



METROPOLITAN PLANNING ORGANIZATION

Boehlert Center at Union Station

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Director: Julie Richmond, HOCTC

Governmental Policy and Liaison (GP&L) Committee

September 4, 2025, 9:30 AM

Herkimer County Office Building

Room 242

301 North Washington Street, Herkimer, New York

AGENDA

a. Welcome and Introductions

b. Approval of the Minutes

Review and discussion of June 10, 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 – 24: Amendment to the 2025-2026 Unified Planning Work Program (UPWP) Budget (Tabled at TPC due to waiting for final budget numbers from NYSDOT-Main Office.)**

Presentation and discussion of the proposed resolution.

Presenter: Julie Richmond, HOCTC

b. HOCTC Resolution 2025 - 25: Approval to Adopt a Vision Zero Safe System Approach Policy

Presentation and discussion of the proposed resolution.

Presenter: Julie Richmond, HOCTC

c. HOCTC Resolution 2025 – 26: Amendment to the 2023-2027 TIP to revise a Culvert Replacement Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

d. HOCTC Resolution 2025 – 27: Amendment to the 2023-2027 TIP to add a Pavement: Mill and Fill Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

e. HOCTC Resolution 2025 – 28: Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

f. HOCTC Resolution 2025 – 29: Amendment to the 2023-2027 TIP to revise a Safety: Pavement Preventative and Corrective Maintenance Project

Presentation and discussion of the proposed resolution.

Presenter: Mark DeRocco, NYSDOT

g. 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



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station

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

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.
 - A 10 ft. wide shared use 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



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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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 – 24

A Resolution of Herkimer-Oneida Counties Transportation Council (HOCTC) Adopting a Vision Zero Safe System Approach Policy

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 life and health of all persons living and traveling within the HOCTC planning area are this committee's utmost priority, and no one should die or be seriously injured while traveling on the region's public transportation network; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable and preventable; and

WHEREAS, the Safe Systems Approach developed in the comprehensive Safe Streets for All (SS4A) Safety Action Plan for Oneida and Herkimer Counties, adopted by the Oneida County Board of Legislators and the Herkimer County Legislature in April 2025 provides a framework for achieving Vision Zero by addressing all aspects of the transportation system to minimize the risk of crashes and the severity of injuries when they do occur, emphasizing shared responsibility and proactive measures; and

WHEREAS, the development of the Oneida and Herkimer Counties SS4A Safety Action Plan used evidence-based solutions and strategies that ensure equitable investments in underserved communities, low-cost high-impact strategies, and support sustainability of the local community by addressing the needs of all road users and increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, between 2019 to 2023, there were 107 traffic fatalities and 981 crashes resulting in serious injuries in Herkimer and Oneida Counties; and

WHEREAS, the great majority of these crashes--approximately 90 percent in Oneida and Herkimer Counties-- are attributable to human error. Therefore, it is critical to establish a plan that designs and implements measures aimed at significantly reducing—and ultimately eliminating—roadway fatalities and serious injuries; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach and community support of Vision Zero objectives and action plans that incorporate the Safe Systems Approach; and

WHEREAS, Oneida and Herkimer Counties have already adopted the SS4A Safety Action Plan which has set a goal of trending toward zero traffic deaths and serious injuries; and

NOW, THEREFORE, BE IT RESOLVED, HOCTC will support the objective and metrics established in the Oneida and Herkimer Counties SS4A Safety Action Plan of reducing fatalities and serious injuries for all road users by 50 percent by 2050 utilizing the Safe System Approach; and

NOW, THEREFORE, BE IT RESOLVED, HOCTC will create a Safety Subcommittee which will serve as the coordinating body to oversee the implementation of the Oneida and Herkimer Counties SS4A Safety Action Plan and be the responsible steward for implementing policy and process changes; and

NOW, THEREFORE, BE IT RESOLVED, the role of the HOCTC Safety Subcommittee is further described in Chapter 2: Goal Setting, Leadership Commitment and Policy and Process Changes and Chapter 10: Progress, Transparency and Next Steps of the Oneida and Herkimer Counties SS4A Safety Action Plan and are incorporated herein as Attachments 1 and 2; and

BE IT FURTHER RESOLVED, that the GP&L Committee approves the adoption of a Vision Zero Safe Systems Approach Policy and said policy will direct planners, engineers and policymakers to consider the safety needs of all users when designing and implementing new or improving existing transportation projects and/or exacting policy change; 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

James J. Genovese II Date
Secretary



GOAL SETTING AND LEADERSHIP COMMITMENT AND POLICY AND PROCESS CHANGES

CHAPTER 2

In the pursuit of creating safer roadways and reducing fatal and serious injury crashes in Oneida and Herkimer Counties, it is essential to focus on two fundamental aspects: goal setting and leadership commitment.

These elements are the cornerstones of an effective Safety Action Plan, ensuring that safety initiatives are both strategic and supported at all levels of the organization. This section outlines the importance of goal setting and leadership commitment and how they contribute to overall safety objectives.



Goal Setting

A critical component of any Safety Action Plan, goal setting establishes a clear direction and measurable objectives for the organization to achieve. With specific, achievable, and time-bound goals, all stakeholders are aligned and focused on the same priorities.

Goal setting also allows for the tracking of progress and the identification of areas that may require additional attention or resources. Well-defined goals can be used to create a roadmap for continuous improvement in safety performance.

HOCTC and Oneida and Herkimer Counties are committed to a future where there are zero fatalities for all roadway users. To help realize this goal, we have established an objective of a **50 percent reduction in fatal and serious injury crashes for all users by 2050.**

This objective serves as a benchmark for efforts and help maintain a high standard of safety across all roadways in Oneida and Herkimer Counties.

By 2050, the objective is to reduce fatal and serious injury crashes for all by 50%.



Leadership Commitment

Leadership commitment is equally important in fostering a culture of safety within the community. Leaders who demonstrate a genuine commitment to safety set a positive example for all residents and underscore the importance of adhering to safety protocols. Leadership commitment involves not only verbal support but also active participation in safety initiatives, regular communication about safety priorities, and the allocation of necessary resources to achieve safety goals.

By visibly supporting safety efforts, leaders can motivate the community to take safety seriously and contribute to safer roadways. This commitment from the top levels of local government and organizations ensures that safety remains a core value and is integrated into all aspects of operations.

The leadership commitment behind this Safety Action Plan comes from the legislatures of Oneida and Herkimer Counties. It is they who adopted resolutions in support of this plan, and their support of the plan and its goal gives Oneida and Herkimer Counties the tools to make the two counties safer for all roadway users.



Policy and Process and Leadership Commitment

The Oneida and Herkimer Counties SS4A Safety Action Plan identifies safety-related policies and processes in Oneida & Herkimer Counties encompassing the five Elements of the Safe System Approach and rooted in best practices in both New York State and nationally. The regional and local policy recommendations that impact transportation safety in the counties, cities, towns, and villages were identified in consultation with HOCTC and the TAC and other stakeholders. The policies and process recommendations will help Oneida and Herkimer Counties to:

- Establish and sustain leadership, collaboration, and accountability;
- Foster a commitment to achieve goals and objectives through recognition of key principles;
- Clarify the relationship to other policies, plans, and programs; and
- Assist transportation agencies and all levels of government in improving and maintaining the transportation system in the two Counties.

The Policy and Process Framework organizes the actions that can be taken to pursue the SS4A Safety Action Plan goal towards reducing and eliminating both fatal and serious injuries by 50% or 2.5% per year by 2050. A HOCTC Safety Subcommittee (comprised of staff policy and process coordinators and key TAC members) are envisioned as the key staff and coordinating body to oversee the implementation of the SS4A Plan. (See more on Implementation Chapter 10: Progress, Transparency, and Next Steps- 1. Establish a Monitoring and Evaluation Team).

There are seven Process “areas” that each have multiple recommendations to building capacity for a roadway safety management process, refining the Complete Streets project development processes, utilizing speed management, promoting education about transportation safety, enhancing post-crash care, pursuing funding for improvements, and utilizing local codes to incentivize safety improvements. The process areas altogether contribute towards the goal of reducing and eliminating fatal and serious injury crashes for all users.

1. Policy

Adopted in April 2025 by the Oneida County Legislature via Resolution 2025-83 and Herkimer County Legislature via Resolution 2025-146, and incorporated herein, the two counties established a goal of eliminating fatal crashes and reducing serious injury crashes for all users in Oneida and Herkimer Counties 50 percent by 2050.

In conjunction with consideration of the Legislative adoption of the Plan goal and objective, the HOCTC Policy Committee will confirm their commitment to that goal with approval of a HOCTC Roadway Safety for All Policy and formation of a HOCTC Safety Subcommittee. The Policy will be supported by the appointment of HOCTC staff as Safety Coordinators to maintain/update the plan and monitor and evaluate implementation. The Safety Coordinators and Safety Subcommittee will coordinate policy implementation activities across Oneida and Herkimer Counties and update the HOCTC policy committee members on ongoing work.

Together they will build a shared safety culture and strategy that will work with stakeholder communities for achieving the goal toward zero deaths. Additionally, the local counties

public/private entities will be educated, and possibly supported with staff resources where applicable, on the value of adopting their own supporting Safety for All or Moving Toward Zero policy resolutions.

HOCTC Safety Subcommittee will be the responsible steward for implementing policy and process changes.

Action Items:

1. Adopt a Reducing Fatal and Serious Injury Policy ('HOCTC Roadway Safety for All Policy') for the HOCTC Metropolitan Planning Area (Herkimer and Oneida Counties).
2. Designate Safety Plan Coordinators and select core membership from the SS4A Technical Advisory Committee (TAC) to comprise the HOCTC Safety Subcommittee.
3. The HOCTC Safety Subcommittee will maintain and update the Safety Action Plan, monitor progress, collect

data, evaluate safety measures and report and update the HOCTC Policy Committee on ongoing work.

4. Educate counties, municipalities, and other public/private entities on the value of adopting their own supporting Reducing Fatal and Serious Injury Policy resolutions.
5. Develop Model Local Safe Systems Approach/Reducing Fatal and Serious Injury Resolution Templates.
6. Continue to support and expand the HOCTC Safety subcommittee such as adding a Law Enforcement Liaison (through the Governor's Traffic Safety Committee).
7. Provide annual updates on safety trends and accomplishments to the HOCTC Policy Committee and public through the Safety Implementation Program Biennial Report.

2. Roadway Safety Management

The Roadway Safety Management Process is a data-driven approach to applying proven analysis tools for identifying, implementing, and evaluating potential safety improvements at a network-scale. The recommendations are targeted to improving each of the six steps in the process to promote greater data integrity, collaboration amongst partners and transparency to broader stakeholders. These will build upon the existing tools, such as the NYSDOT Crash Location and Engineering Analysis Repository (CLEAR) application, to inform the planning and programming process supported by the HOCTC and its member agencies.

Other action items involve collaboration with other facility owners and law enforcement agencies to help inform their respective investments in both safety projects and enforcement activities.

Action Items:

1. Provide network screening results, including vulnerable road users, to facility owners on an annual basis.
2. Coordinate with Safety Subcommittee and key agency partners to

- identify segments and intersections with screened motor vehicle crashes to identify the need for Highway Safety Investigations for county- and municipally owned roads.

3. Incorporate programming tasks in the UPWP to assist local municipalities in overcoming the barriers to accessing HSIP funding.

4. Establish a Community Traffic Safety Team to promote engagement by conducting Road Safety Audits of existing road conditions.

5. Identify systemic safety signage, striping, and other treatments that can be delivered through coordination with maintenance projects.

6. Work with county and local municipal stakeholders to develop a Unified Signage and Wayfinding for Safety Plan. This Plan aims to improve navigation and orientation in the HOCTC region by creating a unified and user-friendly signage and wayfinding system. This initiative will include examining local
- land use policies to encourage the installation of clear, consistent, and visually appealing signage, maps, and digital guides to assist residents and visitors in locating public facilities, transit stops, and key attractions within member municipalities and ensuring accessibility for LEP populations.

7. Develop Slow-Moving Vehicles & Agricultural Equipment on Roadways Safety Study. The Agricultural Equipment on Roadways Study seeks to address the issues raised by animal-drawn and specialized agricultural equipment in the HOCTC region, contributing to premature roadway deterioration and safety concerns. This project will identify areas where safety concerns are most acute, and roadway infrastructure is most vulnerable to damage and provide both policy, behavioral and infrastructural recommendations.

8. Conduct Signal Study and Upgrades project to address the numerous obsolete signals that are operated at intersections
- on the local and state road network. Signals will be evaluated to see if they are warranted. After that determination, the level of upgrade will be determined. New signal projects will be focused on advanced smart community technologies and will be installed to NYSDOT standards that allow efficient operations and connection into the Regional Traffic Management Center, where they can be monitored and maintained in a way that supports safer roadways and reduces environmental impacts through reduced idle times. This will also support the development of the transportation alternative network by enhancing safety at intersections.

3. Complete Streets

Complete Streets policies support proactive planning, design, and street maintenance for the safety of users of all ages and abilities. The policies and associated practices guide design elements into all projects and phases, mandates coordination between departments and jurisdictions, and specify methods for measuring progress.

Communities that adopt Complete Streets policies are more likely to implement Complete Streets and safety improvements as a part of regular maintenance and in capital projects.

To date, in Oneida and Herkimer Counties- 13 municipalities have adopted local Complete Streets Policies.

Additional jurisdictions will be educated, and possibly supported by staff resources where applicable, on the value of adopting their own respective policies.

HOCTC, in conjunction with NYSDOT and member agencies, can continue to review updates to guidance and develop resources that are tailored to fit regional planning and project development needs.

New York State has adopted a Complete Streets Policy through the Complete Streets Act that was signed into law in 2011. This law "...requires state, county, and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and Federal funding."

Action Items:

1. Develop a model Local Complete Streets Policy, NYSDOT Checklist and sample resolution template for municipalities.
2. Support municipalities to update their existing Complete Streets policy or adopt a new one.
3. Continue to work with municipalities to utilize and integrate best practices from the Oneida County Main Street Program Guidebook which serves as a design resource for incorporating the primary principles of Complete Streets. The Guidebook was developed to provide county-level support to local municipalities' downtown development projects and to assist in the redesign of local main streets to be equitably and safely accessible for visitors of all ages and abilities utilizing all modes of travel. The Main Street Program aims to improve safety, provide better access to local businesses, allow people to move safely on foot, accommodate bicyclists, support climate smart investments, provide

a sense of place and enhance communities.

4. Continue to collect and analyze active transportation counts, sidewalk inventory, and bicycle facilities data to support corridor-level analysis and project planning.
5. Provide Complete Streets training to staff, stakeholders, and the public on applying the Complete Streets principles to local projects.

4. Speed Management

Speed management recommendations aim at slowing vehicular traffic, providing additional reaction time to prevent crashes and reducing the severity of those that do occur. These action items can have a combined effect by using available statutory, enforcement, and engineering solutions that can change driver behavior across the network from Local roads to Principal Arterials.

Municipalities, both large and small, can develop their own speed management programs that are based on a data-driven approach to traffic calming by applying a combination of physical and behavioral countermeasures. The HOCTC

Safety Subcommittee and various Traffic Safety Boards can support each other by collaborating on regional guidance and technical exchange.

Municipal Speed Limits

Under changes made in 2022 to the NYS Vehicle and Traffic Law (Section 1643), cities, villages, and suburban towns have the authority to set areawide speed limits as low as 25 mph, rather than the previous minimum areawide speed limit of 30 mph.

Action Items:

1. Develop a regional template for required engineering studies to enable municipalities to lower statutory speed limits to 25 miles per hour, per Section 1643 of the NYS Vehicle and Traffic Law)
2. Promote the HOCTC crash dashboard to law enforcement agencies to support targeted locations for high-visibility enforcement activities.
3. Collect and analyze data on red light running to support targeted high-visibility enforcement.
4. Collect and analyze speed data in School Zones to support targeted high-

visibility enforcement.

5. Monitor best practices in NYS on automated enforcement at red light and school zones and develop resources for municipalities that consider seeking Home Rule authority to deploying similar systems.

5. Education

Education recommendations aim to support statewide education campaigns addressing individual road user behavior while also helping to build a shared safety culture across Oneida and Herkimer Counties. Existing education resources from the Governor's Traffic Safety Committee should be leveraged to the extent possible, and new organizations should be guided to take advantage of these opportunities to extend vital messages to their communities. New versions of safety campaigns, including targeted messaging by topic can be utilized to ensure that a greater share of the public becomes aware of available safety resources.

The HOCTC Safety Subcommittee and local Traffic Safety Boards can help identify where there are gaps in needed educational programming and can collaborate on how to best fill them. Potential options

include training for local municipalities, law enforcement, and specific road users such as older drivers, parents, and teens.

Action Items:

1. Leverage public communications and events to publicize GTSC's safety campaigns to increase public awareness of traffic safety issues. Target safety campaign materials to suit needs of lower income and non-English speaking communities.
2. Convene an annual meeting of GTSC grantees to promote coordination and knowledge sharing, pursue common curriculum and materials, and identify regional gaps in program coverage in advance of GTSC call for projects.
3. Promote partnerships and educate safety professionals at regional and local governments on addressing the special transportation needs for the aging population.
4. Invite trucking industry stakeholders to participate in the development of the HOCTC system level freight planning to discuss

	new technologies, policies, and strategies for the commercial motor vehicle focus areas.	law enforcement partners involved in high-risk, impaired and aggressive driving behavior.	Action Items:
5.	Develop outreach materials and training to educate the public on policy strategies identified in Chapter 6 (The Action Plan): <ul style="list-style-type: none"> The major causes of roadway departure crashes The use of new traffic control devices Intersection safety Proper user behavior for roundabout Vulnerable Road User safety Safe driving habits Share the Road with Slow Moving Vehicles and Agricultural Equipment 	8. Collaborate with schools and BOCES to train future drivers.	<ol style="list-style-type: none"> 1. Provide updates from HOCTC Safety Subcommittee to local Planning and Zoning boards to receive input on future land use along selected corridors and to consider the future impacts of development on multimodal access needs. 2. Invite Planning and Zoning board members to participate in Road Safety Audits that occur in their municipalities. 3. Provide training to local Planning and Zoning boards on systemic safety treatments, particularly in regard to pedestrian facilities, that may be implemented through Site Plan Review checklists and/or through the Section 239-M by County Planning Boards. 4. Transportation safety countermeasures, particularly for vulnerable road users, such as traffic signals, enhanced
6.	Ensure all educational actions are accessible for people with limited English proficiency.		
7.	Identify and support training opportunities for		
		6. Local Codes Land use decisions made by local municipalities have significant impacts on vehicle volumes, traffic patterns, and active transportation access influencing the number and severity of crashes in their communities. The effects of these decisions on safety for all road users should be elevated by local Planning and Zoning Boards or City/Town/Village councils. In recent years, Complete Street and context-sensitive design factors have been incorporated into the site plan and development review processes. Transportation safety countermeasures, particularly for vulnerable road users, such as traffic signals, enhanced pedestrian crossings, and lighting can be added to development codes or considered in the review process.	
			<i>75 independent towns and villages in Herkimer and Oneida Counties have the authority to develop their own land use ordinances and zoning codes.</i>

pedestrian crossings, and lighting can be added to development codes or considered in the review process.

7. Post Crash Care

Post-crash care recommendations aim to support emergency medical services that increase the survivability of crashes through access to on-site and hospital care. Nationally, 40 percent of individuals who suffered fatal injuries from crashes were alive when first responders arrived on the scene. Ensuring that efficient processes for 9-1-1 dispatch, timely responses for emergency medical services, and accessing necessary trauma care are all essential steps following the occurrence of crashes to avoid fatal outcomes.

Wynn Hospital in Utica opened in 2023 and is 702,000 square feet, with 10 floors and 373 beds. This Level III trauma center is a state-of-the-art medical center that provides emergency care for residents of Oneida, Herkimer, and Madison Counties. The trauma center has 24-hour intensive care and access to top-notch surgeons and anesthesiologists. Wynn Hospitals' prompt assessment, resuscitation, and stabilization provide the capacity to attend to over 90,000 emergency visits per year. Additionally, Wynn has

developed transfer agreements with Level I and II Trauma centers and is equipped with a helipad to accommodate immediate transfers to the Level I trauma center in Syracuse, SUNY Upstate Medical Center.

It is also a priority to create a safe working environment for first responders. NYSDOT, the NYS Thruway Authority, police, fire and towing companies can all play a collaborative role to reduce incident response and clearance times to improve safety for both drivers and responders. First responders receive updates about road closures, construction, and delays from the state of New York. They are sent updates regularly. Each responder has a Mobile device and often utilizes Waze or Google Maps.

These programs and practices recognizing the role of the HOCTC MPO in emergency preparedness and response should continue to be supported while opportunities for expansion are explored as an integral part of resilient communities.

Action Items:

- 1. Coordinate with HOCTC staff on their Road Centerline/Address Correction/Street Address Mapping Unified Planning Work Program (UPWP) Task. The initial effort to

complete an address point for every known address in Oneida County is complete and transitioned into a maintenance phase. The workplan formulated with Herkimer County to review E911 SAM data is continuous and ongoing. The extremely rural and seasonally occupied portions of Herkimer County make addressing a challenge. The HOCTC Safety subcommittee will work with HOCTC staff to develop a more cohesive communication process with Herkimer County 911 services to implement a more comprehensive review process.

- 2. Explore additional training opportunities for first responders on the Integrated Incident Management System (IIMS).
- 3. Work with Oneida County Planning to continue the deployment of nationwide interoperable wireless broadband networks for public safety and address gaps in service to rural communities and vulnerable populations.
- 4. Promote interagency sharing of equipment and

training opportunities among all levels of government.

This Section of the Action Plan provides a wide number of policy and process recommendations. The recommendations span across each of the Emphasis Areas in the New York Strategic Highway Safety Plan and are consistent with all five Safe System Approach elements that build a broad framework for supporting the Safety for All Policy for Oneida and Herkimer Counties as well HOCTC. These actions, when implemented by the HOCTC Safety Subcommittee, its member agencies, municipalities, or other entities, will support the new projects and programs identified in the Oneida and Herkimer Safe Streets for All Safety Action Plan and continue ongoing activities that assess existing policies, plans, guidelines, and standards to identify opportunities to improve how these documents improve safety.



Coordination With Other Planning Initiatives

Leadership commitment also extends to the coordination with other planning initiatives. This document was produced in alignment with a set of other state and regional planning documents, including the 2023 New York State Strategic Highway Safety Plan (SHSP). Updated every five years, the statewide safety plan includes a toolbox of strategies and actions to improve safety. This Safety Action Plan aligns with the SHSP's strategies and recommendations.

By promoting these already approved strategies and providing a consistent vision, HOCTC and the municipalities in Oneida and Herkimer Counties are positioned to receive future funding from federal and state sources. This strategy also ensures that the Safety Action Plan relies on proven strategies and countermeasures, a requirement for inclusion in these documents.

Additionally, this is the best way to ensure state funding and to maximize cooperation between NYSDOT, other state agencies, and localities, including HOCTC, county, and local officials.

The Safety Action Plan will also be coordinated with HOCTC's five-year Transportation Improvement Program (TIP) and with "Going Places 2045," the 20-year Long Range Transportation Plan (LRTP). Inclusion of the safety projects in the TIP will permit the projects to move forward with a defined funding schedule. Inclusion of the safety projects in the LRTP ensures that they will be part of a well-coordinated plan to upgrade the transportation infrastructure.

HOCTC, in cooperation with NYSDOT Region 2, updates the TIP every five years; the current TIP covers the years 2023-2027. This five-year capital planning document lists all planned and approved transportation projects along with their schedule and precise funding sources.

Funding sources can be state programs such as the Highway Safety Improvement Program (HSIP) or the Metropolitan Planning Program (MPP). This Safety Action Plan avoids duplicating projects that are already provided for in the TIP.

In conclusion, goal setting and leadership commitment are foundational elements of this Safety Action Plan. By clearly defining goals and securing strong leadership support, it is possible to create safer roadways and significantly reduce fatal and serious injury crashes in Oneida and Herkimer Counties.



A photograph of a dirt path with metal railings on both sides, leading through a wooded area. The path is made of dirt and gravel, and the railings are made of metal. The surrounding area is filled with green trees and foliage. The text "PROGRESS, TRANSPARENCY, AND NEXT STEPS" is overlaid on the top half of the image in a large, bold, blue font.

PROGRESS, TRANSPARENCY, AND NEXT STEPS

A photograph of a dirt path with metal railings on both sides, leading through a wooded area. The path is made of dirt and gravel, and the railings are made of metal. The surrounding area is filled with green trees and foliage. The text "CHAPTER 10" is overlaid on the middle of the image in a large, bold, green font.

CHAPTER 10

Ensuring progress and transparency is a critical component of the Safe Streets for All Safety Action Plan for Oneida and Herkimer County. This chapter outlines the methods to measure progress over time, including the collection and analysis of outcome data, and potential ways to maintain continual transparency with residents and other relevant stakeholders.



Measuring Progress

The Safety Action Plan identifies the major transportation safety concerns of Oneida and Herkimer Counties and provides a toolbox for addressing those concerns. This will allow the two counties and their 75 municipalities to initiate and coordinate projects and programs to address these safety issues. Following adoption of the Safety Action Plan, HOCTC will deliver provide hard copies of the plan to those with accessibility issues upon request.

The Safety Action Plan is also available on the project website to allow jurisdictions to download and reference the document when preparing their grant applications. The goal is to make it easy for municipal officials to use a dashboard to identify intersections and segments within their jurisdiction that are overrepresented in crash sites and severity. This information, as well as the data and feedback collected during the outreach process and presented in the plan, will be useful for these jurisdictions to identify locations and develop their grant applications using the proposed strategies, actions, and countermeasures.

HOCTC recognizes that the success of the Safety Action Plan rests with maintaining the momentum and enthusiasm of its members to continue to follow the plan and implement its recommendations. To ensure and measure the ongoing success of this Safety Action Plan, HOCTC selected key performance measurements and targets that can be assessed over time. These performance measures will be tracked using the [Oneida & Herkimer Counties Safety Performance Dashboard](#).*

*This dashboard is not compatible when using the Firefox browser



To effectively measure progress, the following steps will be taken:

Data Collection and Analysis

- **Crash Data:** Regularly update and analyze crash data to monitor trends in roadway fatalities and serious injuries. This data will be sourced from local law enforcement agencies, NYSDOT, and other entities as appropriate.
- **Performance Metrics:** Establish key performance metrics to evaluate the effectiveness of implemented safety measures. These metrics may include the number of crashes, fatalities and serious injuries.
- **Surveys and Feedback:** Surveys and public feedback, which played a key role in the development of the plan, should continue after its adoption. Conducting surveys and gathering feedback from residents and stakeholders will help assess how they perceive safety and the effectiveness of implemented measures.

Safety Reporting

- **Public Reports:** Prepare and publish biennial reports that detail the progress made toward reducing roadway fatalities and serious injuries. These reports will include data analysis, performance metrics, and summaries of implemented safety measures.
- **Outcome Data:** Include outcome data in the biennial reports to provide a clear picture of the impact of the Safety Action Plan. This data will help identify areas of success and areas needing improvement.
- **Goal Tracking:** Include a chart on the project website that tracks serious and fatal injury crashes and establishes a trend line in Oneida and Herkimer Counties by year. Update this chart on a yearly basis.

Ensuring Transparency

Transparency is essential to maintain public trust and engagement. The following measures will be implemented to ensure ongoing transparency:

Public and Accessible Reporting

- **Biennial Reports:** Report biennially on relevant crash statistics, such as crashes resulting in deaths, crashes resulting in serious injuries, and crashes involving vulnerable road users. These reports will be made publicly accessible on the designated webpage.
- **Webpage Updates:** Regularly update the Safety Action Plan webpage with the latest reports, data, and information on ongoing and upcoming safety initiatives. Include a chart on the project website that tracks serious and fatal injury crashes and trends in Oneida and Herkimer Counties by year. Update this chart on a yearly basis.

Stakeholder Engagement

- **Public Meetings:** Hold regular public meetings to discuss progress, gather feedback, and address concerns from residents and stakeholders. These meetings will provide an opportunity for open dialogue and community involvement.
- **Stakeholder Collaboration:** Engage with relevant stakeholders, including local government agencies, law enforcement, community organizations, and residents, to ensure a collaborative approach to roadway safety. Reach out to specific groups that are targeted by the plan such as the Amish and people with limited English proficiency to see the effectiveness of any education efforts and receive feedback on the efforts.

Online Posting

- **Safety Action Plan:** Post the Safety Action Plan online to ensure it is accessible to all residents and stakeholders. The plan is available on HOCTC's Safety Action Plan Hub site, and its executive summary is available in all languages supported by Google Translate upon request to HOCTC.
- **Progress Updates:** Regularly update the Safety Action Plan Hub with progress reports, outcome data, information on safety initiatives, and educational materials. This will provide a transparent and accessible platform for residents to stay informed about the efforts to improve roadway safety.

Next Steps

The following next steps will be undertaken:

1. **Establish a Monitoring and Evaluation Team**
 - Form a team to monitor progress, collect data, and evaluate safety measures. This team will also prepare biennial reports and update the Safety Action Plan webpage.
2. **Develop an Implementation Timeline**
 - Create a timeline with key milestones, deadlines, and responsibilities to ensure timely completion and regular progress reviews in accordance with available funding timelines.
3. **Engage with Stakeholders**
 - Maintain strong relationships with stakeholders through regular engagement and communication.
4. **Launch Public Awareness Campaigns**
 - Implement campaigns to educate residents about the Safety Action Plan, its goals, and progress.

5. Review and Update the Safety Action Plan Hub and Dashboard

- Periodically update the information and resources on the Safety Action Plan Hub and Safety Performance Dashboard based on new data and stakeholder feedback.

6. Secure Funding and Resources

- Pursue additional funding opportunities, including grants and partnerships.

Encouraging SS4A Funding Applications

Jurisdictions within the HOCTC Region will be encouraged to apply for SS4A funding, either individually or collaboratively. The SS4A Notice of Funding Opportunities (NOFO) is scheduled for release in March 2025, with grants ranging from \$100,000 to \$5,000,000 (refer to Chapter 9 for additional information).

HOCTC will include in its biennial reporting a list of projects funded by the Safe Streets and Roads for All program during the reporting period. HOCTC will also host a Safety Performance Dashboard on their Safety Action Plan Hub. A link to the dashboard will allow the user to view traffic safety data and track progress toward eliminating crashes resulting in death and serious injuries.

HOCTC will update the data on this dashboard annually or as updated crash data is available. By following these steps, Oneida and Herkimer Counties as well as HOCTC will ensure the successful implementation of the Safety Action Plan and make substantial progress toward meeting the Safety Action's Plan of reducing roadway fatalities and serious injuries by 50 percent. The commitment to transparency and ongoing engagement with residents and stakeholders will foster trust and collaboration, contributing to the success of the Safe Streets for All initiative.



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 2025-25

Amendment to the 2025 – 2026 Unified Planning Work Program (UPWP) Budget

WHEREAS, the Infrastructure & Investment Jobs Act (IIJA) passed November 2021 and prescribed in the FAST Act, the FAST Act authorized the use of funds for Metropolitan Planning Organization's to carry out transportation planning requirements and responsibilities; and

WHEREAS, Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program (UPWP) which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one year period; and

WHEREAS, HOCTC developed the 2025 – 2025 UPWP and budget through the continuous, comprehensive, and cooperative transportation planning process in coordination with state, regional, and local agencies and officials; and

WHEREAS, the 2025 – 2026 UPWP was legally advertised for public review in accordance with HOCTC PPP and all applicable regulations; and

WHEREAS, the 2025 – 2026 UPWP was approved on February 20, 2025 by HOCTC Resolution 2025– 01 of the Governmental Policy & Liaison Committee; and

WHEREAS, the posting of the Federal Transit Administration (FTA) Federal Fiscal Year 2025 Section 5303 Metropolitan Planning Program (MPP) apportionment, based on the final Federal Fiscal Year (FFY) 2025 budget, replaces the previously provided 2025/26 Allocations Table; and

WHEREAS, the allocation for FTA Section 5303 Metropolitan Planning Program (MPP) funds was decreased from \$XX to \$XX for HOCTC; and

WHEREAS, the FTA MPP funds programmed are to be decreased in staff work task lines to accurately reflect the carryover balance programmed for 2025 – 2026; and

WHEREAS, the 2025 – 2026 UPWP programmed an estimated \$XX carryover of FHWA PL funds, where actual expenditures for 2024 – 2025 UPWP resulted in a carryover of \$XX in FHWA PL funds; and

WHEREAS, the FHWA PL funds programmed are to be increased in staff work and contracted services task lines to accurately reflect the carryover balance programmed for 2025 – 2026; and

NOW THEREFORE BE IT RESOLVED, that the UPWP 2025 – 2026 budget shall be amended as shown in the attached budget; and

BE IT FURTHER RESOLVED, that the Governmental Policy & Liaison Committee authorizes the Transportation Planning Committee to make necessary schedule revisions, project refinements, and give task specific direction to HOCTC staff to carry out this work program during the course of the year; and

BE IT FURTHER RESOLVED, that the Governmental Policy and Liaison Committee for HOCTC certifies that the requirements of 23 CFR Part 450.114 (c) have been met; and

BE IT FURTHER RESOLVED, that the Governmental Policy and Liaison Committee approves the amended budget for the 2025 – 2026 UPWP Budget, as shown in the attached tables; and

BE IT FINALLY RESOLVED, that the Governmental Policy and Liaison 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
Secretary



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

HOCTC Resolution 2025-26

Amendment to the 2023 – 2027 TIP to revise a Culvert 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 2806.87- Route 20/Unnamed Creek (C260033) Culvert Replacement Project shall be revised on the TIP. This project will replace Route 20/Unnamed creek culvert, just east of Route 20/Route 8 Intersection in the Town of Bridgewater in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost will be increased by \$ 0.356M, from \$3.554M to \$3.910M which includes the ROW Acquisition cost increase. Detailed Design and Row Acquisition phases were also moved from FFY 2025 to FFY 2026; 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	
280687	RT. 20/UNNAMED CREEK (C260033) CULVERT REPLACEMENT PROJECT		THIS PROJECT WILL REPLACE THE ROUTE 20/UNNAMED CREEK CUVLERT, JUST EAST OF THE ROUTE 20/ROUTE 8 INTERSECTION IN THE TOWN OF BRIDGEWATER, ONEIDA COUNTY				CULVERT REPLACEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	SCOPING	STBG FLEX	\$80,000	\$20,000	\$100,000	2025	NYS DOT	PLANNED
	PRELIMINARY DESIGN	STBG FLEX	\$80,000	\$20,000	\$100,000	2025	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$20,000	\$5,000	\$25,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	STBG FLEX	\$244,000	\$61,000	\$305,000	2025	NYS DOT	PLANNED
	ROW ACQUISITIONS	STBG FLEX	\$41,000	\$10,000	\$51,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$2,068,000	\$517,000	\$2,585,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPECTI	STBG FLEX	\$310,000	\$78,000	\$388,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$3,554,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280687	RT. 20/UNNAMED CREEK (C260033) CULVERT REPLACEMENT PROJECT		THIS PROJECT WILL REPLACE THE ROUTE 20/UNNAMED CREEK CUVLERT, JUST EAST OF THE ROUTE 20/ROUTE 8 INTERSECTION IN THE TOWN OF BRIDGEWATER, ONEIDA COUNTY				CULVERT REPLACEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	SCOPING	STBG FLEX	\$80,000	\$20,000	\$100,000	2025	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	STBG FLEX	\$80,000	\$20,000	\$100,000	2025	NYS DOT	OBLIGATED
	ROW INCIDENTALS	STBG FLEX	\$20,000	\$5,000	\$25,000	2025	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$244,000	\$61,000	\$305,000	2026	NYS DOT	PLANNED
	ROW ACQUISITIONS	STBG FLEX	\$326,000	\$81,000	\$407,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$2,068,000	\$517,000	\$2,585,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPECTI	STBG FLEX	\$310,000	\$78,000	\$388,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$3,910,000			



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

HOCTC Resolution 2025-27

Amendment to the 2023 – 2027 TIP to add a Pavement: Mill and Fill 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 2134.61- Route 5, 8, & 12 Paving Project shall be added to the TIP. This project will include 1.95 miles of paving on Route 5, 8, & 12 North South Arterial, beginning at the concrete pavement at the bridge over NYS & W Railroad, and 11,000 feet of ramp. This project will also address signs, minor drainage repairs, and minor guiderail repairs along the section of Route 5, 8 & 12 in the City of Utica in Oneida County; and

BE IT FURTHER RESOLVED, that the project shall be funded in the amount of \$5.2 M with NHPP 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	
213461	RT 5, 8, & 12 PAVING PROJECT, CITY OF UTICA, ONEIDA CO		THIS PROJECT WILL INCLUDE 1.95 MILES OF PAVING ON THE RT 5, 8, & 12 NORTH SOUTH ARTERIAL, BEGINNING AT THE CONCRETE PAVEMENT AT THE BRIDGE OVER THE NYS&W RAILROAD, AND 11,000 FEET OF RAMP. THIS PROJECT WILL ALSO ADDRESS SIGNS, MINOR DRAINAGE REPAIRS, AND MINOR GUIDERAIL REPAIRS ALONG THIS SECTION OF RT 5, 8 & 12 IN THE CITY OF UTICA, ONEIDA COUNTY				PAVEMENT: MILL AND FILL	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
213461	RT 5, 8, & 12 PAVING PROJECT, CITY OF UTICA, ONEIDA CO		THIS PROJECT WILL INCLUDE 1.95 MILES OF PAVING ON THE RT 5, 8, & 12 NORTH SOUTH ARTERIAL, BEGINNING AT THE CONCRETE PAVEMENT AT THE BRIDGE OVER THE NYS&W RAILROAD, AND 11,000 FEEL OF RAMP. THIS PROJECT WILL ALSO ADDRESS SIGNS, MINOR DRAINAGE REPAIRS, AND MINOR GUIDERAIL REPAIRS ALONG THIS SECTION OF RT 5, 8 & 12 IN THE CITY OF UTICA, ONEIDA COUNTY				PAVEMENT: MILL AND FILL	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	SCOPING	NHPP	\$120,000	\$30,000	\$150,000	2025	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$120,000	\$30,000	\$150,000	2025	NYSDOT	OBLIGATED
	DETAILED DESIGN	NHPP	\$378,000	\$94,000	\$472,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	NHPP	\$3,080,000	\$770,000	\$3,850,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSPECTI	NHPP	\$463,000	\$115,000	\$578,000	2026	NYSDOT	PLANNED
PROJECT TOTAL					\$5,200,000			



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

HOCTC Resolution 2025-28

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 2065.40- Route 12B over Oriskany Creek Bridge Replacement (BIN 1009890) Project shall be revised on the TIP. This project will replace the bridge carrying Route 12B over Oriskany Creek and the replacement of Route 12B over unnamed creek culvert, which will become bridge size. This project will also include the reconstruction of Route 12B between Furnace Street and Route 233, and the addition of a multi-use trail in the Town of Kirkland in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost shall remain the same at \$6.191M, and the fund source for one Construction line will be changed from CRP Med Urban to National Rec Trails Fund; 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

FEDERAL AID PROJECT LISTING

HOCTC TIP RESOLUTION 2025-28

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
206540	RT. 12B OVER ORISKANY CREEK BRIDGE REPLACEMENT (BIN 1009890), TOWN OF KIRKLAND, ONEIDA CO.		THIS PROJECT WILL REPLACE THE BRIDGE CARRYING ROUTE 12B OVER ORISKANY CREEK AND THE REPLACEMENT OF THE ROUTE 12B OVER UNNAMED CREEK CULVERT, WHICH WILL BECOME BRIDGE SIZE. THIS PROJECT WILL ALSO INCLUDE PAVING APPROXIMATELY 800 FT. FROM THE CULVERT REPLACEMENT TO ROUTE 12B/233 INTERSECTION.				BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$100,000	\$100,000	2024	NYS DOT	OBLIGATED
	SCOPING	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	BFP MAIN	\$370,000	\$92,000	\$462,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$3,061,000	\$765,000	\$3,826,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$374,000	\$94,000	\$468,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	CRP MED UI	\$267,000	\$67,000	\$334,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	BFP MAIN	\$462,000	\$116,000	\$578,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	NHPP	\$94,000	\$23,000	\$117,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$6,191,000			



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HOCTC Resolution 2025-28

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 2065.40- Route 12B over Oriskany Creek Bridge Replacement (BIN 1009890) Project shall be revised on the TIP. This project will replace the bridge carrying Route 12B over Oriskany Creek and the replacement of Route 12B over unnamed creek culvert, which will become bridge size. This project will also include the reconstruction of Route 12B between Furnace Street and Route 233, and the addition of a multi-use trail in the Town of Kirkland in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost shall remain the same at \$6.191M, and the fund source for one Construction line will be changed from CRP Med Urban to National Rec Trails Fund; 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

FEDERAL AID PROJECT LISTING

HOCTC TIP RESOLUTION 2025-28

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
206540	RT. 12B OVER ORISKANY CREEK BRIDGE REPLACEMENT (BIN 1009890), TOWN OF KIRKLAND, ONEIDA CO.		THIS PROJECT WILL REPLACE THE BRIDGE CARRYING ROUTE 12B OVER ORISKANY CREEK AND THE REPLACEMENT OF THE ROUTE 12B OVER UNNAMED CREEK CULVERT, WHICH WILL BECOME BRIDGE SIZE. THIS PROJECT WILL ALSO INCLUDE PAVING APPROXIMATELY 800 FT. FROM THE CULVERT REPLACEMENT TO ROUTE 12B/233 INTERSECTION.				BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$100,000	\$100,000	2024	NYS DOT	OBLIGATED
	SCOPING	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	BFP MAIN	\$370,000	\$92,000	\$462,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$3,061,000	\$765,000	\$3,826,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$374,000	\$94,000	\$468,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	CRP MED UI	\$267,000	\$67,000	\$334,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	BFP MAIN	\$462,000	\$116,000	\$578,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	NHPP	\$94,000	\$23,000	\$117,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$6,191,000			

FEDERAL AID PROJECT LISTING

HOCTC TIP RESOLUTION 2025-28

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
206540	RT. 12B OVER ORISKANY CREEK BRIDGE REPLACEMENT (BIN 1009890), TOWN OF KIRKLAND, ONEIDA CO.		THIS PROJECT WILL REPLACE THE BRIDGE CARRYING ROUTE 12B OVER ORISKANY CREEK AND THE REPLACEMENT OF THE ROUTE 12B OVER UNNAMED CREEK CULVERT, WHICH WILL BECOME BRIDGE SIZE. THIS PROJECT WILL ALSO INCLUDES THE RECONSTRUCTION OF ROUTE 12B BETWEEN FURNACE STREET AND ROUTE 233, AND THE ADDITION OF A MULTI-USE TRAIL IN THE TOWN OF KIRKLAND, ONEIDA COUNTY.				BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$100,000	\$100,000	2024	NYS DOT	OBLIGATED
	SCOPING	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	BFP MAIN	\$370,000	\$92,000	\$462,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$3,061,000	\$765,000	\$3,826,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$385,000	\$96,000	\$481,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	NATL REC TR	\$257,000	\$64,000	\$321,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	BFP MAIN	\$462,000	\$116,000	\$578,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSP	NHPP	\$94,000	\$23,000	\$117,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$6,191,000			



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

HOCTC Resolution 2025-29

Amendment to the 2023 – 2027 TIP to revise a Safety: Pavement Preventative and Corrective Maintenance 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 2806.79- Pavement Marking West Project 25 shall be revised on the TIP. This preventive maintenance project will be used to replace worn or missing pavement markings at various locations in Oneida and Madison Counties in Region 2; and

BE IT FURTHER RESOLVED, that the total project cost shall be increased by \$2.006M. The Construction phase is being increased by \$1.744M and Construction Inspection funds are being increased by \$0.262M and NHPP will be added as an additional fund source to STBG for those phases; 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

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280679	PAVEMENT MARKING PROJECT 25		THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN ONEIDA AND MADISON COUNTIES, REGION 2.				SAFETY: <u>PAVEMENT</u> PREVENTIVE AND CORRECTIVE MAINTENANCE	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA & MADISON								
	DETAILED DESIGN	NFA	\$0	\$288,000	\$288,000	2025	NYSDOT	OBLIGATED
	CONSTRUCTION	STBG FLEX	\$2,765,000	\$691,000	\$3,456,000	2025	NYSDOT	PLANNED
	CONSTRUCTION IN	STBG FLEX	\$414,000	\$104,000	\$518,000	2025	NYSDOT	PLANNED
PROJECT TOTAL					\$4,262,000			

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280679	PAVEMENT MARKING WEST PROJECT 25		THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN ONEIDA AND MADISON COUNTIES, REGION 2.				SAFETY: <u>PAVEMENT</u> PREVENTIVE AND CORRECTIVE MAINTENANCE	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA & MADISON								
	DETAILED DESIGN	NFA	\$0	\$288,000	\$288,000	2025	NYSDOT	OBLIGATED
	CONSTRUCTION	NHPP	\$2,776,000	\$694,000	\$3,470,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$1,384,000	\$346,000	\$1,730,000	2025	NYSDOT	PLANNED
	CONSTRUCTION IN	NHPP	\$416,000	\$104,000	\$520,000	2025	NYSDOT	PLANNED
	CONSTRUCTION IN	STBG FLEX	\$208,000	\$52,000	\$260,000	2025	NYSDOT	PLANNED
PROJECT TOTAL					\$6,268,000			



METROPOLITAN PLANNING ORGANIZATION

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Director: Julie Richmond

MEMORANDUM

To: GP&L Committee
From: Julie Richmond, Director, HOCTC
Date: June 18, 2025
RE: HOCTC TIP 2023 – 2027: Administrative Modifications (June 2025- August 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. approved between Governmental Policy & Liaison Committee Meetings.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2025 – 05MOD	2LC1.21	Culvert Resiliency Project 21- Contract 4. 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 C230051, C230091). The total project cost increased by \$1,311,00 to match PS&E cost. The NHPP funds will be removed and adding the amount to the STBG flex for C & CI phases. The total project cost will be increased from \$3.786M to \$5.097M. Also, the funding year for ROW Acquisition phase will be changed from FFY 2024 to FFY 2025.	NYSDOT
2025- 06MOD	2ITS.26	This project funds the operation and maintenance of the Regional Transportation Management Center (TMC). This includes the salaries for consultant staff as well as equipment purchases and any costs associated with maintenance of the equipment and TMC building. The funding covers one federal fiscal year. The total project cost increased by \$126,000.	NYSDOT
2025- 07MOD	2754.66	Bridge NY 2021: Round Lake Road over Lake Outlet (BIN 2205740). This project will replace the bridge that carries Round Lake Road over the Long Lake outlet in the Town of Forestport in Oneida County. The funding year for Construction and Construction Inspection Phases is changing from FFY 2025 to FFY 2026.	NYSDOT
2025- 08MOD	2806.86	Culvert Repair/Replacement Project 25. This project will replace three large culverts C230001, C270011 and C240055 in the Towns of Schuyler, Augusts and Georgetown in Herkimer and Madison Counties. The total project cost is increasing by \$0.071M in Construction and Construction Inspection phases. The total project cost will be increased from \$3.489M to \$3.560M. The funding year for Construction and Construction Inspection Phases is changing from FFY 2025 to FFY 2026.	NYSDOT