



METROPOLITAN PLANNING ORGANIZATION

Boehlert Center at Union Station

321 Main Street, Utica, NY 13501

Phone: 315.798.5710

E-mail: transplan@oneidacountyny.gov

Director: Julie Richmond, HOCTC

Transportation Planning Committee

May 22, 2025, 9:30 AM

Oneida County Department of Planning Conference Room

Union Station

321 Main Street, Utica, New York

AGENDA

a. Welcome and Introductions

b. Approval of the Minutes

Review and discussion of the February 6, 2025 minutes.

c. Public Comment

Open the floor for any comments from the public.

d. Director's Report

Presentation and discussion of information related to the operations of the MPO.

Presenter: Julie Richmond, HOCTC

e. NYSDOT Region 2 Report

Presentation and discussion of NYSDOT projects and other relevant information.

Presenter: Deborah Windecker, NYSDOT

f. NYS Thruway Authority Report

Presentation and discussion of NYSTA projects and other relevant information.

Presenter: Sara Sherlock, Assistant Engineer, NYSTA

g. Other Reports

None

h. Presentations

None

i. Old Business

None

j. New Business

a. HOCTC Resolution 2025 – 12: Approval of the HOCTC Environmental Justice/Title VI Analysis 2025

Presentation and discussion of the proposed resolution.

Presenter: Julie Richmond, HOCTC

- b. HOCTC Resolution 2025 - 13: Approval of the Herkimer-Oneida Counties Transportation Council Self-Certification of the Metropolitan Planning Process**
Presentation and discussion of the proposed resolution.
Presenter: Julie Richmond, HOCTC
- c. HOCTC Resolution 2025 – 14A: Approval of the HOCTC Transportation Improvement Program (TIP) Project Selection Process and Policy for 2025-2029**
Presentation and discussion of the proposed resolution.
Presenter: Julie Richmond, HOCTC
- d. HOCTC Resolution 2025 – 14B: Approval of the HOCTC 2025-2029 Transportation Improvement Program (TIP)**
Presentation and discussion of the proposed resolution.
Presenter: Julie Richmond, HOCTC and Deborah Windecker, NYSDOT
- e. HOCTC Resolution 2025 – 15: Amendment to the 2023-2027 TIP to revise a Transit Project**
Presentation and discussion of the proposed resolution.
Presenter: Tara Spraker, CNYRTA/Centro
- f. HOCTC Resolution 2025 – 16: Amendment to the 2023-2027 TIP to add a Transit Project**
Presentation and discussion of the proposed resolution.
Presenter: Tara Spraker, CNYRTA/Centro
- g. HOCTC Resolution 2025 – 17A: Amendment to the 2023-2027 TIP to revise a New/Improved Shared Use Paths Project**
Presentation and discussion of the proposed resolution.
Presenter: Mark DeRocco, NYSDOT
- h. HOCTC Resolution 2025 – 17B: Amendment to the 2023-2027 TIP to revise a Safety Project**
Presentation and discussion of the proposed resolution.
Presenter: Mark DeRocco, NYSDOT
- i. HOCTC Resolution 2025 – 18: Amendment to the 2023-2027 TIP to add a Safety Project**
Presentation and discussion of the proposed resolution.
Presenter: Mark DeRocco, NYSDOT
- j. HOCTC Resolution 2025 – 19: Amendment to the 2023-2027 TIP to add a Safety Project**
Presentation and discussion of the proposed resolution.
Presenter: Mark DeRocco, NYSDOT
- k. HOCTC Resolution 2025 – 20: Amendment to the 2023-2027 TIP to add a Safety Project**
Presentation and discussion of the proposed resolution.
Presenter: Mark DeRocco, NYSDOT

l. HOCTC Resolution 2025 – 21: Amendment to the 2023-2027 TIP to revise an Intersection Improvement Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

m. HOCTC Resolution 2025 – 22: Amendment to the 2023-2027 TIP to revise a Culvert Repair and Replacement Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

n. HOCTC Resolution 2025 – 23: Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

o. Administrative Modifications to the 2023 – 2027 TIP

Presentation and discussion of the TIP Administrative Modifications Memorandum.

Presenter: Julie Richmond, HOCTC

k. Open Forum for Committee Discussion

l. Adjournment



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Minutes for the February 6, 2025 Meeting

Herkimer-Oneida Counties Transportation Planning Committee

Oneida County Department of Planning Conference Room

Union Station

321 Main Street, Utica, New York

Administered by: Herkimer-Oneida Counties Transportation Council (HOCTC) MPO

Matthew Baisley, Chairperson, called the meeting to order at 9:33 AM.

1. Welcome and Introductions

Voting Members Present

Matthew Baisley

Commissioner, Oneida County Department of Public Works

Mark Nagele

Superintendent, Herkimer County Highways Department

Jeff Quackenbush

Representing James Genovese, Oneida County Commissioner of Planning

Deborah Windecker

Regional Planning and Program Manager, NYSDOT Region 2

Tara Spraker

Director of Capital Programs, Central New York Regional Transportation Authority

Andy Karas

Assistant Engineer, City of Utica

Joseph Guiliano

Commissioner of Public Works, City of Rome

Non-Voting Members Present

Christopher Burtch

Deputy Commissioner, Oneida County Department of Public Works

Mark DeRocco, PE

Assistant Regional Planning and Program Manager & HOCTC Liaison, NYSDOT Region 2

Christine Labuzzetta

Associate Capital Program Analyst, NYSDOT Region 2

Julie Richmond, MPA

Director, HOCTC

Barb Hauck

Principal Planner, HOCTC

Amy Heiderich

Senior Planner, HOCTC

Grace Whiffen

Planning Specialist, HOCTC

Madalyn De Carr

GIS Technician II

2. Approval of the Minutes

- Motion to approve the meeting minutes from the November 26, 2024, meeting as submitted by: Deborah Windecker
- Seconded by: Christopher Burch
- Voting: Passed, 7-0-0

3. Public Comment

- No public comment

4. Director's Report - Julie Richmond, HOCTC Director, gave a synopsis of HOCTC activities for the past quarter.

SS4A – The Oneida and Herkimer Counties Safety Action Plan

- There have been setbacks with the plan development and in coordinating PSC and TAC meetings. The project is now back on track with a planned adoption at the April Legislative meetings.
 - The plan delays are still within the 18-month contract period, so no extensions had to be made.
- The hope was to have the plan adopted by March to align with the release of implementation funding, but with the Executive Order confusion, no one is sure if funding will be made available.
- The consultant team is working to finish up writing the plan and aligning it with SS4A guidelines, the Strategic Highway Safety Plan (SHSP), and FHWA's proven safety countermeasures. The draft is currently back with the consultant team.
- The draft plan will go to the PSC and TAC on February 11, 2025, in preparation for the final meeting on February 18, 2025. They have already seen a lot of the plan. Any additions and comments will be reviewed at this final meeting.
 - Review newer additions to plan
 - Reconcile comments and edits
 - Get concurrence on vision and goal
 - Confirm that the PSC and TAC will be stewards to move forward the strategies and goals
- The plan must have a goal and ensure stakeholders are committed to the strategies and goals.
 - The approved primary goal is to reduce fatal and serious injury crashes 50% by 2050.
 - A question was asked about adding "with sufficient funding" to this goal since it cannot be accomplished without funding. It was noted and will be brought to the TAC for consideration.
 - Another question was asked about the implementation funding being in question. If it does not become available, are there consequences with stating a goal. The goal is the mission statement.
- Internal metrics are being established to see where the counties are with meeting state goals.

- NYSDOT Region 2 mentioned that there is \$90M available statewide for Roadway Departure Funding and there is still HSIP funding programmed in the TIP, so it is not just discretionary money.
- The Safety Action Plan is now incorporating a wider array of potential funding opportunities into the Plan, beyond just SS4A Implementation funding. Any location identified in the Priority Network Screening will be eligible for safety funding programs, not just the 10 Representative Priority Locations. The FHWA does not have any guidance at this time regarding the SS4A 2025 funding round.

Transit

- The 2024-25 Section 5311 application submitted to NYSDOT on February 4, 2025 for Mobility Management services in rural Oneida County will continue the 2021-2023 awarded Section 5311 funding. The amount requested for federal capital rural assistance for 2024-2025 for a two-year project is about \$518,000 with \$129,000 in Non-Federal Aid for a total project cost of \$647,000. Once funding is awarded, the RFP process will begin for the 2024-2025 funding.
- The 2021-2023 Section 5311 funding award is for a two-year project and is pending an executed contract from NYSDOT-Albany before Oneida County can enter into an RFP process.
- The 5311 funding Mobility Management efforts will be channeled through the Transportation Coordination Committee (TCC) to assist with the Human Services Transportation Plan (HSTP) implementation of goals and strategies.

Exit 31 PEL Study

- There have been two Technical Advisory Group meetings recently to recap accomplishments, needs, and countermeasure opportunities.
- The survey opened in December and closed on January 31st. The consultant will continue to work on getting the survey distributed to the targeted LEP community while working on analysis of the general survey.
- The consultant team is working on agency coordination with the Thruway Authority, NYSDOT Region 2, Oneida County Planning, HOCTC, the City of Utica, and the Oneida Nation, among other agencies.
- The study team will need to gather feedback on concept alternatives and proposed improvements.
- The next steps are to ensure that there are no fatal flaws with any of the concepts, survey analysis and summary, updates to the Purpose and Need Statement, and agency coordination draft.
- Public engagement will continue through open houses, tentatively scheduled for March and the concepts should be vetted enough by agency stakeholders for public review by then.
- The final study is scheduled for July 2025 completion with a 30 day review by FHWA incorporated into the schedule.

TIP 2025-2030 and STIP 2025-2029 Update

- The BIL funding expires at the end of 2026.

- HOCTC coordinates with Region 2.
- Project proposals were due on January 31, 2025, and will be under review.
- The narrative and Self-Certification will be updated and is due back to Main Office by June 20, 2025, so will have to be approved by the GP&L before then.
- There is a mandatory 30 day public review and comment period.

5. NYSDOT Region 2 Report – Deborah Windecker, NYDOT gave a synopsis of Region 2 activities this past quarter.

- NYS DOT Region 2 would like to move forward with a potential funding opportunity for Exit 31 that provides rural and tribal assistance pilot program funding for preliminary engineering. The application is for a total of \$750,000 and is due March 4, 2025. The PEL Study will be far enough along that this funding will align. The application is to look specifically at interstate to interstate connections.
- Proposed CHIPS funding is maintained at \$637.8 million, which continues a \$60 million increase from the previous state fiscal year.
 - There is approximately \$100M available to the Pave Our Potholes program, \$150M for Pave NY, \$140M for State Touring Route, \$200M for BridgeNY, and \$80M for Mohawk Valley REDC.
 - There is a commissioner legislation budget meeting today for transportation.
 - BridgeNY funding probably will not happen in 2025 since there was no discussion. It may return in 2026, giving contractors time to finish some projects and be more resources aware.
 - Transportation Alternative Program (TAP) is expected in the summer/fall, which is a great opportunity for sidewalks and other multimodal funding.
 - A question was asked if the DOT was adding county roads to the touring route and the answer is no. They are focusing on state roads going through cities. Rome has done a lot with this.
 - Pots of money are being simplified since there are so many.
 - A question was asked about who spearheads local projects. Cities and villages would, then the DOT gives money to the municipality.
- Recent letting - Ashe Road over Crum Creek in the Town of Manheim, Herkimer County for \$1.2M.
 - A question was asked if anything could be done to help move the project along. An insurance requirement may need to be submitted, which is always complicated.
- Recent letting - Erie Blvd. between S. James St. and George St., City of Rome, Oneida County, Wheels to Heels Transportation Alternative Project.
 - \$2.8M total. The City of Rome has committed additional local funds through the State Touring money.
 - Road reallocation of access road, 10' multi-use path, signal timings, refuge islands, improving pedestrian connections, and bicycle lanes.
 - Construction should begin in the spring.
- Recent letting - Multi-site paving project in Oneida & Madison Counties.
 - \$5.3M total project cost.

- NYS Route 20 in Sangerfield from Brothertown Rd. to Beaver Creek Rd. (12 lane miles).
- NYS Route 12 in the Village of Waterville from Putnam St. to Village line North (1.06 lane miles).
- A question was asked about maintenance responsibility of US Route 20. The DOT does since it was a safety military road and user road. It was overbuilt and needs rightsizing for more multimodal traffic.

6. NYS Thruway Report – Amy Heiderich, HOCTC, on behalf of Sara Sherlock, NYSTA gave a synopsis of the activities undertaken by NYSTA this past quarter.

Ongoing Projects:

- Mainline bridge rehabs over Sterling Creek, scheduled to be completed in Fall 2025.
- Thruway bridge replacement over Oriskany Blvd. with a scheduled completion of Fall/Winter 2026.
- 2024 tentative project – Replacement of Thruway bridge over Mohawk St. (Route 28) with a Winter 2026 completion.
- Thruway bridge replacement over Mohawk St. (Route 28) – National Grid will be relocating gas soon, contractor work to begin in March with a Fall/Winter 2026 completion date.

Tentative 2025/2026 Projects:

- Rehab of North Genesee Street Bridge (away bridge) – Letting 02/2025.
- Replacement of Route 46 Bridge over Thruway – Letting 07/2025.
- Safety upgrades – Letting 02/2025.
- Exit 29A WB bridge over 29A ramp rehabilitation – Letting Q1 2026.

NYS Thruway is continuing to comment and coordinate with the Exit 31 PEL Study.

7. Other Reports –

- The County Highway Association is finishing up the Local Design Service Agreement (LDSA) selection. County Superintendents are discussing it further today.

8. Presentations – None

9. Old Business – None

10. New Business – HOCTC Resolutions 2025-01 – 2025-11

2025-01 – Approval of the 2025-2026 Unified Planning Work Program (UPWP),
Presenter: Julie Richmond, HOCTC

- Description: HOCTC works to achieve LRTP and TIP goals through interim planning in the annual UPWP to carry out the continuing, cooperative, and comprehensive transportation planning process. The UPWP directs the daily

operations and delivery of transportation planning by budgeting staff and consultant time.

- There are several task categories in the UPWP for program support and administration and general development and comprehensive planning. HOCTC receives an annual allocation of PL planning funds and FTP MPP funds to program into task categories for delivery of transportation planning.
- This document must align with federal planning factors such as being inclusive of all modes of transportation in the planning process, ensuring the public has a role and voice in the process, ensuring regional development goals align with transportation investments, and utilization of data and analysis.
- There are several planning emphasis areas determined at the federal level where there is alignment with the HOCTC UPWP tasks. Complete Streets, which has become safety and accessibility for all modes, and Planning and Environment Linkages – Exit 31 Study to advance a project into NEPA efficiently were highlighted examples.
- Several new tasks have been added as subcategories such as the SS4A line rebranded as Roadway Safety Planning and Implementation, and under LRTP, Land Use Scenario Planning and Freight Planning.
- Other planning projects include an update to the Environmental Justice Analysis for 2025, an update to the LRTP Atlas, and a TIP update.
- A draft of the UPWP was shared with FHWA and NYSDOT Main Office in January and was circulated for a 30-day public review, with no comments received.
- Discussion: None
- Motion to approve Resolution made by: Mark Nagele
 - Seconded by: Jeff Quackenbush
 - Voting: Passed 7-0-0

2025-02- 2025 Traffic Safety Performance Measures Targets, Presenter: Julie Richmond, HOCTC

- Description: NYSDOT has established targets for five safety performance measures based on five year rolling averages for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.
- The Governor's Traffic Safety Committee has adopted the same targets.
- The targets were in need of consistency with a reduction goal of 1.5% by 2026, 0.5% by 2024 and 1.0% in 2025.
- The MPO has 180 days to adopt or support these targets.
- Discussion: None
- *Motion to approve this Resolution will be made in combination with Resolution 2025-03.*

2025-03– Acceptance and Support of the Revised NYSDOT Transportation Performance Management Biennial Performance Report for Performance Period 2022-2025, Presenter Julie Richmond, HOCTC

- Description: Acceptance and support for this report was approved by the GP&L on February 21, 2023, via Resolution 2023-25. NYSDOT had to revise the report due to the value for the Total Emission Reductions for PM2.5 that was erroneously reported in the Baseline Performance Period report as 2.643 kg/day and corrected in the October 1 submission to 3.643 kg/day. All other targets have been retained.
- Discussion: None
- Motion to approve Resolutions 2025-02 and 2025-03 made by: Mark Nagele
 - Seconded by: Tara Spraker
 - Voting: Passed 7-0-0

2025-04 - Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2065.40 – Route 12B over Oriskany Creek Bridge replacement (BIN 1009890) and unnamed creek culvert, which will become a bridge in the Town of Kirkland in Oneida County. This project will also include paving approximately 800 feet from the culvert replacement to Route 12B/233 intersection.
- The total project amount shall be increased by \$0.881M from \$5.275M to \$6.191M which includes additional CRP medium Urban funds for construction to accommodate additional trail and bridge widening work in partnership with Kirkland Trails.
- This project is in FFY 2026, with plans to begin in late 2026. The project is currently in design.
- Discussion: None
- Motion to approve the Resolution made by: Joseph Guiliano
 - Seconded by: Jeff Quackenbush
 - Voting: Passed 7-0-0

2025-05 - Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2047.07 – North Genesee Street Gateway Bridge and Multi-Modal Connector Project that will replace two bridges carrying Route 921C (N. Genesee St.) over the Mohawk River, Harbor Lock Road, and Erie Canal in the City of Utica in Oneida County.
- This project will also rehabilitate North Genesee Street from Wurz Ave. to I-790.
- The total project cost shall be increased by \$2.164M from \$60.803M to \$62.967M for ROW Acquisition work, adding state funding. The NHPP funds shall be removed from ROW Acquisition and shall be added to the NHPP funds in Detailed Design.
- Discussion: A question was asked about whether the NYSDOT is taking any buildings. One property will be taken over. NEPA eminent domain procedure law (EDPL) hearing, planned for March or April, are taking place just like with Route 29. A question was asked if the property was condemned and if so, if the bottom line would be impacted. NYSDOT is hoping this is all accounted for, but this is not

a superfund site. Currently the main hurdle is utilities. Letting will be in June of 2026 due to the \$18M grant utilizing funds that expire at the end of 2026.

- Motion to approve Resolution made by: Jeff Quackenbush
 - Seconded by: Joseph Guiliano
 - Voting: passed 7-0-0

2025-06 - Amendment to the 2023-2027 TIP to revise a Bridge Rehabilitation Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2303.52 – Route 46: Rehabilitation of 6.25 miles of Route 46 from the Lansing Creek (BIN 1025790) bridge to Holmes Road in the towns of Western, Ava, and Boonville in Oneida County. The project will also address deficient guardrail, drainage, and signing within the project limits.
- The total project amount shall be increased by \$1.005M from \$11.472M to \$12.477M for Construction and Construction Inspection work. The funding year for the Detailed Design phase shall be changed from FFY 2024 to FFY 2025.
 - The increase in project cost is due to an underestimation in the cost increase of materials.
- Discussion: None
- A motion was made to approve the Resolution by: Deborah Windecker
 - Seconded by: Jeff Quackenbush
 - Voting: passed 7-0-0

2025-07 – Amendment to the 2023-2027 TIP to revise a Rehabilitate Pedestrian Facilities Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2650.57 is a 2018 TAP for Downtown Rome Wheels to Heels Streetscapes Project for pedestrian and streetscape improvements on Erie Boulevard from James Street to Madison Street, Madison Street from Erie Boulevard to Ridge Street, and Ridge Street from Madison Street West to the Blue Crab site in the City of Rome.
- The total project amount shall be increased by \$3.0M from \$1.60M to \$4.60M for Construction and Construction Inspection work. All local funds will be used.
- Discussion: None
- A motion was made to approve the Resolution by: Jeff Quackenbush
 - Seconded by: Joseph Guiliano
 - Voting: passed 7-0-0

2025-08– Amendment to the 2023-2027 TIP to add a Pavement Project,
Presenter: Mark DeRocco, NYSDOT

- A motion was made to table this Resolution by: Matthew Baisley
 - Seconded by: Jeff Quackenbush
 - Voting: passed 7-0-0

2025-09 - Amendment to the 2023-2027 TIP to add a Pavement Rehabilitate Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2303.53 – This project will rehabilitate approximately 8.7 miles of NYS Route 46 from Center Street to the Route 46 bridge over the Erie Canal in the Town of Verona in Oneida County.
- This project shall be funded in the amount of \$1.495M with STBG FLEX funds from PIN 2TP2.61 and the Design approval was obtained under PIN 2PC6.01.
- This new paving project shall be added to the TIP for a Construction phase.
- Discussion: None
- A motion was made to approve the Resolution by: Jeff Quackenbush
 - Seconded by: Joseph Guiliano
 - Voting: passed 7-0-0

2025-10 – Amendment to the 2023-2027 TIP to revise an Intersection Improvement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.52 – This project will improve the Route 46/Wright Settlement Road Intersection from North James Street to the first driveway of Ridge Mills school along Route 46. It involves traffic control device improvement and/or minor geographic improvement in the City of Rome in Oneida County.
- The project cost shall be increased by \$0.268M by adding Safe Routes To Schools funds to the Construction phase. The total project cost shall increase from \$1.767M to \$2.035M.
- Discussion: None
- A motion was made to approve the Resolution by: Jeff Quackenbush
 - Seconded by: Joseph Guiliano
 - Voting: passed 7-0-0

2025-11 – Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2754.50 – Bridge NY 2018: This project involves the replacement of the existing West Main Street bridge over Moyer Creek (BIN 2263720) in the Village of Frankfort in Herkimer County.
- The project cost shall be increased by \$1.507M in NHPP funds and the total project cost shall be increased from \$5.358M to \$6.865M. The reason for this cost increase is that the bid prices came in much higher. All bids were rejected in March and came in over \$1.5M higher in November.
- Discussion: None
- A motion was made to approve the Resolution by: Mark Nagele
 - Seconded by: Deborah Windecker
 - Voting: passed 7-0-0

11. Administration Modifications to the 2023-2027 TIP, Presenter: Julie Richmond, HOCTC - Presentation and discussion of the TIP Administrative Modifications Memorandum.

- This is a report on the actions that the MPO has taken.

- These are all the smaller revisions to the TIP capital program that equate to a change of less than 10% of the total project cost or a change in phases or federal funding years and don't require action by the policy committee.
- There is no vote required for these modifications. This saves on the number of resolutions.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2025 – 01MOD	2118.08	Route 28 over Route 12 Alder Creek (BIN 1009530). This project will reconstruct the Route 28/12 Interchange and replace the Route 28 over Route 12 bridge in the Town of Boonville in Oneida County. This modification is for the following 1) adding the ROW Incidentals Phase, which will increase the Total Project Cost by \$0.005M in SDF funds 2) changing the fund source type for the Scoping and Preliminary Design Phase(s) from BFP Main to NHPP; and 3) The Funding Years will be changed for the Scoping and Preliminary Design Phases from FFY 2024 to FFY 2025.	NYSDOT
2025 – 02MOD	2754.67	Bridge NY 2021: Old Poland Road (CR 56) over Cincinnati Creek (BIN 2205960). This project will replace the bridge that carries old Poland Road, County Route 56, over the Cincinnati Creek in Town of Trenton in Oneida County. The Funding Years will be changed for the Construction and Construction Inspection Phase(s) from FFY 2025 to FFY 2026.	NYSDOT

12. Open Discussion

- Oneida County DPW mentioned that the Town of Kirkland Bridge NY projects were solicited incorrectly. Delta Engineers have completed a lot of work already. LDSA changed from the last iteration giving a little more leeway. But it needs to be sent to everyone, and they only sent it out to two firms on the list and one to a firm that was not on the LDSA. Delta has prior knowledge of the project, so they hope that they will not be excluded from the bidding process due to phrasing errors.
 - There is a new sponsor certification that requires a lot of supporting documentation. NYSDOT is trying to ensure everything is completed correctly.
 - Oneida County DPW is trying to keep the project moving along so became a sponsor after the application went in. They want to include Delta.
 - This issue came about because there was only one response to the proposal. There must be proof that everyone was canvassed.
 - Training was suggested.
 - The same issue may come up with the Town of Herkimer because the applicant helper was not on the list, but they are not being solicited.
 - The salt reduction funding is a similar process. Applicants must attend a webinar, which may work like Bridge NY funding.
 - Counties should help small municipalities to start the process and get the correct engineering/consulting firm.

13. Adjournment

- Motion to adjourn the meeting made by: Mark Nagele
 - Seconded by: Jeff Quackenbush
 - Voting: Passed, 7-0-0

The meeting was adjourned at 10:39 a.m.

Respectfully submitted by Amy Heiderich

DRAFT



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station

321 Main St., Utica NY 13501

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www.hoctc.org

Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Secretary, Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR, Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties

HOCTC Resolution 2025 – 12

Approval of the HOCTC Environmental Justice/Title VI Analysis 2025

WHEREAS, the Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuous, cooperative transportation planning process for Herkimer and Oneida Counties; and

WHEREAS, the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) have historically implemented Environmental Justice as a part of its policies and activities by identifying and addressing the effects of all programs, policies, and activities on minorities and low-income populations; and

WHEREAS, the United States Department of Transportation (USDOT) issued its final Order on Environmental Justice in 1997 (DOT Order 5610.2) requiring the incorporation of Environmental Justice principals into all existing USDOT activities, policies and programs which required the Federal Highway Administration (FHWA) to issue Environmental Justice requirements for States and MPOs; and

WHEREAS, the Herkimer-Oneida County Transportation Council (HOCTC) is a recipient of federal funding and is required to develop a Title VI program in accordance with the Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987; and

WHEREAS, the goal of Title VI/Nondiscrimination program is to ensure that people are not adversely impacted by programs or activities the HOCTC undertakes, regardless of race, color, sex, age, disability or national origin; and

James J. Genovese II Date
Secretary



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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321 Main St., Utica NY 13501

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Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-13

Herkimer-Oneida Counties Transportation Council Self-Certification of the Metropolitan Planning Process

WHEREAS, the Herkimer-Oneida Counties Transportation Council (HOCTC) is the designated Metropolitan Planning Organization (MPO) responsible for urban transportation planning and programming in the Herkimer-Oneida County approved Urban Area Boundaries and rural Metropolitan Planning Areas; and

WHEREAS, it is the responsibility of HOCTC to ensure that said policy, planning and programming process is consistent with applicable Federal and State Law, and is also consistent with local area objectives; and

WHEREAS, the MPO and the State must certify that the MPO process is being carried on in conformance with all applicable requirements of specific Federal Acts and Regulations; and

WHEREAS, the entirety of the HOCTC Self-Certification 2025 is attached hereto; and

NOW, THEREFORE BE IT RESOLVED, that HOCTC Governmental Policy & Liaison (GP&L) Committee hereby affirms that:

- 1.) HOCTC's metropolitan transportation planning process includes activities to support the development and implementation of the transportation plan and TIP and subsequent project development activities including the environmental impact assessment process; and
- 2.) HOCTC's planning process is consistent with Federal Laws, Acts, and Regulations pertaining to involvement of appropriate public and private transportation providers; and
- 3.) Any problem identified through this certification review or FHWA's Program Management Review will be addressed by the appropriate HOCTC member agencies; and

BE IT FURTHER RESOLVED, that in accordance with 23 CFR 450.334, the metropolitan planning organization, for urban transportation planning and programming in the approved Urban Area Boundaries and the remaining totality of Herkimer and Oneida Counties as a rural area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the applicable requirements of:

- 1.) The provisions included in the Infrastructure Investment and Jobs Act (IIJA) to the extent implemented by regulation;
- 2.) 23 U.S.C. 134 and 135;
- 3.) 49 U.S.C. Section 5303 and 23 CFR 450 Subpart C;
- 4.) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21, and Environmental Justice and Limited English Proficiency requirements;
- 5.) 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- 6.) Section 1101 (b) (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 7.) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
- 8.) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 9.) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 10.) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 11.) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- 12.) In regard to Federal Transit Administration procurements, shall
 - a.) Comply with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements and the most current FTA Master Agreement;
 - b.) Maintain a written history of all FTA-funded procurements, and
 - c.) Incorporate clauses and certifications required for FTA program assistance funding.

BE IT FURTHER RESOLVED, that the GP&L Committee hereby certifies that the transportation planning process complies with all applicable federal

laws and regulations including applicable requirements of the Federal Transit Act as amended by the IIJA in November 2021; and

BE IT FURTHER RESOLVED, that the GP&L Committee directs the Secretary to submit this resolution and appropriate documentation of the program to the NYSDOT, the Federal Highway Administration, and Federal Transit Administration, as the Self-Certification that the HOCTC metropolitan planning process has been carried out in accordance with all federal regulation; and

BE IT FINALLY RESOLVED, that the GP&L Committee directs this resolution and Self-Certification to be included as an appendix to the 2025 – 2029 TIP for the HOCTC metropolitan planning area.

Peter Campione	Date
Chairperson	

James J. Genovese II Date
Secretary

Appendix D. HOCTC Self Certification

A. REQUIRED AGREEMENTS

The Herkimer Oneida Counties Transportation Council (HOCTC) is the designated MPO for urban transportation planning and programming in the rural and Urban Area Boundaries within Herkimer and Oneida Counties. Transportation planning in Herkimer and Oneida Counties is carried out by HOCTC. HOCTC is a cooperative effort by local, state, and federal agencies for conducting transportation planning activities in Herkimer and Oneida Counties. HOCTC was created during 1963 (in compliance with the Federal Highway Act of 1962) in order to establish transportation goals and objectives on a local basis. The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) has been designated as the region's Metropolitan Planning Organization (MPO) for transportation by the Governor of New York for the approved Ilion-Herkimer, Oneida, Rome and Utica Urban Area Boundaries.

As is the case with all MPOs in New York State, HOCTC is not a legal entity in and of itself as it depends upon a host agency to provide payroll and legal services and to contract with consultants for planning studies. The Oneida County Department of Planning acts as the HOCTC host agency. All HOCTC dedicated and shared staff is employed by the County of Oneida and works in the Department of Planning Office located at the Boehlert Center at Union Station, 321 Main Street, 3rd Floor, Utica, NY. The current HOCTC dedicated staff positions include the Director, a Principal Planner, a Senior Planner and a Planning Specialist. HOCTC shared staffing with its host agency include the positions of Commissioner of Planning, Deputy Commissioners of Planning, a GIS Coordinator, GIS Analysts, GIS Technicians II, Chief Planner, Principal Planner, Associate Planner, Graphic Design Specialist Contract Administrator, Finance Administrative Officer, and Planning Specialists. The staff has the responsibility of managing consultant studies specified in the UPWP, conducting technical analyses, purchasing supplies and equipment, and carrying out the balance of the duties necessary to function as an MPO. Oneida County serves as a member of the various HOCTC committees and provides payroll services, audits, accounting, and legal services for HOCTC. The host agency agreement between HOCTC and Oneida County was renewed in 2021 via HOCTC Resolution 2021 – 35 in December 2021 for a term of ten years lasting through March 2032.

B. PLANNING/TECHNICAL

1. UPWP

The Herkimer-Oneida Counties Transportation Council adopted a Unified Planning Work Program for the 2025-2026 Fiscal Year in February 2025. The work program includes ongoing public participation activities, data collection and performance measurement tasks, traffic modeling, technical assistance to municipalities, Geographic Information

system (GIS) work, long-range plan development, and corridor-planning activities described in support of issues identified in the current HOCTC Long Range Plan.

2. Long-Range Transportation Plan (LRTP)

HOCTC 2025 – 2045 LRTP was adopted via HOCTC Resolution 2024 – 35 in December 2024. The LRTP lists all current State and Federal planning factors and emphasis areas as well as HOCTC’s planning principles, goals, and priorities. Through an analysis of data, regional priorities and projects are identified as candidates for implementation through HOCTC Unified Planning Work Program and Transportation Improvement Program. An expanded public outreach for the LRTP was conducted which included three Technical Advisory Committee Meetings, three public open houses, 29 outreach events, and one public hearing. In addition to these events, HOCTC released a survey that was available through the project website: [HOCTC Central Project Hub](#) and was widely distributed among relevant stakeholders. All of these events allowed for public input. Additionally, HOCTC is currently working on the Transportation Atlas to complement the 2025 – 2045 Long Range Transportation Plan. The goal of the Transportation Atlas will be to visually show relevant information and data related to the transportation network in the Herkimer and Oneida County region. The document will be graphically rich with easily decipherable elements for use by policymakers and the general public. The projected completion of the document is June 2025.

3. The Transportation Improvement Program (TIP)

The 2023-2027 Transportation Improvement Program is the current MPO capital program which was approved via HOCTC Resolution 2022 – 16 in September 2022. The draft 2025 – 2029 Transportation Improvement Program (TIP) was released on **May 12, 2025** for public review and comment. As is the case with the LRTP, conformity approval is not required for the TIP on account of the classification of the approved Oneida and Herkimer Counties Urban Areas as air quality attainment. On March 6, 2015, the United States Environmental Protection Agency published a final rule revoking the 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) for all purposes including the Transportation Conformity requirements, effective April 6, 2015.

During the development of both TIP documents, the fiscal constraint was applied in coordination with NYSDOT Region 2. HOCTC worked closely with its members and NYSDOT Region 2 to identify appropriate projects that could safely be deferred as a result of program limitations. Through these and similar coordinated efforts the current TIP has remained both balanced and fiscally constrained. Individual projects are identifiable and are consistent with the adopted HOCTC LRTP. TIP amendment procedures are consistent with guidance from federal regulatory agencies. The amendment procedures are being reaffirmed with the approval of the 2025-2029 TIP. Revisions made during the adoption of

the 2023-2027 TIP were necessary to streamline the management of the TIP, clarify procedures, define what qualifies for an amendment or an administrative modification, and develop a timely management system for projects listed on the TIP.

On the HOCTC's website is an interactive project viewer for the 2025-2029 TIP ([TIP Data Viewer](#).) It was developed to enhance public information and address required visualization techniques. The viewer is an ESRI ArcOnline Web Mapping Application and includes project data, financial information, maps, and aerial photographs of the project location.

4. Technical Areas

Technical studies are proceeding consistent with the current UPWP. GIS network development and road condition scoring of network roads continue to be an emphasis area, along with bicycle and pedestrian planning for HOCTC. An enhanced emphasis is being placed on mobility management and transit operations. Overall, targeted safety evaluations and highway safety programs are emerging focus. Finally, an integrated focus is on enhancing the connection between transportation investments and economic development.

5. Special Considerations in the Transportation Planning Process

(a) **Title VI** – HOCTC ensures that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in the transportation planning process. HOCTC continues to assist Oneida County in maintaining compliance with Title VI by working with the Title VI Coordinator for Oneida County. This includes preparing all updates to the Oneida County Title VI policy for review by the coordinator and preparing compliance documentation responses to be sent to NYSDOT. HOCTC provides Title VI compliance review assistance to Herkimer County, in the same manner as it works with Oneida County, to maintain compliance with the NYSDOT Office of Civil Rights.

- i. **Environmental Justice (EJ)** - The Environmental Justice Analysis 2025 (EJ 2025) was adopted by the GP&L June 10, 2025 via Resolution 2025-12. Additionally, as a part of this update, the additional populations of disabled people, Limited English Proficiency (LEP) populations, the elderly, households without vehicles, and renter-occupied households were also analyzed at the Census Block Group scale. The EJ 2025 analysis identifies Census Tracts that have a higher concentration of minority and/or low-income populations within our planning area. These additional categories allowed for HOCTC to more accurately identify areas in need of environmental justice planning throughout the MPA and aids in the prioritization of funding needs.

- ii. **Limited English Proficiency (LEP)** – Specific outreach to senior organizations, low mobility populations, and LEP populations was conducted as part of the LRTP update and FTA 5310 and 5311 solicitations. There is a large Limited English Population (LEP) that has been identified for targeted inclusion in the transportation planning programs per the HOCTC 2025 Environmental Justice Analysis. The HOCTC website is used as the main communication tool and is continuously updated to include the current UPWP, TIP, LRTP, meeting notices, agendas, and amendments in an accessible format. The HOCTC has increased efforts to reach disadvantaged and LEP populations within the MPA through partnerships with human service agencies (The Center for Refugees, the Resource Center for Independent Living, Mohawk Valley Community Action, Utica Neighborhood & Homeownership Center, NCAA-Rome Chapter, the ARC Oneida-Lewis Chapter) and the utilization of translation services for planning documents, projects, policy updates, and program materials.
 - iii. **Americans with Disabilities Act (ADA)** – Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and community participation projects. HOCTC planning efforts include consideration of services for the elderly, disabled persons, and for those who are not able to travel by personal vehicle. MPO meetings are held in ADA-accessible facilities. ADA compliance is monitored through the ADA paratransit services offered by the transit operator and staff review of federally funded projects and plans. HOCTC works to provide education and training on ADA requirements within its MPA.
 - iv. **Disadvantaged Business Enterprises (DBE)** – HOCTC reports on the utilization of DBE entities to deliver the planning and capital program. This includes provisions in all RFP for professional services to utilize DBE and MWBE entities. Reports are submitted on a semi-annual basis to NYSDOT, and HOCTC has also signed on to NYSDOT's DBE plan.
- (b) Private Operators** - Consideration is given to private transportation providers. Private transportation operators will be considered and involved in any future planning efforts to develop additional services to rural areas, particularly as part of the implementation of the Human Services Transportation Plan (HSTP) 2025-2028, which was updated in 2024. Additional inclusion is achieved through the Transportation Coordination Committee (TCC).
- (c) Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop HOCTC plans and programs and to guide project selection processes. HOCTC staff continues to maintain its relationships with local land use planning organizations through communication and consultation. The development of

the draft 2025-2029 TIP has incorporated programming instructions that are consistent with NYSDOT's Forward Four principles, which include: Preservation First, System Not Projects, Maximizing Return on Investment (ROI), and Make it Sustainable. Additionally, maintenance and preservation activities over "worst-first" infrastructure replacement projects are emphasized as well.

(d) Congestion Management Process – No process in place (not required because HOCTC MPA is located in an attainment area).

(e) Public Participation Plan – The HOCTC 2024 Public Participation Plan (PPP) was updated and approved via HOCTC Resolution 2024 -01 in February 2024. HOCTC actively solicits public involvement through media, public meetings, mailings, and events where the public gathers. HOCTC staff regularly meets with local officials, participates in public meetings, and holds public information meetings and planning forums to involve the general public and concerned businesses and agencies. Special efforts are made to involve freight and transit users in all corridor and related planning activities. All meetings of HOCTC Planning and Policy Committees are open to the public. Local newspapers are notified of meetings. The agendas for those meetings regularly include a section for "Public Comment". Legal notices are issued during the development of all core publications, announcing the opportunity for public review and comment, as prescribed by the PPP. The HOCTC website contains all recent MPO meeting agendas, work products, meeting minutes, and the most current versions of annual or recurring documents. The website allows for public comment on publications and provides opportunities for the public to contact staff to ask questions about any transportation concerns they may have and also serves as a portal for project specific input.

(f) Coordinated Public Transit - Human Services Transportation Plan – The Coordinated Human Services Transportation Plan (HSTP) 2025-2028 was updated and approved via HOCTC Resolution 2024-22 in September 2024. The plan is required to identify projects eligible for funding under the Section 5310 program and provides a plan for the coordinated mobility transportation options of underserved groups. A goal of the plan is to identify and assess areas of mobility gaps. The Transportation Coordination Committee (TCC) meets two to four times a year and focuses on identifying needs and as a networking resource for transportation providers as a part of the Plan's implementation.

C. Administrative/Management

- 1. Progress Reports** are prepared twice per year to report on the progress of UPWP activities. They are submitted within one month of the close of Quarter 1 & 2 (April 1 to September 30) and Quarter 3 & 4 (October 1 to March 31), as Semi-Annual Reports for the current

UPWP. They are submitted to the NYSDOT, FHWA, and FTA as complete and comprehensive reports.

2. **Bills** are submitted and paid based on the processing schedule of the host agency, Oneida County. Vendor inquiries for delayed reimbursements are infrequent. The Oneida County Department of Planning submits bills quarterly. Bills are paid out as they are received and generally take less than 30 days to process.
3. **Audits** are completed in a timely manner in conjunction with the host agency.
4. **Annual Program** is closed out within 3 years in cooperation with NYSDOT.
5. **MPO Budget** is regularly monitored and updated as needed.
6. **Consultant Selection Process** HOCTC utilizes its host agency's consultant selection process that is followed for all professional services agreements. HOCTC also verifies that all consultant selection is in compliance with applicable NYSDOT, FHWA, or FTA requirements for the fund source being utilized. DBE provisions are integrated into the host agency's process and for HOCTC included in all reviews prior to award.
7. **Central Staff/Host Relations** are good. MPO staff are accorded equal status as Oneida County staff. Recruitment of staff can be challenging due to Oneida County salary restrictions for planning staff positions. Quality office space and support services to accommodate HOCTC staff and activities are provided. Staff has good political support within the planning and programming area.
8. **Decision Making** ability is effective in the HOCTC MPA area. The public is outspoken on many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Planning Committee meetings are well attended, and reaching consensus decisions has not been a problem. The Policy Committee typically meets four times a year with additional meetings held if specific actions are required and time is of the essence. Policy Committee meetings are normally well attended and usually can reach a majority decision with a general discussion. Members are consulted frequently on regional and local matters concerning their jurisdictions.
9. **Governance:** The host agency agreement between the HOCTC and Oneida County was renewed in 2021 via HOCTC Resolution 2021 – 35 in December 2021 for a term of ten years lasting through March 2032. The format of the new agreement was consistent with a new model recently developed by NYSDOT. The hosting arrangement allows HOCTC staff to advance its work without any undue influence from any particular member municipality. The Policy and Planning committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities.

10. Procurement: HOCTC staff is aware of the procurement requirements of FTA funding recipients, including those listed within the FTA Circular Guidance 4220.1F, Third Party Contracting Requirements, and the FTA Master Agreement. HOCTC staff will be in communication with NYSDOT to ensure that the procurement process is followed, and FTA-related expenditures are documented.



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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Vice-chairperson, ANTHONY J. PICENTE, JR, Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025 – 14A

Adoption of the HOCTC Transportation Improvement Program (TIP) Project Selection Process and Policy for 2025-2029

WHEREAS, The Herkimer – Oneida Counties Transportation Council (HOCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Herkimer-Oneida County approved Urban Areas and the remaining totality of Herkimer and Oneida Counties as a rural area; and

WHEREAS, The federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134 and 49 U.S.C. 5303; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the state, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and

WHEREAS, The TIP must contain projects consistent with the current metropolitan transportation plan and reflect the investment priorities established in the transportation plan; and

WHEREAS, The HOCTC approved a new long-range transportation plan (LRTP) titled Going Places 2045 on December 17, 2024; and

WHEREAS, Going Places 2045 outlines the policies and infrastructure needed to bring positive changes to the built and natural environment with a

focus on transportation safety, improved accessibility, reliability, resiliency, and multi-modal connectivity and establishes the following vision: To develop and preserve an integrated and sustainable intermodal transportation system that efficiently, conveniently, and reliably provides a mobility network that is responsive to the community's needs for the safe and secure movement of people and goods by 2045.

WHEREAS, Going Places 2045 provides for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA, and when implemented, will make progress towards achieving the performance targets established in the LRTP; and

WHEREAS, HOCTC developed a Project Selection Process utilizing the framework approved in Going Places 2045 that considers providing additional priority for projects that achieve the following:

- System preservation and investment in the transportation system to make the most sustainable use of existing assets, services and resources.
- Development of a transportation system that is supported by and supports regional land use, housing, economic development, and sustainability policies and plans.
- Improved mobility and accessibility opportunities to places of work and to locations where goods and services may be obtained.
- The expansion of intercity and rural public transportation.
- Enhancing existing facilities to provide better bicycle and pedestrian integration within the transportation network.
- Proactively address existing safety deficiencies and strategically integrate safety elements into future projects for all roadway users.
- Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats and improving resiliency.
- Ensure equity in the transportation planning process by prioritizing projects that provide public benefits within Environmental Justice communities.

James J. Genovese II
Secretary

F. Project Prioritization Checklist

Purpose

The Herkimer-Oneida Counties Transportation Council (HOCTC) will use this project prioritization checklist to evaluate and prioritize transportation projects proposed for inclusion in its Transportation Improvement Program (TIP) – the five-year capital program of federally funded projects in Herkimer and Oneida Counties.

This framework supports the goals of the HOCTCs Long-Range Transportation Plan (LRTP): Going Places 2045 as well as recommendations identified in other planning studies completed by HOCTC.

This checklist seeks to prioritize the goals and policies identified in Going Places 2045 needed to bring positive changes to the built and natural environment with a focus on equity, transportation safety, improved accessibility, reliability, resiliency, and multi-modal connectivity.

This prioritization process will help ensure that available federal transportation funds are used to carry out the plan.

General Process

HOCTC staff will first screen all applications for basic eligibility, based on the items listed below. Applications that pass the basic eligibility screening will then be evaluated based on the Project Prioritization Checklist outlined below.

This evaluation will be done by HOCTC staff in consultation with the Transportation Planning Committee. If deemed appropriate, HOCTC may form a TIP subcommittee to assist in this evaluation. Project sponsors shall abstain from evaluating proposals submitted by the municipality or agency they represent.

Basic Eligibility Screening

- Federal aid eligibility: The project is eligible for the funding type(s) available.
- Local match: The local funding match has been identified and meets the funding program requirements.
- Professional Engineer Review: The application includes a letter from a NYS licensed professional engineer certifying that they have reviewed and approve of the project plans, cost estimate, and overall application.

- Local support: The application includes a local Resolution endorsing the project, identifying the local funding match source, and confirming that any cost overruns are the responsibility of the applicant. The relevant elected official or agency leader has signed the application, and the application documents support for the project from the broader community.
- Constructability/feasibility: The project is constructible or otherwise feasible within the timeframe and funding available, including acquisition of any required right-of-way.
- Application completeness & clarity: The application is complete, and the proposed project has a clear purpose, scope, and project area.
- Cost estimate: The cost estimate is reasonable, sufficiently detailed, and includes a contingency to account for unexpected costs.
- Schedule: The proposed schedule for all phases of the project is clear and reasonable.
- Sponsor capacity: The project sponsor has demonstrated its capacity to complete the proposed project on schedule and on budget, such that it is likely to be implemented. Project sponsors with previous federal-aid awards have demonstrated their history of completing projects in a timely manner, while first-time sponsors have demonstrated their understanding of the federal-aid process.
- Maintenance: The application outlines a plan for and identifies the entity(ies) responsible for ongoing maintenance of the project once completed.

Projects must meet the basic eligibility screening before being considered for further prioritization.

Project Prioritization Checklist

Project proposals will be awarded points for each of the elements listed below. Some elements contribute more credits than others due to their significance in advancing HOCTC's strategic goals. Proposals will be ranked by total points, and these rankings will guide, but not wholly determine, which projects receive priority for federal funding in the TIP.

Projects that achieve the following will receive the associated points:

Section 1: Alignment with HOCTC Long Range Transportation Plan: Going Places 2045 Goals and Strategies

Goal #1: System preservation and investment in the transportation system to make the most sustainable use of existing assets, services and resources.

Does the project address the following strategies: (up to 5 points)

- Operate and maintain the transportation network to enhance comfort, convenience, resiliency, safety and security.
- Encourage the continuation of operating assistance for public transportation to ensure adequate levels of service.
- Protect the capital investment infrastructure and contribute to safety and stable traffic flow through state-of-good-repair maintenance.
- Upgrade and strengthen existing transportation routes that are used frequently by heavy vehicles to improve longevity and durability.
- Safeguard the region's transportation system security and safety when integrating emerging transportation technologies.

Goal # 2: Development of a transportation system that is supported by and supports regional land use, housing, economic development, and sustainability policies and plans.

Does the project address the following strategies? (up to 4 points)

- Prioritize transportation improvements that are consistent with regional and local land use, housing, economic development, and sustainability plans.
- Aid in the collaboration between municipalities such that transportation improvements are conducted cost-effectively and with minimized impact to users of the transportation network.
- Minimize transportation improvements that require significant impact on agricultural lands. Improve access between housing and commercial areas, industrial sites, and regional employment centers.
- Improve transportation connectivity within rural communities and between rural and urban areas, particularly for disadvantaged populations.

Goal #3: Improved mobility and accessibility opportunities to places of work and to locations where goods and services may be obtained.

Does the project address the following strategies? (up to 14 points)

- Ensure sufficient mobility and adequate access to places of work and to locations where goods and services may be obtained.
- Expand intercity and rural public transportation.
- Implement Intelligent Transportation Systems (ITS) strategies and other remedies to improve the efficiency of the transportation network.

- Support multimodal accessibility to the region's tourist facilities, for all travelers including the mobility disadvantaged.
- Enhance existing facilities to provide better bicycle and pedestrian integration within the transportation network.
- Maintenance of existing or construction of new sidewalks to improve connectivity of existing network.
- Use of latest technology advancements, best-practice techniques and innovative material types for the incorporation of multi-modal improvements that are context-sensitive.

Goal #4: Proactively address existing safety deficiencies and strategically integrate safety elements into future projects for all roadway users.

Does the project address the following strategies? (up to 15 points)

- Identify systemwide safety trends and appropriate mitigation measures that can be incorporated into policy, planning, and design standards throughout the region.
- Implement cost-effective improvements that reduce the frequency and severity of crashes along key corridors and intersections.
- Reduce conflicts among transportation modes, including the integration of non-motorized facilities, by evaluating operations and transportation system improvements from a multi-modal lens.

Goal #5: Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats.

Does the project address the following strategies? (up to 12 points)

- Enhance the resiliency of the region's transportation system by preparing infrastructure for the impacts of increasingly extreme weather events.
- Emphasize energy conservation in transportation improvements.
- Encourage transportation improvements that are located within the existing right-of-way while balancing accommodations for non-motorized travelers.
- Ensure equity in the transportation planning process by focusing public outreach within Environmental Justice communities.
- Implement strategies that balance the use of electric vehicles and renewable energy technologies with the evolving constraints of such technologies and the regional context.

- Mitigate impacts on environmentally sensitive areas, natural, historic, and archeological sites, and stormwater flow patterns.

Section 2: Environmental Justice/Title VI

Does the project ensure equity in the transportation planning process by providing public benefits within Environmental Justice and Disadvantaged Communities, as identified in the 2025 HOCTC Environmental Justice/Title VI Plan, which can be found at [HOCTCentral](#) (yes or no, if yes 5 additional points).

Section 3: Projects' Relevance to Performance Targets (up to 12 points)

- **Safety:** Does the project contribute to a significant reduction in traffic fatalities and serious injuries on all public roads, utilizing proven safety countermeasures identified in the Oneida and Herkimer Counties Safe Streets for All Safety Action Plan found here: [HOCTCSS4A](#)
- **Condition:** Does the project maintain the highway infrastructure and transit capital asset systems (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair?
- **Congestion Reduction:** Does the project achieve a significant reduction in congestion on the National Highway System (NHS) and address local trends?
- **System Reliability:** Does the project improve the efficiency and/or resiliency of the surface transportation system?
- **Freight Movement and Economic Vitality:** Does the project 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:** Does the project enhance the performance of the transportation system while protecting and enhancing the natural environment and address resiliency in areas prone to flooding?

Section 4: Alignment with Federal Planning Factors

Does the project address the trends identified in Going Places 2045 as it relates to: (up to 6 points)

- Economic Vitality (Housing & Employment)
- Safety and Security
- Resiliency
- Protecting and Enhancing the Environment and Promoting Energy Conservation
- Travel and Tourism

- Incorporating Complete Streets Design elements for new construction or during maintenance and upgrades to the existing network.

Section 5: Consistency with Local Plans and Studies

Does the project address one or more Projects identified in Going Places 2045? (up to 12 points)

- Incorporates one or more Local Projects in the plan (for local municipalities)
- Incorporates one or more County Projects identified in the plan (for County agencies)

Does the project address one or more strategies, systemic or reactive action items identified in the Oneida & Herkimer Safe Streets for All Safety Action Plan?

- Incorporates one or more Local Projects in the plan (for local municipalities)
- Incorporates one or more County Projects identified in the plan (for County agencies)
- Requires State and Local collaboration

Does the project address one or more strategies outlined in a Local Municipal Plan?

- Incorporates one or more Projects identified in the Local Plan?

Maximum total points: 80

If answer YES to Section 2, Maximum total points: 85



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Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025 – 14B

Adoption of the HOCTC 2025 – 2029 Transportation Improvement Program (TIP)

WHEREAS, the Herkimer – Oneida Counties Transportation Council (HOCTC) has been officially designated as the Metropolitan Planning Organization (MPO) for Oneida and Herkimer Counties and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules, and funding for Federally funded projects; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, the federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Acts (IIJA, also known as the “Bipartisan Infrastructure Law”, or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that an MPO, in cooperation with the State, develop and adopt a TIP for the Metropolitan Planning Area; and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a TIP consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

James J. Genovese II
Secretary



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Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-15

Amendment to the 2023 – 2027 TIP to revise a Transit Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 282210 – Transit: Land Acquisition and Construction for Centro Oneida service in Oneida County, a Utica/Rome facility consolidation, shall be revised on the TIP; and

BE IT FURTHER RESOLVED, that the Project Description shall be changed from: Utica /Rome Facility Consolidation-Land Acquisition/Construction, to: Land Acquisition for Centralized Consolidation of Centro of Oneida Facilities and Operations. The scope of the project shall be for Land Acquisition and the Facilities Construction shall be removed from the scope. The funding source and amount shall not change. The total project cost shall remain the same.

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023-2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione Date
Chairperson

James J. Genovese II Date
Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP AMENDMENT 2025-15

1

EXISTING

PIN	DESCRIPTION		WORK TYPE					
282210	UTICA/ROME FACILITY CONSOLIDATION- LAND ACQUISITION/CONSTRUCTION		TRANSIT: LAND ACQUISITION AND CONSTRUCTION FOR CONSOLIDATED FACILITY FOR CENTRO OF ONEIDA SERVICE IN ONEIDA COUNTY					
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$4,000,000		\$4,000,000	2025	CENTRO	PLANNED
	MISC	STATE		\$500,000	\$500,000	2025	CENTRO	PLANNED
	MISC	LOCAL		\$500,000	\$500,000	2025	CENTRO	PLANNED
PROJECT TOTAL					\$5,000,000			

PROPOSED

PIN	DESCRIPTION		WORK TYPE					
282210	LAND ACQUISITION FOR CENTRALIZED CONSOLIDATION OF CENTRO FACILITIES AND OPERATIONS		TRANSIT: LAND ACQUISITION FOR CENTRALIZED CONSOLIDATION OF CENTRO FACILITIES AND OPERATIONS					
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$4,000,000		\$4,000,000	2025	CENTRO	PLANNED
	MISC	STATE		\$500,000	\$500,000	2025	CENTRO	PLANNED
	MISC	LOCAL		\$500,000	\$500,000	2025	CENTRO	PLANNED
PROJECT TOTAL					\$5,000,000			



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-16

Amendment to the 2023 – 2027 TIP to add a Transit Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2790.03: 2025 Acquire Support Vehicles for Centro shall be added to the TIP. This project is for the acquisition of three replacement support vehicles for the Centro of Oneida fleet; and

BE IT FURTHER RESOLVED, that the project shall be funded in the amount of \$195,000 with FTA Section 5307 funds of \$156,000, State matching funds of \$19,500, and Local matching funds of \$19,500; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023-2027 TIP to add the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP AMENDMENT 2025-16 PIN 2790.03

EXISTING

PIN	DESCRIPTION			WORK TYPE				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	DESCRIPTION			WORK TYPE				
2790.03	THREE (3) SUPPORT VEHI LCE REPLACEMENTS FOR CENTRO ONEIDA COUNTY			ACQUIRE SUPPORT VEHICLES FOR CENTRO ONEIDA COUNTY				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$156,000		\$156,000	2025	CENTRO	PLANNED
	MISC	STATE		\$19,500	\$19,500	2025	CENTRO	PLANNED
	MISC	LOCAL		\$19,500	\$19,500	2025	CENTRO	PLANNED
PROJECT TOTAL					\$195,000			



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Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-17A

Amendment to the 2023 – 2027 TIP to revise a New/Improved Shared Use Paths Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2650.61- Mohawk River Trail, Phase III in the City of Rome shall be revised on the TIP. This project will complete design and construct Phase 3 of the Mohawk River Trail which will extend the existing trail system 2.52 miles North in the City of Rome in Oneida County; and

BE IT FURTHER RESOLVED, that the total project amount shall be decreased by \$2.001M from \$4.471M to \$2.470M. The \$2.001M shall be moved to PIN 2LC1.31. Also, \$0.024M shall be shifted from Construction phase to ROW Incidentals and Acquisition; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
265061	MOHAWK RIVERTRAIL, PH ASE 1111, CITY OF ROME		THIS PROJECT WILL COMPLETE DESIGN AND CONSTRUCT PHASE 3 OF THE MOHAWK RIVER TRAIL WHICH WILL EXTEND THE EXISTING TRAIL SYSTEM 2.52 MIILIES NORTH				NEW/IMPROVED SHARED USE PATHS	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	ROW INCIDENTALS	TAP IFLEX	\$1,000	\$1,000	\$2,000	2023	NYSDOT	OBLIGATED
	DETAILED DESIGN	TAP IFLEX	\$168,000	\$42,000	\$210,000	2023	NYSDOT	OBLIGATED
	ROW ACQUISITION	TAP IFLEX	\$3,000	\$1,000	\$4,000	2023	NYSDOT	OBLIGATED
	CONSTRUCTION	TAP IFLEX	\$3,036,000	\$759,000	\$3,795,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSPECTIIC	TAP fLEX	\$368,000	\$92:,000	\$460,000	2026	NYSDOT	PLANNED
PROJECT TOTAL					\$4,471,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2:65061	MOHAWK RIVERTRAIL, PH ASE 11111, CITY OF ROME		THIS PROJECT WILL COMPLETE DESIGN AND CONSTRUCT PHASE 3 OF THE MOHAWK RIVER TRAIL WHICH WILL EXTEND THE EXISTING TRAIL SYS7FEIM 2.52 MILES NORTH				NEW/IMPROVED SHAIED USE PATHS	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	ROW INCIDENTALS	TAP FLEX	\$10,000	\$2,000	\$12,000	2023	INYSBOT	OBLIGATED
	DH AILED DESIGN	TAP FLEX	\$168,000	\$42,000	\$210,000	202.3	INYSBOT	OBLIGATED
	ROW ACQUISITION	TAP FLEX	\$14,000	\$3,000	\$17,000	202.3	INYSBOT	OBLIGATED
	CONSTRUCTION	TAP FLEX	\$1,417,000	\$354,000	\$1,771,000	2026	INYSBOT	PLANNED
	CONSTRLECTION INSPECTIC	TAP FLEX	\$368,000	\$92:,000	\$460,000	2026	INYSBOT	PLANNED
PROJECT TOTAL					\$2,4170,00D			



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Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-17B

Amendment to the 2023 – 2027 TIP to revise a Safety Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2LC1.31- Culvert Resiliency Project 21-Contract 6 shall be revised on the TIP. This project will replace and rehabilitate large culverts on the state system with a focus on safety, infrastructure and hydraulic resiliency, supporting the state's economy and environmental stewardship (CINS C240033, C270026, C270037); and

BE IT FURTHER RESOLVED, that the total project amount shall be increased by \$3.450M from funds from PIN 2650.61 and additional NYS culvert resiliency program funding; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2LC131	CULVERT RESILIENCY PROJECT 21 - CONTRACT 6		THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C240033, C270026, C270037.)				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	NFA	\$0	\$131,000	\$131,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$131,000	\$131,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$482,000	\$482,000	2024	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$11,000	\$11,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$67,000	\$67,000	2024	NYS DOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$1,281,000	\$1,281,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$615,000	\$154,000	\$769,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$288,000	\$72,000	\$360,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$3,232,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2LC131	CULVERT RESILIENCY PROJECT 21 - CONTRACT 6		THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C240033, C270026, C270037.)				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	NFA	\$0	\$140,000	\$140,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$415,000	\$415,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$482,000	\$482,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$11,000	\$11,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$67,000	\$67,000	2024	NYS DOT	OBLIGATED
	CONSTRUCTION	NFA	\$0	\$2,029,000	\$2,029,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$778,000	\$195,000	\$973,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	TAP FLEX	\$1,600,000	\$400,000	\$2,000,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$332,000	\$83,000	\$415,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	NFA	\$0	\$150,000	\$150,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$6,682,000			



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HOCTC Resolution 2025-18

Amendment to the 2023 – 2027 TIP to add a Safety Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.25- Curve Warning Sign Upgrades, Region 2 Project shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements in Region 2; and

BE IT FURTHER RESOLVED, that the total project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

EXISTING

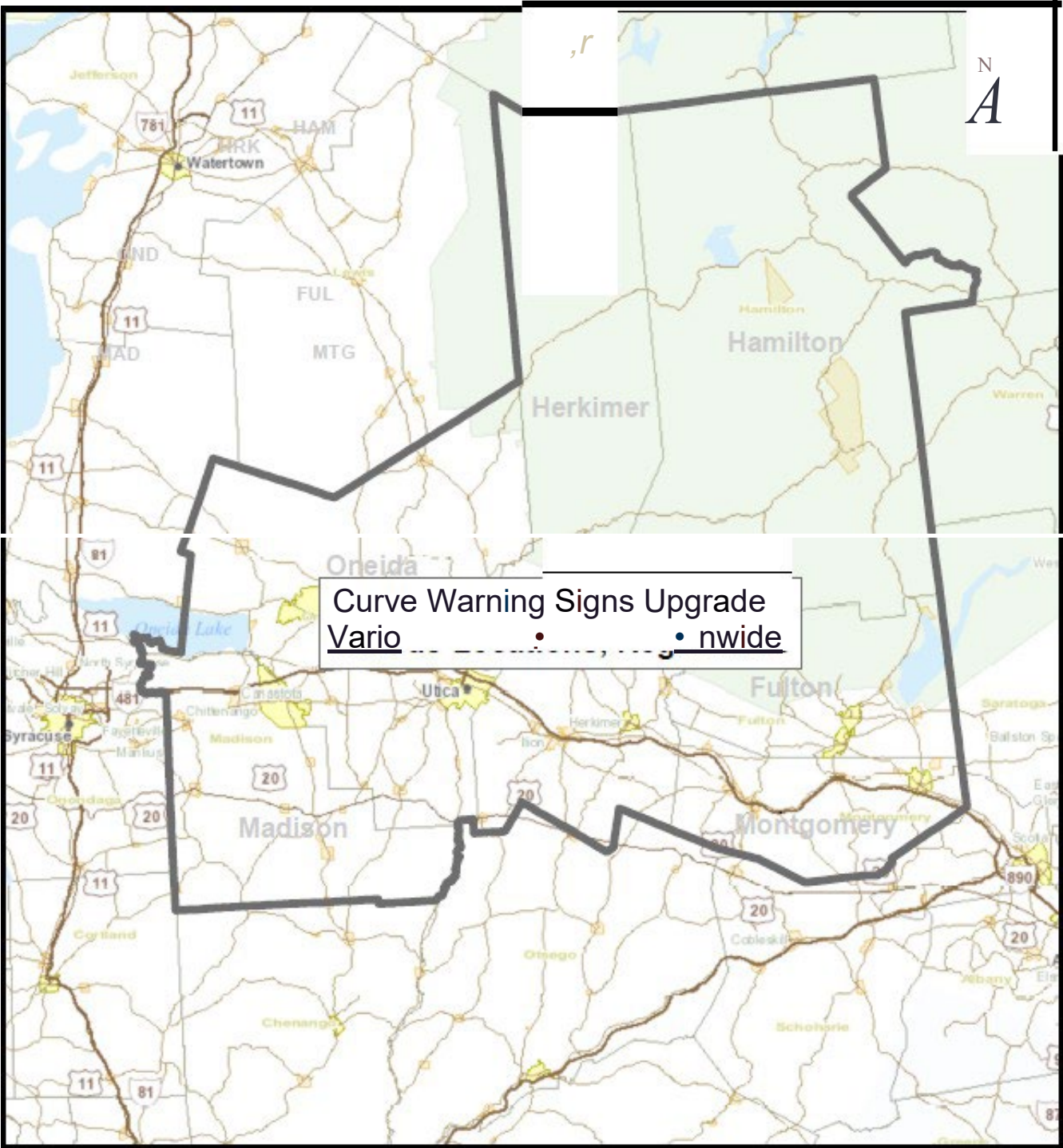
PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORKTYPE	
2CWS25	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTMENT PROGRAM REQUIREMENTS					SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPONSE AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORKTYPE	
2CWS25	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTMENT PROGRAM REQUIREMENTS.					SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPONSE AGENCY	STATUS
REGIONWIDE								
	SCOPING	HSIP	\$30,000	\$0	\$30,000	2025	NIYSDOT	PLANNED
	PRELIMINARY DESIGN	HSIP	\$30,000	\$0	\$30,000	2025	NIYSDOT	PLANNED
	DETAILED DESIGN	HSIP	\$90,000	\$0	\$90,000	2026	NIYSDOT	PLANNED
	CONSTRUCTION	HSIP	\$1,000,000	\$0	\$1,000,000	2027	NIYSDOT	PLANNED
	CONSTRUCTION	INSIP	\$150,000	\$0	\$150,000	2027	NIYSDOT	PLANNED
PROJECT TOTAL					\$1,300,000			

PIN 2CWS25

Location Map



PIN 2CWS25
Curve Warning Signs Upgrade
Various Locations
Regionwide



NYSDOT • Department of
Transportation





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Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025- 19

Amendment to the 2023 – 2027 TIP to add a Safety Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.27- Curve Warning Sign Upgrades in Region 2 shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements; and

BE IT FURTHER RESOLVED, that the project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

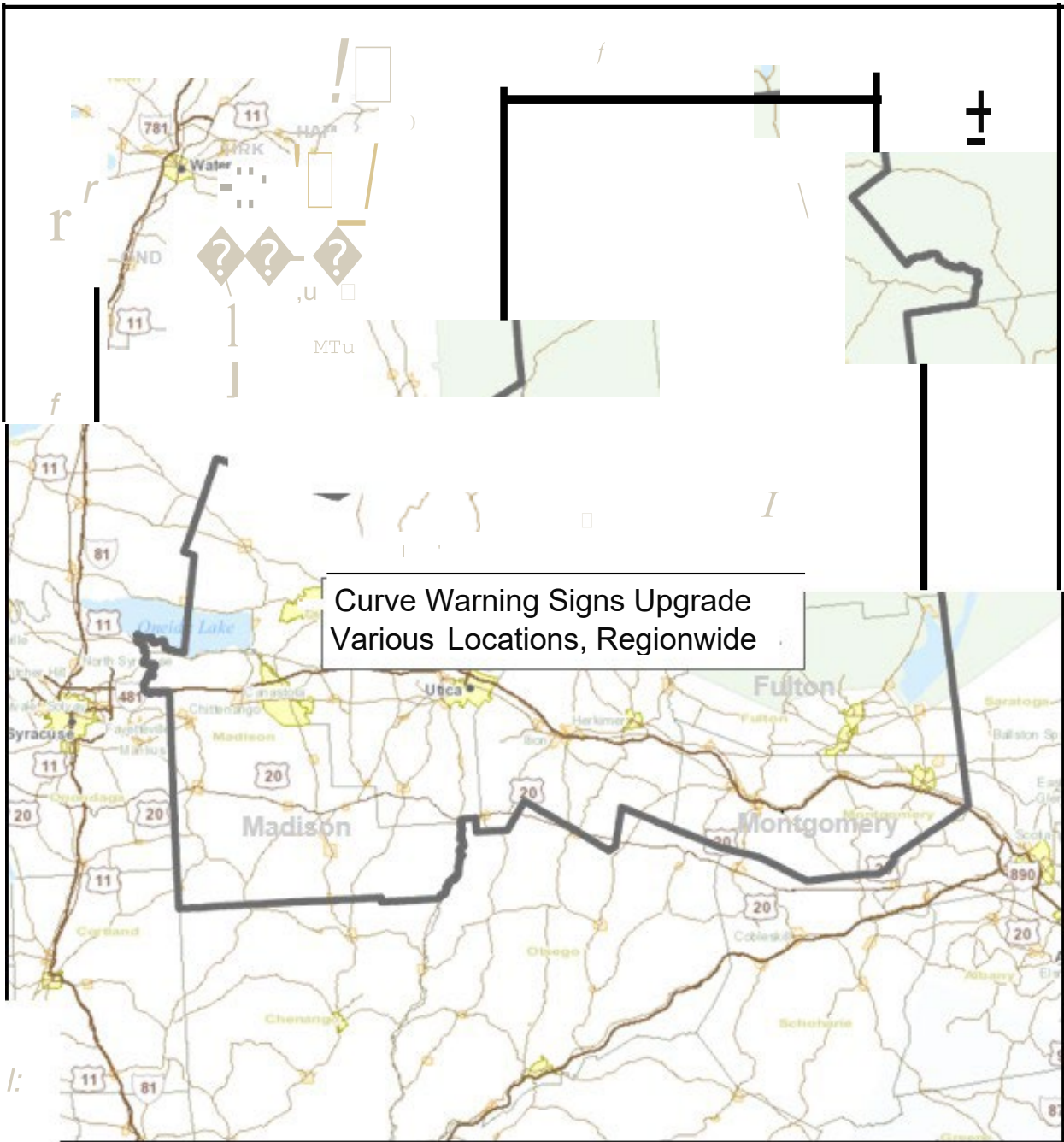
EXISTING

PIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORK TYPE		
2CWS27	CURVE WAININGSIGN UPGRADES, REGION 2	THIS PROJECTWIIIL BE USED TO FUND CURVE WARINIING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIIREMENTS.				SAFETY		
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	IFFY	RESPON AGENCY	STATUS
NOT ON TIIP								

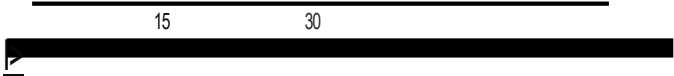
PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORK TYPE		
2CWS27	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY		
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	IFFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	HSIP	\$30,000	\$0	\$30,000	2026	NYS DOT	PLANNED
	PRELIMINARY DESIGN	HSIP	\$30,000	\$0	\$30,000	2026	NYS DOT	PLANNED
	DETAILED DESIGN	HSIP	\$90,000	\$0	\$90,000	2027	NYS DOT	PLANNED
	CONSTRUCTION	HSIP	\$1,000,000	\$0	\$1,000,000	2028	NYS DOT	PLANNED
	CONSTRUCTION INSP	HSIP	\$150,000	\$0	\$150,000	2028	NYS DOT	PLANNED
PROJECT TOTAL					\$1,300,000			

PIN 2CWS27
Location Map



PIN 2CWS27
Curve Warning Signs Upgrade
Various Locations
Keg1onwiae





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HOCTC Resolution 2025-20

Amendment to the 2023 – 2027 TIP to add a Safety Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.29- Curve Warning Sign Upgrades in Region 2 shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements; and

BE IT FURTHER RESOLVED, that the project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

EXISTING

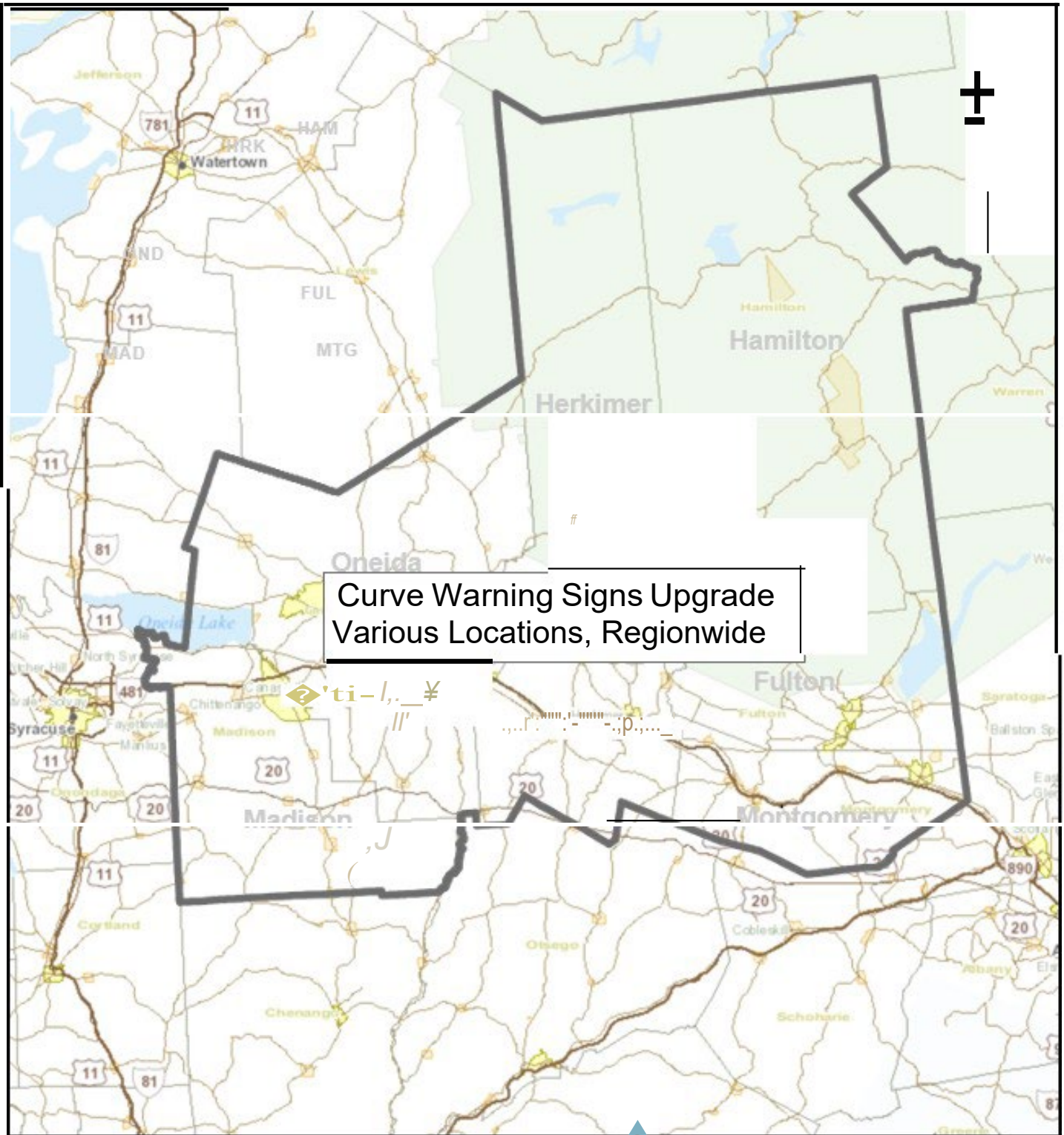
PIIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORKTYPE		
2CWS29	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY		
PIIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT IN TIP								

PROPOSED

PIIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORKTYPE	
2CWS29	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY	
PIIN	SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE							
	SCOPING HSIP	\$30,000	\$0	\$30,000	2027	NYSUOT	PLANNED
	PRELIMINARY DESIGN HSIP	\$30,000	\$0	\$30,000	2027	NYSUOT	PLANNED
	DETAILED DESIGN HSIP	\$90,000	\$0	\$90,000	2028	NYSUOT	PLANNED
	CONSTRUCTION HSIP	\$1,000,000	\$0	\$1,000,000	2029	NYSUOT	PLANNED
	CONSTRUCTION INSPI	\$150,000	\$0	\$150,000	2029	NYSUOT	PLANNED
PROJECT TOTAL				\$1,300,000			

PIN 2CWS29

Location Map

**PIN 2CWS29**

Curve Warning Signs Upgrade Various Locations Keg1onwiae





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Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-21

Amendment to the 2023 – 2027 TIP to revise an Intersection Improvement Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2806.52- Route 46/ Wright Settlement Road Intersection Improvement Project shall be revised on the TIP. This project will improve the Route 46/Wright Settlement Road Intersection, from North James Street to the first driveway of Ridge Mills School along Route 46. It involves traffic control device improvements and/or minor geographic improvements in the City of Rome in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost will be increased by \$ 0.796M, from \$2.035M to \$2.831M which includes the NFA and NHPP funds for Row Incidentals, ROW Acquisition, Construction and Construction Inspection; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP RESOLUTION 2025-21

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EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280652	RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION IMPROVEMENT PROJECT		THIS PROJECT WILL IMPROVE THE ROUTE 46/WRIGHT SETTLEMENT ROAD INTERSECTION, FROM NORTH JAMES ST TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG ROUTE 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO				INTERSECTION IMPROVEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYS DOT	OBLIGATED
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$2,000	\$2,000	2022	NYS DOT	OBLIGATED
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	SRTS	\$968,000	\$0	\$968,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$560,000	\$140,000	\$700,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	SRTS	\$105,000	\$0	\$105,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	NHPP	\$84,000	\$21,000	\$105,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$2,035,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280652	RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION IMPROVEMENT PROJECT		THIS PROJECT WILL IMPROVE THE ROUTE 46/WRIGHT SETTLEMENT ROAD INTERSECTION, FROM NORTH JAMES ST TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG ROUTE 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO				INTERSECTION IMPROVEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYS DOT	OBLIGATED
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2022	NYS DOT	OBLIGATED
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$25,000	\$6,000	\$31,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	SRTS	\$968,000	\$0	\$968,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$1,066,000	\$266,000	\$1,332,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	SRTS	\$105,000	\$0	\$105,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	NHPP	\$192,000	\$48,000	\$240,000	2025	NYS DOT	PLANNED
	PROJECT TOTAL		\$2,831,000					



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station

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Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-22

Amendment to the 2023 – 2027 TIP to revise a Culvert Repair and Replacement Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2807.02- Culvert Repair/ Replacement Project in the Town of Lee in Oneida County shall be revised on the TIP. This project will rehabilitate one deficient culvert and replace two deficient culverts. These repairs/replacements will address the structural deficiencies and hydraulic inadequacies at each location. All three culverts are located in the Town of Lee in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost will be increased by \$ 0.497M, from \$3.681M to \$4.178M. Additional STBG Flex funds were needed for ROW Acquisition, Construction and Construction Inspection; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione
Chairperson

Date

James J. Genovese II
Secretary

Date

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280702	CULVERT REPAIR/REPLACEMENT PROJECT, TOWN OF LEE , ONEIDA COUNTY		THIS PROJECT WILL REHABILITATE ONE DEFICIENT CULVERT AND REPLACE TWO DEFICIENT CULVERTS. THESE REPAIRS/REPLACEMENTS WILL ADDRESS THE STRUCTURAL DEFICIENCIES AND HYDRAULIC INADEQUACIES AT EACH LOCATION. ALL THREE CULVERTS ARE LOCATED IN THE TOWN OF LEE, ONEIDA COUNTY.				CULVERT REPAIR & REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	PLANNED
	PRELIMINARY DESIGN	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	PLANNED
	DETAILED DESIGN	STBG FLEX	\$87,000	\$21,000	\$108,000	2024	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2023	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$8,000	\$2,000	\$10,000	2023	NYS DOT	PLANNED
	ROW ACQUISITION	STBG FLEX	\$621,000	\$155,000	\$776,000	2024	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$1,866,000	\$466,000	\$2,332,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$280,000	\$70,000	\$350,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$3,681,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280702	CULVERT REPAIR/REPLACEMENT PROJECT, TOWN OF LEE , ONEIDA COUNTY		THIS PROJECT WILL REHABILITATE ONE DEFICIENT CULVERT AND REPLACE TWO DEFICIENT CULVERTS. THESE REPAIRS/REPLACEMENTS WILL ADDRESS THE STRUCTURAL DEFICIENCIES AND HYDRAULIC INADEQUACIES AT EACH LOCATION. ALL THREE CULVERTS ARE LOCATED IN THE TOWN OF LEE, ONEIDA COUNTY.				CULVERT REPAIR & REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$87,000	\$21,000	\$108,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2023	NYS DOT	OBLIGATED
	ROW INCIDENTALS	STBG FLEX	\$8,000	\$2,000	\$10,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	STBG FLEX	\$694,000	\$173,000	\$867,000	2024	NYS DOT	OBLIGATED
	CONSTRUCTION	STBG FLEX	\$2,148,000	\$537,000	\$2,685,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$323,000	\$80,000	\$403,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$4,178,000			



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Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2025-23

Amendment to the 2023 – 2027 TIP to revise a Bridge Replacement Project

WHEREAS, the Governmental Policy & Liaison Committee (GP&L) has previously approved the 2023 – 2027 TIP; and

WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2023.34- Route 69 and Main Street over Sauquoit Creek (BINs 1009919, 2255641) in Oneida County. This project is for the replacement of bridges carrying NYS Route 69 over Sauquoit Creek (BIN 1009919) and Main Street over Sauquoit Creek (BIN 2255640) and also remove the two bridges carrying NYS Route 69 eastbound to NYS Route 5A Southbound over Sauquoit Creek (BIN 1051980) and NYS Route 69 westbound to NYS Route 5A southbound over Sauquoit Creek (BIN 1051429) located in the Villages of Whitesboro, Yorkville, and New York Mills and in the Town of Whitestown in Oneida County; and

BE IT FURTHER RESOLVED, project is changing the scope for a project resulting in a significant change to the Project limits or Scope of Work. The total project cost is unchanged and remains at \$ 74.513M; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

BE IT FINALLY RESOLVED, that the GP&L Committee hereby directs the Chairperson to communicate this action to the appropriate State and Federal officials in the prescribed manner.

Peter Campione _____ Date
Chairperson

James J. Genovese II _____ Date
Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP RESOLUTION 2025-23

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EXISTING

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
202334	RT 69 AND MAIN ST OVER SAUQUOIT CREEK (BINS 1009919, 2255641), ONEIDA COUNTY	REPLACEMENT OF BRIDGES CARRYING NYS RTE 69 OVER SAUQUOIT CREEK (BIN 1009919) AND MAIN ST OVER SAUQUOIT CREEK (BIN 2255640), VILLAGES OF WHITESBORO AND YORKVILLE, TOWN OF WHITESTOWN, ONEIDA COUNTY					BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$1,944,000	\$1,944,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$2,514,000	\$2,514,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$5,832,000	\$5,832,000	2025	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$100,000	\$100,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$2,593,000	\$2,593,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$12,960,000	\$3,240,000	\$16,200,000	2027	NYS DOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$37,230,000	\$37,230,000	2027	NYS DOT	PLANNED
	CONSTR. INSPECTION	BFP MAIN	\$6,480,000	\$1,620,000	\$8,100,000	2027	NYS DOT	PLANNED
PROJECT TOTAL					\$74,513,000			

PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
202334	RT 69 AND MAIN ST OVER SAUQUOIT CREEK (BINS 1009919, 2255641), ONEIDA COUNTY	REPLACEMENT OF BRIDGES CARRYING NYS RTE 69 OVER SAUQUOIT CREEK (BIN 1009919) AND MAIN ST OVER SAUQUOIT CREEK (BIN 2255640) AND ALSO REMOVE THE TWO BRIDGES CARRYING NYS ROUTE 69 EASTBOUND TO NYS ROUTE 5A SOUTHBOUND OVER SAUQUOIT CREEK (BIN 1051980) AND NYS ROUTE 69 WESTBOUND TO NYS ROUTE 5A SOUTHBOUND OVER SAUQUOIT CREEK (BIN 1051429) LOCATED IN THE VILLAGES OF WHITESBORO, YORKVILLE, AND NEW YORK MILLS AND IN THE TOWN OF WHITESTOWN, ONEIDA COUNTY					BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$1,944,000	\$1,944,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$2,514,000	\$2,514,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$5,832,000	\$5,832,000	2025	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$100,000	\$100,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$2,593,000	\$2,593,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$12,960,000	\$3,240,000	\$16,200,000	2027	NYS DOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$37,230,000	\$37,230,000	2027	NYS DOT	PLANNED
	CONSTR. INSPECTION	BFP MAIN	\$6,480,000	\$1,620,000	\$8,100,000	2027	NYS DOT	PLANNED
PROJECT TOTAL					\$74,513,000			

**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station

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Director: Julie Richmond

MEMORANDUM

To: GP&L Committee
From: Julie Richmond, Director, HOCTC
Date: May 5, 2025
RE: HOCTC TIP 2023 – 2027: Administrative Modifications (March 2025- April 2025)

An Amendment, in the form of an Administrative Modification (Admin. Mod.) is made to the Transportation Improvement Program (TIP) when revisions of cost changes of \$549,999 or less, an increase in the total cost of the project is less than 10% or when there is a change in funding year for any phase of an existing PIN project. An Admin. Mod., as per HOCTC TIP procedures, require approval from the NYSDOT Region 2 RPPM and the HOCTC Program Manager. Joint approval is issued in the form of a jointly signed letter, which is addressed to the NYSDOT Region 2 Director, notifying them of the Admin. Mod. and agreement of the two agencies regarding the action to be taken on the TIP. In an effort to ensure transparency, the following table is a record of the Admin. Mod's. approved between Governmental Policy & Liaison Committee Meetings.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2025 – 03MOD	2023.34	Route 69 and Main Street over Sauquoit Creek (BINs 1009919 & 2255641) in Oneida County. This project is the replacement of bridges carrying New York State Route 69 over Sauquoit Creek (BIN 1009919) and Main Street over Sauquoit Creek (BIN 2255640) in the Villages of Whitesboro and Yorkville and the Town of Whitesboro in Oneida County. The Funding Years will be changed for the Construction and Construction Inspection Phase(s) from FFY 2026 to FFY 2027.	NYSDOT
2025 – 04MOD	2806.93	Route 365/River Road Intersection Improvement Project in Oneida County. This project will provide safety enhancements for pedestrian and motorists at the Route 365/River Road Intersection in the City of Rome in Oneida County. Elements may include: Pedestrian Signal Upgrades, Striping, and/or Lane Reconfiguration. The Funding Years will be changed for Detailed Design and ROW Acquisition Phases from FFY 2025 to FFY 2026 and Construction and Construction Inspection Phases from FFY 2026 to FFY 2027.	NYSDOT