



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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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

Minutes for the June 10, 2025 Governmental Policy & Liaison (GP&L) Committee Meeting Oneida County Board of Legislative Chambers, 10th Floor Oneida County Office Building 800 Park Avenue, Utica, New York

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

Vice-Chairperson Anthony J. Picente, Jr. called the meeting to order at 9:36 AM.

1. Welcome and Introductions

Voting members present:

Anthony Picente
James Wallace
Timothy Seymour

Mary Austin Pratt

Peter Rovazzi
Linda Lubey

Melissa Brim

Michael Waterman

Daniel Guzewich

Mary MacEnroe

Scott Musacchio

Vice-Chairperson, Oneida County Executive
Administrator, Herkimer County
Commissioner, Department of Social Services,
Herkimer County
Oneida County Legislator, representing Gerald Fiorini
Chairman, Oneida County Board of Legislators
Supervisor, Town of German Flatts
Regional Director, NYSDOT Region 2, representing
Marie Therese Dominguez, Commissioner, New York
State Department of Transportation
VP of Finance, Central New York Regional
Transportation Authority, representing Nicholas Laino,
Chairman, Central New York Regional Transportation
Authority
Chairman, Public Works Committee, Oneida County
Board of Legislators
Representing George Joseph, Oneida County
Legislative Majority Leader
Minority Legislative Analyst, representing Timothy
Julian, Oneida County Legislative Minority Leader
Supervisor, Town of Verona

Shaun Kaleta

Director of Economic Development, Oneida County

Non-voting members present:

James J. Genovese II, Secretary

Commissioner, Department of Planning, Oneida County

William Weakley

Herkimer County Legislator

Julie Richmond, Clerk

Director, HOCTC

Mark DeRocco

Assistant Regional Planning and Program Manager, NYSDOT Region 2

Deborah Windecker

Regional Planning and Program Manager, NYSDOT Region 2

Christine Labuzzetta

Associate Capital Program Analyst, NYSDOT Region 2

Barb Hauck

Principal Planner, HOCTC

Amy Heiderich

Senior Planner, HOCTC

Grace Whiffen

Planning Specialist, HOCTC

2. Approval of Minutes

- A motion was made to approve the meeting minutes from February 20, 2024 by Peter Rovazzi
 - Seconded by: Mary Pratt
 - Voting passed 12-0-0

3. Public Comment

- None

4. Director's Report

HOCTC Director, Julie Richmond gave a synopsis of HOCTC activities for the past quarter.

SS4A – The Oneida and Herkimer Counties Safety Action Plan (SS4A)

- The Safety Action Plan has been approved by both counties.
- Implementation funding has been opened for FFY 2025 and the applications are due in late June. HOCTC is exploring the possibility of submitting an application.

Exit 31 Planning and Environment Linkages (PEL) Study

- Fisher and Associates are the primary consultants, with several subconsultants.
- The study has been progressing but is a little behind schedule due to adjustments in the project boundary and the additional analysis required to incorporate a concept design that would place the interchange ramps to the west of the study area.
- The study is progressing to the Analysis and Screening of the concepts phase.
- Before screening could begin, there had to be a consensus on the Study Area Boundary and its expansion.
 - The boundary started as a rectangle around the study area to determine where data needed to be collected and to determine existing conditions.
- As the study is progressing, it has been determined that the area needed to expand.

- The study area expanded a little to the east and west toward NYS Routes 5/8/12. There were mainline, ramp or local roadway continuous video counts taken east and west of the initial boundary.
- The project area will expand north to include the Coventry Avenue/Trenton Road couplet.
- The east expansion includes all ramps, the ROW to the north of I-90, and several parcels to the north, owned by Oneida County and the City of Utica.
- The southern portion remains the same.
- The western boundary will include the back of hotels to include access roads, and the west of Exit 31 will include the western ramp component of the 5/8/12 interchange limited to the ROW and some publicly owned parcels. Keeping the 5/8/12 ramps east would add travel time for vehicles heading west.
- There has been a consensus with the PEL Team, NYSDOT Region 2, and NYSTA that there is enough space to accommodate the ramps within the ROW. This study area boundary expansion has been confirmed with the FHWA.
- It is common with PEL Studies to adjust the boundaries.
- The boundary expansion and the additional analysis required have delayed the next project TAG meeting and Public Meeting. The updated analysis and concept screening needs to be presented to the TAG prior to going to the public. The goal is to be ready to present screened concepts and inform the public of the boundary expansion at the next public meeting.

5. NYSDOT Region 2 Report

Deborah Windecker reported on the activities that NYSDOT Region 2 has performed in the last quarter.

- NYS has a budget for SFY 2025-2026 with \$5.2 billion for the 4th year of the five-year Capital Plan that is now with the legislature.
- There is \$800M additional funding for the construction program that Region 2 is still waiting for since the money does not go as far as it once did.
 - Region 2 is building a pavement shelf so if additional funds do come in, DOT will be ready to deliver projects.
- A \$50M increase to CHIPS with \$8.5M to Herkimer County and \$15M to Oneida County.
- The budget also extends the Automated Work Zone Speed Camera program for five years and increases the locations from 20 to 40.
 - There needs to be more attention paid to dangers in work zones and how to combat distracted driving. The DOT lost an employee in recent weeks.
- There is \$90M available in NYS for the Roadway Departure Safety Action Plan (RWDSAP) funding, with \$1.7M going to Herkimer and Oneida Counties for engineering, education, and enforcement with a 5% local match required.
 - There should be more than \$1.7M available since not all municipalities eligible are applying.
 - The goal is to increase safety on local roads. Some of the project criteria is to use the adopted Safety Action Plan.

- The HSIP Viewer shows eligible countermeasures, but it is understood that not all issues are reported, so this can be justified in the application.
- For CARDS and SHARDS the AADT must be above 2000 vehicles per day and there are a variety of eligible countermeasures.
- The applications are due on June 13, 2025 and award announcement is expected later in the summer. Projects must be completed by 2030.
- Project criteria can include items from the RWDSAP, a Local Road Safety Plan, FHWA Proven Safety Countermeasures, or a locally sponsored analysis.
- The project can be completed on public roads that are local, or county maintained.
- The Transportation Alternative Program is a bi-annual solicitation. This has been successful in building multimodal facilities to complement bicycle, pedestrian, and rail trails. Announcements should be coming in the late summer/early fall 2025 for awards ranging from \$500,000 to \$5.0M TAP provides an opportunity for pedestrian enhancements to roll into DOT paving projects.
- North Genesee Street was experiencing delays due to the weather.
 - The signal is working well and receiving positive feedback. A new driver has voiced that they are less scared at that intersection.
- Route 46 Lansingkill Bridge to Holmes Road in the Towns of Ava, Boonville, and Western is an upcoming letting in July 2025 for \$9.0M. It will encompass 6.25 center lane miles with 4" micro fill pavement resurfacing, areas of shoulder resurfacing, tree clearing, and guiderail replacement.
- A Bridge NY 2022 culvert replacement on Hardscrabble Road over City Brook in the Town of Norway will be let in June 2025.
- Route 29 over East Canada Creek bridge replacement in the Town of Dolgeville will be having a NEPA/EDPL hearing on June 18, 2025.
 - NYSDOT will be acquiring four properties since the bridge is shifting south. This is the last step before the design phase and approaching property owners.
- Discussion: Safety on roadways means people need to understand to move over. There is a social media campaign, cameras, and speed enforcement by schools and in work zones.

6. New York State Thruway Authority Report

Amy Heiderich, HOCTC, for Sara Sherlock, on behalf of Jerrin George, NYSTA Assistant Engineer, gave a synopsis of NYSTA activities for the past quarter.

Ongoing Projects:

- Pavement resurfacing from Little Falls to Herkimer with a scheduled completion in Winter 2024, finished in Spring 2025.
- Safety upgrades with a completion in Fall 2025.
- Mainline bridge rehabs over Sterline Creek have caused lane shifting to construct the westbound bridge. The scheduled completion in Fall/Winter 2025.
- Thruway bridge replacement over Oriskany Boulevard (Route 69) has a lane shift in place. The scheduled completion is Winter 2026.
- Replacement of Thruway Bridge over Mohawk Street (Route 28) is scheduled for completion in Winter 2026.

- North Genesee Street bridge rehab (away bridge) will include safety upgrades and is scheduled to start on June 15, 2025, with a scheduled completion in the Fall of 2025.

Tentative 2025/2026 Projects:

- Replacement of Route 46 Bridge over Thruway – Letting in the third quarter of 2025.
- Exit 29A – Little Falls exit ramp bridge rehabilitation in 2026.
- Removal of an abandoned railroad bridge in 2026.

7. Other Reports

- None

8. Presentations

- None

9. Old Business

- None

10. New Business - HOCTC Resolutions 2025-12 – 2025-23

2025-12 – Approval of the HOCTC Environmental Justice/Title VI Analysis 2025 *Presenter: Julie Richmond, HOCTC*

- Description: This analysis was last completed in 2021 and is an MPO core product to be updated every four years. This demographic analysis helps determine where in the two-county region there are the highest concentrations of minority and low income populations. HOCTC utilized 2018-2023 ACS data. This analysis assists the MPO in making inclusive transportation planning decisions using a transparent process and to ensure that the MPO is avoiding disproportionately high adverse health and environmental effects.
- The goals of the Title VI/Nondiscrimination Program are that people are not adversely impacted by programs or activities that HOCTC undertakes. This must be maintained since the MPO is federally funded.
 - HOCTC’s website has been updated to reflect the reorganization of the material and moved it all to one tab on the webpage so that it is easily accessible for those wishing to file a complaint or access information.
- The US DOT issued its final Order on Environmental Justice (EJ) in 1997 requiring the incorporation of EJ principles into all USDOT activities, policies, and programs. States and MPOs were also issued EJ requirements. There have been changes over the years and some Executive Orders were rescinded while others remain in place. So, a demographic analysis is still required to comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987.
 - The demographic analysis informs the monitoring and compliance of the Title VI program; the two documents have been combined.
- HOCTC examined Herkimer County and Oneida County individually and the two-county region. The measures that were analyzed include population density, poverty, disability, veteran status, minority status, limited English proficiency (LEP), age, vehicle access,

education, and unemployment. There was also a health screening added, which impacted the number of locations that appeared in the aggregate need populations.

- When looking at the aggregate needs map, urban cities like Utica and Rome and the Villages of Ilion and Herkimer exhibit the highest aggregate need. The CDC PLACES tool also showed these urban areas are correlated with adverse health effects. One rural area that is shown as a notable location with several adverse health outcome factors is the Town of Schuyler.
- Certain places with high aggregate needs (Trenton, Marcy, Fairfield, and Webb) were not areas of concentration when measured on individual metrics. However, the aggregate needs map illuminates these areas for environmental justice concerns as they exhibit slightly elevated scores across the full spectrum of metrics.
- Trenton, Marcy and Fairfield all had above average populations of children under the age of 5, while Webb has a high concentration of individuals over 65. Fairfield had above average LEP households. Webb showed a higher-than-average lower education and unemployed population.
- The 2021 analysis showed areas of high aggregate need in the City of Little Falls, the Villages of Boonville and Camden, and the surrounding areas of Waterville and Oriskany Falls. They are still consistently registering as high needs areas, when looking only at the Population Below the Poverty Threshold metric.
- The draft plan is posted on the HOCTC's website and the HOCTCentral website.
- The 2025 document is available for a 30-day public comment period. An updated EJ analysis is also required at the time we are developing a new TIP, as an indicator of where investment is occurring.
- Discussion: Herkimer County has a lot of data for Little Falls, and they are wondering why it fell off the aggregate needs map. When looking at the aggregate score, it cuts across all the different data being analyzed. Little Falls may be high on the poverty scale but lower in other indicators. The poverty map indicates Little Falls does have a higher than average poverty rate. All the maps and links to the analysis will be sent to Herkimer County.
- Motion to approve Resolution made by Linda Lubey
 - Seconded by: Scott Musacchio
 - Voting: Passed 12-0-0

2025-13- 2025 Approval of the Herkimer Oneida Counties Transportation Council Self-Certification of the Metropolitan Planning Process, *Presenter: Julie Richmond, HOCTC*

- Description: The Self-Certification requires a separate resolution from the TIP adoption.
- Federal law mandates that MPOs, which are responsible for planning and implementing transportation projects in metropolitan areas with populations over 50,000, adhere to specific regulations when creating their TIP.
- All the applicable requirements are those which basically mirror the Table of Contents in the narrative portion of the TIP document:
 - Compliance with Title VI, Environmental Justice, how HOCTC operates public transit and compliance for FTA funding, consistency with the Federal Planning Factors, Public Involvement, Administration of the TIP capital program and the GP&L policy committee procedures, compliance and adoption of the state performance targets, and the host of administrative procedures such as bills being

paid, progress reports, audits, the UPWP Annual Work Program, and ensuring consistency with Core Products and Technical Studies and the proper procurement and project management of those studies.

- The Self-Certification ensures that the MPO is compliant with federal regulations and transportation law, it provides a mechanism in which HOCTC can be held accountable, and it allows for efficiency so every time our federal partners are reviewing planning documents they can focus on the content of the document and do not have to review our process each time.
- As part of the TIP development, MPOs are required to self-certify that the plan conforms to all applicable federal requirements. The MPO must demonstrate to the federal agencies that the TIP has been developed through a comprehensive, cooperative, and continuing process.
- Discussion: None
- Motion to approve Resolution made by: James Wallace
 - Seconded by: Scott Musacchio
 - Voting: Passed: 12-0-0

2025-14A – Approval of the HOCTC Transportation Improvement Program (TIP) Project Selection Process and Policy for 2025-2029, Presenter Julie Richmond, HOCTC

- Description: HOCTC developed a Project Selection Process utilizing the framework approved in Going Places 2045 that considers providing additional priority for projects that achieve system preservation, support regional land use, housing, and economic development, improved mobility and accessibility opportunities, expand intercity and rural public transportation, provide better bicycle and pedestrian integration, address existing safety deficiencies, improve resiliency and avoid negative environmental impacts, and ensure equity in the transportation planning process.
- This screening process will be primarily used for moving projects from the TIP and LRTP illustrative listing to being programmed in the TIP.
- Projects must first meet basic funding eligibility criteria and project readiness criteria and be federal aid eligible.
- Scoring aligns with Long Range Transportation Plan goals, the EJ/Title VI Analysis, and with the State’s Performance Targets, Federal Planning Factors and consistency with Local Plans and Studies.
- Approval of this resolution will memorialize an informal process that HOCTC was using and codify a process that will assist in providing written justification for funding requests, and back-up for funding decisions to support selection of one project over another. It will ensure projects incorporated in the TIP will align with LRTP goals and available funding categories but still maintain the fiscal constraint of the program.
- The process will be used for future projects being proposed for inclusion in the TIP and/or non-TIP proposals seeking HOCTC support.
- Discussion: None
- *Motion to approve Resolution is combined with Resolution 2025-14B.*

2025-14B – Approval of the 2025-2029 Transportation Improvement Program (TIP)

Presenter: Deborah Windecker, NYSDOT and Julie Richmond, HOCTC

NYSDOT TIP Report:

- Description: HOCTC regional funding is based on the Bipartisan Infrastructure Law (BIL), which is in its fourth of five years. The updated TIP begins in October 2025 and will run through October 2029. HOCTC and Region 2 decided to complete a four-year TIP rather than a five-year since it is completed every three years.
 - The Bridge Formula Funding (BFP) was new a newer funding source and now nearly half of the almost \$217M budget is allocated to it. This is core block funding. Its focus is on structures since most were built in the 1950s and 1960s. Pavement closely follows structures in funding with Safety System and Optimization of \$50M investment for intersection improvements, signal upgrades and guiderail to compliment paving.
 - Highway Safety Improvement Program (HSIP) gives 25% to the local system. This funding is typically 90-95% federally funded. The focus of this program update is to make our highways safer towards vision zero. There are 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. There will be funding available to locals for HSIP funding to implement countermeasure treatments for our local roads.
 - This can help supplement Roadway Departure funding.
 - Bridge NY is a large portion of this funding with \$8M in local funding and is expected to continue.
 - Bridge NY currently has \$8 million allocated to off-system bridge local funding and it is anticipated to continue. There are 14 projects in the current TIP being funded with \$30 million.
 - TAP/CRP funds are allocated to four projects.
 - National Highway Freight funds totaling \$5 million to address the roundabout and paving on Route 825 to compliment the announcement of the Chobani facility opening in the area.
 - Main office funding to address curve warning sign improvements on local highways.
 - There is \$133M allocated to three projects. The first being the North Genesee Street Gateway Bridge and Multi-Modal Connector Project. The total project cost is \$43.5M, with a \$18.2M RAISE Grant. This project will replace two bridges with an additional lane, add a 10' multi-use trail, and improve access management to enhance safety.
 - There is an approved agreement to obligate this funding by the end of 2026. NYSDOT will be acquiring commercial property via eminent domain.
 - FHWA gave an approval to move ahead with the NEPA/EDPL hearing since NYSDOT will have to acquire a motel.
 - Access management will include interstate connections as well as a new city street since business entrances cannot be within 100' of an interstate entrance. Access will impact local businesses and NYSDOT is working with the City of Utica to increase access and accommodations.
 - The corridor is changing with the addition of Harbor Point and the importance of connections to the Empire State Trail along Wurz Avenue and to the Nexus Center and the growth with hotel additions.
 - Construction to begin in June 2026.

- Route 69 and Main Street over Sauquoit Creek Bridge Replacements project has grown, with \$53M in construction costs. The project is being driven by flooding impacts and lack of connectivity.
 - The project objectives include improving the bridge hydraulic openings, right-size and stabilize the creek channel, providing a minimum 75 year bridge service life, and improving pedestrian and bicyclist safety and connectivity.
 - The bridge will be two span (100 ft. each) – 200 feet total span bridge. Route 69 needs to be raised approximately 7 feet, which will impact the overpass bridge.
 - Traffic volumes don't warrant a grade separated intersection. This project will construct an at-grade intersection with a preferred roundabout. Two bridges will be eliminated, which will save on future maintenance and replacement costs.
 - A10 ft. wide shared used path on both sides of the roadways will be installed within the project limits. This project will remove a significant amount of fill out of the flood plain.
 - There will be a ROW acquisition of 18 properties. ROW will be the driving force since there are three major relocations for the three projects. The next step for this project is a public hearing in the summer or fall of 2025 with construction to begin in spring 2027.
- The NYS Route 29 over East Canada Creek bridge will be replaced with a 177' span to increase hydraulic capacity with standard 11' lane and 5' shoulder widths and 10' multi-use trail for bicyclists and motorists (snowmobiles) on the northside and a 5' sidewalk on the southside. The total project cost is \$19.3M. There is a structural need for this replacement since the bridge was built in 1932. The bridge faces hydraulic challenges, collects ice jams, and is prone to flooding. The project will help redefine the village with added lighting, sidewalks, etc. The intersections at the east and west ends of the bridge will be realigned, impacting four properties. The bridge will be raised 3'. The FHWA approved a public NEPA hearing for June.

HOCTC TIP Report:

- The TIP is a collaborative effort between Region 2 and HOCTC. HOCTC is responsible for the narrative based on TIP/STIP guidance and the Planning and Transit Funding Targets from Main Office.
- The TIP outlines, in our case, a 4-year capital program, which is updated on a two-three-year basis. HOCTC starts to look at the current TIP's programmed projects, what projects are currently obligated that need to be carried forward, and what new projects are coming online that have identified funding to advance. Projects must be incorporated into our local fiscally constrained TIP to be included in the STIP, and projects must be included in the TIP in order to be eligible for federal funding. Part of the decision-making process in building the TIP includes HOCTC's solicitation for projects, incorporating HOCTC LRTP and UPWP and state and federal priorities in project selection and gathering realistic estimates on total costs and funding.

- The document describes an overview of the MPO and our planning and policy structure and its function to make amendments and modifications, our MPO process for carrying out comprehensive cooperative and continuing planning, and that is evidenced by a discussion of the UPWP, LRTP, EJ and Public Engagement documents. The TIP addresses air quality impacts, if any, and notes obligations to comply with the federal performance-based planning. The narrative discusses the adoption of the targets for Transit, Safety, Bridge and Pavement Conditions, etc. If any updates occur, it is noted that these are voted upon and that projects should support these targets, such as projects that improve roadway safety. The document includes discussion of the available funding types as well as the planning and transit tables, the fiscal constraint table and illustrative project listing. For this update, we also codified a project selection process.
- One area of note that was updated was the TIP Maintenance and Modification Process Table by adding two new actions that can now be considered Administrative Modifications: the addition of Nonfederal funds to any phase regardless of amount and/or change in TPC is an admin mod, and description changes that are not considered to be a change in project scope. This will cut down on the number of resolutions for these types of changes.
- Transit funding uses core programs: Section 5307: Three projects that cover the continued operation of services to the City of Utica, Towns of New Hartford, Whitestown, and Kirkland, Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities, and Section 5311: Oneida County Rural Assistance Program for Mobility Management Services.
 - New formula & discretionary funds will be included, as available and obligated.
 - Special highlighted projects with PINS include PIN 2822.10: Utica/Rome Centro Facility Consolidation-Land Acquisition \$5.0M in current TIP, not reflected in this new draft TIP. Added this to the new TIP PIN 2790.01: Utica/Rome Facility Consolidation- Construction anticipated in 2027 with a cost of \$62.250M.
 - The table only shows \$18 million programmed in 5339 funding for this project to maintain fiscal constraint, some of the other funding is discretionary and not yet secured.
 - The table of Programmed Transit Funds only shows Federal funds towards projects and does not reflect any state or local funding.
- The TIP includes: All capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53, a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding, and a cooperative effort as HOCTC consulted with state and local entities and public transportation operators in developing the TIP for the Metropolitan Planning Area.
- Discussion: A question was asked about the property acquisition that will need to be made and whether the property owners are amenable or if they must use eminent domain. DOT is providing relocation assistance to all the properties impacted based on just compensation of fair market values. The DOT must utilize Eminent Domain Procedure Law under the Uniform Relocation Assistance and Real Property Acquisition Act.
- A question was asked about how pricing was coming in. Engineer estimates are continually being updated and have to be within 15% of engineering estimates but DOT keeps adjusting pricing.

- Motion to approve Resolutions 2025-14A and 2025-14B made by: James Wallace
 - Seconded by: Mary Austin Pratt
 - Voting: Passed 12-0-0

2025-15 - Amendment to the 2023-2027 TIP to revise a Transit Project,

Presenter: Melissa Brim, CNYRTA/Centro

- Description: PIN 2822.10 – Transit: Land Acquisition and Construction for Centro Oneida service in Oneida County, a Utica/Rome facility consolidation
- 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.
- Centro wants to keep this PIN at \$5M and will be funded with FTA Section 5307 funds.
- 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.
- Discussion: None
- Motion to approve Resolution made by: Mary Austin Pratt
 - Seconded by: Scott Musacchio
 - Voting: passed 12-0-0

2025-16 - Amendment to the 2023-2027 TIP to add a Transit Project, Presenter: Melissa Brim, CNYRTA/Centro

- Description: PIN 2790.03 – 2025 acquisition of three replacement support vehicles for the Centro of Oneida fleet.
- 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.
- Discussion: None
- A motion was made to approve the Resolution by: Mary Austin Pratt
 - Seconded by: Linda Lubey
 - Voting: passed 12-0-0

2025-17A – Amendment to the 2023-2027 TIP to revise a New/Improved Shared Use Paths Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2650.61 - Mohawk River Trail, Phase III in the City of Rome will complete design and construct, which will extend the existing trail system 2.52 miles North in the City of Rome in Oneida County.
- 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.
- Discussion: There will be a land acquisition for this project.
- *A motion to approve the Resolution will be combined with Resolution 2025-17B.*

2025-17B– Amendment to the 2023-2027 TIP to Revise a Safety Project,

Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2LC1.31 - Culvert Resiliency Project 21- Contract 6 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).
- The total project amount shall be increased by \$3.450M from funds from PIN 2650.61 and additional NYS culvert resiliency program funding.
- Discussion: This property is not Olney’s Flowers but just to build a tunnel under NYS Route 46. Will be built at same time as culvert replacement.
- A motion was made to approve Resolutions 2025-17A and 2025-17B by: Peter Rovazzi
 - Seconded by: Mary Austin Pratt
 - Voting: passed 12-0-0

2025-18 - Amendment to the 2023-2027 TIP to add a Safety Project,

Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2CWS.25 - This project will be used to fund Curve Warning Sign upgrades in Region 2 to meet the state’s roadway departure program requirements.
- The total project will be funded in the amount of \$1.30M with HSIP funds.
- Discussion: None
- *A motion to approve the Resolution will be combined with Resolution 2025-19 and 2025-20.*

2025-19 – Amendment to the 2023-2027 TIP to add a Safety Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2CWS.27- This project will be used to fund curve warning sign upgrades to meet the state’s roadways departure program requirements in Region 2.
- The project will be funded in the amount of \$1.30M with HSIP funds.
- Discussion: None
- *A motion to approve the Resolution will be combined with Resolution 2025-18 and 2025-20.*

2025-20 – Amendment to the 2023-2027 TIP to add a Safety Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2CWS.29- This project will be used to fund curve warning sign upgrades to meet the state’s roadways departure program requirements in Region 2.
- The project will be funded in the amount of \$1.30M with HSIP funds.
- Discussion: Each of these resolutions are for a different funding year: 2027, 2028, and 2029.
- A motion was made to approve Resolutions 2025-18, 2025-19, and 2025-20 by: Mary MacEnroe
 - Seconded by: James Wallace
 - Voting: passed 12-0-0

2025-21 – 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 improvements and/or minor geographic

improvements in the City of Rome in Oneida County. The scope will expand to South James Street and to the north side of the school property.

- 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. ROW costs have increased.
- Discussion: None
- A motion was made to approve the Resolution by: Scott Musacchio
 - Seconded by: Mary Autin Pratt
 - Voting: passed 12-0-0

2025-22 – Amendment to the 2023-2027 TIP to revise a Culvert Repair and Replacement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2807.02- Culvert Repair/Replacement Project in the Town of Lee in Oneida County will rehabilitate one deficient culvert and replace two deficient culverts. These repairs/replacements will address the structural deficiencies and hydraulic inadequacies at each location.
- 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.
- Discussion: None
- A motion was made to approve the Resolution by: Michael Waterman
 - Seconded by: Daniel Guzewich
 - Voting: passed 12-0-0

2025-23 – Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2023.34- Route 69 and Main Street over Sauquoit Creek (BINs 1009919, 2255640) in Oneida County
- This project is for the replacement of bridges carrying NYS Route 69 over Sauquoit Creek and Main Street over Sauquoit Creek and remove the two bridges carrying NYS Route 69 eastbound to NYS Route 5A southbound over Sauquoit Creek and NYS Route 69 westbound to NYS Route 5A southbound over Sauquoit Creek located in the Villages of Whitesboro, Yorkville, and New York Mills and in the Town of Whitestown in Oneida County.
- 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.
- Discussion: None
- A motion was made to approve the Resolution by: Mary MacEnroe
 - Seconded by: Scott Musacchio
 - Voting: passed 12-0-0

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 – 03MOD	2023.34	Route 69 and Main Street over Sauquoit Creek (BINs 1009919 & 2255640) 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

12. Open Discussion

- None

13. Adjournment

- Motion to adjourn the meeting made by: Mary Austin Pratt
 - Seconded by: James Wallace
 - Voting: Passed, 12-0-0

The meeting was adjourned at 10:45 a.m.

Respectfully submitted by Amy Heiderich