

# **Unified Planning Work Program**

2008 – 2009



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

**April 1, 2008 through March 31, 2009**

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## **INTRODUCTION**

### **THE UNIFIED PLANNING WORK PROGRAM**

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

Federal Highway Administration (FHWA) Planning Funds (PL)

Federal Transit Administration (FTA) Section 5303 Funds

Federal Highway Administration State Planning and Research Funds (SPR)

Federal guidelines and regulations have been issued to detail how this planning process is to take place. The UPWP contains planning activities focusing on specific highway, transit, and urban development problems. Related concerns dealing with land use, population and economic characteristics, and finance are also included. Federal regulations require three major products in order to have a certifiable transportation process: a long range Transportation Plan; a specific program and schedule of improvements to be accomplished in the next five years, known as a Transportation Improvement Program (TIP); and the Unified Planning Work Program, which is the annual statement of specific planning activities to be undertaken during the year.

### **ELMIRA-CHEMUNG TRANSPORTATION COUNCIL**

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

Each member of the ECTC appoints a representative to the Planning Committee that provides technical coordination, implementation of ECTC policy decisions, and the development of recommendations for ECTC consideration. The members of the Planning Committee are listed on the title page.

Assisting the ECTC in advisory capacities are the Federal Highway Administration and the Federal Transit Administration. The Department of Environmental Conservation (DEC) and other community based organizations advise the ECTC as appropriate.

## **CENTRAL STAFF**

The MPO Director coordinates the work activities contained in the UPWP. Currently there are two other full-time Central Staff employees: a Senior Transportation Planner and a Transportation Analyst.

UPWP tasks are also progressed by individuals who work for MPO member agencies. The Chemung County Transit System compiles billing for the ECTC and also coordinates all purchasing activity. Work is underway to merge the operations of the City of Elmira Public Services and the County Public Works Departments under the direction of the Public Services Director. The Director and his staff, staff from the County Planning Department, and a Manager and Contract Administrator with County Transit System all devote a significant amount of time to MPO tasks. NYSDOT Region 6 staff also plays important roles in progressing MPO tasks and there is an active and involved Planning Committee. Funding local agencies receive through the ECTC covers only a small part of the time they devote to MPO-related tasks. In the past, projected funding levels, combined with an available backlog of funds, were sufficient to bring on consultant services for specific tasks and studies when needed. With the increased role of the staff in progressing regional and statewide planning, other funding sources will need to be identified to maintain the work activities identified in the UPWP. Staffing options will be examined as part of the update of the ECTC Staffing and Operations Plan which will be undertaken in 2008-09.

NYSDOT Region 6 and the MPO Bureau Planning Team are active participants in the planning efforts outlined in the 2008-09 UPWP. Region 6 provides administrative support in its role as ECTC Secretary. The Albany MPO Bureau Planning Team provides general administrative direction in assuring adherence to federal and state planning requirements. NYSDOT has the responsibility of processing the reimbursement of local and state expenditures incurred by progressing the various work tasks contained in the UPWP.

## **EQUAL OPPORTUNITY/ENVIRONMENTAL JUSTICE**

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

The term “environmental justice” encompasses three fundamental principles:

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

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

income populations. The ECTC Director is a Commissioner on the Chemung County Human Relations Commission and is currently the Chair of the Commission. This role enables the MPO to have better communication with the local minority population.

### SAFETEA-LU

President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA) on August 10, 2005. SAFETEA succeeds TEA-21 as the federal authorization act underpinning federal highway and transit programs.

SAFETEA preserves the basic federal state, and local partnership contained in TEA-21 and ISTEA before it. Metropolitan planning provisions are maintained, with the basic components of Unified Planning Work Program, Transportation Improvement Program and long-range Regional Transportation Plan. Metropolitan planning area definitions are maintained.

Safety is separated from security in the list of planning factors which MPOs and states should consider, producing a list of eight planning factors in place of TEA-21's seven. Greater consideration of security in the ECTC's processes is implied requiring new partnerships with State and federal homeland security efforts. Additionally, "promote consistency between transportation improvements and State and local planned growth and economic development patterns" was added to one of the planning factors. The new language supports the ECTC's desire to work with local communities on corridor planning.

SAFTEA brings into sync TIP development (which had been on a maximum two-year cycle), long-range plan development (which had been on a three-year non-attainment, five-year attainment cycle) and air quality conformity (which is triggered either by TIP, long-range plan or air quality plan adoption). The law states that the MPOs shall prepare and update the long-range plan every five years.

A new requirement is that statewide and MPO long-range plans include a "discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." Further, the discussion "shall be developed in consultation with Federal, State, and tribal wildlife, land management and regulatory agencies." Being good stewards of the environment has always been an important focus for the ECTC.

The required Real-Time System Management Information Program will establish a real-time system management information program to provide the capability to monitor, in real-time, the traffic and travel conditions of the major highways of the U.S. and to share that information to improve the security of the transportation system, address congestion problems, support improved response to weather events and surface transportation incidents, and facilitate national and regional highway traveler information. USDOT will become more active in encouraging the collection and distribution of accurate real-time information to aid in traffic broadcasts and navigational devices. This program will influence the way the ECTC addresses the development of Intelligent Transportation Systems (ITS) in Chemung County.

Another new state requirement is the development of a Strategic Highway Safety Plans (SHSP). "The SHSP must be based on accurate and timely safety data, consultation with safety stakeholders, and performance-based goals that address infrastructure and behavioral safety problems on all

public roads. States are also required to develop an evaluation process to assess results and use the information to set priorities for highway safety improvements.” The ECTC, in conjunction with the other MPOs in New York State, have formed a Safety Working Group (SWG) to help coordinate Safety Planning in New York. The ECTC Director serves as Co-Chair of SWG. The group will work closely with NYSDOT on implementing New York’s Highway Safety Plan to ensure that local system safety issues are addressed appropriately and that community design, site design, street design and traffic calming issues are incorporated as appropriate. Work to develop a uniform Safety Audit process that can be used by NYS MPOs is being coordinated by the ECTC.

### **SAFTEA PLANNING FACTORS**

With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors from the old regulations were consolidated into seven factors. With SAFETEA-, the factors were expanded to eight, namely safety and security were separated into separate planning factors. In addition, the planning factor on protect/enhance the environment was expanded to include "promote consistency between transportation improvements and State and local planned growth and economic development patterns". With the passage of SAFETEA, the eight planning factors are:

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

### **ECONOMIC DEVELOPMENT, QUALITY OF LIFE AND THE TRANSPORTATION PLANNING PROCESS**

Economic development and the transportation planning process remains strongly linked in Chemung County. The ECTC office is located in the Chemung County Commerce Center. Many of the development agencies in the area have co-located at the Center to facilitate interagency cooperation and economic development in the area. Agencies that are housed in the facility include: Chemung County Planning Department, Southern Tier Economic Growth (STEG), Chemung County Industrial Development Agency, Chamber of Commerce, Empire State Development Corporation, Elmira Economic Development Zone, and the Worker Ownership Resource Center. The co-location of agencies has reinforced the on-going working relationship between the many agencies that focus on economic development in the region. The “one-stop shop”

for economic development minimizes duplication of effort while maximizing the efforts of the cooperating agencies.

The ECTC has helped to raise the recognition of the importance of quality of life as it relates to transportation and economic development. Quality of life is a factor that helps to encourage the movement of individuals and companies to an area. A good quality of life will also encourage our most important resource, our young people, to stay in the region.

The ECTC Rails to Trails Study helped to increase the awareness of the positive impact that alternative forms of transportation can have on the quality of life in the region. The City of Elmira Master Plan Update notes the importance of non-motorized transportation. "Pedestrian and bicycle circulation are important aspects to a healthy City. In addition to improving vehicular circulation, the streets and sidewalks must be made safe and enjoyable for non-traditional circulation." The ECTC has taken an active role in the development of facilities for bicyclists and pedestrians including work on the Catharine Valley Trail, the Big Flats Trail, the Tanglewood/Nature Conservancy Trail System, the Elmira Lackawanna Trail, and the Elmira Promenade. These projects will have a significantly positive impact on the regional quality of life, impacting both residents and visitors to the region.

The MPO has been catalyst for achieving Interstate designation to I-86 for all of State Route 17. This is the major transportation project in the region and a potential engine for economic development in the State's southern tier. The ECTC remains an active participant in the I-86 Coalition, which advocates for the funding to achieve Interstate designation for all of Route 17. The ECTC partially funded the I-86 Benefit Study, which documented the many benefits that will be accrued by the entire State of New York if the implementation of necessary projects for the Interstate designation is completed in a timely fashion. The construction of Daniel Zenker Road Extension allowed for the creation of Airport Corporate Park. The success of the project led the County to acquire additional land for expansion of the Park. Access to the area has been greatly enhanced with the completion of the new I-86 airport interchange. The designation of Route 17 to I-86 to Route 352, which will occur in 2008, will greatly facilitate economic development in the area. The Elmira downtown transportation center and improvements to Hanover Square, projects which were progressed by the ECTC, are also catalysts for the retention and expansion of business.

The ECTC is working with the City of Elmira to assure that there is good access for all modes of transportation to the downtown area where the First Transit Arena is located. Work continues on a new coordinated signal system in downtown Elmira and in conjunction with the conversion of Church and Water Streets from one-way to two-way, access in the area has been improved. Completion of the southern extension of the Elmira Arterial provides the regional access that resulted in the construction of two large shopping centers on the north and south side of Elmira. The Woodlawn Avenue project improved truck access in the Elmira, especially to the Trinity Industrial Park Trinity. Another important component of the urban truck route, Clemens Center Parkway Extension, was completed in 2005.

The ECTC recognizes the importance of maintaining an adequate transportation system in the area of the Towns of Big Flats and Horseheads where there is a great deal of commercial and tourism-related activity. The Big Flats-Horseheads Network Evaluation Study outlined road network improvements that are expected to be needed in the coming 20 years and was the impetus for the construction of a new airport interchange. Potential development plans for State Routes 13 and 14 and the Center at Horseheads were developed as part of the Routes 13 and 14 Corridor Management

Assessment. The ECTC worked with Chemung County to hire a consultant to design a new road that will provide better access between the Center of Horseheads and Route 13/I-86.

## **PUBLIC PARTICIPATION**

SAFTEA requires the development of a Public Participation Plan in consultation with interested parties. The ECTC will update its public participation plan in 2008-09 in a way that will facilitate input from community based organizations and to assure compliance with SAFETEA-LU requirements.

SAFTEA also mandates “Participation by Interested Parties.” “Representatives of users of pedestrian walkways and bicycle transportation facilities” and “representatives of the disabled” have been added to the categories of stakeholders that the MPO shall provide a reasonable opportunity to comment on the transportation plan. The ECTC already actively reaches out to these groups as part of the on-going transportation planning process. New Regional Bicycle, Pedestrian and Transit Committees have been formed and there will be considerable outreach to determine that community needs are being met.

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

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

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

An important public participation tool is the Chemung County Transportation Guide. The Guide explains the MPO process, provides an overview of all transportation facilities and services, and solicits public input for the transportation planning process. Over 100,000 copies of the guide have been printed and widely distributed throughout the community at government offices, transportation facilities, businesses, and housing developments. The guide will be updated in 2008-09.

The ECTC participates in and coordinates with a wide variety of local community groups. Involvement with these groups enables the ECTC to inform local citizens about all phases of the transportation planning process. Many of the desired projects that have been identified by the

ECTC will require broad community support if they are to be implemented. Involvement with community based groups helps to develop this support.

## **LONG-RANGE PLAN AND GOALS**

The ECTC adopted its Long-Range Plan (LRP) “Destination 2025: Transportation Planning For The Future” in December 2005. The Plan includes information about recent progress towards implementing the goals of the 2001 LRP, updated goals, summaries of current conditions and projections of future needs for the transportation system, and recommendations for prioritizing projects and implementing the plan.

Projects from earlier Plans that have been implemented include: the completion of the southern extension of the Elmira Arterial; the completion of Daniel Zenker Road extension, which improved airport access and access to the expanding Airport Corporate Park; the Woodlawn Avenue improvement project; the Clemens Center Parkway Extension; and the construction of the downtown Transportation Center. Completed projects that will enable the conversion of Route 17 to I-86 include the Elmira Exit 56 Interchange, the Airport Interchange 50, the Horseheads project and the project from Horseheads to Exit 56. Projects are progressing to upgrade all of Route 17 in Chemung County to Interstate status.

With the completion of major elements of our transportation infrastructure, the new Long Range Plan emphasizes maintaining, optimizing and integrating a transportation system that includes roads, bridges, rail, transit, bicycle and pedestrian facilities, and the regional airport. The Plan also includes transportation enhancements such as the Elmira Promenade, which will improve the quality of life for residents and visitors. Future trends such as the aging baby boomer generation, economic development potential of I-86, the use of Intelligent Transportation Systems (ITS), and the growth of the tourism industry, are also addressed in the Plan.

Eight new goals were drafted to guide transportation investments over the next 20 years. These goals provide a framework for prioritizing projects in an era of limited resources. The Long Range Plan Goals are as follows:

Integrate transportation, economic development and land use planning to promote sustainable development

Protect and enhance the natural environment, encourage conservation of energy and improve quality of life

Maintain, operate, manage, and where necessary, upgrade the existing infrastructure, using new technology where appropriate

Enhance the role of multi-modal systems in meeting the region’s mobility and accessibility needs

Reinforce the city of Elmira’s role as the center of the region’s governmental service, institutional and transportation activities

Ensure that an adequate transportation infrastructure is in place to accommodate and attract regional development

Support regional and statewide corridors through investments and initiatives

Address the safety and security of the transportation system for motorized and non-motorized users

## **PROGRAM ACCOMPLISHMENTS 2007-08 WORK PROGRAM**

The on-going cooperative planning process resulted in considerable progress on many UPWP tasks during the year. The ECTC has become more actively involved in both regional and statewide transportation planning, including roles in transportation planning in adjoining Counties Steuben and Schuyler. Specific work activities during the year included the following:

### **Task 1.0 – Transportation Management/Data Collection**

Data collection and management are a core ECTC activity that provides important tools for both short and long range transportation planning. The annual 2006 Traffic Count Report, which contains all of the traffic counts that were conducted in Chemung County, was compiled. The consolidated report has been very useful for ECTC member agencies and is also used by local development agencies and municipalities for a variety of planning activities. NYSDOT working with ECTC staff, City of Elmira Department of Public Services, and Chemung County Department of Public Works revised the traffic count stations in the County to streamline the number of count stations and include new stations where changing conditions warrant having data to analyze. New traffic count equipment will be acquired by local agencies that will enable them to augment the data that is now collected by NYSDOT. The equipment will also be used to provide data for safety analyses.

### **Task 2.0 Mobility Enhancement Activities**

The focus on safety related planning activities remains a priority for the ECTC. The GIS Crash Reporting System was maintained and updated and outputs were used for a variety of purposes. Quarterly and annual summaries of crash statistics for the City of Elmira were compiled to identify high crash locations and appropriate remediation actions were undertaken. Crash data is used by the City of Elmira Police Department and Chemung County Sheriff's Department to secure Selective Traffic Enforcement Funds (STEP) grants from the Governor's Traffic Safety Committee that are used to target enforcement activities at high accident locations. The New York State Police have also made use of data from the Crash Reporting System.

The ECTC was an active participant in the formation of NYSMPO Safety Working Group (SWG) that is co-chaired by the ECTC Director. SWG meets monthly to share information and advance safety initiatives through collaboration with safety partners including the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA) the New York State Department of Transportation (NYSDOT), the Governor's Traffic Safety Committee (GTSC), the Institute for Traffic Safety Management and Research (ITSMR), the New York State Police (NYSP), the NYS Department of Health (NYSDOH) and the NYS Department of Motor Vehicles (NYSDMV). SWG accomplishments during the program year included:

Hosted the 2007 Safety Roundtable in June at West Point, NY at the 2007 NYSMPOs Annual Meeting. The meeting reaffirmed the goals of the group for the coming year.

Advanced a model campaign regarding pedestrian safety with a local public service

announcement that was created in Chemung County in May. The announcement was played on local television stations and included the City Police Chief and the County Undersheriff.

Continued to assist NYSDOT in the implementation of the NYS Strategic Highway Safety Plan.

Worked with NYSDOT to begin the process to develop average accident rates for non-state and local highway system facilities throughout New York State.

Began to develop a standardized safety audit process for all MPOs on the non-state owned road system.

Continued to coordinate with the New York State Police to assist in the advancement of TraCS and develop procedures to disseminate information developed by the system. A TraCS subcommittee will be established by the SWG.

Established a Human Behaviors Subcommittee to work with statewide safety partners and NHTSA to increase awareness about safety and the influence of human behavior with the goal of saving lives.

Work continued on the City of Elmira Traffic Signal System upgrade. A City Traffic Management Center has been established and protocols for use of the system will be developed with the help of the Intelligent Transportation System (ITS) Implementation Committee. The Committee monitors the effectiveness of the Regional ITS Architecture. Input from the Committee was used to develop a project to purchase a variety of portable Variable Message Signs (VMS) and Driver Feedback signs. The equipment will be purchased in 2008 and appropriate protocols for shared use will be developed.

The ITS Incident Management sub-committee group focused efforts on developing a coordinated multi-agency response to incidents on I-86 with an emphasis on corridor management and the safety of all involved in the process. Several meetings with NYSDOT Command Center, Chemung County Emergency Management Office, City and County DPW, State and local police agency, and fire departments were held to finalize detour plans and training curriculum. Formal detour plans were developed for all the I-86 exits in Chemung County. The detour information was then provided in booklet form to be placed in first responder vehicles (e.g. City of Elmira and Village of Horseheads police and fire department cars and trucks), first-responder supervisors were provided with loose leaf notebooks, and the information was placed online on municipal websites. Training was developed and conducted for several local police and fire departments.

ECTC staff made a presentation at the 2007 annual New York State MPO Directors' conference on the incident management efforts and accomplishments detailed above. The NYSDOT Regional staff made a similar presentation to an ITS and command center management meeting. The efforts were considered by NYSDOT as a Best Practice.

The ECTC continued to work with the Statewide I-86 Coalition to assure timely funding for projects to upgrade Route 17 to Interstate standards. The Coalition is examining potential new roles related to economic development and corridor management. Work on the Horseheads project, which includes a linear park that separates the highway from the community, was completed in 2007. Staff participated in various meetings and discussions related to the Access Project that will

upgrade the 6.5-mile section of Route 17 from Elmira to Chemung to Interstate standards.

The designation of Route 17 as I-86 is bringing increased development pressure in the Town and Village of Horseheads. Route 13 currently has right of way without access most of the way from Route 17 to Route 223. There will be increased pressure to release access as the development pressure builds. The State Routes 13 and 14 Corridor Management Assessment Plan is being used as a guide as local municipalities are beginning the process to update their Master Plans and zoning so that they can guide the development process. The ECTC provided input to the new Comprehensive Plan that is being developed for the Village of Horseheads.

The ECTC provided technical assistance to Southern Tier Economic Growth (STEG) and the STEG consultant who developed alternatives for a possible new access road that would connect the Center at Horseheads industrial park with Route 13. The ECTC with Chemung County a NYSDOT to select a consultant to prepare a final design for the access road in 2008. ECTC staff continued to work with Norfolk Southern, NYSDOT and local government agencies to examine the possibility of a safer, more direct rail access to the Center.

Corridor planning is an important component of the ECTC Long Range Plan. Existing and planned commercial development along County Route 64 makes this corridor the primary focus of attention. The ECTC continued to assist in the coordination of a Steering Committee that is working with the consultant hired by Chemung County to examine current and future transportation needs in the major travel corridors in the Town of Big Flats and Town and Village of Horseheads. The needs assessment will be completed in 2008.

The ECTC is an active member of the Schuyler-Steuben Transportation Committee. Working with the Committee facilitates transportation planning across a three-county area. The addition of new staff has enabled the ECTC to facilitate planning efforts with the Committee on regional transit and bicycle and pedestrian issues. A proposed scope was developed to examine transportation issues in Schuyler County with a focus on the Village of Watkins Glen. If funding is identified, the study will be done in 2008

The ECTC continued to work with the North Main Street Project Steering Committee. The project will improve access and safety at a gateway street for the City which travels through the Elmira College campus. A number of meetings were held during the year to solicit public input regarding design elements for the project. A final design should be completed in 2008.

### **TASK 3.0 TRANSIT ENHANCEMENT ACTIVITIES**

The ECTC continued to work with the Chemung County Transit Board to identify the most efficient way to provide transit service in the area. ECTC staff and County Planning staff continue to lead monthly Board technical committee meetings. Staff provided analysis of transit ridership by route provided by the private transit operator. Oversight of transit asset operating and capital asset data, grant and grant reimbursement requests, and semiannual in-depth on-site operating and maintenance reviews were performed. Considerable technical assistance was provided in the development and processing of a Chemung County multi-year Request for Proposals for a private transit operator to continue to provide transit services under contract to the County. Transit staff continued to examine locations for new bus shelters and updated shelters at existing locations. Ridership surveys and surveys of local businesses were conducted to identify unmet transit needs. During the year, the CCTS reviewed their System Safety Plan which includes goals and procedures that will improve the

safety and security for the users of the transit system.

The ECTC continued to work with the Steuben-Schuyler Transportation Committee transit sub-committee to identify mutual areas of concern related to transit service in the region. Staff participated as a member of the Steering Committee for the Schuyler County transit needs study providing input to the consultant's draft transit service options and final plan report. ECTC staff coordinated efforts by both counties to prepare the mandated Coordinated Public Transit – Human Service Agency Transportation Plans required of each county to receive Federal transit funding for three programs. Staff wrote the plan drafts and final plans for each county. These plans were provided to other rural counties in the state as a best practice model to use in preparing their plans. ECTC staff has taken the lead in Schuyler County's initial efforts to implement the recommendations from the needs study and the coordination plan.

#### **Task 4.0 Geographic Information Systems (GIS)/Computer Support**

Accurate mapping and related Geographic Information System (GIS) data are key components of both short and long range planning. Staff supported a variety of UPWP tasks and assisted cooperating agencies with various mapping and GIS projects, many of them supportive of local economic development. MPO staff participated in meetings, conferences and attended training sessions with other New York State MPO GIS staff.

The ECTC continued participation in a cooperative project with the City of Elmira and Chemung County to use staff of the Southern Tier Central Regional Planning Board to assist in coordinating GIS activities in the area including the administration of the Chemung County GIS Cooperative. The Cooperative is composed of representatives from all levels of government and the private sector. The Cooperative keeps the community apprised of changing technologies, improves access to and use and understanding of GIS technology and develops policies that will insure that all new geo-based data is developed in a GIS-compatible format. Work continued to identify ways of using an Internet Mapping Server (IMS) that can provide map based information to both cooperating agencies and the general public.

ECTC staff was active participants in the consultant project to conduct a Chemung County GIS needs assessment. A primary problem is the lack of one County point of contact to coordinate local GIS efforts. The study was completed in 2007 and the ECTC will be involved in implementing recommendations contained in the assessment.

The Automated Crash Reporting System was maintained. Data such as the location of motor vehicle, pedestrian, bicycle and DWI crashes are added to a database that can be displayed graphically. The GIS format assists local police agencies to target their enforcement activities. Transportation planners use the information to identify locations that might require an engineering improvement that will prevent future accidents. Crash data displayed graphically can also be used as an educational tool to warn citizens of the locations where extra diligence is necessary.

The ECTC coordinated the process to identify local funding for upgrades to the New York State Digital Orthoimagery Program (NYSDOP). The upgrades provide greater resolution imagery making the mapping more useful for transportation planning, emergency response, code and zoning, environmental assessments. The flights occurred in 2006. The data, which was received and reviewed in 2007, will be very useful for on-going corridor planning efforts.

## **Task 5.0 Long Range Planning /Transportation Enhancements**

Staff worked with the City of Elmira and NYSDOT to get design approval for the Elmira Promenade project. Funding options were also developed. The first stage of the Promenade should be built in 2008.

The ECTC continued to provide staff support to the Friends of the Catharine Valley Trail (CVT) including the production of two newsletters. The group is working with State Parks to implement the Trail Master Plan and Inter-Community Tourism Development Plan for the CVT. The Friends group promotes and enhances all aspects of the trail and advocates for the timely completion of the Trail. The thirteen-mile multi-use trail will eventually link Horseheads and Watkins Glen. Five miles of trail connecting Millport and Montour Falls is currently opened. The section of trail from Montour Falls to Watkins Glen that traverses the Queen Catharine Marsh, and connections to the Route 14 bridge in Millport, will be completed by State Parks in 2008. The next section of trail construction, connecting to Mark Twain State Park, is scheduled for completion in 2009. State Parks has indicated they lack the resources to progress the trail south to Wygant Road in the Town of Horseheads. The ECTC will examine Right of Way and environmental issues related to that section of the trail in 2008-09.

ECTC staff worked with the Village of Watkins Glen to form a Steering Committee to oversee their project to connect the CVT to Seneca Lake. The Village received State funding for the project which should be completed in 2008.

The ECTC continues to coordinate BACPAC (the three-county Bicycle Advisory Committee and Pedestrian Advisory Committee). BACPAC, formed in late 2006, guides planning and implementation of bicycle and pedestrian improvements in Chemung, Schuyler, and Steuben Counties. The committee members from public, private non-profit agencies, tourism agencies, hospitals, and municipal transportation agencies meet quarterly. The separate bicycle and pedestrian subcommittees meet more frequently to progress specific plans and projects. BACPAC recommended several routes for improved signage related to drivers "Sharing the Road" with bicyclists. Signs were installed on these routes by the appropriate highway departments in 2007. In addition, signs saying "Wrong Way Ride With Traffic" were installed on two routes in the City of Elmira identified by BACPAC as routes where bicycle riders needed to be reminded to ride with traffic for safety sake. Pedestrian lunch-time walking routes were identified in the City of Elmira and plans were made to mark these routes and to promote their use.

The ECTC actively participated in the Chemung County River Council, a group comprised of the general public, local interest groups and government officials. It was formed to identify projects that will improve access to the Chemung River and to plan for the projects' implementation. A Master Plan for the River in Chemung County will be completed in 2008.

The MPO and the Chemung County Traffic Safety Board (TSB) continued to work cooperatively to address traffic safety issues in Chemung County. The ECTC Director serves as the Vice-chairman of the Board. The Board has focused their activities on bicycle and pedestrian safety issues. Bicycle rodeos were conducted and helmets and safety strobes distributed. The 2007 Governors Traffic Safety Committee safety grant application was compiled and funding was received to begin a pedestrian flag program.

The ECTC web site was used to explain the purpose of the MPO, describe the organization and

structure and solicit public input for the transportation planning process. The site provides links to other transportation related sites, provides access to major ECTC documents, and was used for staff recruiting. During the year, ECTC staff and Committee members were interviewed often by the local media about transportation issues. The ECTC continued to work with the Chemung County Human Relations Commission (HRC) to insure that there is early and continuing input from the minority community to the transportation planning process. The ECTC Director chairs the Commission.

### **Task 6.0 Program Administration**

The ECTC continued to be an active participant in the NYSMPO Directors Association. A successful Statewide Conference was convened and conferences will be held annually. Work continued on a variety of Shared-Cost Initiatives. Staff actively participated in Safety, Transit and Bicycle and Pedestrian Working Groups. The ECTC Director was on the Committee that selected a new team to staff the MPO Directors Association.

On-going administrative tasks included completion audits, the development of the new UPWP and monitoring and amending the Transportation Improvement Program (TIP).

### **EMPHASIS AREAS FOR THE 2008-2009 WORK PROGRAM**

The ECTC will continue to work on improving the region's transportation infrastructure in ways that will be supportive of economic development, improve security, safety and mobility, and enhance quality of life. MPO work efforts will continue to shift from building the regional transportation system to operating and managing it. Staff will work with NYSDOT to advance the transportation-land use connection through various strategies including developing outreach and training tools, providing planning assistance in support of SEQRA and GEIS actions and identifying opportunities to work on integrated planning and design efforts for capital projects.

The ECTC will work with State partners to identify way to progress the Governor's Smart Growth Initiative which is focused on New York need to grow in a responsible, efficient, and sustainable manner that enhances economic competitiveness, environmental protection and quality of life. Smart growth strategies related to the I-86 corridor will be identified.

The ECTC Long Range Plan (LRP) and the new planning provisions of SAFTEA will guide the MPO work activities. The NYSDOT Master Plan outreach identified five priority areas that are consistent with the SAFTEA and the goals contained in the MPO LRP. The areas are:

- Improving mobility and reliability
- Increasing safety
- Promoting economic sustainability
- Enhancing security
- Improving environmental conditions

Specific tasks in the 2008-09 UPWP will be addressing themes that FTA and FHWA have identified for Planning Emphasis Areas (PEAs). The six planning themes are:

- Consideration of safety and security in the transportation planning process

Linkage of the planning and NEPA processes

Consideration of management and operations within planning processes

State DOT consultation with non-metropolitan local officials

Enhancement of the technical capacity of planning processes

Coordination of human service transportation

Corridor planning will continue to be a primary focus area for the ECTC and NYSDOT. The importance of looking at transportation corridors was a key element of the ECTC Long Range Plan. Work will continue to define and prioritize the regional corridors that supplement the statewide Trade, Intercity Passenger, and Tourism corridors being defined by NYSDOT.

Corridor planning will include work on the Big Flats and Horseheads Transportation Study which will identify needed transportation improvements in an area where existing and planned commercial growth will greatly increase the traffic. The ECTC will work with local County and Town officials and NYSDOT to identify appropriate access management strategies that will accommodate economic development, while maintaining the best possible level of service for the users of the transportation system.

Work will continue on the North Main Street Project which is an important travel corridor in the City of Elmira. Incident management procedures will be developed that will eventually be used on all primary travel corridors to assure safe and efficient transportation to and through the area.

Core activities of the ECTC, such as data collection and improving methods of collecting and using GIS-based data, will continue. Methods of examining ways to score the local federal aid road system will be examined. Work will continue to progress the City of Elmira coordinated signal system and Traffic Management Center. The ITS Implementation Committee will monitor the effectiveness of the ITS Architecture. Protocols will be developed for the use of new portable Variable Message Signs and Driver Feedback signs. The Committee will work with NYSDOT in the implantation of ITS technology related to I-86 projects.

The completion of the Horseheads Bypass and designation of Route 17 as I-86 will bring increased development pressure to local municipalities, especially the Town and Village of Horseheads. Staff will work with local municipalities, the Rural Association of Mayors and Supervisors (RAMS) and NYSDOT to develop compatible land use plans that will complement regional access and development. Planning for new road and rail access to the Center at Horseheads will continue.

The ECTC will continue to participate in the I-86 Coalition as efforts to secure needed funding for important transportation projects continues. The Coalition will examine new roles related to economic development and corridor management. Staff will also work with NYSDOT to progress the Route 17 Access Project.

ECTC will continue to provide staff support to the Chemung County Transit Board. Security will be evaluated and improved at the CCTS maintenance facility, the County Transportation Center and transit vehicles.

The ECTC will work with NYSDOT and the Schuyler-Steuben Transportation Committee to evaluate current private and public sector transit operations and relationships in our area

and make recommendations that maximize resources and provide the most efficient transit service for the region including the enhancement of access to human services transportation. The ECTC will work to identify opportunities to partner with other transportation providers to ensure that transportation services are seamless, comprehensive and accessible to all citizens.

The ECTC will continue to strive to provide people with alternatives to car travel. These activities can result in a significant improvement in the quality of life for local residents, attract tourists, and reduce fuel use and air pollution. A variety of projects related to non-motorized transportation will be advanced in the coming year. The ECTC will continue to provide staff support to the Friends of the Catharine Valley. The Lackawanna Trail is scheduled to open in 2008 and staff will work with the community to identify possible enhancements that will make the trail a more valuable resource. The completed trail will connect Eldridge Park to Water Street.

Staff will continue to work with the City of Elmira Steering Committee that includes a wide range of stakeholders and the selected consulting team on a staged implementation of the final design for the Elmira Promenade. The Promenade will improve the aesthetics of an important gateway to downtown Elmira, create an inviting bicycle and pedestrian corridor linking important regional facilities, and create a destination for downtown Elmira.

Safety-related activities will be coordinated with the Chemung County Traffic Safety Board (CCTSB). The City of Elmira will continue to use a consultant to compile and analyze GIS crash data quarterly.

The ECTC will continue to play an active role with the NYSMPO Safety Working Group. (SWG) The ECTC will work with SWG and a consultant team to develop a standardized safety audit process that can be used by NYS MPOs. The project is being funded with State Planning and Research (SPR) funds.

A Safety Roundtable will be held in conjunction with the 2008 NYSMPOs Annual Meeting in Niagara Falls, NY. Work will continue on developing average accident rates for non-state and local highway system facilities throughout New York State through an examination of local highway accident collection, storage, analysis and uses. SWG will continue to work on the implementation of the NYS Strategic Highway Safety Plan and to establish a local protocol for data sharing with NYSDOT.

The ECTC will continue to pursue optimum levels of public participation in the transportation planning process, primarily through partnerships with many organizations in the area and good communication with the local media. The ECTC Public Participation Plan will be updated with an emphasis on developing a more inclusive process that includes consultation and cooperation with appropriate parties and community based groups and makes extensive use of modern visualization techniques. The ECTC Staffing and Operations Plan will also be updated with a view towards compliance with additional SAFTEA requirements and responsibilities. The MPO web site will be maintained and updated.

The ECTC will continue to participate in NYSMPO statewide Shared Cost Initiatives. Specific tasks will include:

**Project Data System** - Develop consistent project data and information system for all MPOs.

**Mitigation Cost Sharing** - Address the integration of transportation and land uses by investigating

options for mitigation cost sharing in communities including legal, policy, and implementation issues.

**Software Standardization for Visualization and Desktop Publishing** - Investigate the opportunities to standardize visualization and desktop publishing software-purchases.

**Future Transportation Revenues: Beyond Federal and State Sources** - Investigate new revenue sources including tolling, Public-Private Partnerships, taxes, advertising, value capture, long term bonding, etc. and identify legal and institutional requirements for implementation.

**Training** - Continuation of the SCI training program which pays for staff training costs and sponsors joint training within New York State.

**Staff Services**

## 2008-09 WORK TASKS AND BUDGETS

### **TASK 1.0 TRANSPORTATION MANAGEMENT/DATA COLLECTION**

The ECTC will continue to provide assistance in maintaining and updating local highway databases. The databases include a wide range of information on the highway systems.

Work activities include:

**TRAFFIC COUNT PROGRAM** – Traffic counts for 2008 will be conducted. More frequent counts will be conducted in areas where there is new and planned commercial development. The 2008 Traffic Count Report will be compiled. Methods of posting the counts on the web will be examined.

**LOCAL HIGHWAY SYSTEM DATA BASES** - The City of Elmira Public Services and Chemung County Highway Departments will continue to update their comprehensive data bases that include information on sufficiency, traffic counts, signalization, capacity and bridge information which is incorporated into the Geographic Information System. Outputs will be generated as needed for both long and short range planning.

**HIGHWAY SYSTEM SUFFICIENCY SCORING** – Options for acquiring a new GIS based system to score City of Elmira streets and the County Federal Aid road system will be examined.

### TASK BUDGET

<b>AGENCY</b>	<b>PL</b>	<b>FTA</b>	<b>TOTAL</b>
County Planning	10,000	0	10,000
County Transit		0	0
County Highway	0	0	0
City of Elmira	5,625	0	5,625
NYSDOT	2,757	0	2,757
<b>Total</b>	<b>18,382</b>	<b>0</b>	<b>18,382</b>

## **TASK 2.0 MOBILITY ENHANCEMENT ACTIVITIES**

This task encompasses a variety of activities to upgrade all modes of transportation facilities, improve the mobility of area residents, make travel safer, improve security, identify the key transportation corridors in the area, and enhance economic development by improving freight movement in ways that have the greatest potential to restore and maintain the environment. The ECTC will work with NYSDOT, local government and development agencies and transportation providers to assure that land use and transportation planning is done in a balanced and coordinated fashion. Work activities will include:

**SHARED SERVICES** – The ECTC will work with the City of Elmira and Chemung County to help facilitate the coordination of their transportation operations. Staff will also work with the recently formed Highway Services Board which is coordinating transportation services in seven of the larger municipalities in Chemung County.

**ADVANCING THE TRANSPORTATION-LAND USE CONNECTION** – Staff will work with NYSDOT to advance the transportation-land use connection through various strategies including developing outreach and training tools, providing planning assistance in support of SEQRA and GEIS actions and identifying opportunities to work on integrated planning and design efforts for capital projects.

**NEW YORK STATE NYSMPO SAFETY WORKING GROUP (SWG)** – Staff will work with other MPOs in NYS and appropriate partners to formalize ways of incorporating safety into the planning process and use safety related data as a basis for implementing transportation improvements.

**STANDARDIZED SAFETY AUDIT PROCESS** - The ECTC will complete a consultant project (\$55,000), funded by State Planning and Research (SPR) funds that will establish a safety audit process that could be used as the model for consistent safety auditing by New York State MPOs.

**DEVELOPMENT OF STATEWIDE ACCIDENT RATES FOR THE NON-STATE HIGHWAY SYSTEM** - ECTC staff will work with NYSDOT and SWG to develop average accident rates for non-state and local highway system facilities throughout New York State. The project will examine how local highway accident data is used in other areas of the country to evaluate facility safety performance, prioritize locations, and conduct site specific safety audits and studies; summarize data collection, storage, and analysis methods used to support these activities; recommend data collection, storage and evaluation processes for local highways in New York State; and develop accident rates and thresholds for the local highway system.

**CHEMUNG COUNTY TRAFFIC SAFETY BOARD** - Staff will work with the Chemung County Traffic Safety Board (CCTSB) to raise public awareness about traffic safety issues. The 2009 Governors Traffic Safety Board grant application will be produced.

**HIGH CRASH LOCATION ANALYSIS** – Data from the GIS Crash Reporting System will be used to identify and analyze high accident locations. The City of Elmira will utilize a consultant to prepare quarterly and annual summaries of crash statistics. Appropriate recommendations for remediation measures will be made.

**CITY OF ELMIRA TRAFFIC SIGNAL IMPROVEMENT PROGRAM** – Design work on the City of Elmira signal upgrade will continue. Timing will be monitored for the new signals already in place and protocols for the new traffic management center will be implemented.

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS) STRATEGIC DEPLOYMENT**– The ITS Implementation Committee will meet regularly to monitor the development of ITS technology in the region. The effectiveness of existing technology and communications protocols will be monitored. Work will continue on developing recommendations for the future use and coordination of ITS technology. Operating procedures will be developed for the new Driver Feedback and Variable Message Signs. The Regional ITS Architecture will be updated as needed. The consultant working on the City of Elmira Signal project will provide administrative support for this task.

**INCIDENT/CORRIDOR MANAGEMENT** – Efforts will continue to facilitate the completion of the first round incident management training to involved police and fire department staff. Detour plans will be updated based on post-incident reviews or regular sub-committee meetings. Under the ITS Implementation Committee, this subcommittee will develop and finalize protocols for the use of the variable message sign use for incidents.

**CORRIDOR DEFINITIONS AND PRIORITIES** - Existing material will be reviewed, and augmented as necessary, to define and prioritize the regional corridors that supplement the statewide Trade, Intercity Passenger, and Tourism corridors being defined by NYSDOT. GIS overlays will be created for each system of corridors. The results will be used to help prioritize maintenance and operations, and identify future projects for inclusion in the TIP.

**BIG FLATS-HORSEHEADS TRANSPORTATION STUDY** – A significant amount of commercial development has occurred and is planned in the Town of Big Flats and Horseheads. Chemung County is completing a consultant study to evaluate current and future transportation needs in the travel corridors in the area, with a special emphasis on CR 64. Access management strategies will be identified that will accommodate economic development, while maintaining the optimum level of service for the users of the transportation system. The ECTC will assist in the coordination of the study and provide needed technical assistance.

**INTERSTATE 86 DESIGNATION** - Staff will continue to provide technical assistance and participate with community advisory committees regarding projects to upgrade Route 17 to Interstate standards. Assistance will be provided to the I-86 Coalition in its efforts to assure that all projects needed for the I-86 designation are completed as soon as possible. The Coalition will coordinate efforts to maximize the economic impacts that I-86 is expected to produce and to assure that Smart Growth strategies guide development.

**FREIGHT MOVEMENT** – Staff will work with local municipalities and the freight sector to advance improvements such as those proposed in the Routes 13 and 14 Corridor Management Plan. Staff will monitor the operation of Norfolk Southern and facilitate efforts to improve service and facilities. The ECTC will also work with local development agencies to identify possible improvements that will facilitate freight movement.

**CENTER AT HORSEHEADS ACCESS PROJECT** –The current access to the Center of Horseheads will not support full development of the site. Staff will work with a Steering Committee

and a consultant hired by Chemung County to develop a final design for a new road that will provide better access to the Center from State Route 13. Alternative rail access to the Center is also being examined by Norfolk Southern. ECTC staff will provide assistance to progress needed improvements.

**MAIN STREET IMPROVEMNT PROJECT** – ECTC staff will assist the City of Elmira and Elmira College to progress a consultant project that will produce a design that is supported by the community and that will improve access and safety on Main Street. Appropriate traffic calming strategies will be incorporated into the project.

**COLLEGE AVENUE RECONSTRUCTION** – Staff will work with the City of Elmira to identify design components that can be used as part of a reconstruction project that will enhance a major gateway to the community.

**COMMUNITY MASTER PLAN DEVELOPMENT** – Staff will work with NYSDOT and local municipalities to develop compatible land use plans that will complement regional access, economic development and the use of transit, bicycle and walking as modes of transportation. Staff will work with DOT and the Town and Village of Horseheads to assess and progress recommendations included in the Routes 13 and 14 Corridor Management Plan and to complete the Village of Horseheads Comprehensive Master Plan.

**STEBEN-SCHUYLER TRANSPORTATION COMMITTEE** – The ECTC will continue to play an active role with the committee that coordinates transportation planning activities in adjoining Steuben and Schuyler Counties.

**STRATEGIC HIGHWAY SAFETY PLAN (SHSP)** – The ECTC will work with NYSDOT and other NYSMPOs to implement the SHSP, which includes policies, priorities, and strategies to improve the safety of the transportation system.

**SCHUYLER-WATKINS GLEN TRANSPORTATION STUDY** – If NYSDOT funding for this project is approved, the ECTC will provide technical assistance to Schuyler County, the Village of Watkins Glen, and the Town of Dix to conduct a comprehensive study of transportation needs in their communities. The municipalities involved in the study want to develop strategies that will enable them to maintain the current high quality of life, while assuring that a unified multi-modal transportation system is in place that provides good access, mobility and safety for all modes and that is supportive of economic development.

AGENCY	TASK		BUDGET
	PL	FTA	TOTAL
County	77,500	0	77,500
County Transit	0	0	0
City of Elmira	5,000	0	5,000
NYSDOT	14,559	0	14,559
Total	97,059	0	97,059

### **TASK 3.0 TRANSIT ENHANCEMENT ACTIVITIES**

This task will encompass a variety of short range planning activities, most of which are continuing activities that will serve to improve transit service in the region. Work will include:

**CHEMUNG COUNTY TRANSIT BOARD** – Staff will continue to serve on the Board that provides oversight for the Chemung County Transit System (CCTS) and will provide staffing for Board activities. Semi-annual on-site oversight reviews will be conducted of asset condition, maintenance records, safety plan implementation, customer complaint records, and compliance with Federal and State laws and, regulations. Transit system ridership and other operational data will be monitored to determine if the system is performing well. A review of the current CCTS services will be performed and recommendations will be reviewed by the Transit Board and as appropriate, service changes implemented.

**TRANSIT SERVICE COORDINATION PLANNING** - The ECTC will work with the CCTS and the Schuyler-Steuben Transportation Committee to address the issue of transportation coordination in those two counties, within a framework of strong federal, state and local partnerships. Staff will continue efforts in Schuyler County on both coordination of existing human service agency transportation, as well as the development of new public transit services. If staff resources are available, work will begin with Steuben County to improve coordination of public and human service agency transportation services to Steuben residents. Strategies in the three counties will be identified to ensure that transportation services are seamless, comprehensive and accessible to all citizens. The ECTC will lead the effort to develop and complete a Public Transit Human Service Agency Coordination Plan for Chemung County.

**TRANSIT SECURITY** – The CCTS System Safety Plan, which includes goals and procedure to improve the safety and security for the users of the transit system, will be evaluated for effectiveness.

**RIDERSHIP AND COMMUNITY SURVEYS** - Surveys will be conducted at community facilities and major employment sites to identify possible new markets and service areas for CCTS. Surveys of current ridership will continue to be conducted as needed. An origin and destination study will be performed, in part funded under this program (\$ 30,000).

**MARKETING AND EDUCATION ACTIVITIES**– Efforts to educate the community about the availability and advantages of public transit will continue. A new marketing plan for the services will be developed and implemented. The plan will include continued use of the CCTS website, media advertising, as well as presentations made at schools, senior centers, housing facilities, and career fairs.

**DOWNTOWN PARK AND RIDE LOT/BUS SHELTERS AND SIGNS** – In conjunction with City of Elmira Lackawanna Trail project, a new downtown park and ride lot on Water Street will be established. Staff will work with local municipalities to determine appropriate locations for the placement of new bus shelters and signs.

**TRANSIT FACILITIES AND VEHICLE PLAN** – The plan to address the current and future facility and vehicle needs will be updated.

<b>TASK BUDGET</b>			
<b>AGENCY</b>	<b>PL</b>	<b>FTA</b>	<b>TOTAL</b>
County	0	35,161	35,161
County Transit	0	36,500	36,500
City of Elmira	0	0	0
NYSDOT	0	12,647	12,647
Total	0	84,308	84,308

#### **4.0 GEOGRAPHIC INFORMATION SYSTEMS (GIS) & COMPUTER SUPPORT**

A variety of computer and mapping related activities supportive of both short and long range planning will be the focus of this task. Staff will provide technical assistance to member agencies and respond to requests for mapping information. Activities will include:

##### **GEOGRAPHIC INFORMATION SYSTEM (GIS) COORDINATION & DEVELOPMENT -**

The maintenance of an integrated GIS/T for Chemung County will continue. Activities will include coordination of data sharing and the development of an Internet Map Server. Work with local government and economic development agencies to use the GIS to track and facilitate economic development will continue.

**IMPLEMENTATION OF GIS NEEDS ASSESSMENT** –The ECTC will assist in implementing recommendations that came from the assessment that was conducted in 2007 including hiring a part-time GIS coordinator. This would be a shared cost with the Chemung County, the City of Elmira and the ECTC. (\$10,000)

**AUTOMATED CRASH REPORTING SYSTEM** - Staff will work with the Chemung County Traffic Safety Board to maintain a system that incorporates all local crash data into the GIS. The firm under contract to Chemung County to maintain tax maps will be utilized to help to compile crash data. (\$15,000)

**DIGITAL ORTHOIMAGERY** – The ECTC will utilize and make available to participating agencies the upgraded Digital Orthoimagery Program that was flown of Chemung County in 2006.

**CHEMUNG COUNTY GIS COOPERATIVE** - Staff will assist in the coordination of the Chemung County GIS Cooperative which consists of representatives from all levels of local government and the private sector. The Cooperative approves procedures to update community mapping, keeps the community apprised of changing technologies, improves access to and use and understanding of GIS technology and develops policies that will insure that all new geo-based data is developed in a GIS compatible format.

### **TASK BUDGET**

<b>AGENCY</b>	<b>PL</b>	<b>FTA</b>	<b>TOTAL</b>
County	50,000	0	50,000
County Transit	25,000	0	25,000
City of Elmira	0	0	0
NYS DOT	13,235	0	13,235
Total	88,235	0	88,235

## **TASK 5.0 LONG RANGE PLANNING/TRANSPORTATION ENHANCEMENTS**

This task includes activities related to long range planning, transportation safety and enhancement activities related to bicycle and pedestrian needs. Work will continue to incorporate greater public participation into all aspects of transportation planning.

**ELMIRA PROMENADE** –ECTC staff will work with the City of Elmira, a diverse and expanded Steering Committee (SC), and a consultant team to implement the first stage of the Elmira Promenade. With input from the SC, the consultants will develop stage two design elements for the Promenade that will highlight three focus areas: arts community, nature groups and educational and cultural groups. An Operating Plan for the facility will also be produced. (\$10,000)

**LACKAWANNA TRAIL** – The trail that will connect Eldridge Park to Water Street is scheduled to be completed in 2008. The ECTC will work with the City of Elmira to identify partners who will help to develop strategies to maximize the impact of the trail on the community, including the possible formation of a Friends group.

**SAFE ROUTES TO SCHOOL** – Staff and NYSDOT Regional staff will provide technical assistance to potential grant applicants, review applications received, and prioritize the projects to be funded\implemented under the new Safe Routes to School program.

**PUBLIC PARTICPATION PLAN & STAFFING AND OPERATIONS PLAN UPDATES** - The ECTC Public Participation Plan will be updated with an emphasis on developing a more inclusive process that includes consultation and cooperation with appropriate parties, involves community based groups, and makes extensive use of modern visualization techniques. The ECTC Staffing and Operation Plan will be reviewed and updated. Current and projected responsibilities and finances will be examined along with operating procedures. (\$20,000)

**CATHARINE VALLEY TRAIL (CVT)** – The ECTC will use consultant services (\$20,000) to examine Right-of-Way and environmental issues related to identifying a useable trail corridor that will connect the CVT from Mark Twain State Park to Wygant Road in the Town of Horseheads.

**FRIENDS OF THE CATHARINE VALLEY TRAIL** - The ECTC will continue to provide staff support to the Friends of Catharine Valley Trail to both promote use of and advocate for the timely completion of the trail. The ECTC will participate with Chemung and Schuyler Counties in the funding of a part-time position to both coordinate the Friends group and also coordinate with other trail groups in the area. (\$5,000)

**REGIONAL BICYCLE/PEDESTRIAN ADVISORY COMMITTEE** – ECTC staff will continue to coordinate BACPAC (the three County bicycle and pedestrian advisory committee) that will help to identify, prioritize, and progress projects that will facilitate bicycling and walking in Chemung, Schuyler and Steuben County. BACPAC will continue to develop a plan to link existing trails and projects into a network; promote on-road bicycling routes; connect multi-use trails, and develop preferred routes for commuting to work in local cities; advocate for the needs and issues of recreational bicycle riders and bicycle enthusiast; advocate for safer bicycle riding; and advocate for the separate needs, issues, and goals of pedestrians. The needs of mobility impaired, downtown lunch time walkers and others will be considered.

**CHEMUNG RIVER COUNCIL ACCESS** - The ECTC will work with various municipalities and the River Council to identify and progress projects that will improve access to the Chemung River.

**PEDESTRIAN FLAG PROGRAM** – Chemung County has received a grant to institute a Pedestrian Flag Program. At locations identified with the assistance of police agencies and public works, canisters will be installed that will contain flags that pedestrians to make drivers more aware of them as they cross busy streets. The ECTC will coordinate the program.

**PEDESTRIAN SAFETY BROCHURE** – A brochure related to pedestrian safety will be produced. It will include information on the City of Elmira signal system and the new pedestrian flag program.

**PUBLIC PARTICIPATION ACTIVITIES** – The ECTC will continue to pursue active public participation in the transportation planning process, primarily through partnerships with many groups in the area and good communication with the local media. The ECTC will reach out to new partners and use new techniques that are identified in SAFTEA-LU. The Chemung County Transportation guide, which is widely distributed, will be updated and the MPO web site will be maintained and updated.

**CHEMUNG COUNTY HUMAN RELATIONS COMMISSION** – Staff will continue to work with the Human Relations Commission to insure that there is early and continuing minority input to transportation.

## TASK BUDGET

<b>AGENCY</b>	<b>PL</b>	<b>FTA</b>	<b>TOTAL</b>
County	54,061	0	54,061
County Transit	45,000	0	45,000
City of Elmira	10,625	0	10,625
NYS DOT	19,356	0	19,356
<b>Total</b>	<b>129,042</b>	<b>0</b>	<b>129,042</b>

## **TASK 6.0 PROGRAM ADMINISTRATION**

This task involves general administration of the MPO including staff management, agency coordination, annual certification, preparation of agendas and minutes for committee meetings, miscellaneous technical assistance and compliance with various Federal and State mandates, and transit monitoring. The Transit Agency will continue to coordinate all purchases of goods and services.

**STATUS REPORTING**-Quarterly progress reports, DBE/WBE and Title VI reports and applications for reimbursement will be prepared. The MPO self-certification will be completed.

**UNIFIED PLANNING WORK PROGRAM**-The 2009-2010 UPWP will be prepared.

**TRANSPORTATION IMPROVEMENT PROGRAM**-The 2008-2012 TIP, which lists the proposed federally funded highway and transit projects, will be revised as needed.

**TRANSIT PROGRAM MONITORING AND ADMINISTRATION**- Monthly performance indicators in the areas of operations, finances and maintenance will be compiled and analyzed. Necessary applications and grants will be prepared.

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

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

## **TASK BUDGET**

<b>AGENCY</b>	<b>PL</b>	<b>FTA</b>	<b>TOTAL</b>
County	47,000	9,400	56,400
County Transit	61,500	13,666	75,166
City of Elmira	0	0	0
NYSDOT	19,148	4,070	23,218
Total	127,648	27,136	154,784

**ECTC 2008-09 FTA Section 5303**

**TASK BUDGET**

FTA		TASK	SFY	2008-09			SFY	2007-08		
CODE	TASK #	CATEGORIES	TOTAL	LOCAL CASH	NYSDOT MATCH	LOCAL MATCH	TOTAL	LOCAL CASH	NYSDOT MATCH	LOCAL MATCH
44.24.00	3.0	Short Range Trans. Planning	43,682	36,220	6,013	1,449	40,626	32,501	6,634	1,491
44.21.00	6.0	Program Support\ Admin.	13,304	9,369	2,535	1,400	13,832	11,065	1,535	1,232
		Total	56,986	45,589	8,548	2,849	54,458	43,566	8,169	2,723

**AUDITABLE BUDGET**

ACCOUNTING CATEGORY		TOTAL	LOCAL CASH	NYSDOT MATCH	LOCAL MATCH	TOTAL	LOCAL CASH	NYSDOT MATCH	LOCAL MATCH
	Personnel	24,842	14,345	8,548	1,949	25,651	15,365	8,169	2,117
	Fringe Benefits	5,578	5,578			6,201	6,201		
	Indirect Charges	900			900	606			606
	Sub-Total	31,320	19,923	8,548	2,849	32,458	21,566	8,169	2,723
	Travel	2,000	2,000		0	2,000	2,000		
	Supplies	2,666	2,666		0	0	0		
	Contractual	10,000	10,000		0	20,000	20,000		
	Rent\Utilities	11,000	11,000		0	0	0		
	Equipment	0	0		0	0	0		
	Total	56,986	45,589	8,548	2,849	54,458	43,566	8,169	2,723

Federal	45,589
State	8,548
Local	2,849
Total	56,986

Federal	43,566
State	8,169
Local	2,723
Total	54,458

**2007-08 Carryover  
Funds**

**ECTC 2008-09  
SPR  
TASK BUDGET**

<b>TASK #</b>	<b>TASK CATEGORIES</b>	<b>SFY</b>	<b>2008-09</b>		
		<b>TOTAL</b>	<b>LOCAL CASH</b>	<b>NYS DOT MATCH</b>	<b>LOCAL MATCH</b>
2.0	Mobility Enhancement Activities -- Safety Audit Planning	50,000	40,000	10,000	
6.0	Program Support\Administration	5,000	4,000	1000	
	Total	55,000	44,000	11,000	0
<b>ACCOUNTING CATEGORY</b>		<b>TOTAL</b>	<b>LOCAL CASH</b>	<b>NYS DOT MATCH</b>	<b>LOCAL MATCH</b>
Personnel					
Fringe Benefits					
Indirect Charges					
Travel					
Supplies					
Contractual		55,000	44,000	11,000	0
Rent\Utilities					
Equipment					
Total		55,000	44,000	11,000	0
Federal		44,000			
State		11,000			
Local		0			
Total		<u>55,000</u>			

**ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2008-09 UPWP**

**PL AGENCY FUNDING**

	<b>NYS DOT Cash</b>	<b>NYS DOT Match</b>	<b>NYS DOT Total</b>	<b>County Cash</b>	<b>County Match</b>	<b>County Total</b>	<b>County Transit Cash</b>	<b>County Transit Match</b>	<b>County Transit Total</b>	<b>City of Elmira Cash</b>	<b>City of Elmira Match</b>	<b>City of Elmira Total</b>	<b>Local Total</b>	<b>Program Total</b>
Task 1.0	0	2,757	2,757	9,412	588	10,000	0	0	0	5,000	625	5,625	15,625	18,382
Task 2.0	0	14,559	14,559	72,941	4,559	77,500	0	0	0	5,000	0	5,000	82,500	97,059
Task 3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Task 4.0	0	13,235	13,235	45,588	4,412	50,000	25,000	0	25,000	0	0	0	75,000	88,235
Task 5.0	0	19,356	19,356	48,234	5,827	54,061	45,000	0	45,000	10,000	625	10,625	109,686	129,042
Task 6.0	0	19,148	19,148	40,765	6,235	47,000	61,353	147	61,500	0	0	0	108,500	127,648
Total	0	69,055	69,055	216,940	21,621	238,561	131,353	147	131,500	20,000	1,250	21,250	391,311	460,366

<b>ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2008-09 UPWP</b>						
<b>PL AUDITABLE BUDGET</b>						
	<b>County</b>	<b>County</b>	<b>City of</b>	<b>Local</b>	<b>NYS DOT</b>	<b>Grand</b>
		<b>Transit</b>	<b>Elmira</b>	<b>Total</b>	<b>Total</b>	<b>Total</b>
Salary	153,199	1,736	6,250	161,185	69,055	230,240
Fringe	62,649	608	-	63,257	-	63,257
Indirect	22,713	156	-	22,869	-	22,869
Contractual	0	70,000	15,000	85,000	0	85,000
Supplies/printing	0	10,000	0	10,000	0	10,000
Equipment/software	0	20,000	0	20,000	0	20,000
Travel/training	0	17,000	0	17,000	0	17,000
Rent, utilities, misc.	0	12,000	0	12,000	0	12,000
<b>Total</b>	<b>238,561</b>	<b>131,500</b>	<b>21,250</b>	<b>391,311</b>	<b>69,055</b>	<b>460,366</b>

<b>ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2008-09 UPWP</b>										
<b>PROGRAM TOTALS</b>										
									<b>Program</b>	
		<b>PL</b>			<b>FTA</b>			<b>SPR</b>	<b>Grand</b>	
	<b>Cash</b>	<b>Match</b>	<b>Total</b>	<b>Cash</b>	<b>Match</b>	<b>Total</b>	<b>Cash</b>	<b>Match</b>	<b>Total</b>	
NYS DOT	0	69,055	69,055	0	16,717	16,717		11,000	11,000	96,772
County	216,940	21,621	238,561	58,545	3,682	62,227	44,000	0	44,000	344,788
Co. Transit	131,353	147	131,500	30,610	1,890	32,500	0	0	0	164,000
City	20,000	1,250	21,250	0	0	0	0	0	0	21,250
<b>Local Total</b>	<b>368,293</b>	<b>23,018</b>	<b>391,311</b>	<b>89,155</b>	<b>5,572</b>	<b>94,727</b>	<b>44,000</b>	<b>11,000</b>	<b>44,000</b>	<b>530,038</b>
<b>Total Fed.</b>	<b>368,293</b>	<b>92,073</b>	<b>460,366</b>	<b>89,155</b>	<b>22,289</b>	<b>111,444</b>	<b>44,000</b>	<b>22,000</b>	<b>55,000</b>	<b>626,810</b>