

**GOVERNMENTAL POLICY AND LIAISON
COMMITTEE**



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Chairperson, ROBERT HOLLUM, 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 December 17, 2024
Governmental Policy & Liaison (GP&L) Committee**
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*

Chairperson Robert Hollum called the meeting to order at 9:31 AM.

1. Welcome and Introductions

Voting members present:

Robert Hollum	Chairperson, Chairman, Herkimer County Legislature
Anthony J. Picente, Jr.	Vice-Chairperson, Executive, Oneida County
James Wallace	Administrator, Herkimer County
Timothy Seymour	Commissioner, Department of Social Services, Herkimer County
Mary Austin Pratt	Oneida County Legislator, representing Gerald Fiorini Chairman, Oneida County Board of Legislators
Michael Waterman	Chairman, Public Works Committee, Oneida County Board of Legislators
Peter Rovazzi	Supervisor, Town of German Flatts
Linda Lubey	Regional Director, NYSDOT Region 2, representing Marie Therese Dominguez, Commissioner, New York State Department of Transportation
Peter Campione	Chairman, Highways Committee, Herkimer County Legislature
Tara Spraker	Director of Capital Programs, Central New York Regional Transportation Authority, representing Nicholas Laino, Chairman, Central New York Regional Transportation Authority
Shaun Kaleta	Director of Economic Development, Oneida County

Michael Waterman	Chairman, Public Works Committee, Oneida County Board of Legislators
Dan Guzewich	Representing George Joseph, Oneida County Legislative Majority Leader
Timothy Julian	Oneida County Legislative Minority Leader
Jeffrey Lanigan	Mayor, City of Rome
Sara Sherlock	Sara Sherlock Assistant Engineer, representing Joanne Mahoney, Chair, NYS Thruway Authority

Non-voting members present:

James J. Genovese II, Secretary	Commissioner, Department of Planning, Oneida County
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
Matt Andrews	Deputy Director of Community and Economic Development
Brian Miller	Assemblyman, 122 nd District
Susan Jaquith	Chief of Staff, Assemblyman Brian Miller, 122 nd District
Lorie Phillips	Representing Assemblywoman Marianne Buttenschon, 119 th District
Steven Koegel	Vice President of Communications and Business Planning, Centro
Christian Mercurio	Mohawk Valley Edge
Julie Richmond	Director, HOCTC
Barb Hauck	Principal Planner, HOCTC
Amy Heiderich	Senior Planner, HOCTC
Madalyn DeCarr	Planning Specialist, HOCTC
Grace Whiffen	Planning Specialist, HOCTC

2. Approval of Minutes

- A motion was made to approve the meeting minutes from September 12, 2024 by Peter Rovazzi
 - Seconded by Jim Wallace
 - Voting passed 16-0-0

3. Public Comment

- None

4. Director's Report

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

- The Long-Range Transportation Plan is complete and will require a vote at this meeting.
- SS4A - Safety Action Plan (SS4A)
 - HOCTC held the Transportation Safety Summit on November 19th at SUNY POLY.
 - The consultant team is summarizing the results of all the public engagement and Safety Summit.
 - The consultant team is also working on the draft Safety Action Plan that should be in its final phase.
 - The final public engagement push in late fall prompted HOCTC staff and the SS4A team:
 - To meet with several Amish communities to discuss roadway safety and try to understand their beliefs in utilizing safety measures on their buggies.
 - To conduct a walkability assessment in coordination with the GTSC along Valley View Rd. in the Town of New Hartford leading to coordinated police “See and Be Seen” efforts during pedestrian safety month.
 - Key themes from focus groups, stakeholder meetings, and tabling events centered around:
 - Safety concerns such as bike/pedestrian safety and the need for active transportation infrastructure
 - Roadway and traffic management such as congested and dangerous intersections, freight and hazardous materials, winter-specific concerns, agricultural traffic, noise
 - Transportation access and equity such as public transportation options and safer access to these options
 - Community Planning such as enhancing overall connectivity between green spaces, walking paths and trail connections and improving this infrastructure to complement tourism and local economies.
 - Attendees of the Safety Summit were provided with an overview of public engagement efforts, the network screening process, draft strategies, and priority locations. Participants were asked for input and thoughts on priority locations with a high potential for safety improvements that were characterized by features that could be replicated at similar locations.
 - There were discussions about proven safety countermeasures and access management issues and attendees were given the opportunity to provide site-specific examples, discuss options, and vote on assessment locations.
 - The next step is to evaluate and assess priority locations to finalize the top 10.
 - Characteristics should include diverse contexts, urban and rural, varying functional classes, and applicable to a variety of conditions as peer sites.
 - Next, an in-depth analysis to develop conceptual renderings for geometric infrastructure recommendations. These recommendations will be a blueprint for addressing similar peer sites.
 - The toolbox is a portion of the Safety Action Plan. The ten sites demonstrate reactive responses to safety concerns. The plan will also identify systemic and programmatic recommendations such as education and enforcement or things like a systemwide signage improvement program.
 - The ultimate goal of this plan is to identify funding opportunities for implementing identified projects.

- The plan must be adopted before applying for implementation funding, with the SS4A implementation NOFO expected to become available in March 2025.
- The plan can also be a gateway for other funding sources, such as the new funding stream for roadway departures.
- The plan will be reviewed by the Project Steering Committee and Technical Advisory Committee in January and then planned for adoption with the Oneida and Herkimer County Legislative Boards in February.
- **Exit 31 Planning and Environment Linkages (PEL) Study**
 - Concepts for the project area have been delineated by north of the interchange, south of the interchange and the interchange itself. Five concepts have been developed based on the level of intervention ranging from a no build to a high intervention.
 - The concepts developed are based on items identified in the purpose and need statement. These can include goals and objectives but based on agency and public input, at least one of the concepts will need to prioritize an interstate to interstate connection and getting freight traffic off the local network.
 - All concepts consider local treatments and access management improvements north and south of Exit 31, with an emphasis on restoring the historic city street grid, landscape improvements, bike and pedestrian improvements, improved signage, and gateway improvements.
 - Interested agencies such as NYS Thruway Authority, NYSDOT Region 2, and Federal Highways have completed a phase one analysis. The revised concepts will be incorporated and shared with the TAG in January and then will undergo further analysis.
 - The second public meeting was held on December 3rd where the public had the opportunity to voice their concerns over issues in the project study area. In addition, they were able to vote on potential countermeasures that could be applied.
 - The PEL Exit 31 Study survey is now open and will be sent to this group for distribution to stakeholders. HOCTC appreciates that the GP&L continues to be broadcasters for this study.
 - Concept alternatives will not be shared with the public until they are further vetted with the TAG and have undergone further analysis for their feasibility.
- **Preparing for the 2025-2026 UPWP**
 - HOCTC staff are preparing to develop the Unified Planning Work Program (UPWP) 2025-2026 (April 1, 2025-March 31, 2026). The UPWP is an outline of the transportation planning, programming, and budgetary activities that are to be undertaken by HOCTC for the upcoming state fiscal year.
 - This comprehensive document is developed to advance the coordination of transportation and transportation-related planning activities in the Metropolitan Planning Area (MPA), which encompasses Oneida and Herkimer Counties.
 - HOCTC has received the UPWP guidance for the next fiscal year, and members will be receiving the call for planning proposals after this meeting.
- **Preparing for the 2025-2029 TIP Update**
 - The Transportation Improvement Program (TIP) is the agreed-upon five-year list of specific projects for which federal funds are anticipated.

- The TIP is a five-year capital improvement program that allocates federal funds to projects. It identifies the funding and timing of projects and allows for changes in priorities, project scopes, schedules, and costs.
- The Biennial updates to the TIP are initiated by HOCTC and NYSDOT staff approximately 6 months before TIP adoption. Amendments to the TIP are performed at any time between biennial TIP updates. Both TIP updates and amendments are performed to reflect changes in costs, funding sources, scheduling, and priorities.
- Amendments can be made at any time between biennial updates and are approved at this meeting, including through the administrative modifications that are reviewed at the end of the meeting.
- The Call Letter for capital projects for the TIP will also follow this meeting. The UPWP is for planning and the TIP is for capital.
- **NYSAMPO Conference**
 - The NYSAMPO Conference will be happening from May 13-14. The conference is a great networking and training opportunity for new and existing staff to learn from other MPOs. HOCTC will be presenting the Safe Streets for All Safety Action Plan and the Exit 31 PEL Study.

5. NYSDOT Region 2 Report

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

- TIP/STIP Update – Will be starting New Year out with the five-year Transportation Improvement Program, Capital Program update, to roll into the Statewide TIP or STIP, which is every four years and based on current legislation, which is the Bipartisan Infrastructure Law (BIL). BIL has two more years and will run until the end of 2026.
 - The goals of the S/TIP are engineer-based asset management investment to improve bridge and pavement scores, address climate/resilience vulnerabilities, and reduce carbon footprint through active transportation (moving people other ways rather than vehicles), support operational enhancements and emergency response through “Traffic System Management and Operations” (TSMO), and improve safety and accessibility of all system users.
 - BIL funding sources include six main fund sources:
 - The Highway Safety Improvement Program (HSIP), HSIP allocates \$4.2M to the local system to address safety. There will be a call for projects to address safety.
 - National Highway Performance Program (NHPP), NHPP funded State Route 5S improvements.
 - Surface Transportation Block Grant Flex (STBG), secondary atrial funding such as Routes 28, 8, and 12.
 - Off System Bridge (OSB), OSB is funded for the local system bridges in total of \$10M in addition to the BridgeNY funding.
 - Carbon Reduction Program (CRP), active transportation, non-vehicular ways to move people, and

- Bridge Formula Program (BFP). BFP funding has increased since all bridges in the area were built around the same time, so they are all coming due for replacement. BFP is 48% of funding.
 - The latter two are new sources of funding.
- Roadway Departure Safety Action Local Program is being funded for \$90M in HSIP funds to reduce crashes identified in crash and roadway data. This is a crash that occurs when a vehicle crosses a travel line.
 - The goal is to use FHWA-proven safety countermeasures to keep vehicles on the roadway, provide for safe recovery, and reduce crash severity for roadway departures.
 - There is no information on the breakdown of money yet, only that it will go to counties and is for design and construction.
 - County/city/town/village or MPO must apply.
 - One example of a safety countermeasure is in Herkimer County on Higby Rd. Rumble strips were installed in an area that gets foggy and is curvy.
- Local state funding reimbursement to municipalities has been increased by 12% from last year for Oneida and Herkimer Counties. \$22.5M distributed throughout HOCTC.
- BridgeNY 2018: West German Street over Bellinger Brook is a current project with a planned roadway opening in December 2024.
 - The construction cost is \$3.7M
- Route 921C (North Genesee Street) Safety Project is a current project that will be completed in the Spring of 2025.
 - The construction cost is \$2.4M.
 - This project added one lane on the I-90/I-790 ramp and is awaiting the installation of a signal pole to complete the project.
- Route 12 Boonville Safety Project is a current project that is progressing.
 - The construction cost is \$2.4M funded through Highway Safety funds.
 - There will be a signal installed on Route 12 and Schuyler Street. The signal cannot be installed until 2025 due to supply chain challenges.
- Route 46 over Oneida Creek in the City of Oneida in Madison County and the Town of Verona in Oneida County is a current project that has a construction cost of \$4.3M.
 - The bridge is currently open.
- Boonville Route 12D is a preventative maintenance project that is upcoming with a construction cost of \$2.8M.
- The Village of Clinton Route 12B Paving and Routes 12B and 412, Oneida County was let in October 2024 and will go on for two seasons.
 - The construction cost is \$8.8M.
 - The project involves 6.9 miles of pavement rehabilitation, signal improvements, sidewalk extension and sanitary improvements.
- Another BridgeNY 2018 project – West Main Street over Moyer Creek is a local project that was re-let in November 2024.
 - The construction cost is \$5.9M.
 - One of the main changes will be closing the bridge to traffic to reduce the price.
 - This project has not been awarded yet.

- City of Utica applied for a \$1.8M SMART Grant to install innovative technologies and signal improvements.

6. New York State Thruway Authority Report

Sara Sherlock, NYSTA, for Jerrin George, NYSTA Assistant Engineer, gave a synopsis of NYSTA activities for the past quarter.

- The funding mentioned for these projects is separate funding than for MPOs.
- On-going Projects:
 - Pavement resurfacing project near Little Falls, expected to be completed by the end of December 2024.
 - Mainline bridge rehabilitation over Sterling Creek with a scheduled Winter 2025 completion.
 - Thruway bridge replacement over Oriskany Blvd. with a scheduled completion in Winter 2026. Traffic will not be stopped, only for steel erection.
- Tentative 2024 Projects:
 - Thruway bridge replacement over Mohawk St. (Route 28) with a scheduled completion in Winter 2026.
- Tentative 2025 Projects:
 - Rehab of N. Genesee St. bridge (the away bridge) near Exit 31 will be let in Q1 2025.
 - Replacement of Route 46 bridge over the Thruway in Durhamville to be let in Q3 2025.
 - Safety upgrades to be let in Q1 2025.

7. Other Reports

- None

8. Presentations

Centro update: MOVE, Rome Service and UT33 Service. *Presenter: Steven Koegel, Centro*

- The UT33 Oneida County Rural Transit moves through Utica, Rome, and Verona (Turning Stone Resort Casino).
- The service was launched in October 2024, starting with 8-12 people. Centro is now using 35-40-person buses to accommodate about 250 people per week.
- MOVE – Rome’s system redesign was launched in March 2024 using app-based technology matching multiple riders into a single vehicle.
- The fixed route service took route times down to 30 minutes from 45 minutes, exceeding the 6-fixed route system with only 3 fixed routes, thus increasing frequency and reliability.
- This system is more responsive to community mobility needs, operating 24 trips per day with a steady increase in fixed route ridership.
- For the flexible option, MOVE customers can book a day in advance or that day, completing over 8,000 rides since the service began.
 - Almost all riders have given 5-star ratings.
 - Vehicles are not available for only 2-3% of the time. Typically, it takes about 13 minutes for a ride pick-up.

- There has been a 15-20% increase in ridership between both services compared to the previous year.
- There is a need for drivers.

9. Old Business

- None

10. New Business

2024-35 – HOCTC 2025-2045 Long Range Transportation Plan “Going Places 2045”, *Presenter: Julie Richmond, HOCTC*

- The Long-Range Transportation Plan (LRTP) is the most fundamental document that an MPO creates. Other work projects such as the TIP and the UPWP follow from and are shaped by the LRTP.
- The LRTP was developed with wide input from direct and indirect stakeholders and members of the public.
- The planning process starts with collecting and analyzing updated census data, reassessing existing conditions, determining future demands and needs by forecasting population and job growth, and examining the trends since the last LRTP adoption.
 - This information, combined with validation from the public engagement process helps to shape the goals and strategies.
- Statewide and national trends were examined with the pandemic changing the transportation and economic landscape, changes in local urbanized areas, new federal legislation, construction cost inflation, EV rollout intensification, and new New York State policies regarding safety, freight, climate, and energy.
- Several trends in the HOCTC Region led to updated emphasis areas for the LRTP including freight, active transportation, safety, transit, resiliency, environmental justice, and transportation technology.
- The LRTP goals have been slightly modified since the last update due to changes in priorities placing a greater emphasis on safety for all roadway users.
 - There has been an increased public awareness and demand for sidewalk connectivity, including new construction and maintaining current sidewalks.
 - There is a continued focus on system preservation and maintenance.
 - There is a need to accommodate increased freight activity and associated costs.
 - There is movement to integrate the economic development goals within all investment decisions.
- The financial analysis showed that more funding is needed even with substantial new funding sources through the BIL, although most of these are competitive for new projects, not for maintenance.
 - If the level of funding continues to increase, HOCTC may be able to include illustrative projects.
 - There is still a disconnect with maintenance funding.
- Investment Focus Areas include expanding and improving public transit, investing in infrastructure upgrades and maintenance, enhancing safety measures through better enforcement and education, which are being developed in our SS4A companion document,

- fostering greater collaboration between urban and rural areas to create cohesive and effective transportation strategies, addressing accessibility issues, and promoting active transportation.
- Throughout the development of the plan, HOCTC developed a fiscally constrained table of projects, which is a list of capital projects that can reasonably be addressed with the anticipated funding.
 - HOCTC also developed an illustrative project list, which includes both planning and capital projects that are in alignment with both the federal planning factors and the HOCTC-specific long range transportation system goals that would inch us closer toward implementation and achievement of those goals, such as reducing crashes, with SS4A implementation projects, completing and maintaining sidewalk structure, Herkimer & Oneida County Bridge replacements, or the completion of the PEL Study, as examples.
 - Planning for complete streets and context-sensitive design, and expansion of micro-transit pilot programs are also included in the project list.
 - As funding is identified for this list of projects by way of local, state, or federal funding or other discretionary grants, they are moved into the TIP for implementation, if capital, or the UPWP, if planning.
 - Tables cross-referencing implementation projects can be found in Section 8, along with the full description of the projects. HOCTC’s projects have been developed consistent with the federal planning factors to maintain our eligibility and access to federal funding, and they have been customized based on local input and local needs.
 - This document will guide HOCTCs planning decisions for the next five years with the 20-year long-range vision in mind. This document can be found at tinyurl.com/GoingPlaces2045.
 - This resolution is seeking approval to adopt the LRTP, following Title 23, Section 134 and in accordance with HOCTC’s 2024 Public Participation Plan has been found to afford a public participation process that ensured equal opportunity for public involvement of all persons in the transportation planning process.
 - The LRTP has been developed and reviewed by HOCTC staff, member agencies, and the HOCTC committee processes and its recommendations have been found to be consistent with the principles of sound transportation planning practices.
 - Discussion: None
 - Motion to approve the resolution made by: Anthony Picente.
 - Seconded by: James Wallace
 - Voting: Passed 16-0-0

2024-49 – HOCTC 2025-2045 Long Range Transportation Plan “Going Places 2045” System Performance Report, *Presenter: Julie Richmond, HOCTC*

- This resolution is out of order since it is an add-on. As a condition to receiving federal funding, HOCTC and NYSDOT need to demonstrate to the FHWA and FTA that they are planning and funding projects, maintaining infrastructure, and operating the transportation system in a way that supports national goals for the transportation system, as defined by Congress, the FHWA and FTA. MPOs and transit agencies need to monitor and report on their progress towards these goals.
- Federal Performance Measurement regulations are set by the NYSDOT for statewide targets.
 - MPOs have 180 days to either support the state’s or adopt their own. HOCTC has chosen to support the statewide targets to date. HOCTC is able to develop its own

metrics but HOCTC programs projects in the TIP and engages in planning activities in a way that supports the NYS targets.

- Relevant performance measures include the Highway Safety Improvement Program (HSIP) and highway safety, Transit asset management, Pavement and bridge condition, System performance/freight/Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transit safety.
- MPOs must include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to performance targets. The HOCTC LRTP addresses this in Section 6 and the report on progress achieved in meeting the targets compared to baseline data and previous system performance reports is attached as Appendix C.
- While this is a part of the LRTP document, a separate resolution is required adopting all of the current targets.
- Discussion: None
- Motion to approve the resolution made by: Peter Rovazzi.
 - Seconded by: Mary Austin Pratt
 - Voting: Passed 16-0-0

2024-36 - Amendment to the HOCTC 2025-2028 Human Services Transportation Plan (HSTP) to update Appendix F – Annual Listing of Section 5310 Projects, Presenter: Barbara Hauck, HOCTC

- The current federal transportation bill, Infrastructure Investment and Jobs Act (IIJA) of 2021 upholds and expands previous transportation legislations that require a locally developed, public transit and human services coordinated plan to be developed and maintained.
- The HOCTC Human Services Transportation Plan (HSTP) 2025 – 2028 was approved by the GP&L on September 12, 2024.
- This coordinated plan needs to be in place for the eligibility of the Section 5310 Program, the Enhanced Mobility of Seniors and Individuals with Disabilities. A further provision of the Section 5310 program requires that funding applicants have their potential projects included in the HSTP.
- Agencies who submitted Section 5310 potential projects for 2024 and included in Appendix F are:
 - Katherine Luther Residential Health Care & Rehabilitation Center
 - ElderLife, Inc. (d/b/a 50 Forward Mohawk Valley)
 - NYSARC, Inc. Oneida-Lewis Chapter
 - Senior Network Health, LLC
 - Herkimer County Chapter of NYSARC, Inc.
 - Senior Citizens Council Rome NY, Inc. (d/b/a Copper City Community Connection)
- The Resolution is requesting approval to add the six project proposals to Appendix F of the HSTP.
- Discussion: None
- Motion to approve the resolution made by: Mary Austin Pratt
 - Seconded by: Peter Campione
 - Voting: Passed 16-0-0

2024-37 – Amendment to the 2023-2027 TIP to remove a Culvert Preventative Maintenance Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.96 – Small Culvert/Preventative Maintenance Project 25 involves various locations regionwide.
 - The project amount of \$2.187M with STBG Flex and NHPP funds shall be removed from the TIP.
- Discussion: None
- *Motion to approve this resolution is combined with resolution 2024-38.*

2024-38 – Amendment to the 2023-2027 TIP to remove a Culvert Preventative Maintenance Project, Presenter Mark DeRocco, NYSDOT

- Description: PIN 2806.97 – Small Culvert/Preventative Maintenance Project 27 involves various locations.
 - The total project cost of \$2.260M in federal STBG Flex and NHPP funds shall be removed from the TIP.
- Discussion: None
- Motion to approve resolutions 2024-37 and 2024-38 made by: Anthony Picente
 - Seconded by: James Wallace
 - Voting: Passed 16-0-0

2024-39 - Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2754.76 – Gridley Paige Road over Big Creek (BIN 2205850) bridge replacement in the Town of Marshall, Oneida County.
 - This project will be revised as follows: the project will be increased by \$0.370M from \$1.169M to \$1.539M with leftover STBG Off-System funds from three completed projects within Oneida County, PINS 2754.40, 2754.43, and 2754.44.
- Discussion: None
- Motion to approve the resolution made by: Mary Austin Pratt
 - Seconded by: Peter Rovazzi
 - Voting: Passed 16-0-0

2024-40 - Amendment to the 2023-2027 TIP to add a Pavement Replacement Project, Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2067.03 – Route 825: Route 49 to Geiger Road/Ellsworth Roundabout to modify approaches and potentially alter the circular pavement of the roundabout at Ellsworth Road in the City of Rome, Oneida County. The modifications would bring the road up to current design specifications to reduce vehicle approach speeds.
 - This project will be funded in the amount of \$5M with NHPP funds. The funding comes through freight program funds and is not a part of the core funding.
- Discussion: None
- Motion to pass the resolution made by: Peter Campione
 - Seconded by: Timothy Seymour
 - Voting: Passed 16-0-0

2024-41 - Amendment to the 2023-2027 TIP to revise an Intersection Improvement Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.52 – Route 46/Wright Settlement Road intersections from North James Street to the first driveway of the Ridge Mills School along Route 46. This involves improvements in traffic control devices and/or minor geographic improvements in the City of Rome, Oneida County.
 - The total project cost will increase from \$0.962M to \$1.767M using NHPP funds.
 - The name of the project is changing since it was a multi-site project and now if only one site.
 - The traffic signal is being replaced, a sidewalk is being added, and a bicycle/pedestrian lane is being added. The road is not widening, but lane configuration will change.
- Discussion: None
- Motion to pass this resolution made by: Anthony Picente
 - Seconded by: Michael Waterman
 - Voting: passed 16-0-0

2024-42 – Amendment to the 2023-2027 TIP to revise a Bridge Rehabilitation and Culvert Replacement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2754.97 – This project will rehabilitate the bridges that carry Dyke Road (BIN 3366130) and Bleecker Street Extension over Ferguson Creek (BIN 3366140) in the Town of Frankfort, Herkimer County.
 - The original project included a BridgeNY culvert. That culvert is being pulled out of this PIN and given its own PIN (2755.11), which will be 100% State funded. This will not be listed on the S/TIP.
 - The project will also be removing 100% SDF Construction and moving the Bleecker Street Culvert Site to its own project (PIN 2755.11).
 - The total project cost for PIN 2754.97 will be reduced by \$1.497M from \$3.361M to \$1.864M.
 - This resolution is uncoupling three BridgeNY projects.
- Discussion: None
- Motion to pass this resolution made by: James Wallace
 - Seconded by: Peter Rovazzi
 - Voting: passed 16-0-0

2024-43 – Amendment to the 2023-2027 TIP to add a Pavement Replacement Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2807.39 – R2 multi-site paving project 24 to resurface and improve pavement at several locations in Oneida and Madison Counties.
 - The project will be funded in the amount of \$6.96M with NFA and NHPP funds awarded by the Main Office.
- Discussion: None
- Motion to pass this resolution made by: Mary Austin Pratt
 - Seconded by: Timothy Seymour
 - Voting: passed 16-0-0

2024-44 – Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2236.27 – This project will replace the bridge carrying New York State Route 29 over East Canada Creek (BIN 1051170) in the Village of Dolgeville, Herkimer and Fulton Counties. This project will address issues with bridge width, vertical clearance, bridge alignment, resiliency, and the intersection with Route 167 on the western approach of the bridge.
- Project revisions include a cost increase of \$15.80M (\$5.0M in Freight funds and \$10.80M in PROTECT funds) from \$10.880M to \$26.680M, which is outside of core funds.
- Discussion: None
- Motion to pass this resolution made by: Peter Campione
 - Seconded by: Timothy Seymour
 - Voting: passed 16-0-0

2024-45 - Amendment to the 2023-2027 TIP to revise Traffic Safety Enhancements,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.93 – Route 365/River Road Intersections Improvement Project will provide safety enhancements for pedestrians and motorists in the City of Rome, Oneida County. Elements may include pedestrian signal upgrades, striping, and/or lane reconfiguration.
- Project revisions include changing the scope, name, and description resulting in a significant change to the Project Limits or Scope of Work.
- The total project cost remains \$1.087M and is unchanged.
- Discussion: None
- Motion to pass this resolution made by: Anthony Picente
 - Seconded by: Peter Campione
 - Voting: passed 16-0-0

2024-46 – Amendment to the 2023-2027 TIP to revise a Bridge Replacement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2065.40 – Bridge Replacement carrying Route 12B over Oriskany Creek and the replacement of Route 12B over an unnamed creek culvert, which will become bridge size (BIN 1009890).
 - This project will also include paving approximately 800 feet from the Culvert Replacement to Route 12B/233 Intersection in the Town of Kirkland, Oneida County.
- Project revisions include an increase in total project cost by \$0.18M from \$5.095M to \$5.275M, adding NHPP as a fund source to the Construction phase to cover the paving costs. ROW Incidentals and ROW Acquisition phases are also being added.
- Discussion: None
- Motion to pass this resolution made by: Mary Austin Pratt
 - Seconded by: Peter Rovazzi
 - Voting: passed 16-0-0

2024-47 – Amendment to the 2023-2027 TIP to revise a Roadside Safety/Guiderail Project,
Presenter: Mark DeRocco, NYSDOT

- Description: PIN 2806.72 – Roadside Safety/Guiderail Project 25 is used to repair, replace, or remove hazardous roadside elements as necessary along the highways at various locations in Region 2.
- Project revisions include an increase in the total project cost of \$0.713M from \$3.064M to \$3.777M. There was a cost increase for FFY 2025.
- Discussion: None
- Motion to pass this resolution made by: Michael Waterman
 - Seconded by: Linda Lubey
 - Voting: passed 16-0-0

2024-48 – Amendment to the 2023-2027 TIP to revise a Safety/Traffic Systems Improvement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2806.55 – Traffic Systems Improvement Project 24 is regionwide and involves the modernization of the signal systems at several locations to provide desired highway safety benefits and improve equipment reliability. This project will also address signal system issues as needed.
- Project revisions include the ROW Acquisition Phase to be deleted with funding moving to the Construction and Construction Inspection Phases.
- The total project cost shall increase by \$0.760M from \$3.113M to \$3.872M.
- Discussion: None
- Motion to pass this resolution made by: Peter Campione
 - Seconded by: James Wallace
 - Voting: passed 16-0-0

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

- Description: A report on the administrative modifications made to the MPO TIP that do not change in scope or any significant component and are less than 10% of the total project cost or \$0.549M.
- Having administrative modifications saves on the number of resolutions.
- There is no vote required on these; the table is more for transparency.
- These modifications for the last quarter were given as the following:

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2024 – 05MOD	-	Per Region 2, this number is now void due to the project change converted into a TIP Amendment HOCTC Resolution.	NYSDOT
2024 – 25MOD	2806.96	Small Culvert/Preventative Maintenance Project 25. This project involved preventative maintenance of small culverts at various locations regionwide. The Funding Years will be changed for the Scoping and Preliminary Design Phases from FFY 2024 to FFY 2032, and for the Detailed Design, Construction and Construction Inspection phases from FFY 2025 to FFY 2034.	NYSDOT
2024 – 26MOD	2806.97	Small Culvert/Preventative Maintenance Project 27. This project involved preventative maintenance of small culverts at various locations regionwide. The Funding Years will be changed for the Scoping and Preliminary Design Phases from FFY 2025 to FFY 2032, and for the Detailed Design, Construction and Construction Inspection phases from FFY 2028 to FFY 2034.	NYSDOT
2024 – 27MOD	2650.61	Mohawk River Trail, Phase III, City of Rome. This project will complete the Design and Construct Phase 3 of the Mohawk River Trail which will extend the existing trail system 2.52 miles north. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT
2024- 28MOD	2806.98	Bridge Cleaning Project 26. This project involved bridge washing operations by contract at various locations regionwide. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026	NYSDOT
2024- 29MOD	2754.85	Bridge NY 2022: Railroad St over CSX/Amtrack & Mohawk River/Barge Canal (BIN 4423040) Project. This project will rehabilitate the bridge that carries Railroad Street over CSX/AMTRACK and the Mohawk River/Barge Canal in the Town of Frankfort in Herkimer County. The Funding Years will be changed for the Detailed Design and ROW Acquisition phases from FFY 2024 to FFY 2025, and the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT
2024- 30MOD	2806.75	Roadside Safety/Rustic Guiderail 25 Project. This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary, along highways at various locations in Region2. The Funding Years	NYSDOT

		will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	
2024- 31MOD	2806.52	Intersection Improvement Project 23. This project will involve traffic control devise and/or minor geometric improvements at various intersections to provide highway safety benefits. The Funding Years will be changed for the Detailed Design and ROW Acquisition phases from FFY 2024 to FFY 2025.	NYSDOT
2024- 32MOD	2754.90	Bridge NY 2022: Firehouse Rd over Reall Creek (BIN 2205660) Project. This project will replace the bridge that carries Firehouse Road over Reall Creek in the Town of Deerfield in Oneida County. The Funding Years will be changed for the Detailed Design and ROW Acquisition phases from FFY 2024 to FFY 2025, and the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT
2024- 33MOD	2754.92	Bridge Replacement: Peckville Rd (C.R. 148) over Gillette Creek Project. This project will replace the bridge that carries Peckville Road (C.R. 148) over Gillette Creek (BIN 3307770) in the Town of Manheim in Herkimer County. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT
2024- 34MOD	2754.76	Gridley Paige Road over Big Creek Bridge Replacement Project. This project will replace the bridge that carries Gridley Paige Road over Big Creek (BIN 2205850) in the Town of Marshall in Oneida County. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT

2024-35MOD	2065.40	Rt. 12B over Oriskany Creek Bridge Replacement Project. This project will replace the bridge (BIN 1009890), carrying Route 12B over Oriskany Creek and the replacement of the Route 12B over Unnamed Creek culvert, which will become bridge size in the Town of Kirkland in Oneida County. This project will also include paving approximately 800 feet from the culvert replacement to Route 12B/233 intersection. The Scoping phase will have \$0.100M in SDF funds, which are Non-Federal Aid (NFA) funds, added to the project; this will increase the total project cost from \$4.955M to \$5.095M. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT
2024-36MOD	2806.93	Intersection Improvement Project 25. This project will provide safety enhancements for pedestrians and motorists at various intersections across the region. Elements may include: pedestrian signal upgrades, striping, and/or lane reconfiguration. The Funding Years will be changed for the Scoping, Preliminary Design, Detailed Design, ROW Incidentals and ROW Acquisition Phases from FFY 2024 to FFY 2025; and Construction and Construction Inspection Phases from FFY 2025 to FFY 2025.	NYSDOT
2024-37MOD	2236.27	NYS Route 29 over East Canada Creek, Bridge Replacement Project. This project will replace the bridge carrying State Route 29 over the East Canada Creek (BIN 1051170), in the Village of Dolgeville, in Herkimer and Fulton Counties. This project will also address issues associated with bridge width, vertical clearance on the bridge, bridge alignment, resiliency, and the interception with Route 167 on the western approach of the bridge. The Funding Years will be changed for the Construction and Construction Inspection Phases from FFY 2025 to FFY 2026.	NYSDOT
2024-38MOD	2754.71	Bridge NY 2021: South James St over Erie Barge Canal Project. This project will rehabilitate the bridge (BIN 4206450) that carries South James Street over the Erie Barge Canal in the City of Rome in Oneida County. The Funding Years will be changed for the Detailed Design Phase from FFY 2024 to FFY 2025, and the Construction and Construction Inspection Phases from FFY 2025 to FFY 2026.	NYSDOT
2024-39MOD	2806.62	Guiderail & Signs Replacement Project 24. This project is used to repair, replace, or remove hazardous roadside elements (guiderail, bridge rail, tress, etc.) as necessary along highways at various locations in Region 2. The Funding Years	NYSDOT

		will be changed for the Construction and Construction Inspection Phases from FFY 2025 to FFY 2027.	
2024-40MOD	2806.55	Traffic Systems Improvement Project 24, Regionwide. This Region-wide project involves modernization of the signal system at several locations across the region to provide desired highway safety benefits and improve the equipment reliability. The project also includes elements to address signal systems issues as needed across the region. The ROW Acquisition phase will be deleted, and funding will be moved to the Construction phase. This change will not change the Total Project Cost or the FFY of delivery.	NYSDOT

12. Open Forum for Committee Discussion

- None

13. Adjournment

- Motion to adjourn the meeting made by: Anthony Picente
 - Seconded by: Mary Austin Pratt
 - Voting: Passed, 16-0-0

The meeting was adjourned at 10:36 a.m.

Respectfully submitted by Amy Heiderich