



## 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

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### HOCTC Resolution 2024 – 35

### HOCTC 2025 – 2045 Long Range Transportation Plan “Going Places 2045”

**WHEREAS**, the Herkimer Oneida Counties Transportation Council (HOCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Herkimer-Oneida County Urbanized and approved Metropolitan Planning Areas; and

**WHEREAS**, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) of July 6, 2012, Fixing America’s Surface Transportation Act (FAST Act) of December 2015, and the Infrastructure Investment and Jobs Act (IIJA) of 2021, mandated elements that must be incorporated into an MPOs Long-Range Transportation Plan (LRTP); and

**WHEREAS**, pursuant to MAP-21, FAST Act, and carried through into the IIJA Act, MPOs must employ a transportation performance management approach in carrying out their federally required planning and programming activities; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO prepare and update an LRTP for planning that covers a 20-year forecast period; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that an LRTP shall, at a minimum, identify transportation facilities that should function as an integrated system, and include a fiscally-constrained financial plan for implementing the recommendations contained in the LRTP; and

**WHEREAS**, HOCTC, in consultation with stakeholders and the public, has developed the *2025 – 2045 Long Range Transportation Plan “Going Places 2045”* in a manner that meets and/or exceeds the requirements of Title 23, Section 134 of the United States Code; and

**WHEREAS**, the LRTP has been exposed to a public input, review, comment period, and





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### HOCTC Resolution 2024 – 49

#### 2025 – 2045 Long Range Transportation Plan “Going Places 2045” – System Performance Report

**WHEREAS**, the Herkimer Oneida Counties Transportation Council (HOCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Herkimer-Oneida County Urbanized and approved Metropolitan Planning Areas; and

**WHEREAS**, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) of July 6, 2012, Fixing America’s Surface Transportation Act (FAST Act) of December 2015, and the Infrastructure Investment and Jobs Act (IIJA) of 2021, mandated elements that must be incorporated into an MPOs Long-Range Transportation Plan (LRTP); and

**WHEREAS**, pursuant to MAP-21, FAST Act, and carried through into the IIJA Act, MPOs must employ a transportation performance management approach in carrying out their federally required planning and programming activities; and

**WHEREAS**, Title 23, Section 134 of the United States Code requires that each MPO prepare and update an LRTP for planning that covers a 20-year forecast period; and

**WHEREAS**, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49 USC 5301 (a) and (b); and

**WHEREAS**, Metropolitan transportation plans adopted or amended after the following dates must include performance targets for the measures associated with the following performance management rulemakings: May 27, 2018-Highway Safety Improvement Program (HSIP) and Highway Safety, October 1, 2018- Transit Asset Management, May 20, 2019- Pavement and Bridge Condition, May 20, 2019- System Performance/Freight/Congestion Mitigation & Air Quality Improvement

(CMAQ) Program, July 20, 2021 for Transit Safety ; and

**WHEREAS**, the "2025 – 2045 Long Range Transportation Plan "Going Places 2045" addresses system performance and freight reliability, identifies infrastructure needs within the Mohawk Valley region, and provides funding for targeted improvements; and

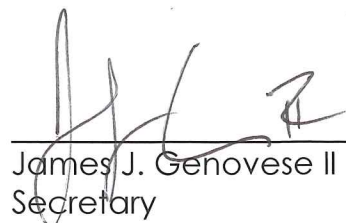
**WHEREAS**, the attached,"2025 – 2045 Long Range Transportation Plan "Going Places 2045" System Performance Report" provides a narrative of how the LRTP addresses performance measures, and

**NOW, THEREFORE BE IT RESOLVED**, that the Herkimer-Oneida Counties Transportation Council hereby accepts the "2025 – 2045 Long Range Transportation Plan "Going Places 2045" System Performance Report" for the HOCTC "Going Places 2045"LRTP ; and

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

  
\_\_\_\_\_  
Robert Hollum  
Chairperson

12/17/24  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
James J. Genovese II  
Secretary

12/17/24  
\_\_\_\_\_  
Date

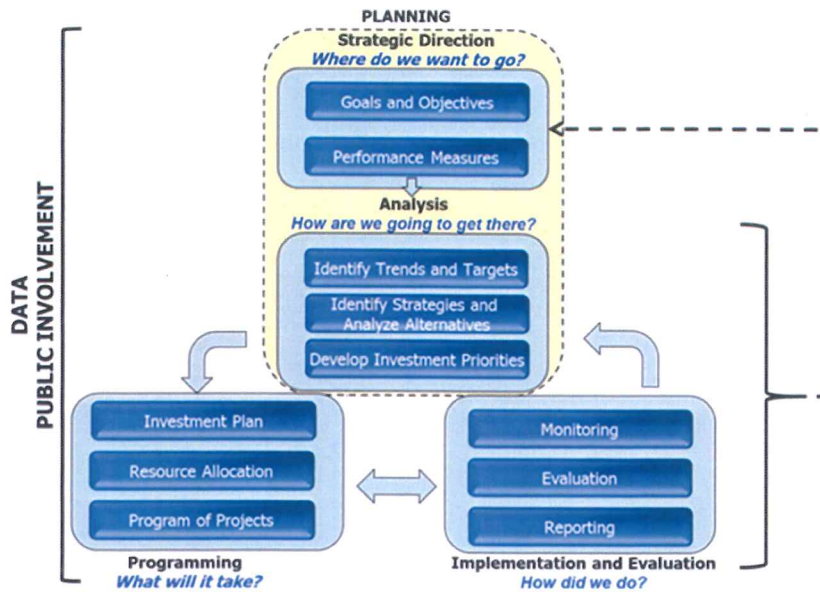
# System Performance Report

## Foundational Background

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the United States Code [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the United States Code [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Condition:** To maintain the highway infrastructure and transit capital asset systems (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote **Continuing, Cooperative, and Comprehensive Planning** that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. The following graphic illustrates this approach.



HOCTC adopted Going Places 2045 on **December XX, 2024** via HOCTC Resolution **2024-XX**. Long-Range Transportation Plans are required to include performance targets for the following FHWA and FTA measures and rulemakings:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Safety
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- Systems Performance/Freight/ Congestion Mitigation and Air Quality (CMAQ) Improvement Program (PM3)

MPOs must also include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. HOCTC’s overall strategy is to support statewide and/or regional targets for the relevant performance measures in each of these five categories is presented herein.

### Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages:

- Number of Fatalities

- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100M VMT
- Number of Nonmotorized Fatalities and Serious Injuries

### *Baseline Safety Conditions and Performance Targets*

Table 1 presents the 2023 and 2024 targets, as well as the last five years for which final data is available. To be consistent with the performance measures, all data shown below is a five-year rolling average. HOCTC agreed to support the New York State Department of Transportation (NYSDOT) statewide 2023 targets on December 14, 2023 via Resolution 2023-43:

**Table 1. Statewide Safety Performance, 2023 and 2024 Targets**

<b>Performance Measure</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2023 Targets</b>	<b>2024 Targets</b>
Number of Fatalities	1,085	1,038	1,016	998	1,021	988.2	1016.1
Rate of Fatalities per 100 Million VMT	0.881	0.844	0.827	0.844	0.890	0.836	0.886
Number of Serious Injuries	11,242	11,119	11,287	11,198	11,146	11,086.2	11,089.9
Rate of Serious Injuries per 100 Million VMT	9.127	9.041	9.176	9.431	9.654	9.337	9.606
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,731	2,638	2,672	2,660	2,642	2,633.4	2,628.4

### *Description of Progress*

As shown in Table 1, the five-year rolling average for the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries in 2021 is lower than in 2017. However, the rate of fatalities and serious injuries in 2021 is higher than in 2017. FHWA annually completes an assessment of progress toward achieving safety targets for each state. A state makes significant progress toward its safety targets when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. If a state has not met or made significant progress toward meeting

performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Safety is a critical component of HOCTC’s mission and the projects on the LRTP are consistent with the safety needs of the transportation network. Safety is a primary consideration in the selection of projects to be included in the LRTP. The measures align with the HOCTC 2045 LRTP vision of “Maintaining and operating an integrated transportation system that considers safety for all users and modes.” HOCTC works with NYSDOT Region 2 to cooperatively develop and deliver the vision of the LRTP. The extent to which a project improves the safety of the existing transportation system is considered, coupled with the overall system need in that particular area when identifying projects for the LRTP when progressing them to the Transportation Improvement Program. Projects that are primarily intended to address a safety deficiency are expected to determine the benefit/cost ratio using the detailed analysis described in the NYSDOT Safety Investigations Procedures Manual or a comparable quantitative methodology to be considered for HSIP or other applicable fund sources. Projects identified may not exclusively address safety deficiencies but do address related and tangible deficiencies as part of the larger project. The LRTP includes projects eligible for HSIP funds or other fund sources, that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT’s safety performance targets.

## Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 2:

**Table 2. FTA TAM Performance Measures**

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on the number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers,



establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT’s 2022 Group TAM Plan is available [here](#).

The HOCTC is served by two (2) transit service providers: 1) Provider 1 - Central New York Regional Transportation Authority (CNYRTA) as a Tier I operator and develops its own TAM Plan and establishes its TAM targets and, 2) Provider 2 – Birnie Bus Tours, Inc., as a Tier II operator and thus is included in a group TAM plan developed by NYSDOT.

The NYSDOT, as the sponsor of the group plan that includes Tier II operators, which includes Birnie Bus Tours, Inc. as a rural and human service transportation provider in Oneida and Herkimer Counties, set performance targets independent of HOCTC to meet the federal performance management requirements to transit asset management and transit safety.

**Baseline Conditions and Performance Targets**

Table 3 presents the baseline performance/conditions and the 2024 targets for transit assets in the HOCTC planning area. The CNYRTA set the transit asset targets listed in Table 3 on December 15, 2023. The HOCTC agreed to support these transit asset targets on September 12, 2024 via Resolution 2024-32.

A list of asset class types can be found at: <https://www.transit.dot.gov/TAM/ULBcheatsheet>. Those relevant to the HOCTC operators are provided in Table 3.

**Table 3. Baseline Transit Asset Performance/Condition and Targets**

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2024 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	14	0%
	Cutaway Bus	8	0%
	Mini-Bus	n/a	n/a
	Van	n/a	n/a
	Other (Over the Road)	14	0%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that	Non-Revenue/Service Automobile	n/a	n/a
	Trucks and other Rubber Tire Vehicles	8	0%

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2024 Target
have met or exceeded their Useful Life Benchmark (ULB)	Maintenance Equipment	n/a	n/a
	Other (Auto)	8	0%
<b>Infrastructure</b>			
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	n/a
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	3	0%
	Maintenance	n/a	n/a
	Parking Structures	n/a	n/a
	Passenger Facilities	3	0%
	Shelter	n/a	n/a
	Storage	n/a	n/a
	Other	n/a	n/a

### *Description of Progress*

The LRTP reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes. The LRTP was developed and is managed in cooperation with the Central New York Regional Transit Authority (CNYRTA) and Oneida County Rural Transit (OCRT). The LRTP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address the transit state of good repair in the MPO planning area. The MPO's goal of addressing transit asset conditions is linked to the investment plan of the CNYRTA and the process used to prioritize the projects within the LRTP 2045 is consistent with federal requirements.

The focus of HOCTC programming and projects in the LRTP are those that address transit state of good repair including replacement of aging fleet vehicles and capital improvements for maintenance and operations facilities. To support TAM performance targets, transit investment, and maintenance funding projections in the 2025-2045 LRTP include the New York State and Federal Transit Administration programs and operating assistance. HOCTC anticipates that the LRTP will contribute to progress toward achieving the established transit asset management targets.

## Pavement and Bridge Condition Measure (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

### *NYS DOT Pavement and Bridge Condition Baseline Performance and Established Targets*

NYS DOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. HOCTC agreed to support NYS DOT's PM2 performance targets on December 14, 2023 via Resolution #2023-43. By adopting NYS DOT's targets, HOCTC agrees to plan and program projects that help NYS DOT achieve these targets. Table 5 presents the recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYS DOT.

**Table 5. Pavement and Bridge Condition (PM2) Statewide Performance and Targets**

Performance Measure	2017 Baseline	2019	2021	2023 Target	2025 Target
Percent of Interstate pavements in good condition	N/A*	51.1%	45.3%	53.2%	54.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	1.1%	1.4%	1.7%
Percent of non-Interstate NHS pavements in good condition	20.4%	13.4%	18.9%	22.3%	20.7%
Percent of non-Interstate NHS pavements in poor condition	8.3%	7.5%	7.6%	9.3%	10.9%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	25.3%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.3%	12.5%	12.8%

\*FHWA did not require states to collect and report baseline performance for the Interstate pavement measures.

On the NY Interstate system, the percentage of pavement in good condition decreased from 2019 to 2021, while pavement in poor condition held steady. The statewide targets for 2023 and 2025 reflect anticipated improvements in Interstate pavement in good condition and a small increase in the percentage in poor condition. On the non-Interstate NHS system, pavement in good condition decreased slightly from 2017 to 2021, while pavement in poor condition decreased.

NYSDOT has made positive progress in increasing the percent of NHS bridge deck area in good condition from 2017 to 2021, from 22.8 percent to 25.3 percent. The percent in poor condition rose slightly over the same time period.

The HOCTC 2045 LRTP addresses the preservation of the transportation system and identifies infrastructure needs within the Herkimer and Oneida County region and provides funding for targeted pavement and bridge condition improvements.

In October 2024 NYSDOT will report pavement and bridge performance for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future HOCTC LRTP System Performance Reports will incorporate this information.

## System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

### For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### For the National Highway Freight Program (NHFP)

1. Truck Travel Time Reliability Index (TTTR);

### For the CMAQ Program

2. Annual hours of peak hour excessive delay per capita (PHED);
3. Percent of non-single occupant vehicle travel (Non-SOV); and
4. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. The HOCTC is **not** subject to establishing targets for these performance measures.

*NYSDOT PM3 Baseline Performance and Established Targets*

NYSDOT established PM3 targets for 2023 and 2025 on December 16, 2022. HOCTC agreed to support NYSDOT’s PM3 performance targets on December 14, 2023 via Resolution 2023-43. By adopting NYSDOT’s targets, HOCTC agrees to plan and program projects that help NYSDOT achieve the State’s targets.

Table 6 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

**Table 6. System Performance and Freight (PM3) Statewide Performance and Targets**

<b>Performance Measure</b>	<b>2017 Baseline</b>	<b>2019</b>	<b>2021</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles on the Interstate system that are reliable	83.2%	78.8%	82.2%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	85.7%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.39	1.47	1.38	2.00	2.00

As shown in Table 6, the percentage of person-miles on the Interstate system that are reliable decreased slightly from the 2017 baseline to 2021. For the non-Interstate NHS, a 2017 baseline was not required, however, performance increased notably from 2019 to 2021. TTTR performance decreased from 2017 to 2019, but then improved in 2021, remaining essentially flat over the 2017-2021 period.

The HOCT 2045 LRTP addresses system performance and freight reliability, identifies infrastructure needs within the Herkimer and Oneida County region and provides funding for targeted improvements. Maintaining (and, where possible, improving) the condition of the NHS pavements and bridges is a critical component of the HOCTC mission, and the projects on the LRTP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the LRTP. HOCTC considers the NHS pavement and bridge conditions in the LRTP/TIP project selection process utilizing data-driven performance-based elements. The LRTP and TIP include projects programmed with NHPP funds and other fund sources.

In October 2024, NYSDOT will report system performance results for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future HOCTC System Performance Reports will incorporate this information.

## Transit Safety

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the initial PTASP targets to establish transit safety targets for the MPO planning area. The MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021, and revisit the MPO targets with each LRTP update.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

### *Transit Safety Targets*

The following transit providers subject to the PTASP rule operate in the HOCTC region: CNYRTA.

Table 7 presents the transit safety targets established by provider(s) in the HOCTC planning area. The CNYRTA established the transit safety targets on December 15, 2023.

**Table 7. Transit Safety Performance Targets for CNYRTA 2023**

Mode	Fatalities (total)	Fatalities (per 100k rev miles)	Injuries (total)	Injuries (per 100k rev miles)	Safety Events (total)	Safety Events (per 100k rev miles)	System Reliability (break downs)
Paratransit	0	0	5	0.25	6	-	10
Fixed Route Bus	0	0	20	0.0003	12	-	200

The HOCTC agreed to support CNYRTA transit safety targets on September 12, 2024 via Resolution 2024-33, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

*Description of Progress*

The LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the CNYRTA PTASP.

HOCTC’s LRTP was developed and managed in cooperation with the CNYRTA. The LRTP includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO’s goal of addressing transit safety is linked to the safety plans of the CNYRTA, and the process used to prioritize the projects within the LRTP is consistent with federal requirements.

HOCTC anticipates that the projects in the LRTP, once funded and implemented, will contribute toward achieving the established transit safety targets. HOCTC will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.



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### HOCTC Resolution 2024 – 36

#### **Amendment the HOCTC Human Services Transportation Plan (HSTP) 2025 – 2045 to update Appendix F- Annual Listing of Section 5310 Projects**

**WHEREAS**, the federal transportation legislation, Infrastructure Investment and Jobs Act (IIJA) of 2021, upholds and expands previous transportation legislations that require federal grantees to "locally develop a coordinated transit-human services transportation plan" that directs the coordination among recipients of federal funds for human services transportation, and to update that Plan every four years; and

**WHEREAS**, the U.S. Department of Transportation requires the development of a Human Service Coordinated Transportation Plan for each urbanized area under the direction of a Metropolitan Planning Organization in accordance with 49 USC 5303; and

**WHEREAS**, the Herkimer-Oneida Counties Transportation Council (HOCTC) has developed a locally derived coordinated transit-human services transportation plan through a process that included representatives from public, private, non-profit transportation services, human service providers, interested parties, and the general public, that was previously approved by the GP&L on September 12, 2024; and

**WHEREAS**, the HOCTC Transportation Coordination Committee (TCC), which includes representatives from public, private and non-profit agencies, and human services transportation providers, developed the 2025 Section 5310 project listing, known as Appendix F- Annual Listing Section 5310 Projects of the HSTP 2025-28, to be undertaken by member agencies, as funding (Federal, State, and local) becomes available; and

**WHEREAS**, the Appendix F project list is illustrative and may be modified annually, and as needed, to ensure projects adhere to funding source requirements and



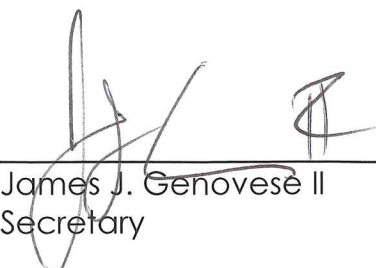
collaboration between agencies is occurring; and

**NOW, THEREFORE BE IT RESOLVED,** that the GP&L Committee hereby approves the amendment to the Human Services Transportation Plan (HSTP) 2025 – 2028 to update Appendix F with the 2025 Section 5310 Project List for the Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

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

  
\_\_\_\_\_  
Robert Hollum  
Chairperson

12/17/24  
Date

  
\_\_\_\_\_  
James J. Genovese II  
Secretary

12/17/24  
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**HOCTC Resolution 2024 – 37**

**Amendment to the 2023 – 2027 TIP to remove a Culvert Preventative 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 removed from the existing project list; and


**NOW, THEREFORE BE IT RESOLVED**, that PIN 2806.96 – Small Culvert/Preventative Maintenance Project 25 at various locations Regionwide, shall be removed from the TIP; and

**BE IT FURTHER RESOLVED**, that the total project amount of \$2.187M in federal STBG Flex and NHPP funds shall be removed from the TIP; and

**BE IT FURTHER RESOLVED**, that the GP&L Committee amends the 2023 – 2027 TIP to delete 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.

  
\_\_\_\_\_  
Robert Hollum Date  
Chairperson

  
\_\_\_\_\_  
James J. Genovese II Date  
Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT  
 LISTING HOCTC TIP  
 RESOLUTION 2024-37

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280696	SMALL CULVERT/PREV MAINT PROJECT 25	THIS PROJECT INVOLVED PREVENTIVE MAINTENANCE OF SMALL CULVERTS AT VARIOUS LOCATIONS, REGIONWIDE.					CULVERT PREVENTIVE MAINTENANCE	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
VARIOUS								
	SCOPING	NHPP	\$41,000	\$10,000	\$51,000	2032	NYS DOT	PLANNED
	PRELIMINARY DESIGN	NHPP	\$41,000	\$10,000	\$51,000	2032	NYS DOT	PLANNED
	DETAILED DESIGN	NHPP	\$82,000	\$20,000	\$102,000	2034	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$1,469,000	\$367,000	\$1,836,000	2034	NYS DOT	PLANNED
	CONSTRUCTION INSPECTI	NHPP	\$118,000	\$29,000	\$147,000	2034	NYS DOT	PLANNED
<b>PROJECT TOT. L</b>					<b>\$2,187,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280696	SMALL CULVERT/PREV MAINT PROJECT 25	THIS PROJECT INVOLVED PREVENTIVE MAINTENANCE OF SMALL CULVERTS AT VARIOUS LOCATIONS, REGIONWIDE.					CULVERT PREVENTIVE MAINTENANCE	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
<b>REMOVE FROM TIP</b>								



**GOVERNMENTAL POLICY AND LIAISON  
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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

**HOCTC Resolution 2024 – 38**

**Amendment to the 2023 – 2027 TIP to remove a Culvert Preventative 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 removed from the existing project list; and


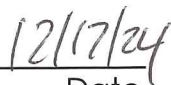
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2806.97 – Small Culvert/Preventative Maintenance Project 27 at various locations Regionwide, shall be removed from the TIP; and

**BE IT FURTHER RESOLVED**, that the total project amount of \$2.260M in federal STBG Flex and NHPP funds shall be removed from the TIP; and

**BE IT FURTHER RESOLVED**, that the GP&L Committee amends the 2023 – 2027 TIP to delete 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.

  
 \_\_\_\_\_  
 Robert Hollum Date  
 Chairperson


  
 \_\_\_\_\_  
 James J. Genovese II Date  
 Secretary

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280697	SMALL CULVERT/PREV MAINT PROJECT 27	THIS PROJECT INVOLVED PREVENTIVE MAINTENANCE OF SMALL CULVERTS AT VARIOUS LOCATIONS, REGIONWIDE.					CULVERT PREVENTIVE MAINTENANCE	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
VARIOUS								
	SCOPING	NHPP	\$41,000	\$10,000	\$51,000	2025	NYS DOT	PLANNED
	PRELIMINARY DESIGN	NHPP	\$41,000	\$10,000	\$51,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	NHPP	\$82,000	\$20,000	\$102,000	2028	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$1,523,000	\$381,000	\$1,904,000	2028	NYS DOT	PLANNED
	CONSTRUCTION INSPECTI	NHPP	\$122,000	\$30,000	\$152,000	2028	NYS DOT	PLANNED
<b>PROJECT TOT. L</b>					<b>\$2,260,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280697	SMALL CULVERT/PREV MAINT PROJECT 27	THIS PROJECT INVOLVED PREVENTIVE MAINTENANCE OF SMALL CULVERTS AT VARIOUS LOCATIONS, REGIONWIDE.					CULVERT PREVENTIVE MAINTENANCE	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
<b>REMOVE FROM TIP</b>								



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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 2024 – 39

#### 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

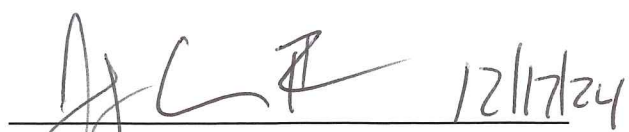
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2754.76 – Gridley Paige Road over Big Creek (BIN 2205850) Bridge Replacement, shall be revised on the TIP. This Project will replace the bridge that carries Gridley Paige Road over Big Creek in the Town of Marshall in Oneida County; and

**BE IT FURTHER RESOLVED**, that the total project cost shall be increased by \$0.370M, from \$1.169M to \$1.539M, with left over STBG Off-System funds from three completed projects within Oneida County (PINS 2754.40, 2754.43, and 2754.44); 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.

  
\_\_\_\_\_  
Robert Hollum Date  
Chairperson

  
\_\_\_\_\_  
James J. Genovese II Date  
Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-39

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORK TYPE		
275476	GRIDLEY PAIGE RD. OVER BIG CREEK (BIN 2205850) BRIDGE REPLACEMENT	THIS PROJECT WILL REPLACE THE BRIDGE THAT CARRIES GRIDLEY PAIDE ROAD OVER BIG CREEK IN THE TOWN OF MARSHALL, ONEIDA COUNTY.				BRIDGE REPLACEMENT		
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	SCOPING	STBG OFF \$	\$40,000	\$10,000	\$50,000	2023	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	STBG OFF \$	\$63,000	\$16,000	\$79,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG OFF \$	\$220,000	\$55,000	\$275,000	2025	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG OFF \$	\$4,000	\$1,000	\$5,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	STBG OFF \$	\$8,000	\$2,000	\$10,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG OFF \$	\$480,000	\$120,000	\$600,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPSECTI	STBG OFF \$	\$120,000	\$30,000	\$150,000	2026	NYS DOT	PLANNED
<b>PROJECT TOT/ L</b>					<b>\$1,169,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION				WORK TYPE		
275476	GRIDLEY PAIGE RD. OVER BIG CREEK (BIN 2205850) BRIDGE REPLACEMENT	THIS PROJECT WILL REPLACE THE BRIDGE THAT CARRIES GRIDLEY PAIDE ROAD OVER BIG CREEK IN THE TOWN OF MARSHALL, ONEIDA COUNTY.				BRIDGE REPLACEMENT		
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	SCOPING	STBG OFF \$	\$40,000	\$10,000	\$50,000	2023	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	STBG OFF \$	\$64,000	\$16,000	\$80,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG OFF \$	\$220,000	\$55,000	\$275,000	2025	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG OFF \$	\$4,000	\$1,000	\$5,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	STBG OFF \$	\$8,000	\$2,000	\$10,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG OFF \$	\$775,000	\$194,000	\$969,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPSECTI	STBG OFF \$	\$120,000	\$30,000	\$150,000	2026	NYS DOT	PLANNED
<b>PROJECT TOT/ L</b>					<b>\$1,539,000</b>			



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

**HOCTC Resolution 2024 – 40**

**Amendment to the 2023 – 2027 TIP to add a Pavement 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 added on the existing project list; and

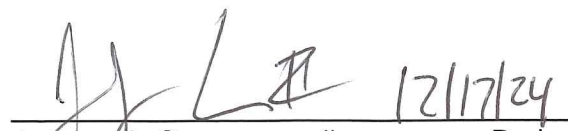
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2067.03 –Route 825: Route 49 to Geiger Road/Ellsworth Roundabout in the City of Rome in Oneida County shall be added on the TIP. This project will modify approaches and potentially alter the circular pavement of the roundabout at Ellsworth Road to current design specifications to reduce vehicle approach speeds. Improvements will be on Route 825 from Ellsworth Road to Route 49 Interchange; and

**BE IT FURTHER RESOLVED**, that the project will be funded in the amount of \$5M with NHFP 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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson  
Date 12/17/24

  
\_\_\_\_\_  
James J. Genovese II  
Secretary  
Date 12/17/24



**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
206703	RT. 825: RT. 49 TO GEIGER RD./ELLSWORTH ROUNDABOUT, CITY OF ROME, ONEIDA CO.	THIS PROJECT WILL MODIFY APPROACHES AND POTENTIALLY ALTER THE CIRCULAR PAVEMENT OF THE ROUNDABOUT AT ELLSWORTH RD. TO CURRENT DESIGN SPECIFICATIONS TO REDUCE VEHICLE APPROACH SPEEDS. IMPROVEMENTS WILL BE ON RT. 825 FROM ELLSWORTH RD TO RT 49 INTERCHANGE					PAVEMENT: MILL AND FILL WITH ADDITIONAL OVERLAY	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
<b>NOT ON TIP</b>								

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
206703	RT. 825: RT. 49 TO GEIGER RD./ELLSWORTH ROUNDABOUT, CITY OF ROME, ONEIDA CO.	THIS PROJECT WILL MODIFY APPROACHES AND POTENTIALLY ALTER THE CIRCULAR PAVEMENT OF THE ROUNDABOUT AT ELLSWORTH RD. TO CURRENT DESIGN SPECIFICATIONS TO REDUCE VEHICLE APPROACH SPEEDS. IMPROVEMENTS WILL BE ON RT. 825 FROM ELLSWORTH RD TO RT 49 INTERCHANGE					PAVEMENT: MILL AND FILL WITH ADDITIONAL OVERLAY	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NHFP	\$238,000	\$0	\$238,000	2025	NYS DOT	PLANNED
	PRELIMINARY DESIGN	NHFP	\$237,000	\$0	\$237,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	NHFP	\$500,000	\$0	\$500,000	2027	NYS DOT	PLANNED
	CONSTRUCTION	NHFP	\$3,500,000	\$0	\$3,500,000	2028	NYS DOT	PLANNED
	CONSTRUCTION INSP	NHFP	\$525,000	\$0	\$525,000	2028	NYS DOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$5,000,000</b>			



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

**HOCTC Resolution 2024 – 41**

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

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

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

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

**BE IT FURTHER RESOLVED**, that NHPP funds shall be added to the Construction and Construction Inspection phases to the project increasing the Total Project Cost by \$0.805M, from \$.962M to \$1.767M; and

**BE IT FURTHER RESOLVED**, the project name and description will be changed from generic intersection improvement project to a specific location in the City of Rome; 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.

  
Robert Hollum  
Chairperson  
12/17/24  
Date

  
James J. Genovese II  
Secretary  
12/17/24  
Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AND PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-41

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280652	INTERSECTION IMPROVEMENT PROJECT 23	THIS PROJECT WILL INVOLVE TRAFFIC CONTROL DEVICE AND/OR MINOR GEOMETRIC IMPROVEMENTS AT VARIOUS INTERSECTIONS TO PROVIDE HIGHWAY SAFETY BENEFITS.					INTERSECTION IMPROVEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
VARIOUS	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYSDOT	OBLIGATED
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYSDOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$2,000	\$2,000	2022	NYSDOT	OBLIGATED
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYSDOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	SRTS	\$700,000	\$0	\$700,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPECTIO	SRTS	\$105,000	\$0	\$105,000	2025	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$962,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE		
280652	RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION IMPROVEMENT PROJECT	THIS PROJECT WILL IMPROVE THE ROUTE 46/WRIGHT SETTLEMENT ROAD INTERSECTION, FROM NORTH JAMES ST TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG ROUTE 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO					INTERSECTION IMPROVEMENT		
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS	
ONEIDA	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYS DOT	OBLIGATED	
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYS DOT	OBLIGATED	
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYS DOT	OBLIGATED	
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYS DOT	OBLIGATED	
	ROW INCIDENTALS	NFA	\$0	\$2,000	\$2,000	2022	NYS DOT	OBLIGATED	
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYS DOT	PLANNED	
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED	
	CONSTRUCTION	SRTS	\$700,000	\$0	\$700,000	2025	NYS DOT	PLANNED	
	CONSTRUCTION	NHPP	\$560,000	\$140,000	\$700,000	2025	NYS DOT	PLANNED	
	CONSTRUCTION INSPECTIO	SRTS	\$105,000	\$0	\$105,000	2025	NYS DOT	PLANNED	
	CONSTRUCTION INSPECTIO	NHPP	\$84,000	\$21,000	\$105,000	2025	NYS DOT	PLANNED	
<b>PROJECT TOTAL</b>					<b>\$1,767,000</b>				



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

### HOCTC Resolution 2024 – 42

#### Amendment to the 2023 – 2027 TIP to revise a Bridge Rehabilitation and 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 2754.97– Dyke Road (BIN 3366130) and Bleecker Street Extension over Ferguson Creek (BIN 3366140) shall be revised on the TIP. This project will rehabilitate the bridges that carry Dyke Road and Bleecker Street Extension over Ferguson Creek in the Town of Frankfort in Herkimer County. The BridgeNY Culvert, carrying Bleecker Street over a tributary to the Mohawk River, will be removed from this PIN and will progress as an individual project, PIN 2755.11, which will be 100% State funded; and

**BE IT FURTHER RESOLVED**, that the 100% SDF Construction Line (Bleecker Street Culvert Site) shall be removed from PIN 2754.97 and moved to its own project PIN 2755.11. The total project cost of PIN 2754.97 will be decreased by \$1.497M, from \$3.361M to \$1.864M; and

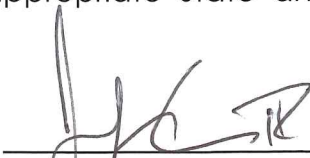
**BE IT FURTHER RESOLVED**, since PIN 2755.11 is 100% State funded, it will not be listed on the S/TIP; and

**BE IT FURTHER RESOLVED**, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN 2754.97, 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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson

12/17/24  
Date

  
\_\_\_\_\_  
James J. Genovese II  
Secretary

12/17/24  
Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-42

**EXISTING**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
275497	BRIDGE NY 2023: DYKE RD (BIN 3366130) & BLEEKER ST EXT (BIN 3366140)/FERGUSON CRK & BLEEKER ST/TRIB TO MOHAWK RIV, T/O FRANKFORT, HERKIMER CO		THIS PROJECT WILL REHABILITATE THE BRIDGES THAT CARRY DYKE ROAD AND BLEEKER ST EXT OVER FERGUSON CREEK AND REPLACE THE CULVERT CARRYING BLEEKER STREET OVER THE TRIBUTARY TO MOHAWK RIVER IN THE TOWN OF FRANKFORT, HERKIMER COUNTY.				BRIDGE REHABILITATION & CULVERT REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	BFP OFF SYS	\$34,000	\$2,000	\$36,000	2024	LOCAL	PLANNED
	PRELIMINARY DESIG	BFP OFF SYS	\$34,000	\$2,000	\$36,000	2024	LOCAL	PLANNED
	ROW INCIDENTALS	BFP OFF SYS	\$23,000	\$1,000	\$24,000	2024	LOCAL	PLANNED
	DETAILED DESIGN	BFP OFF SYS	\$106,000	\$6,000	\$112,000	2025	LOCAL	PLANNED
	ROW ACQUISITION	BFP OFF SYS	\$57,000	\$3,000	\$60,000	2025	LOCAL	PLANNED
	CONSTRUCTION	BFP OFF SYS	\$1,098,000	\$58,000	\$1,156,000	2025	LOCAL	PLANNED
	CONSTRUCTION	NFA	\$0	\$1,497,000	\$1,497,000	2025	LOCAL	PLANNED
	CONSTRUCTION INSP	BFP OFF SYS	\$418,000	\$22,000	\$440,000	2025	LOCAL	PLANNED
<b>PROJECT TOTAL</b>					<b>\$3,361,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
275497	BRIDGE NY 2023: DYKE RD & BLEEKER ST EXT OVER FERGUSON CRK, T/O FRANKFORT, HERKIMER CO		THIS PROJECT WILL REHABILITATE THE BRIDGES THAT CARRY DYKE ROAD AND BLEEKER ST EXT OVER FERGUSON CREEK IN THE TOWN OF FRANKFORT, HERKIMER COUNTY.				BRIDGE REHABILITATION	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	BFP OFF SYS	\$34,000	\$2,000	\$36,000	2024	LOCAL	PLANNED
	PRELIMINARY DESIG	BFP OFF SYS	\$34,000	\$2,000	\$36,000	2024	LOCAL	PLANNED
	ROW INCIDENTALS	BFP OFF SYS	\$23,000	\$1,000	\$24,000	2024	LOCAL	PLANNED
	DETAILED DESIGN	BFP OFF SYS	\$106,000	\$6,000	\$112,000	2025	LOCAL	PLANNED
	ROW ACQUISITION	BFP OFF SYS	\$57,000	\$3,000	\$60,000	2025	LOCAL	PLANNED
	CONSTRUCTION	BFP OFF SYS	\$1,098,000	\$58,000	\$1,156,000	2025	LOCAL	PLANNED
	CONSTRUCTION INSP	BFP OFF SYS	\$418,000	\$22,000	\$440,000	2025	LOCAL	PLANNED
<b>PROJECT TOTAL</b>					<b>\$1,864,000</b>			



**GOVERNMENTAL POLICY AND LIAISON  
COMMITTEE**

Boehlert Center at Union Station  
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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

**HOCTC Resolution 2024 – 43**

**Amendment to the 2023 – 2027 TIP to add a Pavement 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 added on the existing project list; and

**NOW, THEREFORE BE IT RESOLVED**, that PIN 2807.39- that R2 Multi-Site Pavement Project 24 shall be added on the TIP. This multi-site pavement resurfacing project will improve pavement locations at several locations in Oneida and Madison Counties; and

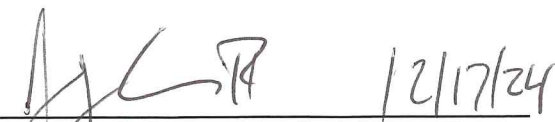
**BE IT FURTHER RESOLVED**, that the total project cost will be funded in the amount of \$6.96M with NFA and NHPP funds; and

**BE IT FURTHER RESOLVED**, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN 2807.39, 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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson

Date

  
\_\_\_\_\_  
James J. Genovese II  
Secretary

Date

**EXISTING**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280739	R2 MULTI-SITE PAVEMENT PROJECT 24		THIS MULTI-SITE PAVEMENT RESURFACING PROJECT WILL IMPROVE PAVEMENT LOCATIONS AT SEVERAL LOCATIONS IN ONEIDA AND MADISON COUNTIES.				PAVEMENT PREVENTIVE AND CORRECTIVE MAINTENANCE	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
<b>NOT ON TIP</b>								

**PROPOSED**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280739	R2 MULTI-SITE PAVEMENT PROJECT 24		THIS MULTI-SITE PAVEMENT RESURFACING PROJECT WILL IMPROVE PAVEMENT LOCATIONS AT SEVERAL LOCATIONS IN ONEIDA AND MADISON COUNTIES.				PAVEMENT PREVENTIVE AND CORRECTIVE MAINTENANCE	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
MADISON & ONEIDA	SCOPING	NFA	\$0	\$130,000	\$130,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIG	NFA	\$0	\$130,000	\$130,000	2024	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$600,000	\$600,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$400,000	\$4,900,000	\$5,300,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	NFA	\$0	\$800,000	\$800,000	2025	NYS DOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$6,960,000</b>			





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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 2024 – 44**

**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

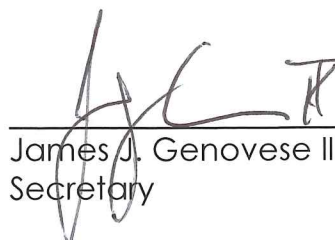
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2236.27-New York State Route 29 over East Canada Creek (BIN 1051170) Bridge Replacement Project shall be revised on the TIP. This project will replace the bridge carrying State Route 29 over East Canada Creek in the Village of Dolgeville, Herkimer & Fulton Counties. This project will also address issues associated with bridge width, vertical clearance on the bridge, bridge alignment, resiliency, and the intersection with Route 167 on the western approach of the bridge; and

**BE IT FURTHER RESOLVED**, that the total project cost shall be increased by \$15.80M (\$5.0M in Freight funds and \$10.8M in PROTECT funds) from \$10.880M to \$26.680M; 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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson  
Date 12/17/24

  
\_\_\_\_\_  
James J. Genovese II  
Secretary  
Date 12/17/24

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AND PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-44

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
223627	NYS RTE 29 OVER EAST CANADA CRK, (BIN 1051170) HERKIMER AND FULTON COUNTIES	THIS PROJECT WILL REPLACE THE BRIDGE CARRYING STATE ROUTE 29 OVER THE EAST CANADA CREEK IN THE VILLAGE OF DOLGEVILLE, HERKIMER & FULTON COUNTIES. THIS PROJECT WILL ALSO ADDRESS ISSUES ASSOCIATED WITH BRIDGE WIDTH, VERTICAL CLEARANCE ON THE BRIDGE, BRIDGE ALIGNMENT, RESILIENCY, AND THE INTERCETION WITH ROUTE 167 ON THE WESTERN APPROACH OF THE BRIDGE.					BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER & FULTON	SCOPING	NFA	\$0	\$288,000	\$288,000	2021	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$288,000	\$288,000	2021	NYSDOT	OBLIGATED
	DETAILED DESIGN	NHPP	\$691,000	\$173,000	\$864,000	2025	NYSDOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$80,000	\$80,000	2021	NYSDOT	OBLIGATED
	ROW ACQUISITION	NHPP	\$128,000	\$32,000	\$160,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	NHPP	\$2,400,000	\$5,600,000	\$8,000,000	2026	NYSDOT	PLANNED
	CONSTR. INSPECTION	STBG FLEX	\$960,000	\$240,000	\$1,200,000	2026	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$10,880,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE		
223627	NYS RTE 29 OVER EAST CANADA CRK, (BIN 1051170) HERKIMER AND FULTON COUNTIES	THIS PROJECT WILL REPLACE THE BRIDGE CARRYING STATE ROUTE 29 OVER THE EAST CANADA CREEK IN THE VILLAGE OF DOLGEVILLE, HERKIMER & FULTON COUNTIES. THIS PROJECT WILL ALSO ADDRESS ISSUES ASSOCIATED WITH BRIDGE WIDTH, VERTICAL CLEARANCE ON THE BRIDGE, BRIDGE ALIGNMENT, RESILIENCY, AND THE INTERCETION WITH ROUTE 167 ON THE WESTERN APPROACH OF THE BRIDGE.					BRIDGE REPLACEMENT		
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS	
HERKIMER & FULTON	SCOPING	NFA	\$0	\$288,000	\$288,000	2021	NYS DOT	OBLIGATED	
	PRELIMINARY DESIGN	NFA	\$0	\$288,000	\$288,000	2021	NYS DOT	OBLIGATED	
	PRELIMINARY DESIGN	PROTECT	\$720,000	\$180,000	\$900,000	2021	NYS DOT	PLANNED	
	DETAILED DESIGN	NHPP	\$691,000	\$173,000	\$864,000	2025	NYS DOT	PLANNED	
	DETAILED DESIGN	PROTECT	\$800,000	\$200,000	\$1,000,000	2025	NYS DOT	PLANNED	
	ROW INCIDENTALS	NFA	\$0	\$80,000	\$80,000	2021	NYS DOT	OBLIGATED	
	ROW ACQUISITION	NHPP	\$128,000	\$32,000	\$160,000	2025	NYS DOT	PLANNED	
	ROW ACQUISITION	PROTECT	\$667,000	\$166,000	\$833,000	2025	NYS DOT	PLANNED	
	CONSTRUCTION	NHPP	\$2,400,000	\$5,600,000	\$8,000,000	2026	NYS DOT	PLANNED	
	CONSTRUCTION	NHFP	\$5,000,000	\$0	\$5,000,000	2026	NYS DOT	PLANNED	
	CONSTRUCTION	PROTECT	\$5,040,000	\$1,260,000	\$6,300,000	2026	NYS DOT	PLANNED	
	CONSTR. INSPECTION	STBG FLEX	\$960,000	\$240,000	\$1,200,000	2026	NYS DOT	PLANNED	
	CONSTR. INSPECTION	PROTECT	\$1,414,000	\$353,000	\$1,767,000	2026	NYS DOT	PLANNED	
<b>PROJECT TOTAL</b>					<b>\$26,680,000</b>				



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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 2024 – 45**

**Amendment to the 2023 – 2027 TIP to revise Traffic Safety Enhancements**

**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 2806.93 –Route 365/River Road Intersection Improvement Project shall be revised on the TIP. This project will provide safety enhancements for pedestrians and motorists at the Route 365/River Road Intersection in the City of Rome, Oneida County. Elements may include: pedestrian signal upgrades, striping, and/or lane reconfiguration.


**BE IT FURTHER RESOLVED**, project is changing the scope, name, and description resulting in a significant change to the Project Limits or Scope of Work. The total project cost is unchanged and remains at \$1.087M; 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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson

12/17/24  
Date

  
\_\_\_\_\_  
James J. Genovese II  
Secretary

12/17/24  
Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-45

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280693	INTERSECTION IMPROVEMENT PROJECT 25	INTERSECTION IMPROVEMENT PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE					TRAFFIC SAFETY ENHANCEMENTS	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	STBG FLEX	\$24,000	\$6,000	\$30,000	2025	NYSDOT	PLANNED
	PRELIMINARY DESIG	STBG FLEX	\$24,000	\$6,000	\$30,000	2025	NYSDOT	PLANNED
	DETAILED DESIGN	STBG FLEX	\$72,000	\$18,000	\$90,000	2025	NYSDOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$6,000	\$2,000	\$8,000	2025	NYSDOT	PLANNED
	ROW ACQUISITION	STBG FLEX	\$12,000	\$3,000	\$15,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$636,000	\$159,000	\$795,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$95,000	\$24,000	\$119,000	2026	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$1,087,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280693	RT. 365/RIVER RD. INTERSECTION IMPROVEMENT PROJECT	THIS PROJECT WILL PROVIDE SAFETY ENHANCEMENTS FOR PEDESTRIANS AND MOTORISTS AT THE ROUTE 365/RIVER ROAD INTERSECTION I THE CITY OF ROME, ONEIDA COUNTY. ELEMENTS MAY INCLUDE: PEDESTRIAN SIGNAL UPGRADES, STRIPING, AND/OR LANE RECONFIGURATION.					TRAFFIC SAFETY ENHANCEMENTS	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	STBG FLEX	\$24,000	\$6,000	\$30,000	2025	NYSDOT	PLANNED
	PRELIMINARY DESIG	STBG FLEX	\$24,000	\$6,000	\$30,000	2025	NYSDOT	PLANNED
	DETAILED DESIGN	STBG FLEX	\$72,000	\$18,000	\$90,000	2025	NYSDOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$6,000	\$2,000	\$8,000	2025	NYSDOT	PLANNED
	ROW ACQUISITION	STBG FLEX	\$12,000	\$3,000	\$15,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$636,000	\$159,000	\$795,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$95,000	\$24,000	\$119,000	2026	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$1,087,000</b>			



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

**HOCTC Resolution 2024 – 46**

**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

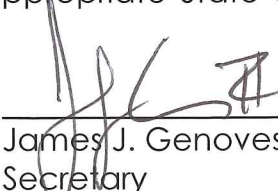
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2065.40 – Route 12B over Oriskany Creek Bridge Replacement (BIN 1009890) shall be revised on the TIP. This project will replace the Bridge carrying Route 12B over Oriskany Creek and the replacement of the Route 12B over unnamed creek culvert, which will become bridge size. This project will also include paving approximately 800 ft. from the Culvert Replacement to Route 12B/233 Intersection in the Town of Kirkland in Oneida County; and

**BE IT FURTHER RESOLVED**, that the total project cost shall be increased by \$0.18M, from \$5.095M to \$5.275M, adding NHPP as a fund source to Construction phase to cover paving portion of the project. Also adding ROW Incidentals and ROW Acquisition 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.

  
Robert Hollum  
Chairperson  
Date 12/17/24

  
James J. Genovese II  
Secretary  
Date 12/17/24

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC TIP RESOLUTION 2024-46

**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	NYSDOT	OBLIGATED
	SCOPING	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYSDOT	OBLIGATED
	PRELIMINARY DESIG	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYSDOT	OBLIGATED
	DETAILED DESIGN	BFP MAIN	\$355,000	\$89,000	\$444,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$2,960,000	\$740,000	\$3,700,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSP	BFP MAIN	\$444,000	\$111,000	\$555,000	2026	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$5,095,000</b>			

**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 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	NYSDOT	OBLIGATED
	SCOPING	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYSDOT	OBLIGATED
	PRELIMINARY DESIG	BFP MAIN	\$118,000	\$30,000	\$148,000	2024	NYSDOT	OBLIGATED
	ROW INCIDENTALS	NHPP	\$4,000	\$1,000	\$5,000	2025	NYSDOT	PLANNED
	DETAILED DESIGN	BFP MAIN	\$355,000	\$89,000	\$444,000	2025	NYSDOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$2,704,000	\$676,000	\$3,380,000	2026	NYSDOT	PLANNED
	CONSTRUCTION	NHPP	\$374,000	\$93,000	\$467,000	2026	NYSDOT	PLANNED
	CONSTRUCTION INSP	BFP MAIN	\$462,000	\$116,000	\$578,000	2026	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$5,275,000</b>			



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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 2024 – 47**

**Amendment to the 2023 – 2027 TIP to revise a Roadside Safety/Guiderail 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 2806.72- Roadside Safety/Guiderail Project 25 shall be revised on the TIP. This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along the highways at various locations in Region 2; and

**BE IT FURTHER RESOLVED**, that the total project cost shall be increased by \$0.713M, from \$3.064M to \$3.777M; 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.

  
Robert Hollum  
Chairperson  
Date 12/17/24

  
James J. Genovese II  
Secretary  
Date 12/17/24



FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC RESOLUTION 2024-47

**EXISTING**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280672	ROADSIDE SAFETY/GUIDERAIL PROJECT 25	THIS PROJECT IS USED TO REPAIR, REPLACE OR REMOVE HAZARDOUS ROADSIDE ELEMENTS (GUIDERAIL, BRIDGE RAIL, TREES, ETC.) AS NECESSARY ALONG HIGHWAYS AT VARIOUS LOCATIONS IN REGION 2.					SAFETY	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE	SCOPING	STBG FLEX	\$83,000	\$21,000	\$104,000	2024	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	STBG FLEX	\$83,000	\$21,000	\$104,000	2024	NYSDOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$3,000	\$3,000	2024	NYSDOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$83,000	\$21,000	\$104,000	2025	NYSDOT	PLANNED
	ROW ACQUISITIONS	STBG FLEX	\$20,000	\$5,000	\$25,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	NHPP	\$1,170,000	\$293,000	\$1,463,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$780,000	\$195,000	\$975,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	NHPP	\$137,000	\$34,000	\$171,000	2025	NYSDOT	PLANNED
CONSTRUCTION INSPEC	STBG FLEX	\$92,000	\$23,000	\$115,000	2025	NYSDOT	PLANNED	
<b>PROJECT TOTAL</b>					<b>\$3,064,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280672	ROADSIDE SAFETY/GUIDERAIL PROJECT 25	THIS PROJECT IS USED TO REPAIR, REPLACE OR REMOVE HAZARDOUS ROADSIDE ELEMENTS (GUIDERAIL, BRIDGE RAIL, TREES, ETC.) AS NECESSARY ALONG HIGHWAYS AT VARIOUS LOCATIONS IN REGION 2.					SAFETY	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE	SCOPING	STBG FLEX	\$83,000	\$21,000	\$104,000	2024	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	STBG FLEX	\$83,000	\$21,000	\$104,000	2024	NYSDOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$3,000	\$3,000	2024	NYSDOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$83,000	\$21,000	\$104,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	NHPP	\$1,445,000	\$361,000	\$1,806,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$963,000	\$241,000	\$1,204,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	NHPP	\$217,000	\$54,000	\$271,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	STBG FLEX	\$145,000	\$36,000	\$181,000	2025	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$3,777,000</b>			



**GOVERNMENTAL POLICY AND LIAISON  
COMMITTEE**

Boehlert Center at Union Station  
321 Main St., Utica NY 13501  
Phone: 315.798.5710 E-mail: transplan@ocgov.net  
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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

**HOCTC Resolution 2024 – 48**

**Amendment to the 2023 – 2027 TIP to revise a Safety/Traffic Systems Improvement Project**

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

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

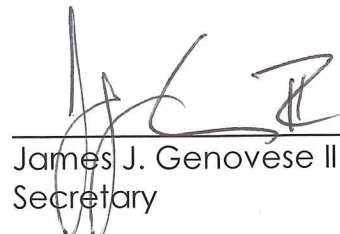
**NOW, THEREFORE BE IT RESOLVED**, that PIN 2806.55 – Traffic Systems Improvement Project 24, Regionwide shall be revised on the TIP. This region-wide project involves modernization of the signal systems at several locations across the region to provide desired highway safety benefits and improve the equipment reliability. The project also includes elements to address signal systems issues as needed across the region; and

**BE IT FURTHER RESOLVED**, that the ROW Acquisition Phase will be deleted and the funding will be moved to the Construction and Construction Inspection Phases. Additional funds of \$0.760M shall be also added to the Construction Phases. These changes shall increase the total project cost from \$3.113M to \$3.872M.

**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.

  
\_\_\_\_\_  
Robert Hollum  
Chairperson  
Date 12/27/24

  
\_\_\_\_\_  
James J. Genovese II  
Secretary  
Date 12/17/24

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
 FEDERAL AID PROJECT LISTING  
 HOCTC RESOLUTION 2024-48

**EXISTING**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280655	TRAFFIC SYSTEMS IMPROVEMENT PROJECT 24		THIS REGION-WIDE PROJECT INVOLVES MODERNIZATION OF THE SIGNAL SYSTEMS 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.				SAFETY; TRAFFIC SIGNALS/DEVICES	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE	SCOPING	STBG FLEX	\$59,000	\$14,000	\$73,000	2023	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	STBG FLEX	\$59,000	\$14,000	\$73,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$97,000	\$24,000	\$121,000	2024	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$0	\$2,000	\$2,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITIONS	STBG FLEX	\$4,000	\$1,000	\$5,000	2024	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$533,000	\$133,000	\$666,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$235,000	\$58,000	\$293,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	HSIP	\$890,000	\$99,000	\$989,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$520,000	\$520,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPEC	NHPP	\$103,000	\$25,000	\$128,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPEC	STBG FLEX	\$30,000	\$7,000	\$37,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPEC	HSIP	\$139,000	\$15,000	\$154,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPEC	NFA	\$0	\$52,000	\$52,000	2025	NYS DOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$3,113,000</b>			

**PROPOSED**

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280655	TRAFFIC SYSTEMS IMPROVEMENT PROJECT 24		THIS REGION-WIDE PROJECT INVOLVES MODERNIZATION OF THE SIGNAL SYSTEMS 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.				SAFETY; TRAFFIC SIGNALS/DEVICES	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE	SCOPING	STBG FLEX	\$59,000	\$14,000	\$73,000	2023	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	STBG FLEX	\$59,000	\$14,000	\$73,000	2023	NYSDOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$97,000	\$24,000	\$121,000	2024	NYSDOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$0	\$2,000	\$2,000	2023	NYSDOT	OBLIGATED
	CONSTRUCTION	NHPP	\$800,000	\$200,000	\$1,000,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$506,000	\$127,000	\$633,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	HSIP	\$890,000	\$99,000	\$989,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$520,000	\$520,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	NHPP	\$139,000	\$35,000	\$174,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	STBG FLEX	\$65,000	\$16,000	\$81,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	HSIP	\$139,000	\$15,000	\$154,000	2025	NYSDOT	PLANNED
	CONSTRUCTION INSPEC	NFA	\$0	\$52,000	\$52,000	2025	NYSDOT	PLANNED
<b>PROJECT TOTAL</b>					<b>\$3,872,000</b>			