

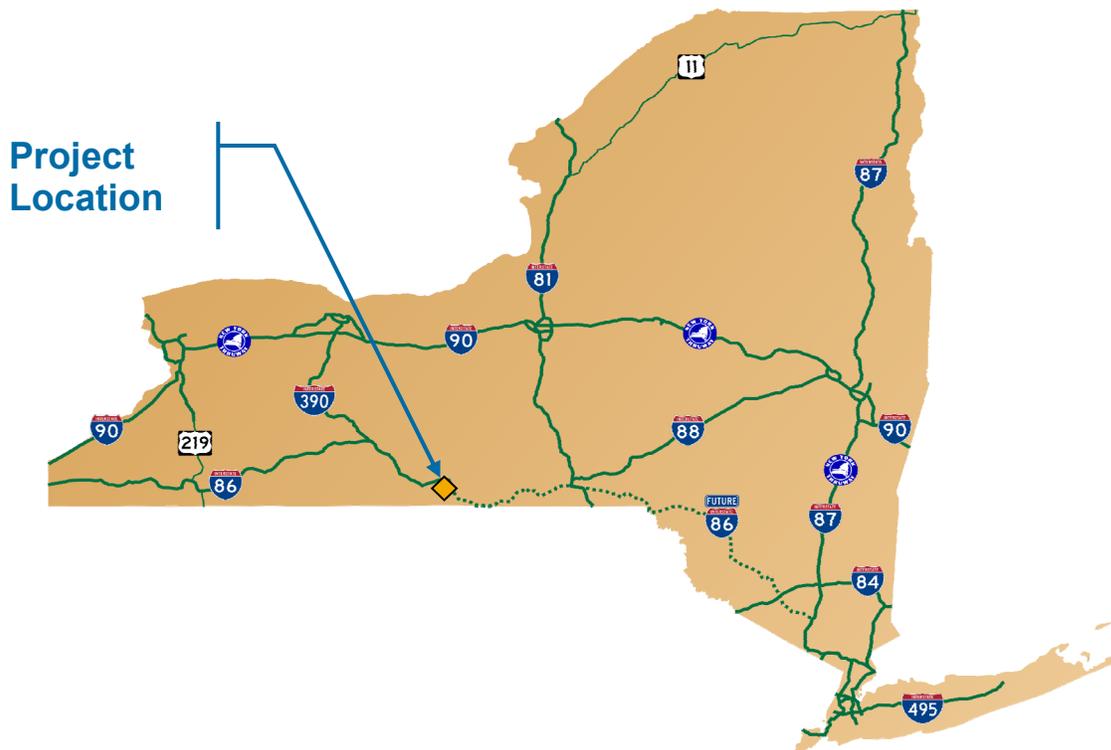
# Transportation Project Report

## Initial Project Proposal

February 2022

Locally Administered Federal Aid Project  
East Water Street Rejuvenation  
Project Identification Number (PIN): 6755.13

City of Elmira  
Chemung County



Department of  
Transportation



U.S. Department of Transportation  
Federal Highway Administration



# PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

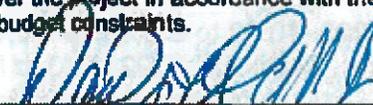
**Milestones**

**Signatures**

**Dates**

**A. Local Project acceptance of Cost and Schedule:**

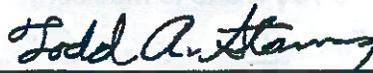
I am in agreement with the scope of the subject local project and will deliver the project in accordance with the schedule outlined and within the budget constraints.

  
\_\_\_\_\_  
Responsible Local Official

2/14/2022

**B. Recommendation for IPP Approval:**

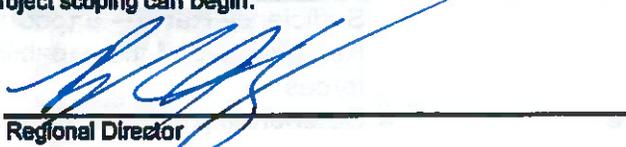
The project is ready to be added to the Regional Capital Program and project scoping can begin.

  
\_\_\_\_\_  
Regional Program Manager

02/10/2022

**C. IPP Approval:**

The project is ready to be added to the Regional Capital Program and project scoping can begin.

  
\_\_\_\_\_  
Regional Director

2/17/22

**PIN:** 6755.13

**PROJECT NAME:** East Water Street Rejuvenation

**MUNICIPALITY:** City of Elmira

**COUNTY:** Chemung

**ROUTE/SH #:** East Water Street (NY 352) / SH# 53-13 (CTYST)

**BIN:** N/A

**LIMITS:** **Milepoints:** 352 6202–10.52 to 352 6202–10.83  
**Reference Markers:** RMM 352 6202 2013 to RMM 352 6202 2016

**PROJECT LENGTH:** 0.32 **CENTERLINE MILES** 0.64 **LANE MILES**

**FEDERAL AID SYSTEM:** NHS **FUNCTIONAL CLASS:** Urban Principal Arterial

**EXISTING AADT:** 9,910 (NY14 to Lake) 6,796 (Lake to Madison)

**PERCENT TRUCKS:** 5%

**EXISTING CHARACTERISTICS OF CONCERN:** The indicators of this section are:

<b><u>ELEMENT</u></b>	<b><u>MEASURE/INDICATOR</u></b>
Surface Rating	Sufficiency Rating= 5 (poor)
Highway Deficiencies	Repairs beyond the capabilities of City Maintenance forces
Other Pertinent Measure	Deteriorating and non ADA sidewalks and ramps

**PROBLEM DESCRIPTION:** This section suffers from many common forms of infrastructure degradation such as oxidized/cracked pavement, cracked and lifted sidewalks, non-standard ADA access.

**PROJECT OBJECTIVE(S):** The objective of this project is to rehabilitate the pavement along a section of E. Water St. beginning at Clements Center Parkway and extending to Madison Avenue, while providing a pedestrian friendly environment.

**PROJECT ELEMENT(S) TO BE INVESTIGATED:**

- |  |   |
|--|---|
| <input type="checkbox"/> Deck Replacement                      | <input type="checkbox"/> Bridge Replacement, New Alignment      |
| <input type="checkbox"/> Minor Bridge Rehabilitation           | <input type="checkbox"/> Bridge Replacement, Existing Alignment |
| <input type="checkbox"/> Major Bridge Rehabilitation           |   |
| <input type="checkbox"/> 1R Highway Resurfacing                | <input checked="" type="checkbox"/> 3R Highway Reconstruction   |
| <input checked="" type="checkbox"/> 2R Highway Restoration     |   |
| <input type="checkbox"/> Appurtenance Only                     | <input checked="" type="checkbox"/> Traffic Control             |
| <input type="checkbox"/> Large Culvert Repair                  | <input type="checkbox"/> Large Culvert Replacement              |
| <input checked="" type="checkbox"/> Other: Sidewalks and Ramps |   |

**PRIORITY RESULTS:**  Mobility & Reliability  Safety  Security  
 Economic Competitiveness  Environmental Stewardship

**FUNDING SOURCE**  100% State  Federal



Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
DESIGN I-IV	4 months	0.280 M	NHPP & Local	04/2022
Design V-VI	4 months	0.190 M	NHPP & Local	05/2023
ROW Incidentals	6 months	0.010 M	NHPP & Local	04/2022
ROW Acquisition	6 months	0.010 M	NHPP & Local	05/2023
Construction	8 months	2.300 M	NHPP & Local	12/2023
Construction Inspection	8 months	0.280 M	NHPP & Local	12/2023
<b>TOTAL</b>		<b>3.070 M</b>		

**BASIS OF ESTIMATE:** Preliminary Estimate

**PROGRAM DISPOSITION:** Scheduled for letting in SFY 2024

**PROJECT MANAGEMENT GROUP:**  Simple  Moderate  Complex

**STATEWIDE SIGNIFICANCE:**  No  Yes Remarks:

**ROW:** Right of Way may be needed. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

**MISCELLANEOUS:** N/A

**NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)**

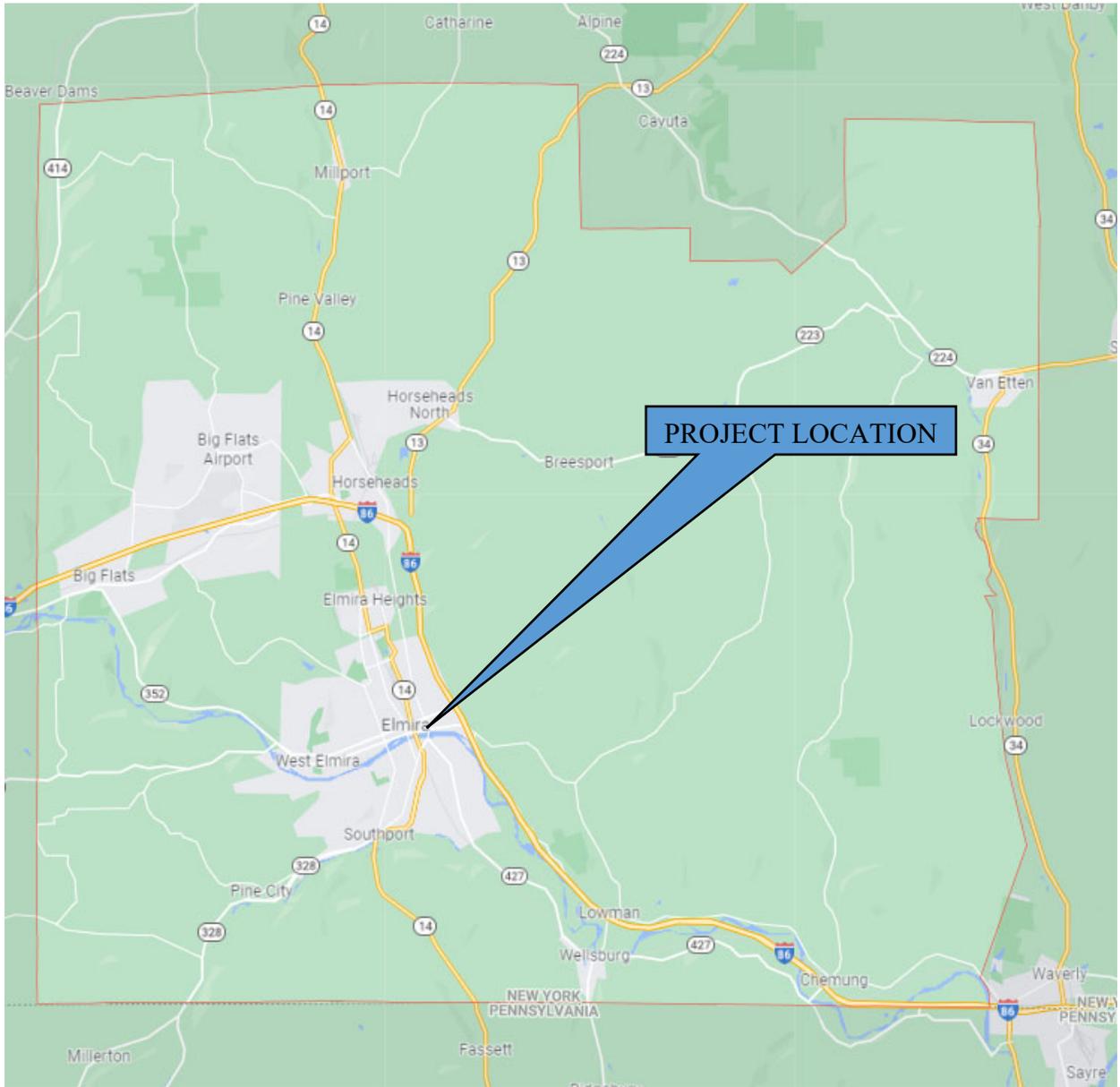
Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA).

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107 The Smart Growth Screening Tool was used to assess the project’s consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Region’s Planning and Program Management group and is attached to this document.

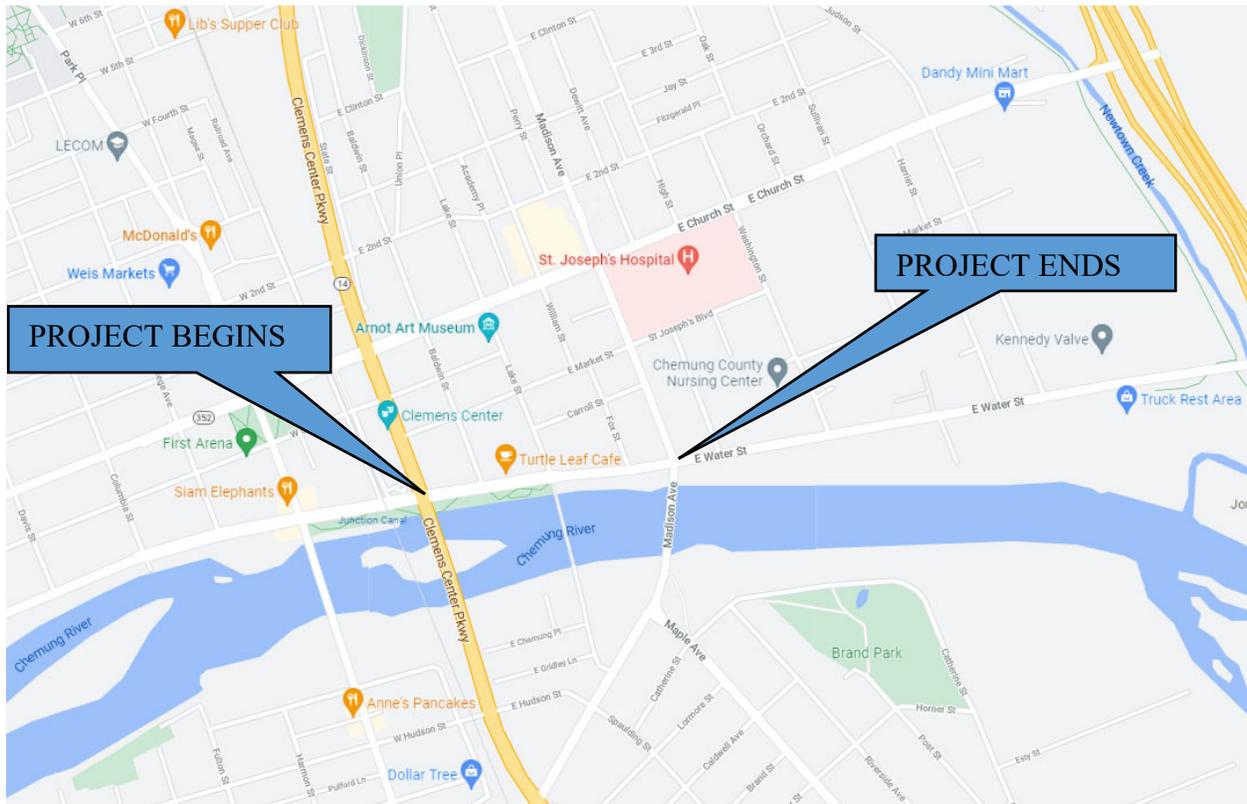
**REGIONAL LOCAL PROJECT LIAISON:** Roger A. Hogle  
**FUNCTIONAL AREA:** Region 6 Planning  
**PHONE:** 607.324.8515

**IPP PREPARED BY:** Roger A. Hogle **DATE:** 2/2/2022

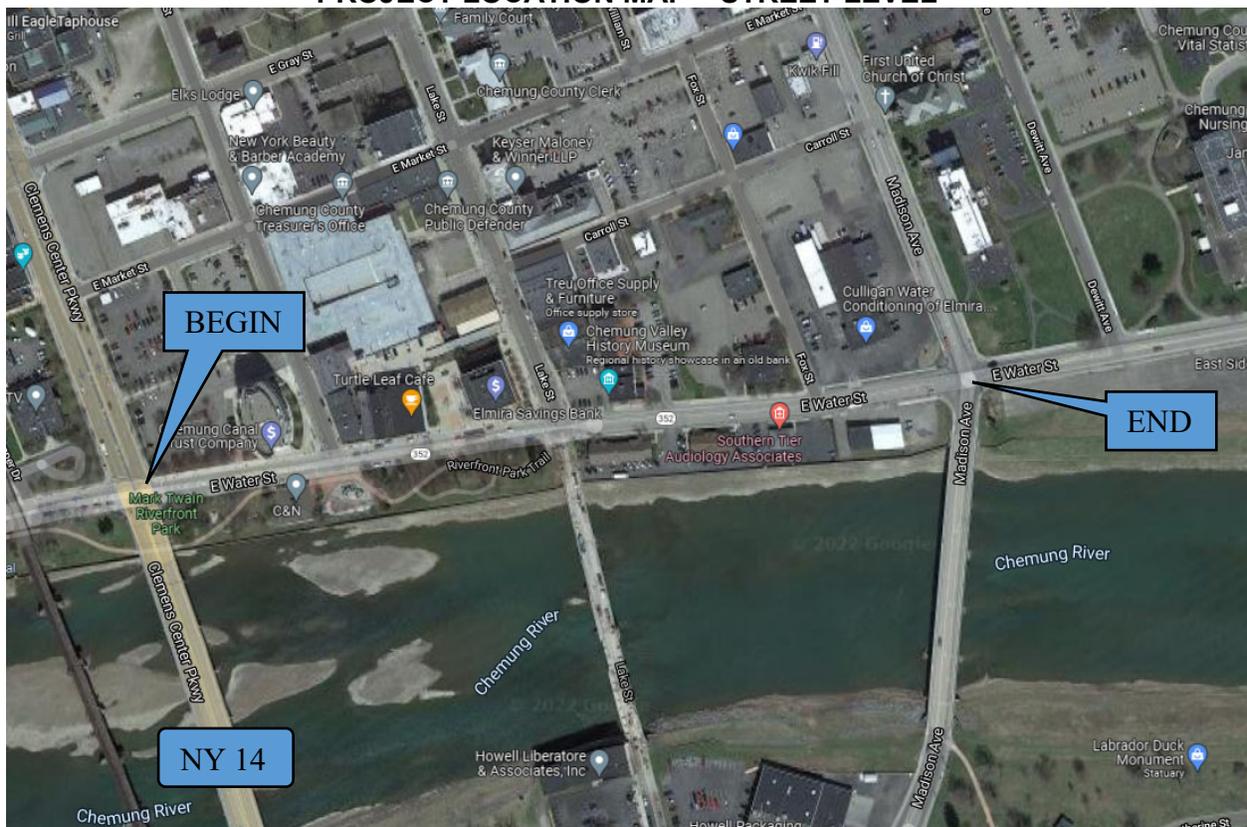
**PROJECT LOCATION MAP – COUNTY LEVEL**



### PROJECT LOCATION MAP



### PROJECT LOCATION MAP – STREET LEVEL



# **APPENDIX B**



Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-2)

<b>PIN:</b>	<input type="text" value="6755.13"/>	<b>Project Location:</b>	<input type="text" value="East Water Street, City of Elmira"/>
<b>Context:</b>	<input checked="" type="checkbox"/> Urban/Village <input type="checkbox"/> Suburban, or <input type="checkbox"/> Rural		
<b>Project Title:</b>	<input type="text" value="East Water Street Rejuvenation"/>		

**STEP 1- APPLICABILITY OF CHECKLIST**

<b>1.1</b>	<p>Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, stop here.</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>1.2</b>	<p>a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i></p> <p>b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features?</p> <ul style="list-style-type: none"> <li>• Sidewalk curb ramps and crosswalks</li> <li>• Shoulder condition and width</li> <li>• Pavement markings</li> <li>• Signing</li> </ul> <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>1.3</b>	<p>Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review <a href="#">EI 13-021</a>* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i></p> <ul style="list-style-type: none"> <li>• Travel lane width</li> <li>• Shoulder width</li> <li>• Markings for pedestrians and bicyclists</li> </ul> <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>1.4</b>	<p>Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and stop here.</i></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**STEP 1** prepared by:       Date:

**STEP 2 - IPP LEVEL QUESTIONS (At Initiation)**      **Comment/Action**

<b>2.1</b>	<p>Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<div style="border: 1px solid black; padding: 5px;"> <p>The Elmira-Chemung Transportation Council has a current long range plan for peds &amp; bikes. The City's Comprehensive Plan lists Water Street as an important pedestrian facility.</p> </div>
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**Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-3)**

2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYS Bike Route 17. Existing sidewalks on both sides of the street with crosswalks.
2.3	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>b. Do the existing bicycle accommodations meet the minimum standard guidelines of <a href="#">HDM Chapter 17</a> or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p>	<p><input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Near NYS Bike Route 17.
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	There are special events in the downtown area nearby.
2.6	Are there existing or proposed generators within the project area ( <i>refer to the "Guidance" section</i> ) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Generators in the project area: Linear park, and businesses. Generators nearby: Bus station, Elmira Business Institute, & the Clemens Center.
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

STEP 2 prepared by:  Date:

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment:  Yes  No

**ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.**

**Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-4)**

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment/Action
3.1	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per <a href="#">HDM Chapter 18</a> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to <a href="#">EI 13-021</a> .	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) Consult with Traffic and Safety and transit operator, as appropriate	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

**Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)**

3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

**STEP 3** prepared by:  Date:

Preparer's Supporting Documentation, Comments and Clarifications:

# **APPENDIX A**



# Smart Growth Screening Tool

PIN 6755.13

Prepared By: Roger A. Hogle, Region 6 Planning

## Smart Growth Screening Tool (STEP 1)

**NYSDOT & Local Sponsors** – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to [Smart Growth Guidance](#) document.

Title of Proposed Project: East Water Street Rejuvenation

Location of Project: City of Elmira, Chemung County

Brief Description: Rehabilitation of the pavement and streetscape on E. Water Street from Clemens Center Parkway to Madison Avenue

### A. Infrastructure:

#### Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes

No

N/A

**Explain:** (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

All project work will be on existing street and sidewalk in public right-of-way.

#### Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;

# Smart Growth Screening Tool

- Park & ride lot rehabilitation;
  - 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.
- b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic [Smart Growth Impact Statement and signed Attestation](#) for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

## B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, [www.dot.ny.gov/programs/greenlites/sustainability](http://www.dot.ny.gov/programs/greenlites/sustainability)

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes       No       N/A

2. Will the project reduce greenhouse gas emissions?

Yes       No       N/A

**Explain:** (use this space to expand on your answers above)

This project is intended to improve the levels of service for pedestrian and vehicle mobility on E. Water Street, in the central business district of the City of Elmira. The project scope will greatly improve the community's aesthetic character. The project is not expected to have an immediate effect on vehicle emissions.

# Smart Growth Screening Tool

## C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

Yes  No  N/A

2. Is the project located in a municipal center?

Yes  No  N/A

3. Will this project foster downtown revitalization?

Yes  No  N/A

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

This project is in conformance with the Elmira Chemung Transportation Committee's (the MPO's) Long Range Plan. There are vacant storefronts along this corridor. This project is one of several public infrastructure projects that, together, will develop an attractive corridor from Elmira College to the center of downtown Elmira. The project site is not in a Brownfield Opportunity Area.

## D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial

# Smart Growth Screening Tool

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?  
Yes  No  N/A
2. Will the project foster brownfield redevelopment?  
Yes  No  N/A
3. Will this project foster enhancement of beauty in public spaces?  
Yes  No  N/A
4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?  
Yes  No  N/A
5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?  
Yes  No  N/A
6. Will this project foster integration of all income groups and/or age groups?  
Yes  No  N/A
7. Will the project ensure predictability in land use codes?  
Yes  No  N/A
8. Will the project ensure predictability in building codes?  
Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

This project is not in a brownfield location. The project includes new Ped/Bike amenities, providing an attractive corridor appropriate for adjacent destinations such as Elmira Riverfront Park and the Elmira Promenade. The project is not intended to affect existing land use regulations or building codes.

## E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

# Smart Growth Screening Tool

1. Will this project provide public transit?

Yes  No  N/A

2. Will this project enable reduced automobile dependency?

Yes  No  N/A

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes  No  N/A

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

**Explain:** (use this space to expand on your answers above)

This project will not provide public transit, but it includes providing better access to existing public transit services in the area in the form of dedicated bus shelters/loading areas. No immediate, significant effect on modal choices is expected.

## F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes  No  N/A

2. Is the project consistent with local plans?

Yes  No  N/A

3. Is the project consistent with county, regional, and state plans?

Yes  No  N/A

# Smart Growth Screening Tool

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

This project was first conceived to address the need for pavement improvements on E. Water Street. It was proposed by the City through the MPO. This project does not conflict with existing transportation plans. This project is on the STIP.

## G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State’s resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes  No  N/A

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes  No  N/A

3. Will the project protect, preserve, and/or enhance air quality?

Yes  No  N/A

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes  No  N/A

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes  No  N/A

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

# Smart Growth Screening Tool

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The project location has no influence on forests or agricultural lands. The scope of this project will have no net influence on water quality. Providing a more attractive facility for non-motorized transportation is expected to improve air quality, if marginally. Open space and scenic areas will be unaffected. There will be no effect on cultural, historic or archaeological resources.

# Smart Growth Screening Tool

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## Smart Growth Impact Statement (STEP 2)

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**NYSDOT:** Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

**Local Sponsors:** The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

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### Smart Growth Impact Statement

**PIN: 6755.13**

**Project Name: East Water Street Rejuvenation**

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Does not degrade community cohesion in this area.
- Preserves the existing transportation corridor without expansion.
- Preserves farmland by not intruding on existing farmlands.
- Does not promote rapid or dense population growth in the project area.
- Will not interfere with non-motorized/transit modes now operating in the project area.
- Conforms to the State and local transportation plans.

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

# Smart Growth Screening Tool

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## Review & Attestation Instructions (STEP 3)

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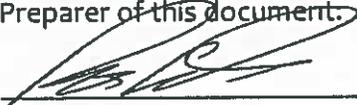
**Local Sponsors:** Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

**NYSDOT:** For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (**Section B.2**).

### A. CERTIFICATION (LOCAL PROJECT)

*I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

  
\_\_\_\_\_  
Signature

02.09.2022  
Date

Regional Local Project Liaison  
Title

Roger A. Hogle, P.E.  
Printed Name

Responsible Local Official (for local projects):

  
\_\_\_\_\_  
Signature

2/14/2022  
Date

City of Elmira Mayor  
Title

Daniel J. Mandell  
Printed Name

# Smart Growth Screening Tool

## B. ATTESTATION (NYSDOT)

### 1. I HEREBY:

Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act

Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

(Attach additional sheets as needed)

do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,  
Regional Planning & Programming Manager (or official designee):

Todd A. Stauring

Signature

02/10/2022

Date

Acting Regional Planning & Program Manager

Title

TODD A. STAURING

Printed Name