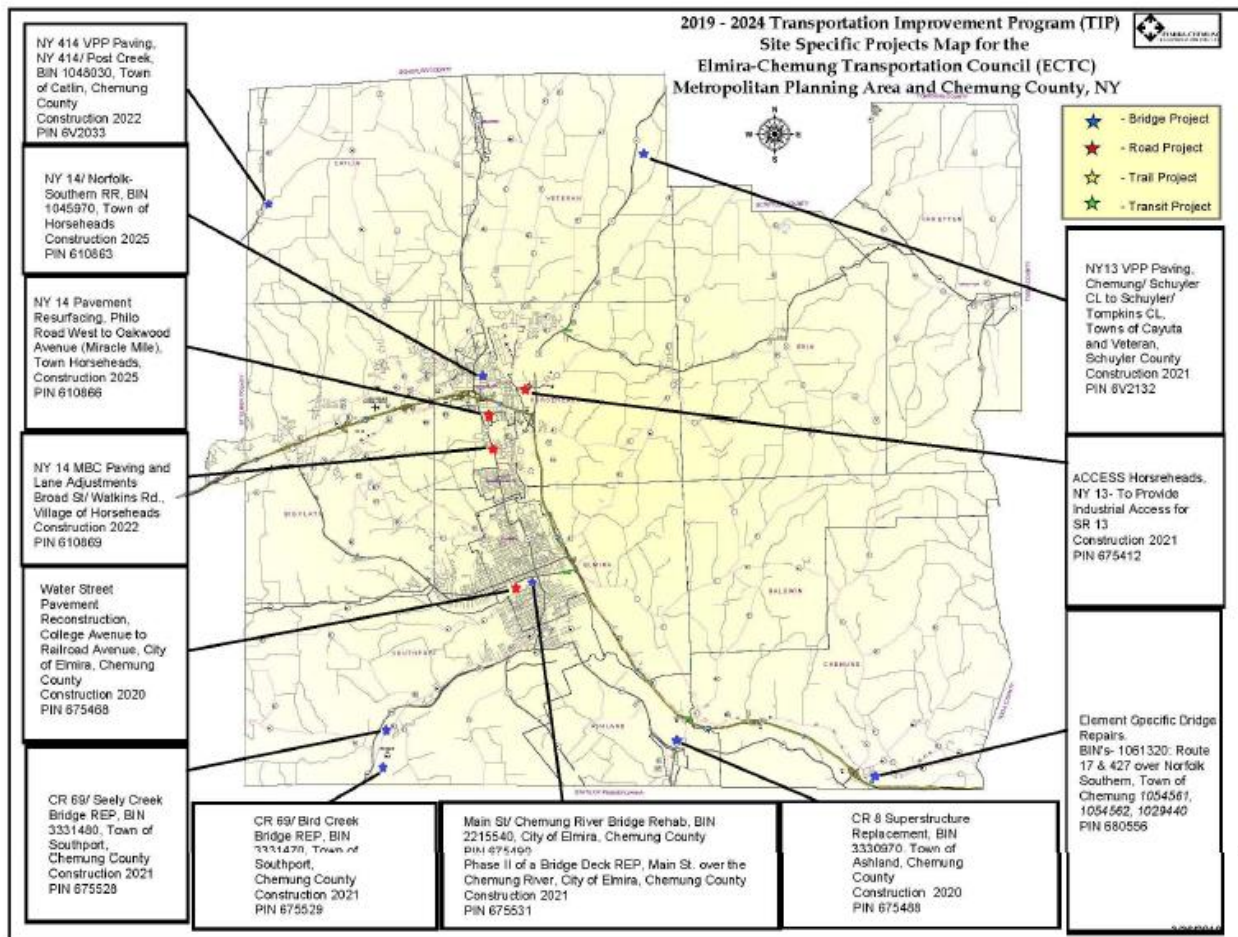
ECTC first printed the [Chemung County Transportation Guide](#) in 1989. The document and explains the MPO process, provides an overview of all transportation facilities and services, and solicits public input for the transportation planning process. ECTC has printed and distributed over 100,000 copies of the guide throughout the community at government offices, transportation facilities, businesses and housing developments. ECTC periodically updates the guide and maintains a current version on the MPO website, [www.elmirampo.org](http://www.elmirampo.org).

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

### Air Quality / State Energy Plan

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

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



## **FINANCIAL PLAN**

Federal rules require that TIPs include a financial plan that demonstrates that the program is financially realistic for each year of the TIP. The following financial plan includes a description of assumptions and revenue sources available for transportation projects for this TIP.

NYSDOT has provided funding estimates that are reasonably expected to be available to pay for projects and programs included in the TIP. NYDOT's estimates, or planning targets, are used to ensure that projects in the TIP can be funded by the anticipated revenue stream. Since this TIP includes projects beyond the 2021 expiration of the FAST Act, it assumes that federal funding levels for surface transportation projects will generally remain constant.

The TIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding estimated to be available. All projects programmed in the TIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year TIP program period.

NYSDOT Region 6 works cooperatively with ECTC in the development of the TIP and the Region's portion of the STIP without a formal sub-allocation of planning targets to the MPO. Planning targets and project cost estimates use inflation rates that reflect "year of expenditure dollars" which adjusts revenues and costs based upon annual inflation factors provided by NYSDOT.

Below is the fiscal constraint table. This table shows the total anticipated federal funds by fund source for NYSDOT Region 6. ECTC programming is shown compared to available funds.

FISCAL CONSTRAINT TABLE \*\*\*

Fund Source	FFY 2020*		FFY 2021		FFY 2022		FFY 2023		FFY 2024		Total for STIP Years		Total for 5-Year TIP	
	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
National Highway Performance Program (NHPP)	\$36.51	\$11.76	\$20.86	\$3.98	\$20.86	\$3.82	\$20.86	\$8.06	\$20.86	\$8.18	\$99.10	\$27.62	\$119.97	\$35.80
Congestion Mitigation Air Quality (CMAQ)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Highway Safety Improvement Program (HSIP)	\$0.88	\$0.81	\$1.63	\$0.00	\$1.63	\$0.00	\$1.63	\$0.00	\$1.63	\$0.00	\$5.76	\$0.81	\$7.39	\$0.81
Highway Safety Improvement Program (HSIP RAIL)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP SM URBAN	\$34.12	\$30.09	\$15.01	\$3.68	\$15.01	\$5.00	\$15.01	\$1.98	\$15.01	\$3.90	\$79.14	\$35.89	\$94.15	\$39.79
STBGP Large Urban (STBGP LG URBAN)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGP Off-System Bridge (STBGP-OFF)	\$0.81	\$0.00	\$0.82	\$0.00	\$0.82	\$0.00	\$0.82	\$0.00	\$0.82	\$0.00	\$3.27	\$0.00	\$4.09	\$0.00
National Highway Freight Program (NHFP)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Urbanized Area Formula Grants (Section 5307)	\$1.33	\$1.33	\$1.36	\$1.36	\$1.38	\$1.38	\$1.41	\$1.41	\$1.44	\$1.44	\$5.48	\$5.48	\$6.92	\$6.92
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.14	\$0.14	\$0.14	\$0.14	\$0.53	\$0.53	\$0.67	\$0.67
Formula Grants for Other than Urbanized Areas (Section 5311)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Public Transportation Safety Program (Section 5329)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State of Good Repair Grants (Section 5337)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bus and Bus Facilities Program (Section 5339)	\$0.49	\$0.49	\$0.50	\$0.50	\$0.51	\$0.51	\$0.52	\$0.52	\$0.53	\$0.53	\$2.02	\$2.02	\$2.55	\$2.55
<b>TOTAL</b>	74.27	44.61	40.31	9.65	40.35	10.84	40.39	12.11	40.43	14.19	195.31	72.35	235.74	86.54

\* FFY 2020 includes rollover balances from the previous STIP period. Rollover can be positive or negative. \*\* Includes regional planning targets and statewide funded projects. \*\*\* There is no sub-allocation to the ECTC Urbanized Area.

**\*\* Elmira-Chemung Transportation Council \*\***

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>603403</b> BRIDGE <Exempt>	BRIDGE REPLACEMENT TO RETURN STRUCTURE TO STATE OF GOOD REPAIR, NY 367 / BENTLEY CREEK, BIN 1046800, VILLAGE OF WELLSBURG, CHEMUNG COUNTY.	STBG FLEX 02/2019 SDF 02/2019 STBG FLEX 02/2019 SDF 02/2019 STBG FLEX 10/2019 SDF 10/2019 STBG FLEX 10/2019 SDF 10/2019	0.000 0.000 0.000 0.000 0.288 0.072 3.171 0.793	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.136 0.034 0.008 0.002  0.288 0.072 3.171 0.793							
AQC:N/A	CHEMUNG	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.324	0.180	4.324	0.000	0.000	0.000	0.000	0.000	
NYSDOT <b>606736</b> BRIDGE <Exempt>	BRIDGE DECK REPLACEMENTS, TO EXTEND SERVICE LIFE, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	NHPP 08/2021 SDF 08/2021 NHPP 08/2022 SDF 08/2022 NHPP 07/2023 SDF 07/2023 NHPP 07/2023 SDF 07/2023	0.333 0.037 0.284 0.032 0.473 0.053 4.703 0.523	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST			0.333 0.037	0.284 0.032	0.473 0.053 4.703 0.523			
AQC:N/A	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.438	0.000	0.000	0.370	0.316	5.752	0.000	0.000	
NYSDOT <b>610863</b> BRIDGE <Exempt>	BRIDGE SUPERSTRUCTURE REPLACEMENT TO EXTEND SERVICE LIFE, NY 14/NORFOLK-SOUTHERN RAILROAD, BIN 1045970, TOWN OF HORSEHEADS, CHEMUNG COUNTY.	NHPP 06/2022 SDF 06/2022 NHPP 07/2023 SDF 07/2023 NHPP 09/2024 SDF 09/2024 NHPP 09/2024 SDF 09/2024	0.348 0.087 0.233 0.058 0.428 0.107 4.279 1.070	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST			0.348 0.087	0.233 0.058	0.428 0.107 4.279 1.070			
AQC:N/A	CHEMUNG	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.610	0.000	0.000	0.000	0.435	0.291	5.884	0.000	
NYSDOT <b>610866</b> R&P <Exempt>	PAVEMENT RESURFACING TO CORRECT PAVEMENT DEFICIENCIES, NY 14 FROM PHILO ROAD WEST TO OAKWOOD AVENUE (MIRACLE MILE HORSEHEADS), TOWN OF HORSEHEADS, CHEMUNG COUNTY.	NHPP 12/2022 SDF 12/2022 NHPP 09/2024 SDF 09/2024 NHPP 09/2024 SDF 09/2024 NHPP 01/2024 SDF 01/2024	0.051 0.013 0.066 0.017 0.549 0.138 0.026 0.006	PRELDES PRELDES CONINSP CONINSP CONST CONST DETLDES DETLDES				0.051 0.013	0.066 0.017 0.549 0.138 0.026 0.006			
AQC:N/A	CHEMUNG	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.866	0.000	0.000	0.000	0.000	0.064	0.802	0.000	

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT  610869 R&P <Exempt>	MBC PAVING TO RETURN PAVEMENT TO STATE OF GOOD REPAIR AND MAKE LANE ADJUSTMENTS, NY 14 FROM BROAD STREET TO WATKINS RD, VILLAGE OF HORSEHEADS, CHEMUNG COUNTY.	NHPP 09/2019 SDF 09/2019 NHPP 12/2020 SDF 12/2020 NHPP 10/2021 SDF 10/2021 NHPP 10/2021 SDF 10/2021	0.000 0.000 0.016 0.004 0.033 0.008 0.333 0.083	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST	0.029 0.007		0.016 0.004	0.033 0.008 0.333 0.083				
AQC:N/A	CHEMUNG	TPC: < \$0.75 M	TOTAL 5YR COST :		0.477	0.036	0.000	0.020	0.457	0.000	0.000	0.000
LOCAL  675412 CONST <Exempt>	ACCESS HORSEHEADS, BRIDGE & HIGHWAY CONSTRUCTION OF A CONNECTOR ROAD TO PROVIDE INDUSTRIAL ACCESS FROM SR 13 TO OLD ITHACA ROAD, HORSEHEADS, CHEMUNG COUNTY. ROWACQU, CONST AND CONINSP PHASES ARE 100% FEDERAL USING 20% TOLL CREDITS.	STBG FLEX 12/2018 PIT BOND 12/2018 STBG FLEX 09/2020 STBG FLEX 09/2020	0.000 0.000 1.917 16.725	ROWACQU ROWACQU CONINSP CONST	0.408 0.102		1.917 16.725					
AQC:N/A	CHEMUNG	TPC: \$15-\$25 M	TOTAL 5YR COST :		18.642	0.510	18.642	0.000	0.000	0.000	0.000	0.000
LOCAL  675468 RECON <Exempt>	PAVEMENT RECONSTRUCTION TO ADDRESS PAVEMENT DEFICIENCIES, WEST WATER STREET FROM COLLEGE AVENUE TO RAILROAD AVENUE IN THE CITY OF ELMIRA, CHEMUNG COUNTY.	NHPP 02/2019 LOCAL 02/2019 NHPP 12/2019 LOCAL 12/2019 NHPP 12/2019 LOCAL 12/2019	0.000 0.000 0.182 0.045 1.842 0.461	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.016 0.004		0.182 0.045 1.842 0.461					
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL 5YR COST :		2.530	0.020	2.530	0.000	0.000	0.000	0.000	0.000
LOCAL  675488 BRIDGE <Exempt>	BRIDGE SUPERSTRUCTURE REPLACEMENT TO RETURN STRUCTURE TO STATE OF GOOD REPAIR, CR 8 / CHEMUNG RIVER, BIN 3330970, TOWN OF ASHLAND, CHEMUNG COUNTY	STBG FLEX 11/2018 PIT BOND 11/2018 STBG FLEX 10/2019 PIT BOND 10/2019 STBG FLEX 10/2019 PIT BOND 10/2019	0.000 0.000 0.200 0.051 2.000 0.500	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.153 0.038		0.200 0.051 2.000 0.500					
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL 5YR COST :		2.751	0.191	2.751	0.000	0.000	0.000	0.000	0.000
LOCAL  675490 BRIDGE <Exempt>	BRIDGE REHABILITATION TO ADDRESS IDENTIFIED ELEMENT-SPECIFIC DEFICIENCIES, MAIN STREET / CHEMUNG RIVER, BIN 2215540, CITY OF ELMIRA, CHEMUNG COUNTY.	STBG FLEX 06/2020 LOCAL 06/2020 SDF 06/2020 STBG FLEX 06/2020 LOCAL 06/2020 SDF 06/2020	0.188 0.012 0.035 1.271 0.080 0.239	CONINSP CONINSP CONINSP CONST CONST CONST			0.188 0.012 0.035 1.271 0.080 0.239					
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL 5YR COST :		1.825	0.000	1.825	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
LOCAL <b>675512</b> MOBIL <Exempt>	THE FIRST OF A PHASED, FEDERAL AID ELIGIBLE MULTI-PROJECT EFFORT TO PERFORM SIGN AND INTERSECTION IMPROVEMENTS AT SEVEN LOCATIONS IN CHEMUNG COUNTY.	STBG FLEX 10/2018 STBG FLEX 01/2020 LOCAL 01/2020 STBG FLEX 11/2020 LOCAL 11/2020 STBG FLEX 11/2020 LOCAL 11/2020	0.000 0.040 0.010 0.160 0.040 1.040 0.260	DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.001	0.040 0.010	0.160 0.040	1.040 0.260				
AQC:N/A	CHEMUNG	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.001	0.050	1.500	0.000	0.000	0.000	0.000	0.000
LOCAL <b>675521</b> SAFETY <Exempt>	SYSTEMATIC PEDESTRIAN SYSTEM SAFETY IMPROVEMENTS AT 58 LOCATIONS IN THE CITY OF ELMIRA, TOWN AND VILLAGE OF HORSEHEADSTOWNS OF THE TOWN OF ASHLAND IN CHEMUNG COUNTY. THIS PROJECT USES TOLL CREDITS FOR THE 10% MATCH TO FEDERAL AID.	HSIP 04/2019 HSIP 02/2020 HSIP 02/2020 HSIP 10/2019	0.000 0.070 0.740 0.001	PRELDES CONINSP CONST DETLDES	0.175	0.070 0.740	0.001					
AQC:N/A	CHEMUNG	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.175	0.811	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>675527</b> R&P <Exempt>	CULVERT REPLACEMENT TO RETURN STRUCTURE TO STATE OF GOOD REPAIR, WYNCOOP CREEK RD / TRIB TO WYNCOOP CREEK, TOWN OF CHEMUNG, CHEMUNG COUNTY.	STATE 08/2020	0.468	CONST		0.468						
AQC:N/A	CHEMUNG	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.468	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>675528</b> BRIDGE <Exempt>	BRIDGE REHABILITATION TO EXTEND SERVICE LIFE, PENNSYLVANIA AVENUE (CR 69) / SEELEY CREEK, BIN 3331480, TOWN OF SOUTHPORT, CHEMUNG COUNTY. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT) AND 5% LOCAL.	NHPP 04/2019 LOCAL 04/2019 NHPP 08/2020 LOCAL 08/2020 NHPP 08/2020 LOCAL 08/2020 NHPP 04/2020	0.000 0.000 0.268 0.014 2.290 0.121 0.001	PRELDES PRELDES CONINSP CONINSP CONST CONST DETLDES	0.600 0.032	0.268 0.014	2.290 0.121 0.001					
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.632	2.694	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>675529</b> BRIDGE <Exempt>	BRIDGE REPLACEMENT TO RETURN STRUCTURE TO STATE OF GOOD REPAIR, PENNSYLVANIA AVENUE (CR 69) / BIRD CREEK, BIN 3331470, TOWN OF SOUTHPORT, CHEMUNG COUNTY. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT) AND 5% LOCAL.	NHPP 04/2019 LOCAL 04/2019 NHPP 08/2020 LOCAL 08/2020 NHPP 08/2020 LOCAL 08/2020 NHPP 04/2020	0.000 0.000 0.176 0.009 1.566 0.082 0.001	PRELDES PRELDES CONINSP CONINSP CONST CONST DETLDES	0.380 0.020	0.176 0.009	1.566 0.082 0.001					
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.400	1.834	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
LOCAL <b>675530</b> R&P <Exempt>	CULVERT REPLACEMENT TO RETURN STRUCTURE TO STATE OF GOOD REPAIR, INDUSTRIAL PARK RD/BADGER CREEK, CITY OF ELMIRA, CHEMUNG COUNTY.	STATE 08/2020	0.550	CONST		0.550					
AQC:N/A	CHEMUNG	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.550	0.000	0.000	0.000	0.000	0.000
LOCAL <b>675531</b> BRIDGE <Exempt>	BRIDGE DECK REPLACEMENT TO EXTEND SERVICE LIFE, MAIN ST/CHEMUNG RIVER, BIN 2215540, CITY OF ELMIRA, CHEMUNG COUNTY. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT) AND 5% LOCAL.	NHPP 01/2019 LOCAL 01/2019 NHPP 06/2020 LOCAL 06/2020 NHPP 06/2020 LOCAL 06/2020	0.000 0.000 0.286 0.156 4.223 0.222	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.371 0.020	0.286 0.156 4.223 0.222					
AQC:N/A	CHEMUNG	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		0.391	4.887	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>680547</b> SAFETY <Exempt>	GUIDERAIL REPAIR & REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 09/2019 SDF 09/2019 STBG FLEX 05/2019 SDF 05/2019 STBG FLEX 12/2019 SDF 12/2019 STBG FLEX 12/2019 SDF 12/2019	0.000 0.000 0.000 0.000 0.095 0.025 1.200 0.300	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST	0.008 0.002 0.016 0.004	0.095 0.025 1.200 0.300					
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.030	1.620	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>680549</b> BRIDGE <Exempt>	BRIDGE WASHING & DECK SEALING TO EXTEND SERVICE LIFE, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 09/2019 STBG FLEX 12/2019 SDF 12/2019 STBG FLEX 12/2019 SDF 12/2019 SDF 11/2019	0.000 0.064 0.016 1.000 0.250 0.004	PRELDES CONINSP CONINSP CONST CONST DETLDES	0.005	0.064 0.016 1.000 0.250 0.004					
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.005	1.334	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>680551</b> SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY, VARIOUS LOCATIONS IN ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 09/2019 SDF 09/2019 STBG FLEX 05/2019 SDF 05/2019 STBG FLEX 01/2020 SDF 01/2020 STBG FLEX 01/2020 SDF 01/2020	0.000 0.000 0.000 0.000 0.096 0.024 1.200 0.300	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST	0.037 0.009 0.025 0.006	0.096 0.024 1.200 0.300					
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.077	1.620	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>680553</b> BRIDGE <Exempt>	BRIDGE WASHING & DECK SEALING TO EXTEND SERVICE LIFE, VARIOUS LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 07/2020 SDF 04/2020 SDF 02/2021 SDF 02/2021	0.003 0.007 0.100 1.300	DETLDES PRELDES CONINSP CONST		0.003 0.007						
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.010	1.400	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>680554</b> SAFETY <Exempt>	GUIDERAIL REPAIR & REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING FEDERAL AID ELIGIBLE COUNTIES: ALLEGANY, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 12/2020 SDF 12/2020 STBG FLEX 12/2020 SDF 12/2020 STBG FLEX 10/2020 SDF 10/2020 STBG FLEX 10/2020 SDF 10/2020	0.059 0.015 0.816 0.204 0.008 0.002 0.016 0.004	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES			0.059 0.015 0.816 0.204 0.008 0.002 0.016 0.004					
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	1.124	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>680555</b> BRIDGE <Exempt>	SCOUR REPAIR TO EXTEND SERVICE LIFE AND CHANNEL CLEANING TO IMPROVE HYDRAULICS OF STRUCTURES, VARIOUS LOCATIONS ON ROUTES 14, 19, 36, I-86, 228, 230, 243 AND 960B IN ALLEGANY, CHEMUNG, SCHUYLER & STEUBEN COUNTIES.	STBG FLEX 03/2020 SDF 03/2020 STBG FLEX 10/2020 SDF 10/2020 STBG FLEX 10/2020 SDF 10/2020	0.040 0.010 0.082 0.020 0.816 0.204	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010		0.082 0.020 0.816 0.204				
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.050	1.122	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>680556</b> BRIDGE <Exempt>	ELEMENT SPECIFIC BRIDGE REPAIRS TO EXTEND SERVICE LIFE, BRIDGES OVER RAILROADS AT MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, STEUBEN.	SDF 10/2018 NHPP 06/2020 SDF 06/2020 NHPP 11/2020 SDF 11/2020 NHPP 11/2020 SDF 11/2020 NHPP 01/2021 SDF 01/2021	0.000 0.082 0.020 0.220 0.055 2.019 0.505 0.147 0.037	PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST MISC MISC	0.100	0.082 0.020		0.220 0.055 2.019 0.505 0.147 0.037				
AQC:N/A	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.100	0.102	2.983	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT  680557 SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY, VARIOUS LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 08/2020	0.038	DETLDES		0.038					
		SDF 08/2020	0.009	DETLDES		0.009					
		STBG FLEX 05/2020	0.026	PRELDES		0.026					
		SDF 05/2020	0.006	PRELDES		0.006					
		NHPP 01/2021	0.061	CONINSP			0.061				
		SDF 01/2021	0.007	CONINSP			0.007				
		STBG FLEX 01/2021	0.027	CONINSP			0.027				
		SDF 01/2021	0.007	CONINSP			0.007				
		NHPP 01/2021	0.707	CONST			0.707				
		SDF 01/2021	0.079	CONST			0.079				
STBG FLEX 01/2021	0.314	CONST			0.314						
SDF 01/2021	0.078	CONST			0.078						
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.079	1.280	0.000	0.000	0.000	0.000
NYS DOT  680563 BRIDGE <Exempt>	BRIDGE WASHING & DECK SEALING TO EXTEND SERVICE LIFE, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 09/2021	0.007	PRELDES			0.007				
		NHPP 12/2021	0.080	CONINSP				0.080			
		SDF 12/2021	0.020	CONINSP				0.020			
		NHPP 12/2021	1.082	CONST				1.082			
		SDF 12/2021	0.270	CONST				0.270			
		SDF 10/2021	0.003	DETLDES				0.003			
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.007	1.455	0.000	0.000	0.000
NYS DOT  680565 SAFETY <Exempt>	GUIDERAIL REPAIR AND REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL TO IMPROVE SAFETY, MULTIPLE LOATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 08/2021	0.008	DETLDES			0.008				
		SDF 08/2021	0.002	DETLDES			0.002				
		STBG FLEX 04/2021	0.033	PRELDES			0.033				
		SDF 04/2021	0.008	PRELDES			0.008				
		STBG FLEX 12/2021	0.083	CONINSP				0.083			
		SDF 12/2021	0.021	CONINSP				0.021			
		NHPP 12/2021	0.333	CONST				0.333			
		SDF 12/2021	0.083	CONST				0.083			
STBG FLEX 12/2021	0.499	CONST				0.499					
SDF 12/2021	0.125	CONST				0.125					
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.051	1.144	0.000	0.000	0.000
NYS DOT  680567 BRIDGE <Exempt>	BRIDGE WASHING & DECK SEALING TO EXTEND THE SERVICE LIFE OF STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 08/2022	0.004	PRELDES				0.004			
		NHPP 12/2022	0.080	CONINSP					0.080		
		SDF 12/2022	0.020	CONINSP					0.020		
		NHPP 12/2022	0.800	CONST					0.800		
		SDF 12/2022	0.200	CONST					0.200		
		SDF 10/2022	0.003	DETLDES					0.003		
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.004	1.103	0.000	0.000

**\*\* Elmira-Chemung Transportation Council \*\***

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT  <b>680569</b> R&P <Exempt>	GUIDERAIL REPAIR AND REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL TO IMPROVE SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, SCHUYLER, STEUBEN AND YATES .	STBG FLEX 08/2022	0.008	DETLDES				0.008			
		SDF 08/2022	0.002	DETLDES				0.002			
		STBG FLEX 04/2022	0.034	PRELDES				0.034			
		SDF 04/2022	0.008	PRELDES				0.008			
		STBG FLEX 12/2022	0.085	CONINSP					0.085		
		SDF 12/2022	0.021	CONINSP					0.021		
		NHPP 12/2022	0.339	CONST					0.339		
		SDF 12/2022	0.085	CONST					0.085		
		STBG FLEX 12/2022	0.509	CONST					0.509		
		SDF 12/2022	0.127	CONST					0.127		
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.052	1.166	0.000	0.000
NYSDOT  <b>680570</b> SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY, VARIOUS LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 07/2021	0.038	DETLDES			0.038				
		SDF 07/2021	0.010	DETLDES			0.010				
		STBG FLEX 05/2021	0.026	PRELDES				0.026			
		SDF 05/2021	0.006	PRELDES				0.006			
		STBG FLEX 01/2022	0.083	CONINSP				0.083			
		SDF 01/2022	0.021	CONINSP				0.021			
		NHPP 01/2022	0.642	CONST				0.642			
		SDF 01/2022	0.160	CONST				0.160			
		STBG FLEX 01/2022	0.320	CONST				0.320			
		SDF 01/2022	0.080	CONST				0.080			
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.080	1.306	0.000	0.000	0.000
NYSDOT  <b>680581</b> R&P <Exempt>	INFRASTRUCTURE ASSET HARDENING IMPROVMENTS TO IMPROVE SYSTEM RESILIENCY AGAINST HEAVY RAIN AND FLOODING, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 03/2020	0.144	PRELDES		0.144					
		SDF 03/2020	0.036	PRELDES		0.036					
		STBG FLEX 03/2021	0.098	DETLDES				0.098			
		SDF 03/2021	0.024	DETLDES				0.024			
		STBG FLEX 11/2021	0.166	CONINSP				0.166			
		SDF 11/2021	0.042	CONINSP				0.042			
		STBG FLEX 11/2021	1.664	CONST				1.664			
		SDF 11/2021	0.416	CONST				0.416			
AQC:N/A	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.180	0.122	2.288	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT  <b>680583</b> SAFETY <Exempt>	HAZARD MITIGATION TREATMENTS TO IMPROVE SYSTEM SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 08/2020	0.049	PRELDES		0.049					
		SDF 08/2020	0.012	PRELDES		0.012					
		STBG FLEX 09/2021	0.033	DETLDES			0.033				
		SDF 09/2021	0.008	DETLDES			0.008				
		STBG FLEX 09/2021	0.008	ROWACQU			0.008				
		SDF 09/2021	0.002	ROWACQU			0.002				
		STBG FLEX 06/2021	0.004	ROWINCD			0.004				
		SDF 06/2021	0.001	ROWINCD			0.001				
		STBG FLEX 10/2022	0.042	CONINSP					0.042		
		SDF 10/2022	0.011	CONINSP					0.011		
STBG FLEX 10/2022	0.424	CONST					0.424				
SDF 10/2022	0.106	CONST					0.106				
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.061	0.056	0.000	0.583	0.000	0.000
NYS DOT  <b>680584</b> SAFETY <Exempt>	HAZARD MITIGATION TREATMENTS TO IMPROVE SYSTEM SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 08/2022	0.051	PRELDES				0.051			
		SDF 08/2022	0.013	PRELDES				0.013			
		STBG FLEX 09/2023	0.035	DETLDES				0.035			
		SDF 09/2023	0.009	DETLDES				0.009			
		STBG FLEX 09/2023	0.009	ROWACQU				0.009			
		SDF 09/2023	0.002	ROWACQU				0.002			
		STBG FLEX 06/2023	0.004	ROWINCD				0.004			
		SDF 06/2023	0.001	ROWINCD				0.001			
		STBG FLEX 10/2024	0.000	CONINSP							0.044
		SDF 10/2024	0.000	CONINSP							0.011
STBG FLEX 10/2024	0.000	CONST							0.440		
SDF 10/2024	0.000	CONST							0.110		
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.064	0.060	0.000	0.605
NYS DOT  <b>680600</b> BRIDGE <Exempt>	BRIDGE WASHING & DECK SEALING TO EXTEND THE SERVICE LIFE OF STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 08/2023	0.010	DETLDES				0.010			
		NHPP 12/2023	0.080	CONINSP						0.080	
		SDF 12/2023	0.020	CONINSP						0.020	
		NHPP 12/2023	0.800	CONST						0.800	
		SDF 12/2023	0.200	CONST						0.200	
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.010	1.100	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT  680602 SAFETY <Exempt>	GUIDERAIL REPAIR AND REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL TO IMPROVE SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 08/2023	0.026	DETLDES					0.026			
		SDF 08/2023	0.006	DETLDES					0.006			
		STBG FLEX 10/2022	0.042	PRELDES					0.042			
		SDF 10/2022	0.011	PRELDES					0.011			
		STBG FLEX 12/2023	0.086	CONINSP						0.086		
		SDF 12/2023	0.022	CONINSP						0.022		
		STBG FLEX 12/2023	0.864	CONST					0.864			
		SDF 12/2023	0.216	CONST					0.216			
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.273		0.000	0.000	0.000	0.000	0.085	1.188	0.000
NYS DOT  680603 SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 07/2022	0.039	DETLDES				0.039				
		SDF 07/2022	0.010	DETLDES				0.010				
		STBG FLEX 05/2022	0.014	PRELDES				0.014				
		SDF 05/2022	0.003	PRELDES				0.003				
		STBG FLEX 01/2023	0.085	CONINSP					0.085			
		SDF 01/2023	0.021	CONINSP					0.021			
		NHPP 01/2023	0.653	CONST					0.653			
		SDF 01/2023	0.163	CONST					0.163			
		STBG FLEX 01/2023	0.326	CONST					0.326			
		SDF 01/2023	0.082	CONST				0.082				
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.396		0.000	0.000	0.000	0.066	1.330	0.000	0.000
NYS DOT  680604 SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY AT MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 08/2023	0.040	DETLDES					0.040			
		SDF 08/2023	0.010	DETLDES					0.010			
		STBG FLEX 05/2023	0.014	PRELDES					0.014			
		SDF 05/2023	0.003	PRELDES					0.003			
		STBG FLEX 01/2024	0.086	CONINSP						0.086		
		SDF 01/2024	0.022	CONINSP						0.022		
		NHPP 01/2024	0.665	CONST						0.665		
		SDF 01/2024	0.166	CONST						0.166		
		STBG FLEX 01/2024	0.333	CONST						0.333		
		SDF 01/2024	0.083	CONST					0.083			
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.422		0.000	0.000	0.000	0.000	0.067	1.355	0.000
NYS DOT  680610 BRIDGE <Exempt>	BRIDGE WASHING AND DECK SEALING TO EXTEND SERVICE LIFE, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 07/2024	0.004	DETLDES						0.004		
		SDF 04/2024	0.006	PRELDES						0.006		
		NHPP 12/2024	0.000	CONINSP							0.080	
		SDF 12/2024	0.000	CONINSP							0.020	
		NHPP 12/2024	0.000	CONST							0.800	
		SDF 12/2024	0.000	CONST							0.200	
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.010		0.000	0.000	0.000	0.000	0.010	1.100	

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT  680612 CONST <Exempt>	GUIDERAIL REPAIR AND REPLACEMENTS TO ADDRESS DAMAGED OR NON-FUNCTIONAL GUIDERAIL TO IMPROVE SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	STBG FLEX 08/2024	0.018	DETLDES						0.018	
		SDF 08/2024	0.004	DETLDES						0.004	
		STBG FLEX 10/2023	0.026	PRELDES						0.026	
		SDF 10/2023	0.006	PRELDES						0.006	
		STBG FLEX 12/2024	0.000	CONINSP							0.088
		SDF 12/2024	0.000	CONINSP							0.022
		STBG FLEX 12/2024	0.000	CONST						0.880	
		SDF 12/2024	0.000	CONST						0.220	
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL SYR COST :		0.000	0.000	0.000	0.000	0.000	0.054	1.210
NYSDOT  680613 SAFETY <Exempt>	PAVEMENT MARKINGS APPLICATIONS TO ENHANCE SAFETY, MULTIPLE LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	STBG FLEX 08/2024	0.022	DETLDES						0.022	
		SDF 08/2024	0.006	DETLDES						0.006	
		STBG FLEX 05/2024	0.035	PRELDES						0.035	
		SDF 05/2024	0.009	PRELDES						0.009	
		STBG FLEX 01/2025	0.000	CONINSP							0.088
		SDF 01/2025	0.000	CONINSP							0.022
		STBG FLEX 01/2025	0.000	CONST						1.016	
		SDF 01/2025	0.000	CONST						0.254	
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	TOTAL SYR COST :		0.000	0.000	0.000	0.000	0.000	0.072	1.380
LOCAL  682126 TRANSIT <Exempt>	CHEMUNG COUNTY CAPITAL VEHICLE REPLACEMENTS (2 < 30' BUSES) AND RELATED EQUIPMENT	FTA 5339 08/2020	0.242	MISC		0.242					
		STATE 08/2020	0.030	MISC		0.030					
		LOCAL 08/2020	0.030	MISC		0.030					
AQC:N/A	CHEMUNG	TPC: < \$0.75 M	TOTAL SYR COST :		0.000	0.302	0.000	0.000	0.000	0.000	0.000
LOCAL  682157 TRANSIT <Exempt>	URBANIZED AREA FORMULA GRANTS (SECTION 5307)	FTA 5307 10/2019	1.330	MISC		1.330					
		LOCAL 10/2019	0.166	MISC		0.166					
		SDF 10/2019	0.166	MISC		0.166					
		FTA 5307 10/2020	1.360	MISC			1.360				
		LOCAL 10/2020	0.170	MISC			0.170				
		SDF 10/2020	0.170	MISC			0.170				
		FTA 5307 10/2021	1.380	MISC				1.380			
		LOCAL 10/2021	0.173	MISC				0.173			
		SDF 10/2021	0.173	MISC				0.173			
		FTA 5307 10/2022	1.410	MISC					1.410		
		LOCAL 10/2022	0.176	MISC					0.176		
		SDF 10/2022	0.176	MISC					0.176		
		FTA 5307 10/2023	1.440	MISC						1.440	
LOCAL 10/2023	0.180	MISC						0.180			
SDF 10/2023	0.180	MISC						0.180			
AQC:N/A	CHEMUNG	TPC: \$7.5-\$12 M	TOTAL SYR COST :		0.000	1.662	1.700	1.726	1.762	1.800	0.000

**\*\* Elmira-Chemung Transportation Council \*\***

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019									
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024			
AQ CODE	COUNTY	TOTAL PROJECT COST												
LOCAL <b>682158</b> TRANSIT <Exempt>	ENHANCED MOBILITY SENIORS/DISABILITIES (SECTION 5310)	FTA 5310 10/2019 LOCAL 10/2019 SDF 10/2019 FTA 5310 10/2020 LOCAL 10/2020 SDF 10/2020 FTA 5310 10/2021 LOCAL 10/2021 SDF 10/2021 FTA 5310 10/2022 LOCAL 10/2022 SDF 10/2022 FTA 5310 10/2023 LOCAL 10/2023 SDF 10/2023	0.130 0.016 0.016 0.130 0.016 0.016 0.130 0.016 0.016 0.140 0.018 0.018 0.140 0.018 0.018	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.130 0.016 0.016		0.130 0.016 0.016						
AQC:N/A	CHEMUNG	TPC: \$0.6-\$1.5 M	TOTAL SYR COST :	0.838		0.000	0.162	0.162	0.162	0.176	0.176	0.000		
LOCAL <b>682159</b> TRANSIT <Exempt>	BUS AND BUS FACILITIES PROGRAM (SECTION 5339)	FTA 5339 10/2019 LOCAL 10/2019 SDF 10/2019 FTA 5339 10/2020 LOCAL 10/2020 SDF 10/2020 FTA 5339 10/2021 LOCAL 10/2021 SDF 10/2021 FTA 5339 10/2022 LOCAL 10/2022 SDF 10/2022 FTA 5339 10/2023 LOCAL 10/2023 SDF 10/2023	0.250 0.032 0.032 0.500 0.063 0.063 0.510 0.064 0.064 0.520 0.065 0.065 0.530 0.066 0.066	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.250 0.032 0.032		0.500 0.063 0.063	0.510 0.064 0.064	0.520 0.065 0.065	0.530 0.066 0.066			
AQC:N/A	CHEMUNG	TPC: \$2-\$4 M	TOTAL SYR COST :	2.890		0.000	0.314	0.626	0.638	0.650	0.662	0.000		
NYS DOT <b>6JOB19</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE TO EXTEND SERVICE LIFE, MULTIPLE STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES.	SDF 09/2019 NHPP 10/2019 SDF 10/2019 NHPP 10/2019 SDF 10/2019	0.000 0.136 0.034 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST	0.010	0.136 0.034 0.800 0.200								
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL SYR COST :	1.170		0.010	1.170	0.000	0.000	0.000	0.000	0.000		

**\*\* Elmira-Chemung Transportation Council \*\***

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>6JOB20</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE TO EXTEND SERVICE LIFE, MULTIPLE STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	SDF 09/2020 SDF 12/2020 SDF 12/2020	0.010 0.170 1.000	DETLDES CONINSP CONST		0.010	0.170 1.000				
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.010	1.170	0.000	0.000	0.000	0.000
NYSDOT <b>6JOB21</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE TO EXTEND SERVICE LIFE, MULTIPLE STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	SDF 08/2021 NHPP 10/2021 SDF 10/2021 NHPP 10/2021 SDF 10/2021	0.010 0.136 0.034 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST			0.010 0.136 0.034 0.800 0.200				
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.010	1.170	0.000	0.000	0.000
NYSDOT <b>6JOB22</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE TO EXTEND SERVICE LIFE, MULTIPLE STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	SDF 08/2022 NHPP 10/2022 SDF 10/2022 NHPP 10/2022 SDF 10/2022	0.007 0.136 0.034 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST				0.007 0.136 0.034 0.800 0.200			
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.007	1.170	0.000	0.000
NYSDOT <b>6JOB23</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE TO EXTEND SERVICE LIFE, MULTIPLE STRUCTURES AT LOCATIONS IN ONE OR MORE OF THE FOLLOWING COUNTIES: ALLEGANY, CHEMUNG, SCHUYLER, STEUBEN AND YATES COUNTIES.	SDF 05/2023 NHPP 10/2023 SDF 10/2023 NHPP 10/2023 SDF 10/2023	0.010 0.136 0.034 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST					0.010	0.136 0.034 0.800 0.200	
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.010	1.170	0.000
LOCAL <b>6TEC22</b> BRIDGE <Exempt>	BLOCK FUNDING FOR LOCAL PROGRAM PROJECTS LOCATED IN CHEMUNG COUNTY.	STBG FLEX 10/2019 LOCAL 10/2019 STBG FLEX 07/2022 LOCAL 07/2022	0.144 0.036 1.256 0.314	MISC MISC MISC MISC		0.144 0.036		1.256 0.314			
AQC:N/A	CHEMUNG	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.180	0.000	1.570	0.000	0.000	0.000
LOCAL <b>6TEC23</b> BRIDGE <Exempt>	BLOCK FUNDING FOR LOCAL PROGRAM PROJECTS IN CHEMUNG COUNTY.	STBG FLEX 10/2021 LOCAL 10/2021 STBG FLEX 12/2022 LOCAL 12/2022 STBG FLEX 10/2023 LOCAL 10/2023	0.144 0.036 0.108 0.027 1.148 0.287	MISC MISC MISC MISC MISC MISC				0.144 0.036	0.108 0.027	1.148 0.287	
AQC:N/A	CHEMUNG	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.180	0.135	1.435	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
LOCAL 6TEC24 BRIDGE <Exempt>	BLOCK FUNDING FOR LOCAL PROGRAM PROJECTS IN CHEMUNG COUNTY.	STBG FLEX 10/2022 LOCAL 10/2022 STBG FLEX 10/2023 LOCAL 10/2023	0.144 0.036 1.256 0.314	MISC MISC MISC MISC					0.144 0.036	1.256 0.314	
AQC:N/A	CHEMUNG	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.180	1.570	0.000
NYSDOT 6V2033 R&P <Exempt>	MAINTENANCE PAVING TO RETURN PAVEMENT TO STATE OF GOOD REPAIR, NY 414 FROM NY 414/POST CREEK (BIN 1048030 TO 0.45 MILES NORTH OF CHAMBERS ROAD (CR 35), TOWN OF CATLIN, CHEMUNG COUNTY.	SDF 11/2021 STBG FLEX 11/2021 SDF 11/2021	0.016 0.624 0.156	CONINSP CONST CONST				0.016 0.624 0.156			
AQC:N/A	CHEMUNG	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.796	0.000	0.000	0.000
NYSDOT 6V2132 R&P <Exempt>	MAINTENANCE PAVING TO RETURN PAVEMENT TO STATE OF GOOD REPAIR, NY 13 FROM THE CHEMUNG/SCHUYLER COUNTY LINE TO THE SCHUYLER/TOMPKINS COUNTY LINE, TOWNS OF CAYUTA AND VETERAN, SCHUYLER COUNTY.	SDF 11/2020 NHPP 11/2020 SDF 11/2020	0.010 0.408 0.012	CONINSP CONST CONST			0.010 0.408 0.012				
AQC:N/A	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.000	0.430	0.000	0.000	0.000	0.000

### Non Site-Specific Projects Listing

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

<b><u>Project Description</u></b>	<b><u>PIN(s)</u></b>
NYSDOT Bridge Job on Contract	6JOB19, 6JOB20, 6JOB21, 6JOB22, 6JOB23
NYSDOT Culvert Job on Contract	Yearly Projects – SDF Funded
NYSDOT Pavement Markings	680551, 680557, 680570, 680603, 680604, 680613
NYSDOT Bridge Washing and Deck Sealing	680549, 680553, 680563, 680567, 680600, 680610
NYSDOT Where and When Bridge Regional	Yearly Projects – SDF Funded
NYSDOT Where and When Bridge Statewide	Yearly Projects – SDF Funded
NYSDOT Where and When Highway Regional	Yearly Projects – SDF Funded
NYSDOT Regional Resiliency	6805.81
ECTC local projects Funding	6TEC22, 6TEC23, 6TEC24
Chemung County Transit 5307 assistance	682157
Chemung County Capital 5339 assistance	682126, 682159
Chemung County Transit 5310 assistance	682158
Local Pedestrian Facilities	675521
NYSDOT Guiderail Repair/Replacement	680547, 680554, 680565, 680569, 680602, 680612
NYSDOT Bridge Minor Maintenance	680555, 680556
NYSDOT Safety-Clear Zone Improvements	680583, 680584
NYSDOT Bridge Rehabilitation Block	606736