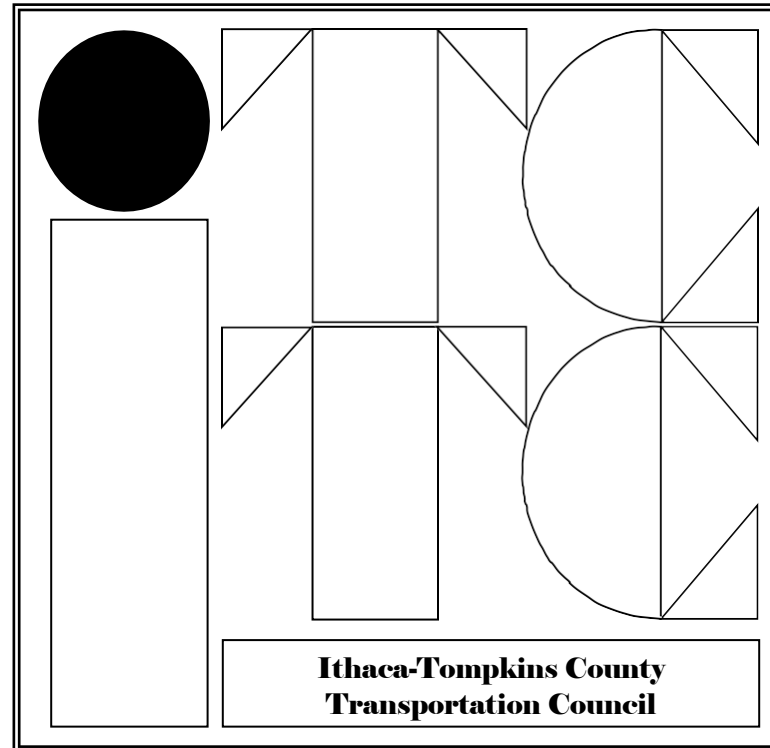


ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL



2026-2030

TRANSPORTATION IMPROVEMENT PROGRAM

Approved JUNE 17, 2025

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ABSTRACT

TITLE: 2026-2030 Transportation Improvement Program (TIP)

AUTHOR: *Ithaca-Tompkins County Transportation Council*

SUBJECT: Five-year program of federally funded transportation planning projects to be accomplished within Tompkins County, the planning region for Ithaca-Tompkins County Transportation Council, Metropolitan Planning Association for the Ithaca Urbanized Area.

DATE: June 17, 2025

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The 2026-2030 TIP may be viewed online at: <https://www.tompkinscountyny.gov/All-Departments/Ithaca-Tompkins-County-Transportation-Council/Transportation-Improvement-Program-TIP>

NUMBER OF PAGES: 77

DESCRIPTION: The purpose of this document is to provide members of the metropolitan planning organization, transportation providers, the 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, 2025 through September 30, 2030, 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 81, No. 103, May 27, 2016) as it pertains to the development of the Transportation Improvement Program (§450.326).

Comments regarding the contents of this document should be directed to the Director of the Ithaca-Tompkins County Transportation Council at the address above or at itctc@tom-pkins-co.org.

ADOPTION AND AMENDMENTS: The Planning Committee reviewed the draft TIP on May 20, 2025, and June 17, 2025 and recommended approval of the document to the Policy Committee.

The Policy Committee approved the TIP on June 17, 2025 via Resolution 25-05: *Adopting the 2026-2030 Transportation Improvement Program*.

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PROJECT DIRECTORY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM SORTED BY PROJECT IDENTIFICATION NUMBER (PIN)			
PIN	PROJECT NAME	SPONSOR	PAGE
301603	RT.96B Over Buttermilk Creek Tributary Bridge Replacement	NYS DOT	37
304728	Rt 96 Repaving and Safety Improvements, Village of Trumansburg South Village Line to North Village Line	NYS DOT	38
331439	Route 34 over Norfolk Southern RR Bridge Rehabilitation	NYS DOT	39
375619	Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County	Tompkins County	40
375695	Genung Rd Bridge Replacement over Cascadilla Creek	Town of Dryden	41
375697	Podunk Rd. (CR 146) Bridge Replacement over Taughannock Creek	Tompkins County	42
375700	N. Cayuga Street over Fall Creek Bridge Replacement	City Ithaca	43
375701	Hector Street Culvert Rehabilitation	City Ithaca	44
375726	Town Line Rd over Lick Brook Bridge Replacement	Town Ithaca	45
375757	Falls Rd over Taughannock Creek Bridge Replacement	Tompkins County	46
375771	Cortland Street Bridge Replacement	Tompkins County	47
375772	East State Street Rehabilitation	City Ithaca	48
375773	Hancock Street Bridge over Cascadilla Creek Replacement Project	City Ithaca	49
375774	Spencer Road Improvements	City Ithaca	50
395085	Black Diamond Trail Connector	City Ithaca	51
395086	Cayuga Heights: Sidewalk Connections	Vill. Cayuga Heights	52
395090	Village of Dryden Safe Routes to School Sidewalk Project	Vill. Dryden	53
395091	East Shore Drive Bicycle and Pedestrian Safety Corridor	Town Ithaca	54
395092	West Main St. Sidewalk Project	Vill. Trumansburg	55
3BNY02	Freese Rd Bridge Rehabilitation over Fall Creek	Town of Dryden	56

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, and the Fixing America's Surface Transportation Act (FAST-Act), and currently the 2021 reauthorization included in the Infrastructure Investment and Jobs Act (aka Bipartisan Infrastructure Law), 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 (23 CFR Part 450 and 49 CFR Part 613, Federal Register Volume 81, No. 103, May 27, 2016, §450.326) requires that " the MPO in cooperation with the State and any affected public transportation operators shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area". This TIP must cover a period of no less than four years, must be updated at least every four years, must be approved by the MPO and the Governor, 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 U.S.C, the Federal Highway Act, and Title 49 U.S.C, Chapter 53, the Federal Transit Act (with certain exceptions as specified in 450.324(e)(1-7)).

MPO STRUCTURE

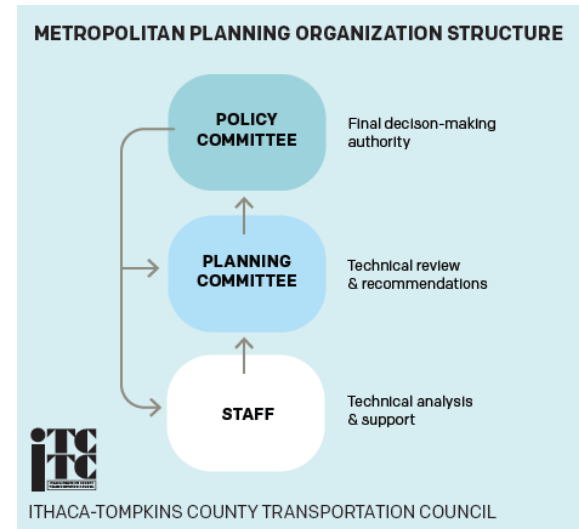
As the designated MPO for the Ithaca metropolitan area, the *ITCTC* is responsible for conducting a transportation planning process that is "*continuing, cooperative, and comprehensive*". To achieve this objective, the *ITCTC* is structured at three levels.

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 and May 2015, 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) to develop a Transportation Improvement Program that is compatible with the State planning goals and available federal funds. The TIP development process involves four basic phases:

I. **Estimating Available Funds:** Available Federal Highway Administration (FHWA) funds were estimated in cooperation with NYSDOT Region 3. NYSDOT Main Office (Albany, NY) provided the Regions with regional planning targets based on federal apportionments levels. Region 3 produced sub- allocations for the ITCTC area that were reviewed by ITCTC staff and the ITCTC Planning Committee. It is the ITCTC's 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 Federal Transit Administration (FTA) funding was determined from the Federal Register in coordination with NYSDOT, and Tompkins County as the designated recipient of FTA funds. Tompkins County worked closely with the local public transportation agency, Tompkins Consolidated Area Transit (TCAT), to develop the FTA funding 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 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, and NYSDOT. 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 project sponsors worked in a series of meetings to develop a draft list of projects to be presented to the Planning Committee.

IV. **Project Programming:** The ITCTC Planning Committee reviewed the recommended list of projects 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 assigned 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. 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 450.332), 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 changes to a project (e.g., September 2026 to October 2026).
3. It is occasionally necessary to revise the fund category to ensure timely authorization of an approved project. It is proposed that this action be permitted under project selection if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require Project Selection occurs because of savings incurred as a project is authorized (or bid) or when the schedule of a project slips causing the authorization to be deferred to a subsequent 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 FHWA (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 FHWA projects, NYSDOT will be responsible for project selection and, if necessary, revising the fund category.
6. It is proposed that for FTA (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 to identify other Title III projects in the TIP/STIP that can be authorized in the first year.
7. For FHWA funded projects, the Department will report to the MPO on a quarterly basis if the Project Selection procedures are implemented. Similarly, for the FTA 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

Many 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 Federal legislation and NYSDOT's guidance, encouraging strong asset management practices that focus investments in current infrastructure through preventive, corrective and demand maintenance, with the aim of preserving the functionality of the existing transportation system.

The TIP seeks to provide components for an integrated transportation system that is multimodal in nature, 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. The increased need to address 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, require a strategic Transportation Improvement Program.

The Transportation Policy Committee approved the ITCTC's 2045 *Long Range Plan*, on December 2024. The projects contained within this TIP are in conformance with the goals, 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 2026-2030 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 are required. 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 and less dependence on fossil fuels. This TIP includes transit and bicycle/pedestrian projects that will have a positive impact on energy and carbon reduction efforts.

Public Participation

In December of 1993, the *Ithaca-Tompkins County Transportation Council* formally adopted its Public Involvement Procedures (PIP). There procedures were last updated June 15, 2021. In developing the TIP every effort was made to comply with federal requirements, 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, remote meeting procedures, 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

• Special Populations and Resources

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.

All TIP projects involve inspection, maintenance or reconstruction/paving of existing transportation facilities (road, bridges, sidewalks). The three bicycle and pedestrian focused project are along existing road alignments. None of the projects will substantially change the “footprint” of their associated road or bridge 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 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.

• FHWA and FTA Transportation Performance Management

The ITCTC’s 2045 Long-Range Transportation Plan (Chapter 1: <https://www.tompkinscountyny.gov/All-Departments/Ithaca-Tompkins-County-Transportation-Council/2045-Long-Range-Transportation-Plan>) includes a series of measurable objectives that are accompanied by performance measures and targets to be achieved. The table following this section, titled ‘*TIP Performance Measures Analysis*’, shows the expected area of impact of each of the projects included in the TIP. Overall performance for the LRTP objectives is tracked over time and reported to the ITCTC. The bulk of the funding in this TIP is dedicated to repair and maintenance of the existing infrastructure. As a result, it is not surprising that Safety and Infrastructure performance objectives are the most affected by the 2026-2030 program.

Addressing Performance Targets

Background

Pursuant to federal transportation legislation, MPOs must employ a transportation performance management approach in carrying

out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC§150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

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

The U.S. Department of Transportation (USDOT) established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. This section discusses those measures.

The ITCTC TIP was developed and is managed in cooperation with NYSDOT and Tompkins Consolidated Area Transit (TCAT). It reflects the investment priorities established in the ITCTC's latest Long-Range Transportation Plan (LRTP), which incorporates comments and input from affected agencies and organizations and the public.

TIPs "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets" [23USC§134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) or LRTPs must include this information for the following federal performance areas:

- Highway Safety (PM1)
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- Transit Safety

This portion of the adopted TIP meets these requirements of 23USC §134(j)(2)(D).

Performance Targets

Highway Safety

The FHWA Highway Safety (PM1) rule established the five performance measures for safety on all public roads. The performance measures are calculated as five-year rolling averages.

The 2023 New York Strategic Highway Safety Plan (SHSP) is intended to "promote best practices and strategies that, implemented, could have a substantial impact on reducing fatal and serious injuries crashes." The SHSP was developed through a collaborative process involving federal, state, local, and tribal safety partners. It guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT HSIP Annual Report documents the statewide performance targets.

Performance Targets

In August 2025, NYSDOT set 2026 statewide highway safety targets. Those targets are shown in Table 1. The ITCTC agreed to support the NYSDOT statewide 2026 targets for the following safety measures on September 16, 2025, via Resolution 2025-09: Supporting NYSDOT's 2026 Targets for Safety Performance Measures.

The ITCTC agreed to support the NYSDOT statewide targets for Safety PM measures as shown in the table below, based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations*. Resolutions agreeing to support statewide targets have been approved annually since 2017, with the most recent as follows:

2026 HIGHWAY SAFETY TARGETS	
PERFORMANCE MEASURE	TARGET 2026
Number of Traffic Fatalities	1,005.9
Fatality Rate per 100 million VMT	0.877
Number of Serious Injuries	10,978.4
Serious Injury Rate per 100 million VMT	9.509
Number of Non-Motorized Fatalities and Serious Injuries	2,602.0

Anticipated Effects

Safety is a critical component of the ITCTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. “To improve the safety of the overall transportation system” is an overarching goal of the ITCTC Long- Range Transportation Plan (LRTP). In addition, the LRTP includes goals and policies prioritizing safety as a base component of all infrastructure design. The Initial Project Proposal utilized during TIP development requires a description of each project’s safety benefits regardless of funding source. HSIP funded projects include additional safety analysis. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT’s safety performance targets.

Pavement and Bridge Conditions

The Pavement and Bridge Condition rules (PM2) established six performance measures for all bridges and pavements on the National Highway System (NHS).

The pavement condition measures represent the percentage of lane- miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. To assess pavement condition, FHWA established pavement condition metrics for roughness, cracking, rutting, faulting, and a Present Serviceability Rating (PSR), and set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is assessed and classified as being in good, fair or poor condition based upon the ratings of the metrics applicable to that pavement type. The pavement performance measures only consider good and poor pavement conditions.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing the bridge’s deck, superstructure, substructure, and culverts. FHWA developed a metric rating threshold for each bridge component to establish good, fair, or poor condition. If the lowest rating of the components is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established the initial statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022. In September 2024, NYSDOT adjusted its 2025 pavement targets. Those targets are shown in Table 3, as well as recent performance. The ITCTC agreed to support the initial NYSDOT statewide targets April 18, 2023 via Resolution 23-04: *Supporting New York State Department Of Transportation’s Updated Targets For Performance Measures Related To Bridge And Pavement Conditions and System and Freight Performance*; and the adjusted 2025 targets in June 17, 2025 via Resolutions 2025-07: *Supporting New York State Department Of Transportation’s Updated Targets for Performance Measures Related to Bridge and Pavement Conditions* - see table that follows.

Pavement and Bridge Condition Statewide Performance and Targets				
Performance Measure	2022 Performance	2023 Performance	2023 Target	2025 Target
Percentage of Interstate pavements in good condition	36.9%	50.7%	53.2%	48.2%
Percentage of Interstate pavements in poor condition	1.8%	1.0%	1.4%	1.6%
Percentage of non-Interstate NHS pavements in good condition	16.3%	20.3%	22.3%	18.6%
Percentage of non-Interstate NHS pavements in poor condition	7.5%	7.1%	9.3%	8.4%
Percentage of NHS bridges by deck area in good condition	24.7%	24.1%	24.1%	21.1%
Percentage of NHS bridges by deck area in poor condition	11.2%	13.0%	12.5%	12.8%

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of ITCTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. A key component of the ITCTC's action plan, included in the agency's 20-year Long Range Transportation Plan, is to maintain existing critical infrastructure and systems, including bridges and pavement. A focus on infrastructure will result in safety benefits and lower costs for users, improved movement of freight and traffic in all modes and a more resilient transportation system. Tompkins County is a hilly area with numerous water features, maintaining its bridges is critical to protecting the functional integrity of the transportation system. The TIP includes multiple projects programmed with NHPP funds and other fund sources that will result in enhanced pavement and bridge conditions.

The ITCTC's anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's pavement and bridge condition targets.

System Performance and Freight

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established six performance measures to assess the reliability of travel on the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

Two NHS performance measures represent the reliability of travel times for all vehicles on the Interstate and non- Interstate NHS. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

One freight performance measure represents the reliability of travel time for trucks on the Interstate system using a Truck Travel Reliability (TTR) index, , which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile).

Three CMAQ performance measures assess traffic congestion and on-road mobile source emissions: peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emission reductions from CMAQ-funded projects.

Performance Targets

The table that follows presents recent performance for all PM3 measures that apply in the ITCTC planning area, as well as the 2023 and 2025 targets. NYSDOT established the statewide system performance targets for 2023 and 2025 on December 1, 2022. The ITCTC agreed to support the NYSDOT statewide targets on April 18, 2023 via Resolution 23-04: *Supporting New York State Department Of Transportation's Updated Targets For Performance Measures Related To Bridge And Pavement Conditions and System and Freight Performance*.

The ITCTC meets all current air quality standards and is not required to establish targets for the CMAQ performance measures.

System Performance Statewide Performance and Targets				
Performance Measure	2022 Performance	2023 Performance	2023 Target	2025 Target
Percentage of person-miles on the Interstate system that are reliable	80.1%	79.0%	75.0%	75.0%
Percentage of person-miles on the non-Interstate NHS that are reliable	85.4%	84.0%	70.0%	70.0%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	1.41	1.40	2.00	2.00

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of ITCTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP.

It is important to note that the ITCTC planning area, Tompkins County, is in attainment for air quality and does not participate in the CMAQ process. Similarly, Tompkins County does not have any interstate highways so the Freight targets, although supported by the ITCTC, cannot be addressed through project programming by the ITCTC. However, it is recognized that the System Performance target, Level of Travel Time Reliability (LOTTR), on non-interstate roads is an important measure for Tompkins County. LOTTR impacts freight movement in our busiest state routes which connect to the interstate system in neighboring counties. LOTTR is also an important measure for commuter traffic and impacts the quality of life of all residents and travelers in Tompkins County. The TIP includes projects funded from various funding programs that have benefits to reliability in travel times for people and freight.

The ITCTC anticipates that the projects in the TIP, once implemented, will contribute towards achieving NYSDOT's system performance and freight performance targets.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities.

Each year, public transportation providers must establish TAM targets for the following fiscal year. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually after the transit provider establishes targets. Instead, MPOs must set TAM targets when the MPO updates its LRTP.

FTA defines two tiers of public transportation providers based on the number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2024 Group TAM Plan is available [here](https://www.dot.ny.gov/divisions/policy-and-strategy/public-trans-respository/NYSDOT%20Group%20TAM%20Plan%202024_Final.pdf) - (https://www.dot.ny.gov/divisions/policy-and-strategy/public-trans-respository/NYSDOT%20Group%20TAM%20Plan%202024_Final.pdf).

Performance Targets

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

The ITCTC has two Tier II providers operating in its planning area: Tompkins Consolidated Area Transit (TCAT) and Gadabout Transportation Services, Inc. (Gadabout). Gadabout is the paratransit provider for TCAT. Gadabout is included in the group TAM plan developed by NYSDOT; TCAT developed its own TAM Plan and established its TAM targets.

Tompkins Consolidated Area Transit (TCAT) set the transit asset management targets on April 2, 2021 as shown in the table that follows.

The Ithaca-Tompkins County Transportation Council (ITCTC) agreed to support the initial transit asset targets on June 19, 2018 via Resolution 18-03: *Endorsing the Targets Established by TCAT for the State of Good Repair Performance Measures for Capital Assets*. Updated TAM targets were set with the adoption of the 2045 Long-Range Transportation Plan in December 2024. With this action, the ITCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2022 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	X	20%
	Cutaway Bud	X	20%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	X	25%
	Trucks and Other Rubber Tire Vehicles	X	25%
	Maintenance Equipment	X	20%
	Other (On-bus equipment)	X	20%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	10%
	Maintenance	n/a	10%
	Passenger Facilities	n/a	10%

Anticipated Effects

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

The ITCTC's investments that address transit State of Good Repair (SGR) can be reviewed in the TIP's *Federal Transit Administration Tables*.

Listed projects address transit equipment, vehicles, infrastructure, or facilities, such as those in the following categories:

- Bus replacement;
- Equipment and service vehicle replacement;
- Repair, rehabilitation, and replacement of transit facilities and infrastructure.

The ITCTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the MPO.

Transit Safety

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. These providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures. The providers must make the targets available to the ITCTC. The ITCTC was

required to establish PTASP targets within 180 days after the providers established their first targets and must update the MPO's targets when it adopts a new long-range transportation plan. When establishing PTASP targets, the ITCTC can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Tompkins Consolidated Area Transit (TCAT) is the transit provider subject to the PTASP rule in the ITCTC planning area. Transit providers are responsible for developing a PTASP and establishing transit safety targets annually.

Performance Targets

TCAT set the following transit safety targets on November 2020:

	Fixed- route/Deviated Fixed-route	Paratransit
Fatalities (total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (total)	3	0
Injuries (per 100k VRM)	0.18	0
Safety Events (total)	5	0
Safety Events (per 100k VRM)	0.30	0
System Failures	71	0
System Reliability (Failures/VRM)	4.20	0

The ITCTC agreed to support TCAT's transit safety targets on September 14, 2021 Resolution 21-04: *Supporting Tompkins*

Consolidated Area Transit's Transit Safety Targets for Transit Safety Performance Measures, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Anticipated Effects

The ITCTC TIP was developed and is managed in cooperation with TCAT. The TIP includes specific investment priorities that support the MPO's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO's goal of addressing transit safety is linked to TCAT's safety plans, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of ITCTC investments that address transit safety is mainly accomplished through an aggressive effort to replace older equipment and vehicles. Having a modern vehicle fleet has significant safety and reliability impacts. The ITCTC will continue to work cooperatively with TCAT and Gadabout, its paratransit provider, to advance safety initiatives included in their plans.

The ITCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. The ITCTC will continue to coordinate with the region's transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

2026-2030 TIP PERFORMANCE MEASURES ANALYSIS			Expected TIP Project Impact on Trend (see more detailed performance measure definitions below):														
			SAFETY			INFRASTRUCTURE		CONGESTION	SYSTEM RELIABILITY					ENVIRONMENTAL SUSTAINABILITY			
			↓ Fatal Accidents & Injuries	↓ Bike- Ped Injury	↓ Bike- Ped Fatalities	↓ Deficient Bridges	↓ Poor Roads	↓ Congestion	↑ Transit	↑ Multi- Use Trails	↑ Bike Lanes	↑ Non- Drive Alone	↑ Sidewalks	↓ VMT	↓ CO2	↑ Urban Growth	↓ Veh/HH
PIN #	PROJECT NAME	SPONSOR	1	2	3	4	5	6	7a	7b	7c	7d	7e	8a	8b	8c	8d
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYS DOT	X			X											
304728	Rt 96 Village of Trumansburg South Village Line to North Village Line	NYS DOT	X				X										
305767	MbC Route 13/34/96, Elmira Road to North Ithaca City Line	NYS DOT	X	X	X		X	X									
331439	Route 34 over Norfolk Southern RR Bridge Rehabilitation	NYS DOT	X			X											
375619	Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County	T. County	X			X											
375697	CO RD 146 Bridge Replacement over Taughannock Creek	T. County	X			X											
375700	N. Cayuga Street over Fall Creek Bridge Replacement	C. Ithaca	X	X	X	X					X		X				
375701	Hector Street Culvert Replacement	C. Ithaca				X	X										
375726	Town Line Rd over Lick Brook Bridge Replacement	T. Ithaca	X			X											
375771	Cortland Street Bridge Replacement	T. County				X	X										
375772	East State Street Rehabilitation	C. Ithaca	X				X						X				
375773	Hancock Street Bridge over Cascadilla Creek Replacement Project	C. Ithaca				X	X										
375774	Spencer Road Improvements	C. Ithaca	X	X	X		X	X			X	X	X	X	X	X	X
395085	Black Diamond Trail Connector	C. Ithaca	X	X	X			X		X				X	X	X	X
395086	Cayuga Heights: Sidewalk Connections	V. Cayuga	X	X	X			X		X		X	X	X	X	X	X
395090	Village of Dryden Safe Routes to School Sidewalk Project	V. Dryden	X	X	X					X			X	X	X	X	X
395091	East Shore Drive Bicycle and Pedestrian Safety Corridor	T. Ithaca	X	X	X			X		X				X	X	X	X
395092	West Main St. Sidewalk Project	V. Trumansburg	X	X	X			X		X	X	X	X	X	X	X	X

Performance Measure Definitions:

1. Reduce the # of Accident Fatalities/Serious Injuries
2. Reduce the # of Bike-Ped accidents
3. Reduce the # of Bike-Ped Fatalities/Serious Injuries
4. Reduce the # of structurally deficient bridges
5. Reduce the miles of State Roads in 'poor' condition

Performance Measure Definitions:

6. Reduce PM Peak hour Congestion
- 7a. Increase transit service
- 7b. Increase the miles of multi-use trails
- 7c. Increase the miles of roads with bike lanes
- 7d. Encourage more non-"drive alone" trips
- 7e. Increase or improve sidewalks

Performance Measure Definitions:

- 8a. Reduce annual vehicle-miles-traveled per capita
- 8b. Reduce the countywide carbon dioxide emissions
- 8c. Promote growth in urbanized area/villages
- 8d. Reduce the number of vehicles needed per household

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. 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 facilities are NY State Route 13 (known as Fulton Street/Meadow Street/Elmira Road within the City of Ithaca) and NY State Route 79 from Fulton Street in the City of Ithaca (includes Seneca and Green streets within the City of Ithaca) east/southeast to the Tompkins/Tioga County Line in the Town of Caroline.

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. NHPP funds can also be used for bridge projects not on the NHS.

- **Surface Transportation Block Grant (STBG)**

STBG is the federal-aid highway program with the broadest eligibility criteria. STBG Funding is allocated to several subcategories, each with their own use restrictions.

STBG-Flexible: This program provides flexible funding that may be used by States and localities for projects that 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/fastact/factsheets/stbgfs.cfm>). These funds may also be ‘flexed’ to the Federal Transit Administration (FTA) for transit use.

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

NY State distributed a portion of these funds under a statewide competitive grant program called “Bridge NY”. Selected projects from Tompkins County are identified in this document as **Bridge NY- OSB**.

Transportation Alternatives (TA) – Federal legislation provides for funding for transportation alternatives (TA) as a set-aside of the STBG. TA eligible projects were included under previous federal legislation as the transportation alternatives program (TAP), transportation enhancement program (TEP), safe routes to school (SRTS) and recreational trails programs (RTP). TA 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 fit one of 10 eligible activity categories 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. Storm water mitigation
10. Wildlife management

TA funds are awarded based on a competitive grant process administered statewide. Selected projects from Tompkins County are identified later in this document as ‘TAP’.

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

Federal legislation distributes funding to States by formula under the HSIP. The HSIP goal is to achieve significant reduction in traffic fatalities and serious injuries. It includes 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. Eligible activities include: vehicle-to-infrastructure technologies, pedestrian hybrid beacons, median separation, and other physical infrastructure safety projects.

In the past, NY State has distributed a portion of these funds under a statewide competitive grant program and also in support of the Pedestrian Safety Action Plan (PSAP). Other statewide grants are also under implementation. Selected project from Tompkins County would be identified in this document as HSIP.

- **High Priority Projects (HPP)**

Federal legislation may include Congressionally Directed Spending, also known as earmarks. These funds are included as HPP when programmed.

- **Federal Transit Administration**

The planning regulations require that the TIP include projects funded under several Federal Transit Administration (FTA) programs. The FTA implements the federal program as authorized by the federal

legislation and funded by annual appropriations. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. In addition, legislation provides the ability to transfer funding between programs (e.g., from STBG-Flexible to FTA Section 5307) to best meet local/statewide needs. This latter approach, although not common, will be clearly specified in the project description when it is used.

FTA Funding Programs:

Section 5307: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, mobility management 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.

Section 5339: This program provides discretionary capital funds for the acquisition and/or construction of capital facilities (e.g., rolling stock, major terminals, etc.).

Section 5310-urban: This program formula funding to increase mobility of seniors and persons with disabilities.

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 was the original Designated 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.

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 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. 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.

The County's primary responsibility as Designated 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).

TIP FINANCIAL PLAN

Federal Regulations (23 CFR §450.326(j)) 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. Each Federal fund category is expected to be "fiscally constrained" by Federal Fiscal Year. Under fiscal constraint, the sum of the costs for all the projects cannot surpass the level of funding that is committed or reasonably expected to be 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".

The TIP section titled *Summary Charts and Tables* display data compiled from the *2026-30 Project Tables*. Information on the on the *Summary Charts and Tables* section shows that the 2026-30 TIP is fiscally constrained. The following information is included in the *Summary Charts and Tables* section:

- Status of Projects from Previous 2023-27 TIP
- 2026-2030 TIP Distribution of Federal Funds by Fiscal Year by Fund Source
- 2026-2030 TIP Distribution of funds by Federal Fiscal Year by Match Source
- 2026-2030 TIP Programmed Funding for 5-YR Program by Fund Source
- Total Funding by FundSource

The funding data in the *Summary Charts and Tables* section, along with the *2026-2030 Project Tables* constitute the financial plan for the TIP and include all the data required in the Federal Regulations, 23 CFR 450.326(j), 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. State and local revenue sources are shown as match to the federal funds in the project listings. Some State match may come from the State Dedicated Fund (SDF) or from Personal Income Tax (PIT) Bond funds. New projects

will only be added to the TIP when funding has been identified and secured.

The ITCTC, project sponsors and NYSDOT have worked collaboratively to provide some flexibility in the availability of funds across the program period. Small balances of Off-System Bridge funds were aggregated for use since the distributed annual allocation is insufficient to accommodate multiple projects. NYSDOT also agreed to supplement the ITCTC federal funding allocation to ensure completion of important projects. More details are noted under the *2026-2030 TIP Distribution of Federal Funds by Fiscal Year by Fund Source* table.

Operations and Maintenance

NYSDOT and local ITCTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT's operations and maintenance forces for betterments to the system. NYSDOT Region 3 budgets annually for preventive, corrective and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. Tompkins Consolidated Area Transit (TCAT) is the principal recipient of these funds in Tompkins County. STOA is calculated based on a per passenger and per vehicle mile formula.

PROGRAM SUMMARY

The initial sections of the TIP provide an overview of the Metropolitan Planning Process in Tompkins County, followed by a description of the TIP development process and requirements. The impact analysis relates TIP projects with factors such as project location, family income levels, historic bridges and structures, minority populations, senior populations, and environmental factors. The purpose is to identify any disproportionate impacts to these areas of concern. The transportation performance management section describes the federally required performance measures and targets, including a brief discussion of anticipated effects for each measure. The document also describes all the different funding categories that are programmed in the TIP. Finally, the components of the TIP Financial Plan are described.

The *Summary Charts and Tables* section of the TIP include a listing and status report of projects from the previous TIP (2023-27). 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 heart of the 2026-2030 Transportation Improvement Program is found in the *2026-2030 Project Tables* section that follows the *Summary Charts and Tables*. The projects are listed in order of their NYSDOT issued project identification number (PIN). This 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 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.

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 (25/26, 26/27, 27/28) represent the mandatory triennial element of the TIP. The remaining two columns (28/29 and 29/30) are included for planning purposes.

Each program year (e.g., 2022/23) represents the Federal Fiscal year (FFY), which begins on October 1 and ends on September 30. Federal Fiscal years are named for the year in which the fiscal year ends. For example, FFY 26 begins October 1, 2025 and ends September 30, 2026.

Following the project listings there is a section with tables summarizing the federal transit program funding for Tompkins County – *2026-2030 Federal Transit Administration Tables*. These tables show Federal Transit Administration grants by grant program across the planning period.

The final section of the document includes 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.

SUMMARY CHARTS AND TABLES

STATUS OF PROJECTS FROM PREVIOUS TIP-2026-2030

PIN	PROJECT NAME	SPONSOR	FUND SOURCE	STATUS
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYS DOT	NHPP	ONGOING
304728	Rt 96 Village of Trumansburg South Village Line to North Village Line	NYS DOT	STBG-FLEX	ONGOING
305767	MbC Route 13/34/96, Elmira Road to North Ithaca City Line	NYS DOT	NHPP/HSIP/STBG-FLEX	COMPLETED/OBLIGATED
331439	Route 34 over Norfolk Southern RR Bridge Rehabilitation	NYS DOT	NHPP/STBG-FLEX	ONGOING
375619	Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation	T. County	STBG-FLEX	ONGOING
375620	State St. Mill and Repave from East Green St./Seneca Way to Michell St.	C. Ithaca	NHPP/STBG-FLEX	COMPLETED
375669	Stewart Ave. Bridge over Fall Creek, Rehabilitation	C. Ithaca	NHPP/STBG-FLEX	COMPLETED/OBLIGATED
375697	CO RD 146 Bridge Replacement over Taughannock Creek	T. County	STBG-OFF	COMPLETED/OBLIGATED
375700	N. Cayuga Street over Fall Creek Bridge Replacement	C. Ithaca	BFP Main/STBG-FLEX	ONGOING
375701	Hector Street Culvert Replacement	C. Ithaca	STBG-FLEX/100% LOCAL	ONGOING
375718	Ithaca Active Transportation Network	C. Ithaca	CRP-MU	COMPLETED/OBLIGATED
375726	Town Line Rd over Lick Brook Bridge Replacement	T. Ithaca	BFP-OFF SYSTEM	ONGOING
380616	Route 34/96 Ground Mounted Sign Replacement	NYS DOT	STBG-FLEX	COMPLETED/OBLIGATED
395069	Walking Safe Cayuga Heights	V. Cayuga Hghts	TAP-FLEX	COMPLETED/OBLIGATED
395071	Dryden Rail Trail Phase 2	T. Dryden	TAP-FLEX/HPP	COMPLETED/OBLIGATED
395085	Black Diamond Trail Connector	C. Ithaca	TAP-FLEX	COMPLETED/OBLIGATED
395086	Cayuga Heights: Sidewalk Connections	V. Cayuga Hghts	TAP-FLEX	COMPLETED/OBLIGATED
395090	Village of Dryden Safe Routes to School Sidewalk Project	V. Dryden	TAP-FLEX	ONGOING
395091	East Shore Drive Bicycle and Pedestrian Safety Corridor	T. Ithaca	TAP-FLEX	ONGOING
395092	West Main St. Sidewalk Project	V. Trumansburg	TAP-RURAL	ONGOING

Status Definitions (as of June 2025):

- Ongoing - these projects continue to be programmed in the 2026-2030 TIP.
- Completed/Obligated – these projects have obligated (secured) all their funding and are not included in the 2026-2030 TIP. Actual project implementation/construction may or may not be completed.
- Completed – these projects have been fully implemented/completed.

2026-2030 TIP - DISTRIBUTION OF FEDERAL FUNDS BY FISCAL YEAR BY FUND SOURCE

	Year 1 2025/2026			Year 2 2026/2027			Year 3 2027/2028			Year 4 2028/2029			Year 5 2029/2030			5-Year Totals	
FUND SOURCE	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	TIP Programmed Federal	Difference	Anticipated Federal Funds	Programmed Federal Funds
NHPP	\$2,863,000	\$2,508,800	\$354,200	\$3,129,000	\$3,129,030	-\$30	\$3,130,000	\$2,760,000	\$370,000	\$2,929,000	\$2,760,000	\$169,000	\$3,063,000	\$3,063,200	-\$200	\$15,114,000	\$14,221,030
STBG-FLEX	\$1,495,000	\$1,495,200	-\$200	\$1,365,000	\$0	\$1,365,000	\$1,495,000	\$3,400,800	-\$1,905,800	\$1,365,000	\$202,000	\$1,163,000	\$1,495,000	\$1,256,800	\$238,200	\$7,215,000	\$6,354,800
STBG-OFF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$613,000	\$0	\$613,000	\$613,000	\$0	\$613,000	\$613,000	\$0	\$613,000	\$613,000	\$0	\$613,000	\$613,000	\$0	\$613,000	\$3,065,000	\$0
MED URBAN	\$534,000	\$534,000	\$0	\$534,000	\$534,000	\$0	\$534,000	\$0	\$534,000	\$534,000	\$440,800	\$93,200	\$534,000	\$534,000	\$0	\$2,670,000	\$2,042,800
STBG-OSB	\$389,000	\$0	\$389,000	\$1,284,000	\$2,840,000	-\$1,556,000	\$389,000	\$0	\$389,000	\$389,000	\$0	\$389,000	\$389,000	\$0	\$389,000	\$2,840,000	\$2,840,000
Sub-Total FHWA Formula Funds	\$5,894,000	\$4,538,000	\$1,356,000	\$6,925,000	\$6,503,030	\$421,970	\$6,161,000	\$6,160,800	\$200	\$5,830,000	\$3,402,800	\$2,427,200	\$6,094,000	\$4,854,000	\$1,240,000	\$30,904,000	\$25,458,630
TAP*	\$3,597,600	\$3,597,600	\$0	\$6,682,400	\$6,682,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,280,000	\$10,280,000
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BFP Main	\$640,000	\$0	\$0	\$2,214,652	\$2,214,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,854,652	\$2,214,652
BFP Off System	\$5,153,477	\$8,591,527	-\$3,438,050	\$3,855,603	\$3,855,603	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,009,080	\$12,447,130
FHWA Federal Aid Total	\$14,896,077	\$16,727,127	-\$1,831,050	\$18,393,655	\$16,415,685	\$1,977,970	\$5,772,000	\$6,160,800	-\$388,800	\$5,441,000	\$3,402,800	\$2,038,200	\$5,705,000	\$4,854,000	\$851,000	\$53,047,732	\$50,400,412
FTA Urbanized Area Formula Grant (Sect.5307&5311)(d)	\$5,750,000	\$5,750,000	\$0	\$5,710,000	\$5,710,000	\$0	\$5,750,000	\$5,750,000	\$0	\$5,710,000	\$5,710,000	\$0	\$5,750,000	\$5,750,000	\$0	\$28,670,000	\$28,670,000
FTA Enhanced Mobility Seniors/Individuals with Disabilities (Sect.5310 Urban & Rural)	\$385,000	\$385,000	\$0	\$385,000	\$385,000	\$0	\$385,000	\$385,000	\$0	\$385,000	\$385,000	\$0	\$385,000	\$385,000	\$0	\$1,925,000	\$1,925,000
FTA Bus and Bus Facilities Program (Sect.5339)	\$970,000	\$970,000	\$0	\$3,370,000	\$3,370,000	\$0	\$970,000	\$970,000	\$0	\$970,000	\$970,000	\$0	\$970,000	\$970,000	\$0	\$7,250,000	\$7,250,000
FTA Federal Aid Total	\$7,105,000	\$7,105,000	\$0	\$9,465,000	\$9,465,000	\$0	\$7,105,000	\$7,105,000	\$0	\$7,065,000	\$7,065,000	\$0	\$7,105,000	\$7,105,000	\$0	\$37,845,000	\$37,845,000
Combined Federal Aid Total	\$22,001,077	\$23,832,127	-\$1,831,050	\$27,858,655	\$25,880,685	\$1,977,970	\$12,877,000	\$13,265,800	-\$388,800	\$12,506,000	\$10,467,800	\$2,038,200	\$12,810,000	\$11,959,000	\$851,000	\$90,892,732	\$88,245,412

***FUND SOURCES**

FHWA=Federal Highway Administration	Medium Urban = Formula Funds Medium Urban Areas
FTA=Federal Transit Administration	HSIP = Highway Safety Improvement Program
NHPP = National Highway Performance Program	TAP = Transportation Alternatives Program – distributed through statewide selection process.
STBG-Flexible = Surface Transportation Block Grant Flexible (aka. Flex Funds)	Bridge Formula Program (BFP Off System) & Bridge Formula Program Main (BFP Main) – Off-System Bridge funds distributed by NY State through statewide selection process.
STBG-OSB = Surface Transportation Block Grant Off-System Bridge	HPP = High Priority Projects – NY State designation for Community Project Funding/Congressionally Directed Spending funds (aka. Congressional Earmarks).

Notes:

- TAP, Bridge NY-OSB and HPP funded projects utilize federal funds that are awarded outside the regional allocation of federal funds to the ITCTC. These statewide-programmed projects are included in the TIP but are funded outside the formula allocated funding categories.
- This total includes Sect.5311 Urban funds which are transferred to Sect.5307.

2026-2030 TIP DISTRIBUTION OF FUND MATCH TABLE						
BY FEDERAL FISCAL YEAR BY MATCH SOURCE						
	Year-1 2025/26	Year-2 2026/27	Year-3 2027/28	Year-4 2028/29	Year-5 2029/30	TOTAL
FEDERAL	\$16,727,127	\$19,255,685	\$6,160,800	\$3,402,800	\$4,854,000	\$50,400,412
STATE	\$213,800	\$50,000	\$1,540,200	\$690,000	\$0	\$2,494,000
LOCAL	\$2,342,286	\$3,565,845	\$0	\$160,700	\$1,213,500	\$7,282,331
TOTAL	\$19,283,213	\$22,871,530	\$7,701,000	\$4,253,500	\$6,067,500	\$60,176,743

2026-2030 TIP - TOTALS BY FUND CATEGORY			
Fund Category*	Federal Share		Projects Total**
National Highway Performance Program (NHPP)	\$14,221,030		\$17,776,287
Surface Transportation Block Grant Flexible (STBG-FLEX)	\$6,354,800		\$7,943,500
Bridge Formula Program (BFP) Main	\$2,214,652		\$2,331,213
Bridge Formula Program (BFP) Off	\$12,447,130		\$12,793,030
Transportation Alternative Program (TAP)	\$10,280,000		\$12,850,000
Medium Urban Program (MED URBAN)	\$2,042,800		\$2,553,500
100% Local Fund (100% LOCAL)	\$0		\$379,213
STBG-OSB	\$2,840,000		\$3,550,000
100% State Fund (100% STATE)	\$0		\$0
TOTALS:	\$50,400,412		\$60,176,743

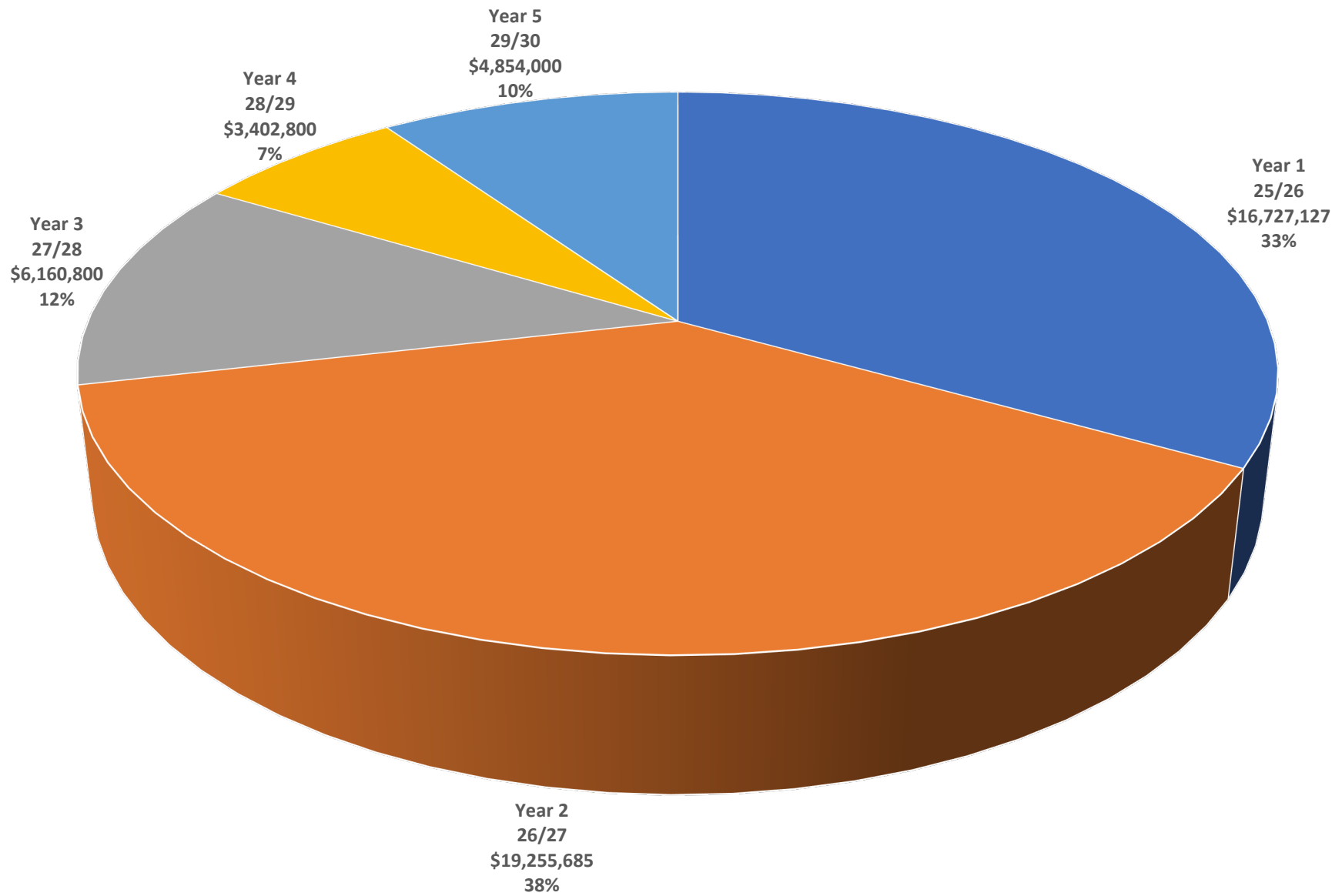
*See 'Funding Category Descriptions' section, page 20 of this document, for more information

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

2026-2030 Transportation Improvement Program PROGRAMMED FUNDING FOR 5-YR HIGHWAY PROGRAM BY FUND SOURCE				
PIN	Project Name	Sponsor	Fund Source	Total Cost*
301603	RT.96B Over Buttermilk Creek Tributary Bridge	NYS DOT	NHPP	\$ 3,750,000
304728	Rt 96 Village of Trumansburg South Village Line to North Village Line	NYS DOT	STBG-FLEX	\$ 4,520,000
331439	Route 34 over Norfolk Southern RR Bridge Rehabilitation	NYS DOT	NHPP	\$ 4,200,000
375619	Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County	Tompkins County	NHPP	\$ 1,700,000
375695	Genung Rd Bridge Replacement over Cascadilla Creek	Town of Dryden	BFP OFF Sys	\$ 1,454,000
375697	CO RD 146 Bridge Replacement over Taughannock Creek	Tompkins County	BFP Off Sys	\$ 3,299,000
375700	N. Cayuga Street over Fall Creek Bridge Replacement	City of Ithaca	BFP Main/NHPP/MED URBAN	\$ 6,660,000
375701	Hector Street Culvert Replacement	City of Ithaca	STBG-FLEX	\$ 1,600,000
375726	Town Line Rd over Lick Brook Bridge Replacement	Town of Ithaca	BFP-OFF SYSTEM/100% LOCAL	\$ 2,054,840
375757	Falls Rd over Taughannock Creek Bridge Replacement	Tompkins County	BFP-OFF SYSTEM/100% LOCAL	\$ 4,129,403
375771	Cortland Street Bridge Replacement	Tompkins County	STBG-OSB/100% LOCAL	\$ 3,620,000
375772	East State Street Rehabilitation	City of Ithaca	MED URBAN/STBG-FLEX/NHPP	\$ 3,803,500
375773	Hancock Street Bridge over Cascadilla Creek Replacement Project	City of Ithaca	MED URBAN/NHPP	\$ 3,282,500
375774	Spencer Road Improvements	City of Ithaca	STBG-FLEX/MED URBAN	\$ 1,088,500
395085	Black Diamond Trail Connector	City of Ithaca	TAP-FLEX	\$ 2,255,000
395086	Cayuga Heights: Sidewalk Connections	Vil. Cayuga Heights	TAP-FLEX	\$ 2,187,000
395090	Village of Dryden Safe Routes to School Sidewalk Project	Vill. Dryden	TAP-FLEX	\$ 4,316,000
395091	East Shore Drive Bicycle and Pedestrian Safety Corridor	Town of Ithaca	TAP-FLEX	\$ 1,268,000
395092	West Main St. Sidewalk Project	Vill. Trumansburg	TAP-FLEX	\$ 2,824,000
3BNY02	Freese Rd Bridge Rehabilitation over Fall Creek	Town of Dryden	BFP OFF Sys	\$ 2,425,000
			TOTAL:	\$ 60,176,743

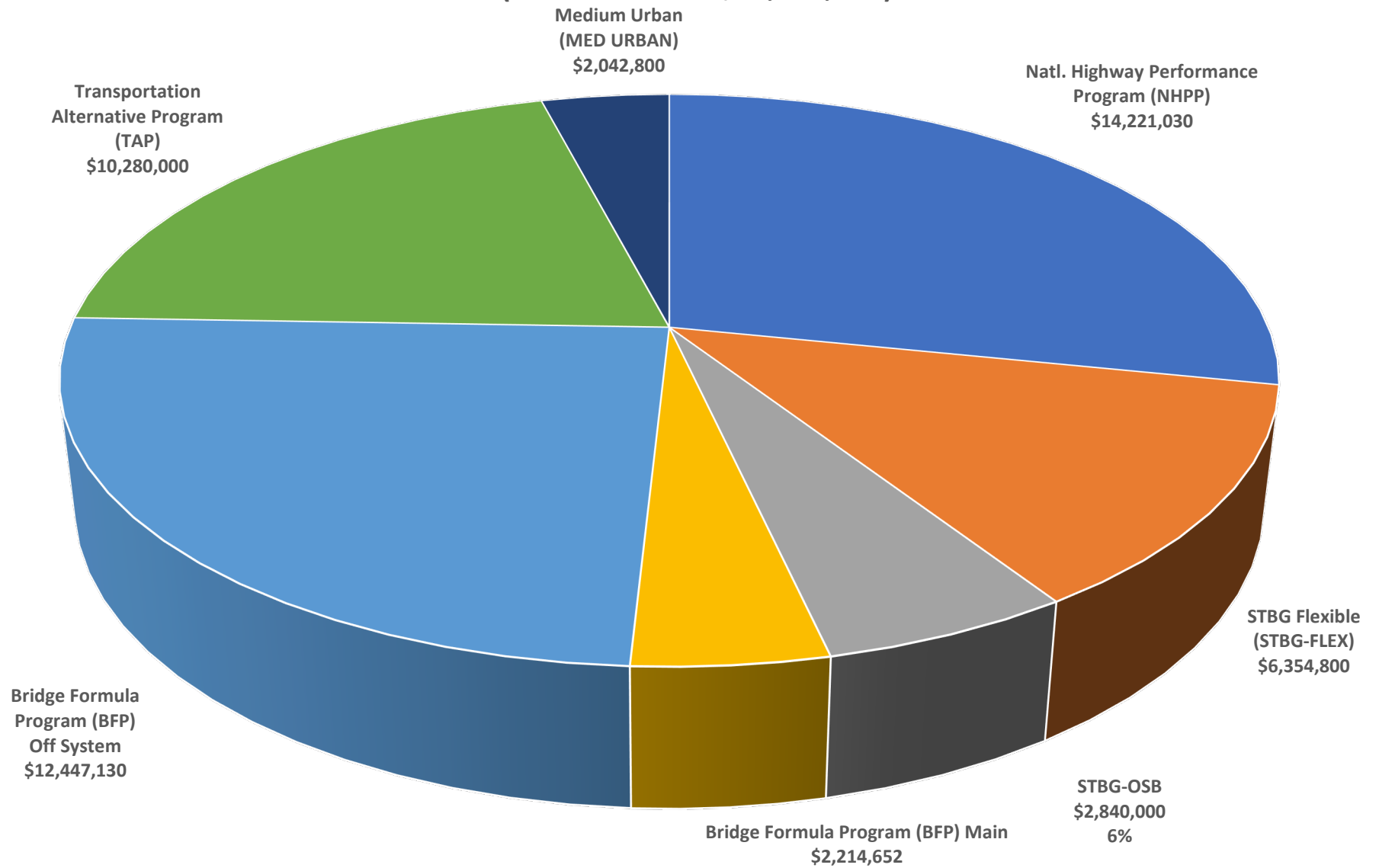
*Total Cost = Federal+State+Local funds

5-Year Programmed Federal Funding by Fiscal Year (Federal Dollars \$50,400,412)



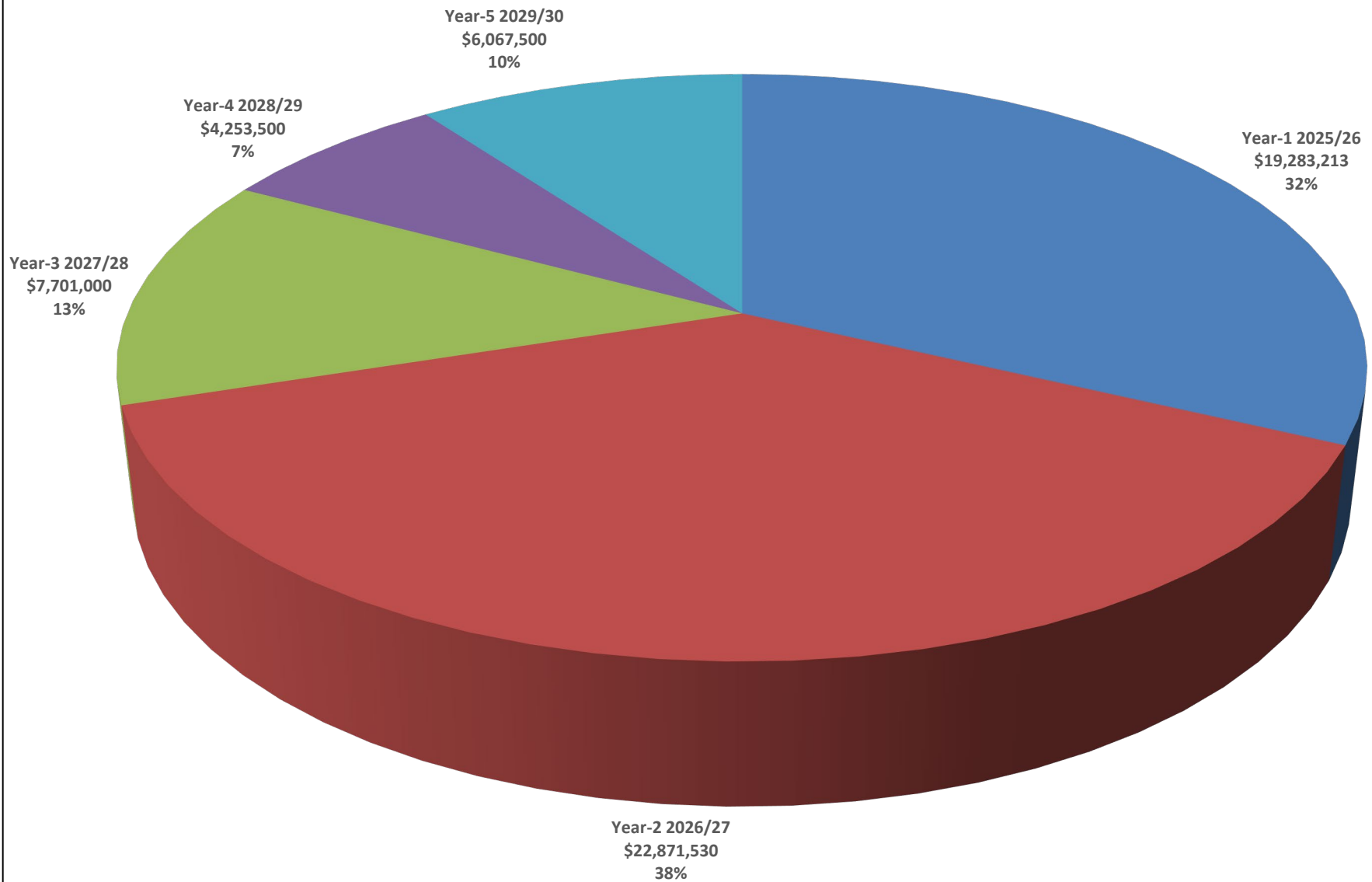
Graphic represents FHWA Funds

5-Year Programmed Federal Funding by Fund Categories (Federal Dollars \$50,400,412)



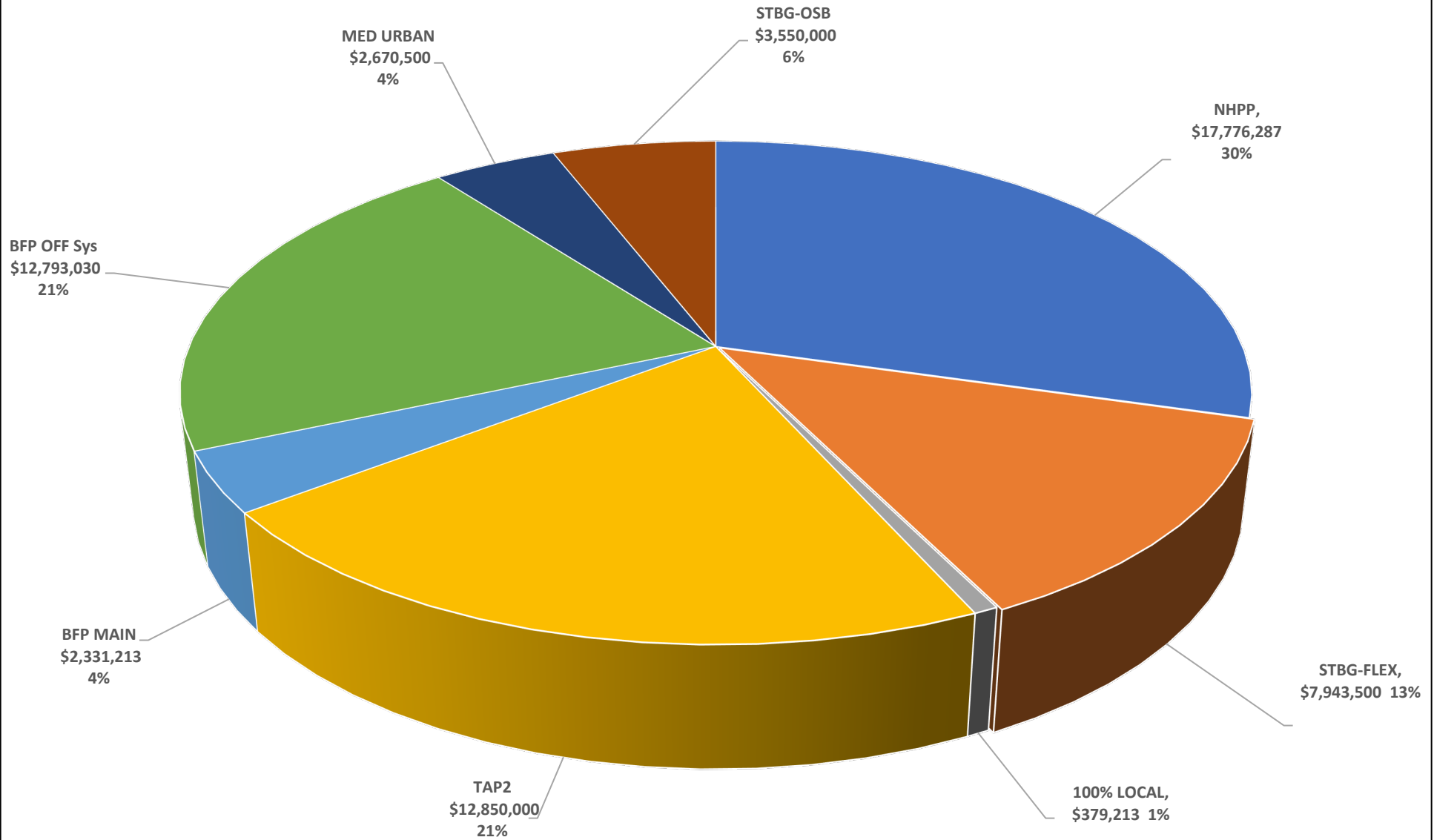
Graphic represents FHWA Funds

**5-Year Total Funding Programmed by Fiscal Year
(5-Year Total Dollars \$60,176,743)**



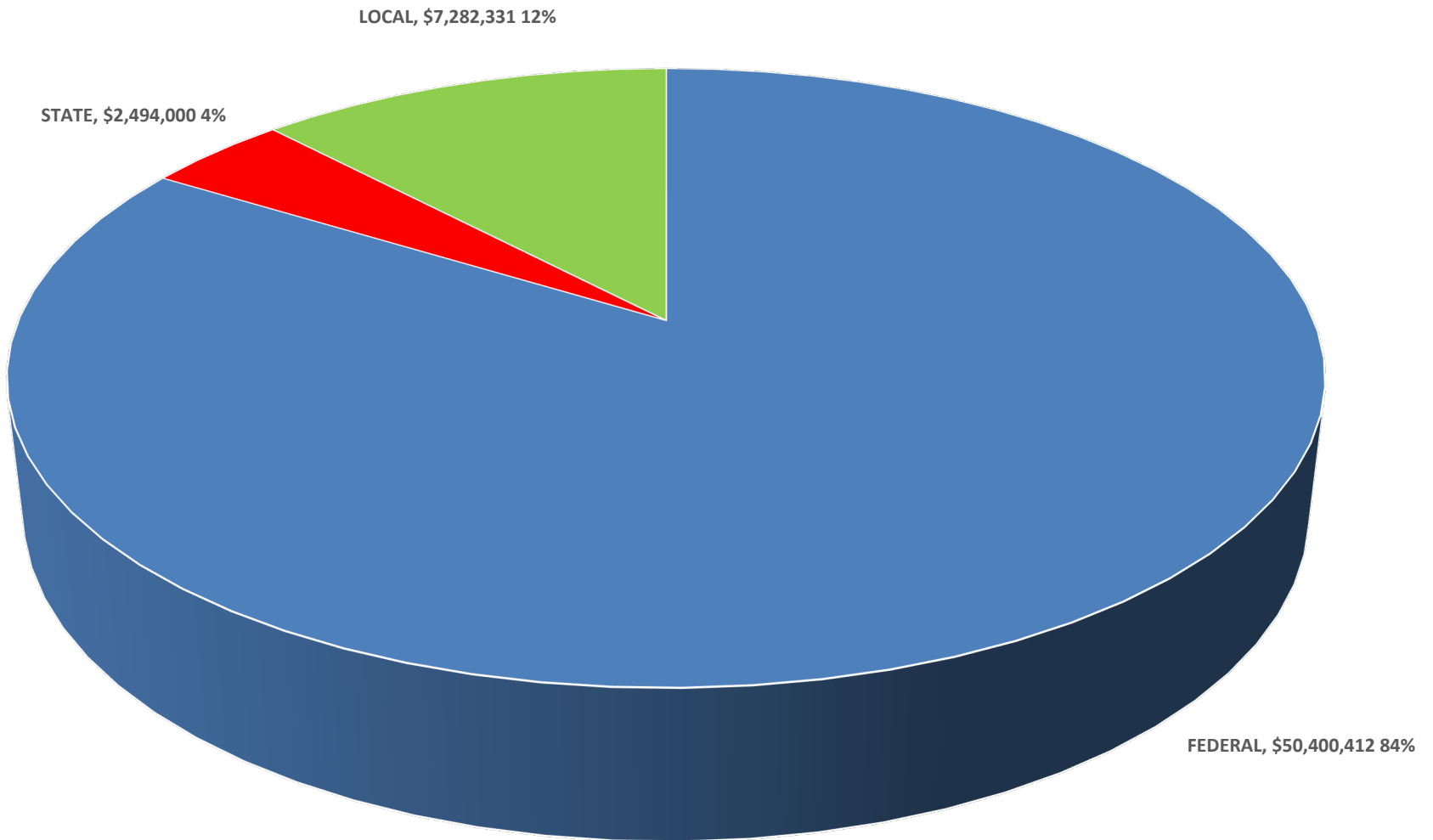
Graphic represents FHWA Funds

5-Year Total Funding Programmed by Fund Category (5-Year Total Dollars \$60,176,743)



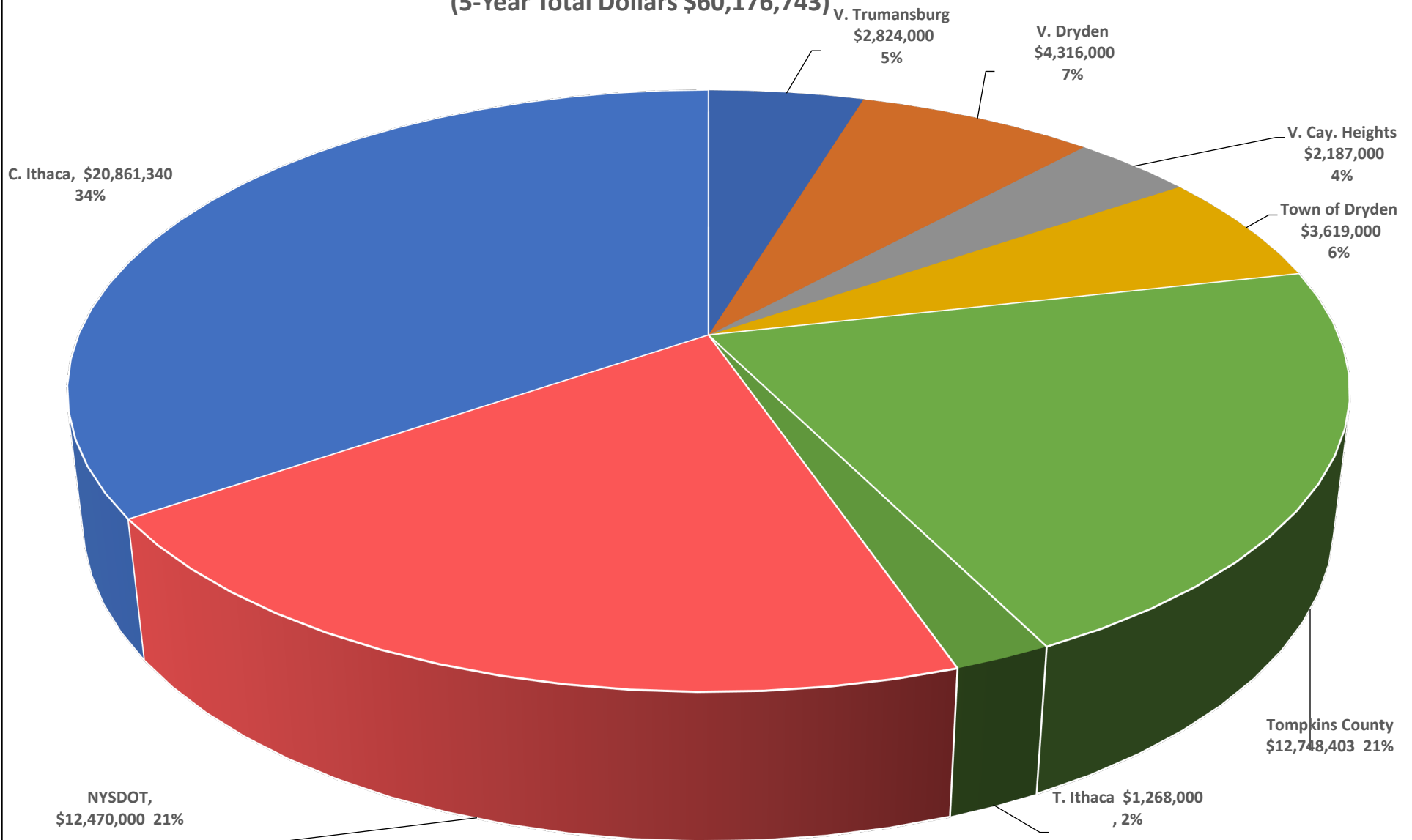
Graphic represents FHWA Funds

**Distribution of Funds by Source
(5-Year Total Dollars \$60,176,743)**



Graphic represents FHWA Funds

**2023-2027 TIP: Total Programmed Funds by Sponsor
(5-Year Total Dollars \$60,176,743)**



Graphic represents FHWA Funds

2026 – 2030 PROJECT TABLES

**Note: project tables included in this document are
ordered by ‘project identification number’ (PIN)**

TIP date 2019 **PIN** 301603 **BIN** 1035310
Project Name Rt 96B over Buttermilk Creek Tributary Bridge Replacement
Sponsor NYSDOT
Description Replace Rt 96B over Buttermilk Creek Tributary Bridge-BIN 1035310 on existing alignment, with new piles, and an improved hydraulic opening. Town of Danby, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	NHPP	10-20	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	NHPP	10-20	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	NHPP		\$0	10-25	\$300,000	\$0	\$0	\$0	\$0	\$300,000
G-18-Construction	NHPP		\$0	10-27	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
H-22-Inspection	NHPP		\$0	10-27	\$0	\$0	\$450,000	\$0	\$0	\$450,000
Total:			\$200,000		\$300,000	\$0	\$3,450,000	\$0	\$0	\$3,750,000
Federal Funding:			\$160,000		\$240,000	\$0	\$2,760,000	\$0	\$0	\$3,000,000
State Funding:			\$40,000		\$60,000	\$0	\$690,000	\$0	\$0	\$750,000
Local Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2022 **PIN** 304728 **BIN**

Project Name Rt 96 Repaving and Safety Improvements, Village of Trumansburg South Village Line to North Village Line

Sponsor NYSDOT

Description This project will repave Rt 96 from Trumansburg southern Village line to the north Village line, a distance of over 1.6 miles. In addition, the project will address curb ramps and pedestrian facilities to be ADA compliant and replace signs to meet NYSDOT specifications. Town of Ulysses, Vil. of Trumansburg, & Tompkins CO.

Fund Source: STBG-FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	STBG-FLEX	07-23	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	07-23	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX		\$0	03-26	\$269,000	\$0	\$0	\$0	\$0	\$269,000
G-18-Construction	STBG-FLEX		\$0	10-27	\$0	\$0	\$3,726,000	\$0	\$0	\$3,726,000
H-22-Inspection	STBG-FLEX		\$0	10-27	\$0	\$0	\$525,000	\$0	\$0	\$525,000
Total:			\$200,000		\$269,000	\$0	\$4,251,000	\$0	\$0	\$4,520,000
<i>Federal Funding:</i>			\$160,000		\$215,200	\$0	\$3,400,800	\$0	\$0	\$3,616,000
<i>State Funding:</i>			\$40,000		\$53,800	\$0	\$850,200	\$0	\$0	\$904,000
<i>Local Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** 331439 **BIN** 1023250
Project Name Route 34 over Norfolk Southern RR Bridge Rehabilitation
Sponsor NYSDOT
Description Bridge rehabilitation and some element specific repairs on Rt. 34 over Norfolk Southern RR-BIN 1023250. Town of Newfield, Tompkins CO.

Fund Source: NHPP

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	NHPP		\$0	10-25	\$250,000	\$0	\$0	\$0	\$0	\$250,000
B-4-Preliminary Design	NHPP		\$0	10-25	\$250,000	\$0	\$0	\$0	\$0	\$250,000
C-7-Detailed Design	NHPP		\$0	10-26	\$0	\$250,000	\$0	\$0	\$0	\$250,000
G-18-Construction	NHPP		\$0	10-28	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
H-22-Inspection	NHPP		\$0	10-28	\$0	\$0	\$0	\$450,000	\$0	\$450,000
Total:			\$0		\$500,000	\$250,000	\$0	\$3,450,000	\$0	\$4,200,000
Federal Funding:			\$0		\$400,000	\$200,000	\$0	\$2,760,000	\$0	\$3,360,000
State Funding:			\$0		\$100,000	\$50,000	\$0	\$690,000	\$0	\$840,000
Local Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2017 **PIN** 375619 **BIN** 3314130
Project Name Fall Creek Road (CR105) over Fall Creek, Bridge Rehabilitation. Tn. Dryden, Tompkins County
Sponsor Tompkins County
Description Rehabilitate Fall Creek Road (CR105) bridge over Fall Creek. BIN 3314130. Upgrade approaches and install scour countermeasures and bank erosion protection. Replace deteriorated curb and headwall sections. Upgrade bridge rail and approach railing. Town of Dryden, Tompkins CO.

Fund Source: STBG-FLEX/NHPP

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	STBG-FLEX	10-22	\$15,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-22	\$60,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	10-22	\$90,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	STBG-FLEX	10-22	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	NHPP		\$0	10-25	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
H-22-Inspection	NHPP		\$0	10-25	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$175,000		\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
<i>Federal Funding:</i>			\$140,000		\$1,360,000	\$0	\$0	\$0	\$0	\$1,360,000
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$35,000		\$340,000	\$0	\$0	\$0	\$0	\$340,000

TIP date 2021 **PIN** 375695 **BIN** 3209900
Project Name Genung Rd Bridge Replacement over Cascadilla Creek
Sponsor Town of Dryden
Description Replace the Genung Rd over Cascadilla Creek Bridge. BIN 3209900. Town of Dryden, Tompkins CO. Bridge NY 2021. Funding is 95% Federal and 5% Local Match.

Fund Source: BFP Off System

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	BFP Off Sys	11-22	\$75,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	BFP Off Sys	11-22	\$75,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	BFP Off Sys	11-22	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	BFP Off Sys	11-22	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	BFP Off Sys		\$0	10-25	\$1,044,000	\$0	\$0	\$0	\$0	\$1,044,000
H-22-Inspection	BFP Off Sys		\$0	10-25	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total:			\$0		\$1,194,000	\$0	\$0	\$0	\$0	\$1,194,000
Federal			\$0		\$1,134,300	\$0	\$0	\$0	\$0	\$1,134,300
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$59,700	\$0	\$0	\$0	\$0	\$59,700

TIP date 2017 **PIN** 375697 **BIN** 3314460
Project Name Podunk RD (CR146) Bridge Replacement over Taughannock Creek
Sponsor Tompkins County
Description Replace Podunk RD (CR146) Bridge over Taughannock Creek Bridge. BIN 3314460. Town of Ulysses, Tompkins CO. Bridge NY 2021. Funding is 95% Federal and 5% Local Match..

Fund Source: BFP Off System

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	BFP Off Sys	06-22	\$156,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	BFP Off Sys	06-22	\$156,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	BFP Off Sys	06-22	\$208,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	BFP Off Sys	10-24	\$30,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	BFP Off Sys	06-22	\$20,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	BFP Off Sys		\$0	05-26	\$2,857,000	\$0	\$0	\$0	\$0	\$2,857,000
H-22-Inspection	BFP Off Sys		\$0	05-26	\$442,000	\$0	\$0	\$0	\$0	\$442,000
Total:			\$570,000		\$3,299,000	\$0	\$0	\$0	\$0	\$3,299,000
<i>Federal Funding:</i>			\$541,500		\$3,134,050	\$0	\$0	\$0	\$0	\$3,134,050
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$28,500		\$164,950	\$0	\$0	\$0	\$0	\$164,950

TIP date 2022 **PIN** 375700 **BIN** 2210600
Project Name N. Cayuga Street over Fall Creek Bridge Replacement
Sponsor City of Ithaca
Description Replace existing N. Cayuga Street over Fall Creek Bridge to address structural deficiencies. BIN 2210600. City of Ithaca, Tompkins CO. Bridge NY, 2022. BFP Main Funding is 95% Federal using 15% Toll Credits and 5% Local match.

Fund Source: BFP Main Funding/STBG-FLEX/Medium Urban/NHPP

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	STBG-FLEX	10-22	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	10-22	\$150,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	10-22	\$200,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	BFP Main	10-23	\$25,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	BFP Main		\$0	10-26	\$0	\$2,284,789	\$0	\$0	\$0	\$2,284,789
G-19-Construction	Medium Urban		\$0	10-26	\$0	\$667,500	\$0	\$0	\$0	\$667,500
G-20-Construction	NHPP		\$0	10-26	\$0	\$3,047,711	\$0	\$0	\$0	\$3,047,711
H-22-Inspection	BFP Main		\$0	10-26	\$0	\$46,424	\$0	\$0	\$0	\$46,424
H-23-Inspection	NHPP		\$0	10-26	\$0	\$613,576	\$0	\$0	\$0	\$613,576
			Total:		\$0	\$6,660,000	\$0	\$0	\$0	\$6,660,000
			<i>Federal Funding:</i>		\$0	\$5,677,682	\$0	\$0	\$0	\$5,677,682
			<i>State Funding:</i>		\$0	\$0	\$0	\$0	\$0	\$0
			<i>Local Funding:</i>		\$0	\$982,318	\$0	\$0	\$0	\$982,318

TIP date 2022 **PIN** 375701

BIN

Project Name Hector Street Culvert Rehabilitation

Sponsor City of Ithaca

Description Rehabilitate the Hector Street Culvert carrying Lindeman Creek. Extends the outlet half of the culvert's structure with a new pipe to increase the structure's lifespan, reduce erosion, and to make room for a new sidewalk. City of Ithaca, Tompkins CO.

Fund Source: STBG-FLEX/100% LOCAL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	STBG-FLEX	11-22	\$30,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	STBG-FLEX	11-22	\$70,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	STBG-FLEX	07-23	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	100% LOCAL	10-24	\$13,250		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	100% LOCAL	10-24	\$4,750		\$0	\$0	\$0	\$0	\$0	\$0
G-19-Construction	STBG-FLEX		\$0	10-25	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
H-22-Inspection	STBG-FLEX		\$0	10-25	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$168,000		\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000
Federal Funding:			\$120,000		\$1,280,000	\$0	\$0	\$0	\$0	\$1,280,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$48,000		\$320,000	\$0	\$0	\$0	\$0	\$320,000

TIP date 2022 **PIN** 375726 **BIN** 3210050
Project Name Town Line Rd over Lick Brook Bridge Replacement
Sponsor Town of Ithaca
Description Replace Town Line Rd over Lick Brook Bridge-BIN 3210050 on existing alignment. Town of Ithaca, Tompkins CO. Bridge NY, 2022.
 Bridge Formula Program shown at 100% Federal share.

Fund Source: BFP Off System/100% LOCAL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	BFP Off Sys	10-23	\$105,450		\$0	\$0	\$0	\$0	\$0	\$0
A-2-Scoping_2	LOCAL	10-23	\$5,550		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	BFP Off Sys	10-23	\$105,450		\$0	\$0	\$0	\$0	\$0	\$0
B-5-Preliminary Design_2	LOCAL	10-23	\$5,550		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	BFP Off Sys	10-23	\$140,600		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	LOCAL	10-23	\$7,400		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	BFP Off Sys	10-23	\$19,000		\$0	\$0	\$0	\$0	\$0	\$0
E-14-Rt of Way Incd_2	LOCAL	10-23	\$1,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	BFP Off Sys	10-24	\$19,000		\$0	\$0	\$0	\$0	\$0	\$0
D-11-Rt of Way Acq_2	LOCAL	10-24	\$1,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	BFP Off Sys		\$0	10-25	\$1,735,498	\$0	\$0	\$0	\$0	\$1,735,498
G-19-Construction_2	LOCAL		\$0	10-25	\$91,342	\$0	\$0	\$0	\$0	\$91,342
H-22-Inspection	BFP Off Sys		\$0	10-25	\$216,600	\$0	\$0	\$0	\$0	\$216,600
H-23-Inspection_2	LOCAL		\$0	10-25	\$11,400	\$0	\$0	\$0	\$0	\$11,400
Total:			\$410,000		\$2,054,840	\$0	\$0	\$0	\$0	\$2,054,840
Federal Funding:			\$389,500		\$1,952,098	\$0	\$0	\$0	\$0	\$1,952,098
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$20,500		\$102,742	\$0	\$0	\$0	\$0	\$102,742

:

TIP date 2022 **PIN** 375757 **BIN** 3314450
Project Name Falls Rd over Taughannock Creek Bridge Replacement
Sponsor Tompkins County
Description Replace Falls Rd over Taughannock Creek Bridge-BIN 3314450 on existing alignment. Tompkins CO. Bridge NY, 2023. Bridge Formula Program shown at 100% Federal share.

Fund Source: BFP Off System/100% LOCAL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	BFP Off Sys	04-25	\$266,000		\$0	\$0	\$0	\$0	\$0	\$0
A-2-Scoping_2	LOCAL	04-25	\$14,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	BFP Off Sys	04-25	\$266,000		\$0	\$0	\$0	\$0	\$0	\$0
B-5-Preliminary Design_2	LOCAL	04-25	\$14,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	BFP Off Sys	04-25	\$266,568		\$0	\$0	\$0	\$0	\$0	\$0
C-8-Detailed Design_2	LOCAL	04-25	\$14,030		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	BFP Off Sys	04-25	\$28,500		\$0	\$0	\$0	\$0	\$0	\$0
E-14-Rt of Way Incd_2	LOCAL	04-25	\$1,500		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	BFP Off Sys		\$0	07-26	\$67,329	\$0	\$0	\$0	\$0	\$67,329
D-11-Rt of Way Acq_2	LOCAL		\$0	07-26	\$3,544	\$0	\$0	\$0	\$0	\$3,544
G-18-Construction	BFP Off Sys		\$0	09-27	\$0	\$3,331,203	\$0	\$0	\$0	\$3,331,203
G-19-Construction_2	LOCAL		\$0	09-27	\$0	\$175,327	\$0	\$0	\$0	\$175,327
H-22-Inspection	BFP Off Sys		\$0	09-27	\$0	\$524,400	\$0	\$0	\$0	\$524,400
H-23-Inspection_2	LOCAL		\$0	09-27	\$0	\$27,600	\$0	\$0	\$0	\$27,600
Total:			\$870,598		\$70,873	\$4,058,530	\$0	\$0	\$0	\$4,129,403
Federal Funding:			\$827,068		\$67,329	\$3,855,603	\$0	\$0	\$0	\$3,922,932
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$43,530		\$3,544	\$202,927	\$0	\$0	\$0	\$206,471

TIP date 2025 **PIN** 375771 **BIN** 2263090
Project Name Cortland Street Bridge Replacement
Sponsor Tompkins County
Description Replaces the Cortland Street Bridge with a new one to address structural concerns. Tompkins CO.

Fund Source: STBG-OSB/100% LOCAL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
B-4-Preliminary Design	LOCAL		\$0	10-25	\$45,000	\$0	\$0	\$0	\$0	\$45,000
C-7-Detailed Design	LOCAL		\$0	10-25	\$25,000	\$0	\$0	\$0	\$0	\$25,000
G-18-Construction	STBG-OSB		\$0	10-26	\$0	\$3,250,000	\$0	\$0	\$0	\$2,600,000
H-22-Inspection	STBG-OSB		\$0	10-26	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total:			\$0		\$70,000	\$3,550,000	\$0	\$0	\$0	\$3,620,000
<i>Federal Funding:</i>			\$0		\$0	\$2,840,000	\$0	\$0	\$0	\$2,840,000
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$0		\$70,000	\$710,000	\$0	\$0	\$0	\$780,000

TIP date 2025 **PIN** 375772 **BIN**
Project Name East State Street Rehabilitation
Sponsor City of Ithaca
Description Rehabilitates East State Street from Mitchell St to Ithaca East City Line. Work will address pavement failings, storm sewer and retaining wall conditions, and pedestrian facilities including sidewalks, crosswalks, and ramps. City of Ithaca, Tompkins CO.

Fund Source: NHPP/MED URBAN/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	NHPP		\$0	11-25	\$100,000	\$0	\$0	\$0	\$0	\$100,000
B-4-Preliminary Design	NHPP		\$0	11-25	\$286,000	\$0	\$0	\$0	\$0	\$286,000
C-7-Detailed Design	NHPP		\$0	11-25	\$250,000	\$0	\$0	\$0	\$0	\$250,000
G-18-Construction	NHPP		\$0	11-29	\$0	\$0	\$0	\$0	\$929,000	\$929,000
G-19-Construction_1	STBG-FLEX		\$0	11-29	\$0	\$0	\$0	\$0	\$1,571,000	\$1,571,000
G-20-Construction_2	MED URBAN		\$0	11-29	\$0	\$0	\$0	\$0	\$292,500	\$292,500
H-22-Inspection	MEDIUM URBAN		\$0	11-29	\$0	\$0	\$0	\$0	\$375,000	\$375,000
Total:			\$0		\$636,000	\$0	\$0	\$0	\$3,167,500	\$3,803,500
<i>Federal Funding:</i>			\$0		\$508,800	\$0	\$0	\$0	\$2,000,000	\$2,508,800
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$0		\$127,200	\$0	\$0	\$0	\$1,167,500	\$1,294,700

TIP date 2025 **PIN** 375773 **BIN** 2210490
Project Name Hancock Street Bridge over Cascadilla Creek Replacement Project
Sponsor City of Ithaca
Description This project replaces the Hancock Street Bridge over Cascadilla Creek with a longer bridge-BIN 2210490, and performs minor roadway construction on the approaches to the bridge. City of Ithaca, Tompkins CO.

Fund Source: NHPP/MEDIUM URBAN

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	MED URBAN		\$0	10-25	\$75,000	\$0	\$0	\$0	\$0	\$75,000
B-4-Preliminary Design	MED URBAN		\$0	10-25	\$100,000	\$0	\$0	\$0	\$0	\$100,000
C-7-Detailed Design	MED URBAN		\$0	10-25	\$207,500	\$0	\$0	\$0	\$0	\$207,500
G-18-Construction	NHPP		\$0	10-29	\$0	\$0	\$0	\$0	\$2,600,000	\$2,600,000
H-22-Inspection	NHPP		\$0	10-29	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Total:			\$0		\$382,500	\$0	\$0	\$0	\$2,900,000	\$3,282,500
Federal Funding:			\$0		\$306,000	\$0	\$0	\$0	\$2,320,000	\$2,626,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$0		\$76,500	\$0	\$0	\$0	\$580,000	\$656,500

TIP date 2025 **PIN** 375774 **BIN**
Project Name Spencer Road Improvements
Sponsor City of Ithaca
Description Makes pedestrian, road, and culvert improvements on Spencer Road from the Elmira Rd Roundabout to Quarry Rd. Improvements include building a sidewalk and crosswalks along one side of the road, rehabilitating four culverts, replacing the existing guide rail, relocating utility poles and drainage structures, and milling 4 inches of asphalt on this road segment. City of Ithaca, Tompkins CO.

Fund Source: MEDIUM URBAN/STBG-FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	MED URBAN		\$0	10-25	\$50,000	\$0	\$0	\$0	\$0	\$50,000
B-4-Preliminary Design	MED URBAN		\$0	10-25	\$75,000	\$0	\$0	\$0	\$0	\$75,000
C-7-Detailed Design	MED URBAN		\$0	10-25	\$160,000	\$0	\$0	\$0	\$0	\$160,000
G-18-Construction	MED URBAN		\$0	10-28	\$0	\$0	\$0	\$466,000	\$0	\$835,000
G-19-Construction_2	STBG-FLEX		\$0	10-28	\$0	\$0	\$0	\$252,500	\$0	\$252,500
H-22-Inspection	MED URBAN		\$0	10-28	\$0	\$0	\$0	\$85,000	\$0	\$85,000
Total:			\$0		\$285,000	\$0	\$0	\$803,500	\$0	\$1,088,500
<i>Federal Funding:</i>			\$0		\$228,000	\$0	\$0	\$642,800	\$0	\$870,800
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$0		\$57,000	\$0	\$0	\$160,700	\$0	\$217,700

TIP date 2022 **PIN** 395085 **BIN**
Project Name Black Diamond Trail Connector
Sponsor City of Ithaca
Description TAP Funds - 2022. This project will design and construct approximately 1.25 miles of a multi-use, active transportation facility, including two trail bridges, to extend the Black Diamond Trail and connect to the Gateway Trail. This gap filling project will build a key link in a regionally significant trail network, connecting various neighborhoods to commercial areas and recreational areas, including three state parks and two city parks. City of Ithaca, Tompkins CO. Total Federal Award Amount - \$2,200,000. Local Contribution Amount - \$550,000.

Fund Source: TAP FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	TAP-FLEX	11-22	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	11-22	\$241,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	11-22	\$194,000		\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	TAP-FLEX	11-22	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	TAP-FLEX		\$0	10-25	\$30,000	\$0	\$0	\$0	\$0	\$30,000
G-18-Construction	TAP-FLEX		\$0	05-26	\$2,020,000	\$0	\$0	\$0	\$0	\$2,020,000
H-22-Inspection	TAP-FLEX		\$0	05-26	\$205,000	\$0	\$0	\$0	\$0	\$205,000
Total:			\$495,000		\$2,255,000	\$0	\$0	\$0	\$0	\$2,255,000
Federal			\$396,000		\$1,804,000	\$0	\$0	\$0	\$0	\$1,804,000
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$99,000		\$451,000	\$0	\$0	\$0	\$0	\$451,000

TIP date 2022 **PIN** 395086 **BIN**
Project Name Cayuga Heights: Sidewalk Connections
Sponsor Village of Cayuga Heights
Description TAP Funds - 2022. The project entails the construction of approximately 1.1 miles of sidewalk along Cayuga Heights Road that will connect segments of sidewalk, will connect local destinations, provide safety for pedestrians and children walking to school, and foster the Village's walkable community goals. Village of Cayuga Heights, Tompkins CO. Total Federal Award Amount - \$2,191,000. Local Contribution Amount - \$547,800.

Fund Source: TAP FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	TAP-FLEX	11-22	\$166,000	11-22	\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	11-22	\$166,000	11-22	\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	11-22	\$215,000	11-22	\$0	\$0	\$0	\$0	\$0	\$0
E-13-Rt of Way Incd	TAP-FLEX	11-22	\$5,000	11-22	\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	TAP-FLEX		\$0	10-25	\$5,000	\$0	\$0	\$0	\$0	\$5,000
G-18-Construction	TAP-FLEX		\$0	05-26	\$1,741,000	\$0	\$0	\$0	\$0	\$1,741,000
H-22-Inspection	TAP-FLEX		\$0	05-26	\$441,000	\$0	\$0	\$0	\$0	\$441,000
Total:			\$552,000		\$2,187,000	\$0	\$0	\$0	\$0	\$2,187,000
Federal			\$441,600		\$1,749,600	\$0	\$0	\$0	\$0	\$1,749,600
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$110,400		\$437,400	\$0	\$0	\$0	\$0	\$437,400

TIP date 2024 **PIN** 395090 **BIN**

Project Name Village of Dryden Safe Routes to School Sidewalk Project

Sponsor Village of Dryden

Description TAP Funds - 2023. Village of Dryden Safe Routes to School Sidewalk Project. Construction of ADA-compliant sidewalks and crossings along Mott Rd, North Rd, NYS Rt. 13, Freeville Rd, and Union St. to provide students with a safe and complete route to Dryden Elementary, Middle, and High schools. Village and Town of Dryden, Tompkins CO.

Fund Source: TAP-FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	TAP-FLEX	02-25	\$125,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	02-25	\$125,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	02-25	\$544,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	TAP-FLEX		\$0	03-26	\$40,000	\$0	\$0	\$0	\$0	\$40,000
E-13-Rt of Way Incd	TAP-FLEX	02-25	\$30,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	TAP-FLEX		\$0	03-27	\$0	\$3,310,000	\$0	\$0	\$0	\$3,310,000
H-22-Inspection	TAP-FLEX		\$0	03-27	\$0	\$966,000	\$0	\$0	\$0	\$966,000
Total:			\$824,000		\$40,000	\$4,276,000	\$0	\$0	\$0	\$4,316,000
Federal Funding:			\$659,200		\$32,000	\$3,420,800	\$0	\$0	\$0	\$3,452,800
State Funding:			\$0		\$0	\$0	\$0	\$0	\$0	\$0
Local Funding:			\$164,800		\$8,000	\$855,200	\$0	\$0	\$0	\$863,200

TIP date 2024 **PIN** 395091 **BIN**
Project Name East Shore Drive Bicycle and Pedestrian Safety Corridor
Sponsor Town of Ithaca
Description TAP Funds - 2023. East Shore Drive Bicycle and Pedestrian Safety Corridor. Construction of a multi-use trail within the existing right-of-way along the west side of East Shore Drive using the existing shoulder, green space, and sidewalk. Town of Ithaca, Tompkins CO.

Fund Source: TAP-FLEX

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	TAP-FLEX	02-25	\$25,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-FLEX	02-25	\$70,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-FLEX	02-25	\$70,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	TAP-FLEX		\$0	02-27	\$0	\$1,098,000	\$0	\$0	\$0	\$1,098,000
H-22-Inspection	TAP-FLEX		\$0	02-27	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Total:			\$165,000		\$0	\$1,268,000	\$0	\$0	\$0	\$1,268,000
<i>Federal Funding:</i>			\$132,000		\$0	\$1,014,400	\$0	\$0	\$0	\$1,014,400
<i>State Funding:</i>			\$0		\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Funding:</i>			\$133,000		\$0	\$253,600	\$0	\$0	\$0	\$253,600

TIP date 2024 **PIN** 395092 **BIN**

Project Name West Main St. Sidewalk Project

Sponsor Village of Trumansburg

Description TAP Funds - 2023. West Main St. Sidewalk Project. Phase two of construction of a new sidewalk system along main street near the Trumansburg Central School District to ensure children and other members of the community have safe routes to bike and walk to school. Village of Trumansburg, Tompkins CO.

Fund Source: TAP-RURAL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping	TAP- RURAL	02-25	\$50,000		\$0	\$0	\$0	\$0	\$0	\$0
B-4-Preliminary Design	TAP-RURAL	02-25	\$75,000		\$0	\$0	\$0	\$0	\$0	\$0
C-7-Detailed Design	TAP-RURAL	02-25	\$360,000		\$0	\$0	\$0	\$0	\$0	\$0
D-10-Rt of Way Acq	TAP- RURAL		\$0	03-26	\$15,000	\$0	\$0	\$0	\$0	\$15,000
E-13-Rt of Way Incd	TAP- RURAL	02-25	\$10,000		\$0	\$0	\$0	\$0	\$0	\$0
G-18-Construction	TAP- RURAL		\$0	03-27	\$0	\$2,394,000	\$0	\$0	\$0	\$2,394,000
H-22-Inspection	TAP- RURAL		\$0	03-27	\$0	\$415,000	\$0	\$0	\$0	\$415,000
			Total:		\$495,000	\$15,000	\$2,809,000	\$0	\$0	\$2,824,000
			<i>Federal Funding:</i>		\$396,000	\$12,000	\$2,247,200	\$0	\$0	\$2,259,200
			<i>State Funding:</i>		\$0	\$0	\$0	\$0	\$0	\$0
			<i>Local Funding:</i>		\$99,000	\$3,000	\$561,800	\$0	\$0	\$564,800

TIP date 2017 **PIN** 3BNY02 **BIN** 3209800
Project Name Freese Rd Bridge Rehabilitation over Fall Creek
Sponsor Town of Dryden
Description Freese Road over Fall Creek Major Bridge Rehabilitation. Part of the NYSDOT Bridge NY Rehabilitation and Replacement Group Project-Region 3. Funding is 95% federal using 15% toll credits with a 5% local match.

Fund Source: STBG-OFF

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
G-18-Construction	STBG-OFF		\$0	10-25	\$2,205,000	\$0	\$0	\$0	\$0	\$2,205,000
H-22-Inspection	STBG-OFF		\$0	10-25	\$220,000	\$0	\$0	\$0	\$0	\$220,000
		Total:	\$0		\$2,425,000	\$0	\$0	\$0	\$0	\$2,425,000
		Federal	\$0		\$2,303,750	\$0	\$0	\$0	\$0	\$2,303,750
		State Funding:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Local Funding:	\$0		\$121,250	\$0	\$0	\$0	\$0	\$121,250

TIP date 2019 **PIN** RC0000 **BIN**
Project Name Railroad Crossings Block
Sponsor Will Vary According to Project
Description This table is blocked for funding of Railroad Crossings projects. Projects will be added on an as-needed basis.

Fund Source: RAIL

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
A-1-Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Federal</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>State Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Local Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** RT0000 **BIN**
Project Name Recreational Trails Block
Sponsor Will Vary According to Project
Description This table is blocked for funding of Recreational Trail (RT) projects. Projects will be added on an as-needed basis.

Fund Source: RT

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Federal</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>State Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Local Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0

TIP date 2019 **PIN** TA0000 **BIN**

Project Name Transportation Alternatives Block

Sponsor Will Vary According to Project

Description This table is blocked for funding of Transportation Alternatives projects. Projects will be added on an as-needed basis.

Fund Source: TA

Project Element	Funding	Date	Obligated	Date	25/26	26/27	27/28	28/29	29/30	5 YR Total
Scoping			\$0		\$0	\$0	\$0	\$0	\$0	\$0
		Total:	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Federal</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>State Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0
		<i>Local Funding:</i>	\$0		\$0	\$0	\$0	\$0	\$0	\$0

2026 – 2030 TIP
Federal Transit Administration Tables

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**2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAM SUMMARY TABLES**

URBAN FORMULA (FTA 5307)

PROJECT NAME	DESCRIPTION	PIN#	FUND	2026	2027	2028	2029	2030	5-YEAR TOTAL
Project Administration - County	This project reimburses county project administration costs of FTA grant-funded projects.	382099	C09	600,000	600,000	600,000	600,000	600,000	3,000,000
Preventative Maintenance	This project pays for spare parts and labor for preventative maintenance of TCAT's bus fleet.	382178	C09	100,000	100,000	100,000	100,000	100,000	500,000
Mobility Management Programs and Services*	Mobility Management Programs and Services	382828	C09	500,000	500,000	500,000	500,000	500,000	2,500,000
Mobility Management - Upstate NY Community Mobility Training Conferences*	This project develops and puts on community mobility training conferences with a focus on Upstate NY.	382833	C09	25,000	25,000	25,000	25,000	25,000	125,000
Gadabout Replacement Buses*	Purchase Replacement Paratransit Buses for Gadabout.	382925	C09	500,000	500,000	500,000	500,000	500,000	2,500,000
TCAT Facility Rehabilitation	Rehabilitation of the TCAT Bus Facility.	382979	C09	200,000	200,000	200,000	200,000	200,000	1,000,000
TCAT Facility Architecture & Engineering	This project supports A&E for rehabilitation of the TCAT facility	382924	C09	50,000	-	50,000	-	50,000	150,000
Replacement TCAT Diesel Buses*	Purchase replacement 40ft diesel buses for TCAT	382997	C09	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Capital/Planning Projects Subtotal				\$3,975,000	\$3,925,000	\$3,975,000	\$3,925,000	\$3,975,000	\$19,775,000
Operating Assistance - Gadabout*	Gadabout's operating assistance, including payroll	382001	C09	1,350,000	1,350,000	1,350,000	1,350,000	1,350,000	6,750,000
Operating Assistance - TCAT*	Operating assistance for TCAT	382404	C09	3,260,000	3,260,000	3,260,000	3,260,000	3,260,000	16,300,000
Appalachian Development Transit Program*	Operating assistance for TCAT.	382890	C09	30,000	30,000	30,000	30,000	30,000	150,000
Rides to Recovery*	Connect individuals in active recovery with transportation services to social determinants of health	*	C09	250,000.00	250,000.00	250,000.00	250,000.00	250,000.00	1,250,000
First Mile Last Mile*	Connect bus passengers to and from a bus stop	*	C09	250,000	250,000	250,000	250,000	250,000	1,250,000
Operating Assistance Subtotal				\$5,140,000	\$5,140,000	\$5,140,000	\$5,140,000	\$5,140,000	\$25,700,000
Total Section 5307 Program				\$9,115,000	\$9,065,000	\$9,115,000	\$9,065,000	\$9,115,000	\$45,475,000

BUS & BUS FACILITIES (FTA 5339)									
PROJECT NAME	DESCRIPTION	PIN#	FUND	2026	2027	2028	2029	2030	5-YEAR TOTAL
Low or No Vehicle Emission Program	Purchase Low/No emissions vehicles and infrastructure from Low/No Grant Sect. 5339 funding	382966	C09	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Computer Software Upgrades and Replacement	This project activities includes server and computer upgrades and route planning software replacement.	382991	C09	0	3,000,000	0	0	0	3,000,000
Gadabout Replacement Buses	Purchase replacement buses for Gadabout.	382011	C09	\$150,000	150,000	150,000	150,000	150,000	750,000
Total Section 5339 Program				\$0	\$4,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$8,750,000
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Urban) FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT									
PROJECT NAME	DESCRIPTION	PIN#	FUND	2026	2027	2028	2029	2030	5-YEAR TOTAL
Gadabout Replacement Buses (Urban)	This project purchases Gadabout replacement buses identified in the Coordinated Plan.	382867	C09	300,000	300,000	300,000	300,000	300,000	1,500,000
Gadabout Operating Assistance	Operating assistance for Gadabout	382929	C09	50,000	50,000	50,000	50,000	50,000	250,000
Total Section 5310 Program				\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (FTA 5310 - Rural) FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT									
PROJECT NAME	DESCRIPTION	PIN#	FUND	2026	2027	2028	2029	2030	5-YEAR TOTAL
Gadabout Replacement Buses (Rural)	This project purchases Gadabout replacement buses identified in the Coordinated Plan.	382422	C09	150,000	150,000	150,000	150,000	150,000	750,000
Total Section 5310 Program				\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$ 750,000

**RURAL FORMULA (FTA 5311)
FOR INFORMATION PURPOSES ONLY - PROGRAM MANAGED BY NYSDOT**

PROJECT NAME	DESCRIPTION	PIN#	FUND	2026	2027	2028	2029	2030	5-YEAR TOTAL
Mobility Management Programs and Services*	Mobility Management Programs and Services	382828	C09	500,000	500,000	500,000	500,000	500,000	2,500,000
Mobility Management - Upstate NY Community Mobility Training Conferences*	This project develops and puts on community mobility training conferences with a focus on Upstate NY.	382833	C09	25,000	25,000	25,000	25,000	25,000	125,000
Replacement Gadabout Paratransit Buses*	Purchase replacement Paratransit Buses for Gadabout.	382925	C09	500,000	500,000	500,000	500,000	500,000	2,500,000
Replacement TCAT Diesel Buses*	Purchase replacement 40ft diesel buses for TCAT	382997	C09	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Capital/Planning Projects Subtotal				\$3,025,000	\$3,025,000	\$3,025,000	\$3,025,000	\$3,025,000	\$15,125,000
Operating Assistance - TCAT*	Operating assistance TCAT	382404	C09	460,000	460,000	460,000	460,000	460,000	2,300,000
Operating Assistance - Gadabout*	Operating assistance for Gadabout	382001	C09	150,000	150,000	150,000	150,000	150,000	750,000
Appalachian Development Transit Program*	Operating assistance for mobility services.	382890	C09	30,000	30,000	30,000	30,000	30,000	150,000
Rides to Recovery*	Connect individuals in active recovery with transportation services to social determinants of health	*	C09	250,000	250,000	250,000	250,000	250,000	1,250,000
First Mile Last Mile*	Connect bus passengers to and from a bus stop	*	C09	250,000	250,000	250,000	250,000	250,000	1,250,000
Operating Assistance Subtotal				\$1,140,000	\$1,140,000	\$1,140,000	\$1,140,000	\$1,140,000	\$5,700,000
Total Section 5311 Program				\$4,165,000	\$4,165,000	\$4,165,000	\$4,165,000	\$4,165,000	\$20,825,000
*Anticipated Activity – project number will be added when funds are assigned.									

2024 NYS Accelerated Transit Capital (ATC) and Modernization & Enhancement Program (MEP) Summary Table				
Project	PIN	ATC	MEP	Total
Gadabout Lot G Replacement Buses	382925	\$98,730	-	\$98,730
TCAT Facility Rehabilitation	382940	-	\$718,733	\$718,733
TCAT 40ft Electric Buses	382966	\$200,000	-	\$200,000
TCAT Facility Rehab	382416	\$72,950	-	\$72,950
Gadabout Purchase <30ft Bus	382013	\$136,870	-	\$136,870
Gadabout Purchase 3 <30ft Buses Local Share	382925	\$53,130	-	\$53,130
Total Funding:		\$561,680	\$718,733	\$1,280,413

TIP MAPS

Note: Only Capital Projects are mapped.

Map Categories:

- **Project Location**
- **Senior Populations**
- **Minority Populations**
- **Areas Below Median Household Income**
- **Historic Bridges and Structures**
- **Unique Natural Areas and Wetlands**

2026-2030 TIP Projects

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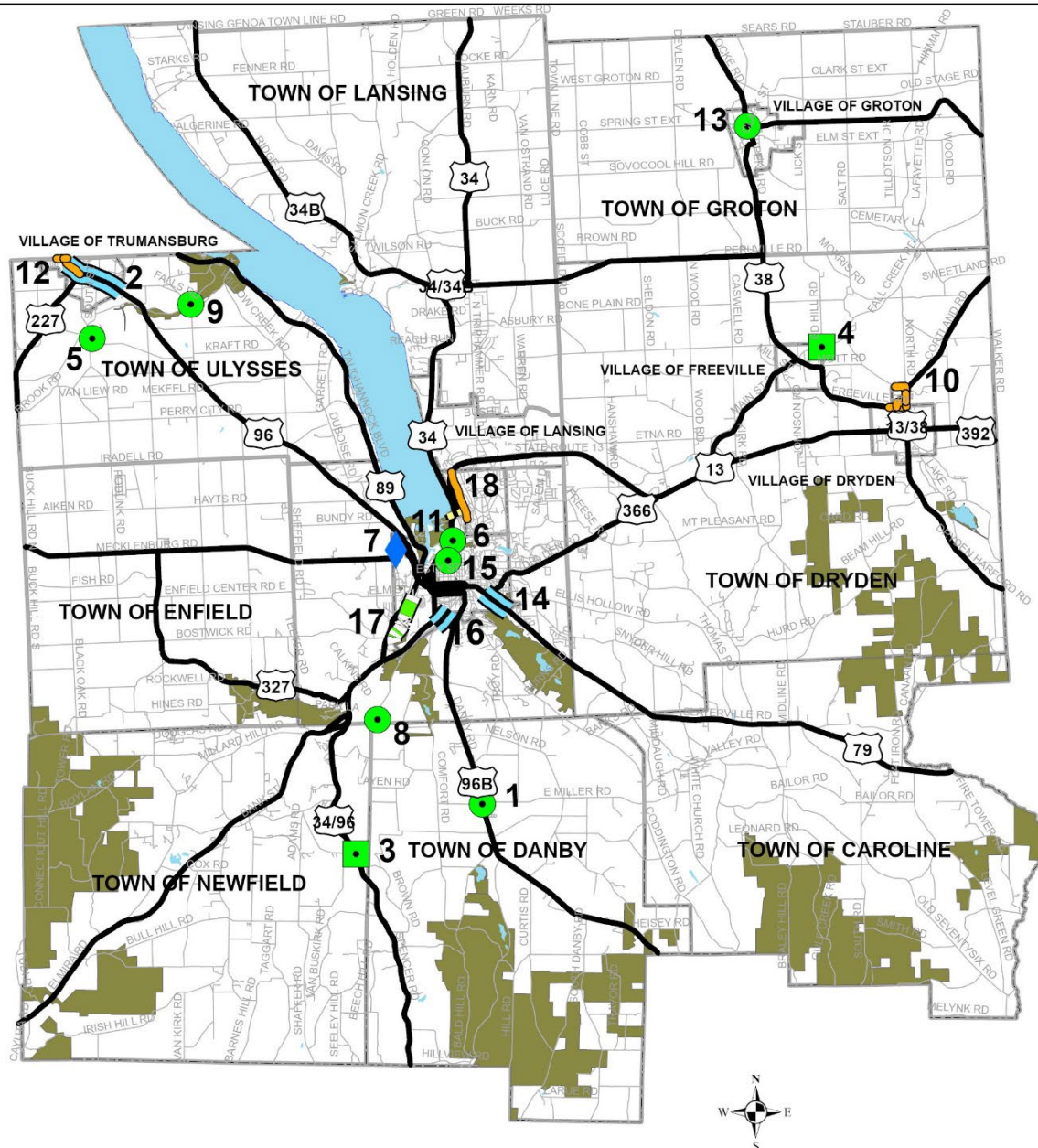
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Legend

- Hwy Bridge Replacement Project
- ▬▬▬ Hwy Paving and Safety Project
- ◆ Culvert Rehabilitation
- Bridge Rehab Project
- ▬▬▬ Pedestrian and Bike Project
- ▬▬▬ Sidewalk Project
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2026-2030 TIP Projects

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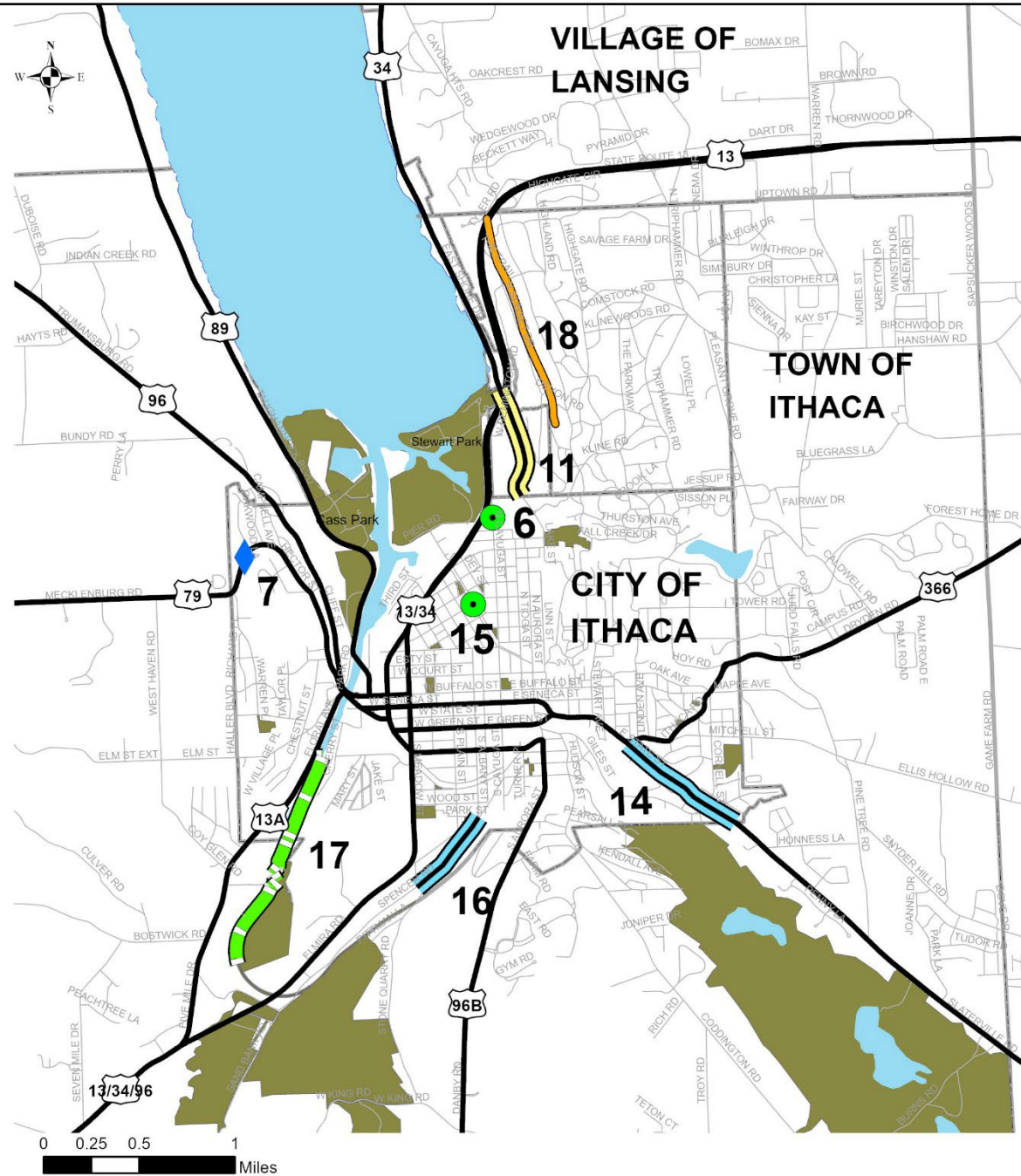
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Senior Population (> 65 years old) Countywide

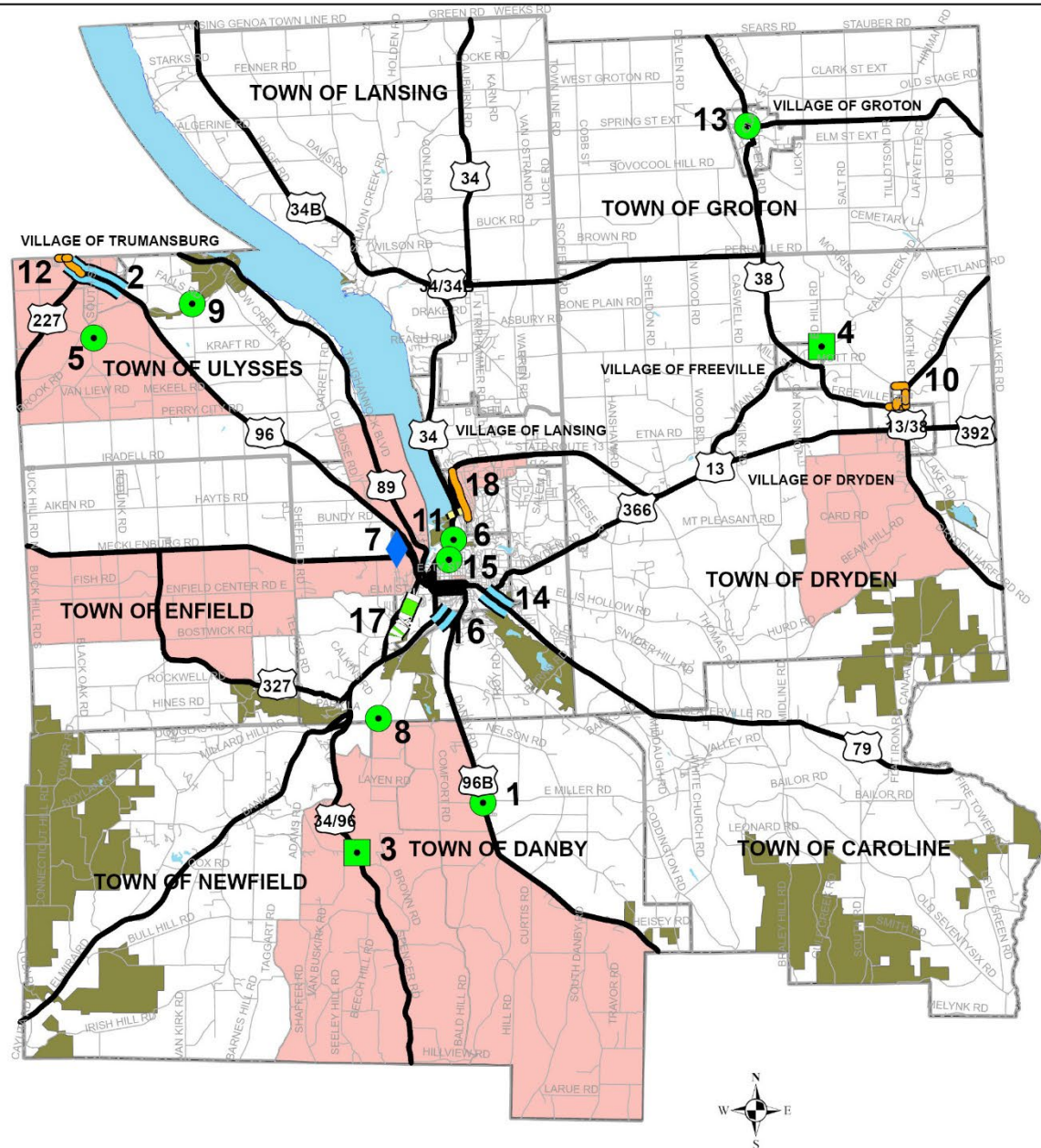
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Legend

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|--|--|
|  Hwy Bridge Replacement Project |  Pedestrian and Bike Project |
|  Hwy Paving and Safety Project |  Sidewalk Project |
|  Culvert Rehabilitation |  Trail Project |
|  Bridge Rehab Project |  Census BGs with >25% over age 65 |



Senior Population (> 65 years old) Urban Area

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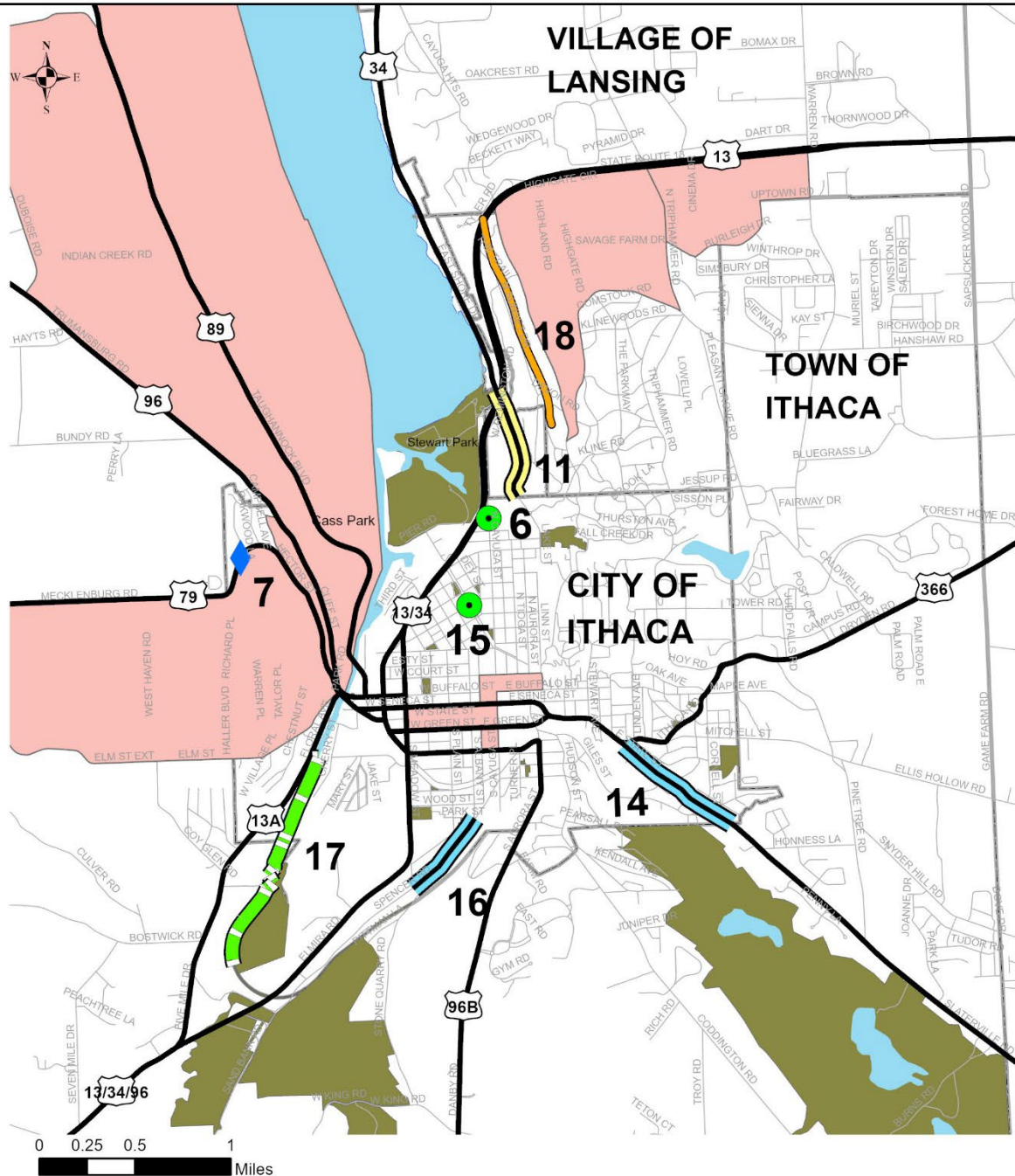
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| Hwy Paving and Safety Project | Sidewalk Project |
| ◆ Culvert Rehabilitation | Trail Project |
| | Census BGs with >25% over age 65 |

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Minority Population > County AVG 2020 Census - Urban Area

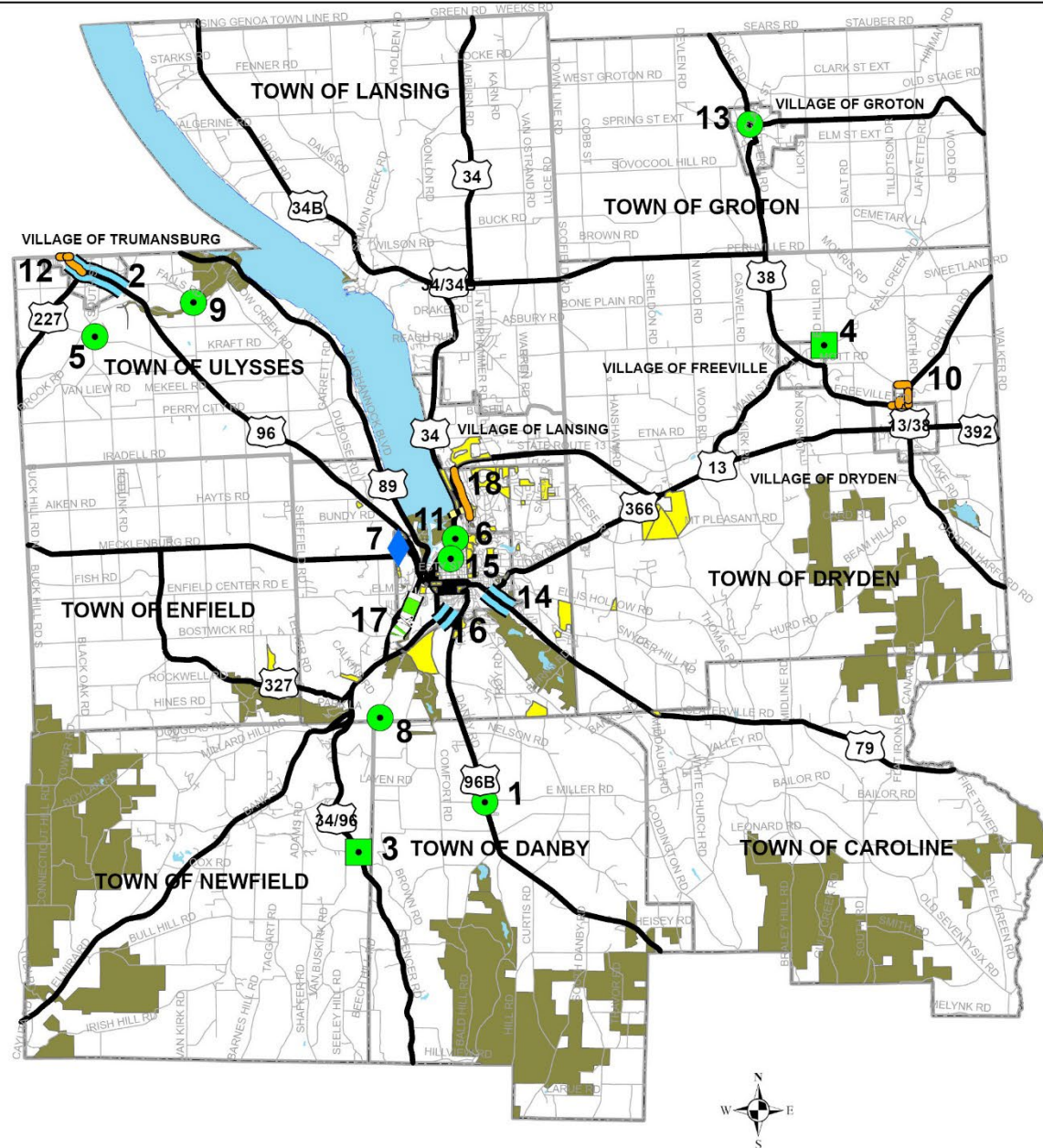
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Legend

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|--|---|
|  Hwy Bridge Replacement Project |  Pedestrian and Bike Project |
|  Hwy Paving and Safety Project |  Sidewalk Project |
|  Culvert Rehabilitation |  Trail Project |
|  Bridge Rehab Project |  2020 Minority Population > County AVG |



Minority Population > County AVG 2020 Census - Urban Area

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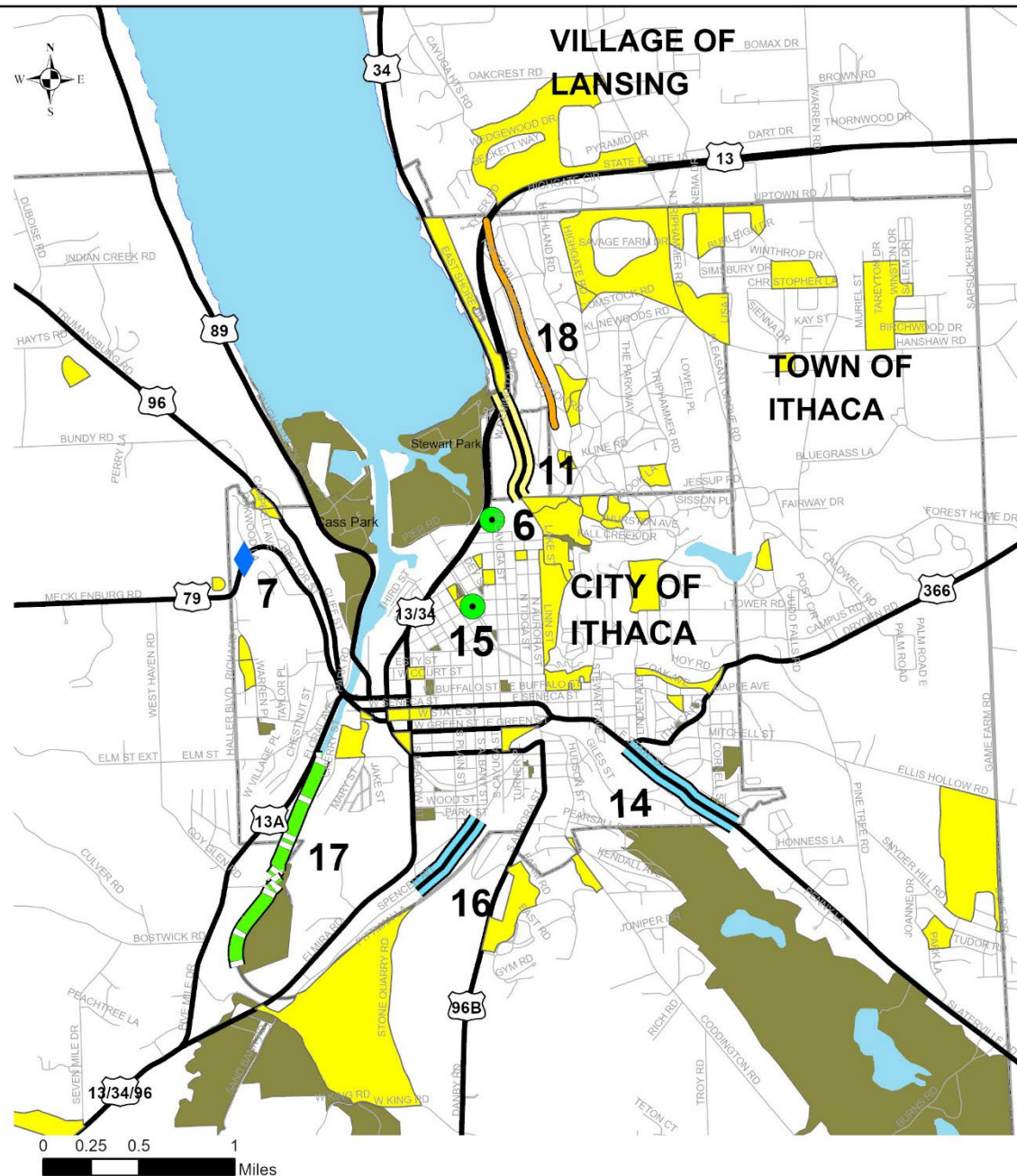
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Legend

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|---|--------------------------------|---|---------------------------------------|
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|  | Culvert Rehabilitation |  | 2020 Minority Population > County AVG |
|  | Pedestrian and Bike Project | | |

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Areas Below Med HH Income 2023 5 Census ACS - Countywide

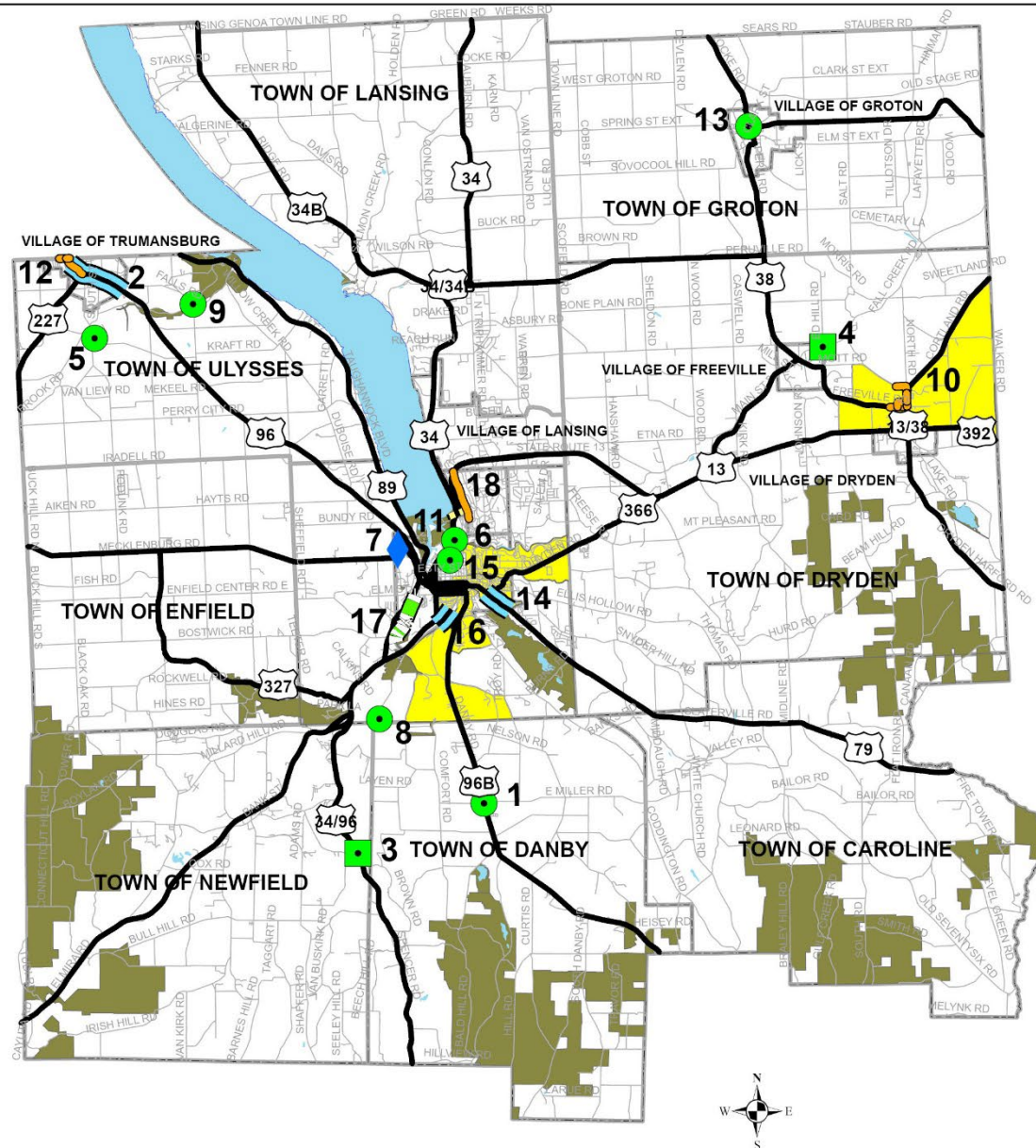
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| ● Hwy Bridge Replacement Project | Pedestrian and Bike Project |
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| ■ Bridge Rehab Project | Census BGs below Med HH Income |



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Areas Below Med HH Income 2023 5 Census ACS - Urban Area

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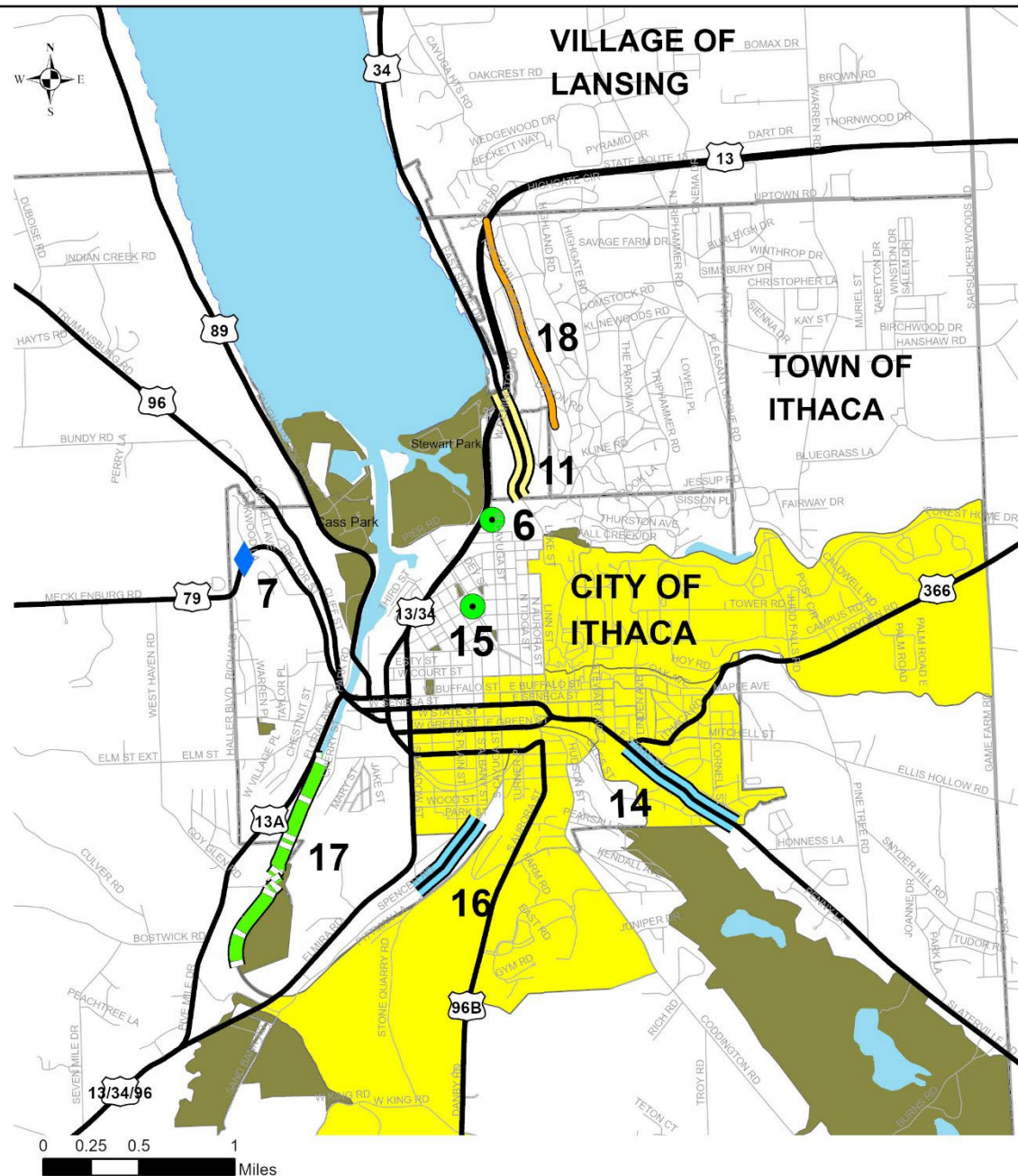
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| |  Census BGs below Med HH Income |

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Historic Bridges and Structures Countywide

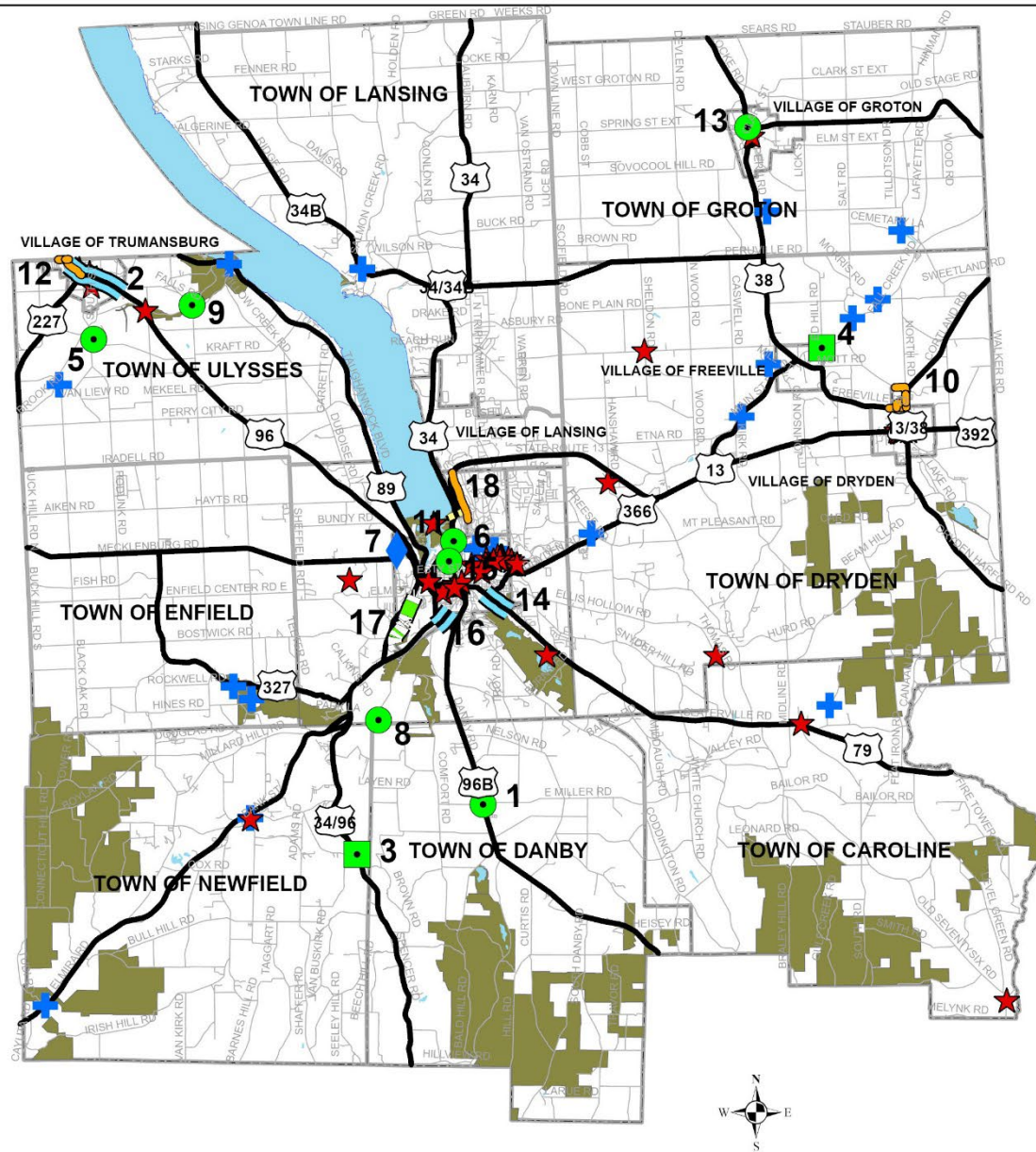
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Legend

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| ◆ Culvert Rehabilitation | ▬ Trail Project |
| ■ Bridge Rehab Project | + Historic Bridges |
| | ★ Historic Structures |



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Historic Bridges and Structures Urban Area

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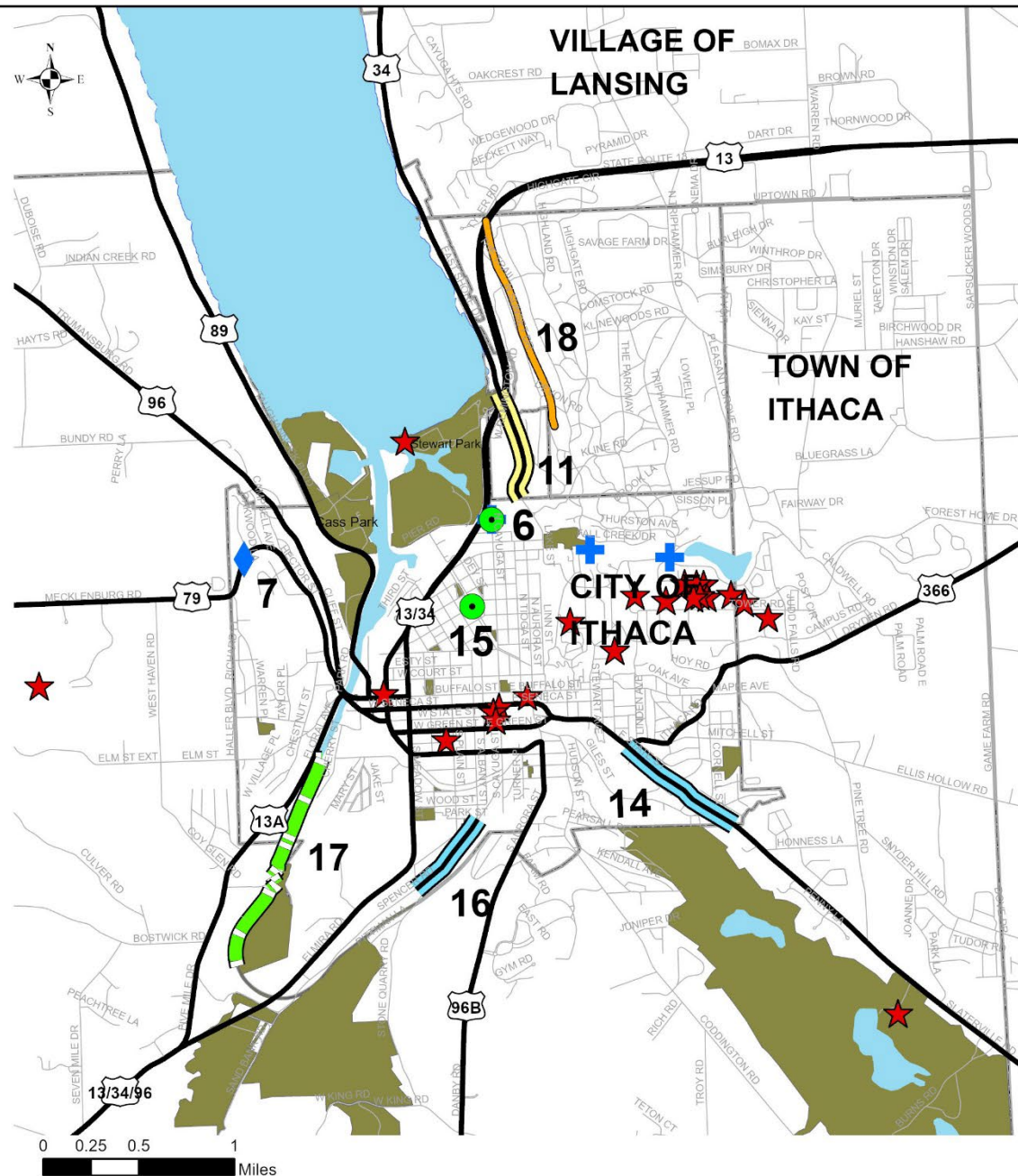
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| Hwy Paving and Safety Project | Trail Project |
| ◆ Culvert Rehabilitation | + Historic Bridges |
| Pedestrian and Bike Project | ★ Historic Structures |

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UNAs, Federal and DEC Wetlands Countywide

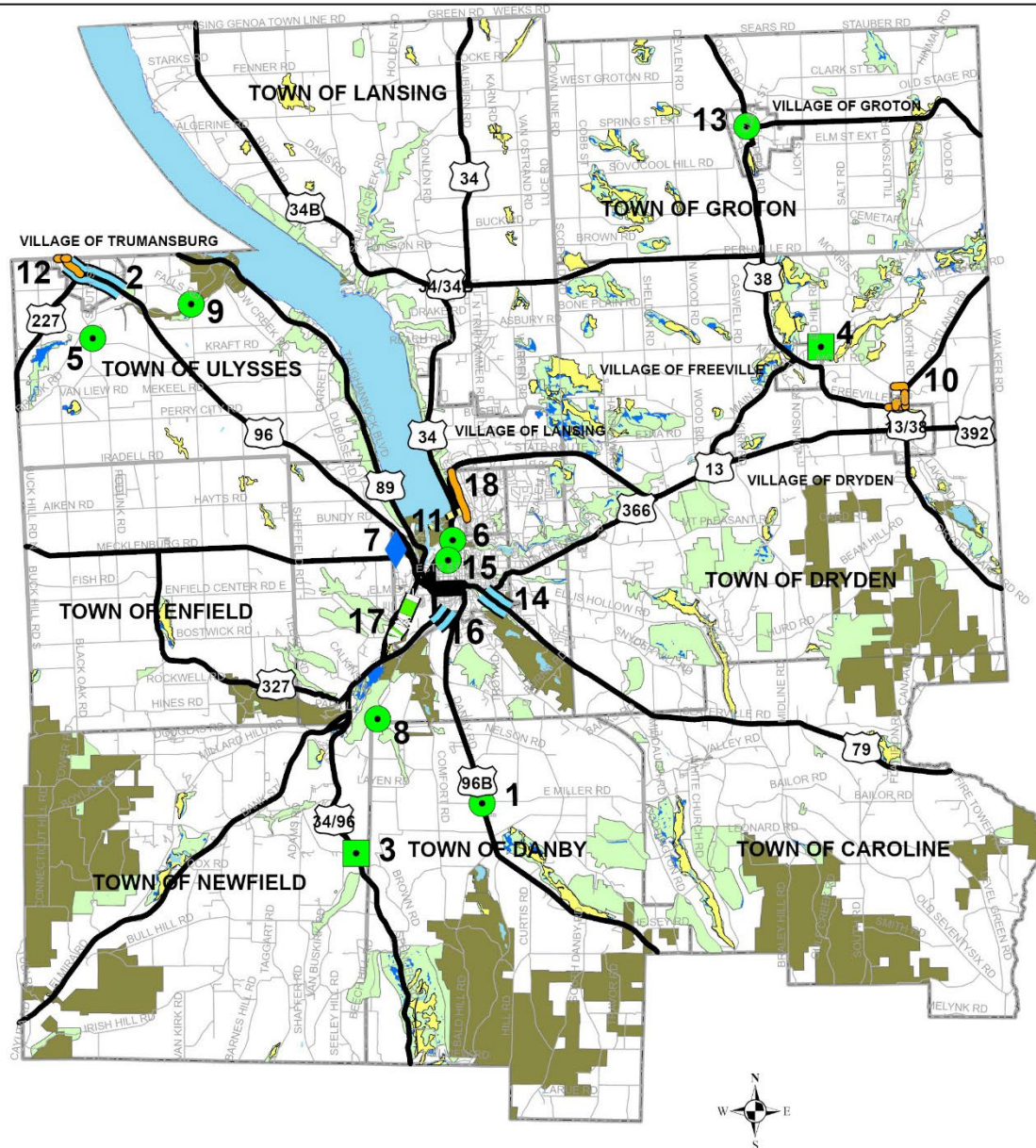
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- #6 N Cayuga St over Fall Creek, Bridge Replace [375700]
- #7 Hector St Culvert Replacement [375701]
- #8 Town Line Rd over Lick Brook Bridge Replacement [375726]
- #9 Falls Rd over Taughannock Creek Bridge Replacement [375757]
- #10 Village of Dryden Safe Routes to School Sidewalk Project [395090]
- #11 East Shore Drive Bicycle and Pedestrian Safety Corridor [395091]
- #12 West Main St. Sidewalk Project [395092]
- #13 Cortland Street Bridge Replacement [375771]
- #14 East State Street Rehabilitation [375772]
- #15 Hancock St Br. over Cascadilla Creek Replacement Project [375773]
- #16 Spencer Road Improvements [375774]
- #17 Black Diamond Trail Connector [395085]
- #18 Cayuga Heights Sidewalk Connector [395086]

Legend

- | | |
|--|---|
|  Hwy Bridge Replacement Project |  Pedestrian and Bike Project |
|  Hwy Paving and Safety Project |  Sidewalk Project |
|  Culvert Rehabilitation |  Trail Project |
|  Bridge Rehab Project |  DEC Wetlands |
| |  Fed Wetlands |
| |  Unique Natural Areas |



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Miles



Prepared by ITCTC, 5/22/25

UNAs, Federal and DEC Wetlands Urban Area

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

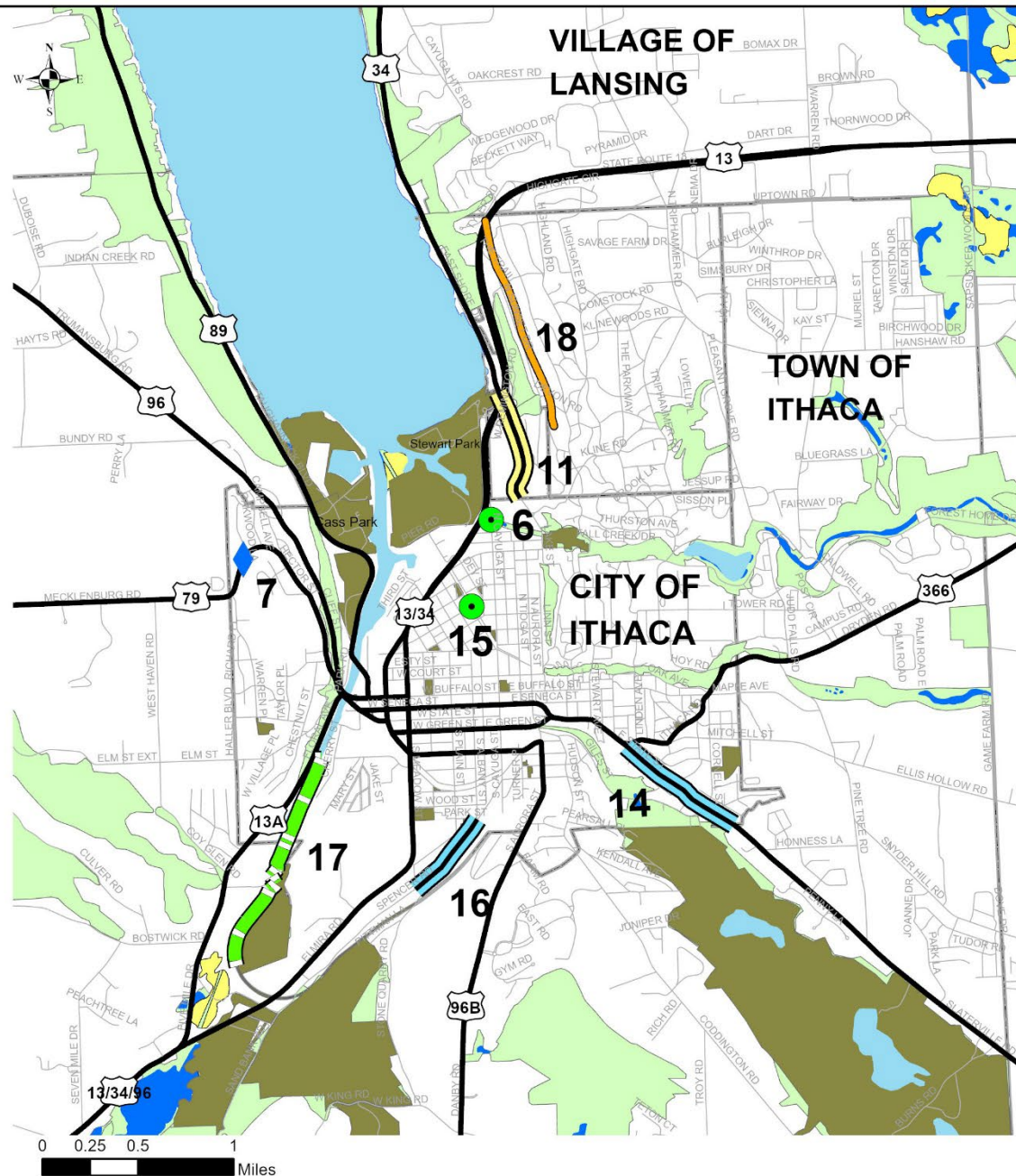
PROJECTS IN ITHACA URBANIZED AREA

- #6 N Cayuga St over Fall Creek, Bridge Replace [375700]
- #7 Hector St Culvert Replacement [375701]
- #11 East Shore Drive Bicycle and Pedestrian Safety Corridor [395091]
- #14 East State Street Rehabilitation [375722]
- #15 Hancock St Br. over Cascadilla Creek Replacement Project [375773]
- #16 Spencer Road Improvements [375774]
- #17 Black Diamond Trail Connector [395085]
- #18 Cayuga Heights Sidewalk Connector [395086]

Legend

- | | |
|--|--|
| ● Hwy Bridge Replacement Project | Sidewalk Project |
| Hwy Paving and Safety Project | Trail Project |
| ◆ Culvert Rehabilitation | DEC Wetlands |
| Pedestrian and Bike Project | Fed Wetlands |
| | Unique Natural Areas |

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2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM