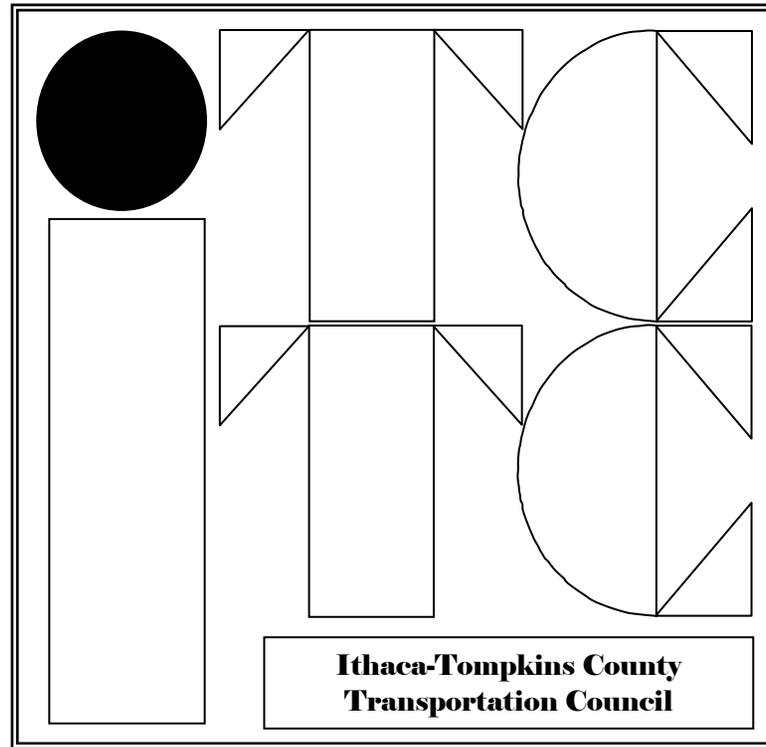


ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL



2014-2018 TRANSPORTATION IMPROVEMENT PROGRAM

JUNE 2013

ABSTRACT

TITLE: 2014-2018 Transportation Improvement Program (TIP)

AUTHOR: *Ithaca-Tompkins County Transportation Council*

SUBJECT: To provide a description of the metropolitan transportation planning tasks and projects to be accomplished within the Ithaca, New York Metropolitan Area utilizing Federal funds.

DATE: June 18, 2013

SOURCE OF COPIES: **Office of the Director**
Ithaca-Tompkins County Transportation Council
121 East Court Street
Ithaca, New York 14850
(607) 274-5570

The 2014-2018 TIP may be viewed on the Internet at: www.tompkins-co.org/itctc/TIP

NUMBER OF PAGES: 97

ABSTRACT: The purpose of this document is to provide members of the metropolitan planning organization, transportation providers, the general public, and other affected groups and individuals with a general description of the transportation planning activities to be accomplished during the period from October 1, 2005 through September 30, 2010, utilizing Federal funds.

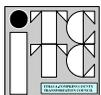
This document is in accordance with the final Metropolitan Planning Rule (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 58, No. 207 Thursday, October 28, 1993) as it pertains to the development of the Transportation Improvement Program (§450.324).

Comments regarding the contents of this document should be directed to the Director of the *Ithaca-Tompkins County Transportation Council*.

ADOPTION AND AMENDMENTS: The Planning Committee reviewed the draft TIP on May 9, 2013 and June 18, 2013 and recommended approval of the document to the Policy Committee.

The Policy Committee approved the TIP on June 18, 2013 via Resolution 13-07 *Adopting the 2014-2018 Transportation Improvement Program*.

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Transit Administration and the Federal Highway Administration (U.S. Department of Transportation). The United States Government assumes no liability for its contents or use thereof.

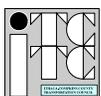


**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2014-2018
TRANSPORTATION IMPROVEMENT
PROGRAM**

TABLE OF CONTENTS

ABSTRACT.....	i
TABLE OF CONTENTS	ii
PROJECT DIRECTORIES.....	iii
OVERVIEW	1
FEDERAL REQUIREMENTS.....	1
MPO STRUCTURE.....	2
PROJECT SCREENING PROCESS.....	2
PROJECT SELECTION PROCESS	3
COORDINATION	4
Long Range Transportation Plan.....	4
Transportation System Management.....	5
Special Efforts for the Elderly and Disabled.....	5
Air Quality.....	5
Energy	5
Public Participation	5
IMPACT ANALYSIS	5
FUNDING CATEGORIES DESCRIPTION	6
TIP FINANCIAL PLAN	8
PROGRAM SUMMARY	9
SUMMARY CHARTS AND TABLES	10
2014-2018 PROJECT TABLES	23
FEDERAL TRANSIT TABLES.....	81
TIP MAPS	84
END OF DOCUMENT	



OVERVIEW

FEDERAL REQUIREMENTS

Under Section 134 of Title 23, United States Code and Section 5303 of the Federal Transit Act of 1964, as amended by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act, the Congress of the United States has stated that:

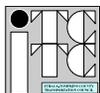
"It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be **continuing, cooperative, and comprehensive** to the degree appropriate, based on the complexity of the transportation problems."

In accordance with this directive, Metropolitan Planning Organizations (MPOs) are designated for each urbanized area of

more than 50,000 population by agreement between the Governor and units of general purpose local government. It was originally determined that the Ithaca area had achieved "metropolitan" status after the 1990 Census,

On September 30, 1992, the Governor of the State of New York joined with the County of Tompkins, the City of Ithaca, the Town of Ithaca, the Villages of Lansing and Cayuga Heights in executing the Memorandum of Agreement formally designating the Ithaca-Tompkins County Transportation Council (ITCTC) as the MPO for the Ithaca-Tompkins County Urbanized Area. In December of 1994, the ITCTC expanded its Metropolitan Planning Area Boundary to cover all of Tompkins County. In conjunction with this geographic expansion, the membership of the ITCTC was expanded to include the remaining eight Towns in the County. In November 1996 the Memorandum of Agreement was amended to include the Town of Dryden as a voting member of the ITCTC Policy Committee.

The latest final Metropolitan Planning Rule (§450.324, 23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 58, No. 207, Thursday, October 28, 1993) requires that "the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the MPO in cooperation with the State and public transit operators". This TIP must cover at least three years, must be updated at least every two years, must be approved by the MPO and the Governor, must include a priority list of projects to be carried out in the first three years of the program, and must be financially constrained by (federal fiscal) year and by funding category. The TIP must consider all projects or phases within the metropolitan planning area proposed for funding under Title 23 of the United States Code, the Federal Highway Act, and Title 49 of the United States Code, the Federal Transit Act (with certain exceptions as specified in 450.324(f)(1)).



MPO STRUCTURE

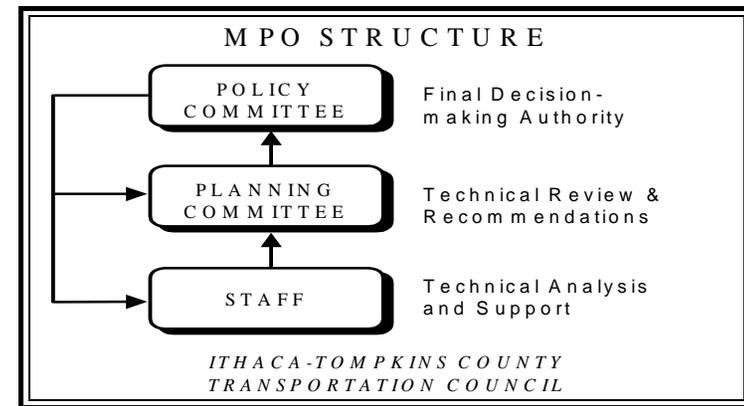
As the designated MPO for the Ithaca metropolitan area, the *ITCTC* is responsible for conducting a transportation planning process that is "*continuing, cooperative, and comprehensive*". In order to achieve this objective, the *ITCTC* is structured at three levels.

The **Transportation Policy Committee** is the final MPO decision-making authority. Its primary local member governments include Tompkins County, City of Ithaca, Towns of Ithaca and Dryden and Villages of Cayuga Heights and Lansing. Their highest elected officials represent each of these in the Policy Committee. A representative of the New York State Department of Transportation, which represents the Governor, sits as the final primary voting member. Cornell University, Tompkins Consolidated Area Transit, the Towns of Caroline, Danby, Enfield, Groton, Lansing, Newfield, and Ulysses, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are also represented as non-voting members. The voting members of the Policy Committee have agreed to act by "consensus". [*"Consensus means no negative vote is cast by an affected voting member present at the meeting. An abstention is not counted as a negative vote."* Section II.A.3 of the Unified Operations Plan.]

The **Transportation Planning Committee** is responsible for coordinating and managing the area's transportation planning activities and providing technical advice to the Policy Committee. The Planning Committee is composed primarily of lead technical staff members from the member entities and local transit operators.

The **Central Staff** is responsible for performing the administrative and technical services necessary to operate the MPO. The efforts of the Central Staff are supplemented by the "in-kind services" of various participants in the MPO process.

The Unified Operations Plan, adopted by formal resolution in August 1992 and updated on May 2000, guides the operations and procedures of the ITCTC. This document specifies that the Transportation Planning Committee has the principal responsibility for the preparation of the Transportation Improvement Program (UOP Section II.B.7.d).



PROJECT SCREENING PROCESS

The *Ithaca-Tompkins County Transportation Council* works in partnership with the *New York State Department of Transportation-Region 3* (Syracuse, New York) in order to develop a Transportation Improvement Program that is compatible with the State planning goals and available federal funds. The TIP development process involved four basic phases:

I. Estimating Available Funds: Available highway funds were estimated in cooperation with NYSDOT Region 3. This is the first TIP funded under MAP-21. NYSDOT Main Office provided the Regions with regional allocations based on federal apportionments levels. Region Three produced sub-allocations for the ITCTC area that were reviewed by ITCTC staff and the TIP Development Sub-Committee. The latter is composed of members of the ITCTC Planning Committee and includes representation from NYSDOT and the principal local project sponsors: Tompkins County and the City of Ithaca. It is the ITCTC understanding that the final TIP reflects reconciliation of estimated resources for the ITCTC area with those of the rest of NYSDOT Region 3, including the Syracuse Metropolitan Transportation Council.

Available transit funding was determined from the Federal Register in coordination with NYSDOT and Tompkins County as the designated recipient of Federal Transit Administration (FTA) funds. Tompkins County worked closely with TCAT to develop the FTA Tables included in the TIP.

Sponsors of already programmed projects were asked to update the funding needs and schedules for existing projects. Funding was then programmed based on available funding estimates for the ITCTC planning area, ensuring that programmed funding never surpassed available federal funding in order to achieve the goal of fiscal constraint (i.e. programmed funds do not exceed the ITCTC sub-allocations).

II. Project Solicitation: Eligible participants, including municipalities, county, state and transit representatives, were asked to submit fundable proposals for their priority transportation projects consistent with the federal aid surface transportation programs. Submissions were made directly to the ITCTC.

III. Project Evaluation: Projects were reviewed by ITCTC staff, NYSDOT and the ITCTC TIP Development Sub-Committee. Evaluation of projects was based on project factors such as

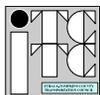
implementation schedule, project readiness, requested funding levels and other planning factors specific to each project. The TIP Development Sub-Committee approved a draft list of projects for use by the Planning Committee.

IV. Project Programming: The ITCTC Planning Committee reviewed recommended list to ensure it supports the agency's Long Range Transportation Plan (LRTP) and to ensure coordination with local plans, budgets, schedules and projects. The projects in the resulting priority list were allocated to the appropriate federal-aid funding programs. Projects were then programmed based on available funding estimates, ensuring that programmed funding did not surpass available federal funding in order to achieve the goal of fiscal constraint. Final approval of the TIP took place after a public outreach and review process.

PROJECT SELECTION PROCESS

"Project Selection" is a term that is applicable in conjunction with the management of the approved Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). It is not the process used to identify projects that would be added to the TIP and/or STIP. That process is described above under 'Project Screening'. Under the Metropolitan and Statewide Planning Rules and Regulations (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 72, No. 30, Wednesday, February 14, 2007), the term "Project Selection" refers to the process or mechanism used to manage project implementation from an approved and fiscally constrained TIP and/or STIP.

The Project Selection Process authorized by the *Ithaca-Tompkins County Transportation Council* is based on a process that was developed and suggested by New York State Department of Transportation to provide statewide compatibility between MPO and State DOT processes. The process described below shall be considered as an integral component of the Transportation Improvement Program approved by the *Ithaca-Tompkins County Transportation Council*.



1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready to be authorized and the actual costs match the programmed costs, no Project Selection is required.
2. If the value of a project or projects in the first year of a TIP/STIP increase from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in the Federal Fiscal Year in order to obtain Federal authorization. Generally, this will require that savings in other first-year projects be identified. If that cannot be demonstrated, other first-year projects (or phases) would need to be deferred to later years. If they are deferred to later years, it is important to remember that fiscal balance in years 2 and 3 of the TIP/STIP must also be maintained. This may necessitate deletion of scheduled projects in years 2 or 3, or deferral to years 4 or 5. Even though this sounds onerous, it often entails only minor schedule change of a project (e.g., September 2015 to October 2015).
3. It is occasionally necessary to revise the fund category in order to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require Project Selection occurs as a result of savings incurred as a project is authorized (or bid) or when the schedule of a project slips causing the authorization to be deferred to a subsequent Federal Fiscal Year. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization if the lapsing of funds in the current Federal Fiscal Year is to be avoided.
5. The basis for selecting Title I (highway) projects from years 2 and 3 or revising fund categories would be, to the extent possible, to select a project that is ready to be authorized from the same

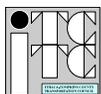
geographic area (MPO or non-metropolitan area), then from the same NYSDOT Region, and finally, from anywhere within the State. For Title I (highway) projects, NYSDOT will be responsible for project selection and, if necessary, revising the fund category.

6. It is proposed that for Title III (transit) projects, the grantee is permitted to select project(s) from years 2 and/or 3 of the TIP/STIP to replace first-year project(s) of equal value that will not be ready for authorization at the time the grantee prepares and submits the grant application to the FTA. If the grantee does not have projects in years 2 and/or 3 of the TIP/STIP, the grantee will consult with the MPO and with NYSDOT in order to identify other Title III projects in the TIP/STIP that can be authorized in the first year.
7. For Title I funded projects, the Department will report to the MPO on a quarterly basis if the Project Selection procedures are implemented. Similarly, for the Title III funded projects, the Transit Operator will report to the MPO on a quarterly basis if they utilize the Project Selection procedures in submitting a grant application to the FTA.

COORDINATION

Long Range Transportation Plan

The majority of the projects in the TIP are aimed at increasing the efficiency and safety of the transportation system. This approach reflects the general philosophy, articulated in the ISTEA/TEA-21/SAFETEA-LU/MAP-21 legislation and NYSDOT's Forward Four policy for evaluation of transportation projects, of preserving the existing system through rational and efficient investments and developing an intermodal/multimodal transportation system that provides for the relief of vehicular congestion and maximizes the mobility of people and goods. The project development process acknowledges the limited funding resources available to meet the costs of new construction, improvements and maintenance. With the increased concerns over energy conservation, the environment and air quality, interests of bicyclists and pedestrians, and concerns over preservation of neighborhoods and the vitality of local areas, a strategic



Transportation Improvement Program is necessary in order to fulfill these vital needs.

The Transportation Policy Committee approved the ITCTC's 2030 Long Range Plan, on December 2009. The projects contained within this TIP are in conformance with the goals, objectives, policies and recommendations articulated in the long-range transportation plan.

Transportation Systems Management

Transportation Systems Management (TSM) is the name given to the concept of more efficiently using existing transportation systems by means other than large-scale new construction. TSM embraces a host of measures, all with the purpose of seeking to achieve better results from existing facilities rather than creating new highways and transit systems. These measures tend to be subtle, low-cost, and can be implemented rapidly compared to new capital construction. All tend to have minimal or no right of way space required as they are fitted into or on existing systems or are simply policies applied to whole areas. The rising costs of construction and operation of new facilities coupled with the level of available funding and the environmental, social, cultural and economic concerns of the area's residents and officials, have led to a greater emphasis on TSM activities in the Ithaca-Tompkins County Metropolitan Area.

Special Efforts for the Elderly and Disabled

The passage of the Americans with Disabilities Act of 1990 (ADA) has accelerated trends towards a comprehensive demand-responsive transit network and the development of accessible line-haul service. All projects to be completed as part of the 2014-2018 Transportation Improvement Program will be completed in conformance with the pertinent requirements of ADA.

Air Quality

Tompkins County is classified as an air quality "attainment" area under the Clean Air Act Amendments of 1990 (CAAA). As such, no technical conformity analyses have been completed. The Long Range Transportation Plan includes specific policy strategies intended to assist in maintaining compliance with National Ambient Air Quality

Standards (NAAQS) in the greater Ithaca-Tompkins County Metropolitan Area.

Energy

No specific energy audits were conducted as part of the TIP process. No Regionally Significant Projects or Significant Project Changes have been identified in this TIP. However, the Long Range Transportation Plan emphasizes transportation investments, which optimize energy conservation efforts. This TIP includes TSM, transit and bicycle/pedestrian projects that will have a positive impact on energy conservation efforts.

Public Participation

In December of 1993, the *Ithaca-Tompkins County Transportation Council* formally adopted its Public Involvement Procedures (PIP). These procedures were last updated June 26, 2007. In developing the TIP every effort was made to comply with federal requirements (23 CFR Part 450 and 49 CFR Part 613, Federal Register, Volume 72, No. 30, Wednesday, February 14, 2007), including broader outreach to environmental, historic and other special interest community groups, and state and local government agencies. The Public Involvement Procedures address topics such as meeting notification, information access and availability, and public involvement in the planning process of the MPO. The procedures provide general-purpose thresholds for community participation on a general and continuous basis. The public has been notified and invited to participate in the development of the TIP through such channels as direct proposal solicitation, advertisements, use of list serves, web access and other media outreach efforts.

IMPACT ANALYSIS

ITCTC staff utilized available Geographic Information System (GIS) data to analyze the impact of TIP projects on environmental and historic resources, and to determine their potential effects on minority, low income and elderly populations.

TIP projects involve inspection, maintenance or reconstruction of existing transportation facilities. These projects will not substantially change the “footprint” of the facility or its scale. As with any capital project there are bound to be interruptions in service, detours, etc. These are considered temporary in nature and are mitigated on-site during project implementation.

The only exception to the above is the Cayuga Waterfront Trail (PIN: 395047) which will entail the construction of a new multiuse trail through a commercial area along the City of Ithaca waterfront. This project has undergone an extraordinary amount of review and public process and remains a top priority project of the City of Ithaca and the ITCTC. The major impact of the project is to land owners and is being handled through the right-of-way acquisition process.

The impact analysis on special populations or resources did not identify significant adverse or unequal impacts resulting from the distribution and location of any TIP projects. The maps generated for this analysis can be found in the TIP Maps section at the end of this document.

FUNDING CATEGORY DESCRIPTIONS

Federal funding sources have statutory restrictions that limit their use to certain eligible purposes. This in turn influences the ultimate allocation of funding for different project types during TIP development. Funding categories and their restrictions changed substantially under MAP-21. This summary description of different funding sources is included to provide interested parties with the contextual framework within which to understand funding options and possibilities.

- **National Highway Performance Program (NHPP)**

NHPP supports improvement of the condition and performance of the National Highway System (NHS). The National Highway System was approved by Congress in 1996 and includes

approximately 165,000 miles of Interstate system and other major highways. Highways included in the system were designated by the states working with the USDOT. In the Ithaca-Tompkins County Metropolitan Area the only NHPP-eligible facility is NY State Route 13 (Meadow Street/Elmira Road within the City of Ithaca).

NHPP funds can be used for any project to improve or maintain infrastructure (pavement, bridges, etc.), safety, mobility or freight facilities, intelligent transportation systems, environmental restoration, natural resource mitigation and other programs within NHS corridors. Bicycle and pedestrian facilities are also eligible expenses.

Under MAP-21 the NHPP combines the former Interstate Maintenance Program, the National Systems Program and the Highway Bridge Program’s on-federal-highway-system component.

- **Surface Transportation Program (STP) -**

Under MAP-21 STP remains the federal-aid highway program with the broadest eligibility criteria. The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (<http://www.fhwa.dot.gov/map21/stp.cfm>)

STP Funding is allocated to several subcategories of the STP program each with their own use restrictions.

STP-Flexible: A sub-allocation of funds earmarked for flexible use in any area of the State.

Off System Bridges: States are required to obligate a portion of funds (not from sub allocated amounts) for bridges not on Federal-aid highways (off-system bridges).

Transportation Alternatives Program (TAP) - <http://www.ta-clearinghouse.info/index>: MAP-21 merges the non-motorized transportation programs into the TAP. This includes the following programs that were previously included as separate funding lines under SAFETEA-LU legislation: transportation enhancement program, safe routes to school and recreational trails programs. TAP projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TA projects must be one of 10 eligible activities and must relate to surface transportation.

Ten eligible activities:

1. Pedestrian and bicycle facilities
2. Safe routes for non-drivers
3. Conversion of abandoned railway corridors to trails
4. Scenic turnouts and overlooks
5. Outdoor advertising management
6. Historic preservation and rehab of historic transportation facilities
7. Vegetation management
8. Archaeological activities
9. Stormwater mitigation
10. Wildlife management

TAP is a set-aside from each state's NHPP, STP, HSIP, CMAQ and Metropolitan Planning apportionments amounting to roughly 2% of total highway funding. The awarding of these funds is expected to be based on a statewide competitive grant process.

- **Highway Safety Improvement Program (HSIP)**

MAP-21 distributes funding to States by formula under the HSIP. The HSIP is meant to include highway safety improvement strategies, activities or projects on public roads that are consistent with the State Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature or addresses a highway safety problem. The HSIP includes special safety provisions for rail-highway crossings, high risk rural roads (HRRR) and older drivers.

- **Federal Transit Administration**

The planning regulations require that the TIP include projects funded under several Federal Transit Administration (FTA) programs. MAP-21 legislation provides the ability to transfer funding between programs (e.g., from NHS to FTA Section 5307) in order to best meet local/statewide needs. The FTA implements the federal program as authorized by MAP-21 and funded by annual appropriations. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

FTA Funding Programs:

Section 5309: This program provides discretionary capital funds for the acquisition and/or construction of capital facilities (e.g., rolling stock, major terminals, etc.).

Section 5307: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. There are two basic sub-categories of this program: Operating Assistance and Capital/Planning. Operating Assistance is provided to urban area transit systems on a formula basis to subsidize the general operations of the transit service. Capital/Planning funds are available on grant application. The

former Job Access Reverse Commute program (5316) is folded into the new 5317 program under MAP-21.

Section 5310-urban: This program formula funding to increase mobility of seniors and persons with disabilities. The former New Freedom program (5317) is folded into the new 5310-urban program under MAP-21. The New Freedom program provided grants for services to address disabilities that went beyond the requirements of the Americans with Disabilities Act (ADA). Projects awarded from Sect.5310 are required to be in the Coordinated Human Service and Public Transportation Plan that was carried over from the SAFETEA-LU legislation.

Section 5310-rural: Similar in purpose to 5310-urban but for use in rural areas. This grant program is managed by NYSDOT and is highly competitive.

Section 5311: This program provides funds for use in non-urbanized areas. These funds may be used for planning, capital, operating, and administrative purposes. This grant program is managed by NYSDOT.

Federal regulations require a Designated Recipient of federal funds for each FTA program. The State of New York is the original Designate Recipient for all FTA programs in effect in Tompkins County. After the ITCTC was created in 1992, the State transferred some Designated Recipient responsibilities to Tompkins County based on an agreement between the City of Ithaca and the County.

The County’s primary responsibility as Designate Recipient is to use a process to solicit input from the public transportation operators and to propose projects or project revisions to the ITCTC for its consideration, approval and inclusion in the TIP (see FTA Transit Tables section in this document).

Under MAP-21, Designated Recipients for FTA programs in Tompkins County are shown in the following table:

FTA Program	Program Title	Designate Recipient	Eligible Activities
Sect. 5307	Urban Formula	Tompkins County	Operating assistance, capital and planning
Sect. 5309	Bus and Bus Facilities	Tompkins County	Buses and bus facility capital projects
Sect. 5310-urban	Seniors and Individuals with disabilities	Tompkins County	Programs and paratransit buses for target populations
Sect. 5310-rural	Seniors and Individuals with disabilities	NYSDOT	Programs and paratransit buses for target populations
Sect. 5311	Rural Grants	NYSDOT	Operating assistance and capital funds for rural transportation services

Tompkins County and NYSDOTA are FTA grant recipients for various programs. Recipients receive federal funding directly from FTA and are the only signatories to grant agreements with FTA. FTA holds recipients responsible for compliance with all applicable federal laws, regulations and directives. NYSDOT and the County are responsible for the performance of sub-recipients and third party contractors in their compliance with federal requirements.

Tompkins County is the FTA recipient for the Section 5307, 5309 and the urban allocations for the Section 5310 program. NYSDOT is the recipient for Section 5310-rural allocation and the Section 5311 program.

TIP FINANCIAL PLAN

Federal Regulations (23 CFR §450.324(h)) require inclusion of a plan that demonstrates how the TIP can be implemented and indicates financial resources that are expected to be available to implement projects in the TIP. By definition, each Federal fund category is “fiscally constrained” by Federal Fiscal Year. Under fiscal constraint, the sum of the costs for all of the projects cannot surpass the amount of funding that is available to the Ithaca-Tompkins County Metropolitan Area by funding category (as per NYSDOT Region 3) for the 5-year planning period. Revenue and costs estimates for projects in the TIP use inflation rates that reflect “year of expenditure dollars”. Tables displaying ‘anticipated federal funding’ and ‘TIP programmed funds’ by year and by funding source are found in the *Summary Charts and*

Tables section. This table and associated charts are compiled from data in the 2014-18 Projects Tables. Information on the on the Summary Charts and Tables section shows that the 2014-18 TIP is fiscally constrained.

The funding data in the *Summary Charts and Tables* section, along with the *2014-18 Project Tables* constitute the financial plan for the TIP and include all the data required in the Federal Regulations, 23 CFR 450.324(h), to demonstrate that the TIP is financially constrained and that resources from federal, state and local sources are reasonably expected to be made available to carry out the TIP.

PROGRAM SUMMARY

The heart of the 2014-2018 Transportation Improvement Program is found in the project tables that follow the *Summary Charts and Tables* section. The projects are listed in order of their NYSDOT issued project identification number (PIN). Project data is presented including federal funding category, project implementation phase and Federal Fiscal Year.

Following this Overview section is the *Summary Charts and Tables* section if the TIP. This section includes a listing of projects from the previous TIP (2011-15) that were implemented and their status. It also presents the TIP project data in a cumulative format showing fund distribution patterns by fund source and sponsors, and tables displaying funding levels by year by funding source and funding match distribution.

The *2014-2018 Project Listing* section includes individual tables for each project in the TIP. Individual project phase costs are given in *matched dollars* (unless otherwise noted). Each project page provides essential information regarding the project name, identification number, sponsor, and fund source(s). Each phase includes a date representing the proposed date (month/year) that federal funds are planned to be obligated to the project phase. This, at times, differs significantly with actual project implementation. It is essential to

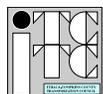
recognize that the “project sponsor” is the entity that will be responsible for providing the non-federal “match” for each project/phase and, in most cases, will be responsible for initiating and administering the project under a “local administration” agreement with NYSDOT.

Following the project listings there is a section with tables summarizing the transit program for Tompkins County – *2014-2018 Federal Transit Administration Tables*. These tables show Federal Transit Administration grants by grant program across the planning period.

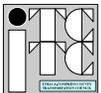
Finally, are maps showing the geographic location of projects within Tompkins County. Mapped projects are limited to capital projects with defined project boundaries. Planning projects and maintenance projects with undefined locations cannot be shown in map format. Other maps show the distribution of projects and how they relate to the location of minority populations, low income households, senior populations, historic bridges and structures and environmentally significant areas and wetlands.

There are six Federal Fiscal Year columns on each table. The first column, labeled as "Obligated", represents project phases that have previously been obligated (i.e., funds have been released for their implementation). The next three columns (13/14, 14/15, 15/16) represent the mandatory triennial element of the TIP. The remaining two columns (16/17 and 17/18), are essentially for planning and information purposes only.

Each program year (e.g., 13/14) represents the Federal Fiscal year, which begins on October 1 and ends on September 30. Federal Fiscal years are named for the year in which the fiscal year ends (e.g., FFY 14 ends September 30, 2014).

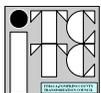


SUMMARY CHARTS AND TABLES



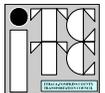
STATUS OF PROJECTS FROM PREVIOUS TIP - 2011-15 (as of June 2013)

PIN	Project Name	Sponsor	Fund Source	Status
305757	Route 13 Bridge over Carter Creek, Town of Newfield	NYSDOT	NHS	COMPLETE
375321	Newfield Depot Road Bridge Replacement	Tompkins County	HBRR	COMPLETE
375457	Prospect Street Reconstruction and East Clinton Street Bridge Over Six Mile Creek Rehabilitation	City of Ithaca	STP-FLEX & HBRR	COMPLETE
375463	Floral Avenue Multi Use Facility	City Of Ithaca	STP-FLEX	COMPLETE
375464	Traffic Signal Upgrade Phase II	City Of Ithaca	STP-FLEX	COMPLETE
375503	Newfield Covered Wooden Bridge Preservation	Tompkins County	NHCBPP	COMPLETE
375510	W. Seneca Rd. Bridge	Tompkins County	HBRR	COMPLETE
375537	Regional Transportation Study	Tompkins County	STP-FLEX	COMPLETE
375566	SRTS "North East Ithaca Speed Enforcement Project"	Town of Ithaca	SRTS	COMPLETE
380651	Regional Bridge Joint Repair Contract	NYSDOT	HBRR	COMPLETE
393217	Right of Way for Construction of RR Crossing (Brown Road)	NYSDOT	STP RAIL	COMPLETE
393270	Newfield Depot Road RR Crossing	NYSDOT	STP RAIL	COMPLETE
395041	Forest Home Bridge over Fall Creek	Tompkins County	HBRR	COMPLETE
3B1206	State/Local Bridge Inspection	NYSDOT	HBRR	COMPLETE
3B1401	State/Local Bridge Inspection By State Forces	NYSDOT	HBRR	COMPLETE
375325	Hanshaw Road (C.R. 109), Village of Cayuga Heights to Sapsucker Woods Rd., Town of Ithaca- Dryden Line	Tompkins County	STP-FLEX	FUNDED: CONSTRUCTION 2013-2014
305756	Cayuga Heights Rd. Bridge over Route 13, Village of Cayuga Heights	NYSDOT	HBRR	ON-GOING
305758	Rt 13 at Trumbull Corners Rd, Town Of Newfield	NYSDOT	SAFETEA-LU HSIP	ON-GOING
375324	Coddington Road (Phase I)	Tompkins County	STP-FLEX	ON-GOING
375452	Gateway Trail (Pedestrian and Bicycle Path)	Town Of Ithaca	SAFETEA-LU Sect. 1702	ON-GOING
375453	Peruville Road	Tompkins County	SAFETEA-LU Sect. 1702	ON-GOING
375462	Intersection Bulb-outs on West Green Street & West Seneca	City Of Ithaca	STP-FLEX	ON-GOING



continued: STATUS OF PROJECTS FROM PREVIOUS TIP - 2011-15 (as of June 2013)

PIN	Project Name	Sponsor	Fund Source	Status
375534	Lake Street Bridge Rehabilitation	City of Ithaca	HBRR	ON-GOING
375564	SRTS, Traffic Calmed Route Network	City of Ithaca	SRTS	ON-GOING
380563	Bridge Rehab Project 16/17	NYSDOT	HBRR	ON-GOING
380653	Regional Bridge Joint Repair Contract	NYSDOT	STP-FLEX, HBRR	ON-GOING
380693	Safety / Traffic Signs	NYSDOT	STP FLEX	ON-GOING
395035	Route 13 Pedestrian Crossing, City of Ithaca	NYSDOT	TEP and NHS	ON-GOING
395047	Cayuga Waterfront Trail – Phase 2	City of Ithaca	STP-ENHANCE,HPP,STP-SMALL-URBAN	ON-GOING
3B1403	Diving: State/Local Bridges	NYSDOT	HBRR	ON-GOING
3B1406	Work Zone Traffic Control	NYSDOT	HBRR	ON-GOING
3B1501	State Forces Bridge Inspection By State Forces 2015	NYSDOT	HBRR	ON-GOING
3B1601	State & Local Bridge Inspection By State Forces 2016	NYSDOT	HBRR	ON-GOING
302233	Rt. 38 Over Fall Creek , Village Of Freeville	NYSDOT	HBRR	POSTPONED
380562	Bridge Rehab Project 15/16	NYSDOT	HBRR	REMOVED BY SPONSOR
380650	Regional Deck Treatment Contract	NYSDOT	HBRR	REMOVED BY SPONSOR
380677	Centerline Audible Roadway Delineators (Cards) Project	NYSDOT	SAFETEA-LU HSIP	REMOVED BY SPONSOR
380692	Regional Overhead Sign Structure & Panel Repair/Replacement Contract TBD	NYSDOT	STP FLEX	REMOVED BY SPONSOR
3B1201	Bridge Inspection By State Forces	NYSDOT	HBRR	REMOVED BY SPONSOR
3B1203	State/Local Bridges: Diving 12/13	NYSDOT	HBRR	REMOVED BY SPONSOR
3B1405	State & Local Bridge Inspection By State Forces	NYSDOT	HBRR	REMOVED BY SPONSOR
3B1505	State Forces Bridge Inspection By State Forces 2015	NYSDOT	HBRR	REMOVED BY SPONSOR
3B1605	State & Local Bridge Inspection By State Forces 2016	NYSDOT	HBRR	REMOVED BY SPONSOR
3T5016	Pnt.Mrks.Cul.Blk 2016	NYSDOT	HBRR	REMOVED BY SPONSOR
3T5017	Pnt.Sigs.Mrks.Cul.Blk. 2017	NYSDOT	HBRR - STP-FLEX	REMOVED BY SPONSOR
3B1205	State & Local Bridge Inspection By State Forces 2012	NYSDOT	HBRR	REMOVED BY SPONSOR (combined with another project)
3T4164	MBC&VPP Block 2013	NYSDOT	STP-FLEX	REMOVED BY SPONSOR (project funded by State 100%)



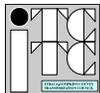
2014-2018 TIP DISTRIBUTION OF FEDERAL FUNDS BY FISCAL YEAR BY FUND SOURCE												
	2013/14		2014/15		2015/16		2016/17		2017/18		5 Year Total	
Fund Source	Anticipated Federal Funds	TIP Programmed										
HSIP	\$264,000	\$109,800	\$309,000	\$446,000	\$309,000	\$149,130	\$309,000	\$347,625	\$309,000	\$0	\$1,500,000	\$1,052,555
NHPP	\$3,066,000	\$2,978,251	\$1,404,000	\$1,403,973	\$1,404,000	\$1,192,212	\$1,404,000	\$1,600,783	\$1,404,000	\$1,403,999	\$8,682,000	\$8,579,218
Sect. 1702	\$493,600	\$493,600	\$256,000	\$256,000	\$1,158,400	\$1,158,400	\$0	\$0	\$0	\$0	\$1,908,000	\$1,908,000
SRTS	\$0	\$0	\$204,950	\$204,950	\$0	\$0	\$0	\$0	\$0	\$0	\$204,950	\$204,950
STP-Flex	\$1,942,000	\$1,930,232	\$1,537,000	\$1,718,784	\$1,581,800	\$1,570,016	\$1,441,000	\$1,441,000	\$1,441,000	\$1,286,560	\$7,942,800	\$7,946,592
FHWA Federal Aid Total	\$5,765,600	\$5,511,883	\$3,710,950	\$4,029,707	\$4,453,200	\$4,069,758	\$3,154,000	\$3,389,408	\$3,154,000	\$2,690,559	\$20,330,750	\$19,691,315

Highway Safety Improvement Program (HSIP)
National Highway Performance Program (NHPP)
Sect.1702 – SAFETEA-LU Dedicated Funding
Safe Routes to School (SRTS)
Surface Transportation Program Flexible Spending (STP-Flex)

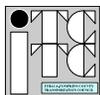
2014-18 TIP DISTRIBUTION OF FUNDS BY FEDERAL FISCAL YEAR BY MATCH SOURCE				
Fed. Fiscal Year	Federal	State	Local	Total
Year 1 (13/14)	\$5,511,883	\$936,961	\$425,760	\$6,874,604
Year 2 (14/15)	\$4,069,707	\$771,826	\$122,863	\$4,924,396
Year 3 (15/16)	\$4,069,758	\$632,557	\$364,170	\$5,066,485
Year 4 (16/17)	\$3,389,408	\$496,113	\$302,958	\$4,188,479
Year 5 (17/18)	\$2,690,559	\$558,240	\$114,400	\$3,363,199
	\$19,673,690	\$3,379,354	\$1,377,119	\$24,417,163

2014-2018 Transportation Improvement Program
PROGRAMMED FUNDING FOR 5-YR PROGRAM BY FUND SOURCE

PIN	Project Name	Sponsor	Fund Source	Total Cost
305758	Rt 13 at Trumbull Corners Rd, Town Of Newfield – NYSDOT	NYSDOT	HSIP	\$586,000
375590	Pedestrian Signal Countdown Timer Safety Timer	City of Ithaca	HSIP	\$147,700
305756	Cayuga Heights Rd. Bridge over Route 13, Village of Lansing	NYSDOT	NHPP	\$2,440,000
395035	Route 13 Pedestrian Crossing, City Of Ithaca	City of Ithaca	NHPP	\$538,220
305764	Element Specific Bridge Repair – Route 13 over Chaffee Creek	NYSDOT	NHPP	\$279,000
305763	Route 13 over Pony Hollow Creek	NYSDOT	NHPP	\$449,000
305760	Element Specific Repair – Route 13 over Fall Creek	NYSDOT	NHPP	\$565,000
305762	Rt13 over Pony Hollow Creek 2	NYSDOT	NHPP	\$321,000
305761	Rt13 over Cascadilla Creek	NYSDOT	NHPP	\$404,000
375592	Elmira Road Overlay and Signal Replacement	City Of Ithaca	NHPP	\$1,054,000
3T6219	Block Project: Bridge and Pavement Preservation 2017	Will Vary According to Project	NHPP	\$1,338,391
3T6220	Block Project: Bridge and Pavement Preservation 2018	Will Vary According to Project	NHPP	\$747,343
3T6221	Block Project: Bridge and Pavement Preservation 2015	Will Vary According to Project	NHPP	\$572,400
3T6222	Block Project: Bridge and Pavement Preservation 2016	Will Vary According to Project	NHPP	\$283,309
RTP000	Recreational Trails Program Block	Will Vary According to Project	Recreational Trails Program	\$0
375453	Peruville Road	Tompkins County	SAFETEA-LU Sect. 1702	\$2,000,000
375452	Gateway Trail (Pedestrian and Bicycle Path)	Town Of Ithaca	SAFETEA-LU Sect. 1702	\$385,000
SB0000	Scenic Byways Block	Will Vary According to Project	Scenic Byways	\$0
375566	SRTS, "North East Ithaca Speed Enforcement Project"	Town of Ithaca	SRTS	\$0
375564	SRTS, Traffic Calmed Route Network	City Of Ithaca	SRTS	\$204,950
SRTS00	Safe Routes to School Block	Will Vary According to Project	SRTS	\$0
375462	Intersection Bulb-outs on West Green Street & West Seneca	City Of Ithaca	STP-FLEX	\$258,550
375534	Lake Street Bridge Rehabilitation	City Of Ithaca	STP-FLEX	\$1,464,250
395047	Cayuga Waterfront Trail	City of Ithaca	STP-FLEX	\$940,500
375588	Mobility Management	Tompkins County	STP-FLEX	\$110,000
375589	Cecil A. Malone Drive Bridge Deck	City of Ithaca	STP-FLEX	\$1,810,000



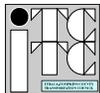
375591	Pedestrian Corridor Study Rt. 96B	Town of Ithaca	STP-FLEX	\$95,000
319304	Route 327 over Enfield Creek,	NYSDOT	STP-FLEX	\$369,000
303318	Rt366 over Fall Creek	NYSDOT	STP-FLEX	\$768,000
375593	CR110, Ellis Hollow Road	Tompkins County	STP-FLEX	\$780,000
375594	Stewart Av. Bridge Painting	City Of Ithaca	STP-FLEX	\$450,650
375595	Rt.366: Varna Corridor Redevelopment	Town of Dryden	STP-FLEX	\$466,250
375324	Coddington Road (Phase I)	Tompkins County	STP-FLEX/HSIP	\$1,150,000
380653	Regional Joint Repair Contract	NYSDOT	STP-FLEX/NHPP	\$45,600
380693	Safety / Overhead Signs	NYSDOT	STP-FLEX/NHPP	\$18,100
3B1403	Diving: State/Local Bridges	NYSDOT	STP-FLEX/NHPP	\$36,640
3B1406	Work Zone Traffic Control	NYSDOT	STP-FLEX/NHPP	\$176,000
3B1501	State Forces Bridge Inspection By State Forces 2015	NYSDOT	STP-FLEX/NHPP	\$240,000
3B1402	Bridge Inspection by Consultants	NYSDOT	STP-FLEX/NHPP	\$512,000
380658	Regional Bridge Joint Repair Contract	NYSDOT	STP-FLEX/NHPP	\$86,560
380659	Deck Treatment Contract	NYSDOT	STP-FLEX/NHPP	\$184,000
380695	Regional Overhead Sign Structure & Panel Repair/Replace Contract	NYSDOT	STP-FLEX/NHPP	\$18,750
3B1601	State/Local Bridge Inspection By State Forces	NYSDOT	STP-FLEX/NHPP	\$240,000
3B1603	Diving, State/Local Bridges	NYSDOT	STP-FLEX/NHPP	\$45,800
3B1608	Regional Work-Zone Traffic Control Contract	NYSDOT	STP-FLEX/NHPP	\$149,200
3B1701	State And Local Bridge Inspection	NYSDOT	STP-FLEX/NHPP	\$240,000
3B1802	State And Local Bridge Inspection By State Forces	NYSDOT	STP-FLEX/NHPP	\$320,000
3B1803	Diving, State/Local Bridges	NYSDOT	STP-FLEX/NHPP	\$36,600
3M1401	Bridge Clean & Wash	NYSDOT	STP-FLEX/NHPP	\$176,000
3M1504	Bridge Job Order Contract	NYSDOT	STP-FLEX/NHPP	\$184,000
3M1601	Bridge Clean And Wash Contract	NYSDOT	STP-FLEX/NHPP	\$178,400
3M1604	Bridge Job Order Contract	NYSDOT	STP-FLEX/NHPP	\$184,000
380660	Bridge Painting Contract	NYSDOT	STP-FLEX/NHPP	\$368,000
RC0000	Railroad Crossings Block	Will Vary According to Project	STP-RAIL	\$0
TEP000	Transportation Enhancement Program Block	Will Vary According to Project	STP-TEP	\$0
TA0000	Transportation Alternatives Program Block	Will Vary According to Project	TAP	\$0
TCSP00	Transportation and Community System Preservation Block	Will Vary According to Project	TCSP	\$0
TOTAL:				\$24,417,163



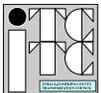
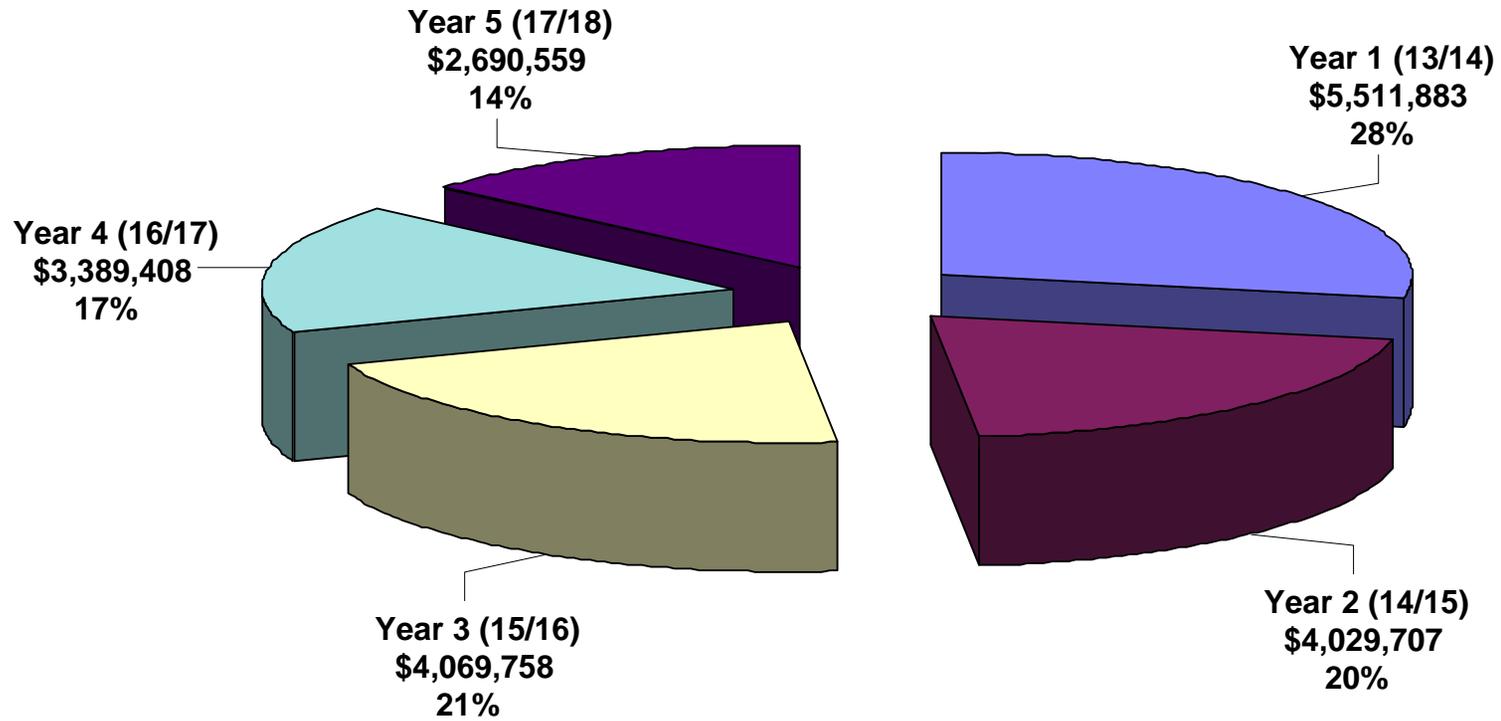
TOTALS BY FUND SOURCE			
Fund Source*	Federal Share		Projects Total**
Highway Safety Improvement Program (HSIP)	\$1,052,555		\$1,169,950
National Highway Performance Program (NHPP)	\$8,579,218		\$10,724,023
Sect.1702 Dedicated Funding	\$1,908,000		\$2,385,000
Safe Routes to School (SRTS)	\$204,950		\$204,950
Surface Transportation Program Flexible Spending (STP-Flex)	\$7,946,592		\$9,933,240
TOTALS:	\$19,691,315		\$24,417,163

*See 'Funding Category Descriptions' section, page 6 of this document, for more information

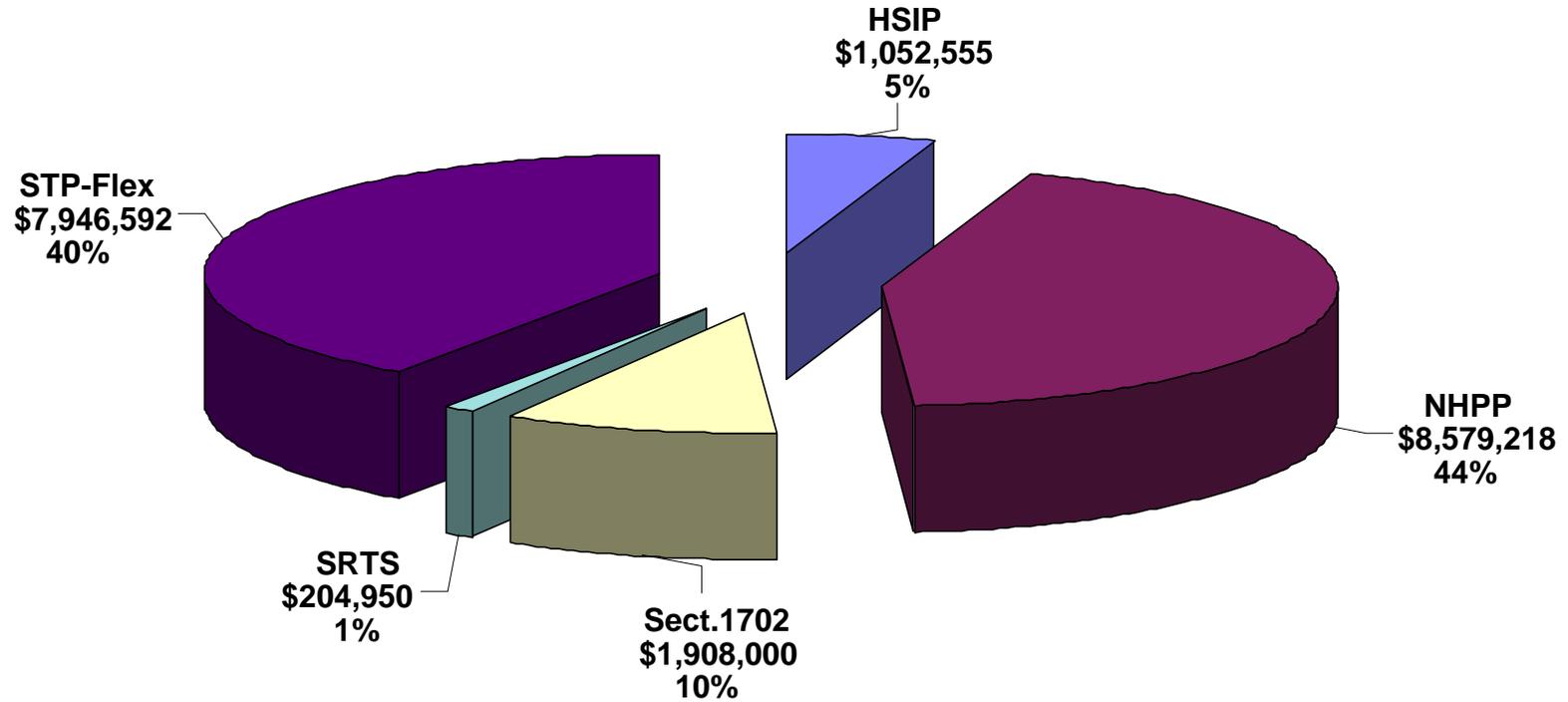
**Federal share + non-federal state &/or local share



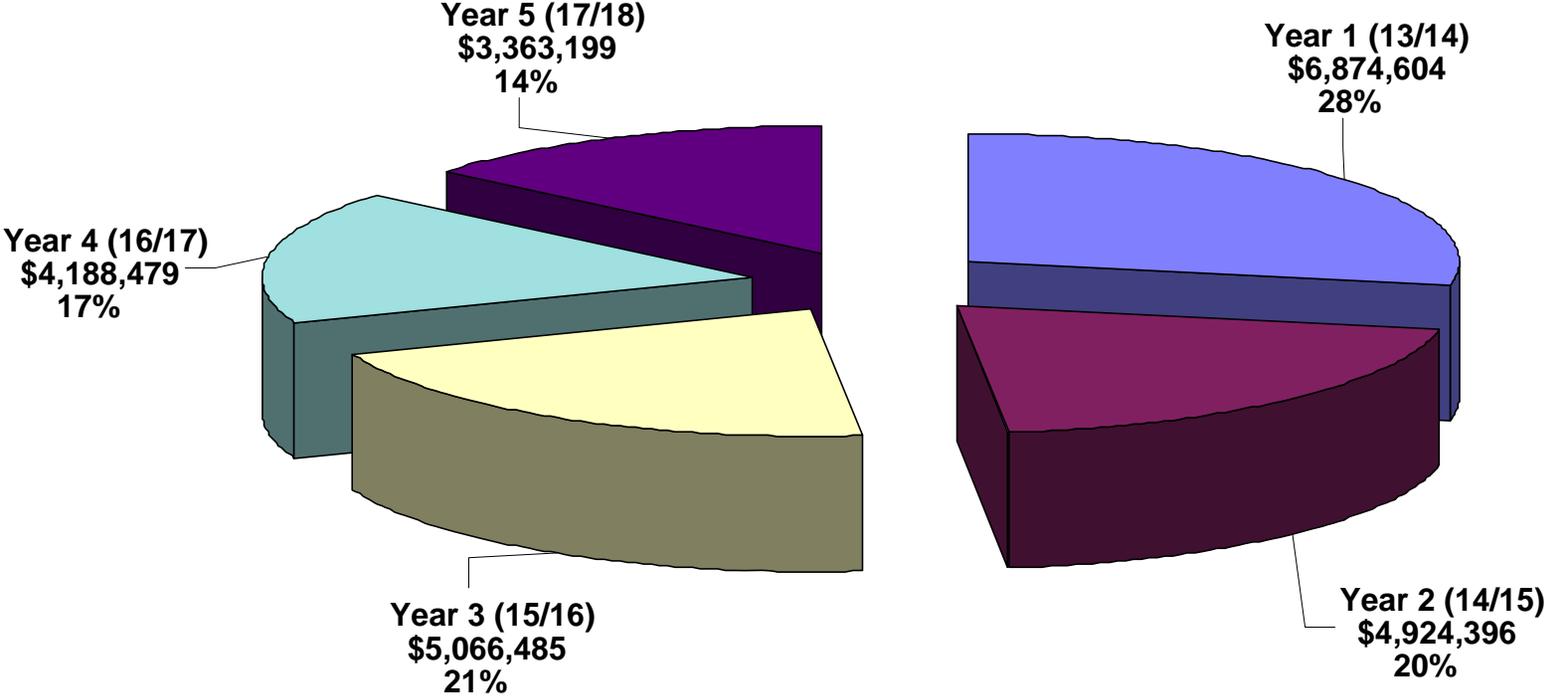
**5 Yr. Programmed Federal Funding by Fiscal Year
(Federal Dollars \$19,691,315)**



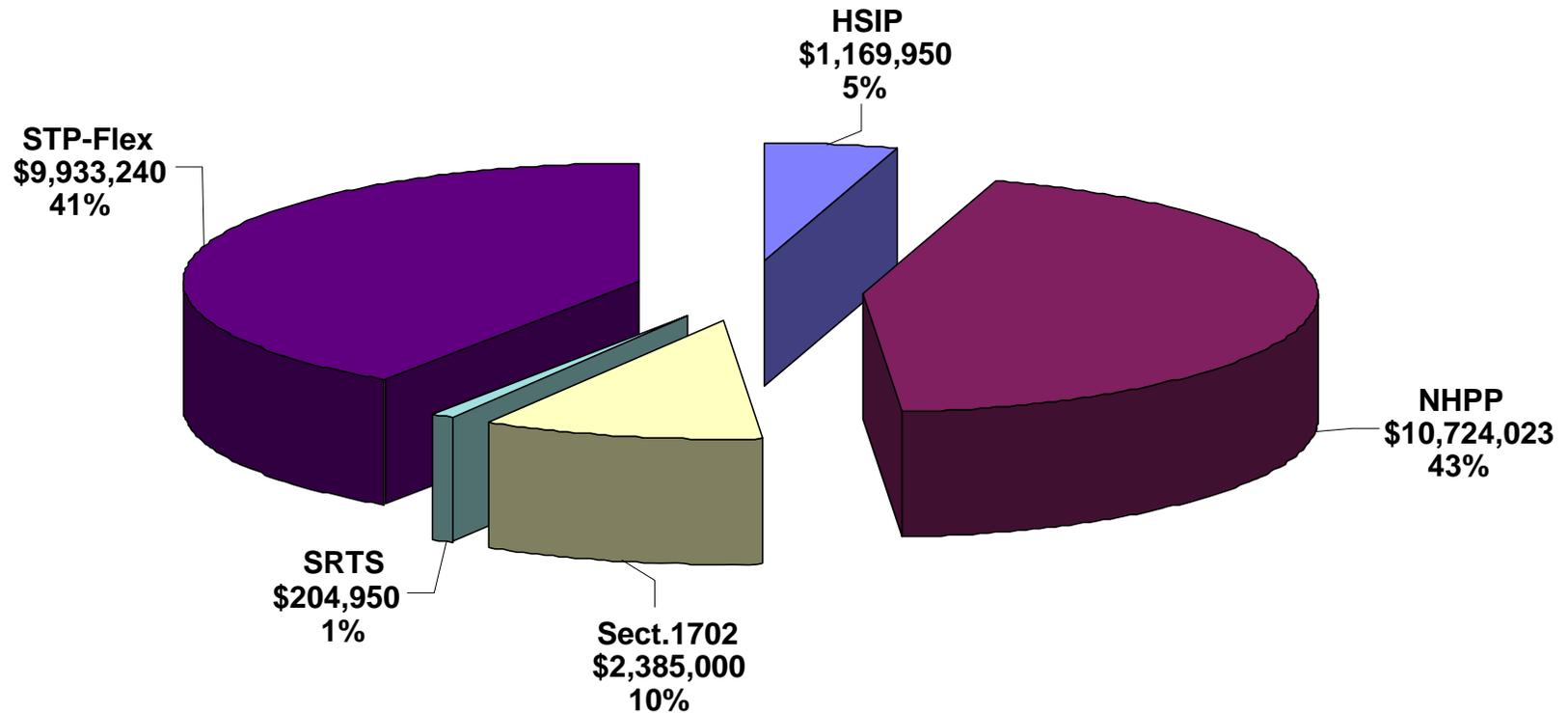
**5 Yr. Total Federal Funding Programmed by Fund Category
(Federal Dollars \$19,691,315)**



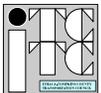
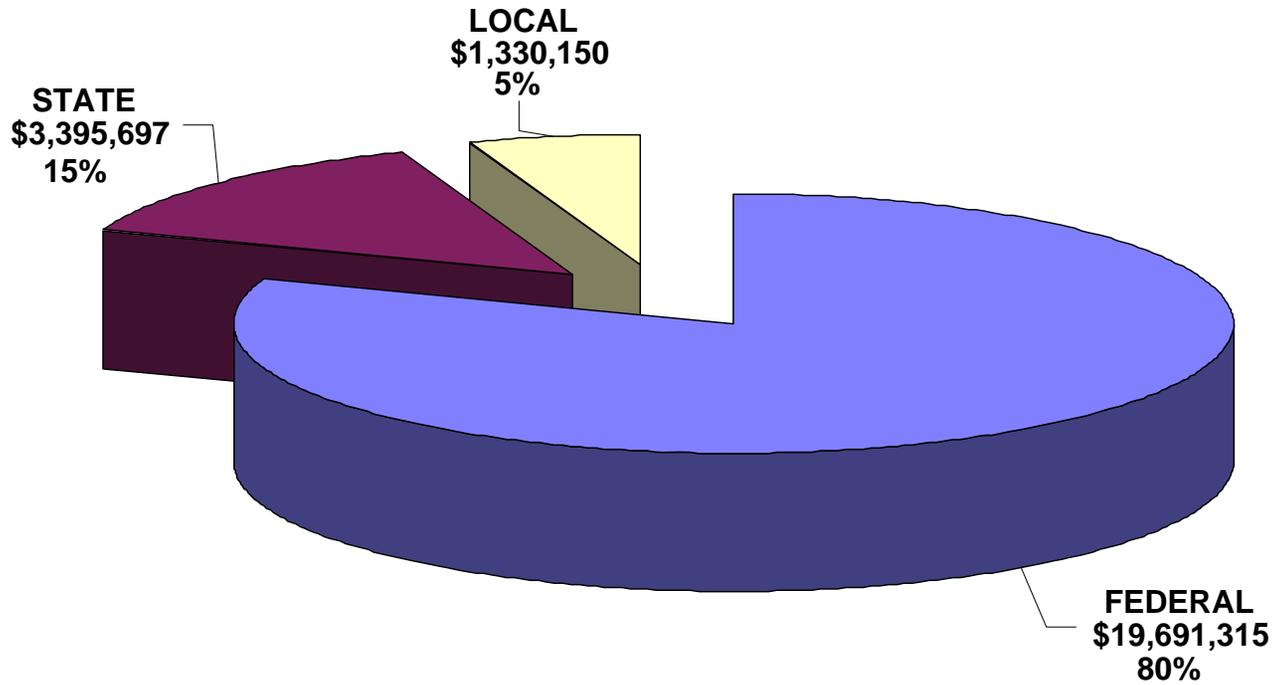
**5 Yr. Total Funding Programmed by Fiscal Year
(Federal Dollars \$24,417,163)**



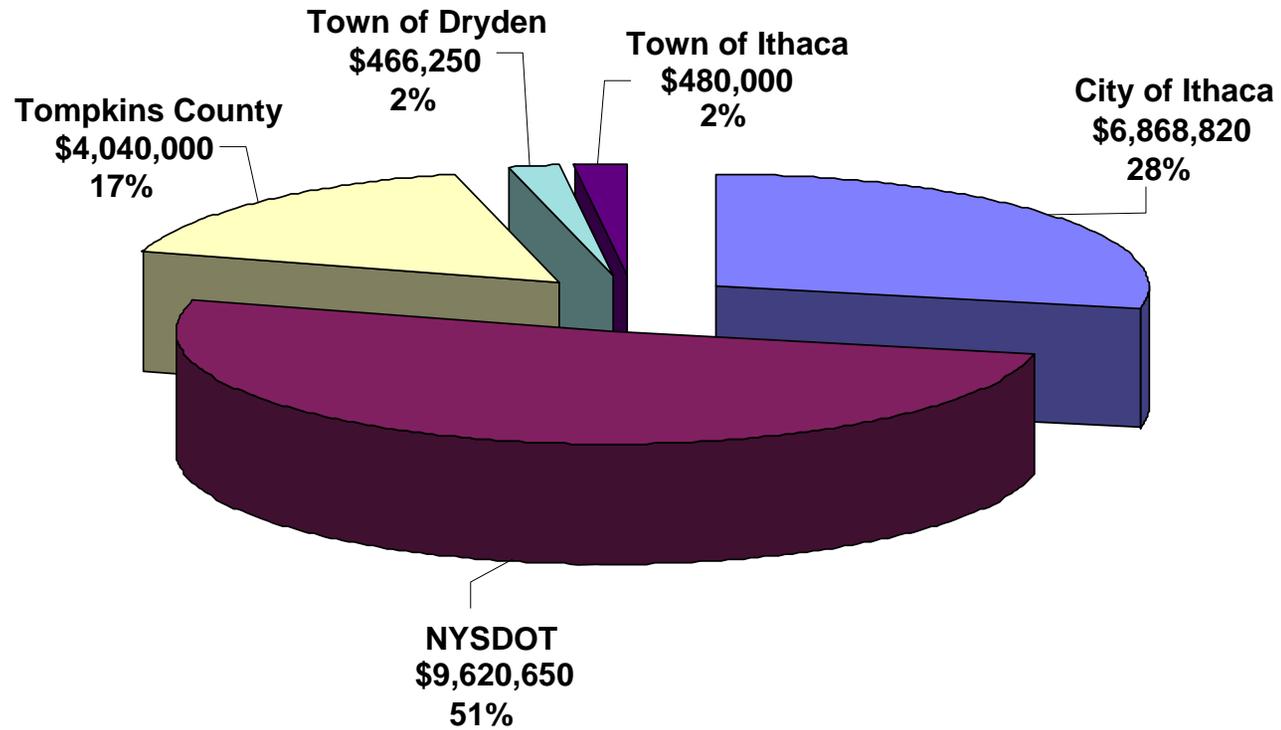
**5 Yr. Total Funding Programmed by Fund Category
(Total Dollars \$24,417,163)**



**DISTRIBUTION OF FUNDS BY SOURCE
(5 Yr. Total Dollars \$24,417,163)**

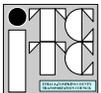


**DRAFT 2014-18 TIP: TOTAL PROGRAMMED FUNDS BY SPONSOR
(5 Yr. Total Dollars \$24,417,163)**



TIP MAPS

Note: Only Capital Projects are mapped.



2014-2018 TIP Projects

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

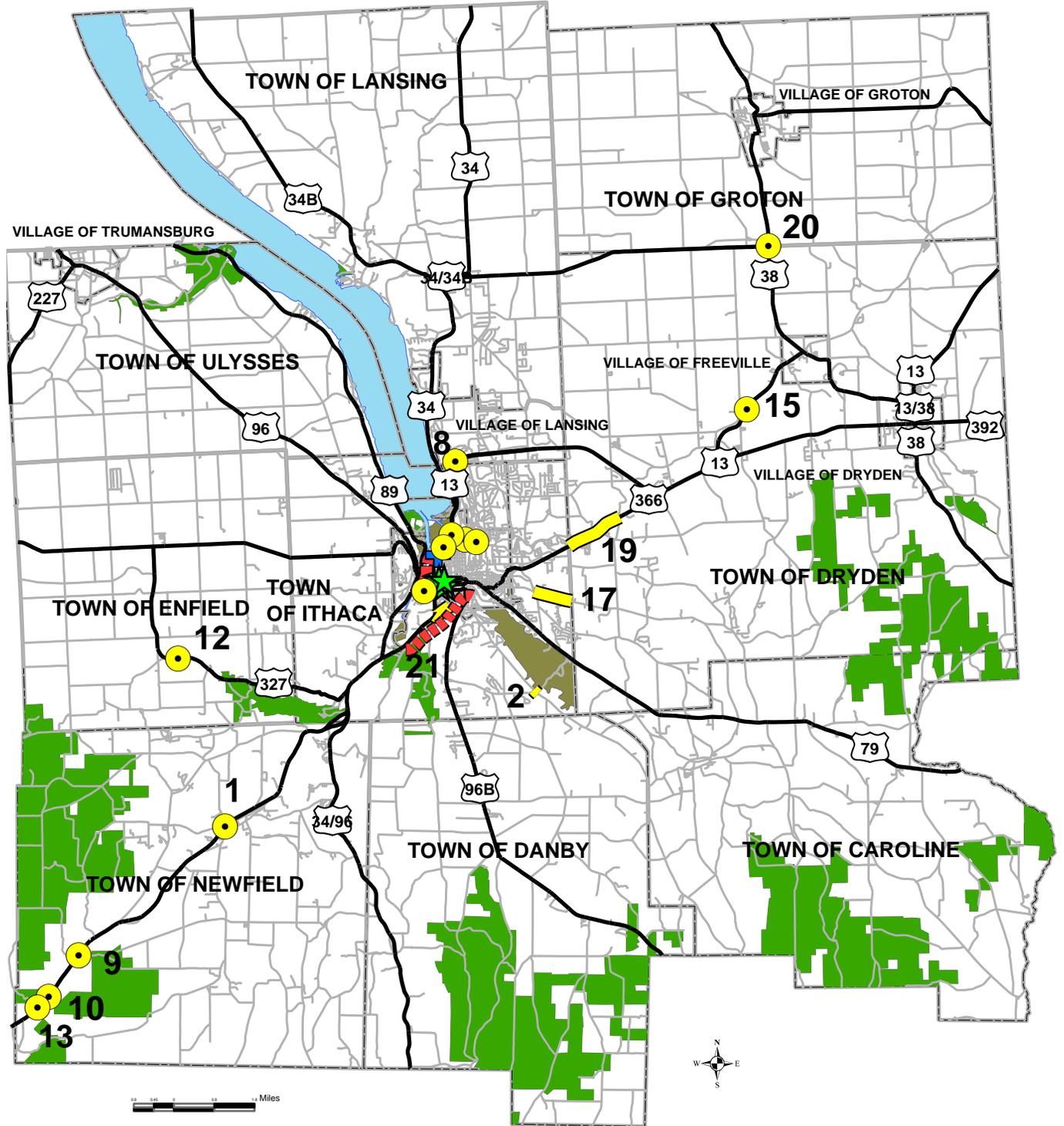
PROJECTS IN TOMPKINS COUNTY

Countywide Listing of Projects:

- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT



2014-2018 TIP Projects

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

PROJECTS IN ITHACA

Countywide Listing of Projects:

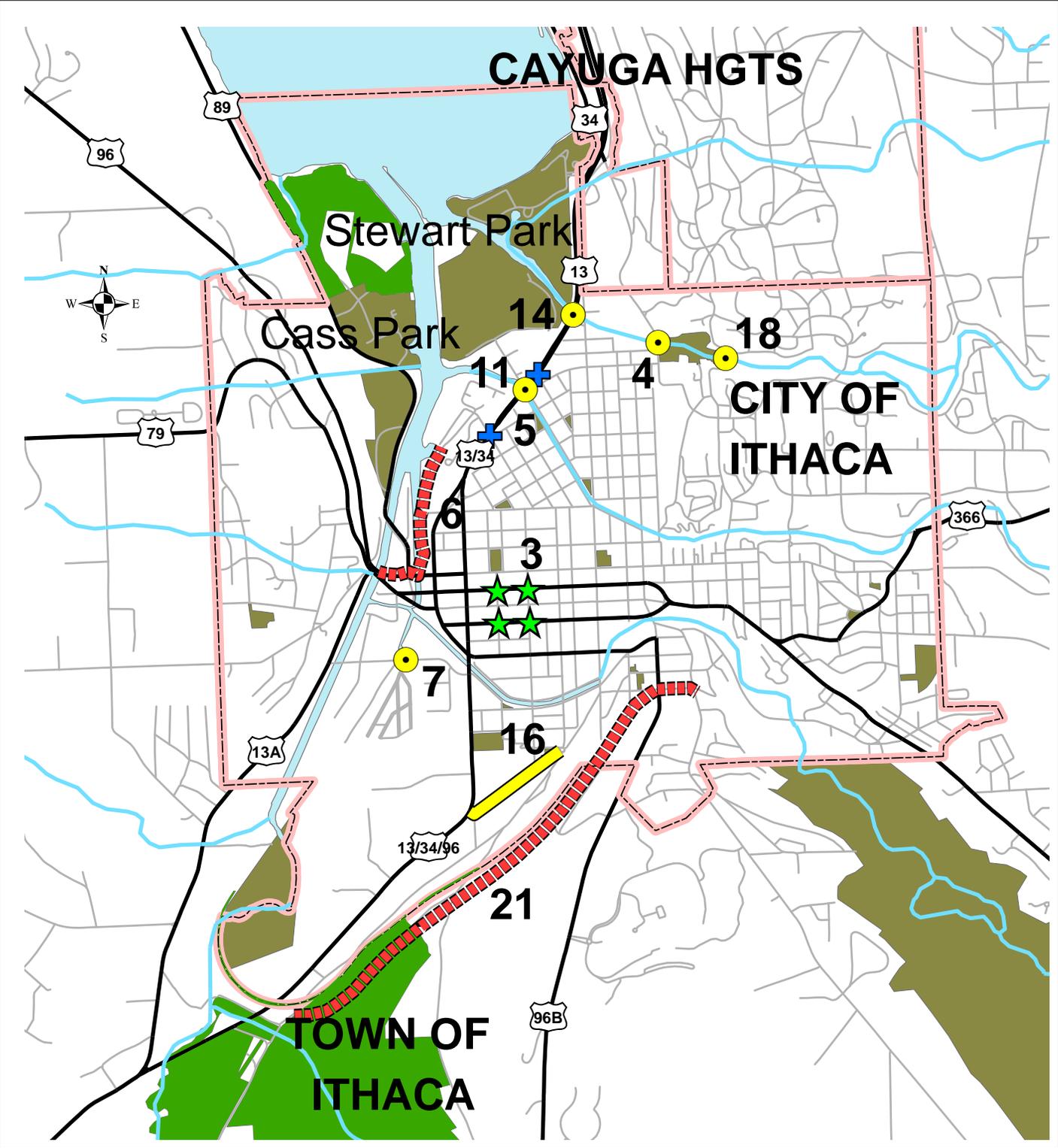
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

0.25 0.125 0 0.25 0.5 Miles



Legend

- PAVEMENT PROJECT
- BRIDGE PROJECT
- PEDESTRIAN SAFETY
- TRAFFIC SIGNAL IMPROVEMENT
- MULTI-USE TRAIL PROJECT



HISTORIC BRIDGES & STRUCTURES COUNTYWIDE

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

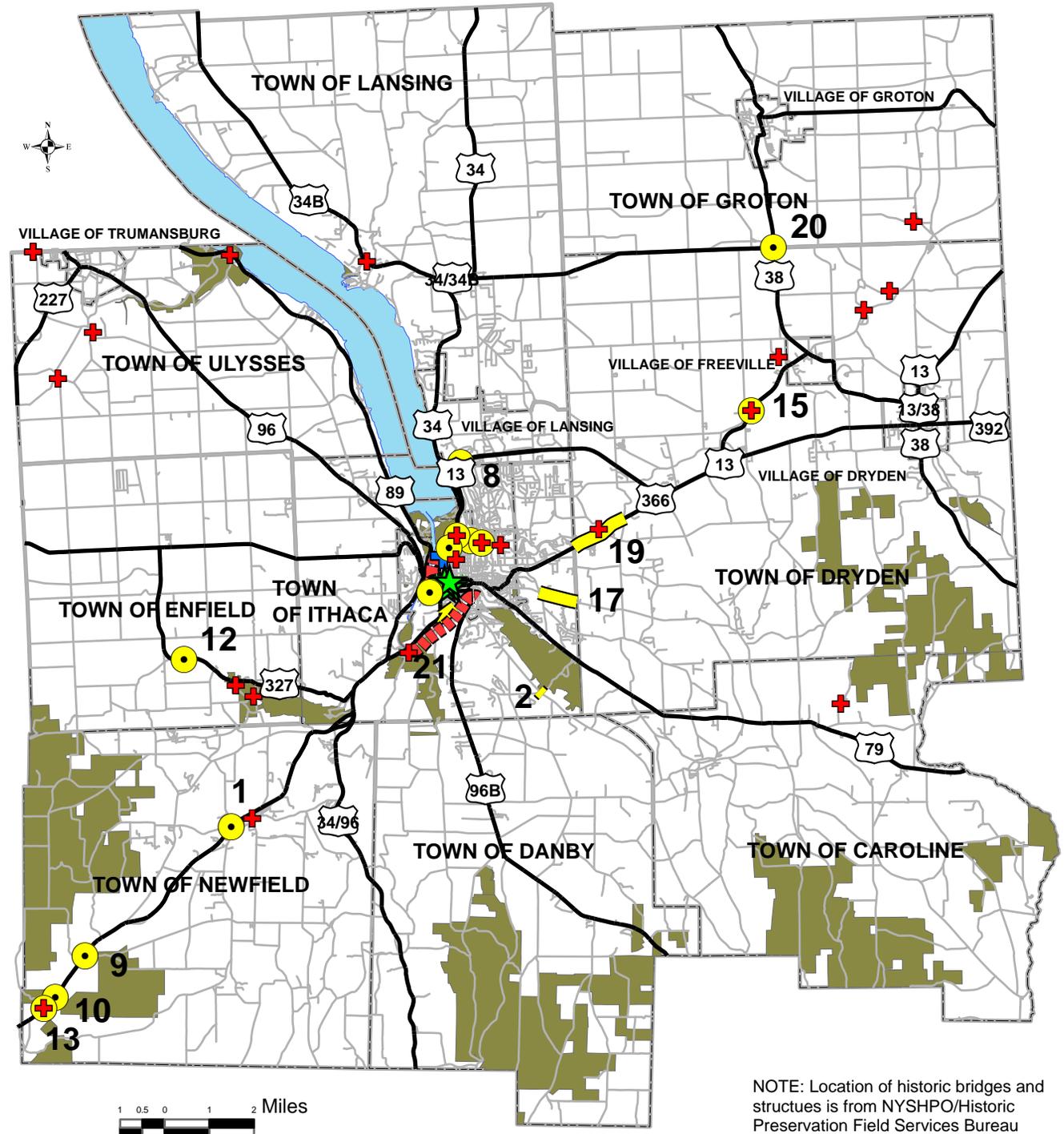
PROJECTS IN TOMPKINS COUNTY

Countywide Listing of Projects:

- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-7]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT
-  HISTORIC BRIDGE
-  HISTORIC STRUCTURE



NOTE: Location of historic bridges and structures is from NYSHPO/Historic Preservation Field Services Bureau

HISTORIC BRIDGES & STRUCTURES ITHACA

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

PROJECTS IN ITHACA

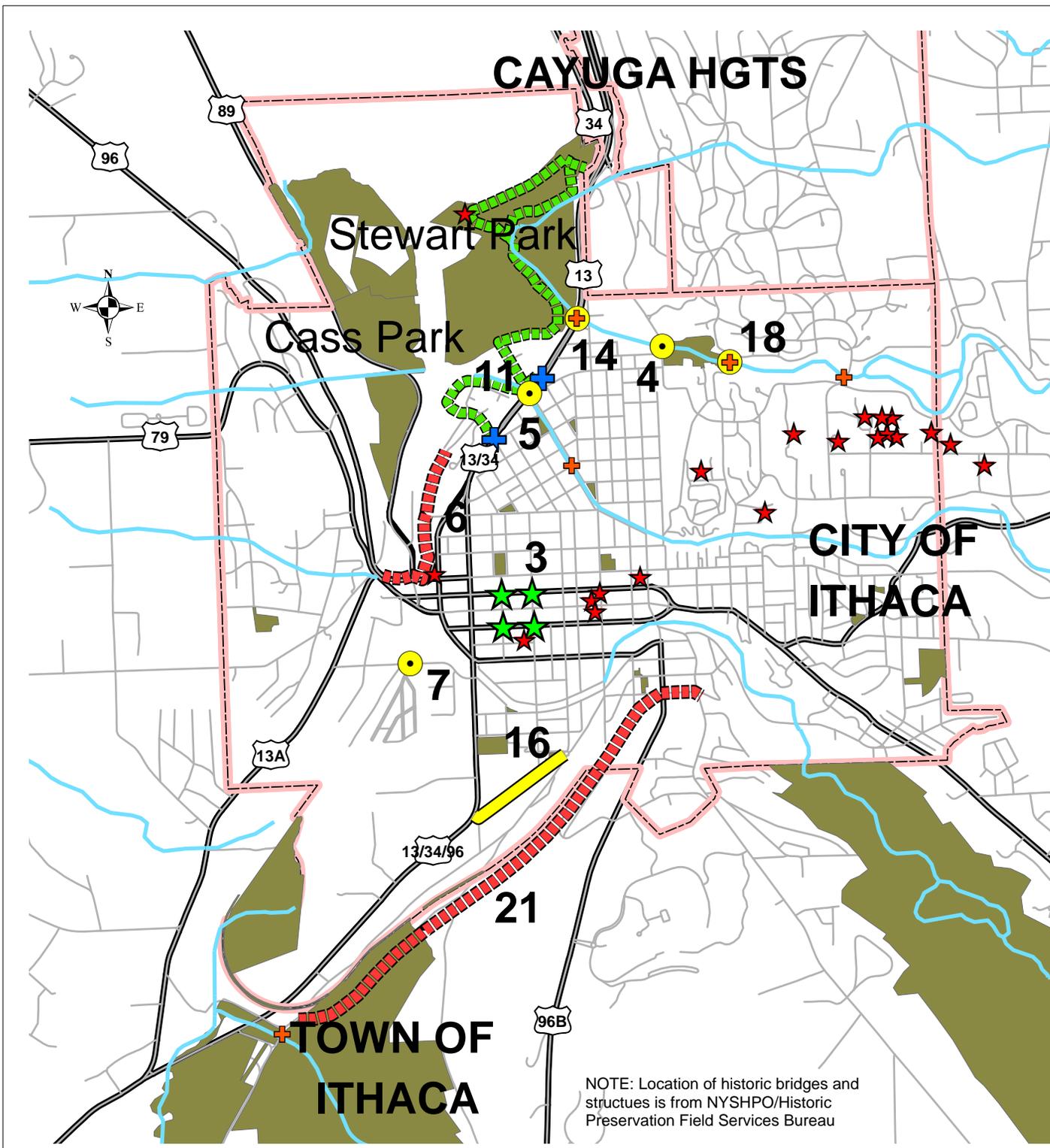
Countywide Listing of Projects:

- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT
-  HISTORIC BRIDGE
-  HISTORIC STRUCTURE

0.25 0.125 0 0.25 0.5 Miles



NOTE: Location of historic bridges and structures is from NYSHPO/Historic Preservation Field Services Bureau

**AREAS WITH LOW HOUSEHOLD INCOME
2009 CENSUS ACS - COUNTYWIDE**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

**TIP 2014-2018
PROJECTS IN
TOMPKINS COUNTY**

Countywide Listing of Projects:

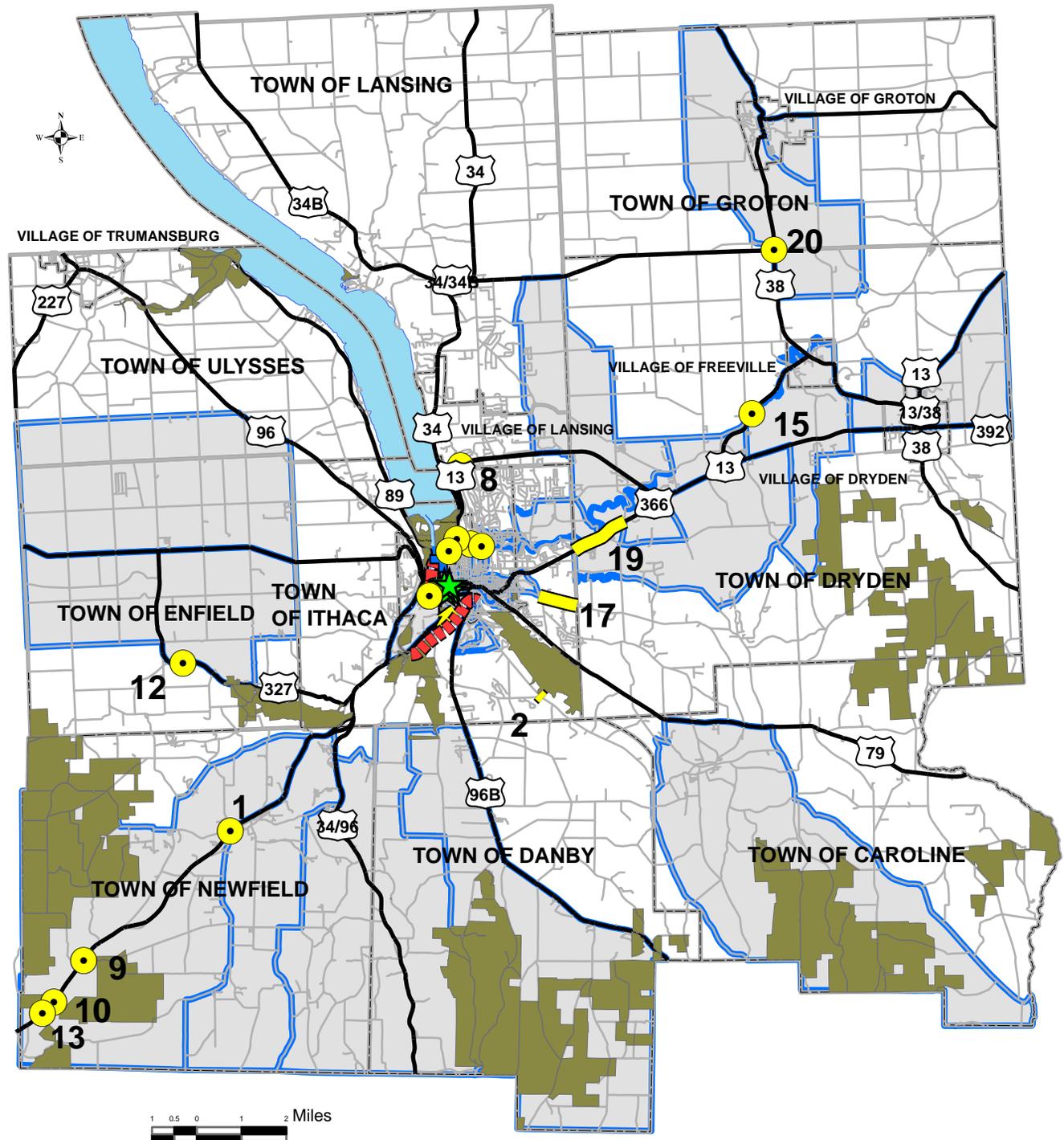
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

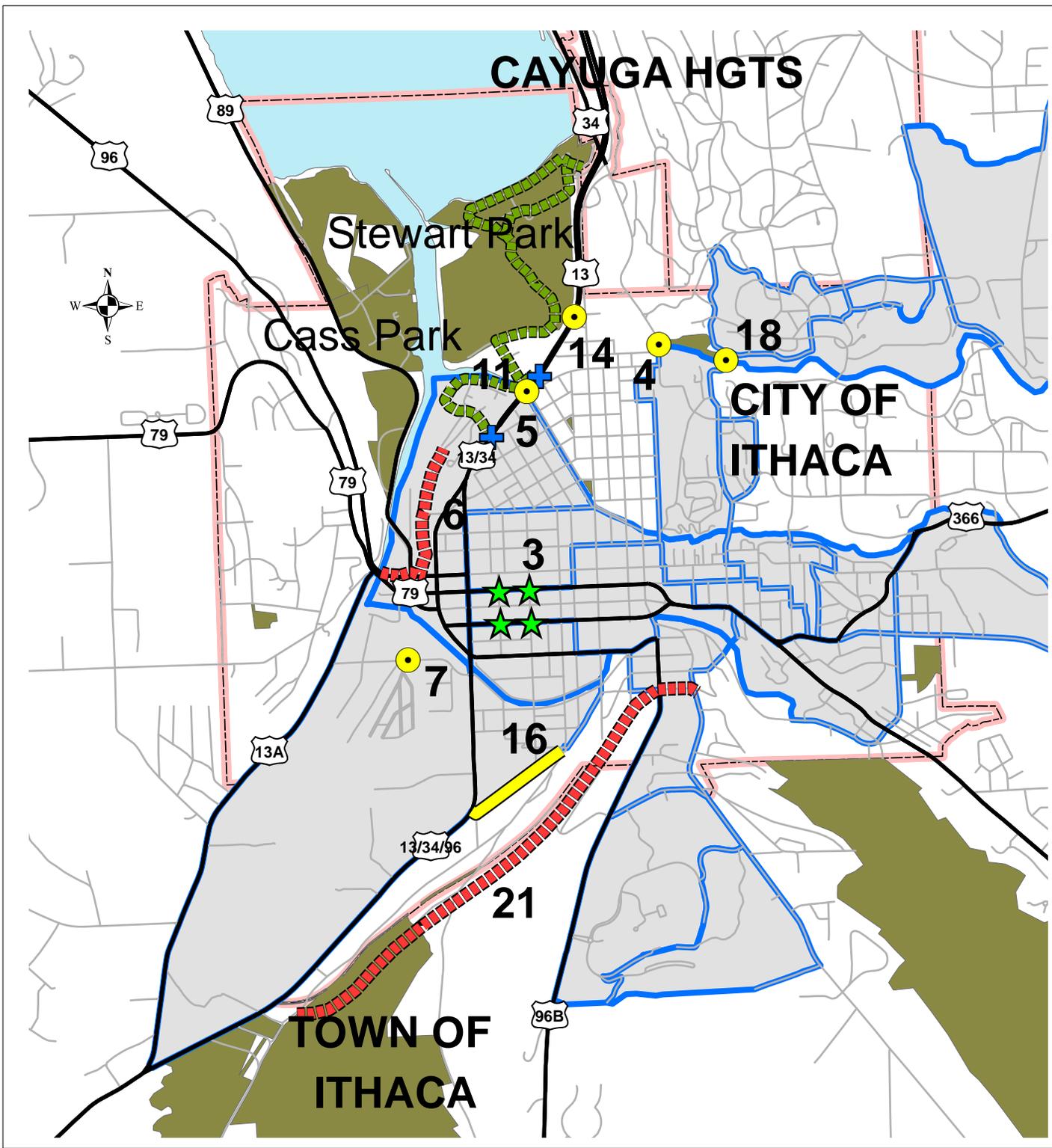
Legend

-  Cayuga_Hgts_Bridge_over_Rt_13
-  City and State Parks / Forests
-  Areas w/ ACS2009 Household Income < County Avg

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT





AREAS WITH LOWEST FAMILY INCOME

2009 CENSUS ACS - ITHACA

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

PROJECTS IN ITHACA

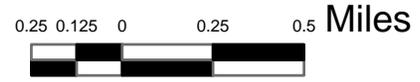
- Countywide Listing of Projects:
- #1 Rt 13 at Trumbull Cors Rd [305758]
 - #2 Coddington Rd (Phase 1) [375324]
 - #3 West Green St & West Seneca St Bulb-outs [375462]
 - #4 Lake St Bridge Rehab [375534]
 - #5 Rt 13 Pedestrian Crossings [395035]
 - #6 Cayuga Waterfront Trail - Phase 2 [395047]
 - #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
 - #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
 - #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
 - #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
 - #11 Bridge Repair: Rt 13 over Fall Creek [305760]
 - #12 Bridge: Rt 327 over Enfield Creek [319304]
 - #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
 - #14 Bridge: Rt 13 over Cascadilla Creek [305761]
 - #15 Bridge: Rt 366 over Fall Creek [303318]
 - #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
 - #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
 - #18 Stewart Ave Bridge Painting [TBD-7]
 - #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
 - #20 Peruville Rd and Rt 38 [375453]
 - #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

- City and State Parks / Forests
- Areas w/ ACS2009 Household Income < County Average

Legend

- PAVEMENT PROJECT
- BRIDGE PROJECT
- PEDESTRIAN SAFETY
- TRAFFIC SIGNAL IMPROVEMENT
- MULTI-USE TRAIL PROJECT



MINORITY POPULATION 2010 CENSUS

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

PROJECTS IN TOMPKINS COUNTY

Countywide Listing of Projects:

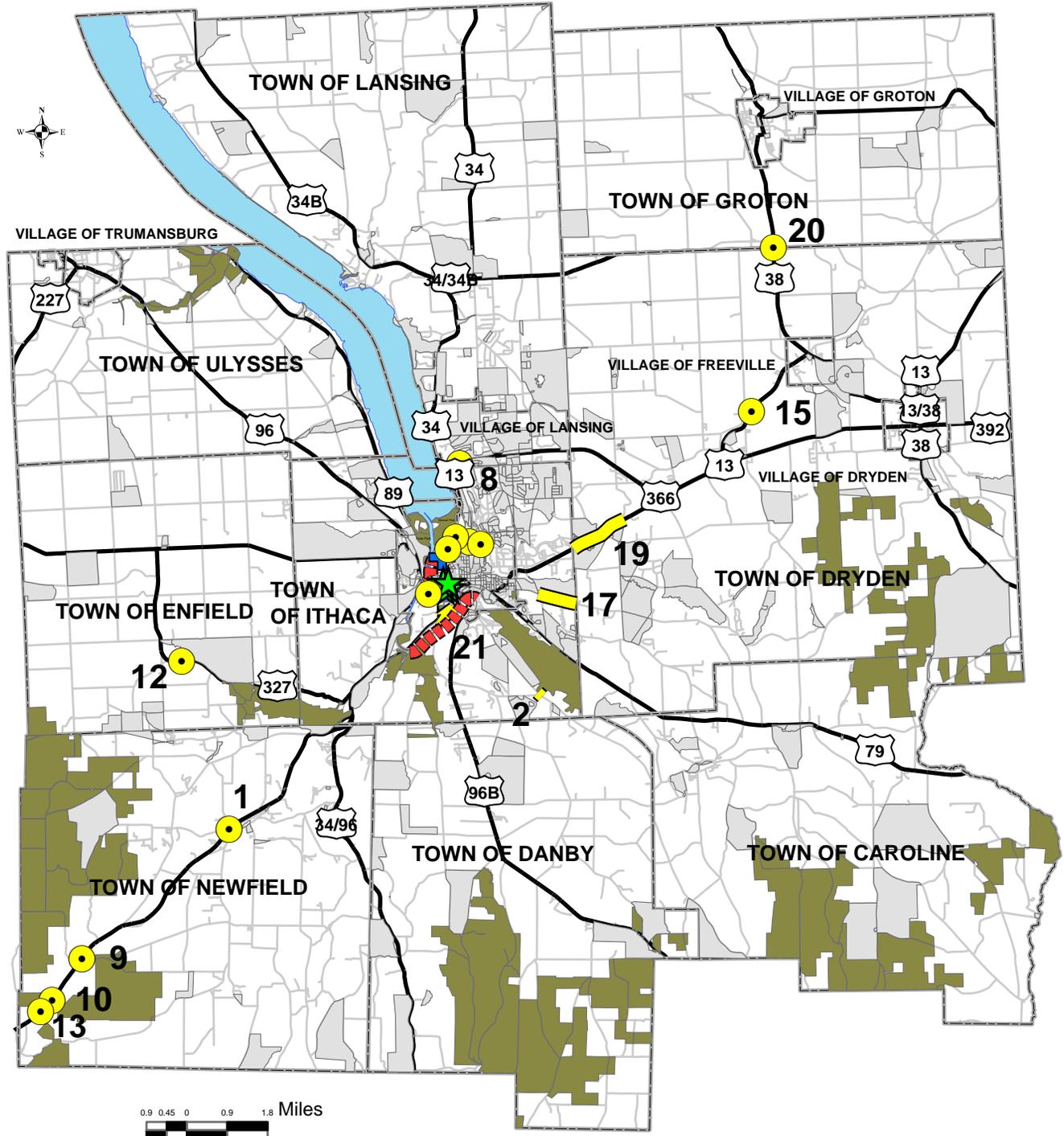
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  Cayuga_Hgts_Bridge_over_Rt_13
-  2010 Census Blocks w/ minority population > County AVG
-  City and State Parks / Forests

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT



**MINORITY POPULATION
2010 CENSUS - ITHACA**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

**TIP 2014-2018
PROJECTS IN
ITHACA**

Countywide Listing of Projects:

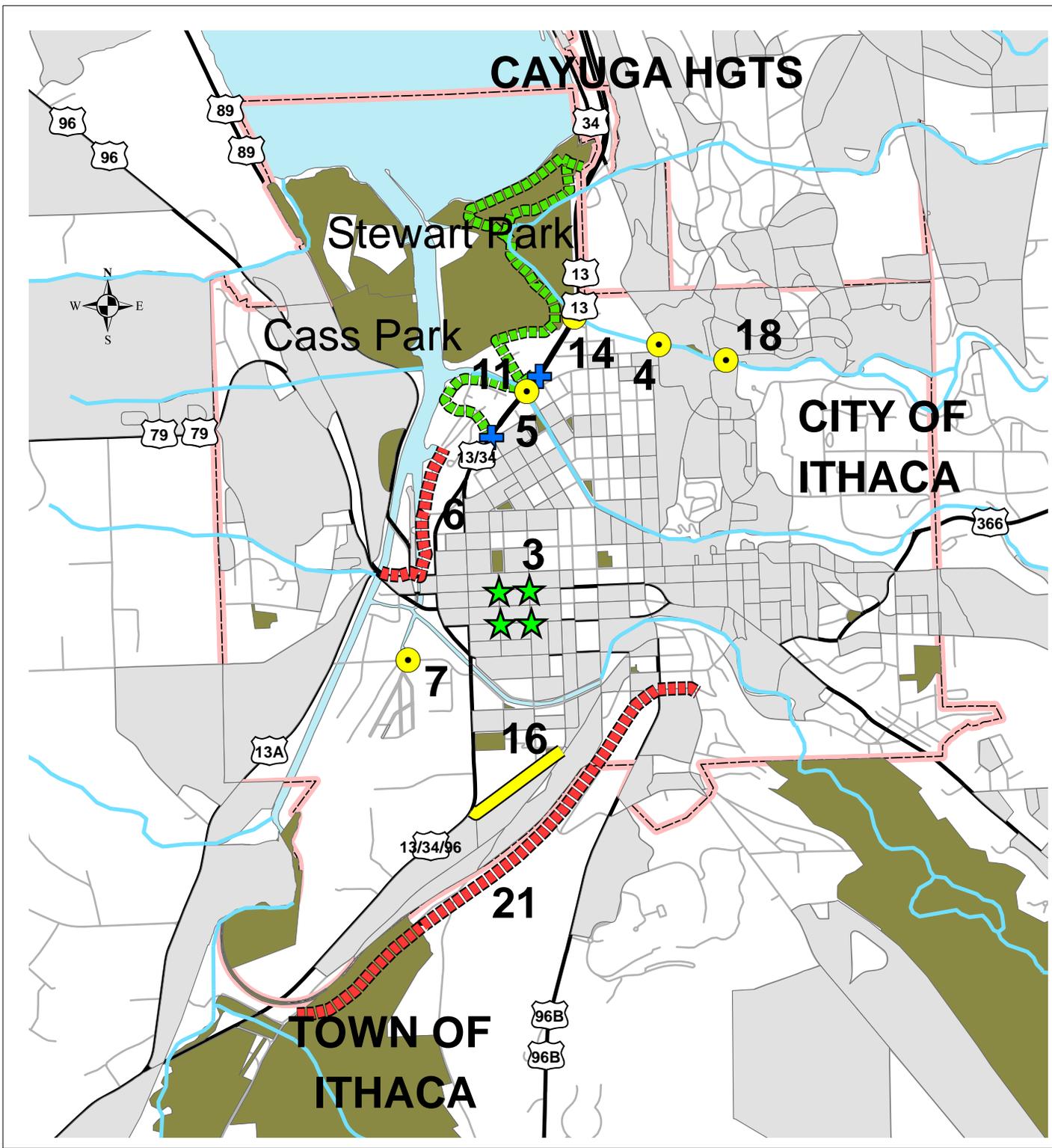
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

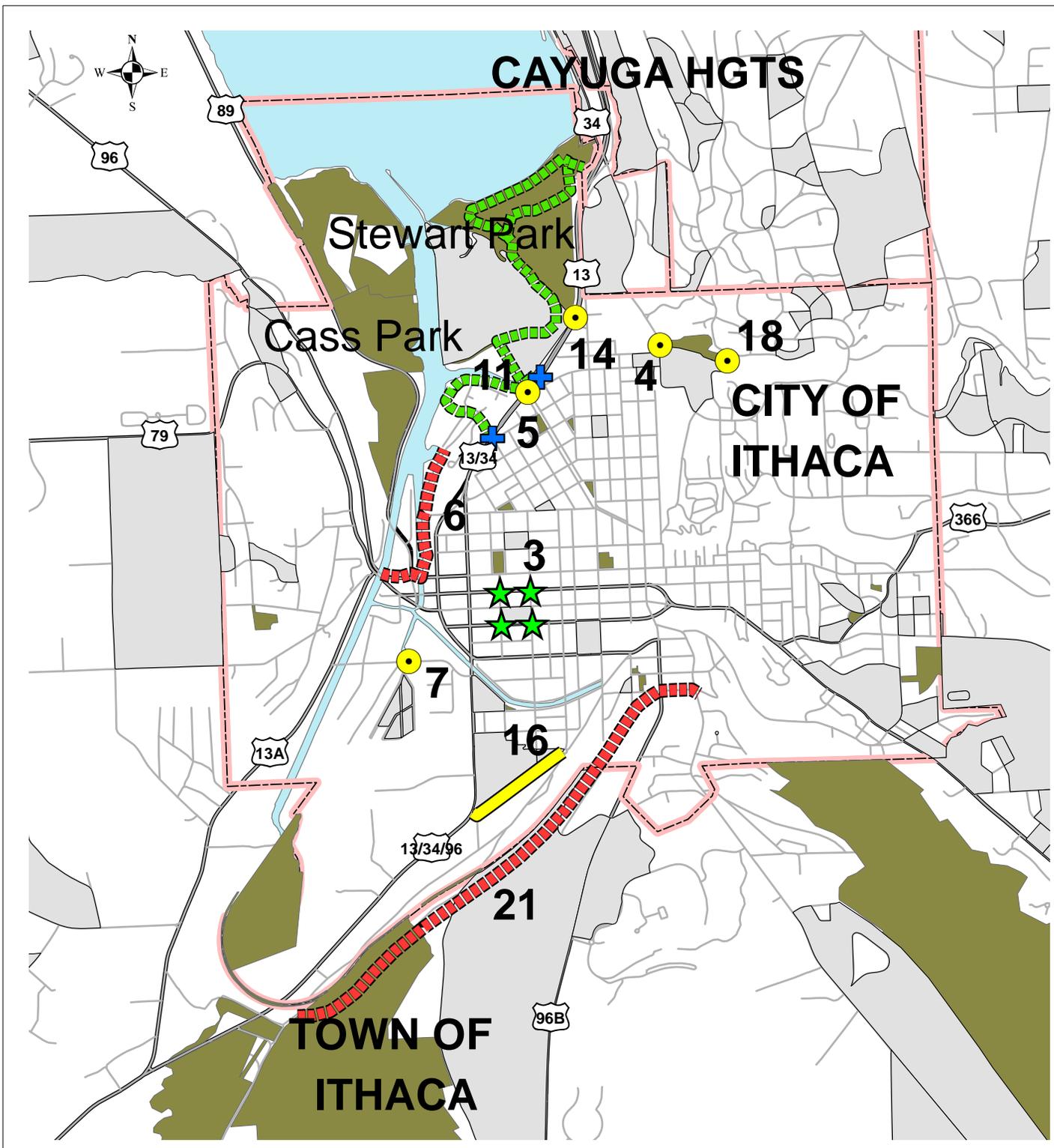
Legend

-  2010 Census Blocks w/ minority population > County AVG
-  City and State Parks / Forests

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT





**SENIOR POPULATION (>= 65 years old)
2010 CENSUS - ITHACA**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

**PROJECTS IN
ITHACA**

Countywide Listing of Projects:

- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  2010 Census Blocks w/ >= 65 age in HH > County AVG
-  City and State Parks / Forests

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT

0.25 0.125 0 0.25 0.5 Miles



**SENIOR POPULATION (>= 65 years old)
2010 CENSUS - COUNTYWIDE**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

**TIP 2014-2018
PROJECTS IN
TOMPKINS COUNTY**

Countywide Listing of Projects:

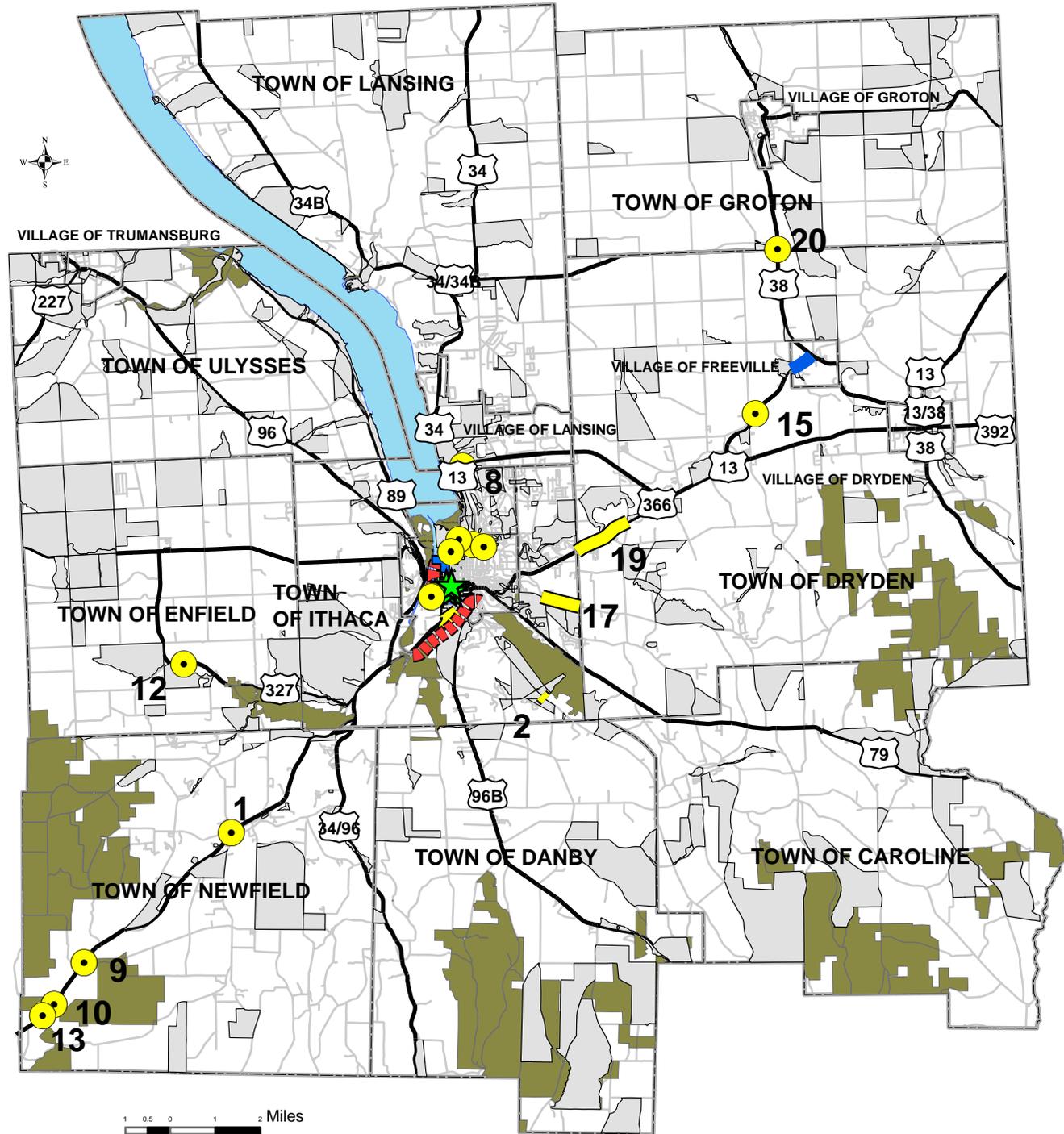
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  Cayuga_Hgts_Bridge_over_Rt_13
-  2010 Census: Fam HHs w/ > County avg of 65 age perons
-  City and State Parks / Forests

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT



UNAS, FEDERAL AND DEC WETLANDS COUNTYWIDE

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

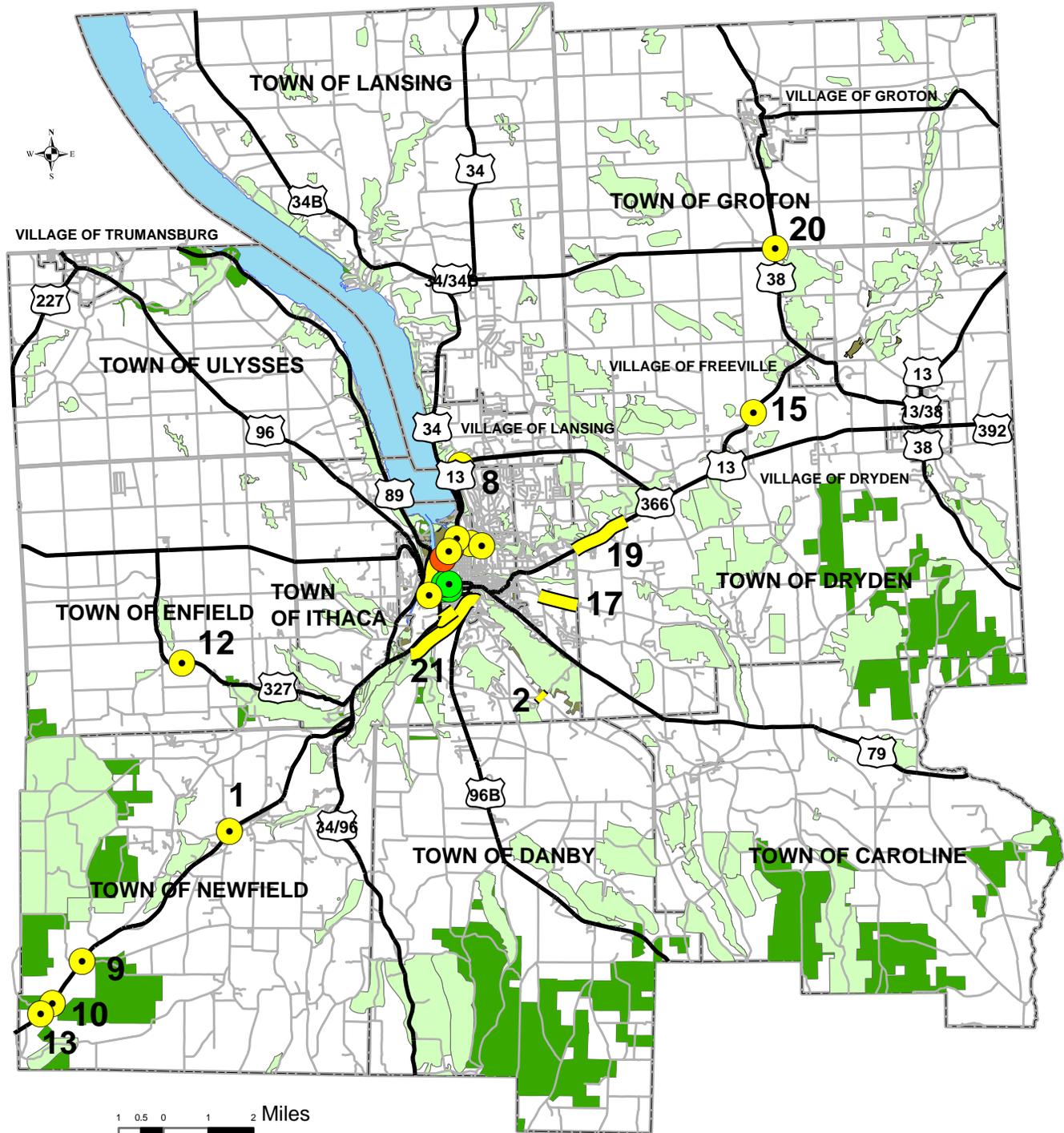
PROJECTS IN TOMPKINS COUNTY

Countywide Listing of Projects:

- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Bridge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

Legend

-  PAVEMENT PROJECT
-  BRIDGE PROJECT
-  PEDESTRIAN SAFETY
-  TRAFFIC SIGNAL IMPROVEMENT
-  MULTI-USE TRAIL PROJECT
-  UNIQUE NATURAL AREAS
-  FEDERAL WETLANDS
-  PARKS AND FORESTS
-  STATE DEC WETLANDS



**UNAS, FEDERAL AND DEC WETLANDS
ITHACA**

Prepared by the Ithaca Tompkins County Transportation Council
New York State Plane Central 1983 American Datum

TIP 2014-2018

**PROJECTS IN
ITHACA**

Countywide Listing of Projects:

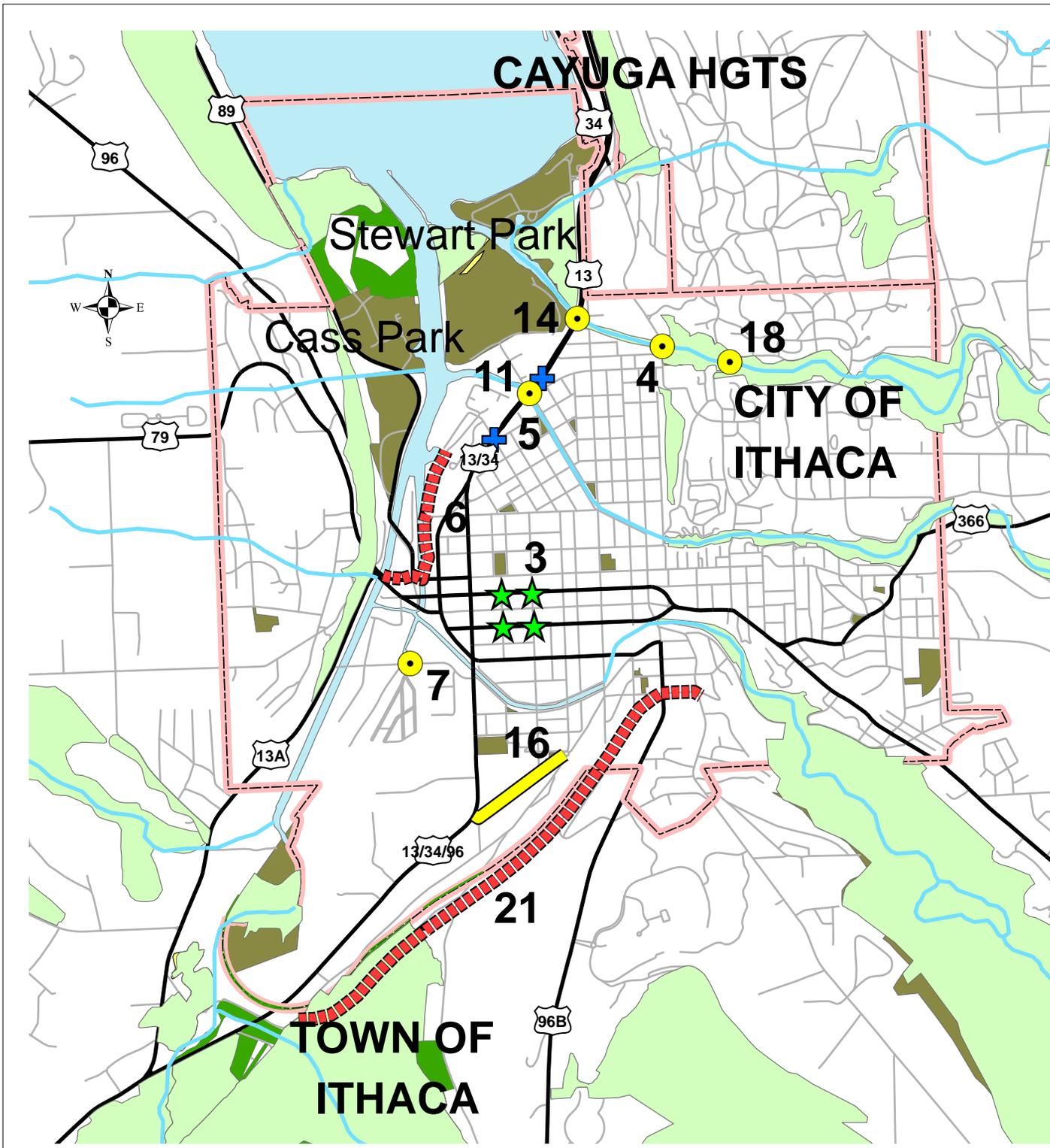
- #1 Rt 13 at Trumbull Cors Rd [305758]
- #2 Coddington Rd (Phase 1) [375324]
- #3 West Green St & West Seneca St Bulb-outs [375462]
- #4 Lake St Bridge Rehab [375534]
- #5 Rt 13 Pedestrian Crossings [395035]
- #6 Cayuga Waterfront Trail - Phase 2 [395047]
- #7 Cecil A. Malone Dr Bridge Deck [TBD-2]
- #8 Cayuga Heights Rd Bridge over Rt 13 [305756]
- #9 Brdge Repair - Rt 13 over Chaffee Creek [305764]
- #10 Bridge: Rt 13 over Pony Hollow Creek - 1 [305763]
- #11 Bridge Repair: Rt 13 over Fall Creek [305760]
- #12 Bridge: Rt 327 over Enfield Creek [319304]
- #13 Bridge: Rt 13 over Pony Hollow Creek - 2 [305762]
- #14 Bridge: Rt 13 over Cascadilla Creek [305761]
- #15 Bridge: Rt 366 over Fall Creek [303318]
- #16 Elmira Rd Overlay and Signal Replacement [TBD-4]
- #17 Ellis Hollow Rd from Pine Tree Rd to Game Farm Rd [TBD-6]
- #18 Stewart Ave Bridge Painting [TBD-7]
- #19 Rt 366 Varna Corridor Redevelopment [TBD-00]
- #20 Peruville Rd and Rt 38 [375453]
- #21 Gateway Trail (Pedestrian and Bicycle Path) [375452]

0.25 0.125 0 0.25 0.5 Miles

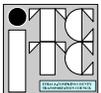


Legend

- Cayuga Hgts Bridge over Rt 13
- PAVEMENT PROJECT
- BRIDGE PROJECT
- PEDESTRIAN SAFETY
- TRAFFIC SIGNAL IMPROVEMENT
- MULTI-USE TRAIL PROJECT
- UNIQUE NATURAL AREAS
- FEDERAL WETLANDS
- PARKS AND FORESTS
- STATE DEC WETLANDS



END OF DOCUMENT



**ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL**

**2014-2018
TRANSPORTATION IMPROVEMENT
PROGRAM**