

BINGHAMTON METROPOLITAN
TRANSPORTATION STUDY

2011-2015
TRANSPORTATION
IMPROVEMENT
PROGRAM

ADOPTED BY THE
BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE

JULY 1, 2010

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2010-09**

Resolution approving the 2011-2015 BMTS Transportation Improvement Program.

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

WHEREAS Federal regulations (23 CFR 450.324 and 49 CFR Chapter VI Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the aforementioned Federal regulations require all projects within the Metropolitan Planning Area Boundary as previously defined by the BMTS Policy Committee to be funded from the following Federal Aid sources to be included in the Transportation Improvement Program in order to remain eligible for such assistance:

1. Surface Transportation Program
2. National Highway System Program
3. Interstate Maintenance
4. Highway Bridge Program
5. Highway Safety Improvement Program
6. Federal Transit Administration §5307, 5309, 5310, 5316, and 5317 grant programs

WHEREAS the Transportation Improvement Program shall include a financial plan that is based on reasonable forecasts of available resources, and that the financial plan demonstrate the ability to fund all projects in the Transportation Improvement Program with costs adjusted to year of expenditure dollars, and

WHEREAS the Transportation Improvement Program shall include an Annual or Biennial Element of projects proposed for implementation during the first and second program year, and a policy for selecting projects for implementation, and

WHEREAS the projects included in the Transportation Improvement Program must be selected through an appropriate project selection procedure, and

WHEREAS there shall be an analysis of the projects in the Transportation Improvement Program as a whole in light of environmental justice concerns, and a determination made that there is not a disproportionate negative impact on minority, low-income or other protected populations, and

WHEREAS there shall be an analysis of the Transportation Improvement Program to conform to the New York State Energy Plan, and

WHEREAS there must be reasonable opportunity for public review and comment on the Draft TIP, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a Transportation Improvement Program Subcommittee thereof to develop and monitor the TIP, and

WHEREAS a Draft 2011-2015 BMTS Transportation Improvement Program was developed which is consistent with *TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY*, based on the best available information on project cost and scheduling, and made available for public review, and

WHEREAS the Draft 2011-2015 BMTS Transportation Improvement Program was reviewed and accepted by the BMTS Planning Committee on April 15, 2010, and subsequently again made available for public review, and subsequently modified.

NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee finds that the 2011-2015 BMTS Transportation Improvement Program has been developed in accordance with all applicable regulations, and

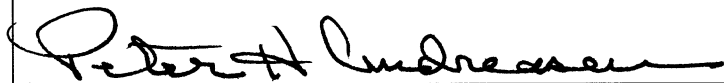
BE IT FURTHER RESOLVED that the BMTS Policy Committee finds that the 2011-2015 BMTS Transportation Improvement Program conforms to the financial plan, and

BE IT FURTHER RESOLVED that the BMTS Policy Committee approves the 2011-2015 BMTS Transportation Improvement Program, and

BE IT FURTHER RESOLVED that the New York State Department of Transportation be instructed to include the appropriate elements of the 2011-2015 BMTS Transportation Improvement Program in their entirety in the 2011-2014 Statewide Transportation Improvement Program as provided for in Federal law.

CERTIFICATION OF RESOLUTION 2010-09

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2010-08, adopted by consensus this 1st day of July, 2010



Peter Andreasen, Chair

7-1-10

Date

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2010-07**

Resolution certifying a finding of the compliance of the Binghamton Metropolitan Transportation Study with Federal metropolitan planning requirements.

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for maintaining the continuous, comprehensive, cooperative transportation planning process for the Binghamton metropolitan area, and

WHEREAS it is the responsibility of the BMTS to insure that the transportation policy, planning, and programming process is consistent with applicable Federal and State law and regulation, and is also consistent with local area planning objectives, and

WHEREAS Federal regulations (23 CFR 450.334) require that "the State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements" and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a Program & Finance Subcommittee thereof to advise on matters of program administration, and

WHEREAS the BMTS Central Staff and BMTS Program & Finance Subcommittee have reviewed the planning and programming process for Federal fiscal year 2010 in light of those laws and regulations, and found the Binghamton Metropolitan Transportation Study to be in full compliance,


NOW THEREFORE BE IT RESOLVED that the Binghamton Metropolitan Transportation Study Policy Committee affirms the finding that:

1. The Binghamton Metropolitan Transportation Study is properly constituted as a metropolitan planning organization under a Memorandum of Understanding signed by Governor of the State of New York and local officials representing the entirety of the metropolitan area population.
2. The BMTS metropolitan transportation planning process includes activities to support the development and maintenance of the Transportation Plan in conformance with the requirements enumerated in the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users and implementing regulations issued February 14, 2007 [23 CFR 450.322].

3. The BMTS metropolitan transportation planning process includes activities to support the development and adoption of the Transportation Improvement Program to implement the goals and policies of the Transportation Plan as specified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users and implementing regulations [23 CFR 450.324] and subsequent project development activities including the environmental impact assessment process.
4. The BMTS metropolitan transportation planning process is consistent with Federal laws, acts, and regulations pertaining to the involvement of the public and those stakeholders identified in the statutory language of the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users in the development of transportation plans, programs, and projects; and in doing so is consistent with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 as implemented through US DOT Order 5610.2 and FHWA Order 6640.23, involvement of minority and disadvantaged business enterprises, and the Americans with Disabilities Act of 1990 as it applies to public transportation.
5. The BMTS metropolitan transportation planning process is being carried out in conformance with other applicable requirements of
 - a) 23 United States Code 134
 - b) 49 United States Code 1607
 - c) 42 United States Code 7504, 7506(c), and 7506(d)
 - d) 23 United States Code 324
 - e) 29 United States Code 794
 - f) Section 105(f), Pub.L.97-424, 96 Stat 2100

CERTIFICATION OF RESOLUTION 2010-07

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2010-07, adopted by consensus this 26th day of May, 2010



Peter Andreasen, Chair

5-26-10

Date

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

In order to ensure that transportation planning involves those who are affected by transportation actions, along with those who have implementation and funding responsibilities, that transportation choices are made from among the best alternatives available, and that planning is kept current and responsive to community change, the Congress of the United States has directed under Title 23 US Code Section 134, that transportation projects in metropolitan areas of more than 50,000 population shall be derived from a continuing, comprehensive planning process carried on cooperatively by the States and local communities therein.

With regard to the Transportation Improvement Program, federal regulations state:

“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor.”

23 CFR §450.324

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), PL 109-59 was passed by Congress in August, 2005. It reauthorized the Federal surface transportation program through Federal fiscal year 2009. Congress has not passed a new authorization, but has passed a number of extensions of current law, currently through December 31, 2010. Without a long term law, this TIP was developed in the face of substantial uncertainty about both potential policy changes and authorized expenditure levels. The BMTS Policy Committee is aware that when a new authorization becomes law, a new TIP may have to be developed.

SAFETEA-LU continued to provide flexibility in the use of funds to solve metropolitan mobility problems, as well as the companion provision of fiscal constraint, which requires that transportation plans and programs can reasonably be implemented with available resources. Transportation plans are directed to be free of modal bias in determining the safest and most efficient way to move people and freight, and to look to intermodal facilities to enhance efficiency. In doing so, flexibility allows for solutions that need not be constrained by categorical fund sources. Although federal funds are allocated to specific programs, transfers may be made to accommodate project decisions that reflect the best solutions to local problems.

Good planning becomes all the more important in response to funding flexibility. BMTS can be seen as an investment manager for the metropolitan transportation system. The long range transportation plan establishes the broad priorities and investment goals. The Transportation Improvement Program is an investment portfolio, enumerating the choices (projects) which have been made to achieve those long term goals. This linkage is specified in federal law:

“Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.”

23 CFR 450.324(g)

TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY, the long range plan adopted in September 2005 is the primary source of TIP project proposals, as required. Candidate projects addressing current or near term needs may come from pavement, bridge, and safety management systems and submissions by New York State DOT and local government participants. Project priorities are developed free of modal or jurisdictional bias. This Transportation Improvement Program represents the best choices for the use of Federal transportation funds in the Binghamton Metropolitan Planning Area.

While Federal law requires a four year TIP, it has been the standard of practice in New York to develop a five year program. Doing so recognizes that it may require a number of years to move a complex project from initiation to construction. A longer program captures more project activity and permits thoughtful choices in moving new projects into their preliminary phases. Only the first four years of the TIP, in this case Federal fiscal years 2011-2014, will be included in the New York State Statewide Transportation Improvement Program (STIP).

To insure that transportation projects funded with Federal assistance meet the objectives of the Transportation Plan, and conform to requirements of SAFETEA-LU, Federal regulations require that projects in the metropolitan area to be funded from any of the following fund sources must appear in an approved Transportation Improvement Program:

- ♦ FHWA/Surface Transportation Program, including the Transportation Enhancement Program set aside
- ♦ FHWA/National Highway System Program
- ♦ FHWA/Highway Bridge Program
- ♦ FHWA/Interstate Maintenance Program
- ♦ FHWA/Highway Safety Improvement Program
- ♦ FTA/Section 5307, 5309, 5310, 5316, and 5317 Programs
- ♦ SAFETEA-LU earmarks

In addition, projects of regional significance which are not funded from the above sources, but require permits or other actions from those Federal agencies must also be included.

At the time the TIP is submitted for approval, the State and MPO shall certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of the following:

- ♦ 23 USC 134;
- ♦ 49 USC 1607;
- ♦ Sections 174 and 176(c) of the Clean Air Act as amended, 42 USC 7504 and 7506(c) and (d);
- ♦ 23 USC 109(h) and 49 USC 1604(h)(2) and 1610;
- ♦ Section 3(d) and (e), 8(e), and 14(b) of the UMTAct as amended, 49 USC 1602(d) and (e), 49 USC 1607, 49 USC 1610(b);
- ♦ Title VI of the Civil Rights Act and Title VI assurance under 23 USC 324 and 29 USC 794;
- ♦ Americans with Disabilities Act, 49 USC 27, 37, and 38

Location planning, design, and construction of highway and bridge projects on the TIP are in general the responsibility of the New York State Department of Transportation. Agreements must be executed between NYSDOT and the appropriate municipal government if the project is located off the State highway system. For municipal projects it has now become exclusively the case to

use a procedure known as "pass through". This passes the Federal funds to the local government, which in turn takes over complete project management responsibility, from hiring the design engineer to processing the necessary agreements to contracting for and overseeing the construction. The process is guided by NYSDOT's Locally Administered Federal Aid Project Manual.

Broome and Tioga Counties, the two public transit operators in the Binghamton metropolitan area, are responsible for implementation of TIP transit projects.

The BMTS Planning Committee's TIP Subcommittee has the responsibility for monitoring the progress on implementation of TIP projects.

A. POLICY ON PROJECT PROGRAMMING AND PROJECT SELECTION

Since 1987, the BMTS Policy Committee has followed its *Policy on Project Programming*, which provides a rational basis by which projects are evaluated and chosen for inclusion in the TIP. It has proven successful in ensuring that investment of Federal funds accomplishes the goals of the BMTS Policy Committee. Quoting from the Executive Summary of the document:

"This policy is based on a goal oriented methodology with intensive information support, but continues to recognize the need for flexibility in decision making which is inherent in the MPO process."

The TIP project evaluation process reflects the flexibility and fiscal constraint provisions of SAFETEA-LU. Because funds can be transferred across funding sources by the State with relative ease, including using highway and transit funds with some interchangeability, project selection decisions may be made across modes and project types to a much greater extent than ever before.

The process begins with collecting data that provides a baseline picture of the condition of the metropolitan transportation system in terms of infrastructure, safety, mobility and capacity. Candidate projects are identified from the Transportation Plan, and supplemented by those identified by local officials.

The heart of the process is a goal setting exercise by the BMTS Planning and Policy Committees. Program goals are developed in the areas of system preservation, personal mobility, safety, transportation systems management and operation, economic development and freight mobility, and environmental protection and quality of life. There is no predetermination that all goals are to be attainable. It is understood that funding constraints will make this unlikely. Goals are to be realistic, however, to make them meaningful. The BMTS Policy Committee created goals and objectives for its long range plan, *TRANSPORTATION TOMORROW 2030~PLACEMAKING FOR PROSPERITY*. These reflect the current goals of the community and region. Since the TIP must conform to the long range plan, these goals, and more specifically the objectives that were slated to be accomplished in the programming timeframe, have been explicitly accepted as the TIP goals by action of the Policy Committee.

Once goals are established, the project scoring scale is modified so that its output reflects those program goals. For example, the system preservation goal statement assigns equal priority to transit infrastructure in terms of bus fleet age and pavement infrastructure in terms of poor pavement. Thus, the scoring scale assigns comparable points to bus replacement and pavement reconstruction projects.

Candidate projects are screened for compliance with program requirements, and are then scored. The ranked list of candidate projects is given to the TIP Subcommittee along with the estimate of available funds developed by NYSDOT for FHWA programs and FTA for transit programs. The TIP Subcommittee is not constrained to follow exactly the project rankings, but rather to use them as guidance in choosing projects for inclusion in the Draft TIP. The Committees must also address issues of equity and project scheduling in making their final decision.

Policy on Project Selection

Once the TIP is approved, and incorporated into an approved Statewide Transportation Improvement Program (STIP), there must be an explicitly stated procedure for selecting projects to be implemented. Because the STIP is fiscally constrained by fund source by year, some flexibility is required in moving projects to implementation so that cost saving and/or schedule slippage does not result in loss of obligation authority at the end of the fiscal year. The project selection procedure permits projects to be selected for implementation from any of the three years of the approved STIP. The BMTS Policy Committee has adopted the following policy concerning project selection:

1. Projects from the approved TIP are to be selected for implementation by the New York State Department of Transportation and/or Broome County or Tioga County (for transit projects) in cooperation with the BMTS Policy Committee.
2. Projects in the first year (Annual Element) of the approved TIP are presumed to be selected for implementation; such projects may be obligated without further notification of the BMTS Policy Committee by the implementing agency.
3. When projects in the first year (Annual Element) of the approved TIP cannot be implemented due to schedule change or cost increases that cannot be accommodated within the parameters of fiscal constraint, those projects may be moved to the second year upon notification of the BMTS Policy Committee by the implementing agency. In that case, the New York State Department of Transportation must certify that the STIP remains fiscally constrained. If fiscal constraint requires that another project be deferred out of the first four years of the TIP, the BMTS Policy Committee must be consulted in choosing the project to be deferred.
4. When fiscal constraint permits moving additional projects into the first year (Annual Element) of the approved TIP (and therefore to obligation), either due to slippage of another project, or as a result of bid savings, it is understood that the selection of such projects will be constrained by cost, fund source, and schedule, and also that such selection may require prompt action to avoid loss of obligation authority. The BMTS Policy Committee must be notified of the project(s) chosen for selection. If the selected project is a local project, and is being moved into a new local fiscal year, the BMTS Policy Committee must be consulted with regard to selecting the project.
5. If in any of the above cases a revision of fund source is required to obligate a project, such action may be taken when the New York State Department of Transportation certifies that the STIP remains fiscally constrained.
6. In any of the above cases where consultation with the BMTS Policy Committee, rather than simple notification, is required, the matter may be referred to the TIP Subcommittee for technical review.

B. 2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM GOALS

The BMTS Planning and Policy Committees are cognizant of the relationship between the TIP and the Transportation Plan. In crafting the current Transportation Plan update, the Policy Committee also relied extensively on a goal-oriented approach. This facilitates consistency between the Plan and the TIP, by relating program goals to long range plan goals. These statements of TIP Program Goals reflect the priorities of the Binghamton Metropolitan Transportation Study Policy Committee as stated in Resolution 2006-10, approved by consensus. The BMTS project scoring system was then modified to reflect the Policy Committee's goals, awarding more points to those candidate projects that achieve higher priorities. A summary table follows.

2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM		
PROJECT SCORING		
SYSTEM PLANNING	Project identified as High Priority in BMTS adopted plan	35
SYSTEM PRESERVATION	Bridge replacement or rehabilitation, HBRR eligible	35
	Pavement rehabilitation (varies with condition and AADT)	10-35
	Bus replacement, FTA eligible	35
	Preventive maintenance (bridge, pavement, transit)	15
SYSTEM SAFETY	Roadway: correct PIL	25
	Roadway: non-PIL, crash reduction countermeasure	20
	Roadway: proactive, needs of elderly and pedestrians	20
	Transit: terminal or bus stop safety/security improvement	20
	Pedestrian/Bicycle: project in BMTS Plan (varies with priority)	5-25
SYSTEM EFFICENCY AND RELIABILITY	Roadway: projects from BMTS ITS Strategic Implementation Plan, operational strategies for surface arterial streets	15
	Transit: improve efficiency and capacity	15
SYSTEM EXPANSION	Reduce LOS E/F vhd	10
	Expand transit capacity	10
QUALITY OF LIFE	Reduce emissions, energy consumption	5

C. STATUS OF THE TRANSPORTATION PLAN

The BMTS Transportation Plan, *TRANSPORTATION TOMORROW 2030~ PLACEMAKING FOR PROSPERITY*, was adopted by the Policy Committee in September 2005. The plan is based on a selected scenario of revitalizing and redeveloping the urban core communities. It established a series of strategic actions and priorities, including:

- High priority actions:
 - Rebuild Main Street using the principles of placemaking and context sensitive solutions
 - Rebuild Front Street in the City of Binghamton using the principles of placemaking and context sensitive solutions
 - Focus on the rivers and complete the Greenway Plan
 - Support core area economic development strategies with appropriate transportation improvements
- System preservation and asset management:
 - Maintain all modal facilities in an acceptable state of good repair and maintenance life cycle
 - Focus pavement investment on urban core area arterial streets.
 - Expend at least 75% of investments on system preservation over the life of the Plan
- Safety:
 - Roadway safety: ensure that high accident locations are addressed, and that safety is accommodated in project design
 - Pedestrian safety: complete the implementation of the Pedestrian and Bicycle Plan
 - Proactively address the special safety needs of an aging population
- Personal mobility:
 - Transit: enhance service frequency and consolidate into a single transit operation
 - Roadway: use transportation system management and operations, and intelligent transportation system technology to improve reliability
 - Freight: focus on multimodal trade corridors; specific strategies pending the outcome of the Binghamton Regional Freight Study
- Environmental protection and quality of life:
 - Enhance the physical and social environment
 - Reduce greenhouse gas emissions and energy consumption

The following table shows how FHWA and FTA funds are being invested across the Transportation Plan goal areas.

Category	Percent of TIP expenditure - FHWA	Percent of TIP expenditure - FTA
Plan Priority Projects	4.3	0.0
System Preservation	91.7	42.0
Safety	3.3	0.0
Mobility	0.7	58.0
Env Protection/Quality of Life	0.0	0.0

In making a determination of how Federal funding is distributed over project type and whether the TIP in fact reflects the Plan, some **caveats** are important.

- ♦ First, this TIP includes all of the work in the BMTS metropolitan planning area that is required for designation of NY Route 17 as Interstate 86. These projects collectively are recognized by NYSDOT as a “project of statewide significance” and are therefore outside the purview of BMTS. In fact, funding for these projects does not come from the NYSDOT Region 9 allocations, and is therefore outside of the TIP fiscally constrained financial plan. As such, the table reflects the TIP without any of the I-86 designation projects.
- ♦ Second, the percentages are estimates in the sense that many projects address more than one need. For example, reconstruction of an urban arterial street improves the pavement, but also responds to safety and operational deficiencies. Simply improving the infrastructure, by replacing a deficient bridge for example, has a safety benefit, and it can be argued also creates benefit in terms of economic development and quality of life. While this may be considered an oversimplification, all projects oriented to state of good repair are classified as system preservation, while acknowledging that they create other implicit benefits. In the case of public transportation, projects that invest in the purchase or maintenance of buses are considered system preservation, while subsidy of operating costs for existing transit service is considered mobility.

As the table demonstrates, this TIP does not address all of the goals of *PLACEMAKING FOR PROSPERITY*. In fact, there has been in recent years a singular focus, particularly by the New York State DOT, on system preservation. Driven by a period of rapid inflation in construction costs accompanied by relatively flat revenue, there has been the capacity to do less work, with a result of some downward trending in transportation system conditions. The consequence has been a decision to invest primarily in “core assets”, working toward a state of good repair of bridges, pavements, and culverts; and to some extent appurtenances including guiderail and traffic signals. Bridges are the first priority because of the safety and convenience impact on the travelling public. Large culverts may be treated the same. Pavement deterioration, while still viewed as important, is seen to have less of an impact on safety.

None of the High Priority actions of TRANSPORTATION TOMORROW: 2030-PLACMAKING FOR PROSPERITY is progressed in this TIP, except for the Front Street Gateway project, which potentially will be limited in scope due to funding constraints.

Many specific projects recommended in the previous long-range plan, *TRANSPORTATION TOMORROW:2025*, have been completed or are programmed. Others have been deferred, or been subject to modification in scope that may no longer meet the intent of the Plan.

- ♦ Construct northbound flyover, NY 201 Traffic Circle, Village of Johnson City; **completed**.
- ♦ Projects associated with Vestal Corridor Study:
 - ♦ Operational and safety improvements, Murray Hill Rd to Campus Plaza; in conjunction with NY 201 over Vestal Rd and over NY 434 bridge replacement project; **programmed but reduced in scope**
 - ♦ Operational and safety improvements, NY 434 - Jensen Rd to African Rd including intersection reconstruction, NY 434/Rano Blvd/Sycamore Rd; **programmed but reduced in scope**
- ♦ Widen Front Street, I-81 Exit 5 to Broome Community College; **completed**

- ♦ Construct new Susquehanna River Crossing, Apalachin to Campville, Town of Owego; **completed.**
- ♦ Support the designation of Route 17 as Interstate 86: reconstruct I-81/NY 17 overlap; **programmed**
- ♦ Projects associated with City of Binghamton Access Study:
 - ♦ Court Street Gateway; **programmed, ready for letting**
 - ♦ Washington Street Gateway; **deleted from program**
 - ♦ Front Street Gateway **programmed but potentially reduced in scope**
 - ♦ Improved truck access into City of Binghamton First Ward: project to reconstruct intersection of Front St/Clinton Streets; **programmed, deferred in this TIP**
- ♦ Continue multimodal enhancement of Main Street (Route 17C):
 - ♦ West Endicott, **completed**
 - ♦ Hooper Road to Harrison Avenue, **programmed previously, deferred**
 - ♦ Arch Street to Lester Avenue, Village of Johnson City, **programmed previously, deferred**
- ♦ Improve multimodal mobility on Front Street, BCC to I-81 Exit 6, **completed.**
- ♦ Provide additional transit service in Binghamton: utilizing FTA Job Access-Reverse Commute funds, expanded fixed route bus service (and complementary ADA paratransit service) on weekday nights and Saturdays, and initiated service on Sundays; **ongoing.**
- ♦ Construct Intermodal Transit Terminal: STP and FTA Bus Discretionary funds; **completed.**
- ♦ Provide additional bicycle and pedestrian infrastructure: Transportation Enhancement projects awarded

SHORT RANGE PLANNING:

REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS

The objective of the Short Range Element is to obtain the most efficient use possible of the metropolitan transportation system by recognizing opportunities to improve access and mobility of people and freight. This can be accomplished by optimizing roadway operation, improving transit service, providing linkages for non-motorized travel, and removing impediments to truck movement.

There is a national focus on regional transportation system management and operation, which springs from the recognition that system expansion is in many cases not a feasible or appropriate response to urban congestion. The traveling public has indicated a greater interest in reliability of travel than in reduction in absolute travel time. By building communication links among system operators and system users, people can make real time choices about their travel mode and route that may result in the most efficient utilization of available transportation facilities. Even in regions like Binghamton, where there is not a great deal of recurring congestion, non-recurring congestion resulting from incidents, weather, and work zones can become a problem if not managed well. These techniques often rely on what has come to be known as intelligent transportation systems (ITS). In essence, ITS is the use of technology as a tool for systems operation. ITS tools may range from computer controlled traffic signal systems to dynamic message signs on freeways to in-vehicle receivers of traffic information to automated processing of truck credentialing without requiring vehicles to stop. While many ITS tools require a significant capital investment as well as ongoing operational costs, other strategies have a significant payback in mobility improvements for a relatively small investment. It is also the case that improved interagency coordination can lead to better system management without the need for

sophisticated technology. For example, sharing a report among highway agencies, emergency service/public safety agencies, and transit providers listing maintenance and construction work zones at the beginning of each week has been identified as a useful management tool. Management and operation of the metropolitan transportation system has become an important piece of BMTS's planning and programming efforts.

BMTS adopted an ITS Regional Architecture for the Binghamton Metropolitan Area in March 2004; and a companion ITS Strategic Implementation Plan in April 2005. These efforts guarantee that the deployment of ITS elements will follow a logical sequence that addresses the most critical needs first while explicitly providing for subsequent applications. The highest priority actions involve freeway management on Interstate 81 and 88, and NY Route 17 (future Interstate 86) focused on incident detection, incident management, and traveler information. Much of this portion of the Implementation Plan will be accomplished as Phase 0 of the construction of PIN 9500.61 and 9500.80 (I-86 Designation – Prospect Mountain). Nearly as important is improved arterial management based on the deployment of advanced traffic signal control systems. This is particularly important for arterial streets that are used as detour routes for closures on the freeways, including NY Route 434 and US Route 11. These improvements are not yet programmed. New York State DOT now operates a Region 9 Traffic Operations Center, which will control the ITS devices.

Numerous improvements to the metropolitan transportation system have resulted from the short range planning effort. The BMTS Traffic Operations Program and Local Traffic Engineering Assistance Program have resulted in the removal of numerous unwarranted traffic signals in the City of Binghamton and the Village of Endicott, the retiming of traffic signals at numerous isolated intersections, and the improvement of signage and pavement markings in various locations.

The Urban Transit Action Program has also led to numerous TIP projects which have resulted in the improvement and expansion of public transit service in the area.

Taken together, the Traffic Operations and Urban Transit Action Programs have had a major impact on mobility in the Binghamton metropolitan area.

D. FINANCIAL PLAN

As noted previously, Federal law requires that the TIP include a financial plan that shows that the program is fiscally constrained.

“The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP,…”

23 CFR §450.324(h)

“The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues.”

23 CFR §450.324(i)

The first step in developing the Financial Plan is to reach agreement on what revenue is “reasonably expected”. In New York State, this was done as a cooperative effort of NYSDOT and the thirteen MPOs. MPOs in turn received input from their members, especially with respect to FTA funding. As noted previously, without a Federal authorization in place, there is truly no real information on which to base these forecasts. Consensus was reached to take a conservative approach, holding allocations flat at the beginning of the program, then showing modest annual growth.

The next step was for NYSDOT to provide to each of the 11 Regions an allocation for each federal aid fund source for each fiscal year. NYSDOT developed formulas for each fund source, based on measures of need and performance; these formulas were agreed to by the MPOs.

While larger MPOs receive a direct sub-allocation of FHWA STP-Large Urban funds; and MPOs serving air quality non-attainment areas receive a direct sub-allocation of CMAQ funds; MPOs serving metropolitan areas with fewer than 200,000 people receive no direct sub-allocation of Federal funds. BMTS is in this category; and also receives no CMAQ funds.

The following table shows the allocations received by NYSDOT Region 9. Note that Region 9 includes the entirety of the BMTS Metropolitan Planning Area; as well as the remainder of Broome and Tioga Counties, and 5 rural counties. The BMTS Policy Committee has agreed that NYSDOT may choose projects for Interstate Maintenance and National Highway System programs.

NYSDOT REGON 9 ALLOCATIONS (\$ million)						
PROGRAM	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015	TIP TOTAL
NHS	4.790	11.031	13.542	15.427	17.585	62.374
IM	15.951	18.727	21.399	24.459	27.962	143.415
HBP	21.285	24.857	28.296	32.234	36.743	108.498
STP FLEX	7.828	9.142	10.407	11.855	13.514	52.747
STP SM URBAN	1.182	1.380	1.571	1.790	2.040	7.964
STP LG URBAN	0.000	0.000	0.000	0.000	0.000	0.000
STP RURAL	2.135	2.493	2.838	3.233	3.685	14.385
HSIP	2.423	2.830	3.221	3.670	4.183	16.327
CMAQ	0.184	0.229	0.273	0.324	0.382	1.391
FTA §5307	3.115	3.248	3.386	3.530	3.680	16.959
TOTAL FEDERAL	58.893	73.937	84.933	96.522	109.774	424.060
STATE DEDICATED FUND	32.830	36.054	36.296	36.485	36.902	178.567
TOTAL	91.723	109.991	121.229	133.007	146.676	602.627

NOTES:

NHS: National Highway System; may spent on Interstate and other formally designated roads

IM: Interstate Maintenance; may be spent only on Interstate highways

HBP: Highway Bridge Program; may be spent to replace or rehabilitate any public bridge

STP: Surface Transportation Program; may be spent on Federal-aid system collector and arterial

HSIP: Highway Safety Improvement Program; projects must meet specific safety criteria

CMAQ: Congestion Mitigation-Air Quality Program; this allocation represents a small part of Schoharie County that is in the Capital District non-attainment area

FTA §5307: Federal Transit Administration block grant for capital and operating assistance; Broome County is the “designated recipient”, shares funding with Tioga County

STATE DEDCIATED FUND: may be used for projects on the State highway system, or as match for Federal aid.

NYSDOT Region 9 applied the same formulas used for these allocations to sub-allocate STP-Flex, STP-Small Urban, and HBP to the BMTS TIP. That resulted in:

PROGRAM	SUB-ALLOCATION (\$ million)
STP FLEX	13.766
STP SMALL URBAN	6.161
HIGHWAY BRIDGE PROGRAM	60.000

YEAR OF EXPENDITURE:

Another relevant portion of federal law addresses project cost:

“...revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).”

23 CFR §450.324(h)

This addresses what had been a common problem, which was using cost estimates in current dollars when projects were added to the TIP. By the time they were ready to be let, inflation had often increased the costs substantially, leading to unintentional overprogramming of the TIP.

BMTS has agreed to use inflation factors provided by NYSDOT. Based on cost estimates in 2010 dollars, the following factors were applied to all projects (all years beyond 2011 are compounded rates):

FFY 2011	2.52%
FFY 2012	4.57%
FFY 2013	7.18%
FFY 2014	10.40%

Use of these factors complies with Federal law. Note that while FFY 2015 is included in the TIP, it is not included in the STIP. Projects programmed in 2015 used the 2014 inflation factor.

PROGRAMMING v ACCOUNTING

A final note on the TIP Financial Plan is warranted. While the importance of fiscal constraint is recognized as the best way to prevent a TIP from becoming a bloated wish list of projects that may never be financed and built, when interpreted too strictly there is the risk of turning the TIP into a ledger book.

When projects are programmed, costs for each phase are determined by preliminary engineering estimates based on the project scope in the Initial Project Proposal. Some project sponsors, like NYSDOT, use standard factors to estimate the cost of engineering and inspection as a percentage of the estimated construction cost. It is understood that as projects move through the design phase, and ultimately to bid, all of these costs will change. As long as the estimates are deemed reasonable, based on the knowledge at hand, and are adjusted by factors for inflation, that is sufficient for a fiscally constrained TIP.

Because of previous overprogramming, which resulted from structural issues that have been corrected, a more strict interpretation of fiscal constraint has been applied that essentially requires a ‘dollar for dollar’ accounting. Doing so requires assigning a level of accuracy to project estimates that does not really exist. There is no question that allocations cannot be exceeded, in the sense that money that is not available cannot be spent. That is accounted for in the Policy on Project Selection, which provides for movement of projects from one year to the next when that is the case.

E. CIVIL RIGHTS, AFFIRMATIVE ACTION, and ENVIRONMENTAL JUSTICE CONSIDERATIONS

Title VI of the Civil Rights Act of 1964 sets forth federal requirements pertaining to equal employment opportunity and consideration of the needs of minority groups. Executive Orders 11246 and 11375 prohibit employment discrimination by employers with federal contracts of more than \$10,000 and their subcontractors. Equal employment opportunity laws prohibit discrimination in employment on the basis of race, color, religion, gender, age, national origin, or handicap. The Americans with Disabilities Act further protects the employment rights of persons with disabilities. Affirmative action requires that government employers consider women, members of minority groups, and persons with disabilities in their planning and operations in such a way as to eliminate the effects of past discrimination.

The provisions of these laws and orders apply to the New York State Department of Transportation and to all agencies which participate in BMTS via contracts with NYSDOT or a federal agency for the receipt of Federal funds. These include Broome County as host agency for the BMTS Central Staff. Also, any consultants or subcontractors to the above named agencies are required to meet the Title VI and Affirmative Action provisions.

Broome County, in the context of housing BMTS Central Staff, is responsible for compliance with two areas. Schedule C, "Assurance of Compliance with Title VI", of Broome County's contract with New York State, guarantees that it will abide by Title VI regulations in these areas:

1. Hiring of BMTS Central Staff: During staff recruitment, affirmative action procedures must be followed to ensure that women and minorities are well represented in the work force and that the work force reflects the characteristics of the area's population. In addition, as required by the ADA, persons with disabilities must not be discriminated against in hiring practices. Broome County government in 1992 adopted a new Affirmative Action Plan which will assure compliance with these procedures.
2. Selection of Planning Consultants: The BMTS Policy Committee, through the adoption of Resolution 96-09, has agreed to abide by the New York State Department of Transportation Disadvantaged Business Enterprise Plan, and to bind Broome County through the host agency agreement.

BMTS as an organization is responsible for the following:

1. Integration of Title VI Concerns in the MPO Planning Process: The MPO planning process must be structured so that the needs of minority neighborhoods are considered in developing long-range plans and short term improvement programs. It must also ensure minority and non-minority areas are compared to provide equitable transportation service and access.
2. Female and Minority Representation on MPO Committees and Advisory Boards: The MPO should ensure that women, minorities, and persons with disabilities, both individually and through their organizations, are represented in the citizen participation effort, including membership on formal committees, boards, and advisory committees.

3. Public Participation in the MPO Planning Process: The MPO should ensure that there is adequate opportunity for the public to provide legitimate input into the planning process. This shall be accomplished through timely notification and affording the opportunity for the public to speak at meetings of MPO Committees, boards, and advisory committees.

4. Compliance with the Americans with Disabilities Act of 1990: The MPO should ensure that its planning process is fully accessible to individuals with disabilities by holding meetings in accessible locations and providing information in accessible formats. Additionally, projects which are used to meet the requirements of regulations implementing the Americans with Disabilities Act, including Transition Plans adopted by member agencies, must appear in the Annual or Biennial Element of the TIP.

The BMTS Policy Committee is fully committed to the principles of equal employment opportunity and affirmative action, and to ensuring that its transportation plans equitably serve the community.

Environmental or social justice has also become a focus of transportation planning and investment policy as a result of the issuing of Executive Order 12898. The order is a reflection of the need to ensure that transportation plans and programs cause no disproportionately negative impacts on minority and low-income communities and neighborhoods. For example, if a choice was made to invest exclusively in suburban expressway facilities while not providing funds to maintain the urban transit system, that decision could be called into question. A project that resulted in substantial diversion of truck traffic through a low-income neighborhood would similarly be problematic.

BMTS uses U.S. Census data to identify neighborhoods within the Binghamton metropolitan area that have concentrations of minority or low-income households. This allows identification of the impact of the TIP on these areas. This TIP supports the Broome County fixed route bus system through replacement of coaches and substantial operating assistance. B.C. Transit broadly serves the minority and low-income neighborhoods in the community. In addition, many of the local street projects funded under the FHWA Surface Transportation Program, including for example the Front Street Gateway project, have a demonstrably positive impact on mobility and safety in these neighborhoods.

BMTS performs an Environmental Justice Analysis as part of the development of the TIP. It analyzes the equity and environmental impacts of the projects comprising the TIP in a systematic way. The analysis of the 2011-2015 TIP has been completed, and is published as a separate document. It reveals no environmental justice concerns.

The BMTS Policy Committee is committed to see that the MPO planning process, consultant selection, staff recruitment, and citizen participation efforts are all conducted in accordance with both the letter and spirit of the federal laws and orders on equal opportunity, affirmative action, and environmental justice.

F. PUBLIC PARTICIPATION

SAFETEA-LU requires that all MPOs develop a new participation plan, and establishes a number of parameters of outreach that are different from previous law and regulation.

The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process

23 CFR §450.316(a)

While BMTS has had a longstanding public participation plan, a new plan was prepared in response to this mandate, and was adopted by the BMTS Policy Committee in February 2007. The Plan summary states:

“BMTS sees effective public participation in terms of a number of steps.

- ♦ The first is characterized as “getting in touch with the public”. How can we make sure that our public outreach efforts are effective in educating the public about what BMTS does, and how their input can influence our plans and programs?
- ♦ The second is opportunity for public participation. What can we do to make it easy for members of the public to provide meaningful input to our plans and program?
- ♦ The third is opportunity for stakeholder participation. What should we do to make sure the stakeholders identified in SAFETEA-LU, and others identified by BMTS, have clear access to the process?
- ♦ The final step is response and documentation. What actions should we take to make sure that the public and stakeholders know that their input was in fact considered and their participation meaningful?”

With respect to the development of the Transportation Improvement Program, the Plan specifies opportunities for public input at various points, including early in the process as candidate projects and strategies are being identified, prior to action on the Draft TIP by the Planning Committee, and prior to final action on the Draft TIP by the Policy Committee. BMTS relies on direct contact with stakeholders and on public notices and use of the BMTS web site for contact with the general public.

The full Plan is available on the BMTS web site, www.bmtsonline.com .

G. TRANSPORTATION FOR THE ELDERLY AND HANDICAPPED

BMTS has a long history of making sure that the special transportation needs of the elderly and handicapped citizens of the metropolitan region are addressed.

Since July 20, 1981, the U.S. Department of Transportation has had in force regulations regarding the provision of public transportation services for persons with disabilities.

In response to this regulation, and following an intensive planning effort by BMTS Central Staff, Broome County authorized the creation of B.C. Lift, a paratransit service providing curb-to-curb service to persons with disabilities throughout the metropolitan area.

With the passage in 1990 of the Americans with Disabilities Act (ADA) and Chapter 61 of the Laws of New York State, these requirements underwent significant change. The ADA guarantees persons with disabilities equal access to facilities and programs. The Accessible Transportation Plan for Broome County was adopted in January, 1992, approved by both the Broome County Legislature and the BMTS Policy Committee, and submitted to FTA.

The Accessible Transportation Plan addresses both fixed route bus service and paratransit. It follows the ADA mandate that the fixed route bus system become 100% accessible by requiring that as buses are replaced the new equipment will be lift equipped. The BC Transit fleet has been 100% accessible for ten years. There are also significant service changes for the B.C. Lift service which were instituted in January, 1997. Under ADA, paratransit service is provided to those persons who, as a result of their disability, cannot access the fixed route system, or cannot ride an accessible bus. The B.C. Lift service was merged with a paratransit service for the Broome County Office for the Aging, with the resulting urban paratransit service having the reservation and dispatching function at BCDOPT, and the buses operated by a private contractor. Purchase of scheduling software and hardware as a Federal aid project has been completed and resulted in improved efficiency of trip scheduling.

Broome County also operates the B.C. Country service. This is a fully accessible paratransit service open to the general public throughout the rural portion of Broome County. It began operation in August, 1982. TIP projects have provided all vehicle and vehicle replacements for this service. The B.C. Country service meets all the requirements of ADA.

Tioga County operates Tioga County Public Transit, known as "Ride Tioga", a public transit service which is a mix of fixed route and paratransit operation. This service is fully accessible, and meets the requirements of ADA.

The Urban Transit Element of this TIP demonstrates the ongoing financial commitment of Broome County to maintaining public transportation services for persons with disabilities.

In addition, the BMTS Pedestrian and Bicycle Plan recognizes that elderly and handicapped individuals comprise a special group whose needs as pedestrians must be recognized and accommodated with specific traffic engineering, design, and operational techniques.

H. AIR QUALITY AND ENERGY CONSERVATION: THE NEW YORK STATE ENERGY PLAN

The Clean Air Act Amendments of 1990 imposed new requirements on those metropolitan areas in violation of National Ambient Air Quality Standards (NAAQS). The New York State Department of Environmental Conservation has certified that the Binghamton metropolitan area currently meets all air quality standards. Thus, there is no requirement to program projects specifically intended to reduce emissions, nor to do a conformity finding for the TIP.

Despite our attainment status, it is still a goal of BMTS that its program has a positive environmental impact. This is primarily accomplished through public transit enhancements, attention to pedestrian and bicycle facilities, and strategies to more efficiently manage the operation of the metropolitan transportation system. Such strategies, which may include “intelligent transportation system” technology, are designed to reduce congestion and the associated stop delay of vehicles. This in turn reduces energy consumption and emissions.

In 2002 the New York State Energy Board issued the first New York State Energy Plan, with the aim of providing broad statewide energy policy direction to guide State agencies, Boards, Commissions, and Authorities in their decision making. In 2009, a new State Energy Plan was approved. The New York State Energy Board adopted the following public policy objectives in the Energy Plan:

1. Supporting the continued safe, secure, and reliable operation of the State’s energy and transportation systems infrastructures;
2. Stimulating sustainable economic growth, technological innovation, and job growth in the State’s energy and transportation sectors, through competitive market development and government support;
3. Increasing energy diversity in all sectors of the State’s economy through greater use of energy efficiency technologies, and alternative energy resources, including renewable-based energy;
4. Promoting and achieving a cleaner and healthier environment.
5. Ensuring fairness, equity, and consumer protections in an increasingly competitive market economy.

This policy direction applies to the transportation sector by promoting transportation systems that are energy efficient. Specifically, the Energy Plan recommends that New York State:

1. Commit to a statewide goal of reducing greenhouse gas emissions 5% below 1990 levels by 2010, and 10% below 1990 levels by 2020.
2. Adopt the goal of reducing statewide energy use in 2010 to a level that is 25% below 1990 energy use per unit of Gross State Product. In addition, increase the share of renewable energy use as a percentage of primary energy use 50% by 2020.
3. Redirect transportation funding toward energy-efficient transportation alternatives, including public transportation, walking and bicycling, and provide incentives to encourage greater use of related alternatives that improve transportation efficiency.
4. Target open space funding to prevent suburban sprawl, promote Quality Communities, reduce vehicle miles traveled, support, adopt, and enhance transportation measures that reduce energy use and pollutant emissions.

5. Support, adopt and enhance transportation measures that reduce energy use and pollutant emissions, such as Commuter Choice, Ozone Action Days, diesel vehicle retrofits, improved traffic signal coordination with LED technology, transportation system management, and other similar actions.
6. Working with regional and local, analyze and quantify the energy use and air pollution emissions expected to result from transportation plans and programs
7. Include in the State transportation planning and State Environmental Quality Review Act (SEQRA) related processes, consideration of CO₂ production and mitigation strategies as appropriate.

An analysis of the 2011-2015 TIP using the methodology provided by NYSDOT follows:

Energy and Greenhouse Gas Analysis

Methodology

In order to comply with the New York State Energy Plan, BMTS conducted an analysis of energy consumption and greenhouse gas emissions as they relate to the 2011-2015 BMTS Transportation Improvement Program (TIP). The methodology for this analysis is outlined in two documents published by the New York State Department of Transportation: *Development of Revised NYSDOT Energy Analysis Guidelines, Subtask 12a: Energy Analysis Guidelines for TIPS and Plans*; and *Development of Revised NYSDOT Energy Analysis Guidelines, Subtask 12b: Greenhouse Gas Emissions Estimates Guidelines for TIPS and Plans*.

The Energy and Greenhouse Gas Analysis was conducted for the last year of the program (2015). The geographic extent of the analysis conforms to the area covered by the BMTS Travel Model i.e., the Binghamton Adjusted Urban Area.

The 2011-2015 TIP was evaluated for two scenarios, a build condition, i.e., transportation improvements included in the five year program, and a “no-build” condition, i.e., no change in the transportation network from existing conditions.

The first step in the evaluation was to determine whether any projects scheduled on the TIP required analysis. The improvements listed in the TIP were reviewed in accordance with the guidelines provided in New York State Department of Environmental Conservation regulations. According to these regulations, energy and greenhouse gas analyses need to be performed if the program or plan contains *regionally significant* projects as defined in 6 NYCRR Part 240.6 (h) (2).

An examination of projects listed on the 2011-2015 BMTS TIP determined that there was one regionally significant project listed, requiring that an energy analysis be conducted.

The Energy Analysis consists of two basic sets of calculations. The first set of calculations is used to estimate the amount of energy consumed by vehicles using the road network, and is termed *direct energy*.

The direct energy analysis uses travel demand model output data to estimate the amount of energy consumption for a given scenario. Vehicle-miles traveled and average speed data for

each model network road segment are input into the MOVES-RREGGAE post-processor. These vehicle-miles traveled and average speed figures, in conjunction with individual parameters for each roadway functional classification, are used as a basis for the emission calculations. The current and projected vehicle-type and fuel-type distribution of the Binghamton-area vehicle fleet is also a factor in these calculations. For the purposes of this analysis, the vehicle type/fuel distribution used is based on the default NYSDOT/NYSDEC determined vehicle distributions for the Binghamton region, for the duration of the Long Range Plan.

The second set of Energy Analysis calculations addresses the amount of energy consumed in the course of constructing and maintaining a transportation system. This type of energy consumption is termed *indirect energy*.

In the analysis conducted for the 2011-2015 BMTS TIP, indirect energy consumption is calculated only for major transportation improvements likely to be implemented within the duration of the TIP. Maintenance, safety, and TSM type projects are exempt from this analysis, as it is assumed that they would have no significant impact, and/or that they would occur under both build and no-build conditions.

The indirect energy figure is expressed as the amount of BTUs expended to complete each transportation construction project, and is determined by using the construction type-specific lane-mile calculations that are included in the MOVES-RREGGAE software package, for each construction project analyzed. The figures for each construction project are then totaled to determine an area-wide figure for indirect energy consumption over the duration of the TIP.

Greenhouse gas emissions are also calculated for direct production and for indirect production, and are assessed in terms of carbon dioxide equivalent metric tons for carbon dioxide, nitrous oxide, and methane. These emissions are calculated as a daily total for direct greenhouse gas emissions, and as a total of all projected construction, for indirect greenhouse gas emissions.

Results

The results of the Energy and Greenhouse Gas Analysis are presented in the following tables. The results indicate that the amount of direct energy consumed, and the amount of greenhouse gases produced, will be slightly higher for the build scenario relative to the no-build scenario, at the end of the period covered by the 2011-2015 BMTS Transportation Improvement Program.

Scenario	Energy Consumption		Greenhouse Gas Emissions	
	Direct (BTU/Day)	Indirect (BTU)	CO2 Direct (Tons/Day)	CO2 Indirect (Tons)
2015 Build	32,222,000	83,820,000	2,509	6,136
2015 No-Build	32,210,000	0	2,507	0
DIFFERENCE	12,000	83,820,000	2	6,136
% DIFFERENCE	0.04%		0.08%	

I. URBAN HIGHWAY AND BRIDGE ELEMENT

The Urban Highway and Bridge Element of this TIP includes the following fund sources:

- ♦ Surface Transportation Program (STP) including the Transportation Enhancement Program
- ♦ Highway Bridge Program (HBP)
- ♦ Highway Safety Improvement Program (HSIP)
- ♦ National Highway System program (NHS)
- ♦ Interstate Maintenance program (IM)

STP funds may be spent on projects on any public road functionally classified as collector or above. These funds can also, with MPO approval, be spent on transit projects, as well as bicycle or pedestrian projects. NHS funds may only be spent on roads designated as part of the National Highway System. These routes were designated by NYSDOT in November, 1993, and were approved by Congress in 1995. The BMTS Policy Committee submitted for approval additional NHS mileage in 2002; these segments of NYS Routes 201, 363, and 434 were subsequently approved by FHWA for inclusion in the NHS. Federal law allows the State DOT, with approval from Federal Highway Administration, to shift monies between NHS and STP.

Also affecting this TIP is language in the Transportation Equity Act for the 21st Century (TEA - 21) authorizing NYSDOT to pursue designation of NY Route 17 as Interstate 86. NYSDOT has identified all of the work necessary for designation of I-86 as a "project of statewide significance". In doing so, the necessary funds are being allocated off the top of the statewide apportionment, independently of NYSDOT regional allocations; project schedules and funding are determined by NYSDOT Main Office.

Federal regulation requires that TIP projects be selected by the State in cooperation with the MPO. This does not cause any significant changes in the way BMTS develops its TIP. It is the policy of the BMTS that the TIP Subcommittee of the Planning Committee, which includes NYSDOT representation, is responsible for developing the draft Surface Transportation Program and Highway Bridge Program. The BMTS Policy on Project Programming is followed, and funding allocation targets are provided by NYSDOT Main Office. NYSDOT takes the lead in developing the NHS, and IM programs, because they must balance the needs of the metropolitan system with those of the remainder of the region. The TIP Subcommittee scrutinizes these project submissions, and may request further information or offer priorities for these fund sources.

Federal law requires that the TIP include the projected cost of preliminary engineering, right-of-way acquisition, and construction, and construction inspection (CI). Construction inspection is estimated at 12% of construction cost for projects whose cost is less than \$3 million, and 10% of construction cost for projects exceeding \$3 million. FHWA programs provide an 80% Federal share of all costs, except for Interstate Maintenance(IM) and Highway Safety Improvement Program (HSIP) which are a 90% Federal share. For projects sponsored by NYSDOT, the State pays the full non-Federal share. For locally sponsored projects, the New York State Legislature created many years ago the Marchiselli Program. This provides ¾ of the non-Federal share, or 15% of the project cost, leaving a 5% share for the local sponsor. The availability of Marchiselli funds is subject to annual state appropriations process. Local project sponsors are always informed that they may have to assume the full non-Federal share of a project. The following project narratives show the split non-Federal match for local projects because that has historically been the case.

BMTS recognizes that it is important for each project on the TIP to have a well-defined scope. This is facilitated by the fact that candidate project submissions begin with a NYSDOT Initial Project Proposal (IPP) form.

SURFACE TRANSPORTATION PROGRAM FUNDS

PROJECTS OBLIGATED PRIOR TO FFY 2011

STP-11-01 Conklin Multi-Use Trail Phase 1 (PIN 9009.19)

Project Sponsor: Broome County

Project Location: Town of Conklin

Project Description: Construct a multi-use pedestrian and bicycle trail along Powers Road and Corporate Drive, with access to an adjacent wetland

Project Cost and Fund Source: \$0.449 million STP-Enhancement

STP-11-02 Susquehanna River Trail, City of Binghamton (PIN 9009.22)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Construct a greenway trail along the north side of the Susquehanna River from Confluence Park to Rockbottom

Project Cost and Fund Source: \$0.688 million STP-Enhancement

STP-11-03 Vestal Rail Trail Section 3 (PIN 9009.23)

Project Sponsor: Town of Vestal

Project Location: Town of Vestal

Project Description: Construct a greenway trail from the western terminus of Section 2 to Tracy Creek

Project Cost and Fund Source: \$0.548 million STP-Enhancement

STP-11-04 Chenango River Trail Connection (PIN 9009.24)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Construct a greenway trail along the east side of the Chenango River from existing trail terminus to Otseningo Park

Project Cost and Fund Source: \$0.718 million STP-Enhancement

STP-11-05 Vestal Rail Trail Section 4 (PIN 9009.26)

Project Sponsor: Town of Vestal

Project Location: Town of Vestal

Project Description: Construct a greenway trail from the eastern terminus of Section 1 to Jensen Road

Project Cost and Fund Source: \$0.350 million STP-Enhancement

STP-11-06 Hooper Road at Country Club Road Improvement (PIN 9753.15)

Project Sponsor: Broome County

Project Location: Town of Union

Project Description: Construct southbound right turn lane to improve intersection operation. Replace signal.

Project Cost and Fund Source: \$0.443 million total cost, of which \$0.029 million for detailed design, \$0.012 million for right-of-way acquisition, \$0.339 million for construction, and \$0.063 million for construction inspection. STP-Flex (includes 15% State match and 5% Broome County match)

STP-11-S1 Prospect Ave/Henry Street Traffic Signal Installation (PIN 9753.36)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Install a new traffic signal in conjunction with the construction of the Broome County Transportation Center

Project Cost and Fund Source: \$0.152 million total cost, of which \$0.138 million is construction and \$0.014 million is construction inspection. STP-Flex (includes 15% State match and 5% local match)

STP-11-S2 Taft Ave/Country Club Road, North St/Hayes Ave/Kentucky Ave
Traffic Signal Upgrades (PIN 9753.35)

Project Sponsor: Town of Union

Project Location: Town of Union

Project Description: Upgrade traffic signals at two intersections

Project Cost and Fund Source: \$0.455 million total cost, of which \$0.027 million is right-of-way, \$0.389 million is construction and \$0.039 million is construction inspection. STP-Flex (includes 15% State match and 5% local match)

STP-11-S4 African Road/Vestal Road Traffic Signal Upgrade (PIN 9753.63)

Project Sponsor: Town of Vestal

Project Location: Town of Vestal

Project Description: Relocate traffic signal controller from flood prone location

Project Cost and Fund Source: \$0.053 million total cost. \$0.048 construction and \$0.005 inspection. STP-Flex (includes 15% State match and 5% local match)

PROJECTS SCHEDULED FOR FFY 2011 OBLIGATION

STP-11-S3 Floral Ave/Ackley Ave/ St. Charles St.
Traffic Signal Upgrades (PIN 9753.62)

Project Sponsor: Village of Johnson City

Project Location: Village of Johnson City

Project Description: Upgrade traffic signals at intersection

Project Cost and Fund Source: \$0.260 million total cost. \$0.0275 right- of- way, \$0.389 construction and \$0.039 inspection. STP-Flex (includes 15% State match and 5% local match)

STP-11-09 Court Street Gateway, Phase 1 (PIN 9753.06)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Project limits for this Phase are Exchange Street to Water Street. Construct streetscape design enhancements, including a roundabout at the intersection of our/Chenango/Exchange Streets, revised on-street parking patterns including reverse diagonal parking between Water and State Streets. [Note that Phase 2, from Exchange Street to Chapman Street, is included in Illustrative TIP list.]

Project Cost and Fund Source: \$2.750 million total, of which \$2.500 million for construction and \$0.250 million for construction inspection. STP-Small Urban (includes 15% State and 5% City of Binghamton match). [STP-Small Urban funds previously obligated for design and right-of-way acquisition.]

PROJECTS SCHEDULED FOR FFY 2013 OBLIGATION

STP-11-07 Front Street Gateway, Phase 1 (PIN 9753.16)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: This is identified in the Gateway Vision Plan for redevelopment. This is a primary entry into the city from I-81/NY 17. This project scope is to reconstruct Front Street between Prospect Street and Main Street, and to include streetscape design enhancements. The scope of the Phase 1 project will be limited to available funding from a SAFETEA-LU Earmark. Specific decisions on scope are to be determined.

Project Cost and Fund Source: \$4.245 million, of which \$0.272 million is for design, \$0.013 million for right-of-way, \$3.600 million for construction and \$0.360 million for construction inspection. Funding is designated in SAFETEA-LU §1702.3676. (Includes 15% State and 5% City of Binghamton match.) [Note that Phase 2, which will include all elements in the original scope, is included in Illustrative TIP list.]

STP-11-S5 Riverside Drive/Beethoven Street Traffic Signal Upgrade (PIN 9753.60)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Upgrade traffic signal

Project Cost and Fund Source: \$0.228 million total cost, of which \$0.206 million for construction and \$0.021 million for construction inspection. STP-Flex (includes 15% State match and 5% local match)

STP-11-S6 Hawley Street/Collier Street Traffic Signal Upgrade (PIN 9753.61)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Upgrade traffic signal

Project Cost and Fund Source: \$0.108 million total cost of which \$0.098 million for construction and \$0.010 million for construction inspection. STP-Flex (includes 15% State match and 5% local match)

PROJECTS SCHEDULED FOR FFY 2014 OBLIGATION

STP-11-08 NY 434 at Rano Blvd/Sycamore Rd (PIN 9038.16)

Project Sponsor: NYSDOT

Project Location: Town of Vestal

Project Description: The Vestal Corridor Study identified the intersection of NY 434/Rano Blvd/Sycamore Rd as a critical location, and the segment from Jensen Road to African Road as a high priority. The scope of this project has been reduced to address traffic and pedestrian safety at the intersection by extension of turn lane and construction of a sidewalk section.

Project Cost and Fund Source: \$1.711 million total project cost. \$0.375 million for right-of-way was previously obligated; \$1.193 million for construction, and \$0.144 million for construction inspection. STP-Flex (includes 20% State match)

PROJECTS WITH ANNUAL OBLIGATIONS

STP-11-BL1 Federal Aid Signal Requirements Program (PINs 9805.80, 9805.83
9FAS12,13,14,15,16,17)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for replacement or upgrade of traffic signals throughout Region 9, primarily on State Highway system.

Project Cost and Fund Source: \$4.873 million total project cost. See STP table for breakdown by project phase and year. STP-Flex (includes 20% State match).

Attributable to BMTS Region: PIN 9805.83: 50%; all others: 25%

STP-11-BL2 Pavement Marking Program (PINs 9PM011, 012, 013, 014, 015, 016)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for placement of new pavement markings on a regular schedule throughout Region 9.

Project Cost and Fund Source: \$3.525 million total project cost. \$0.005 preliminary design, \$0.050 detailed design \$0.555 for construction and \$0.065 for construction inspection each year. STP-Flex (includes 20% State match)

Attributable to BMTS Region: 35%

STP-11-BL3 Paving Contract Block (PINs 9T7312, 15, 16)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for contractor placed pavement on a regular schedule to maintain state of good repair throughout Region 9.

Project Cost and Fund Source: \$8.580 million total project cost. \$7.75 million for construction and \$0.830 million for construction inspection. See STP table for breakdown by project phase and year. STP-Flex (includes 20% State match)

Attributable to BMTS Region: 29%

STP-11-BL4 Local Traffic Signal Improvement Contract (PINs 9LSB13, 16)

Project Sponsor: To be determined (may be different each year depending on signal locations).

Project Description: Upgrade or replacement of local traffic signals. BMTS TIP Subcommittee will determine priority rank of candidate projects based on the following criteria: safety history, traffic volume, system considerations, and physical condition.

Project Cost and Fund Source: \$0.543 million total cost. For each year: \$0.024 million for preliminary engineering, \$0.100million detailed design, \$0.031 million right-of-way incidentals, \$0.338 million for construction, and \$0.026 million for construction inspection. STP-Flex (includes 15% State and 5% local match).

STP-11-BL5 Culvert Repair Block (PINs 9TCR12, 13, 14, 15, 16, 17, 18)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for repair of large culverts throughout Region 9.

Project Cost and Fund Source: \$20.418 million total project cost. See STP table for breakdown by project phase and year. STP-Flex (includes 20% State match)

Attributable to BMTS Region: 29%

STP-11-BL6 Culvert Replacement Block (PIN 9805.41)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for replacement of identified large culverts throughout Region 9 in FFY 2011.

Project Cost and Fund Source: \$3.696 million total project cost. \$3.300 for construction, \$ 0.396 for construction inspection. STP-Flex (includes 20% State match)

Attributable to BMTS Region: 67%

STP-11-BL7 Culvert Repair Block (PIN 9806.04)

Project Sponsor: NYSDOT

Project Description: This project will repair deficient culverts in the Towns of Vestal and Kirkwood in Broome County and the Town of Nichols in Tioga County.

Project Cost and Fund Source: \$1.025 million total project cost. \$0.060 million for preliminary design, \$0.040 million for detailed design, \$0.045 million for right-of-way, \$0.800 million for construction and \$0.080 million for construction inspection. STP-Flex (includes 20% State match)

STP-11-BL8 Urban Area Bridge Maintenance Block (PIN 9806.17)

Project Sponsor: NYSDOT

Project Description: This preventive maintenance project will complete general bridge repairs, 5-7 bridge repairs and bridge painting at various locations in the Binghamton urban area.

Project Cost and Fund Source: \$4.624 million total project cost. \$0.375 for preliminary design, \$0.250 for detailed design, \$3.599 for construction and \$0.400 for construction inspection. STP-Flex (includes 20% State match)

SURFACE TRANSPORTATION PROGRAM (STP)

P=SCOPING,PRELIMINARY ENGINEERING
D=DETAILED DESIGN

R=RIGHT OF WAY ACQUISITIC
F=RAIL FORCE ACCOUNT

T=TOTAL COST*

C=CONSTRUCTION I=CONSTRUCTION INSPECTIO *COST IN \$ MILLION, FEDERAL SHARE ONLY

No.	PIN	PROJECT	STP FUND SOURCE	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL	
										FED \$	TOTAL \$
STP-11-01	9009.19	Conklin Multi Use Trail Project 1 Broome County Town of Conklin Letting 2011	ENHANCE	T						0.000	T 0.000
				P						0.000	P 0.000
				D						0.000	D 0.000
				R						0.000	R 0.000
				C	0.449					0.000	C 0.000
				I	0.064					0.000	I 0.000
STP-11-02	9009.22	Susquehanna River Trail Enhancement Project Rockbottom Bridge to Confluence Park City of Binghamton	ENHANCE	T						0.000	T 0.000
				P						0.000	P 0.000
				D						0.000	D 0.000
				R						0.000	R 0.000
				C	0.668					0.000	C 0.000
				I	0.080					0.000	I 0.000
STP-11-03	9009.23	Vestal Rail Trail Section 3 Town of Vestal	ENHANCE	T						0.000	T 0.000
				P						0.000	P 0.000
				D						0.000	D 0.000
				R						0.000	R 0.000
				C	0.548					0.000	C 0.000
				I						0.000	I 0.000
STP-11-04	9009.24	Chenango River Trails Connection Cheri Lindsey Park to Bevier St City of Binghamton	ENHANCE	T						0.000	T 0.000
				P						0.000	P 0.000
				D						0.000	D 0.000
				R						0.000	R 0.000
				C	0.718					0.000	C 0.000
				I						0.000	I 0.000
STP-11-05	9009.26	Vestal Trail Section 4 African Rd to Jensen Rd Town of Vestal	ENHANCE	T						0.000	T 0.000
				P						0.000	P 0.000
				D						0.000	D 0.000
				R						0.000	R 0.000
				C	0.350					0.000	C 0.000
				I						0.000	I 0.000

No.	PIN	PROJECT	STP FUND SOURCE		OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL					
											FED \$	TOTAL \$				
STP-11-06	9753.15	Hooper Road at Country Club Rd. Intersection Improvements Town of Union Broome County	FLEX	T								0.000	T	0.000		
				P									0.000	P	0.000	
				D	0.023									0.000	D	0.000
				R	0.010									0.000	R	0.000
				C	0.271									0.000	C	0.000
I	0.050									0.000	I	0.000				
STP-11-07	9753.16	Front Street Gateway Prospect Street to Main Street Reconstruction and Streetscape City of Binghamton *Additional work is in Illustrative TIP	SAFETEA-LU EARMARK	T								4.245	T	5.306		
				P	0.432								0.000	P	0.000	
				D		0.272								0.272	D	0.340
				R		0.013								0.013	R	0.016
				C					3.600					3.600	C	4.500
I					0.360					0.360	I	0.450				
STP-11-08	9038.16	NY434 Rano Blvd./Sycamore Rd. Intersection Improvements Operational Improvements Town of Vestal/NYS DOT	FLEX	T								1.069	T	1.336		
				P									0.000	P	0.000	
				D										0.000	D	0.000
				R	0.300									0.000	R	0.000
				C						0.954				0.954	C	1.193
I							0.115			0.115	I	0.144				
STP-11-09	9753.06	Court Street Gateway Improvements Street reconstruction Streetscape enhancements City of Binghamton * Additional work is in Illustrative TIP	SMALL URBAN	T								2.200	T	2.750		
				P									0.000	P	0.000	
				D	0.143									0.000	D	0.000
				R	0.207									0.000	R	0.000
				C		2.000								2.000	C	2.500
I		0.200								0.200	I	0.250				

PROJECTS EXTRACTED FROM LOCAL SIGNAL BLOCK															
No.	PIN	PROJECT	STP FUND SOURCE	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL					
										FED \$	TOTAL \$				
STP-11-S1	9753.36	Prospect Avenue/Henry Street New signal City of Binghamton	FLEX	T							0.000	T	0.000		
				P								0.000	P	0.000	
				D									0.000	D	0.000
				R									0.000	R	0.000
				C	0.110								0.000	C	0.000
I	0.011								0.000	I	0.000				
STP-11-S2	9753.35	Taft Ave/Country Club Rd North St/Hayes Ave/Kentucky Town of Union Signal upgrades	FLEX	T							0.000	T	0.000		
				P								0.000	P	0.000	
				D									0.000	D	0.000
				R	0.022							0.000	R	0.000	
				C	0.311							0.000	C	0.000	
I	0.031							0.000	I	0.000					
STP-11-S3	9753.62	Floral Ave/Ackley Ave Village of Johnson City Signal upgrades	FLEX	T							0.208	T	0.260		
				P								0.000	P	0.000	
				D								0.000	D	0.000	
				R		0.028						0.028	R	0.035	
				C		0.156						0.156	C	0.195	
I		0.024						0.024	I	0.030					
STP-11-S4	9753.63	African Rd/Vestal Rd Town of Vestal Signal upgrade	FLEX	T							0.000	T	0.000		
				P								0.000	P	0.000	
				D								0.000	D	0.000	
				R								0.000	R	0.000	
				C	0.038							0.000	C	0.000	
I	0.004							0.000	I	0.000					
STP-11-S5	9753.60	Riverside Dr/Beethoven St City of Binghamton Signal upgrade	FLEX	T							0.182	T	0.228		
				P								0.000	P	0.000	
				D								0.000	D	0.000	
				R								0.000	R	0.000	
				C				0.165				0.165	C	0.206	
I				0.017				0.017	I	0.021					
STP-11-S6	9753.61	Hawley St/Collier St City of Binghamtom Signal upgrade	FLEX	T							0.086	T	0.108		
				P								0.000	P	0.000	
				D								0.000	D	0.000	
				R								0.000	R	0.000	
				C				0.078				0.078	C	0.098	
I				0.008				0.008	I	0.010					
STP PROGRAM SUBTOTAL					4.491	0.493	0.000	4.228	1.069	0.000	5.790		7.238		

BLOCK PROJECTS

No.	PIN	PROJECT	STP FUND SOURCE	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL			
										FED \$	TOTAL \$		
STP-11-BL1	9805.80	Federal Aid Signal Requirements Pr	FLEX	T						3.898	T	4.873	
	9805.83	NYSDOT		P		0.008	0.009	0.009	0.009	0.035	P	0.044	
	9FAS12	Attributable to BMTS region: 9805.83 [50%]; all other PINs		D		0.052	0.052	0.052	0.052	0.208	D	0.260	
	9FAS13			R		0.019	0.019	0.019	0.019	0.076	R	0.095	
	9FAS14			9FAS16	C	0.352	0.586		1.120	1.120	3.178	C	3.973
	9FAS15			9FAS17	I	0.063	0.070		0.134	0.134	0.401	I	0.501
STP-11-BL2	9PM011	Pavement Marking Program	FLEX	T						2.820	T	3.525	
	9PM012	NYSDOT		P	0.008	0.004	0.004	0.004	0.004	0.024	P	0.030	
	9PM013			D	0.080	0.040	0.040	0.040	0.040	0.240	D	0.300	
	9PM014			R						0.000	R	0.000	
	9PM015	Attributable to BMTS region: 35%		C	0.512	0.444	0.444	0.444	0.444	2.288	C	2.860	
	9PM016			I	0.060	0.052	0.052	0.052	0.052	0.268	I	0.335	
STP-11-BL3	9T7310	Paving Contract Block	FLEX	T						6.864	T	8.580	
		NYSDOT		P						0.000	P	0.000	
	9T7312			D						0.000	D	0.000	
	9T7315			R						0.000	R	0.000	
	9T7316	Attributable to BMTS region: 29%		C	2.304	0.200		2.000	4.000	6.200	C	7.750	
				I	0.048	0.024		0.240	0.400	0.664	I	0.830	
STP-11-BL4	9LSB13	Local Traffic Signal Improvement Co	FLEX	T						0.434	T	0.543	
		Various Locations		P		0.019			0.019	0.038	P	0.048	
	9LSB16			D		0.051			0.029	0.080	D	0.100	
				R				0.019	0.006	0.025	R	0.031	
				C				0.270		0.270	C	0.338	
				I				0.021		0.021	I	0.026	
STP-11-BL5	9TCR12		Culvert Repair Block	FLEX	T						16.334	T	20.418
	9TCR13	Various Locations	P		0.219	0.193	0.224	0.452	0.452	1.540	P	1.925	
	9TCR14	NYSDOT	D		0.038	0.083	0.115	0.144	0.288	0.668	D	0.835	
	9TCR15	Attributable to BMTS region: 29%	R		0.136	0.220	0.230	0.030	0.460	1.076	R	1.345	
	9TCR16		C			0.480	0.800	4.960	5.600	11.840	C	14.800	
	9TCR17		9TCR18		I		0.058	0.096	0.496	0.560	1.210	I	1.513
STP-11-BL6	9805.41	Culvert Replacement Block	FLEX	T						2.957	T	3.696	
		Various Locations NYSDOT		P						0.000	P	0.000	
				D						0.000	D	0.000	
				R						0.000	R	0.000	
				C	2.640					2.640	C	3.300	
				I	0.317					0.317	I	0.396	

STP-11-BL7	9806.04	Culvert Repair Towns of Vestal and Kirkwood, Broome County Town of Nichols, Tioga County	FLEX	T						0.820	T	1.025	
				P		0.048					0.048	P	0.060
				D		0.032					0.032	D	0.040
				R		0.016	0.020				0.036	R	0.045
				C					0.640		0.640	C	0.800
				I					0.064		0.064	I	0.080
STP-BL8	9806.17	Urban Area Bridge Maintenance Blo May include 5-7 bridge repairs, general bridge repairs, bridge painting Various locations in BMTS MPA	SMALL URBAN	T						3.699	T	4.624	
				P				0.300		0.300	P	0.375	
				D				0.200		0.200	D	0.250	
				R						0.000	R	0.000	
				C					2.879	2.879	C	3.599	
				I					0.320	0.320	I	0.400	
STP PROGRAM SUBTOTAL				6.843	5.238	2.399	6.623	12.469	16.887	43.616		54.520	

STP RAIL PROGRAM - Projects selected by NYSDOT and funded from statewide allocation

No.	PIN	PROJECT	STP FUND SOURCE	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL		
										FED \$	TOTAL \$	
STP-11-RR1	9932.73	Phelps Street grade crossing Village of Port Dickinson NYSDOT	RAIL	T						0.090	T	0.100
				F	0.090					0.090	F	0.100
STP-11-RR2	9933.11	Fuller Road grade crossing Town of Fenton NYSDOT	RAIL	T						0.186	T	0.206
				F			0.186			0.186	F	0.206
STP-11-RR3	9933.12	Depot Street grade crossing Town of Fenton NYSDOT	RAIL	T						0.186	T	0.206
				F			0.186			0.186	F	0.206
STP-11-RR4	9932.92	Kattelville Road grade crossing Town of Chenango NYSDOT	RAIL	T						0.143	T	0.159
				F				0.143		0.143	F	0.159
STP-11-RR5	9932.93	Old State Road grade crossing Village of Port Dickinson NYSDOT	RAIL	T						0.143	T	0.159
				F				0.143		0.143	F	0.159
STP-11-RR6	9932.94	Prentice Road grade crossing Town of Chenango NYSDOT	RAIL	T						0.143	T	0.159
				F				0.143		0.143	F	0.159
STP RAIL PROGRAM SUBTOTAL					0.000	0.090	0.000	0.372	0.429	0.000	0.891	1.114
STP PROGRAM TOTAL					6.843	5.328	2.399	6.995	12.898	16.887	44.507	55.634

NATIONAL HIGHWAY SYSTEM FUNDS

PROJECTS OBLIGATED PRIOR TO FFY 2011

None

PROJECTS SCHEDULED FOR OBLIGATION IN FFY 2011

NHS-11-01 NY 201 over Vestal Road and NY 434 (PIN 9045.04)
[see also HSIP 11-02]

Project Sponsor: NYSDOT

Project Location: Town of Vestal

Project Description: Replace the NY 201 bridges over Vestal Road and NY 434. Construct safety and operational improvements in this part of the Vestal corridor. The scope includes ramp modifications and signalization, intersection operational improvements, and construction of pedestrian facilities. The scope is limited to system preservation and safety activities.

Project Cost and Fund Source: \$17.336 million total project cost. [\$1.918 million for design and \$0.306 million for right-of-way previously obligated; fund source HBP.] \$15.760 million for construction, of which \$12.731 million is NHS and \$3.029 million is HSIP; \$1.576 for construction inspection NHS (NHS funds include 20% State match; HSIP includes 10% State match).

NHS-11-02 I-81/NY 17 Interchange Prospect Mountain Reconstruction, Phase 1 (PIN 9500.61)

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: Includes all of the work required to apply for Interstate designation for NY 17 west of I-81. The proposed work includes:

- Replacement of the bridges carrying each direction of the roadway over the Chenango River. These structures have been determined to be nearing the end of their useful life.
- Realignment of the curves around Prospect Mountain
- Relocation of diverge and merge decision points to the tangent section of the roadway west of the curve
- Relocation of the Mygatt Street exit further west, connecting to Prospect Street
- Replacement of the bridge over Chenango Street to accommodate Phase 2 work
- Construction of noise barriers

Project Cost and Description: \$189.934 million total project cost. Detail design and right-of-way previously obligated. Phase 0 (lighting and ITS) and Phase 0A (ROW acquisition and demolition) previously extracted from this PIN and obligated. \$170.558 million for construction and \$19.376 million for construction inspection. (NHS includes 20% State match).

NHS-11-03 NY 17 Nichols Rest Area Reconstruction (PIN 6066.70)

Project Sponsor: NYSDOT

Project Location: Town of Nichols, Tioga County

Project Description: Demolish existing rest area and construct new rest area.

Project Cost and Fund Source: Total project cost to be determined. \$0.010 million for ROW. All other phases on Illustrative TIP Project list (includes 20% State match).

PROJECTS SCHEDULED FOR OBLIGATION IN FFY 2012

NHS-11-04 NY 17 Pavement Rehabilitation (PIN 9067.44)

Project Sponsor: NYSDOT

Project Location: City of Binghamton to Broome-Tioga County line

Project Description: Rehabilitate pavement

Project Cost and Fund Source: Total project cost \$5.331 million, of which \$0.050 million for preliminary design, \$0.034 million for detailed design, \$4.770 million for construction, \$0.478 million for construction inspection. NHS - (includes 20% State match).

PROJECTS SCHEDULED FOR OBLIGATION IN FFY 2013

NHS-11-05 I-86 Designation Requirements, Tioga County (PIN 9067.29)

Project Sponsor: NYSDOT

Project Location: Tioga County

Project Description: Complete necessary work to meet Interstate design standards in preparation for I-86 designation, including sign and guiderail replacement and other elements as necessary. NY 17 in Tioga County.

Project Cost and Fund Source: Total project cost \$7.018 million, of which \$0.016 million for right-of-way, \$6.359 million for construction, and \$0.643 million for construction inspection. \$1.000 million for construction is a SAFETEA-LU earmark. Remainder NHS. (Includes 20% State match)

PROJECTS SCHEDULED FOR OBLIGATION IN FFY 2014

NHS-11-06 NY 434 Greenway Phase 1 (PIN 9038.08)

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: Construct multi-use trail greenway from the southern end of the South Washington Street Bridge west to the Binghamton City-Town of Vestal line; Phase 1 will end at MacArthur School.

Project Cost and Fund Source: Total project cost to be determined. \$0.096 million detailed design, \$0.056 million right-of-way. Construction on Illustrative TIP Project list (NHS includes 20% State match).

PROJECTS SCHEDULED FOR OBLIGATION IN FFY 2015

NHS-11-07 I-81/NY 17 Interchange Reconstruction, Phase 2 (PIN 9500.80)
[see also IM-11-01]

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: See Project NHS-11-02, which is Phase 1 of the overall project. Phase 2 includes

- The work necessary to address the weaving section between Interchange 4 and the I-81/NY 17 merge/diverge, including additional structures over the Chenango River
- Redesign and reconstruction of Interchange 4
- Construction of noise barriers

Project Cost and Description: \$228.661 million total project cost. NHS portion: \$130.940 million for construction and \$20.137 million for construction inspection. (NHS includes 20% State match).

NHS-11-08 I-86 Signing (PIN 9804.41)

Project Sponsor: NYSDOT

Project Location: Various throughout BMTS MPA

Project Description: To provide for the conversion of all NY 17 signs to I-86 signs.

Project Cost and Description: \$10.028 million total project cost. \$9.115 million for construction and \$0.913 million for construction inspection. (NHS includes 20% State match).

PROJECTS WITH ANNUAL OBLIGATIONS

NHS-11-BL1 ITS Operations and Maintenance (PINs 9ITS11-15)

Project Sponsor: NYSDOT

Project Location: Broome County

Project Description: This project provides for the NYSDOT Transportation Operations Center and annual maintenance of the permanent overhead variable message signs on NY 17 and I-81 in Broome County.

Project Cost and Funds Source: \$1.000 million total project cost. \$0.200 million annually for operations. (NHS includes 20% State match).

NHS-11-BL2 Pavement Marking Program (PINs 9PM011, 012, 013, 014, 015)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for placement of new pavement markings on a regular schedule throughout Region 9.

Project Cost and Fund Source: \$4.600 million total project cost. \$0.738 million for construction and \$0.090 million for construction inspection in FFY 2011; \$0.839 million for construction and \$0.103 million for construction inspection each subsequent year. (NHS includes 20% State match)

Attributable to BMTS Region: 35%

NHS-11-BL3 Paving Contract Block (PINs 9T7312, 14, 16)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for contractor placed pavement on a regular schedule to maintain state of good repair throughout Region 9.

Project Cost and Fund Source: \$4.239 million total project cost. See NHS table for breakdown by project phase and year. (NHS requires 20% State match)

Attributable to BMTS Region: 29%

NHS-11-BL4 Bridge General Repairs Block (PIN 9805.59, 9TGR15)

Project Sponsor: NYSDOT

Project Location: Various locations in Broome and Tioga Counties

Project Description: Repair bridges on National Highway System routes; as individual projects are identified, they will be extracted from the funding block.

Project Cost and Fund Source: \$8.009 million total project cost. PIN 9805.59: \$4.090 million for construction and \$0.490 million for construction inspection. PIN 9TGR15: \$0.010 million for preliminary design, \$0.200 million for detailed design, \$3.000 million for construction, and \$0.300 million for construction inspection. NHS (includes 20% State match).

NHS-11-BL5 5-7 Bridge Repairs Block (PINs 9T5713, 5714)

Project Sponsor: NYSDOT

Project Location: Various locations in Broome and Tioga Counties

Project Description: Repair bridges on National Highway System routes with ratings greater than 5 to extend service life.

Project Cost and Fund Source: \$6.110 million total project cost. PIN 9T5713: \$0.005 million for preliminary design, \$0.025 million for detailed design, \$3.000 million for construction and \$0.300 million for construction inspection. PIN 9T5714: \$0.005 million for preliminary design, \$0.025 million for detailed design, \$2.500 million for construction, and \$0.250 million for construction inspection. NHS (includes 20% State match).

NATIONAL HIGHWAY SYSTEM PROGRAM (NHS)

P=SCOPING, PRELIMINARY ENGINEERING
D=DETAILED DESIGN

R=RIGHT OF WAY ACQUISITION
F=RAIL FORCE ACCOUNT

C=CONSTRUCTION
I=CONSTRUCTION INSPECTION

T=TOTAL COST*
*COST IN \$ MILLION, FEDERAL SHARE ONLY

No.	PIN	PROJECT		OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL				
										FED \$	TOTAL \$			
NHS-11-01 see also HSIP-11-02 BR-11-01	9045.04	NY 201 over Vestal Road and NY 434 Roadway reconstruction elements Safety and operational improvements Town of Vestal NYSDOT	T							11.446	T	14.308		
			P							0.000	P	0.000		
			D								0.000	D	0.000	
			R								0.000	R	0.000	
			C		10.185							10.185	C	12.731
			I		1.261							1.261	I	1.576
NHS-11-02	9500.61	I81/NY17 Interchange I-86 - Prospect Mountain, Phase 1 Reconstruction, Interstate designation City of Binghamton NYSDOT	T							151.947	T	189.934		
			P							0.000	P	0.000		
			D								0.000	D	0.000	
			R								0.000	R	0.000	
			C		136.446							136.446	C	170.558
			I		15.501							15.501	I	19.376
NHS-11-03	9067.27	NY 17 Eastbound Nichols Rest Area replacement Tioga County NYSDOT <i>Construction on illustrative list</i>	T							0.008	T	0.010		
			P							0.000	P	0.000		
			D								0.000	D	0.000	
			R		0.008						0.008	R	0.010	
			C								0.000	C	0.000	
			I								0.000	I	0.000	
NHS-11-04	9067.44	NY 17 Pavement rehabilitation Exit 67 to Broome/Tioga County line NYSDOT	T							4.265	T	5.331		
			P		0.040						0.040	P	0.050	
			D		0.027						0.027	D	0.034	
			R								0.000	R	0.000	
			C			3.816					3.816	C	4.770	
			I			0.382					0.382	I	0.478	
NHS-11-05	9067.29	I-86 Designation Required conversion actions Tioga County NYSDOT SAFETEA-LU earmark >>	T							5.615	T	7.018		
			P							0.000	P	0.000		
			D							0.000	D	0.000		
			R			0.013					0.013	R	0.016	
			C				4.287				4.287	C	5.359	
			I				0.514				0.514	I	0.643	
C				0.800				0.800	C	1.000				

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL			
									FED \$	TOTAL \$		
NHS-11-06	9038.08	NY 434 Greenway Construction Phase 1 City of Binghamton NYSDOT <i>Construction on illustrative list</i>	T						0.122	T	0.153	
			P						0.000	P	0.000	
			D				0.077			0.077	D	0.096
			R				0.045			0.045	R	0.056
			C							0.000	C	0.000
			I							0.000	I	0.000
NHS-11-07 see also IM-11-01	9500.80	I81/NY17 Interchange I-86 - Prospect Mountain, Phase 2 Reconstruction, Interstate designation City of Binghamton NYSDOT	T						113.276	T	151.077	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C						97.006	97.006	C	130.940
			I						16.270	16.270	I	20.137
NHS-11-08	9804.41	I-86 Signing Binghamton Urban Area City of Binghamton, Town of Dickinson, Village of Johnson City, Town of Kirkwood, Town of Union, Town of Vestal NYSDOT	T						8.022	T	10.028	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C						7.292	7.292	C	9.115
			I						0.730	0.730	I	0.913
NATIONAL HIGHWAY SYSTEM SUBTOTAL				0.000	163.468	4.211	5.602	0.122	121.298		368.376	

BLOCK PROJECTS

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL		
									FED \$	TOTAL \$	
NHS-11-BL1	9ITS10	ITS Operations and Maintenance	T						0.000	T	1.000
	9ITS11	NY Route 17 and Interstate 81	P						0.000	P	0.000
	9ITS12	Variable Message Signs	D						0.000	D	0.000
	9ITS13	NYSDOT Operations Center	R						0.000	R	0.000
	9ITS14		C						0.000	C	0.000
	9ITS15		I						0.000	I	0.000
		(operations)	O	0.160	0.160	0.160	0.160	0.160	0.160	0.800	O
NHS-11-BL2	9PM011	Pavement Marking Program	T						3.680	T	4.600
	9PM012	Various Locations in Broome County	P						0.000	P	0.000
	9PM013	NYSDOT	D						0.000	D	0.000
	9PM014		R						0.000	R	0.000
	9PM015		C	0.590	0.671	0.671	0.671	0.671	3.274	C	4.093
		Attributable to BMTS region: 35%	I	0.072	0.082	0.084	0.084	0.084	0.406	I	0.508
NHS-11-BL-3	9T7312	Paving Contract Block	T						3.391	T	4.239
	9T7314	Various Locations in Broome County	P						0.000	P	0.000
	9T7316	NYSDOT	D						0.000	D	0.000
			R						0.000	R	0.000
			C	0.099			1.000	2.000	3.099	C	3.874
		Attributable to BMTS region: 29%	I	0.012			0.080	0.200	0.292	I	0.365
NHS-11-BL-4	9805.59	Bridge General Repairs Block	T						6.407	T	8.009
	9TGR15	Various Locations	P			0.008			0.008	P	0.010
		NYSDOT	D			0.160			0.160	D	0.200
			R						0.000	R	0.000
			C	3.272			2.400		5.672	C	7.090
		Attributable to BMTS region: 36%	I	0.327			0.240		0.567	I	0.709
NHS-11-BL-5	9T5713	5-7 Bridge Repairs Block	T						4.888	T	6.110
	9T5714	Various Locations	P		0.004	0.004			0.008	P	0.010
		NYSDOT	D		0.020	0.020			0.040	D	0.050
			R						0.000	R	0.000
			C	2.400	2.000				4.400	C	5.500
		Attributable to BMTS region: 36%	I	0.240	0.200				0.440	I	0.550
NATIONAL HIGHWAY SYSTEM BLOCK SUBTOTAL				0.160	4.532	3.577	3.307	4.635	3.115		23.958
NATIONAL HIGHWAY SYSTEM TOTAL				0.160	168.000	7.788	8.909	4.757	124.413		392.333

INTERSTATE MAINTENANCE PROGRAM

PROJECTS OBLIGATED PRIOR TO FFY 2011

IM-11-02 I-81/I-86 Bridge Rehabilitation and Replacement (PIN 9501.03)

Project Sponsor: NYSDOT

Project Location: Five Mile Point to City of Binghamton line

Project Description: Complete engineering studies for the rehabilitation and/or replacement of 14 bridges on this roadway segment. *Construction is not programmed, pending engineering outcomes and funding availability.*

Project Cost and Fund Source: \$2.498 million total cost for preliminary engineering. IM (includes 10% State match)

IM-11-03 I-81 Pavement Rehabilitation (PIN 9501.01)

Project Sponsor: NYSDOT

Project Location: Pennsylvania line to Exit 1, Town of Kirkwood

Project Description: Mil and resurface pavement

Project Cost and Fund Source: \$3.012 million total cost. \$2.656 million for construction, \$0.356 million for construction inspection IM (includes 10% State match)

PROJECTS SCHEDULED FOR FFY 2011 OBLIGATION

IM-11-04 I-81/NY 17 Interchange Reconstruction, Phase 2A (PIN 9501.06)

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: Project will prepare land for Phase 2 by treating poor subsurface problems. A foundation will be constructed that will reduce future settlements by applying embankment loads onto compressible soil layers. Interchange 4 to Broad Avenue City of Binghamton.

Project Cost and Description: \$16.649 million total project cost. \$15.135 million for construction and \$1.514 million for construction inspection. IM (includes 10% State match).

IM-11-06 I-81 Culvert Replacement and Repair (PIN 9805.89)

Project Sponsor: NYSDOT

Project Location: Various locations in Broome County

Project Description: Repair or replace culverts as necessary

Project Cost and Description: \$1.921 million total project cost. \$1.715 million for construction and \$0.206 million for construction inspection. IM (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2012 OBLIGATION

IM-11-05 NY 17 EB over I-81 Bridge Rehabilitation (PIN 9067.18)

Project Sponsor: NYSDOT

Project Location: Town of Kirkwood

Project Description: Rehabilitate bridge

Project Cost and Description: \$6.690 million total project cost. \$6.082 million for construction and \$0.608 million for construction inspection. IM - (includes 10% State match).

IM-11-07 I-81 Gateway Rest Area Septic Repair (PIN 9500.97)

Project Sponsor: NYSDOT

Project Location: I-81 NB, Town of Kirkwood

Project Description: Connect to Town of Kirkwood sewer if constructed; or repair septic system

Project Cost and Description: \$1.127 million total project cost. \$0.069 for preliminary design, \$0.046 for detailed design, \$1.025 million for construction and \$0.102 million for construction inspection.

IM (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2013 OBLIGATION

IM-11-08 I-81 over NY 990G (PIN 9500.98)

Project Sponsor: NYSDOT

Project Location: I-81 NB and SB, Town of Kirkwood

Project Description: Replace bridges. *Construction is not programmed.*

Project Cost and Description: \$1.099 million total project cost. \$1.076million for detailed design, \$0.023million ROW incidentals. IM (includes 10% State match).

IM-11-09 I-81 over Loughlin Rd (PIN 9500.99)

Project Sponsor: NYSDOT

Project Location: I-81 NB and SB, Town of Kirkwood

Project Description: Replace bridges. *Construction is not programmed.*

Project Cost and Description: \$0.803 million total project cost. \$0.779 million for detailed design, \$0.023 million ROW incidentals. IM (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2014 OBLIGATION

IM-11-11 I-81 over US 11 and Pease Hill Rd (PIN 9501.00)

Project Sponsor: NYSDOT

Project Location: I-81 NB and SB, Towns of Barker, Chenango

Project Description: Replace bridges.

Project Cost and Description: \$13.467 million total project cost. \$12.242 million for construction, \$1.224 million for construction inspection. IM (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2015 OBLIGATION

IM-11-01 I-81/NY 17 Interchange Reconstruction, Phase 2 (PIN 9500.80)
[see also NHS-11-07]

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: See Project NHS-11-02, which is Phase 1 of the overall project. Phase 2 includes

- The work necessary to address the weaving section between Interchange 4 and the I-81/NY 17 merge/diverge, including additional structures over the Chenango River
- Redesign and reconstruction of Interchange 4
- Construction of noise barriers

Project Cost and Description: \$228.661 million total project cost. IM portion: \$77.584 million for construction. IM (includes 10% State match).

IM-11-10 I-88 Pavement Reconstruction (PIN 9358.00)

Project Sponsor: NYSDOT

Project Location: Exit 4 (Sanitaria Springs) to Exit 5 (Martin Hill Rd)

Project Description: Pavement reconstruction.

Project Cost and Description: \$23.239 million total project cost. Preliminary design previously obligated. \$0.773 million for detailed design, \$20.424 million for construction, \$ 2.042 million for construction inspection. IM (includes 10% State match).

PROJECTS WITH ANNUAL OBLIGATIONS

IM-11-BL1 Pavement Marking Program (PINs 9PM011, 012, 013, 014, 015)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for placement of new pavement markings on a regular schedule throughout Region 9.

Project Cost and Fund Source: \$0.608 million total project cost. \$0.105 million for construction and \$0.012 million for construction inspection each year. FFY2011, \$0.123 million for construction and \$0.0144 million for inspection. IM (includes 10% State match)

Attributable to BMTS Region: 35%

IM-11-BL2 Paving Contract Block (PINs 9T7312-16)

Project Sponsor: NYSDOT

Project Description: Block contract that provides for contractor placed pavement on a regular schedule to maintain state of good repair throughout Region 9.

Project Cost and Fund Source: \$6.984 million total project cost. See IM table for breakdown by project phase and year. IM (includes 10% State match)

Attributable to BMTS Region: 29%

IM-11-BL3 Bridge Painting Contract Block (PIN 9TBP14)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Block contract that provides for preventive maintenance bridge painting on a regular schedule on I-81 and I-88 throughout Region 9.

Project Cost and Fund Source: \$5.956 million total project cost. \$0.004 million for preliminary design, \$0.023 million for detailed design, \$5.328 million for construction and \$0.533 million for construction inspection. IM (includes 10% State match).

IM-11-BL4 Bridge General Repairs Block (PIN 9TGR14)

Project Sponsor: NYSDOT

Project Location: Various locations in Broome and Tioga Counties

Project Description: Repair bridges on Interstate routes; as individual projects are identified, they will be extracted from the funding block.

Project Cost and Fund Source: \$2.613million total project cost. \$0.010 million for preliminary design, \$0.100 million detailed design, \$2.288 million construction and \$0.215 million inspection. IM (includes 10% State match).

INTERSTATE MAINTENANCE (IM)

P=SCOPING,PRELIMINARY ENGINEERING
D=DETAILED DESIGN

R=RIGHT OF WAY ACQUISITION
F=RAIL FORCE ACCOUNT

C=CONSTRUCTION
I=CONSTRUCTION INSPECTION

T=TOTAL COST*
*COST IN \$ MILLION, FEDERAL SHARE ONLY

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL				
									FED \$	TOTAL \$			
IM-11-01 Also NHS-11-05	9500.80	I-81/NY17 Interchange I-86 - Prospect Mountain, Phase 2 Reconstruction, Interstate designation City of Binghamton NYSDOT	T							69.833	T	77.584	
			P							0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C						69.833		69.833	C	77.584
			I								0.000	I	0.000
IM-11-02	9501.03	I-81/I-86, Five Mile Point to Binghamton E City line Bridge rehab/replacement, 14 structures Preliminary engineering only	T							0.000	T	0.000	
			P	2.250						0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C								0.000	C	0.000
			I								0.000	I	0.000
IM-11-03	9501.01	I-81 Pavement rehabilitation Pennsylvania line to Exit 1 Town of Kirkwood NYSDOT	T							0.000	T	0.000	
			P							0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C	2.393							0.000	C	0.000
			I	0.292							0.000	I	0.000
IM-11-04	9501.06	I-81/NY17 Interchange I-86 - Prospect Mountain, Phase 2A Reconstruction, Interstate designation City of Binghamton NYSDOT	T							14.999	T	16.649	
			P							0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C		13.635						13.635	C	15.135
			I		1.364						1.364	I	1.514
IM-11-05	9067.18	NY 17 EB over I-81 NB Bridge rehabilitation Five Mile Point interchange Town of Kirkwood NYSDOT	T							6.027	T	6.690	
			P							0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C			5.479					5.479	C	6.082
			I			0.548					0.548	I	0.608
IM-11-06	9805.89	I-81 Culvert replacement and repair Various locations in Broome County NYSDOT	T							1.731	T	1.921	
			P							0.000	P	0.000	
			D								0.000	D	0.000
			R								0.000	R	0.000
			C		1.545						1.545	C	1.715
			I		0.186						0.186	I	0.206

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL		
									FED \$	TOTAL \$	
IM-11-07	9500.97	I-81 Gateway Rest Area Sewer Improvements Town of Kirkwood NYS DOT	T						1.015	T	1.127
			P	0.055					0.055	P	0.069
			D	0.037					0.037	D	0.046
			R						0.000	R	0.000
			C		0.923				0.923	C	1.025
			I		0.092				0.092	I	0.102
IM-11-08	9500.98	I-81 NB & SB over NY 990G Bridge replacement Town of Kirkwood NYS DOT Engineering only	T						0.990	T	1.099
			P						0.000	P	0.000
			D			0.969			0.969	D	1.076
			R	0.006		0.015			0.021	R	0.023
			C						0.000	C	0.000
			I						0.000	I	0.000
IM-11-09	9500.99	I-81 over Loughlin Rd and Colesville Rd Bridge replacement Town of Kirkwood NYS DOT Engineering only	T						0.723	T	0.803
			P						0.000	P	0.000
			D			0.702			0.702	D	0.779
			R	0.006		0.015			0.021	R	0.023
			C						0.000	C	0.000
			I						0.000	I	0.000
IM-11-10	9358.00	I-88 Pavement Rehab Sanitaria Springs to Martin Hill Rd Town of Colesville NYS DOT	T						20.916	T	23.314
			P	0.999					0.000	P	0.000
			D		0.696				0.696	D	0.870
			R						0.000	R	0.000
			C					18.382	18.382	C	20.404
			I					1.838	1.838	I	2.040
IM-11-11	9501.00	I-81 over US 11 and Pease Hill Road Bridge replacement Towns of Barker, Chenango NYS DOT	T						12.132	T	13.467
			P						0.000	P	0.000
			D						0.000	D	0.000
			R						0.000	R	0.000
			C				11.029		11.029	C	12.242
			I				1.103		1.103	I	1.224
INTERSTATE MAINTENANCE SUBTOTAL				5.934	16.834	7.738	1.701	12.132	90.053		128.458

HIGHWAY BRIDGE PROGRAM

PROJECTS OBLIGATED PRIOR TO FFY 2011

BR-11-01 NY 201 over Vestal Road and NY 434 (PIN 9045.04)
[see also NHS-11-01, HSIP 11-02]

Project Sponsor: NYSDOT

Project Location: Town of Vestal

Project Description: Replace the NY 201 bridges over Vestal Road and NY 434. Construct safety and operational improvements in this part of the Vestal corridor. The scope includes ramp modifications and signalization, intersection operational improvements, and construction of pedestrian facilities. The scope is limited to system preservation and safety activities.

Project Cost and Fund Source: \$1.840 million total project cost. \$1.918 million for detailed design and \$0.306 for right-of-way HBP (includes 20% State match).

BR-11-02 NY 38B over Crocker Creek (PIN 9007.04)

Project Sponsor: NYSDOT

Project Location: Town of Maine

Project Description: Rehabilitate bridge carrying NY 38B over Crocker Creek

Project Cost and Fund Source: \$2.872 million total project cost. \$2.609 million for construction and \$0.263 million for construction inspection. HBP (includes 20% State match)

BR-11-BL6 Bridge Painting (PIN 9805.57)

Project Sponsor: NYSDOT

Project Location: Various locations in Broome County

Project Description: Preventive maintenance painting to extend life of the structure.

Project Cost and Fund Source: \$2.661 million total cost. \$2.438 million construction and \$0.280 million construction inspection. HBP (includes 20% State match)

PROJECTS SCHEDULED FOR FFY 2011 OBLIGATION

BR-11-18 Bridge Painting (PIN 9806.10)

Project Sponsor: NYSDOT

Project Location: Seven bridges in BMTS MPA. Broome County

Project Description: Preventive maintenance painting to extend life of these structures.

Project Cost and Fund Source: \$1.430 million total project cost. \$1.278 million for construction and \$0.153 million for construction inspection. HBP (includes 20% State match)

PROJECTS SCHEDULED FOR FFY 2012 OBLIGATION

BR-11-03 Exchange Street over Susquehanna River (PIN 9753.10)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Rehabilitate bridge carrying Exchange Street over Susquehanna River

Project Cost and Fund Source: \$1.463 million total project cost. \$1.313 million for construction and \$0.150 million for construction inspection. HBP (includes 15% State and 5% local match)

BR-11-04 Main Street over Big Choconut Creek (PIN 9753.72)

Project Sponsor: Town of Vestal

Project Location: Town of Vestal

Project Description: Bridge painting

Project Cost and Fund Source: \$0.338 million total project cost. \$0.308 million for construction and \$0.031 million for construction inspection. Town of Vestal is paying for design. HBP (includes 15% State and 5% local match)

BR-11-05 Nanticoke Drive (CR13) over Nanticoke Creek (PIN 9753.70)

Project Sponsor: Broome County

Project Location: Town of Union

Project Description: Bridge rehabilitation

Project Cost and Fund Source: \$1.800 million total project cost. \$1.620 million for construction and \$0.180 million for construction inspection. Broome County is paying for design. HBP (includes 15% State and 5% local match)

BR-11-06 African Road over Willow Run (PIN 9753.76)

Project Sponsor: Town of Vestal

Project Location: Town of Vestal

Project Description: Bridge replacement

Project Cost and Fund Source: \$0.853 million total project cost. \$0.070 million for preliminary design, \$0.105 million for detailed design, \$0.584 million for construction and \$0.094 million for construction inspection. HBP (includes 15% State and 5% local match)

PROJECTS SCHEDULED FOR FFY 2013 OBLIGATION

BR-11-07 NY 38B over Crocker Creek (PIN 9007.10)

Project Sponsor: NYSDOT

Project Location: Town of Maine

Project Description: Bridge replacement

Project Cost and Fund Source: \$1.816 million total project cost. \$0.016 for ROW, \$1.608 million for construction and \$0.193 million for construction inspection. HBP (includes 20% State match)

BR-11-08 NY 96 over Catatonk Creek (PIN 9047.02)

Project Sponsor: NYSDOT

Project Location: Village of Candor, Tioga County

Project Description: Bridge replacement

Project Cost and Fund Source: \$6.335 million total project cost. \$0.016 for ROW, \$5.746 million for construction and \$0.573 million for construction inspection. HBP (includes 20% State match)

BR-11-09 NY 17C over Patterson Creek (PIN 9041.29)

Project Sponsor: NYSDOT

Project Location: Town of Union

Project Description: Bridge replacement

Project Cost and Fund Source: \$2.734 million total project cost. \$0.026 for ROW, \$2.419 million for construction and \$0.289 million for construction inspection. HBP (includes 20% State match)

PROJECTS SCHEDULED FOR FFY 2014 OBLIGATION

BR-11-10 East River Drive over Wappasening Creek (PIN 9753.73)

Project Sponsor: Tioga County

Project Location: Town of Nichols

Project Description: Bridge replacement

Project Cost and Fund Source: \$1.915 million total project cost. \$1.737million for construction and \$0.177 million for construction inspection. Tioga County is paying for design HBP (includes 15% State and 5% local match)

PROJECTS SCHEDULED FOR FFY 2015 OBLIGATION

BR-11-11 Hooper Road (CR33) over NY17C (PIN 9753.69)

Project Sponsor: Broome County

Project Location: Town of Union

Project Description: Bridge rehabilitation

Project Cost and Fund Source: \$2.486 million total project cost. \$0.050 million for preliminary design, \$0.250 million for detailed design, \$1.987 million for construction and \$0.199 million for construction inspection. HBP (includes 15% State and 5% local match)

BR-11-12 NY 79 over Chenango River (PIN 9213.30)

Project Sponsor: NYSDOT

Project Location: Town of Fenton

Project Description: Bridge replacement

Project Cost and Fund Source: \$9.934 million total project cost. \$0.315 million for ROW, \$8.744 million for construction and \$0.875 million for construction inspection. HBP (includes 20% State match)

BR-11-13 NY 369 over Page Brook (PIN 9023.04)

Project Sponsor: NYSDOT

Project Location: Town of Fenton

Project Description: Bridge rehabilitation.

Project Cost and Fund Source: \$4.146 million total project cost. \$0.018 million for ROW, \$3.754 million for construction, and \$0.375 million for construction inspection. HBP (includes 20% State match).

BR-11-14 Arch Street over Olive St, Choconut Creek, and Norfolk Southern RR (PIN 9753.75)

Project Sponsor: Village of Johnson City

Project Location: Village of Johnson City

Project Description: Bridge rehabilitation.

Project Cost and Fund Source: \$3.649 million total project cost. \$0.200 million for detailed design, \$0.128 million for ROW, \$2.672 million for construction, \$0.019 million railroad force account, and \$0.331 million for construction inspection. HBP (includes 15% State and 5% local match).

BR-11-15 NY17C over Campville Creek (PIN 9041.32)

Project Sponsor: NYSDOT

Project Location: Town of Owego

Project Description: Bridge rehabilitation.

Project Cost and Fund Source: \$1.603 million total project cost. \$0.119 million preliminary design, \$0.064 million detailed design, \$0.025 for ROW, \$1.245 million for construction, and \$0.203 million for construction inspection. HBP (includes 20% State match).

BR-11-16 River Road (CR 96) over NYS&W RR (PIN 9753.71)

Project Sponsor: Broome County

Project Location: Town of Chenango

Project Description: Bridge rehabilitation.

Project Cost and Fund Source: \$2.217 million total project cost. \$2.015 for construction, and \$0.203 for construction inspection. Broome County design. HBP (includes 15% State and 5% local match).

BR-11-17 Lillie Hill Road over Apalachin Creek (PIN 9753.74)

Project Sponsor: Tioga County

Project Location: Town of Owego

Project Description: Bridge rehabilitation.

Project Cost and Fund Source: \$1.656 million total project cost. \$1.435 million for construction, and \$0.221 million for construction inspection. Tioga County design. HBP (includes 15% State and 5% local match).

PROJECTS WITH ANNUAL OBLIGATIONS

BR-11-BL1 Bridge Diving and Fathometer Inspection (PIN 9B1104, 1304, 1504)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Provides for underwater inspection of bridges by diving/direct inspection and fathometer survey

Project Cost and Fund Source: \$0.313 million total project cost. \$0.313 million for detailed design HBP (includes 20% State match)

Attributable to BMTS Region: 36%

BR-11-BL2 Biennial and Interim Bridge Inspection (PIN 9B1003, 1203, 1403)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Provides for legally required biennial inspection of all bridges and interim inspections as needed based on bridge condition.

Project Cost and Fund Source: \$7.474 million total project cost. \$7.474 million for detailed design HBP (includes 20% State match)

Attributable to BMTS Region: 36%

BR-11-BL3 Bridge Washing Block (PIN 9M1012)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Preventive maintenance bridge washing to extend life of structures.

Project Cost and Fund Source: \$0.585 million total project cost. \$0.005 for preliminary design, \$0.020 for detailed design, \$0.500 million for construction and \$0.060 for construction inspection. HBP (includes 20% State match)

Attributable to BMTS Region: 36%

BR-11-BL4 Bridge Painting Block (PINs 9TBP 13, 15, 16)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Preventive maintenance bridge painting to extend life of structures.

Project Cost and Fund Source: \$13.295 million total project cost. See HBP Table for details on cost by PIN and project phase. HBP (includes 20% State match)

Attributable to BMTS Region: 36%

BR-11-BL5 5-7 Bridge Repair Block (PINs 9T5715, 5716)

Project Sponsor: NYSDOT

Project Location: Various locations

Project Description: Repair bridges on State Highway System that have a sufficiency rating of 5 to 7; as individual projects are identified, they will be extracted from the funding block.

Project Cost and Fund Source: \$6.110 million total project cost. \$0.010 for preliminary design and \$0.050 for detailed design; \$5.500 million for construction and \$0.550 million for construction inspection for each year FY 2014, 2015. HBP (includes 20% State match)

Attributable to BMTS Region: 36%

HIGHWAY BRIDGE PROGRAM (HBP)

P=SCOPING,PRELIMINARY ENGINEERING
D=DETAILED DESIGN

R=RIGHT OF WAY ACQUISITION
F=RAIL FORCE ACCOUNT

C=CONSTRUCTION
I=CONSTRUCTION INSPECTION

T=TOTAL COST*
*COST IN \$ MILLION, FEDERAL SHARE ONLY

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT	FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL		
										FED \$	TOTAL \$	
BR-11-01 see also NHS-11-04 HSIP-11-02	9045.04	NY 201 over Vestal Road and NY 434 Roadway reconstruction elements Safety and operational improvements Town of Vestal NYSDOT	T							0.000	T	0.000
			P							0.000	P	0.000
			D	1.534						0.000	D	0.000
			R	0.245						0.000	R	0.000
			C							0.000	C	0.000
			I							0.000	I	0.000
BR-11-02	9007.04	NY Route 38B over Crocker Creek Bridge replacement NYSDOT	T							0.000	T	0.000
			P							0.000	P	0.000
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	2.087						0.000	C	0.000
			I	0.210						0.000	I	0.000
BR-11-03	9753.10	Exchange Street over Susquehanna River Bridge Rehabilitation City of Binghamton	T							1.170	T	1.463
			P							0.000	P	0.000
			D							0.000	D	0.000
			R	0.013						0.000	R	0.000
			C			1.050				1.050	C	1.313
			I			0.120				0.120	I	0.150
BR-11-04	9753.72	Main Street over Big Choconut Creek Bridge Painting Town of Vestal [Town funded design]	T							0.271	T	0.338
			P							0.000	P	0.000
			D							0.000	D	0.000
			R							0.000	R	0.000
			C			0.246				0.246	C	0.308
			I			0.025				0.025	I	0.031
BR-11-05	9753.70	Nanticoke Dr (CR 13) over Nanticoke Creek Bridge Rehabilitation Broome County [County funded design]	T							1.440	T	1.800
			P							0.000	P	0.000
			D							0.000	D	0.000
			R							0.000	R	0.000
			C			1.296				1.296	C	1.620
			I			0.144				0.144	I	0.180
BR-11-06	9753.76	African Road over Willow Run Creek Bridge replacement Town of Vestal	T							0.682	T	0.853
			P		0.056					0.056	P	0.070
			D		0.084					0.084	D	0.105
			R							0.000	R	0.000
			C			0.467				0.467	C	0.584
			I			0.075				0.075	I	0.094

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL			
									FED \$	TOTAL \$		
BR-11-07	9007.10	NY Route 38B over Crocker Creek Bridge replacement NYS DOT	T						1.453	T	1.816	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R		0.013					0.013	R	0.016
			C			1.286				1.286	C	1.608
			I			0.154				0.154	I	0.193
BR-11-08	9047.02	NY Route 96 over Catatank Creek Bridge replacement Village of Candor, Tioga County NYS DOT	T						5.068	T	6.335	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R		0.013					0.013	R	0.016
			C			4.584				4.597	C	5.746
			I			0.458				0.458	I	0.573
BR-11-09	9041.29	NY 17C over Patterson Creek Bridge replacement Town of Union NYS DOT	T						2.187	T	2.734	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R	0.021					0.021	R	0.026	
			C			1.935				1.935	C	2.419
			I			0.231				0.231	I	0.289
BR-11-10	9753.73	East River Driver over Wappasening Creek Bridge replacement Tioga County [County funded design]	T						1.532	T	1.915	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R						0.000	R	0.000	
			C				1.390			1.390	C	1.737
			I				0.142			0.142	I	0.177
BR-11-11	9753.69	Broome CR 33 (Hooper Road) over NY 17C Bridge rehabilitation Town of Union Broome County	T						1.989	T	2.486	
			P		0.040				0.040	P	0.050	
			D		0.200				0.200	D	0.250	
			R						0.000	R	0.000	
			C					1.590		1.590	C	1.987
			I						0.159	0.159	I	0.199
BR-11-12	9213.30	NY 79 over Chenango River Bridge replacement Town of Fenton NYS DOT	T						7.947	T	9.934	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R			0.252				0.252	R	0.315
			C					6.995		6.995	C	8.744
			I						0.700	0.700	I	0.875
BR-11-13	9023.04	NY 369 Over Page Brook Town of Fenton NYS DOT	T						3.317	T	4.146	
			P						0.000	P	0.000	
			D						0.000	D	0.000	
			R			0.014				0.014	R	0.018
			C					3.003		3.003	C	3.754
			I						0.300	0.300	I	0.375

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL			
									FED \$	TOTAL \$		
BR-11-14	9753.75	Arch Street over Olive St, Choconut Creek, and Norfolk Southern RR Bridge rehabilitation Village of Johnson City	T						2.923	T	3.649	
			P		0.240				0.240	P	0.300	
			D		0.160					0.160	D	0.200
			R		0.006			0.096		0.102	R	0.128
			C						2.137	2.137	C	2.672
			I						0.265	0.265	I	0.331
			F						0.019	0.019	F	0.019
BR-11-15	9041.32	NY 17C over Campville Creek Bridge rehabilitation Town of Owego NYS DOT	T						1.282	T	1.603	
			P	0.095					0.095	P	0.119	
			D	0.051						0.051	D	0.064
			R	0.006		0.014				0.020	R	0.025
			C					0.996	0.996	0.996	C	1.245
			I					0.120	0.120	0.120	I	0.150
BR-11-16	9753.71	River Road (CR 96) NYS&W RR Bridge rehabilitation Broome County	T						1.774	T	2.217	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C					1.612	1.612	1.612	C	2.015
			I					0.162	0.162	0.162	I	0.203
BR-11-17	9753.74	Lillie Hill Rd over Apalachin Creek Bridge rehabilitation Tioga County [County funded design]	T						1.325	T	1.656	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C					1.148	1.148	1.148	C	1.435
			I					0.177	0.177	0.177	I	0.221
BR-11-18	9806.10	Bridge Painting 7 bridges in the Binghamton Urban Area NYS DOT	T						1.144	T	1.430	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	1.022					1.022	1.022	C	1.278
			I	0.122						0.122	I	0.153
BRIDGE PROGRAM SUBTOTAL				4.089	1.457	4.095	8.928	1.628	19.383	35.490	44.362	

BLOCK PROJECTS

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL				
									FED \$	TOTAL \$			
BR-11-BL1	9B1104 9B1304 9B1504	Bridge Diving/Fathometer Surveying 2010/2012; 2013/15; 2015/17 Various locations NYS DOT	T						0.250	T	0.313		
			P						0.000	P	0.000		
			D		0.080		0.083		0.087	0.250	D	0.313	
			R							0.000	R	0.000	
			C							0.000	C	0.000	
			I							0.000	I	0.000	
Attributable to BMTS region: 36%													
BR-11-BL2	9B1003 9B1203 9B1403	Biennial and Interim Bridge Inspection 2012/2014; 2014/16 Various locations NYS DOT	T						5.979	T	7.474		
			P						0.000	P	0.000		
			D	2.904		2.923		3.056		5.979	D	7.474	
			R							0.000	R	0.000	
			C							0.000	C	0.000	
			I							0.000	I	0.000	
Attributable to BMTS region: 36%													
BR-11-BL3	9M1012	Bridge Washing Block 2011/12	T						0.468	T	0.585		
			P		0.004				0.004	P	0.005		
			D		0.016					0.016	D	0.020	
			R							0.000	R	0.000	
			C				0.400			0.400	C	0.500	
			I				0.048			0.048	I	0.060	
Attributable to BMTS region: 36%													
BR-11-BL4	9TBP13 9TBP15 9TBP16	Bridge Painting Block Contract Various Locations NYS DOT	T						10.636	T	13.295		
			P	0.008		0.004		0.004	0.004	0.012	P	0.015	
			D			0.021		0.021	0.022	0.064	D	0.080	
			R							0.000	R	0.000	
			C					4.800		4.800	9.600	C	12.000
			I				0.480		0.480	0.960	I	1.200	
Attributable to BMTS region: 36%													
BR-11-BL5	9T5715 9T5716	5-7 Bridge Repair Block Various Locations in Broome County NYS DOT	T						4.888	T	6.110		
			P					0.004	0.004	0.008	P	0.010	
			D					0.020	0.020	0.040	D	0.050	
			R							0.000	R	0.000	
			C					2.000	2.400	4.400	C	5.500	
			I					0.200	0.240	0.440	I	0.550	
Attributable to BMTS region: 36%													
BR-11-BL6	9805.57	Bridge Painting Various Locations in Broome County NYS DOT	T						0.000	T	0.000		
			P						0.000	P	0.000		
			D							0.000	D	0.000	
			R							0.000	R	0.000	
			C	1.905						0.000	C	0.000	
			I	0.224						0.000	I	0.000	
BRIDGE BLOCK SUBTOTAL			5.041	0.100	3.396	5.363	5.305	8.057	22.221	27.77625			
BRIDGE PROGRAM TOTAL			9.130	1.557	7.491	14.291	6.933	27.440	57.711	72.139			

HIGHWAY SAFETY IMPROVEMENT PROGRAM

PROJECTS OBLIGATED PRIOR TO FFY 2011

HSIP11-01 NY 38B over Crocker Creek (PIN 9007.04)
[see also BR-11-02]

Project Sponsor: NYSDOT

Project Location: Town of Maine

Project Description: Rehabilitate bridge carrying NY 38B over Crocker Creek and safety-related approach work.

Project Cost and Fund Source: \$0.692 million total project cost, of which \$0.556 million for construction and \$0.067 million for construction inspection. HSIP (includes 10% State match)

PROJECTS SCHEDULED FOR FFY 2011 OBLIGATION

HSIP-11-02 NY 201 over Vestal Road and NY 434 (PIN 9045.04)
[see also NHS-11-01, BR-11-01]

Project Sponsor: NYSDOT

Project Location: Town of Vestal

Project Description: Replace the NY 201 bridges over Vestal Road and NY 434. Construct safety and operational improvements in this part of the Vestal corridor. The scope includes ramp modifications and signalization, intersection operational improvements, and construction of pedestrian facilities. The scope is limited to system preservation and safety activities.

Project Cost and Fund Source: \$3.408 million total project cost. \$3.408 for construction. HSIP (includes 10% State match).

HSIP-11-04 Federal Aid Signal Requirements (PIN 9805.80)

Project Sponsor: NYSDOT

Project Location: Various

Project Description: To upgrade or replace deficient traffic signals

Project Cost and Fund Source: \$0.168 million total project cost. \$0.168 million for construction. HSIP (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2014 OBLIGATION

HSIP-11-03 NY 26 at Sheedy Rd (PIN 9042.56)

Project Sponsor: NYSDOT

Project Location: Town of Vestal

Project Description: This intersection has a history of safety problems involving turning vehicles. Reconstruct the intersection to improve safety by providing left turn lanes and modifying driveway access to adjacent businesses.

Project Cost and Fund Source: \$1.465 million total project cost, of \$0.016 million for right-of-way, \$1.294 million for construction, and \$0.155 for construction inspection. HSIP (includes 10% State match).

PROJECTS SCHEDULED FOR FFY 2015 OBLIGATION

HSIP-11-05 NY 26 at East Maine Road (PIN 9042.61)

Project Sponsor: NYSDOT

Project Location: Town of Maine

Project Description: Reconstruct the intersection to improve safety.

Project Cost and Fund Source: \$1.617 million total project cost, of which \$0.097 million for preliminary design, \$0.065 million for detail design, \$1.300 for construction, and \$0.194 for construction inspection. HSIP (includes 10% State match).

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

P=SCOPING,PRELIMINARY ENGINEERING

R=RIGHT OF WAY ACQUISITION

C=CONSTRUCTION T=TOTAL COST*

D=DETAILED DESIGN

F=RAIL FORCE ACCOUNT

I=CONSTRUCTION INSPEC *COST IN \$ MILLION, FEDERAL SHARE ONLY

No.	PIN	PROJECT	OBLIGATED ELEMENT	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 PROGRAM TOTAL			
									FED \$	TOTAL \$		
HSIP-11-01 see also BR-11-02	9007.04	NY Route 38B over Crocker Creek Bridge replacement NYSDOT	T						0.000	T	0.000	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	0.556						0.000	C	0.000
			I	0.067					I	0.000		
HSIP-11-02 see also NHS-11-01 BR-11-01	9045.04	NY 201 over Vestal Road and NY 434 Roadway reconstruction elements Safety and operational improvements Town of Vestal NYSDOT	T						2.729	T	3.029	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C		2.729					2.729	C	3.029
			I					0.000	I	0.000		
HSIP-11-03	9042.56	NY 26 at Sheedy Road Intersection Improvements Town of Vestal NYSDOT	T						1.320	T	1.465	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R			0.014				0.014	R	0.016
			C				1.166			1.166	C	1.294
			I				0.140	0.140	I	0.155		
HSIP-11-04	9805.80	Federal Aid Signal Requirements Various Locations NYSDOT	T						0.151	T	0.168	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C		0.151					0.151	C	0.168
			I					0.000	I	0.000		
HSIP-11-05	9042.61	NY 26 at East Maine Rd Intersection safety improvements Town of Maine NYSDOT	T						1.457	T	1.617	
			P		0.087					0.087	P	0.097
			D		0.059					0.059	D	0.065
			R							0.000	R	0.000
			C					1.171		1.171	C	1.300
			I				0.140	0.140	I	0.155		
HSIP TOTAL				0.623	3.026	0.000	0.014	1.306	1.311		6.279	

PENNSYLVANIA FEDERAL-AID PROJECTS FOR INFORMATION ONLY

The Binghamton Urbanized Area extends into Pennsylvania as a result of 2000 US Census. The area includes the Interstate 81 and US 11 corridor through Great Bend, Hallstead, and New Milford.

Based upon an agreement reached with the Pennsylvania Department of Transportation and the Northern Tier Regional Planning & Development Commission (designated as a Rural Planning Organization by PennDOT), Federal aid projects in the Pennsylvania portion of the BMTS area are to be included in the BMTS Transportation Improvement Program for information only; and in the Pennsylvania Statewide TIP (STIP) for programming purposes.

PROJECTS SCHEDULED FOR 2012 OBLIGATION

PENN-1 SR 1016 Section 570, New Milford Railroad bridge (MPMS 9580)

Project Description: Bridge replacement

Project Location: New Milford Borough

Project Cost and Fund Source: \$0.160 million for final design, \$0.058 for ROW, and \$0.070 for utilities. Construction cost and schedule not determined.

PROJECTS SCHEDULED FOR 2013 OBLIGATION

PENN-2 US 11 Section 503 (MPMS 7016)

Project Description: Pavement rehabilitation

Project Location: SR 11/PA 171, Great Bend Borough

Project Cost and Fund Source: \$0.337 million for final design, \$0647 for construction

PROJECTS SCHEDULED FOR 2014 OBLIGATION

PENN-3 Church Street over Salt Lick Creek (MPMS 65189)

Project Description: Bridge replacement

Project Location: New Milford Borough

Project Cost and Fund Source: \$0.273 million for preliminary design. Construction cost and schedule not determined.

ILLUSTRATIVE PROJECTS

Federal law that addresses the TIP financial plan requirements allows for the inclusion of projects for which funding is not available.

“In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available.”

23 CFR 450.324(h)

While it has not been the practice of BMTS to include such illustrative projects, there is reason to in this TIP. Because of the statewide structural overprogramming that was referred to in the financial plan, a number of previously programmed projects have had to be deleted from the TIP over the past two years in order to achieve fiscal constraint. Because these projects have been subject to public scrutiny, and have been previously approved by the BMTS Policy Committee, they are deemed to have the first priority for reprogramming if additional funds become available. This is most likely when Congress passes a new transportation authorization bill.

These projects are shown with the costs that were on the TIP when they were deferred. These have not been adjusted for inflation, since year of expenditure is an unknown. If a project is programmed, the appropriate year of expenditure adjustment will be made.

Programmed in 2006-2010 TIP

ILLUS-11-01 US 11 (Upper Court Street) Reconstruction (PIN 9043.29)

Project Sponsor: NYSDOT

Project Location: Town of Kirkwood, Binghamton City line to Colesville Road

Project Description: Reconstruct the roadway, correct drainage deficiencies, construct sidewalk

Project Cost: \$5.151 million total project cost. \$0.356 for detail design, \$0.615 for ROW, \$3.800 for construction, and \$0.380 for construction inspection.

ILLUS-11-02 NY17C (Main Street) Reconstruction (PIN 9041.23)

Project Sponsor: NYSDOT

Project Location: Town of Union and Village of Johnson City; Westover to Binghamton City line

Project Description: Reconstruct the roadway, correct identified safety and operational deficiencies, use principles of placemaking and context sensitive solutions per Transportation Plan

Project Cost: \$3.638 million total project cost. \$0.299 for preliminary design, \$0.179 for detail design, \$0.024 for ROW, \$2.800 for construction, and \$0.336 for construction inspection.

ILLUS-11-03 NY17C (Main Street) Reconstruction (PIN 9041.18)

Project Sponsor: NYSDOT

Project Location: Town of Union and Village of Endicott; Hooper Road to Harrison Avenue

Project Description: Reconstruct the roadway, correct identified safety and operational deficiencies, use principles of placemaking and context sensitive solutions per Transportation Plan

Project Cost: \$3.470 million total project cost. \$0.108 for detail design, \$0.008 for ROW, \$2.996 for construction, and \$0.359 for construction inspection.

ILLUS-11-04 NY7A Drainage Improvements (PIN 9005.01)

Project Sponsor: NYSDOT

Project Location: Town of Conklin

Project Description: Area susceptible to river flooding, requires drainage improvement

Project Cost: \$0.350 million total project cost. \$0.313 for construction, and \$0.038 for construction inspection.

ILLUS-11-05 NY7 (Conklin Road) Reconstruction (PIN 9306.65)

Project Sponsor: NYSDOT

Project Location: Town of Conklin, CR 20 to CR 177

Project Description: Rehabilitate pavement

Project Cost: \$6.520 million total project cost. \$0.195 detail design, \$5.750 for construction, and \$0.575 for construction inspection.

Programmed in 2008-2012 TIP

ILLUS-11-06 Front Street/Clinton Street Intersection Reconstruction (PIN 9752.54)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Reconstruct intersection to correct vertical clearance deficiency of railroad overpass; improve truck access to City's First Ward

Project Cost: \$3.715 million total project cost. \$3.400 for construction, and \$0.315 for construction inspection.

Status: Design complete, right-of-way acquired, PS&E complete

ILLUS-11-07 Front Street Gateway (PIN 9753.16)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton, Prospect Street to Main Street

Project Description: Reconstruct street providing streetscape and gateway enhancements per Transportation Plan

Project Cost: \$4.055 million total project cost. \$3.595 for construction, and \$0.460 for construction inspection.

Status: The project is programmed as STP-11-07, using funds from a SAFETEA-LU earmark. Those funds are not adequate to accomplish the project scope; the above total represents the balance of the current cost estimate.

ILLUS-11-08 Court Street Gateway Improvements Phase 2 (PIN 9753.06)

Project Sponsor: City of Binghamton

Project Location: City of Binghamton

Project Description: Phase 2 of the project. See STP -13.

Project Cost: \$3.249 million total project cost. \$3.000 million for construction and \$0.249 million for construction inspection.

Status: Phase one of the project will be let in late fall of 2011. The project has final design approval and is ready to go when funds become available.

ILLUS-11-09 NY 434 Greenway Phase 1 (PIN 9038.08)

Project Sponsor: NYSDOT

Project Location: City of Binghamton

Project Description: Construct multi-use trail greenway from the southern end of the South Washington Street Bridge west to the Binghamton City line; the first phase will end at MacArthur School.

Project Cost and Fund Source: \$0.839 total project cost. Detail design and right-of-way are funded. \$0.749 for construction, \$0.090 for construction inspection

Status: As noted, design will proceed, programmed as NHS-11-06

ILLUS-11-10 NY 17 Rest Area Reconstruction (PIN 9067.27)

Project Sponsor: NYSDOT

Project Location: NY 17 eastbound, Town of Nichols, Tioga County

Project Description: Demolish existing rest area, construct new facility.

Project Cost: \$9.963 million total project cost. \$0.476 for detail design, \$8.624 for construction, and \$0.863 for construction inspection.

Status: ROW incidentals on TIP as NHS-11-03 to keep project from lapsing

ILLUS-11-11 RT17/I86 Upgrade (PIN9066.92)

Project Sponsor: NYSDOT

Project Location: RT17/I86 from the Tioga County Line to W. Binghamton City line.

Project Description: This project will replace signs and guiderail as necessary along NY17 to meet Interstate design standards in preparation for I-86 designation. May include elimination or reconstruction of Interchange 68 and reconstruction of Interchange 67 to achieve proper geometry.

Project Cost: \$23.621 million total project cost. \$0.129 million for detailed design, \$21.358 million for construction and \$2.135 for construction inspection.

Status: Will be progressed as funds become available.

ILLUSTRATIVE PROJECT LIST

Current Federal regulations (23CFR450.324(h)) provides that for illustrative puposes additional projects may be included in the TIP which cannot be funded in the fiscally constrained plan, but which would be included in additional resources become available

P=SCOPING,PRELIMINARY ENGINEERING
D=DETAILED DESIGN

R=RIGHT OF WAY ACQUISITION
F=RAIL FORCE ACCOUNT

C=CONSTRUCTION
I=CONSTRUCTION INSPECTION

T=TOTAL COST*
*COST IN \$ MILLION, FEDERAL SHARE ONLY

Costs are shown as originally programmed, without being adjusted to year of expenditure, which is unknown

Programmed in 2006-2010 TIP

No.	PIN	PROJECT	CURRENT COST					PROGRAM TOTAL			
								FED \$	TOTAL \$		
ILLUS-11-01	9043.29	US 11 (Upper Court Street) Binghamton city line to Colesville Rd Arterial Reconstruction Town of Kirkwood NYSDOT	T					4.121	T	5.151	
			P					0.000	P	0.000	
			D	0.285					0.285	D	0.356
			R	0.492					0.492	R	0.615
			C	3.040					3.040	C	3.800
			I	0.304					0.304	I	0.380
ILLUS-11-02	9041.23	NY 17C Westover to Johnson City/ Binghamton City Line Town of Union Village of Johnson City NYSDOT	T					2.910	T	3.638	
			P	0.239				0.239	P	0.299	
			D	0.143					0.143	D	0.179
			R	0.019					0.019	R	0.024
			C	2.240					2.240	C	2.800
			I	0.269					0.269	I	0.336
ILLUS-11-03	9041.18	NY 17C Harrison Ave. to Hooper Rd. Scope to be determined Village of Endicott, Town of Union NYSDOT	T					2.776	T	3.470	
			P	0.154				0.000	P	0.000	
			D	0.086					0.086	D	0.108
			R	0.006					0.006	R	0.008
			C	2.397					2.397	C	2.996
			I	0.287					0.287	I	0.359
ILLUS-11-04	9005.01	NY 7A Drainage Improvements Town of Conklin NYSDOT	T					0.000	T	0.350	
			P					0.000	P	0.000	
			D					0.000	D	0.000	
			R					0.000	R	0.000	
			C	0.250					0.250	C	0.313
			I	0.030					0.030	I	0.038
ILLUS-11-05	9306.65	NY 7 Conklin Road CR 20 to CR 177 Reconstruction Town of Conklin NYSDOT	T					5.216	T	6.520	
			P	0.234				0.000	P	0.000	
			D	0.156					0.156	D	0.195
			R					0.000	R	0.000	
			C	4.600					4.600	C	5.750
			I	0.460					0.460	I	0.575

Programmed in 2008-2012 TIP

No.	PIN	PROJECT							PROGRAM TOTAL			
									FED \$	TOTAL \$		
ILLUS-11-06	9752.74	Front Street at Clinton Street Intersection Realignment City Of Binghamton	T						2.972	T	3.715	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	2.720						2.720	C	3.400
I	0.252						0.252	I	0.315			
ILLUS-11-07	9753.16	Front Street Gateway Prospect Street to Main Street Reconstruction and Streetscape City of Binghamton Current project cost that exceeds SAFETEA-LU earmark	T						3.244	T	4.055	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	2.876						2.876	C	3.595
I	0.368						0.368	I	0.460			
ILLUS-11-08	9753.06	Court Street Gateway Improvements PHASE 2 Street reconstruction Streetscape enhancements City of Binghamton	T						2.599	T	3.249	
			P						0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	2.400						2.400	C	3.000
I	0.199						0.199	I	0.249			
ILLUS-11-09	9038.08	NY 434 Greenway Construction Phase 1 City of Binghamton NYSDOT	T						0.671	T	0.839	
			P	0.106					0.000	P	0.000	
			D							0.000	D	0.000
			R							0.000	R	0.000
			C	0.599						0.599	C	0.749
I	0.072						0.072	I	0.090			
ILLUS-11-10	9067.27	NY 17 Eastbound Nichols Rest Area replacement Tioga County NYSDOT	T						7.970	T	9.963	
			P						0.000	P	0.000	
			D	0.381						0.381	D	0.476
			R							0.000	R	0.000
			C	6.899						6.899	C	8.624
I	0.690						0.690	I	0.863			
ILLUS-11-11	9066.92	RT17/I86 Upgrade Tioga County Line to W. Binghamton City Line	T						18.897	T	23.621	
			P						0.000	P	0.000	
			D	0.103						0.103	D	0.129
			R							0.000	R	0.000
			C	17.086						17.086	C	21.358
I	1.708						1.708	I	2.135			

J. URBAN TRANSIT ELEMENT

The passage of SAFETEA-LU retains the structure of the Federal transit program that was established by ISTEA, but added some new programs and planning requirements. The most important is the function of the MPO to coordinate among transit operators and the state. BMTS Central Staff, NYSDOT, and the Broome County and Tioga County officials responsible for the provision of public transportation have increased coordination to insure the proper consideration of public transit in the metropolitan transportation system and in TIP projects.

The Urban Transit Element of the TIP must include all projects within the urban area to be funded under §5307, 5309, 5310, 5316, and 5317 of the FTA program. In addition, this TIP also includes projects funded under the §5311 program for rural public transportation, to provide a more informed and complete view of public transit in the study area.

- ♦ Section 5307 is a general fund block grant that provides the major source of funding for urban bus systems. It can be used for both capital purchases and operating subsidies.
- ♦ Section 5309 is a discretionary capital program by which Congress or the Federal Transit Administrator can fund otherwise unmet critical needs.
- ♦ Section 5310 provides assistance to private, non-profit agencies for the purchase of vehicles to be used primarily for the transportation of elderly persons and those with disabilities. This grant is administered by NYSDOT, with awarded projects added to the TIP upon award.
- ♦ Section 5311 provides funding for both capital projects and operating subsidies for public transportation in small urban (less than 50,000 population) and rural areas. Broome and Tioga Counties are considered part rural, and therefore are eligible to receive Section 5311 funds.
- ♦ Section 5316 is the Job Access-Reverse Commute (JARC) program, created in TEA-21 to facilitate the provision of transportation services to low-income people entering the workforce. SAFETEA-LU changed the JARC program from a discretionary to a formula award. This grant is administered by NYSDOT, with awarded projects added to the TIP upon award.
- ♦ Section 5317 is the New Freedom program, created in SAFETEA-LU. This formula program provides a modest amount of funding to transit operators who provides services to elderly and handicapped individuals that exceed the mandated requirements of the Americans with Disabilities Act. This grant is administered by NYSDOT, with awarded projects added to the TIP upon award.

SAFETEA-LU imposes a new planning requirement that in order to use §5310, 5316, and 5317, there must be an adopted Coordinated Public Transit-Human Services Transportation Plan. The purpose is to be more efficient in the use of transportation resources used to meet the needs of elderly, disabled, and low-income residents. The plan identifies needs, both gaps and duplication of services in meeting those needs, and strategies to address the deficiencies. A process must then be established to competitively select projects for each of the three programs, based on how well they address the recommended strategies in the Plan. The BMTS Policy Committee approved a plan in June 2007. BMTS oversees an annual application process for the JARC and New Freedom programs.

Broome County, through its Department of Public Transportation, is the primary provider of public transit service in the metropolitan area. It operates B.C. Transit, a fixed route urban bus service; B.C. Lift, an urban paratransit service for persons with disabilities as described in the Americans with Disabilities Act; and B.C. Country, a rural paratransit service open to the general public, and

accessible to persons with disabilities. It also operates paratransit service for the Broome County Office for Aging, serving OFA clients; this service is coordinated with B.C. Lift. It is noted that B.C. Lift is operated by a private firm under contract to Broome County.

Tioga County operates both fixed route and paratransit public transit service both within and beyond Tioga County. Fixed routes operate within the Village of Owego and to such destinations as Broome-Tioga ARC in Binghamton, the City of Ithaca, and the Village of Waverly. The service, which is operated by a private firm under contract to Tioga County, is fully accessible to persons with disabilities. Persons who cannot access the fixed route service are provided paratransit service. Broome and Tioga Counties have an intermunicipal agreement to permit Tioga Public Transit to drop off and pick up passengers at the Washington Avenue hub in Endicott, and at the Town Square Mall in Vestal.

FTA §5307 funds are allocated on the basis of urbanized area. Since there are two transit operators in our region, the BMTS Policy Committee adopted a policy governing the distribution of funds between Broome and Tioga Counties. The formula is based one-half on the relative share of urban area population and one-half on the relative share of urban area transit ridership. Using this formula with calendar year 2009 ridership totals, Tioga County will receive 4.6% of the FFY §5307 allocation.

The total FTA §5307 apportionment for the Binghamton Urbanized Area for FY 2010 is \$3,115,000. Now that the urbanized area extends into Pennsylvania, an additional \$43,896 apportionment is attributable to Pennsylvania. While Broome County remains the “designated recipient” of these funds, they are programmed at the discretion of PennDOT. The §5316 (JARC) apportionment is \$183,253, and the §5317 (New Freedom) apportionment \$194,405.

It is noted that in addition to Federal subsidies, New York State provides substantial financial support to public transit. The state contributes one-half of the non-Federal share of capital projects. It also operates the NYS Transit Operating Assistance program, which provides operating subsidies on a formula basis. The current formula is 69¢ per revenue mile of service and 40.5¢ per revenue passenger. The revenue stream is funded by a combination of General Fund appropriations (Section 18-b) and dedicated tax revenues. The Section 18-b portion must be matched on an equal basis by the recipient (Broome and Tioga Counties). The total allocation may be discounted if insufficient funds are available to pay the full formula, but there is no discounting for the current year.

FTA SECTION 5307 CAPITAL PROGRAM

PROJECTS OBLIGATED PRIOR TO FY 2011
--

TC-11-02 Broome County Department of Public Transportation: Transit Coach
Replacement/Hybrid Buses (PIN 9820.60)

Project Description: Replace (3) 1992 natural gas buses and (2) 1987 Orion I diesel transit buses with 6 alternative fuel transit buses. The buses being replaced are past the end of their 12-year useful life. The new buses are diesel-electric hybrid powered coaches, which conforms to the BMTS goal on environmental improvement.

Project Cost and Fund Source: \$3.390 million ARRA (100% Federal).

PROJECTS WITH ANNUAL OBLIGATIONS

TC-11-01 Broome County Department of Public Transportation: Preventative Maintenance.

Project Description: Funding for preventative maintenance of buses that were purchased using FTA §5307 Capital Assistance Program funds was included as an eligible capital expense by Congress in TEA-21. The project costs are based on BCDoPT's actual and forecasted costs for maintenance employee salaries and benefits, motor equipment supplies, and motor equipment repairs. The project supports BMTS' goal of applying preventive maintenance strategies across modes to extend the useful life of transportation system elements.

Project Cost and Fund Source: For each year, \$1.875 million, of which \$1.500 million is FTA §5307, matched by \$0.1875 million each from NYSDOT and Broome County.

UNFUNDED PROJECTS

The BMTS Policy Committee has identified one additional capital project that is a high priority, for which there is no fund source identified. Federal law requires that the TIP be fiscally constrained to reasonable estimates of available revenue. While Broome and Tioga Counties have sometimes been successful in obtaining FTA discretionary funding for capital projects, this is not considered within the realm of the reasonable estimate. By identifying this project as a priority, BMTS is committing to progressing the projects if funding becomes available.

TC-12-01 Broome County Department of Public Transportation: Transit Coach
Replacement/Hybrid Buses (PIN 9xxx.xx)

Project Description: In 2010 the B.C. Transit fleet will have an additional 23 coaches that are eligible for replacement, having exceeded their useful life of twelve years.

Project Cost: Estimated total cost of the project will be \$12.995 million.

FTA SECTION 5307 OPERATING ASSISTANCE PROGRAM

SAFETEA-LU continues the federal policy to allow transit operators in metropolitan areas of less than 200,000 population to utilize §5307 funds to subsidize operating deficits. This permits the MPO and transit operator to decide, based on local conditions and needs, how much of the §5307 formula grant money to dedicate to operating subsidy versus capital needs. Part of the decision process is that the Federal share of capital projects is 80%, which is reduced to 50% for operating.

Broome County's policy is to maximize the use of §5307 revenue for preventive maintenance activities, considered a capital cost, as constrained by actual budgetary outlays; and then fund operating deficits, reserving the balance, if any, for capital needs. Tioga County receives a small portion of the §5307 revenue, and uses it for operating assistance.

The New York State Transit Operating Assistance (NYSTOA) program also provides substantial funding for operating deficits. As noted in the introduction, payments are based on a formula that uses revenue miles of service and passengers. The formula may then be adjusted if the amount appropriated in the state budget is insufficient for full funding. NYSTOA requires a local match.

Any remaining operating deficits are funded by Broome and Tioga Counties respectively. Operating budgets are projected to increase by 5% per year. NYSTOA is projected to remain flat, with increased deficits absorbed by Federal and local funding.

JOB ACCESS-REVERSE COMMUTE and NEW FREEDOM PROGRAM

Congress created the Job Access-Reverse Commute (JARC) program as a discretionary fund source to assist communities with providing transit services targeted at welfare recipients seeking employment. While the issue in many major metropolitan areas is the relocation of jobs to the suburbs while the transit system remains oriented to bringing people to the urban center (reverse commute), the Binghamton Regional Job Access Plan developed by BMTS indicated the challenge here was time and service area mismatch. The B.C. transit service hours prevented people from using the bus to commute to other than standard day shift jobs, while many entry level jobs in the health care and retail sectors involve later shifts.

SAFETEA-LU converted JARC into a formula program, and created the New Freedom program, which is designed to provide funding for transportation for disabled individuals that goes beyond the minimum requirements of the Americans with Disabilities Act. In order to have access to funds from both programs, as discussed earlier, MPOs must develop and adopt a Coordinated Public Transit-Human Services Transportation Plan. Once the plan is approved, the MPO may conduct an annual project solicitation process. Projects must meet a need identified in the plan.

BMTS has conducted three rounds of applications. In each case, Broome County was the sole applicant for JARC funds, which were used to provide late night fixed route bus service, which fills an identified gap by permitting people with second and third shift jobs to travel by bus. No applications were received for New Freedom funds; the barrier appears to be the requirement for matching funds.

PROJECTS WITH ANNUAL OBLIGATIONS

TO-11-01 BC Transit Fixed Route Operating Assistance (PINs 9820.74, 9820.75,9820.86,9820.87,9820.88)

Project Description: Provides partial funding to offset the operating deficits of BC Transit, which are forecasted to increase at a rate of 5% per year.

Project Cost: \$44.708 million total cost, of which \$8.698 is Federal, \$19.400 is State, and \$16.610 is Broome County. Refer to the Transit Operating table for annual costs.

TO-11-02 Tioga County Transit Operating Assistance

Project Description: Provides partial funding to offset the operating deficits of Tioga County Transit. The funding is passed through Broome County, which is the FAT designated recipient for the region, and is based on a formula approved by BMTS based on relative shares of metropolitan area passengers and revenue miles of service.

Project Cost: \$0.761 Federal

TO-JARC Determined Annually (PIN9752.82)

Project Description: As noted above, JARC funded projects must meet identified needs in the Coordinated Public Transit-Human Services Transportation Plan, and are selected annually from an open application process. The recipient for FY 2011 is Broome County.

Project Cost: \$0.366 million current annual apportionment of which \$0.183 million is Federal and \$0.183 million is State. Forecasted to remain flat throughout the TIP period, pending adoption of a new authorization.

TO-NF Determined Annually (PIN9820.94)

Project Description: Similarly, New Freedom funded projects must meet identified needs in the Coordinated Public Transit-Human Services Transportation Plan, and are selected annually from an open application process. The recipient for FY 2011 is Broome County.

Project Cost: \$0.104 million current annual apportionment. Forecasted to remain flat throughout the TIP period, pending adoption of a new authorization.

TRANSIT CAPITAL ASSISTANCE PROGRAM

All cost = \$ million Capital project funding: 80% FTA, 10% state, 10% local

FTA SECTION 5307 - URBANIZED AREA FORMULA PROGRAM									
PROJ #	PIN #	PROJECT SPONSOR	OBLIGATED ELEMENT FY 2010	ANNUAL ELEMENT FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2011-2015 PROGRAM TOTAL
		PROJECT DESCRIPTION							
TC-11-01	9820.89	BROOME COUNTY	1.875 T	1.875 T	1.875 T	1.875 T	1.875 T	1.875 T	9.375 T
	9820.90	DEPT of PUBLIC TRANSPORTATION	1.500 F	1.500 F	1.500 F	1.500 F	1.500 F	1.500 F	7.500 F
	9820.91	BUS PREVENTIVE MAINTENANCE	0.188 S	0.188 S	0.188 S	0.188 S	0.188 S	0.188 S	0.938 S
	9820.92		0.188 L	0.188 L	0.188 L	0.188 L	0.188 L	0.188 L	0.938 L
	9820.93								

AMERICAN RECOVERY & REINVESTMENT ACT - TRANSIT									
PROJ #	PIN #	PROJECT SPONSOR	OBLIGATED ELEMENT FY 2010	ANNUAL ELEMENT FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	2011-2015 PROGRAM TOTAL
		PROJECT DESCRIPTION							
TC-11-02	9820.60	BROOME COUNTY	3.390 T						0.000 T
		DEPT of PUBLIC TRANSPORTATION	3.390 F						0.000 F
		BC TRANSIT	0.000 S						0.000 S
		TRANSIT COACH REPLACEMENT	0.000 L						0.000 L
		6 HYBRID BUSES							

PROJECTS WITH FUNDING TO BE DETERMINED - FOR INFORMATION ONLY									
TC-12-01		BROOME COUNTY			12.995 T				12.995 T
		DEPT of PUBLIC TRANSPORTATION			10.396 F				10.396 F
		BC TRANSIT			1.300 S				1.300 S
		TRANSIT COACH REPLACEMENT			1.300 L				1.300 L
		23 HYBRID BUSES							

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FUNDING SUMMARY TABLE**

FEDERAL AID FUND SOURCE	OBLIGATED ELEMENT FFY2010	ANNUAL ELEMENT FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	2011-2015 FEDERAL TOTAL	2011-2015 MATCHED TOTAL
SURFACE TRANSPORTATION PROGRAM	6.843	5.328	2.399	6.995	12.898	16.887	44.507	55.634
NATIONAL HIGHWAY SYSTEM PROGRAM	0.160	168.000	7.788	8.909	4.757	124.413	313.867	392.333
HIGHWAY BRIDGE PROGRAM	9.130	1.557	7.491	14.291	6.933	27.421	57.693	72.115
INTERSTATE MAINTENANCE PROGRAM	5.934	17.085	9.833	4.672	18.733	92.634	142.957	158.682
HIGHWAY SAFETY IMPROVEMENT PROGRAM	0.623	3.023	0.000	0.014	1.306	1.311	5.654	6.276
FTA SECTION 5307 PROGRAM	3.115	3.115	3.248	3.386	3.530	3.680	16.959	54.844
FTA SECTION 5316 and 5317 PROGRAMS	0.287	0.287	0.287	0.287	0.287	0.287	1.435	2.350
ALL FUNDING SHOWN AS UNMATCHED FEDERAL FUNDS, \$ MILLIONS								
TOTAL FEDERAL AID	26.092	198.395	31.046	38.554	48.444	266.633	583.072	742.234

NOTES ON FUNDING SUMMARY TABLE

- (1) NHS and IM Programs include "Statewide Significant Projects" for I-86 designation, which are not funded through NYSDOT Region 9/BMTS allocations
- (2) Summary reflects full cost of Block projects; share attributable to BMTS MPA is indicated for each project in individual fund source tables
- (3) FTA match ratios vary because the TIP shows full local and state contributions to fully fund transit operating deficits

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