



**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

**Unified Planning Work Program
Draft 2012–2013**

DRAFT

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

April 1, 2012 through March 31, 2013

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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 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 four major products in order to have a certifiable transportation process: a long range Transportation Plan; a specific program and schedule of improvements to be accomplished in the next five years, known as a Transportation Improvement Program (TIP); the Unified Planning Work Program, which is the annual statement of specific planning activities to be undertaken during the year; and an annual list of those projects that have been obligated.

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL

In December 1974, the Elmira-Chemung Transportation Council (ECTC) was designated by the Governor of New York as the Metropolitan Planning Organization (MPO) for the Elmira Urbanized Area. As the MPO, the ECTC is responsible for the planning and programming of all major transportation projects. The ECTC also engages in detailed transportation planning and programming in order to qualify various local projects for Federal and State funding. A Policy Committee directs the ECTC. 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 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. 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 – C TRAN, compiles billing for the ECTC and also coordinates all purchasing activity. Work is continuing to merge the operations of the City of Elmira and County Public Works Departments under the direction of the City Public Works Director. The Director and his staff, staff from the County Planning Department, and the General Manager, Assistant General Manger and Mobility Manager with the 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.

NYSDOT Region 6 and the MPO Bureau Planning Team are active participants in the planning efforts outlined in the 2012-13 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 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 has served as Chair of the Chemung County Human Relations Commission and is currently a Commission volunteer. The CCTS Mobility Manager is a Commission member and uses that role to help indentify unmet transit needs. These relationships facilitate better communication with the local minority population.

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA) signed into law in August 2005 is the federal authorization for federal highway and transit programs. SAFETEA has been extended as new legislation is developed by Congress.

SAFETEA preserves the basic federal state, and local partnership contained in previous legislation. Metropolitan planning provisions are maintained, with the basic components of UPWP, TIP and long-range Regional Transportation Plan. Statewide and MPO long-range plans must 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,” and 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.

SAFTEA requires 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 is an active SWG participant. The group is working 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.

SAFETEA PLANNING FACTORS

The eight planning factors that need to be addressed by MPOs and States 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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and

8. Emphasize the preservation of the existing transportation system.

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 Elmira Downtown Development. 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 and livability as it relates to transportation and economic development. Quality of life is a factor that helps to encourage the movement of individuals and companies to an area. 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 have a significantly positive impact on the regional quality of life, impacting both residents and visitors to the region.

The MPO has been a proponent for achieving Interstate designation to I-86 for State Route 17. The designation of Route 17 to I-86 to Route 352 has facilitated economic activity in the area including development at Airport Corporate Park and the location of major employers including Vulcraft, Sikorsky Hawk Works and the CVS Distribution Site. The convenience of the I-86 Interchange for the Elmira-Corning Regional Airport, combined with activity related to Marcellus Shale gas filed development has helped to propel significant increases in enplanements.

The ECTC has been 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 were completed in a timely fashion. Chemung County has already produced as many I-86 related jobs as had been projected for the entire State.

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 in urban areas where needed infrastructure is already in place.

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. The conversion of Church and Water Streets from one-way to two-way improved access in the City. Completion of the southern extension of the Elmira Arterial provided the regional access that resulted in the construction of two large shopping centers on the north and south side of Elmira. The Woodlawn Avenue and Clemens Center Parkway Extension projects improved truck access between the City of Elmira and I-86.

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

SAFETEA requires the development of a Public Participation Plan in consultation with interested parties. The ECTC updated its public participation plan in 2009. The Plan will facilitate input from community based organizations and assure compliance with SAFETEA requirements.

SAFETEA 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. Regional Bicycle, Pedestrian and Transit Committees have been formed and there will be considerable outreach to determine that community needs are identified and addressed. A Transit Summit was held in 2010 and a new Rider Citizen Advisory Committee has been formed.

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 was last updated in 2010.

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

LONG-RANGE PLAN AND GOALS

The ECTC adopted its 2030 Long-Range Plan (LRP) in December 2009. The Plan includes information about recent progress towards implementing the previous LRPs, summaries of current conditions and projections of future needs for the transportation system, and goals 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 enabled 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. The last conversion project - Elmira to Lowman – which will upgrade all of Route 17 in Chemung County to Interstate status, began in 2010 and will be completed in 2012.

With the completion of major elements of our transportation infrastructure, the new Long Range Plan now 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 stresses the importance of projects that 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.

The Long Range Plan Goals that provide a framework for prioritizing projects are as follows:

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

II. PROGRAM ACCOMPLISHMENTS 2011-12 & EMPHASIS AREAS FOR 2012-13

The ECTC Work Program has become primarily an on-going process that addresses the transportation planning needs in Chemung County. The MPO also works with the other MPOs in New York and NYSDOT to address Statewide Planning issues.

During 2011-12 the ECTC worked with the New York State Association of Metropolitan Planning Organization (NYSAMPO) to formalize the role of the Association's Working Groups. NYSAMPO established Working Groups (WG) to accomplish a number of outcomes:

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

The Working Groups that have been established include:

- Bicycle and Pedestrian
- Climate Change
- Geographic Information Systems
- Safety
- Transit
- Travel Demand Modeling and Air Quality

Each Working Group has developed goals and a work plan. The Safety Working Group led the way, having a well established process to create and monitor progress on its work plan. This overall effort will provide more structure with a focus on structure and products.

In addition to coordination with working groups the ECTC will work with NYSAMPO and NYSDOT to integrate NYSDOT and MPO planning. An outline of accomplishments and goals for 2012-13 follows.

Task 1.0 – Transportation Management/Data Collection

Data collection and management is a core ECTC activity that provides important tools for both short and long range transportation planning. The annual 2011 Traffic Count Program for Chemung County was conducted by NYSDOT Region 6 and data related to local and state system counts was compiled. Work is underway to make the information available at the ECTC website.

Outputs from a bridge assessment conducted by NYSDOT, County and City staff have been updated and the information is used to prioritize the funding of bridge projects. In 2012 work will begin to develop an on-going culvert inspection process.

ECTC staff worked with the County and City to score all Federal Aid Roads in Chemung County, a process that is completed annually. The data is used to prioritize road projects. During the scoring process, location information is also collected on other road features. Work is continuing to incorporate this information along with traffic counts, functional class, and work history into one data base which will be a key tool in a planned comprehensive Transportation Asset Management System. A draft of Transportation Asset Management Guiding Principles & Approach has been developed. Specific elements of Asset Management would include:

1. Pavement
 - a. Pavement scoring for local Federal Aide (FA) roads
 - b. Map of FA roads showing color coded pavement conditions
 - c. Planning level estimate of appropriate treatments and costs based on typical unit prices
 - d. Split of needs estimate into preservation vs. capital.
 - e. Prioritized needs list.
2. Bridges
 - a. Map showing bridge weight postings and color coded conditions matching 4 NYSDOT categories.
 - b. Planning level estimate of appropriate treatments and costs based on assumed unit prices
 - c. Split of needs estimate into preservation vs. capital.
 - d. Prioritized needs list.
3. Culverts
 - a. Map showing anticipated culvert locations based on stream/road intersections
4. Other
 - a. Traffic counts (NYSDOT)
 - b. Map of FA roads showing color coded or size weighted AADT.
 - c. Develop asset management based project prioritization criteria.
 - d. Safety locations

Staff researched various GPS enabled cameras to be used to inventory transportation assets. Camera can be mounted on the front of a DPW vehicle to create a photo log of the non-state road network.

Task 2.0 Mobility Enhancement Activities

Safety planning is an important priority for the ECTC. Staff continues to work on gaining better access to crash data from the NYS Accident Location Information System (ALIS). ALIS data is provided to member agencies for a variety of projects..

The ECTC is an active participant in the NYSAMPO Safety Working Group (SWG). 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).

Focus areas included in the SWG work program include:

- Data/HSIP Subcommittee
- Human Behaviors Subcommittee
- Outreach
- MPO Safety Planning Peer Exchange Subcommittee
- Federal and State Legislation Watch
- Website
- Safety Assessments
- Training Programs for 2012
- 2012 Safety Roundtables
- NYSDOT Strategic Highway Safety Plan

The ECTC participated in NYSDOT Public Meetings about safety upgrades to SR 13 intersections at Franklin Street and SR 223. The Director provided oral and written comments and media interviews in support of the Roundabout options which provide significant safety benefits along with a variety of secondary benefits. NYSDOT will progress the Roundabout Projects in 2012.

Gas drilling in Pennsylvania has resulted in a considerable expansion of gas drilling firms that have facilities at the Center at Horseheads and a significant increase in the level of truck and rail traffic. This has made the completion of the planned new Access Road from the Center to State Route 13 and I-86 a high priority for the communities impacted by increased truck and rail traffic. ECTC staff provided technical assistance to the County to complete the Design Report/Environmental Assessment for the Access Road Project. Approval of the report is on hold pending decisions related to the Newtown Creek Flood Control Levee. The ECTC hosted a meeting with the County and NYSDOT to examine funding options for the project and those efforts will continue. The County application for TIGER III funding was not funded.

The ECTC worked with Norfolk Southern Rail (NS) and local officials to progress needed upgrades to the rail line that serves the Center. New signs have been erected at rail crossings and the Village of Horseheads is expected to request closure of the John Street crossing. Staff also met with NS to discuss the importance of replacing the Portageville. Work will continue in 2012-13 to identify and implement needed rail improvements.

The ECTC remains an active participant in the Chemung County Traffic Safety Board. The ECTC Director serves as a Vice-Chair of the Board and worked with the Corning Police Chief, the Chair of the Steuben Traffic Safety Board, to develop a Two-County Action Plan to raise awareness of a primary cause of many crashes – distraction. The Plan, with the theme “Be Alert, Distraction Kills” was presented at a joint meeting of the Chemung and Steuben Traffic Safety Boards. There was extensive print and TV coverage of the press conference that followed the meeting which included representatives of all the police agencies in the two counties. Work to implement the Plan will continue in 2012-13.

Implementation of the City of Elmira signal upgrade is continuing. The ECTC participated in the consultant study to examine the upgrade of County and Village owned signals and possible coordination with County owned signals. Funding for identified upgrades will be pursued. The timing for the new signals already in place is being monitored and protocols for the new Traffic Management Center are being implemented. In 2011-12 an evaluation was conducted of the County and Village owned signals in the County with a view towards possible inclusion into a countywide system of locally owned signals.

Staff continues to coordinate the Intelligent Transportation System (ITS) Implementation Committee and the Incident Management (IM) sub-committee, which meet as needed. The ITS Committee monitors the effectiveness of existing technology and communications protocols including the use of Driver Feedback and Variable Message Signs. The IM Committee focuses on training for first responders (police and fire) related to the I-86 Detour Plans.

The ECTC continues to work with the Statewide I-86 Coalition to assure that funding is in place to upgrade all of Route 17 to Interstate standards. The group is also working on upgrading Route 15 to Interstate 99. More I-86 related jobs have been created in Chemung County than had been projected for all the Counties along the Interstate corridor. The final project that will convert all of Route 17 to Interstate 86 in Chemung County, Elmira to Lowman, will be completed in 2012.

The ECTC will continue to help progress efforts to implement recommendations contained in the Chemung County Shared-Highway Services Study. The Study looked at organizational structure, assembled data concerning existing highway operations and services, and evaluated the costs and benefits of service consolidation. The City of Elmira and County have already combined services under one Director. Work to coordinate highway services in the urban area is continuing. It is expected that Asset Management procedures developed by the ECTC will be used by involved municipalities. Additional local staffing to support needed data collection and analysis work needs to be identified.

The ECTC is continuing to coordinate with the Steuben-Schuyler Transportation Committee. Bicycle\pedestrian and transit activities and transportation improvements in all three counties are areas of on-going cooperative efforts.

TASK 3.0 TRANSIT ENHANCEMENT ACTIVITIES

The ECTC Senior Planner chairs the NYSAMPO Transit Working Group. The primary focus of the group is the Coordinated Public Transit Human Services Transportation Plans that need to be done by MPOs. Other issues that need to be addressed will be identified in the coming year. The Chemung County Coordination Plan was updated during the program year.

The ECTC participated in the rebranding of the transit system from Chemung County Transit System to C TRAN and the related marketing efforts. Staff works with C TRAN to identify the most efficient way to provide transit service in the area. Staff participation includes monthly Technical Committee meetings, Transit Planning Sub-Committee, Mobility Management, and Human Service-Transit Coordination, Transit Riders Advisory Council and Transit Board meetings.

Work continues to implement recommendations included in the Origin and Destination study done through the ECTC in 2010. Transit route service analysis, based upon the Origin and Destination study recommendations is on-going.

A new C TRAN Mobility Manager position was created. The ECTC participated in the hiring of the Manager and helps to supervise the individual whose responsibilities include a wide range of community outreach activities, meetings, and events as well as marketing functions. The focus of outreach is on coordination of existing or new transit services in the Chemung County area. Marketing activities involve creation of new promotional material and developing new and improved methods of providing transit information to the public. The Mobility Manager chairs the Chemung County Coordinated Transportation Committee which involves reaching out to county human service agencies to identify unmet needs and provide information on existing transit services.

The ECTC is participating in a study of Regional Transit that is being conducted by the Ithaca MPO (ITCTC) including work on the scope of the project and consultant selection. The study should be completed in 2012-13.

NYS DOT is implementing a New York State Transportation Demand Management (TDM) Ride-match System in the New York City metropolitan region. The ride-match solution, KOMOTOR, is an open source, web-based ride-matching and commuter management application. The customizable software platform will be integrated with 511NY Rideshare's web branding and design structure. Following the downstate deployment of KOMOTOR, NYS DOT's goal is to deploy localized versions of the KOMOTOR rideshare application in the Elmira and Syracuse metropolitan areas which will be initial test pilot areas for the rideshare matching implementation. Preliminary work on the project was started in 2011-12 and should be completed in 2012-13.

Technical assistance was provided to the County to apply for funding for a variety of vehicles and related equipment. Applications were approved and capital acquisition and facility upgrades will be progressed in 2012-13 with the assistance of a consultant who will be hired by Chemung County. ECTC staff will work with CCTS to develop a program that will utilize information collected from new fare boxes for both short and long-term planning.

The ECTC assisted in putting in place a process that provided material for the FTA Administration Triennial Review - the once every three year program review\audit. Chemung County received a favorable review following the 2-day Triennial Review with FTA staff and consultant.

Staff led workshops soliciting projects using Job Access Reverse Commute (JARC) and New Freedom federal transit grant program funding. A new service that enabled Department of Social Services clients to have access to an employment site was started, funded in part with FTA JARC funding. The JARC service will be monitored to assure that ridership is sufficient to warrant continuation and other solicitation for projects will be conducted in 2012-13.

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.

The ECTC uses the New York State Accident Location and Information System (ALIS) to query specific roadways for crash rates. The information is loaded into GIS format to assist transportation planners and County Department of Public Works personnel 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. Crash mapping was compiled for Traffic Safety Board meetings. Crash history maps were developed that were used to identify locations to deploy Variable Message Signs related to the Steuben-Chemung Bike/Ped Safety Plan. Three-years crash history maps and related data were produced for the Villages of Horseheads and Elmira Heights.

Staff continued to work with Southern Tier Central to gather and store data using ARC GIS server software from the 3-county region. Data collection activities focused on culverts for which little data was on record. This project, along with other data collection activities, will be important inputs for the Transportation Asset Management System.

The ECTC worked with various local organizations to identify funding for upgrades to the NYS Digital Orthoimagery Program (NYSDOP) 2010 flight. Products of the program were received and reviewed in 2011. Upgrades provide consistent resolution across the entire County offering a level of detail exceeding what has been available before. This level of detail makes mapping more useful for transportation planning, emergency response, code and zoning, environmental assessments.

The Traffic Analysis Zones (TAZ) for Chemung County were updated and submitted to U.S. Census Bureau. The TAZs would be essential elements of any future ECTC Traffic Model.

ECTC staff are active members of the NYSAMPO Geographic Information Systems Working Group. MPO staff participated in meetings, conferences and attended training sessions with other New York State MPO GIS staff. Staff gave a presentation about the Chemung County Crash Reporting System to a NYSAMPO SWG and GIS Working Group joint meeting in Utica, NY

Objective that were identified for the Working Group for 2012-13 include:

- Continuously poll members to identify training needs. If a need is identified a proposal will be sent to the Directors for a potential shared cost initiative.

- Ensure data flow from NYSDOT is as efficient and complete as possible.

- Share techniques for successful data collection for activities such as traffic counting, pavement condition reporting, and travel demand surveys.

- NYSDOT provides all NYS MPOs with an ArcInfo and ArcView license as well as several extensions that add functionality to our GIS software. We will continue to advocate for that and recognize that the consistency it brings to our activities is important.

- Focus meetings on discussions of best practices with regard to how to best use of software..

Task 5.0 Long Range Planning /Transportation Enhancements

The ECTC is an active participants in the NYSAMPO Bicycle and Pedestrian and Climate Change Working Groups. Objectives for the two groups follow.

Bicycle and Pedestrian Working Group

Provide a forum for sharing best practices among NYSDOT Regions and MPOs thru Working Group meetings and shared emails

Continue to determine data sharing needs between MPOs and NYSDOT to support bicycle and pedestrian planning and safety activities

Complete Phase 1 of the new NYSDOT Bicycle Facilities website (paved on-road and off-road facilities) and discuss Phase 2 – unpaved trails and other bicycle and pedestrian facilities

Support implementation of New York State Complete Streets law

Support MPO Coordinators' involvement in Walk to School Day for 2012

Work with NYSDOT Main Office Bike\Ped Unit to have State Bike Route maps and brochures printed distributed to MPOs

Collaborate with other WGs on Issues of concern to planning for cyclists and pedestrians and with State agencies, Governor's Traffic Safety Committee, and advocacy groups.

Climate Change Working Group

Provide a forum for sharing best practices among the MPOs regarding climate change mitigation and adaptation.

Identify a slate of potential transportation projects to reduce Green House Gas (GHG) emissions that are applicable statewide. Further identify which of these measures provide co-benefits like reducing criteria pollutants or congestion.

Provide NYSAMPO input for potential state or federal planning processes to reduce GHG emissions in New York State.

Identify and showcase exemplary projects with statewide applicability.

Share experience in estimating and forecasting transportation GHG emissions for TIP and LRTP performance measures.

Staff leads the tri-county Bicycle and Pedestrian Advisory Committee (BACPAC). BACPAC guides planning and implementation of bicycle and pedestrian improvements in Chemung, Schuyler, and Steuben Counties. One focus of the group is the establishment of urban walking routes. Routes have been established in downtown Elmira and the Villages of Horseheads, Watkins Glen and Hammondsport. Identification of other routes is on-going.

The ECTC Senior Planner is a member of the Steering Committee for Creating Healthy Places (CHP). CHP is an initiative funded by a grant from the New York State Department of Health awarded to Arnot Ogden Medical Center, working in collaboration with over 30 Community Partners, to reduce and prevent obesity, type 2 diabetes and other chronic diseases. The grant funds sustainable policy systems and environmental changes through programs that will make Chemung County a healthier place to live. Staff worked with CHP to develop a Get Active in Elmira brochure which will be printed and placed on websites in 2012-13. CHP will be looking at possible

amenities that can be added to the Lackawanna Trail that will complement the goals of the group. The Lackawanna Trail will be completed in 2012-13.

Staff continued to work with NYSDOT and NYSAMPO to develop recommendations for the administration of the next round of the Transportation Enhancement Program (TEP) and the Safe Routes to Schools (SRTS) grants. The next SRTS solicitation will be in 2012-13.

The ECTC works with the Southern Tier Bicycle League (STBL) to address access and safety issues faced by area bicyclists. The STBL promotes year-round bicycling in the Southern Tier of New York through educational and recreational cycling activities for people of all ages and abilities. They are coordinating a free Bikeshare Program where people can borrow a bike for a ride.

The ECTC continues to support the efforts of the Friends of Catharine Valley Trail. (CVT) The on-going focus of the group is on completing sections of the trail in Chemung County and erecting directional and informational signage on completed sections of trail. Work continues on the section of trail connecting to Mark Twain State Park. Staff participated in the Parks and Trails Finger Lakes Trails Conference and moderated a session on alternative trail financing and participated in a CVT walk and talk session at the conference.

Staff continues to support the efforts of Friends of the Chemung County River Watershed, a group formed in 2009 to implement the Master Plan for the Chemung River in Chemung County and to encourage use of the Chemung River as a transportation asset.

New York State passed the Complete Streets Act of 2011. The concept of a "complete street" refers to a set of street design concepts that ensures that all users are safely accommodated, regardless of how they travel or what their special needs may be. The new laws states that "the transportation plans of New York State should consider the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists and citizens of all ages and abilities, including children, the elderly and the disabled...Therefore, it shall be the policy of the state to consider people of all ages and abilities and all appropriate forms of transportation when planning roadway projects." The law covers only projects that are funded with federal and state funds, but local governments are encouraged to apply these principles to locally funded projects as well. The section of the law defining responsibilities of New York State DOT and local agencies that undertake street projects states: "Consideration of complete street design. (A) For all state, county and local transportation projects that are undertaken by the Department or receive both federal and state funding and are subject to Department of Transportation oversight, the department or agency with jurisdiction over such projects shall consider the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects."

The law further goes on to outline typical design features for complete streets: "(B) Complete street design features are roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and abilities. These features may include, but need not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes,

share the road signage, crosswalks, road diets, pedestrian control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures; and recognize that the needs of users of the road network vary according to a rural, urban and suburban. The ECTC will work with NYSAMPO and NYSDOT to help implement the legislation.

The ECTC served on the Steering Committee for the consultant project to develop a scope for the proposed Lackawanna Trail – Riverview Section, which would use a utility corridor which is being built as part of the I-86 Elmira to Lowman project. The project identifies the cost for preferred treatments and facilities. The ECTC will work with local organizations and the City and County to identify funding to complete the Trail.

The Elmira Promenade was completed during the program year. The project transforms Railroad Avenue into a Promenade for people, creates an attractive gateway to the City and provides a venue for programmed activities. The Promenade will feature three focus areas: Environment, Arts and History/Education. Local community groups will develop a plan for rotating displays and activities at each of the focus area on a quarterly basis providing a new point of interest on the Promenade each month. The ECTC Director is helping to coordinate the recently formed Coordinating Committee for the “Promenade Partners”. They will be working on developing programming and identifying needed additional amenities for the Promenade.

The recently redesigned ECTC web site is used to explain the purpose of the MPO, describe the organization and structure and solicit public input for the transportation planning process. The site provides links to other transportation related sites, provides access to major ECTC documents, improves public participation 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 continues 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 C TRAN Mobility Manager is a Commission Member and the ECTC Director serves on the HRC Planning Committee.

Task 6.0 Program Administration

The ECTC is an active participant in the NYSAMPO Directors Association. New York State will be hosting the National MPO Organization (AMPO) annual meeting in 2012 and it is expected that there will be a session about State MPO Associations and the NYSAMPO Working Groups. The ECTC will continue to participate in NYSAMPO statewide Shared Cost Initiatives including Association staff support and MPO staff training.

The ECTC TIP Subcommittee monitors projects on the 2010-11-2014-15 for scheduling and funding issues and fiscal constraint compliance. Amendments to the TIP are processed as needed. The ECTC participated in discussions with NYSDOT regarding TIP funding and Region 6 Capital Program Update. Planning will begin during 2012-13 for the next TIP cycle which will be completed by the spring of 2013.

The ECTC hosted a discussion with USDOT Transportation Secretary Ray LaHood at the ECTC office that highlighted transportation planning and implementation at a small MPO. Participants included NYSDOT Regional Director, Airport Manager, County/City DPW Director, and the Transit Mobility Manager.

The responsibilities and time requirement related to needed transit planning and oversight activities exceeds available staff time. Preliminary work has begun to identify funding and housing options that would enable Chemung County to create a County Transit Administrator position. It is expected that this position will be created in 2012.

The ECTC worked with NYSDOT to develop a new MPO Host agreement for Chemung County.

On-going administrative tasks include billings, progress reports and Policy and Planning meeting preparation and attendance, staff meetings completion of audits and the development of the new UPWP.

2012-13 SIMPLIFIED STATEMENT OF WORK AND BUDGETS

TASK 1.0 TRANSPORTATION ASSET MANAGEMENT

The ECTC will work with County and City staff local municipalities to develop and maintain an Asset Management System that combines an inventory of the structural and operational characteristics of all federal-aid roadways in Chemung County and identifies potential preferred treatments that maximize the safety and efficiency of the transportation system in the most cost-effective manner. The ECTC will support the City and County effort to use interns to help collect data. (\$5,000) Work activities will include:

TRAFFIC COUNT PROGRAM – Traffic counts for 2012 will be conducted. More frequent counts will be conducted in areas where there is new and planned commercial development. The 2011 Traffic Count data will be compiled.

LOCAL BRIDGE AND CULVERT ASSESSMENT – City and County staff will work with NYSDOT to update previous assessments of City and County bridges. The prioritized list of bridge projects that was the result of this task will be reviewed and updated as needed. Work will begin to develop an on-going culvert inspection process.

HIGHWAY SYSTEM SCORING – County, City and ECTC staff will score the City of Elmira, Chemung County and the non-State Federal Aid road system. Mapping and a report documenting results of the scoring will be compiled and used to prioritize road work.

TRANSPORTATION ASSEST MANAGEMENT SYSTEM - The City of Elmira and Chemung County will continue to update their comprehensive data bases that include information on road pavement scoring, traffic counts, signalization, functional classification, work history capacity and bridge information. The information will be incorporated into a Geographic Information System. (GIS). Outputs will be generated as needed for both long and short range planning. Methods for identifying preferred treatments will be examined.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	17,000	0	17,000
County Transit		0	0
Transit Contract	0	0	0
NYSDOT	5,000	0	5,000
Total	22,000	0	22,000

TASK 2.0 MOBILITY ENHANCEMENT ACTIVITIES

This task encompasses a variety of activities to upgrade all modes of transportation facilities with an emphasis on key transportation corridors. Activities will improve the mobility of area residents, make travelers safer and more secure, and improve economic competitiveness 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:

COUNTY ROUTE 64 EVALUATION - Staff and participating agencies will examine, and update previous studies and reviews of CR 64 to identify possible needed projects and related costs that will improve safety and mobility in the corridor.

COMPREHENSIVE SAFETY MONITORING AND PLANNING PROCESS – Staff will continue to work with the NYSAMPO Safety Working Group (SWG) and state, federal and local safety partners to develop a Statewide Comprehensive Safety Monitoring and Planning Process. The process will be flexible and will consider the goals of the NYS Safety Plans and incorporate the use of the NYSMPO Safety Assessment Process. Safety issues on the non-state owned federal aid and non-federal aid systems will be the primary consideration. SWG will work with NYSDOT to implement the Strategic Highway Safety Plan.

SAFETY ASSESSMENTS (SA) - The ECTC will work with SWG to educate appropriate partners about the benefits of using the SA process that was developed by NYSMPO. The ECTC may collaborate with the Poughkeepsie-Dutchess MPO on a multi-year consultant solicitation for technical support for SAs. In-house SAs will be conducted as needed and when staffing is available.

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 the project Steering Committee and the consultant team hired by Chemung County to develop a final design for a new road that will provide better I-86 access to the Center from State Route 13. Efforts to identify funding to complete the project will continue.

CHEMUNG COUNTY TRAFFIC SAFETY BOARD - Staff works with the Chemung County Traffic Safety Board (CCTSB) to raise public awareness about traffic safety issues. Work will continue to implement the joint Chemung-Steuben Traffic Safety Boards Bicycle and Pedestrian Safety Action Plan.

FREIGHT MOVEMENT - Staff will monitor the operation of Norfolk Southern and facilitate efforts to improve service and facilities, with particular attention to the spur line that serves the Center at Horseheads and the Portageville Bridge replacement. The ECTC will work with local development agencies to identify transportation improvements that will facilitate freight movement.

SIGNAL COORDINATION - Implementation of 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. A study was conducted in 2011-12 to examine the upgrade of County and Village owned signals and possible coordination with City owned signals. Options for funding needed projects will be examined.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) STRATEGIC DEPLOYMENT/ INCIDENT/CORRIDOR MANAGEMENT – The ITS Implementation Committee will monitor the effectiveness of existing technology and communications protocols including the use of Driver Feedback and Variable Message Signs, and make recommendations for the future use and coordination of ITS technology. Staff will continue to work with NYSDOT to facilitate Transportation Incident Management training for police, fire department and EMS staff. Detour plans will be updated based on post-incident reviews.

INTERSTATE 86 DESIGNATION - Staff will provide assistance to the I-86 Coalition in its efforts to assure that all projects needed for the I-86 and I-99 designations are completed as soon as possible. The ECTC will help to coordinate a review of the economic impacts of the Interstate 86 designation and examine possible strategies the Coalition can pursue to maximize the economic impact of the Interstate designation.

CHEMUNG COUNTY HIGHWAY SERVICES BOARD - Chemung County partnered with various municipalities to form the Highway Services Board. A Shared Municipal Services Incentive Grant was used to assist the board with establishing a formal organizational structure, assemble data concerning existing highway operations and services, and evaluate the costs and benefits of service consolidation. The County and the City of Elmira have already coordinated many services under one Department of Public Works Director and plans for other coordination efforts are underway. The ECTC was member of the Steering Committee for the project and will provide assistance in the implementation of the next stage of service consolidation.

STEUBEN-SCHUYLER TRANSPORTATION COMMITTEE – Staff will work with the committee to identify ways to improve transportation facilities and provide the best level of service for local residents at the least cost.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	67,000	0	67,000
County Transit	0	0	0
Transit Contract	0	0	0
NYSDOT	5,000	0	5,000
Total	72,000	0	72,000

TASK 3.0 TRANSIT ENHANCEMENT ACTIVITIES

This task will encompass a variety of planning activities that will serve to improve transit service in the region and that will take into account livability issues such as economic development opportunities and environmental benefits. Work will include:

CHEMUNG COUNTY TRANSIT BOARD – Staff will serve on the Board that provides oversight for C TRAN and 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 and as appropriate, service changes implemented.

MOBILITY MANAGER/TRANSIT OUTREACH & COMMUNICATION – ECTC staff will help to coordinate the activity of the recently hired C TRAN Mobility Manager. The manager will develop and implement a wide range of community outreach and marketing activities. The focus of outreach will be the coordination of existing or new transit services. The Mobility Manager will chair the Chemung County Coordinated Transportation Committee and work with human service agencies to identify unmet needs and provide information on existing transit services. Marketing activities will involve the creation of new promotional material and developing new and improved methods of providing transit information to the public. Efforts to educate the community about the availability and advantages of public transit will continue. Surveys will be conducted at community facilities and major employment sites to identify possible new markets and service areas. Surveys of current ridership will be conducted as needed.

REGIONAL TRANSIT - The ECTC and Chemung County will be participants in the Ithaca-Tompkins County Transportation Council-sponsored Regional Transportation Study. The study will identify transportation options to facilitate the movement of people in the multicounty area surrounding Tompkins County.

C TRAN OPERATING CONTRACT – The contract operating contract for C TRAN expires in December 2012. ECTC staff will assist the County in developing a Request for Proposals for a new contract that will meet the evolving needs of local transit riders.

511NY RIDEMATCHING – The ECTC will work with NYSDOT to implement a Ride-match System for the Chemung County area which will be integrated with the 511NY Rideshare's web branding and design structure.

TRANSIT FACILITY AND VEHICLE EVALUATION – Long and short-term capital needs will be identified for the transit maintenance facility and downtown transportation center. The transit vehicle plan will be updated. A Transit Asset Assessment will be conducted which will include a capital maintenance plan.

TRANSIT SECURITY – The effectiveness of C TRAN System Safety Plan, which includes goals and procedures to improve the safety and security for transit users, will be monitored and updated as needed.

PARK AND RIDE LOT/BUS SHELTERS AND SIGNS – Staff will work with local municipalities to determine appropriate locations for the placement of new Park and Ride facilities, bus shelters and signs.

TASK BUDGET			
AGENCY	PL	FTA	TOTAL
County	5,000	37,059	42,059
County Transit	0	0	0
Transit Contract	0	1,000	1,000
NYS DOT	0	1,500	1,500
Total	5,000	39,559	44,559

4.0 TECHNICAL SUPPORT SERVICES

A variety of Geographic Information System (GIS), Global Positioning System (GPS) and mapping related activities supportive of both short and long range planning will be progressed. Staff will provide technical assistance to member agencies and respond to requests for mapping information. Activities will include:

GEOGRAPHIC INFORMATION SYSTEM (GIS) COORDINATION & DEVELOPMENT -

The maintenance of an integrated GIS for Chemung County will continue. Activities will include compilation of data and development of procedures for data sharing. Staff will work with Southern Tier Central on the project to gather and store data using ARC GIS software from the 3-county region that will be inputs for a Transportation Asset Management System. Work will continue with local government and economic development agencies to use GIS to track and facilitate economic development.

DIGITAL ORTHOIMAGERY – The ECTC participated in upgrading the products from the New York State Digital Orthoimagery Program that was flown of Chemung County in 2010. The upgrade includes greater pixel resolution that makes the mapping more useful for transportation planning and infrastructure management..

GLOBAL POSITIONING SYSTEMS (GPS) – ECTC staff will work with cooperating agencies to identify facilities and features for which accurate location information is needed and related field work will be conducted. Where appropriate, photographs will be taken and included in the data inventory.

CRASH REPORTING - Staff will work with the NYSAMPO Safety Working Group (SWG) to develop procedures to access crash data from the NYS Accident Location Information System (ALIS). Crash compilation reports will be developed for use in transportation studies, Safety Assessments and for members of the Chemung County Traffic Safety Board.

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	60,000	0	60,000
County Transit	0	0	0
Transit Contract	0	0	0
NYS DOT	5,000	0	5,000
Total	65,000	0	65,000

TASK 5.0 TRANSPORTATION ENHANCEMENT AND OUTREACH

This task includes activities related to transportation planning and enhancement activities that focus on bicycle and pedestrian needs and contribute to sustainability, livability and quality of life. Work will continue to incorporate greater public participation into all aspects of transportation planning.

REGIONAL BICYCLE/PEDESTRIAN ADVISORY COMMITTEE – ECTC staff will coordinate BACPAC, the three County bicycle and pedestrian advisory committee. The group 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; develop preferred routes for commuting to work in local cities; advocate for the needs and issues of recreational bicyclists; and advocate for bicycle and pedestrian safety. The needs of mobility impaired, downtown lunchtime walkers and others will be considered. Work will continue to establish urban walking trails.

ELMIRA PROMENADE – The first phase of the Elmira Promenade – “Clean, Bright and Safe” was completed in 2011. Staff will work with the Promenade Partners group to identify needed additional amenities and to develop programming that will encourage use of the corridor. .

COMPLETE STREETS ACT – The ECTC will collaborate with NYSDOT and NYSAMPO on incorporating requirements from the Complete Streets Act in the project development process and work with local government members to implement appropriate Complete Streets features in projects.

CREATING HEALTHY PLACES (CHP) - The ECTC will continue to work with the Steering Committee for CHP on various programs that will make Chemung County a healthier place to live. CHP will be looking at possible amenities that can be added to the Lackawanna Trail that will complement the goals of the group. The Lackawanna Trail will be completed in 2012-13.

LACKAWANNA TRAIL – RIVERVIEW SECTION – The ECTC will work with local government, private and not-for-profit agencies to develop a funding plan to implement the proposed Riverview Trail that would use a utility corridor which is being built as part of the I-86 Elmira to Lowman project. The Scope of the project was developed in 2011-12.

CATHARINE VALLEY TRAIL (CVT) –The ECTC will provide staff support to the Friends of Catharine Valley Trail to both promote use of, and advocate for the completion of the CVT.

FRIENDS OF THE CHEMUNG RIVER WATERSHED – The ECTC will work with various municipalities and the Friends of the Chemung River Watershed to identify and progress projects that will improve access to the Chemung River.

SOUTHERN TIER BICYCLE (STBL) - The ECTC works with the Southern Tier Bicycle League (STBL) to address access and safety issues faced by area bicyclists. The STBL promotes

year-round bicycling in the Southern Tier of New York through educational and recreational cycling activities for people of all ages and abilities.

RIVERFRONT PARK – Staff will work with the City of Elmira to develop and implement plans to revitalize Mark Twain Riverfront Park including making connections to other walking routes and trails and establishing a portage around the Water Board dam.

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

PUBLIC PARTICIPATION ACTIVITIES – The ECTC will continue to pursue active public participation in the transportation planning process through partnerships with community groups in the area and good communication with the local media. The ECTC will reach out to new partners and use new techniques that were identified in SAFETEA-LU. The MPO web site will be maintained and updated.

SAFE ROUTES TO SCHOOL – Staff and NYSDOT Regional staff will begin preliminary planning for a 2012 solicitation for the next round of Safe Routes to Schools Program. Assistance will be provided to school districts and health care professionals to develop strategies that will encourage students to walk and bicycle to school.

CHEMUNG COUNTY HUMAN RELATIONS COMMISSION – Staff will work with the Human Relations Commission (HRC) to insure that there is early and continuing minority input to transportation planning process and to promote CCTS services to individuals with disabilities, older adults, and low-income individuals. The C TRAN Mobility Manager is a Commission member and the ECTC Director is a member of the HRC Planning Committee. .

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	61,000	0	61,000
County Transit	0	0	0
Transit Contract	3,000	0	3,000
NYSDOT	5,000	0	5,000
Total	69,000	0	69,000

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. In 2012-13 State Planning and Research funds (SPR) are being provided statewide to support the NYSAMPO working group purposes.

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 2013-14 UPWP will be prepared.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)- The 2013-2017 TIP, which lists the proposed federally funded highway and transit projects, will be reviewed periodically by the ECTC TIP Subcommittee and revisions will be made as needed. Planning for the development of the next TIP will begin.

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

COUNTY TRANSIT ADMINISTRATOR –The responsibilities and time requirement related to needed transit planning and oversight activities exceeds available staff time. Work will begin to identify funding and housing options that would enable Chemung County to create a County Transit Administrator position by the end of 2012.

NEW YORK STATE ASSOCIATION OF NEW YORK STATE MPOS (NYSAMPO) - The ECTC is an active participant in the NYSAMPO Directors Association and assists in the coordination of the Association's Working Groups. As part of UPWP development each year, the 13 MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives (SCIs) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, NYSDOT has made FHWA Statewide Planning and Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds.

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

Cost: \$175,000 (FHWA PL and FTA MPP)

Lead Agency: Capital District Transportation Committee

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

Cost: \$25,000 (FTA MPP)

Lead Agency: Genesee Transportation Council

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

Cost: \$40,236 (FHWA PL).

Lead Agency: Binghamton Metropolitan Transportation Study

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

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

TASK BUDGET

AGENCY	PL	FTA	TOTAL
County	74,000	11,000	85,000
County Transit	2,500	1,500	4,000
Transit Contract	67,000	0	67,000
NYSDOT	42,912	7,422	50,334
Total	186,412	19,922	206,334

FUNDING SUMMARY

FEDERAL AID

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

Federal Highway Administration "P.L." program: Federal legislation stipulates that 1% of the Surface Transportation Program (STP) funds shall be used to support metropolitan transportation planning efforts (Title 23 USC, Section 104(f)). These funds, which are administered on a statewide basis by NYSDOT, require a 20% non-federal match.

For the period April 1, 2012 - March 31, 2013, a total of \$329,858 in P.L. funds have been allocated to the Elmira-Chemung Transportation Council; however, the ECTC acknowledges and concurs with a \$ 520 takedown for the purposes of paying one year of membership dues to the Association of Metropolitan Planning Organizations (AMPO). ECTC is budgeting the use of \$ 6,190 in previous year's carry-over funds for 2012/13. After these adjustments the P.L. funds used for the 2012/13 ECTC Operating Budget is **\$335,529** (see below **PL Agency Funding and PL Auditable Budget Tables**).

Federal Transit Administration Section 5303 program: The Federal Transit Act provides that an amount equal to approximately 0.135% of FTA capital/operating programs will be provided for metropolitan transportation planning efforts (Title 49 USC). These funds, which are administered on a statewide basis by NYSDOT, require a 20% non-federal match. For the period April 1, 2012 - March 31, 2013 a total of **\$ 47,585** in Section 5303 funds are allocated to the *Elmira-Chemung Transportation Council*.

MATCH FUNDS

New York State Department of Transportation: NYSDOT provides a share of the non-federal match funds for the "P.L." and "Section 5303" programs. NYSDOT provides a 15% (or 75% of the non-federal 20% share) match in the form of "in-kind services" for both the "P.L." and "Section 5303" programs. The amounts allocated for *ECTC* programs are **\$62,912** for the "P.L." program and **\$ 8,922** for the "Section 5303" program, making the total State contribution for the 2012/13 UPWP **\$71,834** (see below **Program Totals table**).

Local Participants: The local government participants, particularly the "Host" agency (Chemung County), also provide a share of the non-federal match funds for the "P.L." and "Section 5303" programs. The Local Participants provide a 5% match (or 25% of the non-federal 20% share). These amounts are **\$ 20,971** for the "P.L." program and **\$2,974** for the "Section 5303" program. Therefore, the total local support for the 2012/13 UPWP is **\$23,945** (see **Program Totals table**).

PROGRAM SUMMARY

The total value of the 2012/13 Unified Planning Work Program is \$ **478,893**. Of this amount, **\$383,114** (80%) comes from the various Federal programs; **\$71,834** (15%) comes from the New York State Department of Transportation; and Local Participants provide **\$23,945** (5%). The **Program Totals table** presents the overall resources for the 2012/13 UPWP by funding program.

FTA

ECTC 2012-13

Section 5303

TASK BUDGET

		SFY		2011-12		
FTA CODE	TASK #	TASK CATEGORIES	TOTAL	LOCAL CASH	NYS DOT MATCH	LOCAL MATCH
44.24.00	3	Short Range Trans. Planning	39,559	36,085	1,500	1,974
44.21.00	6	Program Support/ Admin.	19,922	11,500	7,422	1,000
		Total	59,481	47,585	8,922	2,974

AUDITABLE BUDGET

ACCOUNTING CATEGORY		TOTAL	LOCAL CASH	NYS DOT MATCH	LOCAL MATCH
	Personnel	11,709	1,000	8,922	1,787
	Fringe Benefits	1,500	500		1,000
	Indirect Charges	187	0		187
	Sub-Total	13,396	1,500	8,922	2,974
	Travel	1,000	1,000		
	Supplies	0	0		
	Contractual	45,085	45,085		
	Rent/Utilities	0	0		
	Equipment	0	0		
	Total	59,481	47,585	8,922	2,974

Federal		47,585
State		8,922
Local		2,974
Total		59,481

Elmira –Chemung Transportation Council – 2012-13 UPWP

PL Agency Funding

	NYS DOT Cash	NYS DOT Match	NYS DOT Total	County Cash	County Match	County Total	County Transit Cash	County Transit Match	County Transit Total	Transit Contract Cash	Transit Contract Match	Transit Contract Total	Local Total	Program Total
Task 1.0	0	5,000	5,000	15,938	1,062	17,000	0	0	0	0	0	0	17,000	22,000
Task 2.0	0	5,000	5,000	63,059	3,941	67,000	0	0	0	0	0	0	67,000	72,000
Task 3.0	0	0	0	4,687	313	5,000	0	0	0	0	0	0	5,000	5,000
Task 4.0	0	5,000	5,000	56,250	3,750	60,000	0	0	0	0	0	0	60,000	65,000
Task 5.0	0	5,000	5,000	57,000	4,000	61,000	0	0	0	3,000	0	3,000	64,000	69,000
Task 6.0	0	42,912	42,912	66,095	7,905	74,000	2,353	147	2,500	67,000	0	67,000	143,500	186,412
Total	0	62,912	62,912	263,029	20,971	284,000	2,353	147	2,500	70,000	0	70,000	356,500	419,412

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2012-13 UPWP							
PL AUDITABLE BUDGET							
	County	County Transit	Transit Contract	Local Total	NYS DOT Total	PL Grand Total	
Salary	137,500	1,736		139,236	62,912	202,148	
Fringe	79,000	608		79,608	-	79,608	
Indirect	16,500	156		16,656	-	16,656	
Contractual	51,000		10,000	61,000	0	61,000	
Supplies/Other	0		10,000	10,000	0	10,000	
Equipment/software	0		20,000	20,000	0	20,000	
Travel/training	0		12,500	12,500	0	12,500	
Rent, utilities, misc.	0		17,500	17,500	0	17,500	
Total	284,000	2,500	70,000	356,500	62,912	419,412	

ELMIRA-CHEMUNG TRANSPORTATION COUNCIL - 2012-13 UPWP							
PROGRAM TOTALS							
		PL			FTA		Program Grand Total
	Cash	Match	Total	Cash	Match	Total	Total
NYS DOT	0	62,912	62,912	0	8,922	8,922	71,834
County	263,176	20,824	284,000	45,085	2,974	48,059	332,059
Co. Transit	2,353	147	2,500	1,500	0	1,500	4,000
Transit Contract	70,000	0	70,000	1,000	0	1,000	71,000
Local Total	335,529	20,971	356,500	47,585	2,974	50,559	407,059
Total Fed.	335,529	83,883	419,412	47,585	11,896	59,481	478,893