

Binghamton Metropolitan Transportation Study
Planning Committee Meeting
Thursday, June 1st, 2017 1:30 PM
Broome County Office Building, 6th Floor, Legislative Conference Room

AGENDA

1. OPENING

- Roll Call
- Approval of minutes of the February 23rd, 2017 meeting

2. OPPORTUNITY FOR PUBLIC COMMENT

3. ACTION ITEMS

- **2017-2021 TIP Amendments**

[Resolution 2017-13, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program], PIN 9TGD18 Guide Rail Requirements Contract, increase C & CI phases

[Resolution 2017-14, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program], PIN 903823 Rt. 434, Vestal Parkway Pedestrian Mobility Enhancements, move letting and increase DD, C, & CI phases

[Resolution 2017-15, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program] ADDITION OF TWO TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS, PIN 900940 Farm to Market Pedestrian Improvements Project and PIN 900943 Vestal High School Pedestrian Improvements Project

[Resolution 2017-16, Recommending Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program], PIN 982115, moving FTA Section 5339 FFY14 funds to the current TIP and increasing the dollar amount.

- **Unified Operations Plan**

[Resolution 2017-17, Recommending Policy Committee approval of amendments to the Unified Operations Plan]

- **Unwarranted Traffic Signal Study - Village of Endicott**

[Resolution 2017-18, Accepting the Village of Endicott Unwarranted Traffic Signal Study as complete]

4. DISCUSSION ITEMS / UPDATES

- ADA Transition Plan - City of Binghamton Pilot Project
- Local Project Updates

Cassandra
NYS DOT

5. BUSINESS OFFERED FROM THE FLOOR

*** NEXT MEETING DATE - **September 7th @ 1:30pm**

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
February 23, 2017
MINUTES

The meeting was called to order by Chairman Bob Bennett at 1:34pm.

Roll Call:

Members Present:

Robert Bennett, Village of Johnson City Public Services
Vernon Myers, Town of Vestal Engineering
Frank Evangelisti, Broome County Planning
Greg Kilmer, Broome County Public Transportation
Leslie Boulton, Broome County Public Works
Gary Hammond, Tioga County Public Works
Elaine Jardine, Tioga County Planning
Terry Kellogg, City of Binghamton Public Works
Ray Standish, City of Binghamton Engineer
Alex Urda, Town of Chenango
Brian Coddington, Town of Conklin Highway Department
Ron Lake, Town of Dickinson Engineer
Debra Standing, Town of Owego
Lou Caforio, Town of Union Public Works
Pam Eshbaugh, NYSDOT Region 9 Planning

Advisory Members Present:

Lisa McCafferty, Tioga County Public Health Department

Others Present:

Jennifer Yonkoski, BMTS Central Staff
John Sterbentz, BMTS Central Staff
Scott Reigle, BMTS Central Staff
Cassandra Gascon, BMTS Central Staff
Cyndi Paddick, BMTS Central Staff
Kati Chen, BMTS Intern
Ron Coleman, NYSDOT Region 9
Jack Williams, NYSDOT Region 9
Jillian Newby, NYSDOT Region 9
Rich Rooney, McFarland Johnson

- ✓ Approval of minutes from December 1st, 2016 meeting. Motion made by G. Kilmer, seconded by G. Hammond. Approved by consensus.

OPPORTUNITY FOR PUBLIC COMMENT:

None.

ACTION ITEMS:

2017-2018 Unified Planning Work Program

J. Yonkoski highlighted some of the projects that Central Staff will be undertaking in addition to the ongoing tasks that they routinely do in the upcoming UPWP. Some key tasks include:

- Household Travel Survey - J. Sterbentz summarized the project: The last time this type of survey was done was approximately 9 years ago. A consultant will be hired to administer the survey. The results are used for updating the transportation model, including trip generation, mode split, trip destination and origin, and more.
- Intersection Study – Watson Boulevard and McKinley Avenue in the Village of Endicott.
- Road safety audit of Murray Hill Road and Washington Street
- Parking study for the Village of Owego, remains on this UPWP. We are awaiting contact with Owego's new mayor to see if it is still wanted.
- Town of Kirkwood corridor study (carry over from the current UPWP because it was not completed in the prior year due to staffing issues).

J. Yonkoski reviewed the draft budgets and also noted that there were no changes proposed for the BMTS Central Staff staffing plan. The Traffic Engineer position is posted and a full time person is being sought. Until that time, Cyndi Paddick will continue to work in the position part-time.

- ✓ Resolution 2017-01, Recommending Policy Committee approval of the Draft 2017-2018 Unified Planning Work Program and associated grant budgets
Motion: L. Caforio, Second: F. Evangelisti. Approved by Consensus.
- ✓ Resolution 2017-02, Recommending Policy Committee approval of the Draft 2017-2018 Unified Planning Work Program Staffing Plan
Motion: F. Evangelisti, Second: G. Hammond. Approved by Consensus.

Public Participation Plan Update

C. Gascon explained the changes made to the update of the participation plan. A section was added regarding BMTS's social media and internet-based public participation strategies. Other updates include more detailed guidance on processes for public review and public notices for meetings. The updates better reflect what BMTS is currently doing for public outreach.

- ✓ Resolution 2017-03, Recommending Policy Committee approval of the proposed update to the BMTS Public Participation Plan
Motion: F. Evangelisti, Second: G. Kilmer. Approved by Consensus.

Limited English Proficiency Plan Update

C. Gascon reported that census data was updated and used for a new analysis of the LEP population. Changes to the plan also included a better explanation of the process BMTS utilizes for accommodating limited English proficient people, as well as the addition of several language assistance measures the MPO is required to provide when appropriate.

- ✓ Resolution 2017-04, Recommending Policy Committee approval of the proposed update to the BMTS Limited English Proficiency (LEP) Plan
Motion: F. Evangelisti, Second: G. Kilmer. Approved by Consensus.

2017-2021 TIP Amendment

J. Yonkoski noted a mistake to the PIN number on the resolution. The correct PIN number should be 903824. P. Eshbaugh stated that the project is a preventative maintenance project along Rte. 434 from the City of Binghamton line to State Street. The project will resurface the road and fix the superelevation of the portion of the roadway near MacArthur school. The amendment is needed because the cost of construction and construction inspection has increased. The money comes 100% from HSIP funding. P. Eshbaugh provided some background information on HSIP funds for those who are unfamiliar.

- ✓ Resolution 2017-05, Recommending Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program. PIN 903824 Rte. 434 preventive maintenance project to resurface 10.1 lane miles from the city of Binghamton line to State Street. Increase Construction cost. R09-0451
Motion: T. Kellogg, Second: R. Lake. Approved by Consensus.

2017-2021 TIP Amendment

P. Eshbaugh explained that an amendment was needed to add safety projects from the statewide Pedestrian Safety Action Plan to the TIP. The PSAP provides HSIP funds from the DOT main office for countermeasures at pedestrian crossings that increase pedestrian safety. This includes funding for things like signs, pavement markings, high visibility crosswalks, retro-reflective signal heads, tabling of intersections, and more. Solicitation for local PSAP projects could be as soon as June, so municipalities should start thinking about potential local projects.

- ✓ Resolution 2017-06, Recommending Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program. PIN 90PS01 Pedestrian Safety Action Plan (PSAP). R09-0453
Motion: R. Standish, Second: E. Jardine. Approved by Consensus.

2017-2021 TIP Amendment

P. Eshbaugh explained that this project has been progressing in Town of Barker. Since the project was not in Urban Area it was not added to the TIP, however, the alternative that was chosen is within the MPO Planning Area so the project now needs to be added to the TIP. L. Boulton asked if the alternative that was chosen is the location that the town preferred. P. Eshbaugh responded that it is indeed the preferred location. J. Yonkoski displayed a map of the project to show the location of the alternative that was selected.

- ✓ Resolution 2017-07, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program. PIN 921330 Rte. 79 over Chenango River. R09-0454
Motion: G. Hammond, Second: L. Boulton. Approved by Consensus.

2017-2021 TIP Amendment

P. Eshbaugh explained that these two projects were awarded as part of the Bridge NY program. Since they are located within the MPO Planning Area, they need to be added to the TIP.

- ✓ Resolution 2017-08, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program. PIN 975444 and PIN 975446 Country Club Road over Patterson Creek & Juneberry Road over Big Choconut Creek

Motion: R. Standish, Second: L. Boulton. Approved by Consensus.

2017-2021 TIP Amendment

P. Eshbaugh explained that Region 9 is combining 2 separate existing projects into one, using PIN 904265.

- ✓ Resolution 2017-11, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program. PIN 904265 Preventative Maintenance resurfacing project along Rte. 26 within multiple municipalities.

Motion: G. Hammond, Second G. Kilmer. Approved by Consensus.

2017-2021 TIP Amendment

J. Newby gave a brief presentation on the status of the 434 Greenway projects PINs 903808 and 903826. The presentation included the benefits of greenways and the design alternatives being investigated.

After the presentation, J. Williams spoke on the two projects that the next two TIP amendment requests pertain to. He let the Committee know that much consideration went into choosing this project as a transformative project for the area, at the request of the Governor. He stated that although some committee members may have other projects that they would rather see funded, this money is specifically for this project. If this project is not approved, the money could not be invested elsewhere within the urban area.

Discussion followed and several questions are posed:

V. Myers asked if the Pennsylvania Avenue Bridge over Rte. 434 will be widened to accommodate the proposed multi-use trail. J. Newby answered that it will not be widened, and that the path will be 9.5 feet wide at its narrowest point. V. Myers expressed concern that 9.5 feet is not wide enough for two-way pedestrian and bicycle traffic- it is unsafe. He added that the Vestal Rail Trail, which is much wider than the proposed trail, has seen many pedestrian and bicyclist collisions. J. Newby responds that it will only be 9.5 feet wide at its narrowest point, with most of the trail being between 10' and 12'.

R. Bennett inquired about where they are planning to put parking on each end of the trail so that people may drive to use it. P. Eshbaugh said that before parking areas are determined, the alternatives for design must first be narrowed down. DOT will meet with local municipalities to discuss parking locations.

G. Hammond asked who would be responsible for maintaining the greenway once it is built. Several committee members responded that it is the local municipality's job.

C. Paddick asked why an alternative along the north side of Rte. 434 was not included. J. Newby replied that this alternative was investigated and environmental issues were a deterrent for locating the trail on the north side.

C. Paddick referenced BMTS's greenway study and how the study includes a trail network from Chenango to the Tioga County line. She reiterated to the committee that the entire path network should be kept in mind and that this was a critical linkage in the trail system. Once constructed, it will be in place for many years so it is very important to investigate all alternatives and choose the best one, even if it isn't the least expensive or quickest option.

F. Evangelisti reiterated that it is important for this project to be done right. It is a critical part of the trail that should be considered a transportation project.

J. Sterbentz, added that based on previous analysis of this project, it was determined that it would not significantly decrease vehicle miles traveled in the area.

A. Urda stated that the north side of Rte. 434 should not be ruled out as a potential location for the multi-use trail since it would provide the most scenic view of the river. Several committee members agreed.

R. Bennett called for a motion.

- ✓ Resolution 2017-09, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program. PIN 903826 Rte. 434 Greenway; Pennsylvania Ave to Murray Hill Road, R09-0455.
Motion: T. Kellogg, Second: R. Lake. Approved by Consensus.

2017-2021 TIP Amendment

P. Eshbaugh detailed that much like the previously discussed project, this is another transformative project. The project will bring 363 down to grade, slow down traffic, and provide City of Binghamton residents with access to the river. Many questions and discussions followed:

L. Boulton asked if there will be plenty of outreach opportunities for the public. P. Eshbaugh said that there will be a ton. J. Sterbentz spoke, asking if the outreach will be regional as well as local, since changes to this road will have a regional impact. P. Eshbaugh responded that she can distribute a list of where/who they will be aiming outreach. E. Jardine commented that this will be a very difficult project for commuters to deal with.

C. Paddick cited the high traffic volumes that have been observed on 363 and State Street. It does not seem like there would be enough capacity for all of the traffic if 363 were to intersect with State St. There would not be enough capacity for all of this traffic if 363 were brought down to meet other busy roads. J. Sterbentz added that this project will negatively

impact air quality because if traffic is slowed (or stopped due to traffic jams caused by high traffic volumes), more vehicle emissions will occur.

L. Boulton thought that this project would lower the level of service, which sparked a discussion on why this project should even be done if it will cost a lot of money and provide lower service in the end. P. Eshbaugh responded that it will increase the level of service for pedestrians accessing the river. Someone questioned why the road and bridges can't just be replaced as they are. V. Myers responded that a major rehab of what's there would probably cost nearly the same as redoing the whole thing. Others agreed. In addition to this, J. Williams added that this money is set aside specifically for a transformative project such as this and we won't necessarily get this money under any other circumstances. Thus, rehabbing or replacing the infrastructure as it is currently designed is not logical. G. Kilmer said that while it makes sense to want to beautify a gateway into the city, we don't want to 'throw the baby out with the bath water'. In other words, it seems counterintuitive to make a beautiful gateway into the city that no one will want to/be able to use easily. G. Hammond wondered if someone else would use the money if we didn't use it on this project, which J. Williams indicated was a possibility.

In response to concerns and comments expressed thus far, P. Eshbaugh said the project certainly deserves a lot of study and consideration to address these concerns, and that the DOT doesn't take that lightly.

C. Paddick asked if a feasibility study could be done first before going further with this project to determine if it is a worthwhile venture. R. Lake questioned the need for a feasibility study would be when it seems obvious that it isn't feasible. C. Paddick continued by asking if a feasibility study was done and the project doesn't seem feasible, would it be possible to then make the case for using this money towards a different project. There are two gateway projects that are on hold which need money. P. Eshbaugh was not sure these projects are 'transformative' enough to be completed with this money. The committee agreed that we shouldn't approve the project just because we have the money; it must be worthwhile.

L. Caforio suggested changing the amendment to only include scoping and design. P. Eshbaugh concurred to changing the amendment to approve funding for just scoping and preliminary design, not including incidentals. Then it can be revisited by the committee. Motion to approve this change to the amendment was made by L. Caforio, and seconded by R. Lake. Approved by consensus.

- ✓ Resolution 2017-10, Recommending Policy Committee approval of amendment to the 2017-2021 Transportation Improvement Program. ADDITION OF NEW PROJECT, PIN 90380A Rte. 363 & 434 Binghamton Gateway Project
Motion: L Caforio, Second: R. Standish. Approved by consensus.

DISCUSSION ITEMS/UPDATES:

✓ **NY511/Broome-Tioga Rideshare Website**

C. Gascon shared information about BMTS's new Broome-Tioga Rideshare website. It is a major overhaul of the old website that allowed people to connect with riders and drivers who are interested in ridesharing or carpooling. The new website includes many new features in addition to the rideshare aspect, including transit planners, live traffic feeds, and descriptions of regional transportation options.

✓ **ADA Transition Plan- City of Binghamton Pilot Project**

C. Gascon explained the pilot project that BMTS is doing with the City of Binghamton to create an ADA Transition Plan. ADA Transition Plans catalog current curb ramp and sidewalk ratings as they relate to ADA Compliance and detail how a city will improve that infrastructure to become ADA compliant. BMTS has hired three interns to collect data and assemble the report. Ideally, the pilot can be applied to other municipalities.

✓ **City of Binghamton Main St. HSIP Project**

R. Standish detailed that they chose Barton and Loguidice Engineering as the consultant for this project. The City is waiting on a bond contract before work can get started. The consultant is gearing up for surveying so they can begin immediately after funding arrives.

✓ **State St./Hawley St. TAP Project**

R. Standish announced that there is a public meeting scheduled for the State and Hawley Street project on February 28th in the council's chambers. A video made by the project's engineering consultants that shows a mock-up of the proposed project was played.

✓ **I-81 Pedestrian Bridge**

P. Eshbaugh distributed a handout. Based on a study that was done to look at different alternatives, NYSDOT has chosen to construct pedestrian and bicycle accommodations on US Route 11 between Bevier Street and Old Front Street. To replace or rehabilitate the existing pedestrian bridge was a less cost effective option than to add the accommodations to the bridge on Front Street. This option will still provide connectivity for non-motorized traffic and tie in with other planned paths on the Two Rivers Greenway system.

✓ **Transportation Alternatives Award**

P. Eshbaugh reported that award announcements have not been made yet.

✓ **Local Project Updates**

P. Eshbaugh explained that projects are just beginning to be programmed and started. R. Coleman added that unless there are specific questions on projects, the committee should refer to the handout for TAP information.

BUSINESS OFFERED FROM THE FLOOR

R. Bennett suggested that, in an effort to save money on printing costs, hard copies of certain documents will no longer be provided at meetings. They will still be available online for viewing and printing. Some things will still be printed for meetings. The Committee agreed.

The next meeting will be on June 1st, 2017 at 1:30pm.

Motion to adjourn made by R. Standish, seconded by G. Hammond.
Meeting adjourned at 3:30pm.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-13**

Resolution recommending Policy Committee approval of an amendment to the 2017-2021 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

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

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the BMTS Policy Committee approved on June 2, 2016 the 2017-2021 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

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

WHEREAS the project sponsor, NYSDOT, has requested action to amend the 2017-2021 Transportation Improvement Program, to reflect an increase in Construction and Construction Inspection costs, (C: \$2M to \$2.5M and CI: \$0.200M to \$0.250M), PIN 9TGD18, as detailed in the attachment to this resolution, designated as TIP Amendment R09-0472, and

WHEREAS the New York State Department of Transportation has confirmed that these actions will not violate the fiscal constraint requirement

NOW THEREFORE BE IT RESOLVED that the BMTS Planning Committee recommends Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program, as detailed in the attachment to this resolution.

** NEW YORK STATE DEPARTMENT OF TRANSPORTATION **

TIP AMENDMENT: R09-0472

Tuesday, May 9, 2017

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

NYSDOT 9TDD18 MISC <Exempt>	This project addresses roadside drainage issues to eliminate the need for guiderail where appropriate, by extending existing small culverts or installing a drainage structure, Various Locations, Broome County.	NHPP 11/2017	0.016	CONINSP			0.016					
		SDF 11/2017	0.004	CONINSP			0.004					
		NHPP 11/2017	0.160	CONST			0.160					
		SDF 11/2017	0.040	CONST			0.040					
		STP FLEX 11/2017	0.024	CONINSP			0.024					
		SDF 11/2017	0.006	CONINSP			0.006					
		STP FLEX 11/2017	0.240	CONST			0.240					
		SDF 11/2017	0.060	CONST			0.060					
AQC:N/A	BROOME	TPC : < \$0.75 M	TOTAL 5YR COST :	0.550		0.000	0.000	0.550	0.000	0.000	0.000	0.000

To

NYSDOT 9TDD18 MISC <Exempt>	This project addresses roadside drainage issues to eliminate the need for guiderail where appropriate, by extending existing small culverts or installing a drainage structure, Various Locations, Broome County.										
		AQC:N/A	BROOME	TPC : < \$0.75 M	TOTAL 5YR COST >	0.000		0.000	0.000	0.000	0.000

Ballot Comment: REDUCE TO OFFSET 9TGD18

** NEW YORK STATE DEPARTMENT OF TRANSPORTATION **

TIP AMENDMENT: R09-0472

Tuesday, May 9, 2017

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

NYSDOT 9TGD18 SAFETY <Exempt>	This preventive maintenance project will replace deteriorated and non-standard guiderail at various locations along State Highways in Broome County	NHPP 11/2017	0.064	CONINSP			0.064				
		SDF 11/2017	0.016	CONINSP			0.016				
		NHPP 11/2017	0.640	CONST			0.640				
		SDF 11/2017	0.160	CONST			0.160				
		STP FLEX 11/2017	0.096	CONINSP			0.096				
		SDF 11/2017	0.024	CONINSP			0.024				
		STP FLEX 11/2017	0.960	CONST			0.960				
		SDF 11/2017	0.240	CONST			0.240				
AQC:N/A	BROOME	TPC : \$2-\$4 M	TOTAL 5YR COST :	2.200		0.000	0.000	2.200	0.000	0.000	0.000

To

NYSDOT 9TGD18 SAFETY <Exempt>	This preventive maintenance project will replace deteriorated and non-standard guiderail at various locations along State Highways in Broome County	NHPP 11/2017	0.064	CONINSP			0.064				
		SDF 11/2017	0.016	CONINSP			0.016				
		NHPP 11/2017	0.640	CONST			0.640				
		SDF 11/2017	0.160	CONST			0.160				
		STP FLEX 11/2017	0.136	CONINSP			0.136				
		SDF 11/2017	0.034	CONINSP			0.034				
		STP FLEX 11/2017	1.360	CONST			1.360				
		SDF 11/2017	0.340	CONST			0.340				
AQC:N/A	BROOME	TPC : \$2-\$4 M	TOTAL 5YR COST >	2.750		0.000	0.000	2.750	0.000	0.000	0.000

Ballot Comment: PIN 9TGD18: GUIDE RAIL REQUIREMENTS CONTRACT, BROOME COUNTY. INCREASE CONSTRUCTION COST FROM \$2.000M TO \$2.500M & CI FROM \$0.200M TO \$0.250M, USE 9TDD18 AS THE OFFSET.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-14**

Resolution recommending Policy Committee approval of an amendment to the 2017-2021 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

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

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the BMTS Policy Committee approved on June 2, 2016 the 2017-2021 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

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

WHEREAS the project sponsor, NYSDOT, has requested an action to amend the 2017-2021 Transportation Improvement Program, to reflect an increase in Design, Construction and Construction Inspection costs, (DD: \$0.052M to \$0.100M, C: \$0.444M to \$0.83M and CI: \$0.045M to \$0.084M), PIN 903823, as detailed in the attachment to this resolution, designated as TIP Amendment R09-0473, and

WHEREAS the New York State Department of Transportation has confirmed that these actions will not violate the fiscal constraint requirement

NOW THEREFORE BE IT RESOLVED that the BMTS Planning Committee recommends Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program, as detailed in the attachment to this resolution.

** NEW YORK STATE DEPARTMENT OF TRANSPORTATION **

TIP AMENDMENT: R09-0473

Tuesday, May 9, 2017

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

NYSDOT 903823 MOBIL <Exempt>	THIS PROJECT WILL IMPROVE PEDESTRIAN MOBILITY AND SAFETY BY INSTALLING SIDEWALKS OR WIDE SHOULDERS AT 6 SITES WHERE NEITHER EXIST ON ROUTE 434 (AT MILE POINTS 3.15, 3.97, 5.26, 5.49, 5.78, & 7.70), IN THE TOWN OF VESTAL, BROOME COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 08/2017	0.041	CONINSP		0.041					
		SDF 08/2017	0.004	CONINSP		0.004					
		HSIP 08/2017	0.400	CONST		0.400					
		SDF 08/2017	0.044	CONST		0.044					
		HSIP 02/2017	0.047	DETLDES		0.047					
		SDF 02/2017	0.005	DETLDES		0.005					
AQC:N/A	BROOME	TPC : \$0.6-\$1.5 M	TOTAL 5YR COST :	0.541		0.000	0.541	0.000	0.000	0.000	0.000

To

NYSDOT 903823 MOBIL <Exempt>	THIS PROJECT WILL IMPROVE PEDESTRIAN MOBILITY AND SAFETY BY INSTALLING SIDEWALKS OR WIDE SHOULDERS AT 6 SITES WHERE NEITHER EXIST ON ROUTE 434 (AT MILE POINTS 3.15, 3.97, 5.26, 5.49, 5.78, & 7.70), IN THE TOWN OF VESTAL, BROOME COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 06/2017	0.090	DETLDES		0.090					
		SDF 06/2017	0.010	DETLDES		0.010					
		HSIP 12/2017	0.077	CONINSP		0.077					
		SDF 12/2017	0.007	CONINSP		0.007					
		HSIP 12/2017	0.752	CONST		0.752					
		SDF 12/2017	0.084	CONST		0.084					
AQC:N/A	BROOME	TPC : \$0.6-\$1.5 M	TOTAL 5YR COST >	1.020		0.000	0.100	0.920	0.000	0.000	0.000

Ballot Comment: PIN 903823: RTE 434, VESTAL PARKWAY PEDESTRIAN MOBILITY ENHANCEMENTS. MOVE LETTING FROM 10/17 (OBLIGATION FFY17) TO 02/2018 (FFY18) AND INCREASE DESIGN AND CONSTRUCTION PHASES. USE 9TSB18 AS THE OFFSET.

** NEW YORK STATE DEPARTMENT OF TRANSPORTATION **

Tuesday, May 9, 2017

TIP AMENDMENT: R09-0473

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

NYSDOT 9TSB18 SAFETY <Exempt>	THIS SAFETY BLOCK WILL USE HSIP FUNDS TO PROGRESS PROJECTS THAT ARE MOST LIKELY TO REDUCE THE NUMBER OF, OR POTENTIAL FOR, FATALITIES AND SERIOUS INJURIES - BLOCK FUNDS (FFY 2018)	HSIP 08/2017	0.277	PRELDES		0.277						
		SDF 08/2017	0.032	PRELDES		0.032						
		HSIP 11/2017	0.090	CONINSP			0.090					
		SDF 11/2017	0.010	CONINSP			0.010					
		HSIP 11/2017	0.900	CONST			0.900					
		SDF 11/2017	0.100	CONST			0.100					
AQC:N/A	MULTI	TPC : \$3.3-\$5.6 M	TOTAL 5YR COST :	1.409		0.000	0.309	1.100	0.000	0.000	0.000	0.000

To

NYSDOT 9TSB18 SAFETY <Exempt>	THIS SAFETY BLOCK WILL USE HSIP FUNDS TO PROGRESS PROJECTS THAT ARE MOST LIKELY TO REDUCE THE NUMBER OF, OR POTENTIAL FOR, FATALITIES AND SERIOUS INJURIES - BLOCK FUNDS (FFY 2018)	HSIP 08/2017	0.234	PRELDES		0.234						
		SDF 08/2017	0.027	PRELDES		0.027						
		HSIP 11/2017	0.051	CONINSP			0.051					
		SDF 11/2017	0.006	CONINSP			0.006					
		HSIP 11/2017	0.550	CONST			0.550					
		SDF 11/2017	0.062	CONST			0.062					
AQC:N/A	MULTI	TPC : \$3.3-\$5.6 M	TOTAL 5YR COST >	0.930		0.000	0.261	0.669	0.000	0.000	0.000	0.000

Ballot Comment: REDUCE TO OFFSET PIN 903823

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-15**

Resolution recommending Policy Committee approval of an amendment to the 2017-2021 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

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

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the BMTS Policy Committee approved on June 2, 2016 the 2017-2021 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

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

WHEREAS the project sponsors, Broome County and the Town of Vestal, have requested actions to amend the 2017-2021 Transportation Improvement Program, to add projects that were awarded as part of the Transportation Alternatives Program (TAP), PINs 900940 and 900943, as detailed in the attachments to this resolution, designated as TIP Amendments R09-0474 and R09-0475, and

WHEREAS the New York State Department of Transportation has confirmed that these actions will not violate the fiscal constraint requirement

NOW THEREFORE BE IT RESOLVED that the BMTS Planning Committee recommends Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program, as detailed in the attachment to this resolution.

** NEW YORK STATE DEPARTMENT OF TRANSPORTATION **

Wednesday, May 10, 2017

TIP AMENDMENT: R09-0474

Page 1 of 1

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

LOCAL 900940 SAFETY <Exempt>	THIS PROJECT WILL RECONSTRUCT 4,500 LINEAR FEET OF SIDEWALK ALONG FARM TO MARKET ROAD; AND CONSTRUCT 650 FEET OF NEW CURBED SIDEWALK ALONG STRUBLE ROAD TO COMPLETE THE PEDESTRIAN CONNECTION FROM THE STRUBLE ROAD SPORTS COMPLEX TO FARM TO MARKET ROAD AND THUS THE HIGH SCHOOL AND MIDDLE SCHOOL. THE SIDEWALKS INVOLVED WILL ALSO BE BROUGHT UP TO ADA STANDARDS. TOWN OF UNION, BROOME COUNTY.										
AQC:N/A	BROOME	TPC : <\$0.75 M	TOTAL 5YR COST :	0.000		0.000	0.000	0.000	0.000	0.000	0.000

To

LOCAL 900940 SAFETY <Exempt>	THIS PROJECT WILL RECONSTRUCT 4,500 LINEAR FEET OF SIDEWALK ALONG FARM TO MARKET ROAD; AND CONSTRUCT 650 FEET OF NEW CURBED SIDEWALK ALONG STRUBLE ROAD TO COMPLETE THE PEDESTRIAN CONNECTION FROM THE STRUBLE ROAD SPORTS COMPLEX TO FARM TO MARKET ROAD AND THUS THE HIGH SCHOOL AND MIDDLE SCHOOL. THE SIDEWALKS INVOLVED WILL ALSO BE BROUGHT UP TO ADA STANDARDS. TOWN OF UNION, BROOME COUNTY.	TAP FLEX 06/2017 LOCAL 06/2017 TAP FLEX 01/2018 LOCAL 01/2018 TAP FLEX 01/2018 LOCAL 01/2018 TAP FLEX 10/2017 LOCAL 10/2017	0.046 0.012 0.044 0.011 0.292 0.073 0.018 0.005	PRELDES PRELDES CONINSP CONINSP CONST CONST DETLDES DETLDES		0.046 0.012		0.044 0.011 0.292 0.073 0.018 0.005			
AQC:N/A	BROOME	TPC : <\$0.75 M	TOTAL 5YR COST >	0.501		0.000	0.058	0.443	0.000	0.000	0.000

Ballot Comment: 900940: FARM TO MARKET PEDESTRIAN IMPROVEMENTS PROJECT (TAP). ADD PROJECT TO THE STIP.

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2016						
					PRE FFY 2017	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	POST FFY 2021
AQ CODE	COUNTY	TOTAL PROJECT COST									

From

LOCAL 900943 SAFETY <Exempt>	THIS PROJECT WILL INSTALL A HIGH-INTENSITY PEDESTRIAN ACTIVATED CROSSWALK SIGNAL ON RTE 434 AT THE TOWN LIBRARY, 320 VESTAL PARKWAY EAST AND REPLACE SIDEWALKS ON THE EAST SIDE OF CLAYTON AVENUE FROM CHARLES STREET TO RTE 434 AS WELL AS ON THE WEST SIDE OF CLAYTON AVENUE FROM RTE 434 TO WOODLAWN AVENUE / VESTAL HIGH SCHOOL MAIN ENTRANCE. THE PROJECT WILL IMPROVE SAFETY AND MOBILITY OF PEDESTRIANS AND STUDENTS ALONG THE PROJECT VICINITY.										
AQC:N/A	BROOME	TPC : \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.000	0.000	0.000	0.000	0.000	0.000

To

LOCAL 900943 SAFETY <Exempt>	THIS PROJECT WILL INSTALL A HIGH-INTENSITY PEDESTRIAN ACTIVATED CROSSWALK SIGNAL ON RTE 434 AT THE TOWN LIBRARY, 320 VESTAL PARKWAY EAST AND REPLACE SIDEWALKS ON THE EAST SIDE OF CLAYTON AVENUE FROM CHARLES STREET TO RTE 434 AS WELL AS ON THE WEST SIDE OF CLAYTON AVENUE FROM RTE 434 TO WOODLAWN AVENUE / VESTAL HIGH SCHOOL MAIN ENTRANCE. THE PROJECT WILL IMPROVE SAFETY AND MOBILITY OF PEDESTRIANS AND STUDENTS ALONG THE PROJECT VICINITY.	TAP SM URBAN 06/2017 LOCAL 06/2017 TAP SM URBAN 06/2017 LOCAL 06/2017 TAP SM URBAN 05/2018 LOCAL 05/2018 TAP SM URBAN 05/2018 LOCAL 05/2018 TAP SM URBAN 01/2019 LOCAL 01/2019 TAP SM URBAN 01/2019 LOCAL 01/2019	0.044 0.011 0.005 0.001 0.038 0.009 0.024 0.006 0.064 0.016 0.351 0.088	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.044 0.011 0.005 0.001 0.064 0.016 0.351 0.088			0.038 0.009 0.024 0.006 0.064 0.016 0.351 0.088			
AQC:N/A	BROOME	TPC : \$0.6-\$1.5 M	TOTAL 5YR COST >	0.657		0.000	0.061	0.077	0.519	0.000	0.000	0.000

Ballot Comment: 900943: VESTAL HIGH SCHOOL PEDESTRIAN IMPROVEMENTS PROJECT (TAP). ADD PROJECT TO THE STIP.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-16**

Resolution recommending Policy Committee approval of an amendment to the 2017-2021 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

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

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the BMTS Policy Committee approved on June 2, 2016 the 2017-2021 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

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

WHEREAS Broome County has requested an action to amend the 2017-2021 Transportation Improvement Program, to add PIN 982115. This amendment will allow BC Transit to spend FTA FFY14 Section 5339 funds, and

WHEREAS the New York State Department of Transportation has confirmed that these actions will not violate the fiscal constraint requirement

NOW THEREFORE BE IT RESOLVED that the BMTS Planning Committee recommends Policy Committee approval of an amendment to the 2017-2021 Transportation Improvement Program, as detailed in the attachment to this resolution.

**** Binghamton Metropolitan Transportation Study ****
TIP Format Report for Selected Projects on Draft Program
Transit Projects (FTA)

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2013					POST FFY 2018	
					PRE FFY 2014	FFY 2014	FFY 2015	FFY 2016	FFY 2017		FFY 2018
Broome County 982113 TRANSIT <Exempt>	BROOME CO. TRANSIT PREVENTIVE MAINTENANCE FFY 2017, BROOME CO.	FTA 5307 11/2016 LOCAL 11/2016 STATE 11/2016	1.600 0.200 0.200	OPER OPER OPER					1.600 0.200 0.200		
AQC:N/A	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.000		0.000	0.000	0.000	0.000	2.000	0.000	0.000
Broome County 982114 TRANSIT <Exempt>	BROOME CO. TRANSIT PREVENTIVE MAINTENANCE FFY 2018, BROOME CO.	FTA 5307 11/2017 LOCAL 11/2017 STATE 11/2017	1.600 0.200 0.200	OPER OPER OPER						1.600 0.200 0.200	
AQC:N/A	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.000		0.000	0.000	0.000	0.000	2.000	0.000	0.000
Broome County 982115 TRANSIT <Exempt>	TRANSIT COACH REPLACEMENT - 4 DIESEL BUSES - FFY14	FTA 5339 01/2014	0.326	MISC					0.326		
AQC:N/A	TPC: <\$0.75 M	TOTAL 5YR COST :	0.326		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Broome County 982116 TRANSIT <Exempt>	TRANSIT COACH REPLACEMENT - 4 DIESEL BUSES - FFY15	FTA 5339 01/2015	0.326	MISC		0.326					
AQC:N/A	TPC: <\$0.75 M	TOTAL 5YR COST :	0.326		0.000	0.326			0.000	0.000	0.000
Broome County 982117 TRANSIT <Exempt>	TRANSIT COACH REPLACEMENT - 4 DIESEL BUSES - FFY16	FTA 5339 01/2016	0.326	MISC			0.326				
AQC:N/A	TPC: <\$0.75 M	TOTAL 5YR COST :	0.326		0.000	0.000	0.326		0.000	0.000	0.000
Broome County 982118 TRANSIT <Exempt>	TRANSIT COACH REPLACEMENT - 4 DIESEL BUSES - FFY17	FTA 5339 01/2017	0.326	MISC					0.326		
AQC:N/A	TPC: <\$0.75 M	TOTAL 5YR COST :	0.326		0.000	0.000	0.000	0.326	0.000	0.000	0.000
Broome County 982118 TRANSIT <Exempt>	TRANSIT COACH REPLACEMENT - 4 DIESEL BUSES - FFY17	FTA 5339 01/2017	0.326	MISC					0.326		
AQC:N/A	TPC: <\$0.75 M	TOTAL 5YR COST :	0.326		0.000	0.000	0.000	0.000	0.326	0.000	0.000

Table 1 -- Full Year Allocation of FFY14, FFY15 & FFY 2016 Section 5339 Funds by Small Urbanized Areas in New York State											
Agency	FFY 2014 (2)			FFY 2015			FFY 2016			GRAND TOTAL	
	SUZA	ND (d) (1)	TOTAL	SUZA	ND (d) (1)	TOTAL	SUZA	ND (d) (1)	TOTAL		
Binghamton	\$254,208.37	\$301,623.89	\$555,832.27	\$254,208.76	\$301,624.35	\$555,833.11	\$234,416.17	\$422,274.10	\$656,690.27	\$1,768,355.65	
Danbury	\$8,214.76	\$9,746.99	\$17,961.74	\$8,214.72	\$9,746.95	\$17,961.67	\$7,575.12	\$13,645.73	\$21,220.85	\$57,144.26	
Elmira	\$101,892.65	\$120,897.90	\$222,790.55	\$101,892.66	\$120,897.91	\$222,790.56	\$93,959.34	\$169,257.07	\$263,216.41	\$708,797.52	
Glens Falls	\$92,260.27	\$109,468.86	\$201,729.12	\$92,260.16	\$109,468.74	\$201,728.90	\$85,076.83	\$153,256.23	\$238,333.06	\$641,791.08	
Ithaca	\$88,648.97	\$105,183.97	\$193,832.94	\$88,649.12	\$105,184.15	\$193,833.27	\$81,746.94	\$147,257.81	\$229,004.75	\$616,670.96	
Kingston	\$75,621.56	\$89,726.66	\$165,348.22	\$75,621.37	\$89,726.44	\$165,347.81	\$69,733.52	\$125,617.01	\$195,350.54	\$526,046.56	
Middletown	\$89,025.13	\$105,630.30	\$194,655.43	\$89,025.16	\$105,630.34	\$194,655.50	\$82,093.70	\$147,882.47	\$229,976.17	\$619,287.09	
Saratoga	\$86,137.46	\$102,204.01	\$188,341.46	\$86,137.28	\$102,203.80	\$188,341.08	\$79,430.67	\$143,085.32	\$222,515.98	\$599,198.52	
Utica	\$179,686.49	\$213,202.01	\$392,888.50	\$179,686.56	\$213,202.11	\$392,888.67	\$165,696.24	\$298,482.95	\$464,179.19	\$1,249,956.36	
Watertown	\$77,803.36	\$92,315.41	\$170,118.77	\$77,803.20	\$92,315.23	\$170,118.42	\$71,745.47	\$129,241.32	\$200,986.79	\$541,223.98	
TOTAL	\$1,053,499.00	\$1,250,000.00	\$2,303,499.00	\$1,053,499.00	\$1,250,000.00	\$2,303,499.00	\$971,474.00	\$1,750,000.00	\$2,721,474.00	\$7,328,472.00	

Notes:

- 1 - ND is for National Distribution which is a consistent amount allocated to each state to address the Governor's Apportionment
- 2 - The National Distribution for FFY 2014 has already been released in a letter dated 8/28/14; the SUZA funds are now being added to the total amount available

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-17**

Resolution recommending BMTS Policy Committee approval of amendments to the BMTS Unified Operations Plan.

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

WHEREAS Federal regulations (23 CFR Part 450, Subpart C, §450.314) require that “(a) The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the MPA. To the extent possible, a single agreement between responsible parties should be developed.”, and

WHEREAS the BMTS Policy Committee has adopted a Unified Operations Plan to enumerate the responsibilities, policies, and procedures for carrying out transportation planning in the Binghamton Metropolitan Area, and

WHEREAS the BMTS Unified Operations Plan was last updated in 2016, and

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

WHEREAS the BMTS Planning Committee, which includes the Program & Finance Committee, have reviewed the proposed amendments to the Unified Operations Plan, and

NOW THEREFORE BE IT RESOLVED that the Binghamton Metropolitan Transportation Study Planning Committee recommends that the BMTS Policy Committee approve the amendments to the BMTS Unified Operations Plan.

Town of Dickinson: Town Engineer
Town of Kirkwood: Commissioner of Public Works
Town of Owego: Planning and Zoning Administrator
Town of Union: Commissioner of Public Works
Town of Vestal: Town Engineer
New York State Department of Transportation Region 9: Regional Planning & Program Manager
Northern Tier Regional Planning & Development Commission: Executive Director

Advisory Members:

Town of Candor: Highway Superintendent
Town of Fenton: Highway Superintendent
Town of Maine: Highway Supervisor
~~**Town of Nichols:** Highway Superintendent~~
Town of Tioga: Highway Superintendent
Town of Windsor: Highway Superintendent
~~**Village of Candor:** Deputy of Public Works~~
~~**Village of Nichols:** Village Mayor~~
Village of Windsor: Superintendent of Public Works
Broome County Legislature: Transportation Committee Chair
Broome County Health Department: ~~Commissioner~~Director
Tioga County Public Health Department: Public Health Director
Southern Tier East Regional Planning Development Board: Regional Development Analyst II
Greater Binghamton Chamber of Commerce: Manager, Government Relations
New York State Department of Transportation: Representative, Statewide Planning Bureau
Pennsylvania Department of Transportation: District 4 Representative
New York State Department of Environmental Conservation: Region 7 Director
Federal Highway Administration: Representative, Office of Program Management, NY Division
Federal Transit Administration: Community Planner, Region 2

Planning Committee members are responsible for informing their Policy Committee counterparts and/or parent agencies of actions taken by the Planning Committee, and of recommendations for Policy Committee actions.

Members may designate alternates to represent and vote for them in their absence.

The Planning Committee membership must be flexible enough to reflect changing conditions within the metropolitan area. New entities may be granted membership, or have their voting status changed, by action of the Policy Committee.

Whenever any voting member fails to attend or send an alternate to three (3) consecutive meetings, the voting entity shall be moved to a non- voting member on the Planning Committee.

from project sponsors and submitted to the Subcommittee for their quarterly review.

(2) Revising the TIP

Sec. 450.328 TIP revisions and relationship to the STIP.

“(a) An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. Public participation procedures consistent with Sec. 450.316(a) shall be utilized in revising the TIP, except that these procedures are not required for administrative modifications.”

Sec. 450.104 Definitions

“Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an “amendment,” while a minor revision is an “administrative modification.”

All TIP actions are divided into two categories: Major and Minor. Any action listed in the Minor category is considered an administrative modification and can be approved by the TIP Subcommittee. Any action listed in the Major category is considered an amendment and must be approved by the Planning and Policy Committees.

There ~~is one~~ are three exceptions to the categories listed below. The following will not ~~:-An increase of less than \$50,000 to any project phase will not~~ be categorized as Minor or Major and will not require an administrative modification or amendment as long as fiscal constraint is maintained.

- An increase of less than \$50,000 to any project phase
- The correction of a clerical error to a TIP amendment
- Programming of a NYSDOT sponsored project from a block of money

MINOR:

- A change in project fund source among Federal aid fund sources where the TIP remains fiscally constrained;
- A change in project schedule within the first four years;
- A change in project cost for preliminary phases (scoping, preliminary engineering, design, RR force account, utilities, right-of-way incidentals and acquisition) that do not exceed 10% of total project funding;
- A change in project cost for construction phases or transit capital acquisition that do not exceed 15% of total project funding, but with a maximum value of \$600,000.
- The movement of an unobligated phase from a previous TIP year into a future TIP year when no offset is required
- The movement of an unobligated phase from a previous TIP year into the current TIP year when the required offset has been identified
- The movement of a project phase from a future TIP year into the current TIP year when no offset is required
- The movement of a project phase from a future TIP year into the current TIP year when the

- o required offset has been identified
- o The addition of a preliminary project phase (scoping, preliminary engineering, design, RR force account, utilities, right-of-way incidentals and acquisition) that does not exceed 10% of the total project funding, where the major phase was added on a previous date
- o The programming of a locally sponsored project from a block of money (ex. signal, paving, bridge maintenance)
- o The combination of two existing projects when no offset is required.

In all such cases, the New York State Department of Transportation is responsible for demonstrating to the TIP Subcommittee that fiscal constraint has been maintained, and for incorporating approved revisions into the Statewide Transportation Improvement Program (STIP).

The BMTS Planning Committee shall be notified of action on administrative modifications at the next regularly scheduled meeting.

MAJOR:

- o A change in project cost that exceeds what is defined above as minor (administrative modification)
- o A change in project schedule beyond what is defined above as minor (administrative modification)
- o The addition of a preliminary project phase where the cost exceeds what is defined above as minor (administrative modification)
- o The addition of a project

The TIP Subcommittee will review all requests for amendments, and make a recommendation to the BMTS Planning Committee. Amendments must ultimately be approved by the BMTS Policy Committee.

(2) Membership

The TIP Subcommittee shall be composed of five members, each of whom are members, either voting or Advisory, of the Planning Committee. Two members serve by virtue of their position: the Chair of the Planning Committee, and the Regional Planning and Program Manager of NYSDOT Region 9. The remaining members are selected by the Chair of the Planning Committee for a two-year term beginning April 1 of odd numbered years. There is no limit on the number of consecutive terms a member may serve.

(3) Meetings

The TIP Subcommittee shall meet quarterly, prior to meetings of the Planning Committee, and at other times as necessary to carry out its duties in a timely manner. This includes approval of a Draft Transportation Improvement Program on the schedule determined by the BMTS public participation plan and NYSDOT.

(4) Decision Making

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
PLANNING COMMITTEE
RESOLUTION 2017-18**

Resolution accepting the Unwarranted Traffic Signal Study for the Village of Endicott as Complete

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

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one or two year period, and will document the work to be performed with technical assistance provided under the Federal Highway Administration metropolitan planning (PL) program and the Federal Transit Administration Section 5303 program, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and

WHEREAS the approved 2016-2017 Unified Planning Work Programs included an FHWA funded task to evaluate the traffic signals within the Village of Endicott to determine if they are warranted, and

WHEREAS BMTS staff has completed the study,

NOW THEREFORE BE IT RESOLVED THAT the BMTS Planning Committee accepts the Unwarranted Traffic Signal Study for the Village of Endicott as complete.