

HOCTC TIP

2025 - 2029

Herkimer-Oneida Counties Transportation Council
Transportation Improvement Program

321 MAIN STREET, UTICA, NY 13501

SUMMARY

Four – year capital program for transportation projects in Herkimer and Oneida County to be carried out with Federal and State transportation funds. Developed by the Herkimer-Oneida Counties Transportation Council, in coordination with NYS Department of Transportation Region 2 and Main Office.

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RESOLUTIONS

Draft

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I. OVERVIEW OF THE HERKIMER-ONEIDA COUNTIES TRANSPORTATION COUNCIL

The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) is the committee that governs the Metropolitan Planning Organization (MPO) for Herkimer and Oneida Counties and directs the regional transportation planning process as it relates to the use of federal transportation funds. The MPO has final approval and authority on all major transportation decisions, policies, and programs developed through the Herkimer-Oneida Counties Transportation Council (HOCTC) planning process. The GP&L is composed primarily of locally elected and appointed officials that represent the interests of the citizens of Herkimer and Oneida Counties, officials from the State of New York, transit providers, social service agencies, and other stakeholders. HOCTC serves as staff to the GP&L to carry out the transportation planning process and works cooperatively with local, state, and federal agencies to conduct transportation planning activities in Herkimer and Oneida Counties.

MPOs were created, in compliance with the Federal Highway Act of 1962, to establish regional transportation goals and objectives for Urbanized Areas with a population of greater than 50,000. HOCTC was created in 1963 by corresponding resolutions of Herkimer County and Oneida County to conduct this activity for the HOCTC Metropolitan Planning Area (MPA), which includes the Ilion-Herkimer, Oneida, Rome and Utica, New York urban areas and encompasses the entirety of Herkimer and Oneida Counties. HOCTC shares responsibility with the NYS Department of Transportation (NYSDOT) to develop cooperative transportation plans and programs for the two-county area and provides a public forum for the identification of transportation needs. Currently, funding is provided for the MPO by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) via federal transportation legislation.

HOCTC consists of the policy committee, Governmental Policy & Liaison (GP&L), the Transportation Planning Committee (TPC), and the Transportation Coordination Committee (TCC). The GP&L is responsible for reviewing and approving all planning undertaken by the MPO and its staff. This committee's membership includes the Oneida County Executive, and Chairman of the Board for Herkimer County, who share chairman responsibilities on a 2-year alternating basis. The remainder of the board is made up of elected legislators from each county, and elected municipal leaders from each county, in a roughly 2/3 ratio that relates to Oneida County having the larger portion of urbanized areas within its boundaries. In addition, seats are held by the NYS Department of Transportation Commissioner (represented by the Region 2 Director), the Board Chair of the NYS Thruway Authority, the Board Chair of the Central New York Regional Transportation Authority, Oneida County Director of Economic Development, Herkimer County Industrial Development Agency Executive Director, and the program director for the Herkimer-Oneida Counties Comprehensive Planning Program serving as the secretary. The Federal Highway Administration and the Federal Transit Administration are invited guests at all policy committee meetings.

The principal decision-making committee of HOCTC is the Governmental Policy and Liaison Committee (GP&L). The GP&L has final approval and authority on all major transportation decisions, policies, and programs developed through the HOCTC organization. The GP&L is composed primarily of elected and appointed government officials of Oneida and Herkimer Counties. The TPC consists of administrative heads of public and private agencies having direct or indirect responsibilities for transportation services and/or planning. TPC membership is outlined in the Bylaws of the GP&L Committee. The TPC is responsible for identifying the transportation problems, needs, and goals of the region, analyzing and identifying regional transportation priorities, and making recommendations to the GP&L Committee concerning transportation related matters.

The TPC membership assumes an active role in dealing with local transportation issues and addressing current potential problems with the state and local highway network and the operation of the area's transit service. Through the intergovernmental forum of HOCTC and its TPC, local and regional transportation issues are discussed, transportation policies and programs are developed and ultimately recommendations are made to the GP&L for policy and program actions. The results of these planning activities are documented in the HOCTC Long Range Plan and in this Transportation Improvement Program.

The Transportation Coordination Committee (TCC) is facilitated by HOCTC staff. The TCC meets regularly to provide a platform for human service agencies and transit operators to discuss the transportation service gaps and needs of older adults and people with disabilities in Oneida and Herkimer Counties. The Mobility Coordination Committee, a sub-group of the TCC, provides a platform for all agencies with shared human service clients to meet regularly to identify challenges and develop mobility management solutions. Through the Mobility Coordination Committee, HOCTC will provide technical assistance and implement applicable technology solutions to enhance the efficiency and accessibility of the Oneida County Rural Transportation (OCRT) system while encouraging coordination amongst the existing public, private, and not-for-profit transportation providers operating throughout Oneida County.

II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a four-year capital improvement program that allocates federal highway and transit funds to surface transportation projects that have been selected through the MPO process within Herkimer and Oneida- Counties. The entirety of Herkimer and Oneida Counties creates the Metropolitan Planning Area (MPA). The MPA has no effect on the amount of funding available. All federal-aid projects within the MPA, that involve the expenditure of Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funds must be programmed in the TIP. These projects include highway, bridge, transit (capital and operating), bicycling, walking, and multi-modal enhancement projects within the urbanized area. Rural area projects and other transportation projects not funded through the FHWA or FTA may be included in this TIP for informational purposes. The major functions of the TIP are to:

1. Identify the transportation improvements recommended for advancement during the program period.
2. Indicate the area's transportation priorities.
3. Group transportation improvements of similar urgency and anticipated staging.
4. Include realistic estimates of total costs and revenues for the program period.
5. Provide local officials with the opportunity to review and comment on the projects contained herein.

The inclusion of a project in the TIP document allows specific project development, design, and construction activities to proceed using federal funds according to the defined schedule. The Long-Range Transportation Plan (LRTP) is a planning tool that integrates short-term operational concerns with longer-term system capacity and maintenance issues for the region and is to guide the construction of the TIP. Selected projects from this document are scheduled for inclusion in the TIP. Other projects are selected based on need as determined by structural integrity, operational deficiency, safety, and funding availability. The TIP provides information regarding federal funding assistance and project costs for the 2025 – 2029 time period. HOCTC reviews the TIP annually and updates it, as needed, to maintain a current list of projects and to reflect its LRTP.

Projects that appear in the first four years of the program are incorporated into the Statewide Transportation Improvement Program (STIP) and generally have the first priority for funding. Projects that appear in later years may be revised, if changes occur in the first four years of programming or utilize resources above what was programmed.

Any submitted projects that did not fit within the regionally allocated planning targets and suballocations are included on the illustrative project list (Section XII.) The illustrative projects table lists the projects that were either submitted in response to the HOCTC solicitation for project proposals, identified in the Long-Range Transportation Plan, or represent recently completed planning studies positioned for implementation. These projects are currently unfunded and may be added to the TIP constrained listing at a future time should additional funding resources become available. Projects in the illustrative project listing will be vetted based upon the project prioritization process outlined in Section XII.

III. PROGRAMMING INSTRUCTION

The New York State Department of Transportation (NYSDOT), as the direct recipient for federal transportation funds, has considerable latitude in the distribution of funds and formulation of programming strategies. Noting that transportation funding needs far outweigh funding resources, NYSDOT issued capital programming instructions for TIPs and the STIP to all NYS MPOs in November 2024. NYSDOT continues to implement federal Performance-Based Planning requirements in conjunction with HOCTC, other MPOs, and transit operators that are consistent with the State's Transportation Asset Management Plan (TAMP). The TIP/STIP Update will support the planning factors under 23 USC 134:

- a) Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- b) Increase the safety of the transportation system for motorized and nonmotorized users.
- c) Increase the security of the transportation system for motorized and nonmotorized users.
- d) Increase the accessibility and mobility of people and for freight.
- e) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- f) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- g) Promote efficient system management and operation.
- h) Emphasize the preservation of the existing transportation system.
- i) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- j) Enhance travel and tourism.

IV. TIP DEVELOPMENT

Included within this TIP is a detailed list of highway and transit projects proposed for implementation during the first program year. The 2025 – 2029 TIP covers four years for both highway and transit projects. The TIP for Herkimer and Oneida Counties is prepared by the Herkimer-Oneida Counties Transportation Council (HOCTC) with assistance from the New York State Department of Transportation (Region 2 Staff (Utica) and Main Office staff (Albany). HOCTC also provides a forum for the identification of transportation needs by area residents and organizations through quarterly planning and policy committee meetings.

In the Winter of 2025, HOCTC began the process of updating the TIP to cover the federal fiscal years (FFY) 2025 through 2029.

During the 2025 – 2029 TIP development, HOCTC has followed the general process as outlined below:

1. Review STIP/TIP directions provided by NYSDOT.
2. Determine that sufficient funds will exist to solicit for candidate projects and subsequently program new projects in the TIP.
3. Review existing 2023 – 2027 TIP for projects in FFY 2025, 2026, and 2027.
4. Solicit potential project proposal worksheets from all MPO member agencies and partners.
5. Evaluate potential candidate projects by aligning with funding opportunities and project readiness. Projects that can be identified in the first year of the TIP/STIP would be the first eligible for funds available.
6. Coordinate and review transit projects.
7. Develop the final project listing from proposed projects.
8. If enough unprogrammed funds are available, HOCTC will screen the list of illustrative projects in the TIP for eligibility and then evaluate them based on the Project Selection Framework found in Section XII. Working with the TPC, illustrative projects will be prioritized for inclusion in the draft TIP.
9. Review draft TIP document with NYSDOT Main Office and NYSDOT Region 2 offices.
10. Release draft TIP document for public review.
11. Review project listing with Planning Committee membership.
12. Present the Policy Committee with the draft TIP for final review and potential approval.
13. Receive approval from the Policy Committee and submit the document to NYSDOT for inclusion in the STIP.

During the public review period and before the final adoption of the 2025 – 2029 TIP, HOCTC and NYSDOT will take steps to balance the five-year TIP, according to the fiscal constraint standards of New York State, FTA, and FHWA.

V. COMMUNITY PARTICIPATION

Public involvement and consensus are ongoing elements of the HOCTC planning process. The HOCTC planning process strives to be all-inclusive of area community transportation interests. Beyond the representation included in its Planning Committee and Policy Committees, HOCTC seeks additional public input through a variety of media that include attendance at area community events, regular contact with area media, wide distribution of documents and plans as they are developed, opinion surveys, and work with focus groups throughout the planning area. HOCTC webpages are supported by translation services available via Google Translate. The Herkimer-Oneida Counties Transportation Council complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. Public meetings are scheduled in locations accessible by public transit. If needed, special accommodations to participate in the Public Meetings, workshop, etc. or translation or interpretive (hearing impaired) services, are available by contacting (315) 798-5710 or transplan@oneidacountyny.gov at least 72-hours before the meeting date.

The goal of the transportation planning process is to ensure that it is transparent, accessible, and attentive to the community. Community participation is an ongoing, interactive, and evolving process to include the public in transportation planning. The HOCTC 2024 Public Participation Plan fully outlines the methodology for the inclusion of the public within its planning efforts. The following text was excerpted from that document regarding the public participation for the TIP:

- The TIP planning process is carried out simultaneously in the virtual and paper-based/in-person environment through the utilization of the website (www.hoctc.org), and using a combination of in-person and virtual/hybrid notification and public engagement tools in the Public Participation Toolbox.
- Public involvement participants are notified via public notice at a minimum of thirty (30) days prior to the TPC meeting for their input on the TIP.
- After the project identification meeting, a draft TIP is prepared. The public and media are notified of the review period. The draft TIP will be available, in hard copy, at the HOCTC office and will be mailed to anyone requesting a copy via phone or email. The draft TIP can be obtained electronically online at www.hoctc.org. Comments received on the draft TIP are reviewed by the TPC. If there are substantial changes to the draft TIP, a new review period is initiated.
- Following review by the TPC, the draft TIP is submitted to the GP&L for approval. After approval, the final TIP is sent to NYSDOT for review and inclusion in the NYS STIP. Once included, NYSDOT then sends the final TIP to the FTA and FHWA.
- When amendments to the TIP are required, the public is notified via a legal notice, and relevant documents are made available. There is a two-week review period preceding formal action by the GP&L for TIP Amendments.
- All public comments received throughout the review process are recorded within the appendix of the TIP. These comments are provided, in summary, to be reviewed by the TPC and forwarded to the GP&L to develop the final TIP.

VI. PROJECT SELECTION PROCESS

As applied by FHWA/FTA the term refers to the process or mechanism used to manage project implementation from an approved and fiscally constrained TIP, and/or State Transportation Improvement Program (STIP), for advancement to the FHWA or FTA for authorization.

Prior to the programming of any new projects for this update, projects with existing commitments from the 2023 – 2027 TIP were reviewed and updated. Some projects required rescheduling and others needed cost revisions. The highest priority goes to the first year's projects and lesser priority to projects in succeeding years. Most location-specific projects included in this update are projects that have been advanced from the prior TIP. The TIP may contain project actions that anticipate discretionary funding. These actions are identified as such in the TIP.

MPO TIPs and the STIP shall be fiscally constrained by year using estimates of current and/or reasonably available revenues. Fiscal constraint for FHWA is defined as establishing a TIP/STIP such that the amount of total FHWA fiscally constrained funding programmed in each year of the TIP/STIP does not exceed the total planning targets for each of the TIP/STIP years. Since each year is now required to be fiscally constrained, it is essential to identify a mechanism to advance approved projects from subsequent years of the TIP/STIP to ensure that the Federal funds available in a given FFY are fully utilized. Project selection for federal funds covered by the TIP is outlined below:

1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready to be authorized, and the actual costs match the programmed costs.
2. Per Federal guidance, the maintenance of the fund category's fiscal integrity will be required if the value of a project in the first year of a TIP/STIP increases from the programmed cost when it is ready for authorization. Generally, this will require that savings in other first year projects be identified. If that cannot be demonstrated, other first year projects would need to be deferred to later years or other funding sources will need to be identified and added to the project. If they are deferred to later years,

it is important to remember that fiscal balance in the second, third, and fourth year of the TIP/STIP must also be maintained. This may necessitate the delay of scheduled projects in years 2, 3, and 4.

3. In rare instances, it is necessary to revise the fund category to ensure timely authorization of an approved project. Revising the fund category may be permitted under project amendments if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require identification of an alternative project occurs as a result of savings incurred after a project is completed or when the schedule of a project slips causing the authorization to be deferred to a subsequent FFY. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization to avoid lapsing funds in the current FFY.
5. The GP&L Secretary will be notified in writing (e-mail is allowed) by NYSDOT as soon as NYSDOT is aware of a letting date change for a project moving into or out of an FFY. NYSDOT will report on the status of all their TIP/STIP listed projects at the meetings of the GP&L Committee.

A uniform implementation selection mechanism is necessary to accomplish the process and ensure delivery of all ready projects. Since NYSDOT's commitment is to all the projects in the fiscally constrained TIP/STIP, all projects will be implemented with available funds.

Therefore, it is necessary that the GP&L recognize that, as part of prudently managing the Obligation Authority that NYSDOT can select funded projects from years 2, 3, and 4 of the TIP/STIP and/or revise the fund category if it becomes necessary because of savings or schedule slippages in other projects. This basis for selecting projects from years 2, 3, and 4 or revising fund categories would be, to the extent possible, to select a project that is ready to be authorized from Herkimer or Oneida County, and then from NYSDOT Region 2.

Similarly, for FTA funded projects in the TIP/STIP, there may be occasions when projects included in the first year of the TIP/STIP will not be ready for authorization at the time the grantee prepares and submits the grant application to FTA or could be authorized with another fund source. To the extent that the value of the projects in the first year of the TIP/STIP does not equal the funds available, project selection from years 2, 3, and/or 4 of the TIP/STIP may be necessary. Project selection will permit the grantee to select project(s) from years 2, 3, and/or 4 if the projects are ready to be implemented. The value of the project(s) selected must equal those in the first year that are not ready, and the fund category must be the same. If the grantee does not have projects in years 2, 3, and/or 4 of the TIP/STIP, the grantee will consult with the GP&L and transit operators to identify other projects in the TIP/STIP that can be authorized in the first year.

Notwithstanding Step 5 of Project Selection, for highway funded projects, NYSDOT will report to the GP&L quarterly as to the status of projects. Similarly, for transit funded projects, the Transit Operator will report to the GP&L quarterly the status of transit projects and if the operator intends to utilize the project selection in submitting a grant application to FTA.

A formal solicitation for new TIP projects from area municipalities and other eligible project sponsors was conducted for the 2025– 2029 TIP to understand the existing and planned need in member municipalities. While adjusting the program to reflect changes in costs and schedules, a concerted effort was made to maintain funding allocations within this TIP in accordance with fiscal constraints.

Project needs presented by member municipalities have been identified as “illustrative” projects and are in Section XII. These projects were proposed for the 2025 – 2029 TIP period and have been considered by HOCTC to be valuable investments in the transportation system for their member municipalities. Financial constraints, regulatory limitations, and programming strategy require that these projects be held until adequate funding or programming capacity becomes available. Should additional resources materialize, these projects could be considered as candidates for programming provided that fiscal constraint is preserved within the overall program. No MPO, NYSDOT, or Federal action will be taken until an illustrative project is formally placed on the current TIP/STIP.

VII. CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

This TIP is a staged, multi-year program of transportation improvement projects developed through a cooperative planning process by HOCTC, federal, state, regional, and local participants. Projects are reviewed and evaluated by the Transportation Planning Committee (TPC) and recommended to the Governmental Policy & Liaison (GP&L) Committee for adoption. The TIP may be revised at any time under procedures agreed to by the State, MPO, and public transit operators that are consistent with the TIP development procedures established in 23 CFR Part 450, as well as procedures for the MPO participation plan 23 CFR Part 450.316(a) and FHWA/FTA action on the TIP. At all times, fiscal constraint must be maintained on a yearly basis for the TIP. Public participation procedures are referenced in the HOCTC 2024 Public Participation Plan.

A. AMENDMENTS

Amendments to the TIP are generally defined as a major change in project cost, project phase initiation dates, a major change in design concept, or a change in scope. Amendments can also include any changes to the TIP Table of Projects (including scope, year of work, cost, or addition of new projects), and any changes that affect fiscal constraint. An amendment requires public review and comment, demonstration of fiscal constraint, and formal approval.

Amendments are completed in the following manner:

1. Identification of the need for an amendment by the responsible agency for the project.
2. Notification of need and reason for an amendment to HOCTC in writing (hard copy/electronically).
3. Agency requesting the amendment will provide a table showing existing and proposed changes, fiscal constraint, and a map of the location if applicable.
4. HOCTC reviews and processes the request and upon acceptance logs it into the TIP amendment database.
5. HOCTC develops the proposed written amendment, tables indicating changes, and map (if applicable).
6. HOCTC will prepare and transmit the TIP Amendment to all voting members of the TPC and GP&L committees.
7. All TIP amendments will be reviewed by the TPC and action (favorable or unfavorable or request for more information) will be recommended to the GP&L for review at their next immediate meeting.
8. The GP&L will review and take formal action on all TIP Amendments.
9. HOCTC will process approved TIP amendments, send them to all required parties, and verify that the amendment is completed in eSTIP by their office or NYSDOT Region 2.

B. ADMINISTRATIVE MODIFICATIONS

Administrative Modifications can be described as a minor change in project phase costs, funding sources, and minor changes to project phase dates. An administrative modification does not require public review and comment, demonstration of fiscal constraint, or formal policy committee approval.

Administrative Modifications are allowed for specific instances where the scale of change creates little or no impact to the overall project listing or is in the nature of maintenance efforts to maintain an accurate TIP/STIP.

Administrative Modifications are completed in the following manner:

1. Identification of the need for an administrative modification by the responsible agency for the project.

2. Notification of need and reason for an administrative modification to HOCTC
3. HOCTC reviews the request and upon acceptance, logs it into the Admin Modification database.
4. HOCTC provides a draft with written confirmation of the administrative modification and acceptance of the justification for it to the NYSDOT Region 2 RPPM.
5. The formal written confirmation is co-signed by both the Region 2 RPPM and the HOCTC Director.
6. HOCTC transmits the administrative modification to the NYSDOT Region 2 Director and all required parties.
7. Verify that the change is completed in eSTIP by their office or by NYSDOT Region 2.
8. A summary of all administrative modifications completed since the previous TPC and GP&L committee meetings will be provided to the TPC and GP&L committees at their next meeting.

The items listed below illustrate typical changes, although other similar instances may be identified that can be covered under administrative modifications:

1. A change in the total project cost of \$549,999 or less.
2. The addition or deletion of any phases for an existing project.
3. A change in funding year for any phase or whole project.
4. A fund source revision for any phase or whole project.
5. The addition of non-Federal funds.
6. Description changes that are not considered to be a change in project scope.

C. WRITTEN JUSTIFICATIONS

Written justifications are a mechanism to ensure transparency is maintained in the management of the 2025-2029 TIP. Written justifications are completed by the responsible agency for the existing TIP project. Written justifications cannot be used for new projects or significant changes to existing projects.

Written justifications are completed in the following manner:

1. Identification of the need for a written justification by the responsible agency for the project.
2. Notification of need and reason for a written justification to HOCTC in writing (hard copy or electronically).
3. HOCTC reviews the written justification, submitted backup information, and verifies project details.
4. HOCTC provides written confirmation (hard copy or electronically) and determination if it is acceptable or unacceptable.
5. If acceptable, HOCTC instructs the responsible agency to make the necessary changes in the TIP/STIP.

D. TIP MODIFICATION REFERENCE TABLE

The following table is an illustrative view of the amendment, administrative modification, and written justification process for the 2025 - 2029 TIP. A full-size table is located in Appendix C.

Type of Change	Low → Stringency of Requirements				
	Type of Action			Responsibility	
	Written Justification From Sponsoring Agency	Administrative Modification	TIP Amendment/Resolution	HOCTC & NYSDOT	GP&L
1) Addition or Deletion					
1a) The Addition or Deletion of Any Phases for an Existing Project Without a Change to the Total Project Cost.		X		X	
1b) If Adding or Deleting Any Phases for an Existing Project and the Total Project Cost Changes, then go to 2.					
1c) Addition of Any Whole Project.			X		X
1d) Deletion of Any Whole Project.			X		X
2) Cost					
2a) Cost Change that Increases the Total Project Cost by 10% or More.			X		X
2b) If Change Increases the Cost by Less than 10% Use Options 2c or 2d. If Changing SDF (or other non-Federal funds) Within a Project or Phase, then go to 2e or 2f.					
2c) Cost Change <\$0.549999m		X		X	
2d) Cost Change >\$0.549999m			X		X
2e) Change of SDF (or other non-Federal funds) within Any Phase or Whole Project.	X			X	
2f) * Addition of Non-Federal Funds to any Phase, Regardless of Amount and/or Change in Total Project Cost		X		X	
3) Scope Change					
3a) A Scope Change for a Project Resulting in a Significant Change to the Project Limits, or Scope of Work.			X		X
3b) Description Changes that are not considered to be a Change in Project Scope		X		X	
4) Fund Source Change (for existing project phases only)					
4a) Fund Source Change for Any Phase.		X		X	
4b) If Changing the Fund Source to SDF (or other non-Federal funds) then, go to 4c.					
4c) Change of a Fund Source for Any Phase to SDF (or other non-Federal funds).	X			X	
5) Schedule Change					
5a) Change in Funding Year for the Phases of Scoping, Preliminary Design, Detail Design, ROW Incidentals, ROW Acquisition, Other or MISC.	X			X	
5b) Change in Funding Year for the Phases of Construction or Construction Inspection.		X		X	
Clarifying Rules and Information					
If changes to a project allow it to fall under two or more different guidelines/categories above, always utilize the more stringent requirements.					
Once the TIP is adopted any changes must occur through the guidelines outlined above.					
The Project Selection Process guidelines only apply before the TIP is adopted and cannot be used to make changes to the adopted TIP.					
Phases are defined by the STIP and include:					
Scoping, Preliminary Design, ROW Incidentals, ROW Acquisition, Construction, Construction Inspection, Other and Miscellaneous					
* 2f NFA Funds may exceed the Total Project Cost by 10% or more					

VIII. AIR QUALITY IMPACTS OF THE TIP

The HOCTC Planning and Programming Area includes the entirety of Herkimer and Oneida Counties. Both of these counties are designated as attainment areas for air quality standards by the US Environmental Protection Agency. On March 6, 2015, the United States Environmental Protection Agency published a final rule revoking the 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) for all purposes including the Transportation Conformity requirements, effective April 6, 2015. For those reasons, an Air Quality Conformity Determination is not required for this 2025 – 2029 Transportation Improvement Program.

IX. PROJECT FUNDING CATEGORIES

The following abbreviations have been used to describe various project funding sources. All projects funded with Federal Highway Administration and Federal Transit Administration funds are required to be listed in an approved TIP and STIP. Certain non-federally funded transportation related projects may also be listed within the TIP for informational purposes. Not all federal funding categories and abbreviations authorized under the Bipartisan Infrastructure Law (BIL) are listed. The funding categories listed below are those that

HOCTC or local government agencies may be eligible for with future projects. This determination of eligibility is subject to change at any time and without prior notice.

A. HIGHWAY

Bridge Formula Program (BFP) – The Bipartisan infrastructure Law establishes the Bridge Formula Program to replace, rehabilitate, preserve, protect, and construct highway bridges. (Division J, title VIII, Highway Infrastructure Program heading, paragraph (1))

Carbon Reduction Program (CRP) – The Bipartisan Infrastructure Law establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. (§ 11403; 23 U.S.C. 175)

Highway Safety Improvement Program (HSIP) – The Bipartisan Infrastructure Law continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. (§ 11111; 23 U.S.C. 148)

Metropolitan Planning Program (MPP) – The Bipartisan Infrastructure Law continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. (§ 11201; 23 U.S.C. 134)

National Electric Vehicle Infrastructure Formula Program (NEVI Formula) – The Bipartisan Infrastructure Law establishes a National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. (Division J, title VIII, Highway Infrastructure Program heading, paragraph (2))

National Highway Freight Program (NHFP) – The Bipartisan Infrastructure Law continues the National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and to support several goals including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. (§ 11114; 23 U.S.C. 167)

National Highway Performance Program (NHPP) – The Bipartisan Infrastructure Law continues the National Highway Performance Program, which was established under MAP-21. The NHPP purpose is to: provide support for the condition and performance of the National Highway System (NHS), to provide support for the construction of new facilities on the NHS, to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets

established in an asset management plan of a State for the NHS, and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, and other natural disasters. (§ 11105; 23 U.S.C. 119)

Railway-Highway Crossings Program (RHCP) – The Bipartisan Infrastructure Law continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. (§ 11108; 23 U.S.C. 130)

Surface Transportation Block Grant Program (STBG) – The Bipartisan Infrastructure Law continues the STBG Program. The purpose of the program is to promote flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. (§ 11109; 23 U.S.C. 133)

Transportation Alternatives – The Bipartisan Infrastructure Law continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. (§ 11109; 23 U.S.C. 133(h))

B. TRANSIT

Urbanized Area Formula Program Grants – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Urbanized Area Formula Funding program that makes federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. (49 U.S.C. § 5307, 5340)

All Stations Accessibility Program – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, establishes a new All Stations Accessibility Program (ASAP) to provide federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.).

Grants for Buses and Bus Facilities – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles. (49 U.S.C. § 5339, IIA § 30018, IIA Division J)

Enhanced Mobility of Seniors & Individuals with Disabilities – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Formula Grants for the

Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (200,000 or more in population), small urbanized (50,000-199,999 in population), and rural (under 50,000 in population). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. (49 U.S.C. § 5310, IIJA Division J)

Expedited Project Delivery Pilot Program – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Expedited Project Delivery (EPD) Pilot program which is intended to expedite the delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships. (FAST Act § 3005(b))

Fixed Guideway Capital Investment Grants Program – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity. Each type of CIG project has a unique set of requirements in the law, although many similarities exist among them. To be eligible to receive a CIG construction grant, all proposed projects must go through a multi-year, multi-step development process outlined in the law. FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria that differ by project type, and a project must receive at least a “Medium” overall rating to advance through the steps in the process and receive a construction grant award. (49 U.S.C. § 5309; IIJA § 30005)

Metropolitan, Statewide, and Nonmetropolitan Transportation Planning – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration. (49 U.S.C. §§ 5303-5305, IIJA §§ 30002-30004)

Public Transportation Emergency Relief Program – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the public transportation emergency relief program, which funds activities for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. Funding for this program may be appropriated by Congress as necessary. (49 U.S.C. § 5324 / IIJA § 30011)

Public Transportation Innovation – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues the Public Transportation Innovation program, which awards funding to advance innovative public transportation research and development. (49 U.S.C. § 5312, IIJA § 30007)

Formula Grants for Rural Areas – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. (49 U.S.C. § 5311 / IIJA § 30006)

State of Good Repair Formula and Competitive Grants for Rail Vehicle Replacement – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the State of Good Repair grants program. This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. (49 U.S.C. § 5337, IIJA § 30016, IIJA Division J)

Technical Assistance and Workforce Development – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), continues without change the technical assistance, standards development, and workforce development programs. The program is intended to: (1) Carry out technical assistance activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws, and improve public transportation service; (2) Develop standards and best practices for the transit industry; and (3) Address public transportation workforce needs through research, outreach, training and the implementation of a frontline workforce grant program, and conduct training and educational programs in support of the public transportation industry. (49 U.S.C. § 5314)

Pilot Program for Transit-Oriented Development (TOD) Planning – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the competitive Transit Oriented Development (TOD) planning program, that provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA’s Capital Investment Grants Program. TOD focuses growth around transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems by increasing ridership and fare revenue. (IIJA § 30009)

C. OTHER

SDF (New York State Dedicated Fund) - Category of New York State funds provided for transportation projects. HOCTC does not administer SDF; projects listed solely with SDF funding are for information purposes only.

X. FUNDING

The funding tables for this TIP are located in Appendices A and B.

Project amounts are shown in \$M (ex: 2.456 = \$2,456,000). Unless otherwise noted, those amounts represent the total cost of the project inclusive of all applicable local, State, and Federal shares. State matching funds are typically provided from the State Dedicated Fund.

Projects listed in the obligated column may be subject to rolling over or being carried forward into the 2025-2026 program years. Those projects may be given priority over other listed projects not yet initiated. This may require that other project schedules be adjusted, as necessary, to preserve fiscal constraint and achieve the regional preservation target throughout the program.

The following simple rates of inflation by State Fiscal Year (SFY) (April to March) are the best available estimates of overall price trends for the transport public works sector in New York State for the programming period:

- 24 – 25: 0.00%
- 25 – 26: 4.00%
- 26 – 27: 2.00%
- 27 – 28: 2.00%
- 28 – 29: 2.00%
- 29 - 30: 2.00%
- 30 - 31: 2.00%
- 31 - 32: 2.00%

The following multiplication factors reflect the simple rates of inflation stated above. They are used to convert SFY 2024 un-inflated cost estimates (in OPPM, Bridge Model, or Pavement Model) to be year of expenditure (YOE) inflated cost estimates (for the TIP, STIP, and Governor’s Program), or vice versa:

Year of Expenditure	2024 USD to YOE USD	YOE USD to 2024 USD
21 - 22	1.0000	1.0000
22 – 23	1.0400	0.9615
23 – 24	1.0600	0.9434
24 – 25	1.0800	0.9259
25 – 26	1.1000	0.9091
26 – 27	1.1200	0.8929
27 – 28	1.1400	0.8772
28 – 29+	1.1600	0.8621

The proposed letting date indicates the order of a project. All project costs are in year of expenditure (YOE) dollars according to the NYSDOT inflation assumptions for programming state and local-let projects in NYSDOT’s Program Support System (PSS).

The following highway and bridge projects are listed in order of Project Identification Number (PIN). The federal portion of the program is fiscally constrained. Fiscal constraint means that for any one fiscal year, there can be no more project funds programmed than there are monies allocated.

Illustrative needs projects are included in Section XII. Illustrative projects are additional transportation projects that may (but are not required to) be included in the TIP if reasonable additional resources were to become available. Changes to illustrative projects do not require amendments. If additional funding is made available, the TIP may be amended to bring such a project into fiscal constraint. No federal action will be taken on illustrative projects by FHWA or FTA until a project is formally included on TIP and is accounted for in the fiscal constraint of the year the work is planned.

NYSDOT and local HOCTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT’s operations and maintenance forces for the betterment of the system. NYSDOT Region 2 budgets approximately \$6 million of State funding per year for preventive, corrective, and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control, and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. CNYRTA is the principal recipient of these funds in the HOCTC area. STOA is calculated based on a per passenger and per vehicle mile formula.

STOA receivables for CNYRTA are as follows:

2023	\$53,967,300
2024	\$49,515,300
2025	\$53,804,100

XI. FUNDING BALANCE AND FISCAL CONSTRAINT

Federal transportation law, MAP-21/ FAST ACT/Bipartisan Infrastructure Law (BIL), requires that each MPO TIP be financially constrained using estimates of current and/or reasonably available revenues and the amount of federal funds that are reasonably expected to be available over the TIP period. HOCTC is included in NYSDOT Region 2, which also includes Hamilton, Fulton, Madison, and Montgomery Counties. This document has been prepared in consultation with Region 2 staff to determine expected funding availability. The data listed in this TIP will be used in the development of the Region's program and the Statewide TIP (STIP), which is also required to be balanced and fiscally constrained. Financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonable revenues, while federally supported facilities are being adequately maintained [23 CFR 450.324]. The data listed in this TIP will be used in the development of the Region's program and the Statewide TIP (STIP), which is also required to be balanced and fiscally constrained. The fiscal constraint table shown demonstrates programming proposed by this TIP is fiscally constrained by year. The TIP's fiscal constraint is enforced by NYSDOT and is not allowed to be programmed in excess of the planning targets by Federal Fiscal Year (FFY).

A. FISCAL CONSTRAINT TABLE

MPO TIPs and the STIP shall be financially constrained by year 1 using estimates of current and/or reasonably available revenues. Please refer to following the Fiscal Constraint Table for HOCTC. A full-size table is located in Appendix E.

HOCTC Fiscal Constraint Table

Fund Source	FFY 2026*		FFY 2027		FFY 2028		FFY 2029		FFY 2030		Total for STIP Years		Total for 5-Year TIP	
Federal Categories Fiscally Constrained	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
Bridge Formula Program (BFP) - Main	19,276,855	27,977,000	42,699,734	51,023,000	12,224,285	0	12,224,285	0			86,425,159	79,000,000	86,425,159	79,000,000
Carbon Reduction Program - Large Urban (CRP LG URBAN)	0	0	0	0	0	0	0	0			0	0	0	0
Carbon Reduction Program - Medium Urban (CRP MED URBAN)	230,829	461,000	230,829	1,003,000	230,829	391,000	230,829	258,000			923,316	2,113,000	923,316	2,113,000
National Highway Performance Program (NHPP)	31,695,166	22,670,000	20,319,166	8,647,000	18,111,166	25,951,000	18,111,166	10,371,000			88,236,664	67,639,000	88,236,664	67,639,000
Congestion Mitigation Air Quality (CMAQ)	0	0	0	0	0	0	0	0			0	0	0	0
Highway Safety Improvement Program (HSIP)	3,459,782	3,806,000	4,759,782	3,143,000	4,759,782	6,514,000	3,459,782	0			16,439,128	13,463,000	16,439,128	13,463,000
Highway Safety Improvement Program (HSIP RAIL)	0	0	0	0	0	0	0	0			0	0	0	0
Surface Transportation Block Grant Program (STBG FLEX) - includes STBG RURAL, STBG SM URBAN, STBG MED URBAN	17,762,795	7,204,000	17,906,795	12,417,000	15,698,795	14,957,000	15,698,795	19,568,000			67,067,180	54,146,000	67,067,180	54,146,000
STBGP Large Urban (STBG LG URBAN)	0	0	0	0	0	0	0	0			0	0	0	0
STBGP Off-System Bridge (STBG OFF)	12,299,249	12,747,000	2,579,955	228,000	2,579,955	3,428,000	2,579,955	160,000			20,039,114	16,563,000	20,039,114	16,563,000
National Highway Freight Program (NHFP)	5,000,000	5,000,000	500,000	500,000	4,025,000	4,025,000	0	0			9,525,000	9,525,000	9,525,000	9,525,000
Urbanized Area Formula Grants (Section 5307)	3,166,955	2,528,000	3,166,955	17,591,000	3,166,955	2,000,000	3,166,955	2,000,000			12,667,820	24,119,000	12,667,820	24,119,000
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	353,780	354,000	353,780	354,000	353,780	354,000	353,780	354,000			1,415,120	1,416,000	1,415,120	1,416,000
Formula Grants for Other than Urbanized Areas (Section 5311) ***	29,732,674	145,000	29,732,674	145,000	29,732,674	0	29,732,674	0			118,930,696	290,000	118,930,696	290,000
Public Transportation Safety Program (Section 5329)	0	0	0	0	0	0	0	0			0	0	0	0
State of Good Repair Grants (Section 5337)	0	0	0	0	0	0	0	0			0	0	0	0
Bus and Bus Facilities Program (Section 5339)	893,651	0	893,651	18,809,000	893,651	0	893,651	0			3,574,604	18,809,000	3,574,604	18,809,000
TOTAL	123,871,736	82,892,000	123,143,321	113,860,000	91,776,872	57,620,000	86,451,872	32,711,000	0	0	425,243,801	287,083,000	425,243,801	287,083,000

* FFY 2026 includes rollover balances from SFY 24/25. Rollover can be positive or negative.
** Includes regional planning targets and statewide funded projects.
*** Anticipated Federal Funds shown are Statewide.

XII. ILLUSTRATIVE HIGHWAY AND BRIDGE PROJECTS

The following list contains projects that have been identified through the project solicitation process and ongoing discussions with HOCTC member municipalities and partner agencies. Currently, insufficient funding programming capacity exists to allow the inclusion of these projects in the TIP funding tables. This list is not in a ranked order. The list will be reviewed and vetted as funding becomes available.

PROJECT NAME	APPLICANT	DESCRIPTION	Project Amount (\$)	Timeline
Clinton Street Bridge Replacement and Resiliency		This project addresses the Clinton Street Bridge over the Sauquoit Creek, which acts as a choke point and results in the creek flowing outside its banks into streets and homes. The older bridge also is a safety concern with nonstandard driving lanes and sidewalks, structural concerns due to the lack of deep foundations, and the velocity of water causing additional erosion from flooding events.	It is estimated that the cost of replacements along with design and construction inspection would be \$15M in accordance with the requirements of the NYSDOT LPM.	Short- and long term
Cosby Manor Road over Budlong Creek Large Culvert to Bridge Replacement	Herkimer County	This project would require the replacement of a large culvert consisting of a concrete core that has been extended on both ends with corrugated multi-pate pipe ends. The age of the structure is unknown but is estimated to be 75 years. Due to the NYSDEC 25% increase, the replacement structure would most likely exceed twenty feet making it a bridge by NYSDOT standards. Safety and vertical alignment improvements would also be incorporated into the replacement structure.	It is estimated that the cost of replacements along with design and construction inspection would be \$1.75M in accordance with the requirements of the NYSDOT LPM.	Short Term
Dyke Road and NYS Route 5 Intersection, Town of Schuyler, Empire State	Herkimer County	Replace the traffic signal at NY 5 & Dyke/Newport Roads with either a roundabout or a new traffic signal. Under the traffic signal option, eastbound and westbound left turn lanes would be added, and the signal would	The total estimated cost for this project is \$12M, with \$8.4M in construction costs.	Long Term

Trail parking area		have mast arms, non-intrusive vehicle detection, and pedestrian accommodations. The project would also widen NY 5 east of the intersection to create a shared center turning lane and install bike lanes on NY 5. This project will enhance safety, improve accessibility, promote Active Transportation, adjust for heavy vehicle movement, support economic vitality, and reduce travel time.		
Electric Vehicle Charging Infrastructure Upgrades		The Electric Vehicle Charging Infrastructure project to expand the network of electric vehicle (EV) charging stations throughout the HOCTC region.	It is estimated that the cost would be \$1.1M	Continuous (short and long term)
Exit 31 Planning and Environment Linkages (PEL) Study PIN: 204711	HOCTC, NYSDOT	Reconfiguration of the NYS Thruway Exit 31 interchange to include high speed interstate to interstate connections in the City of Utica, Oneida County.	It is estimated that the project cost would be approximately \$200M to complete.	Continuous (short- and long term)
Kellogg Road, Town of New Hartford, Oneida County	Oneida County, Town of New Hartford	This project will implement the recommendations of the Kellogg Road Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing road, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning Kellogg Road into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts.	It is estimated that the cost would be \$12.2M	Short and Long Term
Kirkland Trails Completion of Phase II & Phase III	Town of Kirkland, Kirkland Trails	Continue constructing an 8-mile trail within the Town of Kirkland to New Hartford following the Chenango Canal corridor on the adjacent abandoned O&W railroad line to Utica and with a second 4-mile trail from the Village of Clinton to Clark Mills following	It is estimated that the cost would be \$4M	Long term

		the Rome O&W. The goal is to become part of a continuous Chenango Canal Trail from Binghamton, NY to both Utica and Rome and to the Erie Canalway Trail.		
Mohawk River Trail Phase 4 & 5		This project will continue the Mohawk River Trail from its funded (2022 Transportation Alternative Program award) terminus at the Golf Course Rd at Delta Dam to connect to Delta Lake State Park and Woods Valley Ski Area, extending the new terminus to the hamlet of Westernville. This project will transition from the City of Rome to Town of Western municipal jurisdiction and encompasses challenging planning and engineering constraints due to topographic conditions, right-of-way, traffic volumes, and existing land uses.	It is estimated that the cost would be \$15M	Short and Long term
Oneida Street bridge in the Village of Clayville	Town of Paris	This project would require the replacement of the Oneida St. bridge, consisting of primarily concrete, that crosses Sauquoit Creek, which was built in 1929. The underside of the concrete slab has multiple spalls and cracks.	It is estimated that the total project cost would be \$2.512M	Short Term
Rayhill Trail Extension in Oneida County	Oneida County	The project will extend the existing Philip A Rayhill Memorial Trail from its current terminus along Judd Rd (CR 40), north to the intersection of Westmoreland Rd (CR 27) for approximately 1 mile. This extension will consist of constructing a 10' wide asphalt multi-use trail.	It is estimated that the cost would be \$3M	Short Term
Roadway Safety Improvement Projects	Counties, Cities, Towns, Villages that have ownership and maintenance responsibility	The Herkimer and Oneida Counties Safety Action Plan Implementation project aims to improve safety across the two-county region by implementing the recommendations outlined in the Safety Action Plan. This project will focus on specific	It is estimated that the cost would be \$8 million (\$4 million per county)	Continuous (short- and long-term)

	over the network	safety improvement initiatives, such as upgrading intersections, improving pedestrian and bicyclist infrastructure, and implementing traffic calming measures.		
W. Chestnut Street, City of Rome, Oneida County	City of Rome	This project will implement the recommendations of the W. Chestnut Street Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing street, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning W Chestnut St into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts.	It is estimated that the cost would be \$17M	Short and Long Term
White Creek Road over White Creek Bridge Replacement	Herkimer County	This project would involve the replacement of White Creek Road bridge. The frequent flooding events in the area of the bridge has led to scour along the stream banks and at the wingwalls of the substructure. The existing roadway alignment is not in conformance with current design standards, and a replacement structure could allow for improvements in this regard.	It is estimated that the cost of replacements along with the design and construction inspection would be \$2.5M in accordance with the requirements of the NYSDOT LPM.	Short Term

The TIP must contain projects consistent with the current LRTP Going Places 2045 and reflect the investment priorities established in the transportation plan. TIP projects should also address the planning factors identified in the IIJA and make progress towards achieving the performance targets established in the LRTP.

HOCTC developed a project selection process utilizing the framework approved in LRTP Going Places 2045 that considers providing additional priority for projects that achieve the following:

- System preservation and investment in the transportation system to make the most sustainable use of existing assets, services and resources.
- Development of a transportation system that is supported by and supports regional land use, housing, economic development, and sustainability policies and plans.

- Improved mobility and accessibility opportunities to places of work and to locations where goods and services may be obtained.
- The expansion of intercity and rural public transportation.
- Enhancing existing facilities to provide better bicycle and pedestrian integration within the transportation network.
- Proactively address existing safety deficiencies and strategically integrate safety elements into future projects for all roadway users.
- Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats and improving resiliency.
- Ensure equity in the transportation planning process by prioritizing projects that provide public benefits within Environmental Justice communities.

The TIP priority project checklist can be found in Appendix F.

XIII FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT IN METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION IMPROVEMENT PLANS (TIPS)

A. BACKGROUND

Pursuant to federal requirements, MPOs must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- 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 practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The U.S. Department of Transportation 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. This section discusses those measures.

The HOCTC TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and The Central New York Regional Transit Authority (CNYRTA), known as Centro. It reflects the investment priorities established in the 2025-2045 Long Range Transportation Plan, which incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) must include this information for the following federal performance areas:

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

This portion of the adopted TIP meets the requirements of 23USC §134(j)(2)(D).

Highway Safety

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

The [2023 New York Strategic Highway Safety Plan \(SHSP\)](#) is intended “to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and serious injury crashes.” The SHSP was developed through a collaborative process involving public and private sector safety partners. It guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The [NYSDOT HSIP Annual Report](#) documents the statewide performance targets.

Performance Targets

In August 2024, NYSDOT set 2025 statewide highway safety targets. Those targets are shown in Table 1. The HOCTC agreed to support the NYSDOT statewide 2025 targets for the following safety measures on February 20, 2025, via Resolution # 2025 - 02.

Table 1. Statewide Highway Safety Targets – Calendar Year 2025

Performance Measure	NY Statewide 2025 Target
Number of Fatalities	1,011.0
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.881
Number of Serious Injuries	11,034.1
Rate of Serious Injuries per 100 million VMT	9.557
Number of Nonmotorized Fatalities and Serious Injuries	2,615.2

B. ANTICIPATED EFFECTS

Safety is a critical component of HOCTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP.

HOCTC works with NYSDOT Region 2 to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, HOCTC is provided with Planning Targets for each Federal formula fund source and meets with the RPPM to review potential projects. The extent to which the project improves the safety of the existing transportation system is taken into consideration, coupled with the overall system need in that particular area. Additionally, 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 funds. The TIP also includes projects that are not primarily intended to address safety deficiencies but do address such deficiencies as part of the larger project. The TIP includes projects programmed with HSIP funds and 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 applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities.

Each year, public transportation providers must establish TAM targets for the following fiscal year. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually after the transit provider establishes targets. Instead, MPOs must set TAM targets when the MPO updates its LRTP.

FTA defines two tiers of public transportation providers based on the number of vehicles and operating 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 2023 Group TAM Plan is available [here](#).

Performance Targets

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

HOCTC has the following transit providers operating in the planning area: The Central New York Regional Transportation Authority (CNYRTA), Centro, as a Tier I operator.

Centro set the following transit asset management targets on December 15, 2023:

Table 2. Centro Transit Asset Management Targets

Performance Measure	Asset Class	Useful Life Benchmark	2025 Target
Rolling Stock			
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%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that	Automobile	n/a	n/a
	Trucks and Rubber Tire Vehicles	8	0%

Performance Measure	Asset Class	Useful Life Benchmark	2025 Target
have met or exceeded their Useful Life Benchmark (ULB)	Other (Auto)	8	0%
Infrastructure			
% of track segments with performance restrictions	Rail fixed guideway track	n/a	n/a
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative/Maintenance	3	0%
	Parking Structures	n/a	n/a
	Passenger Facilities	3	0%
	Storage	n/a	n/a
	Other	n/a	n/a

HOCTC agreed to support these transit asset targets on September 12, 2024, via Resolution # 2024 – 32. With this action, HOCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Anticipated Effects

The HOCTC TIP was developed and is managed in cooperation with the Central New York Regional Transit Authority and Oneida County Rural Transit (OCRT). The TIP 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 condition is linked to the investment plan of the Central New York Regional Transportation Authority - Centro of Oneida and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of HOCTC investments that address transit state of good repair includes:

- Replacement of aging bus fleet vehicles
- Capital improvements in maintenance facilities
- Replacement of service trucks to maintain fleet and facilities

- Replacement of paratransit vehicles.

The HOCTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

Pavement and Bridge Condition

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

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. To assess pavement condition, FHWA established pavement condition metrics for roughness, cracking, rutting, faulting, and a Present Serviceability Rating (PSR), and set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is assessed and classified as being in good condition or poor condition based upon the ratings of the metrics applicable to that pavement type. Pavement sections that are not good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing the bridge's deck, superstructure, substructure, and culverts. FHWA developed a metric rating threshold for each bridge component to establish good, fair, or poor condition. If the lowest rating of the components is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Performance Targets

NYSDOT established statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022. In September 2024, NYSDOT adjusted its 2025 pavement targets. Those targets are shown in Table 3, as well as recent performance. The HOCTC agreed to support the NYSDOT statewide targets on February 21, 2023, and agreed to support the adjusted targets on February 20, 2025, via Resolutions # 2023-15 and # 2025-03.

Table 3. Pavement and Bridge Condition Statewide Performance and Targets

Performance Measures	2022 Performance	2023 Performance	2023 Target	2024 Target
Percent of Interstate pavements in good condition	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	11.2%	13.0%	12.5%	12.8%

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of HOCTC's mission, and the projects on the TIP 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 TIP. HOCTC considers the NHS pavement and bridge conditions in the TIP project selection process utilizing data-driven performance-based elements. The TIP includes projects programmed with NHPP funds and other fund sources.

HOCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's pavement and bridge condition targets.

XIV. SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION AND AIR QUALITY

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established six performance measures to assess the reliability of travel on the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

Two system performance measures represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

One freight performance measure represents the reliability of travel time for trucks on the Interstate system using a Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile).

Three CMAQ performance measures assess traffic congestion and on-road mobile source emissions: peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emission reductions from CMAQ-funded projects.

Performance Targets

Table 4 presents recent performance for all PM3 measures that apply in the HOCTC planning area, as well as the 2023 and 2025 targets. NYSDOT established the statewide system performance targets for 2023 and 2025 on December 1, 2022. HOCTC agreed to support the NYSDOT statewide targets on February 20, 2025, via Resolution #2025-03. HOCTC meets all current air quality standards and is not required to establish targets for the CMAQ performance measures.

Table 4. System Performance Statewide Performance and Targets

Performance Measures	2022 Performance	2023 Performance	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	85.4%	84.0%	70.0%	70.0%
Truck travel time reliability index (TTTR)	1.41	1.40	2.00	2.00

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of HOCTC'S mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP. HOCTC considers travel time reliability in the TIP project selection process by utilizing performance-based elements such as those related to intelligent transportation systems (ITS) and transportation systems management and operations (TSMO) programs in accordance with statewide targets. The TIP includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight.

The HOCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's system performance and freight performance targets.

Transit Safety

The FTA Public Transportation Agency Safety Plan (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. These 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.

Providers subject to the rule must annually certify a PTASP and establish targets for the transit safety measures. The providers must make the targets available to HOCTC's. HOCTC was required to establish PTASP targets within 180 days after the providers established their first targets and must update the MPO's targets when it adopts a new long-range transportation plan. When establishing PTASP targets, HOCTC can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

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.

The following transit providers subject to the PTASP rule operate in the HOCTC planning area: CNYRTA. This provider is responsible for developing a PTASP and establishing transit safety targets annually.

Performance Targets

The CNYTRA established the transit safety targets included in Table 5 on December 15, 2023.

Table 5. Transit Safety Targets

Transit Mode	Fatalities (total)	Fatalities (specify rate)	Injuries (total)	Injuries (specify rate)	Safety Events (total)	Safety Events (specify rate)	System Reliability
Rail	-	-	-	-	-	-	-
Fixed Route Bus	0	0 (per 100k Rev Miles)	20	.0003 (per 100k Rev Miles)	12	-	200
Paratransit	0	(per 100k Rev Miles)	5	.25 (per 100k Rev Miles)	6	-	10

HOCTC agreed to support CNYRTA's 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.

Anticipated Effects

HOCTC's TIP was developed and is managed in cooperation with the CNYRTA. The TIP 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 TIP is consistent with federal requirements.

HOCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. The 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.

APPENDICES

Draft

A. HIGHWAY/ BRIDGE/ RAIL/ LOCAL PROJECTS

These are the principal tables of the TIP. They list by year federally funded highway and transit projects programmed for the two-county area. They depict future transportation project actions intended for the HOCTC area. Projects shown in the first year of the TIP may be carried over to the subsequent year of the TIP if the project cannot be let as originally programmed with no need for an amendment to the TIP.

Schedules shown are based on the availability of funds in future State and Federal budgets and appropriations.

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 200901 R&P <Exempt>	THIS PROJECT WILL REHABILITATE/RECONSTRUCT APPROXIMATELY 1 MILE OF PAVEMENT ON NYS ROUTE 167 FROM THE DOLGEVILLE WESTERN VILLAGE LINE NORTHERLY TO THE INTERSECTION WITH NYS ROUTE 29, IN THE VILLAGE OF DOLGEVILLE, HERKIMER CO.	SDF 11/2025	0.500	DETLDES		0.500					
AQC:N/A	HERKIMER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.500		0.000	0.500	0.000	0.000	0.000	0.000	0.000
NYSDOT 202334 BRIDGE <Exempt>	RTHIS PROJECT WILL REPLACE THE BRIDGES CARRYING NYS ROUTE 69 OVER SAUQUOIT CREEK (BIN 1009919) AND MAIN ST OVER SAUQUOIT CREEK (BIN 2255640) AND ALSO REMOVE THE TWO BRIDGES CARRYING NYS ROUTE 69 EASTBOUND TO NYS ROUTE 5A SOUTHBOUND OVER SAUQUOIT CREEK (BIN 1051980) AND NYS ROUTE 69 WESTBOUND TO NYS ROUTE 5A SOUTHBOUND OVER SAUQUOIT CREEK (BIN 1051429) LOCATED IN THE VILLAGES OF WHITESBORO, YORKVILLE AND NEW YORK MILLS AND IN THE TOWN OF WHITESTOWN, ONEIDA COUNTY.	SDF 09/2025 PIT BOND 09/2025 SDF 09/2025 BFP MAIN 12/2026 SDF 12/2026 BFP MAIN 12/2026 STATE 12/2026 SDF 12/2026	0.000 0.000 0.000 6.480 1.620 12.960 3.240 36.271	DETLDES DETLDES ROWACQU CONINSP CONINSP CONST CONST CONST	1.166 4.666 3.002		6.480 1.620 12.960 3.240 36.271				
AQC:N/A	ONEIDA TPC: \$70-\$130 M	TOTAL 5YR COST :	60.571		8.834	0.000	60.571	0.000	0.000	0.000	0.000
NYSDOT 204603 BIKE/PED <Exempt>	THIS PROJECT WILL ADDRESS SIDEWALK GAPS AND POOR SIDEWALK CONDITIONS BY CONSTRUCTING/RECONSTRUCTING SIDEWALK ON BOTH THE NORTH AND SOUTH SIDES OF BURRSTONE ROAD (NYS 921B), WEST OF FRENCH ROAD TO MARAUDER BOULEVARD IN THE TOWN OF NEW HARTFORD AND VILLAGE OF NEW YORK MILLS. THE BENEFICIAL OUTCOMES OF THIS PROJECT WILL INCLUDE PROVIDING RESIDENTS/PEDESTRIANS WITH A SAFE, CONTIGUOUS, NON-VEHICULAR, ADA COMPLIANT CONNECTION TO TRANSIT STOPS, HEALTHCARE FACILITIES, RESTAURANTS, EDUCATIONAL AND RELIGIOUS INSTITUTIONS.	CRP FLEX 05/2026 LOCAL 05/2026 CRP FLEX 05/2026 LOCAL 05/2026 CRP FLEX 10/2025 LOCAL 10/2025 CRP FLEX 04/2027 LOCAL 04/2027 CRP FLEX 04/2027 LOCAL 04/2027 CRP MED URB 04/2027 LOCAL 04/2027	0.097 0.024 0.016 0.004 0.008 0.002 0.123 0.031 0.901 0.223 0.203 0.051	DETLDES DETLDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST CONST CONST		0.097 0.024 0.016 0.004 0.008 0.002	0.123 0.031 0.901 0.223 0.203 0.051				
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	1.683		0.000	0.151	1.532	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
NYSDOT 204707 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE TWO BRIDGES CARRYING ROUTE 921C (NORTH GENESEE STREET) OVER MOHAWK RIVER, HARBOR LOCK ROAD AND ERIE CANAL (BIN 4051710 & 4051720), CITY OF UTICA, ONEIDA COUNTY. THIS PROJECT WILL ALSO REHABILITATE N.GENESEE STREET FROM WURZ AVE.	NHFP 04/2025 NHPP 04/2025 SDF 04/2025 SDF 05/2025 NHPP 03/2026 SDF 03/2026 DISCR FA 03/2026 SDF 03/2026 PIT BOND 03/2026 NHPP 03/2026 SDF 03/2026	0.000 0.000 0.000 0.000 5.610 1.403 18.200 4.550 15.000 4.470 1.118	DETLDES DETLDES DETLDES ROWACQU CONINSP CONINSP CONST CONST CONST CONST CONST	6.000 2.112 0.528 2.153		5.610 1.403 18.200 4.550 15.000 4.470 1.118					
AQC:N/A	ONEIDA TPC: \$50-\$85 M	TOTAL 5YR COST :	50.351		10.793	50.351	0.000	0.000	0.000	0.000	0.000	
NYSDOT 206540 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE CARRYING RT. 12B/ORISKANY CREEK (BIN 1009890). AND THE REPLACEMENT OF THE RT. 12B/UNNAMED CREEK CULVERT (C260100), WHICH WILL BECOME BRIDGE SIZE. THIS PROJECT WILL ALSO INCLUDE PAVING APPROXIMATELY 800 FT. FROM C260100 TO RT. 12B/233 INTERSECTION.	BFP MAIN 07/2025 SDF 07/2025 BFP MAIN 04/2025 SDF 04/2025 NHPP 12/2024 SDF 12/2024 NHPP 12/2024 SDF 12/2024 BFP MAIN 07/2026 SDF 07/2026 NHPP 07/2026 SDF 07/2026 BFP MAIN 07/2026 SDF 07/2026 CRP MED URB 07/2026 SDF 07/2026 NHPP 07/2026 SDF 07/2026	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.471 0.118 0.095 0.024 3.120 0.780 0.272 0.068 0.382 0.095	DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST CONST CONST	0.370 0.092 0.118 0.030 0.004 0.001 0.004 0.001		0.471 0.118 0.095 0.024 3.120 0.780 0.272 0.068 0.382 0.095					
AQC:N/A	ONEIDA TPC: \$6-\$9.4 M	TOTAL 5YR COST :	5.425		0.620	5.425	0.000	0.000	0.000	0.000	0.000	
NYSDOT 206703 R&P <Exempt>	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.	NHFP 01/2025 NHFP 01/2025 NHFP 03/2027 NHFP 03/2028 NHFP 03/2028	0.000 0.000 0.500 0.525 3.500	PRELDES SCOPING DETLDES CONINSP CONST	0.237 0.238		0.500	0.525 3.500				
AQC:N/A	ONEIDA TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.525		0.475	0.000	0.500	4.025	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 211808 BRIDGE <Exempt>	This project will reconstruct the Rt. 28/12 Interchange (BIN 1009530) in the Town of Boonville, Oneida Co.	BFP MAIN 05/2026 SDF 05/2026 BFP MAIN 07/2027 SDF 07/2027 BFP MAIN 07/2027 SDF 07/2027	1.018 0.254 1.296 0.324 8.640 2.160	DETLDES DETLDES CONINSP CONINSP CONST CONST		1.018 0.254	1.296 0.324 8.640 2.160				
AQC:NEW	TPC: \$12.5-\$19 M	TOTAL 5YR COST :	13.692		0.000	1.272	12.420	0.000	0.000	0.000	0.000
NYSDOT 213459 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE RT. 5 OVER EAST CANADA CREEK BRIDGE (BIN 1002460) IN THE TOWN OF MANHEIM, HERKIMER AND MONTGOMERY CO.'S	BFP MAIN 06/2025 SDF 06/2025 BFP MAIN 09/2026 SDF 09/2026 BFP MAIN 09/2026 SDF 09/2026	0.000 0.000 1.296 0.324 8.640 2.160	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.339 0.085	1.296 0.324 8.640 2.160					
AQC:A19	MULTI TPC: \$12.5-\$19 M	TOTAL 5YR COST :	12.420		0.424	12.420	0.000	0.000	0.000	0.000	0.000
NYSDOT 223627 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE CARRYING STATE ROUTE 29 OVER THE EAST CANADA CREEK IN THE VILLAGE OF DOLGEVILLE, HERKIMER & FULTON COUNTIES. THE 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 TO THE BRIDGE.	NHPP 11/2024 SDF 11/2024 PROTECT 11/2024 SDF 11/2024 PROTECT 01/2025 SDF 01/2025 NHPP 12/2024 SDF 12/2024 PROTECT 12/2024 SDF 12/2024 PROTECT 03/2026 PIT BOND 03/2026 STBG FLEX 03/2026 SDF 03/2026 NHFP 03/2026 NHPP 03/2026 PIT BOND 03/2026 PROTECT 03/2026 PIT BOND 03/2026	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 1.414 0.353 0.960 0.240 5.000 2.400 5.600 5.040 1.260	DETLDES DETLDES DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWACQU ROWACQU CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST CONST	0.691 0.173 0.800 0.200 0.720 0.180 0.128 0.032 0.667 0.166	1.414 0.353 0.960 0.240 5.000 2.400 5.600 5.040 1.260					
AQC:N/A	MULTI TPC: \$21-\$31 M	TOTAL 5YR COST :	22.267		3.757	22.267	0.000	0.000	0.000	0.000	0.000
NYSDOT 230350 BRIDGE <Exempt>	THIS PROJECT REPLACES THE BRIDGE CARRYING NYS ROUTE 46 OVER THE ERIE CANAL (BIN 4025690) IN THE TOWN OF VERONA, ONEIDA COUNTY.	BFP MAIN 04/2025 SDF 04/2025 BFP MAIN 05/2027 SDF 05/2027 BFP MAIN 05/2027 SDF 05/2027	0.000 0.000 0.907 0.227 6.048 1.512	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.629 0.157	0.907 0.227 6.048 1.512					
AQC:N/A	ONEIDA TPC: \$7.5-\$12 M	TOTAL 5YR COST :	8.694		0.786	0.000	8.694	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 230351 BRIDGE <Exempt>	THIS PROJECT WILL REHABILITATE THE SUBSTRUCTURE AND REPLACE THE SUPERSTRUCTURE OF THE BRIDGE CARRYING RT. 46 OVER STRINGER BROOK (BIN 1025780) AND WILL FULLY REPLACE THE STRUCTURE CARRYING RT. 46 OVER LANSING KILL (BIN 1025790) IN THE TOWN OF WESTERN, ONEIDA COUNTY.	BFP MAIN 09/2026 SDF 09/2026 BFP MAIN 09/2026 SDF 09/2026 BFP MAIN 02/2026 SDF 02/2026 SDF 02/2026	0.604 0.151 4.028 1.007 0.474 0.119 0.005	CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU		0.604 0.151 4.028 1.007 0.474 0.119 0.005					
AQC:N/A	ONEIDA TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.388		0.000	6.388	0.000	0.000	0.000	0.000	0.000
NYS DOT 230352 CONST <Exempt>	THIS PROJECT WILL REHABILITATE 6.25 MILES OF ROUTE 46 FROM THE BRIDGE OVER LANSING KILL TO HOLMES ROAD IN THE TOWNS OF WESTERN, AVA, AND BOONVILLE, ONEIDA COUNTY. THE PROEJECT WILL ALSO ADDRESS DEFICIENT GUIDERAIL, DRAINAGE, AND SIGNING WITHIN THE PROJECT LIMITS.	SDF 05/2025 STBG FLEX 05/2025 SDF 05/2025 SDF 05/2025 STBG FLEX 05/2025 SDF 05/2025 SDF 04/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST DETLDES	0.278 0.943 0.236 1.578 6.509 1.627 0.796						
AQC:N/A	ONEIDA TPC: \$9.5-15.5 M	TOTAL 5YR COST :	0.000		11.967	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF ROME 265057 BIKE/PED <Exempt>	THE PROJECT WILL INVOLVE STREETSCAPE AND PEDESTRIAN IMPROVEMENTS ON ERIE BOULEVARD FROM JAMES STREET TO MADISON STREET, MADISON STREET FROM ERIE BOULEVARD TO RIDGE STREET, RIDGE STREET FROM MADISON STREET WEST TO THE BLUE CRAB SITE IN THE CITY OF ROME, ONEIDA COUNTY.	LOCAL 02/2025 LOCAL 02/2025	0.000 0.000	CONINSP CONST	0.400 2.600						
AQC:N/A	ONEIDA TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	0.000		3.000	0.000	0.000	0.000	0.000	0.000	0.000
TOWN OF VERONA 265060 BIKE/PED <Exempt>	THE PROJECT WILL INVOLVE INSTALLATION OF NEW ADA COMPLIANT SIDEWALKS ON WILLOW PLACE NORTHBOUND FROM THE ROUTE 365 INTERSECTION TO THE END AND SOUTHBOUND FROM THE TRAILER PARK TO THE ROUTE 365 INTERSECTION FOR AN APPROXIMATE TOTAL LENGTH OF 4800 FEET. WORK ALSO INCLUDES SEGMENTAL BLOCK WALL, BOX CULVERT EXTENSION, AND STREET LIGHTING. THE PROJECT IS LOCATED IN THE TOWN OF VERONA, ONEIDA COUNTY.	TAP FLEX 08/2025 LOCAL 08/2025 TAP FLEX 08/2025 LOCAL 08/2025	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.141 0.035 0.972 0.243						
AQC:N/A	ONEIDA TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.391	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
LOCAL 265061 BIKE/PED <Exempt>	THE PROJECT WILL COMPLETE DESIGN AND CONSTRUCT PHASE 3 OF THE MOHAWK RIVER TRAIL (MRT) WHICH WILL EXTEND THE EXISTING TRAIL SYSTEM 2.52 MILES NORTH FROM WRIGHT-SETTLEMENT ROAD TO GOLF COURSE ROAD AND THE HISTORIC BLACK RIVER AQUEDUCT. THE PROJECT INCLUDES AN 8-10 FOOT WIDE ADA ACCESSIBLE PARTIAL ASPHALT STONE DUST TRAIL, BUILT PRIMARILY ALONG THE EXISTING ABADONED BLACK RIVER CANAL TOWPATH WITH ONE BRIDGE CROSSING.	TAP FLEX 12/2025 LOCAL 12/2025 TAP FLEX 12/2025 LOCAL 12/2025	0.368 0.092 1.417 0.354	CONINSP CONINSP CONST CONST		0.368 0.092 1.417 0.354					
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.231		0.000	2.231	0.000	0.000	0.000	0.000	0.000
CITY OF UTICA 265067 BIKE/PED <Exempt>	THE BROAD STREET TAP PROJECT WILL CONSTRUCT 7 BLOCKS OF NEW PEDESTRIAN AND CYCLIST INFRASTRUCTURE BEGINNING AT THE INTERSECTION OF WHITESBORO STREET (BROAD STREET) AND BUCHARD LANE, REDUCING BROAD STREET FROM 4 TO 2 LANES TO ACCOMMODATE BIKE LANES, CENTER MEDIANS, AND MULTI-USE SIDEWALKS; AND ADDING NEW LIGHTING, STRIPING, CROSSWALKS, AND SIGNAGE. OUTCOMES INCLUDE: EXPANDED TRANSPORTATION OPTIONS, REDUCED DENSITY OF MOTORIZED TRAFFIC, ENHANCED ACCESS TO ESSENTIAL SERVICES, AND IMPROVED SAFETY IN THE CITY OF UTICA, ONEIDA COUNTY.	TAP FLEX 03/2025 LOCAL 03/2025 TAP FLEX 03/2025 LOCAL 03/2025 TAP FLEX 09/2026 LOCAL 09/2026 TAP FLEX 09/2027 LOCAL 09/2027 TAP FLEX 09/2027 LOCAL 09/2027	0.000 0.000 0.000 0.000 0.554 0.139 0.692 0.173 2.999 0.750	PRELDES PRELDES SCOPING SCOPING DETLDES DETLDES CONINSP CONINSP CONST CONST	0.184 0.046 0.184 0.046	0.554 0.139	0.692 0.173 2.999 0.750				
AQC:N/A	ONEIDA TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.307		0.460	0.693	4.614	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TN OF KIRKLAND 265070 BIKE/PED <Exempt>	THE TOWN OF KIRKLAND, PARTNERING WITH KIRKLAND TRAILS, A LOCAL NON-PROFIT, INTENDS TO CONSTRUCT A PEDESTRIAN BRIDGE, TWO TRAILHEADS WITH PARKING AND A 10-FOOT WIDE, 4,600-FOOT SECTION OF THE PROPOSED PHASE 2 OF KIRKLAND TRAIL, WHICH WILL ENABLE A 2-MILE LINEAR MULTI-USE TRAIL. THIS WILL PROVIDE A MULTI-MODAL CONNECTION FROM THE VILLAGE OF CLINTON TO EXISTING RAILBED THAT TRAVELS TO ROUTE 5 SPURRING ECONOMIC ACTIVITY, GENERATING HEALTH BENEFITS AND FURTHERING CONNECTIONS TO REGIONAL TRAILS.	TAP FLEX 01/2025 LOCAL 01/2025 TAP FLEX 01/2025 LOCAL 01/2025 TAP FLEX 01/2025 LOCAL 01/2025 TAP FLEX 09/2026 LOCAL 09/2026 TAP FLEX 09/2027 LOCAL 09/2027 TAP FLEX 09/2027 LOCAL 09/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.180 0.045 0.225 0.056 0.966 0.241	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES CONINSP CONINSP CONST CONST	0.060 0.015 0.008 0.002 0.060 0.015 0.180 0.045 0.225 0.056 0.966 0.241						
AQC:N/A	ONEIDA TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.713		0.160	0.225	1.488	0.000	0.000	0.000	0.000
HERKIMER CO 275464 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 3307720) CARRYING ASHE ROAD OVER CRUM CREEK IN THE TOWN OF MANHEIM, HERKIMER COUNTY. THIS BRIDGE HAS MULTIPLE NEEDS RELATING TO STRUCTURAL, GEOMETRY, AND SAFETY. COMPLETE REPLACEMENT IS THE MOST FEASIBLE SOLUTION TO ADDRESS THESE DEFICIENCIES.	STBG-OFF 10/2024 STATE 10/2024 LOCAL 10/2024 STBG-OFF 10/2024 LOCAL 10/2024 STATE 10/2024	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST	0.210 0.039 0.013 1.190 0.075 0.223						
AQC:N/A	HERKIMER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.750	0.000	0.000	0.000	0.000	0.000	0.000
TN OF OHIO 275465 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2204740) THAT CARRIES HARVEY BRIDGE ROAD OVER THE WEST CANADA CREEK IN THE TOWN OF OHIO, HERKIMER COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	STBG-OFF 07/2025 LOCAL 07/2025 STBG-OFF 07/2025 LOCAL 07/2025 STBG-OFF 04/2026 LOCAL 04/2026 STBG-OFF 04/2026 LOCAL 04/2026	0.000 0.000 0.000 0.000 0.342 0.018 3.061 0.161	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.257 0.014 0.027 0.001 0.342 0.018 3.061 0.161						
AQC:N/A	HERKIMER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.582		0.299	3.582	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
ONEIDA CO 275466 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2205740) THAT CARRIES ROUND LAKE ROAD OVER THE LONG LAKE OUTLET IN THE TOWN OF FORESTPORT, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	STBG-OFF 01/2025 LOCAL 01/2025 STBG-OFF 01/2025 LOCAL 01/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025	0.000 0.000 0.000 0.000 0.114 0.006 0.787 0.041	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.137 0.007 0.015 0.001	0.114 0.006 0.787 0.041					
AQC:N/A	ONEIDA TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.948		0.160	0.948	0.000	0.000	0.000	0.000	0.000
ONEIDA CO 275467 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2205960) THAT CARRIES OLD POLAND ROAD, COUNTY ROUTE 56, OVER THE CINCINNATI CREEK IN THE TOWN OF TRENTON, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	STBG-OFF 03/2025 LOCAL 03/2025 STBG-OFF 03/2026 LOCAL 03/2026 STBG-OFF 03/2026 LOCAL 03/2026	0.000 0.000 0.356 0.019 2.987 0.157	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.179 0.009	0.356 0.019 2.987 0.157					
AQC:N/A	ONEIDA TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.519		0.188	3.519	0.000	0.000	0.000	0.000	0.000
CITY OF ROME 275471 BRIDGE <Exempt>	THIS PROJECT WILL REHABILITATE THE BRIDGE (BIN 4206450) THAT CARRIES SOUTH JAMES STREET OVER THE ERIE BARGE CANAL IN THE CITY OF ROME, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	STBG-OFF 10/2024 LOCAL 10/2024 STBG-OFF 11/2025 LOCAL 11/2025 STBG-OFF 11/2025 LOCAL 11/2025	0.000 0.000 0.260 0.014 1.812 0.095	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.223 0.012	0.260 0.014 1.812 0.095					
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.181		0.235	2.181	0.000	0.000	0.000	0.000	0.000
ONEIDA CO 275476 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE THAT CARRIES GRIDLEY PAIGE ROAD OVER BIG CREEK (BIN 2205850) IN THE TOWN OF MARSHALL, ONEIDA COUNTY.	STBG-OFF 07/2025 STATE 07/2025 LOCAL 07/2025 STBG-OFF 07/2025 STATE 07/2025 LOCAL 07/2025 STBG-OFF 05/2026 LOCAL 05/2026 STATE 05/2026 STBG-OFF 05/2026 LOCAL 05/2026 STATE 05/2026	0.000 0.000 0.000 0.000 0.000 0.000 0.120 0.007 0.023 0.776 0.048 0.145	DETLDES DETLDES DETLDES ROWACQU ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.220 0.041 0.014 0.008 0.002 0.001	0.120 0.007 0.023 0.776 0.048 0.145					
AQC:N/A	ONEIDA TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.119		0.286	1.119	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TN OF FRANKFORT 275485 BRIDGE <Exempt>	THIS PROJECT WILL REHABILITATE THE BRIDGE (BIN 4423040) THAT CARRIES RAILROAD STREET OVER CSX/AMTRAK AND THE MOHAWK RIVER/BARGE CANAL IN THE TOWNS OF FRANKFORT AND SCHUYLER, HERKIMER COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	BFP MAIN 03/2025 LOCAL 03/2025 BFP MAIN 10/2025 LOCAL 10/2025 BFP MAIN 10/2025 LOCAL 10/2025 LOCAL 10/2025	0.000 0.000 0.238 0.013 1.920 0.101 0.228	DETLDES DETLDES CONINSP CONINSP CONST CONST CONST	0.234 0.012	0.238 0.013 1.920 0.101 0.228					
AQC:N/A	HERKIMER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.500		0.246	2.500	0.000	0.000	0.000	0.000	0.000
TN OF VIENNA 275489 BRIDGE <Exempt>	THIS PROJECT IS A DECK REPLACEMENT OF THE BRIDGE (BIN 2206390) THAT CARRIES OSWEGO ROAD OVER FISH CREEK IN THE TOWN OF VIENNA, ONEIDA COUNTY. THIS IS A LOCAL BRIDGE NY PROJECT.	BFP OFF SYS 04/2025 LOCAL 04/2025 BFP OFF SYS 10/2025 LOCAL 10/2025 BFP OFF SYS 10/2025 LOCAL 10/2025	0.000 0.000 0.261 0.013 1.923 0.101	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.234 0.013	0.261 0.013 1.923 0.101					
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.298		0.247	2.298	0.000	0.000	0.000	0.000	0.000
TN OF DEERFIELD 275490 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2205660) THAT CARRIES FIREHOUSE ROAD OVER REALL CREEK IN THE TOWN OF DEERFIELD, ONEIDA COUNTY. THIS IS A LOCAL BRIDGE NY PROJECT.	BFP OFF SYS 08/2025 LOCAL 08/2025 BFP OFF SYS 08/2025 LOCAL 08/2025 BFP OFF SYS 04/2026 LOCAL 04/2026 BFP OFF SYS 04/2026 LOCAL 04/2026	0.000 0.000 0.000 0.000 0.334 0.018 2.377 0.125	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.356 0.019 0.019 0.001	0.334 0.018 2.377 0.125					
AQC:N/A	ONEIDA TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	2.854		0.395	2.854	0.000	0.000	0.000	0.000	0.000
HERKIMER CO 275492 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE (BIN 3307770) CARRYING PECKVILLE RD (COUNTY ROUTE 148) OVER GILLETTE CREEK IN THE TOWN OF MANHEIM IN HERKIMER COUNTY. THE PROJECT WILL INCLUDE APPROXIMATELY 100 FEET OF PAVEMENT RECONSTRUCTION ON EACH APPROACH TO THE BRIDGE AS WELL AS REPLACEMENT OF BRIDGE RAIL AND GUIDERAIL WITHIN THE PROJECT LIMITS.	STBG-OFF 12/2025 LOCAL 12/2025 STATE 12/2025 STBG-OFF 12/2025 LOCAL 12/2025 STATE 12/2025	0.167 0.010 0.031 1.165 0.073 0.219	CONINSP CONINSP CONINSP CONST CONST CONST		0.167 0.010 0.031 1.165 0.073 0.219					
AQC:N/A	HERKIMER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.665		0.000	1.665	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
ONEIDA CO. 275493 CONST <Exempt>	CFI GRANT DIRECTLY TO ONEIDA CO FOR INSTALLATION OF 41 LEVEL 2 EV CHARGERS IN 8 PUBLIC LOCATIONS THROUGHOUT THE COUNTY .	DISCR FA 09/2025 LOCAL 09/2025	0.000 0.000	CONST CONST	0.842 0.210						
AQC:N/A	ONEIDA TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.052	0.000	0.000	0.000	0.000	0.000	0.000
TN OF GERMAN FLATTS 275495 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REPLACE THE PINEBUSH RD BRIDGE (BIN 2272000) OVER TRIBUTARY TO FULMER CREEK IN GERMAN FLATTS, HERKIMER CO. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL AND 5% LOCAL MATCH.	BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 07/2026 LOCAL 07/2026 BFP OFF SYS 07/2027 LOCAL 07/2027 BFP OFF SYS 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.126 0.006 0.133 0.007 1.253 0.066	PRELDES PRELDES SCOPING SCOPING DETLDES DETLDES CONINSP CONINSP CONST CONST	0.042 0.002 0.042 0.002 0.126 0.006 0.133 0.007 1.253 0.066						
AQC:N/A	HERKIMER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.591		0.088	0.132	1.459	0.000	0.000	0.000	0.000
TN OF KIRKLAND 275496 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REPLACE THE BIG NORTON AVE BRIDGE (BIN 2205770) OVER ORISKANY CREEK IN KIRKLAND, ONEIDA CO. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL AND 5% LOCAL MATCH.	BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 07/2026 LOCAL 07/2026 BFP OFF SYS 07/2026 LOCAL 07/2026 BFP OFF SYS 07/2027 LOCAL 07/2027 BFP OFF SYS 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.261 0.014 0.038 0.002 0.169 0.009 1.738 0.091	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.086 0.004 0.019 0.001 0.086 0.004 0.261 0.014 0.038 0.002 0.169 0.009 1.738 0.091						
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.322		0.200	0.315	2.007	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
HERKIMER CO 275497 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REHABILITATE THE DYKE RD BRIDGE (BIN 3366130) AND BLEECKER ST EXT BRIDGE (BIN 3366140) OVER FERGUSON CREEK IN TOWN OF FRANKFORT, HERKIMER CO. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH).	BFP MAIN 01/2025 LOCAL 01/2025 BFP MAIN 01/2025 LOCAL 01/2025 BFP MAIN 01/2025 LOCAL 01/2025 BFP MAIN 07/2026 LOCAL 07/2026 BFP MAIN 07/2026 LOCAL 07/2026 BFP MAIN 07/2027 LOCAL 07/2027 BFP MAIN 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.106 0.006 0.057 0.003 0.418 0.022 1.097 0.058	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.034 0.002 0.023 0.001 0.034 0.002 0.106 0.006 0.057 0.003 0.418 0.022 1.097 0.058						
AQC:N/A	HERKIMER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.767		0.096	0.172	1.595	0.000	0.000	0.000	0.000
TN OF HERKIMER 275500 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REPLACE THE SHELLS BUSH RD BRIDGE (BIN 2204620) OVER WEST CANADA CREEK IN HERKIMER, HERKIMER CO. LOCAL BRIDGE NY PROJECT.	BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 07/2026 LOCAL 07/2026 BFP OFF SYS 07/2026 LOCAL 07/2026 BFP OFF SYS 07/2027 LOCAL 07/2027 BFP OFF SYS 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.091 0.005 0.011 0.001 0.079 0.004 0.564 0.030	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.029 0.001 0.006 0.001 0.029 0.001 0.091 0.005 0.011 0.001 0.079 0.004 0.564 0.030						
AQC:N/A	HERKIMER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.785		0.067	0.108	0.677	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
ONEIDA CO 275502 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REPLACE THE BREWER RD BRIDGE (BIN 2205570) OVER W BRANCH FISH CREEK IN CAMDEN, ONEIDA CO. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL AND 5% LOCAL MATCH.	BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 04/2026 LOCAL 04/2026 BFP OFF SYS 04/2026 LOCAL 04/2026 BFP OFF SYS 12/2026 LOCAL 12/2026 BFP OFF SYS 12/2026 LOCAL 12/2026	0.000 0.000 0.000 0.000 0.000 0.000 0.251 0.013 0.023 0.001 0.249 0.013 2.072 0.109	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.084 0.004 0.010 0.001 0.084 0.004 0.251 0.013 0.023 0.001 0.249 0.013 2.072 0.109						
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.731		0.187	0.288	2.443	0.000	0.000	0.000	0.000
ONEIDA CO 275503 BRIDGE <Exempt>	THIS BRIDGE NY PROJECT WILL REPLACE THE GREENWAY RD BRIDGE (BIN 3311210) OVER STONY CREEK IN VERONA, ONEIDA CO. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL AND 5% LOCAL MATCH.	BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 11/2024 LOCAL 11/2024 BFP OFF SYS 04/2026 LOCAL 04/2026 BFP OFF SYS 04/2026 LOCAL 04/2026 BFP OFF SYS 12/2026 LOCAL 12/2026 BFP OFF SYS 12/2026 LOCAL 12/2026	0.000 0.000 0.000 0.000 0.000 0.000 0.289 0.015 0.020 0.001 0.286 0.015 1.705 0.090	PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.097 0.005 0.009 0.001 0.097 0.005 0.289 0.015 0.020 0.001 0.286 0.015 1.705 0.090						
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.421		0.214	0.325	2.096	0.000	0.000	0.000	0.000
NYSOT 280652 SAFETY <Exempt>	THIS PROJECT WILL IMPROVE THE RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION, FROM N. JAMES ST. TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG RT. 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO.	NHPP 09/2025 SDF 09/2025 SAFE RT SCH 09/2025 NHPP 09/2025 SDF 09/2025 SAFE RT SCH 09/2025 SAFE RT SCH 02/2025 NHPP 02/2025 SDF 02/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST DETLDES ROWACQU ROWACQU	0.088 0.022 0.110 0.583 0.146 1.007 0.040 0.025 0.006						
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.027	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280674 SAFETY <Exempt>	ROADSIDE SAFETY/GUIDERAIL PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2027	0.080	PRELDES			0.080				
		SDF 04/2027	0.020	PRELDES			0.020				
		SDF 04/2027	0.006	ROWINCD			0.006				
		STBG FLEX 04/2027	0.080	SCOPING			0.080				
		SDF 04/2027	0.020	SCOPING			0.020				
		NHPP 09/2028	0.199	CONINSP				0.199			
		SDF 09/2028	0.050	CONINSP				0.050			
		STBG FLEX 09/2028	0.133	CONINSP				0.133			
		SDF 09/2028	0.033	CONINSP				0.033			
		NHPP 09/2028	1.206	CONST				1.206			
		SDF 09/2028	0.301	CONST				0.301			
		STBG FLEX 09/2028	0.804	CONST				0.804			
		SDF 09/2028	0.201	CONST				0.201			
		STBG FLEX 02/2028	0.080	DETLDES				0.080			
		SDF 02/2028	0.020	DETLDES				0.020			
		STBG FLEX 02/2028	0.040	ROWACQU				0.040			
		SDF 02/2028	0.010	ROWACQU				0.010			
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.283		0.000	0.000	0.206	3.077	0.000	0.000	0.000
NYSDOT 280675 SAFETY <Exempt>	ROADSIDE SAFETY/RUSTIC GUIDERAIL 25, VARIOUS LOCATIONS, REGIONWIDE	SDF 04/2026	0.216	DETLDES		0.216					
		SDF 01/2026	0.072	PRELDES		0.072					
		SDF 01/2026	0.072	SCOPING		0.072					
		NHPP 10/2026	0.153	CONINSP			0.153				
		SDF 10/2026	0.038	CONINSP			0.038				
		STBG FLEX 10/2026	0.153	CONINSP			0.153				
		SDF 10/2026	0.038	CONINSP			0.038				
		NHPP 10/2026	1.018	CONST			1.018				
		SDF 10/2026	0.254	CONST			0.254				
		STBG FLEX 10/2026	1.018	CONST			1.018				
		SDF 10/2026	0.254	CONST			0.254				
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.286		0.000	0.360	2.926	0.000	0.000	0.000	0.000
NYSDOT 280676 SAFETY <Exempt>	ROADSIDE SAFETY/RUSTIC GUIDERAIL 26, VARIOUS LOCATIONS, REGIONWIDE	SDF 06/2025	0.000	DETLDES	0.216						
		SDF 10/2024	0.000	PRELDES	0.072						
		SDF 10/2024	0.000	SCOPING	0.072						
		NHPP 09/2026	0.153	CONINSP		0.153					
		SDF 09/2026	0.038	CONINSP		0.038					
		STBG FLEX 09/2026	0.153	CONINSP		0.153					
		SDF 09/2026	0.038	CONINSP		0.038					
		NHPP 09/2026	1.018	CONST		1.018					
		SDF 09/2026	0.254	CONST		0.254					
		STBG FLEX 09/2026	1.018	CONST		1.018					
		SDF 09/2026	0.254	CONST		0.254					
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.926		0.360	2.926	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280677 SAFETY <Exempt>	ROADSIDE SAFETY/RUSTIC GUIDERAIL 27, VARIOUS LOCATIONS, REGIONWIDE	NHPP 09/2027 SDF 09/2027 STBG FLEX 09/2027 SDF 09/2027 NHPP 09/2027 SDF 09/2027 STBG FLEX 09/2027 SDF 09/2027 SDF 06/2027 SDF 10/2026 SDF 11/2026	0.156 0.039 0.156 0.039 1.037 0.259 1.037 0.259 0.216 0.072 0.072	CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST DETLDES PRELDES SCOPING			0.156 0.039 0.156 0.039 1.037 0.259 1.037 0.259 0.216 0.072 0.072				
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.342		0.000	0.000	3.342	0.000	0.000	0.000	0.000
NYSDOT 280679 TRAFFIC <Exempt>	PAVEMENT MARKING PROJECT 25, VARIOUS LOCATIONS, ONEIDA and MADISON COUNTIES	NHPP 08/2025 SDF 08/2025 NHPP 08/2025 SDF 08/2025	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.599 0.150 3.994 0.998						
AQC:A11	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		5.741	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 280680 TRAFFIC <Exempt>	PAVEMENT MARKING PROJECT 24, VARIOUS LOCATIONS, FULTON, HAMILTON, HERKIMER, MONTGOMERY COUNTIES	NHPP 09/2026 SDF 09/2026 NHPP 09/2026 SDF 09/2026 NHPP 05/2026 SDF 05/2026 NHPP 11/2025 SDF 11/2025 NHPP 11/2025 SDF 11/2025	0.471 0.118 3.138 0.784 0.173 0.043 0.058 0.014 0.058 0.014	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES SCOPING SCOPING		0.471 0.118 3.138 0.784 0.173 0.043 0.058 0.014 0.058 0.014					
AQC:A11	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.871		0.000	4.871	0.000	0.000	0.000	0.000	0.000
NYSDOT 280681 TRAFFIC <Exempt>	PAVEMENT MARKING WEST PROJECT 27, VARIOUS LOCATIONS, ONEIDA and MADISON COUNTIES	NHPP 09/2027 SDF 09/2027 NHPP 09/2027 SDF 09/2027 NHPP 01/2027 SDF 01/2027 NHPP 11/2026 SDF 11/2026 NHPP 11/2026 SDF 11/2026	0.415 0.104 2.765 0.691 0.231 0.058 0.077 0.019 0.077 0.019	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES SCOPING SCOPING			0.415 0.104 2.765 0.691 0.231 0.058 0.077 0.019 0.077 0.019				
AQC:N/A	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.456		0.000	0.000	4.456	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280683 R&P <Exempt>	CRACK SEALING PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2027	0.104	CONINSP			0.104				
		SDF 08/2027	0.026	CONINSP			0.026				
		STBG FLEX 08/2027	0.691	CONST			0.691				
		SDF 08/2027	0.173	CONST			0.173				
		STBG FLEX 06/2027	0.054	DETLDES			0.054				
		SDF 06/2027	0.014	DETLDES			0.014				
		STBG FLEX 10/2026	0.016	PRELDES			0.016				
		SDF 10/2026	0.004	PRELDES			0.004				
		STBG FLEX 10/2026	0.016	SCOPING			0.016				
		SDF 10/2026	0.004	SCOPING			0.004				
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.102		0.000	0.000	1.102	0.000	0.000	0.000	0.000
NYSDOT 280686 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2025	0.000	DETLDES	0.303						
		SDF 04/2025	0.000	DETLDES	0.076						
		STBG FLEX 11/2024	0.000	PRELDES	0.099						
		SDF 11/2024	0.000	PRELDES	0.025						
		STBG FLEX 05/2025	0.000	ROWACQU	0.051						
		SDF 05/2025	0.000	ROWACQU	0.013						
		STBG FLEX 11/2024	0.000	ROWINCD	0.025						
		SDF 11/2024	0.000	ROWINCD	0.006						
		STBG FLEX 10/2024	0.000	SCOPING	0.099						
		SDF 10/2024	0.000	SCOPING	0.025						
		STBG FLEX 01/2026	0.378	CONINSP		0.378					
		SDF 01/2026	0.094	CONINSP		0.094					
		STBG FLEX 01/2026	2.519	CONST		2.519					
		SDF 01/2026	0.630	CONST		0.630					
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.621		0.722	3.621	0.000	0.000	0.000	0.000	0.000
NYSDOT 280687 SAFETY <Exempt>	THIS PROJECT WILL REPLACE THE ROUTE 20/UNNAMED CREEK CULVERT (C260033), JUST EAST OF THE RT. 20/RT. 8 INTERSECTION IN THE TOWN OF BRIDGEWATER, ONEIDA COUNTY.	STBG FLEX 04/2025	0.000	DETLDES	0.244						
		SDF 04/2025	0.000	DETLDES	0.061						
		STBG FLEX 10/2024	0.000	PRELDES	0.080						
		SDF 10/2024	0.000	PRELDES	0.020						
		STBG FLEX 04/2025	0.000	ROWACQU	0.041						
		SDF 04/2025	0.000	ROWACQU	0.010						
		STBG FLEX 10/2024	0.000	ROWINCD	0.020						
		SDF 10/2024	0.000	ROWINCD	0.005						
		STBG FLEX 10/2024	0.000	SCOPING	0.080						
		SDF 10/2024	0.000	SCOPING	0.020						
		STBG FLEX 05/2026	0.214	CONINSP		0.214					
		SDF 05/2026	0.053	CONINSP		0.053					
		STBG FLEX 05/2026	1.426	CONST		1.426					
		SDF 05/2026	0.356	CONST		0.356					
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	2.049		0.581	2.049	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280688 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2026	0.307	DETLDES		0.307					
		SDF 08/2026	0.077	DETLDES		0.077					
		STBG FLEX 10/2025	0.101	PRELDES		0.101					
		SDF 10/2025	0.025	PRELDES		0.025					
		STBG FLEX 08/2026	0.051	ROWACQU		0.051					
		SDF 08/2026	0.013	ROWACQU		0.013					
		STBG FLEX 10/2025	0.025	ROWINCD		0.025					
		SDF 10/2025	0.006	ROWINCD		0.006					
		STBG FLEX 10/2025	0.101	SCOPING		0.101					
		SDF 10/2025	0.025	SCOPING		0.025					
		STBG FLEX 11/2027	0.389	CONINSP				0.389			
		SDF 11/2027	0.097	CONINSP				0.097			
		STBG FLEX 11/2027	2.594	CONST				2.594			
		SDF 11/2027	0.649	CONST				0.649			
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.460		0.000	0.731	0.000	3.729	0.000	0.000	0.000
NYSDOT 280691 BRIDGE <Exempt>	THIS IS A REGIONWIDE BRIDGE PAINTING PROJECT	NHPP 03/2025	0.000	PRELDES	0.068						
		SDF 03/2025	0.000	PRELDES	0.017						
		NHPP 03/2025	0.000	SCOPING	0.068						
		SDF 03/2025	0.000	SCOPING	0.017						
		NHPP 08/2026	0.407	CONINSP		0.407					
		SDF 08/2026	0.102	CONINSP		0.102					
		NHPP 08/2026	3.392	CONST		3.392					
		SDF 08/2026	0.848	CONST		0.848					
		NHPP 03/2026	0.204	DETLDES		0.204					
		SDF 03/2026	0.051	DETLDES		0.051					
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.004		0.170	5.004	0.000	0.000	0.000	0.000	0.000
NYSDOT 280693 TRAFFIC <Exempt>	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.	STBG FLEX 03/2025	0.000	PRELDES	0.024						
		SDF 03/2025	0.000	PRELDES	0.006						
		STBG FLEX 09/2025	0.000	ROWINCD	0.006						
		SDF 09/2025	0.000	ROWINCD	0.002						
		STBG FLEX 10/2024	0.000	SCOPING	0.024						
		SDF 10/2024	0.000	SCOPING	0.006						
		STBG FLEX 02/2026	0.096	DETLDES		0.096					
		SDF 02/2026	0.024	DETLDES		0.024					
		STBG FLEX 02/2026	0.016	ROWACQU		0.016					
		SDF 02/2026	0.004	ROWACQU		0.004					
		STBG FLEX 01/2027	0.122	CONINSP			0.122				
		SDF 01/2027	0.031	CONINSP			0.031				
		STBG FLEX 01/2027	0.816	CONST			0.816				
		SDF 01/2027	0.204	CONST			0.204				
AQC:N/A	ONEIDA TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.313		0.068	0.140	1.173	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280694 TRAFFIC <Exempt>	THIS PROJECT WILL PROVIDE SAFETY ENHANCEMENTS TO THE SIGNAL SYSTEM AND ADA ELEMENTS AT VARIOUS INTERSECTIONS. ELEMENTS MAY INCLUDE SIGNAL UPGRADES, REMOVAL OF EMBEDDED POLES, AND INSTALLATION OF BACK PLATES, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2025	0.000	PRELDES	0.048						
		SDF 04/2025	0.000	PRELDES	0.012						
		SDF 04/2025	0.000	ROWINCD	0.002						
		STBG FLEX 04/2025	0.000	SCOPING	0.048						
		SDF 04/2025	0.000	SCOPING	0.012						
		N/A 07/2026	0.000	CONINSP		0.000					
		SDF 07/2026	0.053	CONINSP		0.053					
		NHPP 07/2026	0.114	CONINSP		0.114					
		SDF 07/2026	0.029	CONINSP		0.029					
		STBG FLEX 07/2026	0.061	CONINSP		0.061					
		SDF 07/2026	0.015	CONINSP		0.015					
		N/A 07/2026	0.000	CONST		0.000					
		SDF 07/2026	0.530	CONST		0.530					
		NHPP 07/2026	0.509	CONST		0.509					
		SDF 07/2026	0.127	CONST		0.127					
		STBG FLEX 07/2026	0.424	CONST		0.424					
		SDF 07/2026	0.106	CONST		0.106					
		STBG FLEX 01/2026	0.085	DETLDES		0.085					
		SDF 01/2026	0.021	DETLDES		0.021					
		STBG FLEX 01/2026	0.004	ROWACQU		0.004					
		SDF 01/2026	0.001	ROWACQU		0.001					
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.079		0.122	2.079	0.000	0.000	0.000	0.000	0.000
NYSDOT 280695 TRAFFIC <Exempt>	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.	STBG FLEX 07/2026	0.076	DETLDES		0.076					
		SDF 07/2026	0.019	DETLDES		0.019					
		STBG FLEX 10/2025	0.025	PRELDES		0.025					
		SDF 10/2025	0.006	PRELDES		0.006					
		STBG FLEX 07/2026	0.013	ROWACQU		0.013					
		SDF 07/2026	0.003	ROWACQU		0.003					
		STBG FLEX 10/2025	0.006	ROWINCD		0.006					
		SDF 10/2025	0.002	ROWINCD		0.002					
		STBG FLEX 10/2025	0.025	SCOPING		0.025					
		SDF 10/2025	0.006	SCOPING		0.006					
		STBG FLEX 01/2027	0.095	CONINSP			0.095				
		SDF 01/2027	0.024	CONINSP			0.024				
		STBG FLEX 01/2027	0.636	CONST			0.636				
		SDF 01/2027	0.159	CONST			0.159				
AQC:A2	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.095		0.000	0.181	0.914	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280698 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE	NHPP 07/2025 SDF 07/2025 NHPP 10/2024 SDF 10/2024 NHPP 10/2024 SDF 10/2024 NHPP 11/2025 SDF 11/2025 NHPP 11/2025 SDF 11/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.080 0.020 0.536 0.134	DETLDES DETLDES PRELDES PRELDES SCOPING SCOPING CONINSP CONINSP CONST CONST	0.065 0.016 0.021 0.005 0.021 0.005 0.080 0.020 0.536 0.134						
AQC:A19	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.770		0.133	0.770	0.000	0.000	0.000	0.000	0.000
NYSDOT 280702 BRIDGE <Exempt>	THIS PROJECT WILL REHABILITATE ONE DEFICIENT CULVERT AND REPLACE TWO DEFICIENT CULVERTS. THESE REPAIRS/REPLACEMENTS WILL ADDRESS THE STRUCTURAL DEFICIENCIES AND HYDRAULIC INADEQUACIES AT EACH LOCATION. ALL THREE CULVERTS ARE LOCATED IN THE TOWN OF LEE, ONEIDA COUNTY.	STBG FLEX 07/2025 SDF 07/2025 STBG FLEX 07/2025 SDF 07/2025	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.227 0.057 1.724 0.431						
AQC:N/A	ONEIDA TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.439	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 280707 BRIDGE <Exempt>	THIS PROJECT WILL REPLACE THE BRIDGE THAT CARRIES HIGBY RD. (CR. 96) OVER RT. 5S (BIN 1051230), AND ADD SIDEWALK IN THE TOWN OF FRANKFORT, HERKIMER COUNTY.	BFP MAIN 08/2027 SDF 08/2027 BFP MAIN 08/2027 SDF 08/2027 BFP MAIN 11/2026 SDF 11/2026	0.583 0.146 3.888 0.972 0.458 0.114	CONINSP CONINSP CONST CONST DETLDES DETLDES			0.583 0.146 3.888 0.972 0.458 0.114				
AQC:N/A	HERKIMER TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.161		0.000	0.000	6.161	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280708 SAFETY <Exempt>	ROADSIDE SAFETY/GUIDERAIL PROJECT 28, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2026	0.040	PRELDES		0.040					
		SDF 04/2026	0.010	PRELDES		0.010					
		SDF 04/2026	0.003	ROWINCD		0.003					
		STBG FLEX 04/2026	0.040	SCOPING		0.040					
		SDF 04/2026	0.010	SCOPING		0.010					
		NHPP 09/2027	0.117	CONINSP			0.117				
		SDF 09/2027	0.029	CONINSP			0.029				
		STBG FLEX 09/2027	0.078	CONINSP			0.078				
		SDF 09/2027	0.019	CONINSP			0.019				
		NHPP 09/2027	0.778	CONST			0.778				
		SDF 09/2027	0.194	CONST			0.194				
		STBG FLEX 09/2027	0.518	CONST			0.518				
		SDF 09/2027	0.130	CONST			0.130				
		STBG FLEX 01/2027	0.040	DETLDES			0.040				
		SDF 01/2027	0.010	DETLDES			0.010				
		STBG FLEX 01/2027	0.020	ROWACQU			0.020				
		SDF 01/2027	0.005	ROWACQU			0.005				
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.041		0.000	0.103	1.938	0.000	0.000	0.000	0.000
NYSDOT 280709 SAFETY <Exempt>	ROADSIDE SAFETY/GUIDERAIL PROJECT 29, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2027	0.040	PRELDES			0.040				
		SDF 04/2027	0.010	PRELDES			0.010				
		SDF 04/2027	0.003	ROWINCD			0.003				
		STBG FLEX 04/2027	0.040	SCOPING			0.040				
		SDF 04/2027	0.010	SCOPING			0.010				
		NHPP 09/2028	0.119	CONINSP				0.119			
		SDF 09/2028	0.030	CONINSP				0.030			
		STBG FLEX 09/2028	0.079	CONINSP				0.079			
		SDF 09/2028	0.020	CONINSP				0.020			
		NHPP 09/2028	0.792	CONST				0.792			
		SDF 09/2028	0.198	CONST				0.198			
		STBG FLEX 09/2028	0.528	CONST				0.528			
		SDF 09/2028	0.132	CONST				0.132			
		STBG FLEX 01/2028	0.040	DETLDES				0.040			
		SDF 01/2028	0.010	DETLDES				0.010			
		STBG FLEX 01/2028	0.020	ROWACQU				0.020			
		SDF 01/2028	0.005	ROWACQU				0.005			
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.076		0.000	0.000	0.103	1.973	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280710 SAFETY <Exempt>	ROADSIDE SAFETY/GUIDERAIL PROJECT 30, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2028	0.040	PRELDES				0.040			
		SDF 04/2028	0.010	PRELDES				0.010			
		SDF 04/2028	0.003	ROWINCD				0.003			
		STBG FLEX 04/2028	0.040	SCOPING				0.040			
		SDF 04/2028	0.010	SCOPING				0.010			
		NHPP 09/2029	0.121	CONINSP					0.121		
		SDF 09/2029	0.030	CONINSP					0.030		
		STBG FLEX 09/2029	0.081	CONINSP					0.081		
		SDF 09/2029	0.020	CONINSP					0.020		
		NHPP 09/2029	0.806	CONST					0.806		
		SDF 09/2029	0.202	CONST					0.202		
		STBG FLEX 09/2029	0.538	CONST					0.538		
		SDF 09/2029	0.134	CONST					0.134		
		STBG FLEX 01/2029	0.040	DETLDES					0.040		
		SDF 01/2029	0.010	DETLDES					0.010		
		STBG FLEX 01/2029	0.020	ROWACQU					0.020		
		SDF 01/2029	0.005	ROWACQU					0.005		
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.110		0.000	0.000	0.000	0.103	2.007	0.000	0.000
NYSDOT 280711 SAFETY <Exempt>	ROADSIDE SAFETY/GUIDERAIL PROJECT 31, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 04/2029	0.040	PRELDES					0.040		
		SDF 04/2029	0.010	PRELDES					0.010		
		SDF 04/2029	0.003	ROWINCD					0.003		
		STBG FLEX 04/2029	0.040	SCOPING					0.040		
		SDF 04/2029	0.010	SCOPING					0.010		
		NHPP 09/2030	0.123	CONINSP						0.123	
		SDF 09/2030	0.031	CONINSP						0.031	
		STBG FLEX 09/2030	0.082	CONINSP						0.082	
		SDF 09/2030	0.020	CONINSP						0.020	
		NHPP 09/2030	0.821	CONST						0.821	
		SDF 09/2030	0.205	CONST						0.205	
		STBG FLEX 09/2030	0.547	CONST						0.547	
		SDF 09/2030	0.137	CONST						0.137	
		STBG FLEX 01/2030	0.040	DETLDES						0.040	
		SDF 01/2030	0.010	DETLDES						0.010	
		STBG FLEX 01/2030	0.020	ROWACQU						0.020	
		SDF 01/2030	0.005	ROWACQU						0.005	
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.144		0.000	0.000	0.000	0.000	0.103	2.041	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280712 TRAFFIC <Exempt>	PAVEMENT MARKING PROJECT 24, VARIOUS LOCATIONS, FULTON, HAMILTON, HERKIMER, MONTGOMERY COUNTIES	NHPP 09/2028	0.488	CONINSP				0.488			
		SDF 09/2028	0.122	CONINSP				0.122			
		NHPP 09/2028	3.256	CONST				3.256			
		SDF 09/2028	0.814	CONST				0.814			
		NHPP 05/2028	0.173	DETLDES				0.173			
		SDF 05/2028	0.043	DETLDES				0.043			
		NHPP 11/2027	0.058	PRELDES				0.058			
		SDF 11/2027	0.014	PRELDES				0.014			
		NHPP 11/2027	0.058	SCOPING				0.058			
		SDF 11/2027	0.014	SCOPING				0.014			
AQC:A2	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.040		0.000	0.000	0.000	5.040	0.000	0.000	0.000
NYSDOT 280713 TRAFFIC <Exempt>	PAVEMENT MARKING PROJECT 29, VARIOUS LOCATIONS, ONEIDA and MADISON COUNTIES	NHPP 09/2029	0.645	CONINSP					0.645		
		SDF 09/2029	0.161	CONINSP					0.161		
		NHPP 09/2029	4.301	CONST					4.301		
		SDF 09/2029	1.075	CONST					1.075		
		NHPP 11/2028	0.346	DETLDES					0.346		
		SDF 11/2028	0.086	DETLDES					0.086		
		NHPP 11/2028	0.115	PRELDES					0.115		
		SDF 11/2028	0.029	PRELDES					0.029		
		NHPP 11/2028	0.115	SCOPING					0.115		
		SDF 11/2028	0.029	SCOPING					0.029		
AQC:N/A	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.902		0.000	0.000	0.000	0.000	6.902	0.000	0.000
NYSDOT 280714 TRAFFIC <Exempt>	PAVEMENT MARKING PROJECT 30, VARIOUS LOCATIONS, FULTON, HAMILTON, HERKIMER, MONTGOMERY COUNTIES	NHPP 05/2028	0.173	DETLDES				0.173			
		SDF 05/2028	0.043	DETLDES				0.043			
		NHPP 11/2027	0.058	PRELDES				0.058			
		SDF 11/2027	0.014	PRELDES				0.014			
		NHPP 11/2027	0.058	SCOPING				0.058			
		SDF 11/2027	0.014	SCOPING				0.014			
		NHPP 09/2030	0.506	CONINSP						0.506	
		SDF 09/2030	0.127	CONINSP						0.127	
		NHPP 09/2030	3.374	CONST						3.374	
		SDF 09/2030	0.844	CONST						0.844	
AQC:A2	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.211		0.000	0.000	0.000	0.360	0.000	4.851	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280720 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 28, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2027	0.244	DETLDES			0.244				
		SDF 08/2027	0.061	DETLDES			0.061				
		STBG FLEX 10/2026	0.080	PRELDES			0.080				
		SDF 10/2026	0.020	PRELDES			0.020				
		STBG FLEX 08/2027	0.041	ROWACQU			0.041				
		SDF 08/2027	0.010	ROWACQU			0.010				
		STBG FLEX 10/2026	0.020	ROWINCD			0.020				
		SDF 10/2026	0.005	ROWINCD			0.005				
		STBG FLEX 10/2026	0.080	SCOPING			0.080				
		SDF 10/2026	0.020	SCOPING			0.020				
		STBG FLEX 04/2028	0.310	CONINSP				0.310			
		SDF 04/2028	0.078	CONINSP				0.078			
		STBG FLEX 04/2028	2.068	CONST				2.068			
		SDF 04/2028	0.517	CONST				0.517			
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.554		0.000	0.000	0.581	2.973	0.000	0.000	0.000
NYSDOT 280721 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 29, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2028	0.248	DETLDES				0.248			
		SDF 08/2028	0.062	DETLDES				0.062			
		STBG FLEX 10/2027	0.081	PRELDES				0.081			
		SDF 10/2027	0.020	PRELDES				0.020			
		STBG FLEX 08/2028	0.041	ROWACQU				0.041			
		SDF 08/2028	0.010	ROWACQU				0.010			
		STBG FLEX 10/2027	0.020	ROWINCD				0.020			
		SDF 10/2027	0.005	ROWINCD				0.005			
		STBG FLEX 10/2027	0.081	SCOPING				0.081			
		SDF 10/2027	0.020	SCOPING				0.020			
		STBG FLEX 04/2029	0.316	CONINSP					0.316		
		SDF 04/2029	0.079	CONINSP					0.079		
		STBG FLEX 04/2029	2.106	CONST					2.106		
		SDF 04/2029	0.526	CONST					0.526		
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.615		0.000	0.000	0.000	0.588	3.027	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280722 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 30, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2029	0.253	DETLDES					0.253		
		SDF 08/2029	0.063	DETLDES					0.063		
		STBG FLEX 10/2028	0.083	PRELDES					0.083		
		SDF 10/2028	0.021	PRELDES					0.021		
		STBG FLEX 08/2029	0.042	ROWACQU					0.042		
		SDF 08/2029	0.011	ROWACQU					0.011		
		STBG FLEX 10/2028	0.021	ROWINCD					0.021		
		SDF 10/2028	0.005	ROWINCD					0.005		
		STBG FLEX 10/2028	0.083	SCOPING					0.083		
		SDF 10/2028	0.021	SCOPING					0.021		
		STBG FLEX 04/2030	0.321	CONINSP						0.321	
		SDF 04/2030	0.080	CONINSP						0.080	
		STBG FLEX 04/2030	2.143	CONST						2.143	
		SDF 04/2030	0.536	CONST						0.536	
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.683		0.000	0.000	0.000	0.000	0.603	3.080	0.000
NYSDOT 280723 SAFETY <Exempt>	CULVERT REPAIR / REPLACEMENT PROJECT 31, VARIOUS LOCATIONS, REGIONWIDE	STBG FLEX 08/2030	0.257	DETLDES						0.257	
		SDF 08/2030	0.064	DETLDES						0.064	
		STBG FLEX 10/2029	0.084	PRELDES						0.084	
		SDF 10/2029	0.021	PRELDES						0.021	
		STBG FLEX 08/2030	0.043	ROWACQU						0.043	
		SDF 08/2030	0.011	ROWACQU						0.011	
		STBG FLEX 10/2029	0.021	ROWINCD						0.021	
		SDF 10/2029	0.005	ROWINCD						0.005	
		STBG FLEX 10/2029	0.084	SCOPING						0.084	
		SDF 10/2029	0.021	SCOPING						0.021	
AQC:A2	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.611		0.000	0.000	0.000	0.000	0.000	0.611	0.000
NYSDOT 280726 BRIDGE <Exempt>	This is a Regionwide Bridge Painting Project	NHPP 03/2027	0.068	PRELDES			0.068				
		SDF 03/2027	0.017	PRELDES			0.017				
		NHPP 03/2027	0.068	SCOPING			0.068				
		SDF 03/2027	0.017	SCOPING			0.017				
		NHPP 08/2028	0.396	CONINSP				0.396			
		SDF 08/2028	0.099	CONINSP				0.099			
		NHPP 08/2028	3.300	CONST				3.300			
		SDF 08/2028	0.825	CONST				0.825			
		NHPP 05/2028	0.211	DETLDES				0.211			
		SDF 05/2028	0.053	DETLDES				0.053			
AQC:NEW	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.054		0.000	0.000	0.170	4.884	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280727 BRIDGE <Exempt>	This is a Regionwide Bridge Painting Project	NHPP 03/2029	0.070	PRELDES					0.070		
		SDF 03/2029	0.018	PRELDES					0.018		
		NHPP 03/2029	0.070	SCOPING					0.070		
		SDF 03/2029	0.018	SCOPING					0.018		
		NHPP 08/2030	0.438	CONINSP						0.438	
		SDF 08/2030	0.109	CONINSP						0.109	
		NHPP 08/2030	3.648	CONST						3.648	
		SDF 08/2030	0.912	CONST						0.912	
		NHPP 05/2030	0.219	DETLDES						0.219	
		SDF 05/2030	0.055	DETLDES						0.055	
AQC:NEW	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.557		0.000	0.000	0.000	0.000	0.176	5.381	0.000
NYSDOT 280728 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 28, VARIOUS LOCATIONS, REGIONWIDE	NHPP 08/2027	0.065	CONINSP			0.065				
		SDF 08/2027	0.016	CONINSP			0.016				
		NHPP 08/2027	0.432	CONST			0.432				
		SDF 08/2027	0.108	CONST			0.108				
		NHPP 04/2027	0.065	DETLDES			0.065				
		SDF 04/2027	0.016	DETLDES			0.016				
		NHPP 10/2026	0.021	PRELDES			0.021				
		SDF 10/2026	0.005	PRELDES			0.005				
		NHPP 10/2026	0.021	SCOPING			0.021				
		SDF 10/2026	0.005	SCOPING			0.005				
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.754		0.000	0.000	0.754	0.000	0.000	0.000	0.000
NYSDOT 280729 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 30, VARIOUS LOCATIONS, REGIONWIDE	NHPP 08/2027	0.065	CONINSP			0.065				
		SDF 08/2027	0.016	CONINSP			0.016				
		NHPP 08/2027	0.432	CONST			0.432				
		SDF 08/2027	0.108	CONST			0.108				
		NHPP 05/2029	0.067	DETLDES					0.067		
		SDF 05/2029	0.017	DETLDES					0.017		
		NHPP 10/2028	0.022	PRELDES					0.022		
		SDF 10/2028	0.006	PRELDES					0.006		
		NHPP 10/2028	0.022	SCOPING					0.022		
		SDF 10/2028	0.006	SCOPING					0.006		
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.761		0.000	0.000	0.621	0.000	0.140	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280730 TRAFFIC <Exempt>	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.	STBG FLEX 07/2028	0.079	DETLDES				0.079			
		SDF 07/2028	0.020	DETLDES				0.020			
		STBG FLEX 10/2027	0.026	PRELDES				0.026			
		SDF 10/2027	0.006	PRELDES				0.006			
		STBG FLEX 07/2028	0.013	ROWACQU				0.013			
		SDF 07/2028	0.003	ROWACQU				0.003			
		STBG FLEX 10/2027	0.006	ROWINCD				0.006			
		SDF 10/2027	0.002	ROWINCD				0.002			
		STBG FLEX 10/2027	0.026	SCOPING				0.026			
		SDF 10/2027	0.006	SCOPING				0.006			
		STBG FLEX 01/2029	0.099	CONINSP					0.099		
		SDF 01/2029	0.025	CONINSP					0.025		
		STBG FLEX 01/2029	0.660	CONST					0.660		
		SDF 01/2029	0.165	CONST					0.165		
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.136		0.000	0.000	0.000	0.187	0.949	0.000	0.000
NYSDOT 280731 TRAFFIC <Exempt>	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.	STBG FLEX 07/2030	0.082	DETLDES						0.082	
		SDF 07/2030	0.021	DETLDES						0.021	
		STBG FLEX 10/2029	0.027	PRELDES						0.027	
		SDF 10/2029	0.007	PRELDES						0.007	
		STBG FLEX 07/2030	0.014	ROWACQU						0.014	
		SDF 07/2030	0.003	ROWACQU						0.003	
		STBG FLEX 10/2029	0.007	ROWINCD						0.007	
		SDF 10/2029	0.002	ROWINCD						0.002	
		STBG FLEX 10/2029	0.027	SCOPING						0.027	
		SDF 10/2029	0.007	SCOPING						0.007	
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.197		0.000	0.000	0.000	0.000	0.000	0.197	0.000
NYSDOT 280732 TRAFFIC <Exempt>	THIS PROJECT WILL PROVIDE SAFETY ENHANCEMENTS TO THE SIGNAL SYSTEM AND ADA ELEMENTS AT VARIOUS INTERSECTIONS. ELEMENTS MAY INCLUDE SIGNAL UPGRADES, REMOVAL OF EMBEDDED POLES, AND INSTALLATION OF BACK PLATES.	STBG FLEX 04/2027	0.052	PRELDES			0.052				
		SDF 04/2027	0.013	PRELDES			0.013				
		STBG FLEX 04/2027	0.052	SCOPING			0.052				
		SDF 04/2027	0.013	SCOPING			0.013				
		N/A 07/2028	0.000	CONINSP				0.000			
		SDF 07/2028	0.059	CONINSP				0.059			
		NHPP 07/2028	0.172	CONINSP				0.172			
		STBG FLEX 07/2028	0.063	CONINSP				0.063			
		N/A 07/2028	0.000	CONST				0.000			
		SDF 07/2028	0.440	CONST				0.440			
		NHPP 07/2028	1.144	CONST				1.144			
		STBG FLEX 07/2028	0.616	CONST				0.616			
		STBG FLEX 01/2028	0.088	DETLDES				0.088			
		SDF 01/2028	0.022	DETLDES				0.022			
		STBG FLEX 01/2028	0.004	ROWACQU				0.004			
		SDF 01/2028	0.001	ROWACQU				0.001			
AQC:NEW	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.739		0.000	0.000	0.130	2.609	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 280733 TRAFFIC <Exempt>	THIS PROJECT WILL PROVIDE SAFETY ENHANCEMENTS TO THE SIGNAL SYSTEM AND ADA ELEMENTS AT VARIOUS INTERSECTIONS. ELEMENTS MAY INCLUDE SIGNAL UPGRADES, REMOVAL OF EMBEDDED POLES, AND INSTALLATION OF BACK PLATES.	STBG FLEX 04/2029	0.054	PRELDES					0.054		
		SDF 04/2029	0.013	PRELDES					0.013		
		STBG FLEX 04/2029	0.054	SCOPING					0.054		
		SDF 04/2029	0.013	SCOPING					0.013		
		N/A 07/2030	0.000	CONINSP						0.000	
		SDF 07/2030	0.061	CONINSP						0.061	
		NHPP 07/2030	0.178	CONINSP						0.178	
		STBG FLEX 07/2030	0.066	CONINSP						0.066	
		N/A 07/2030	0.000	CONST						0.000	
		SDF 07/2030	0.456	CONST						0.456	
		NHPP 07/2030	1.186	CONST						1.186	
		STBG FLEX 07/2030	0.638	CONST						0.638	
		STBG FLEX 01/2030	0.091	DETLDES						0.091	
		SDF 01/2030	0.023	DETLDES						0.023	
		STBG FLEX 01/2030	0.004	ROWACQU						0.004	
		SDF 01/2030	0.001	ROWACQU						0.001	
AQC:NEW	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	2.838		0.000	0.000	0.000	0.000	0.134	2.704	0.000
NYSDOT 280740 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE	NHPP 08/2026	0.064	CONINSP		0.064					
		SDF 08/2026	0.016	CONINSP		0.016					
		NHPP 08/2026	0.424	CONST		0.424					
		SDF 08/2026	0.106	CONST		0.106					
		NHPP 05/2026	0.064	DETLDES		0.064					
		SDF 05/2026	0.016	DETLDES		0.016					
		NHPP 10/2025	0.021	PRELDES		0.021					
		SDF 10/2025	0.005	PRELDES		0.005					
		NHPP 10/2025	0.021	SCOPING		0.021					
		SDF 10/2025	0.005	SCOPING		0.005					
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.742		0.000	0.742	0.000	0.000	0.000	0.000	0.000
NYSDOT 280741 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 29, VARIOUS LOCATIONS, REGIONWIDE	NHPP 08/2028	0.066	CONINSP				0.066			
		SDF 08/2028	0.017	CONINSP				0.017			
		NHPP 08/2028	0.440	CONST				0.440			
		SDF 08/2028	0.110	CONST				0.110			
		NHPP 05/2028	0.066	DETLDES				0.066			
		SDF 05/2028	0.017	DETLDES				0.017			
		NHPP 10/2027	0.022	PRELDES				0.022			
		SDF 10/2027	0.005	PRELDES				0.005			
		NHPP 10/2027	0.022	SCOPING				0.022			
		SDF 10/2027	0.005	SCOPING				0.005			
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.770		0.000	0.000	0.000	0.770	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 280742 BRIDGE <Exempt>	BRIDGE CLEANING PROJECT 31, VARIOUS LOCATIONS, REGIONWIDE	NHPP 08/2030 SDF 08/2030 NHPP 08/2030 SDF 08/2030 NHPP 05/2030 SDF 05/2030 NHPP 10/2029 SDF 10/2029 NHPP 10/2029 SDF 10/2029	0.068 0.017 0.456 0.114 0.068 0.017 0.022 0.006 0.022 0.006	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES SCOPING SCOPING						0.068 0.017 0.456 0.114 0.068 0.017 0.022 0.006 0.022 0.006	
AQC:NEW	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.796		0.000	0.000	0.000	0.000	0.000	0.796	0.000
2BFP30 <Exempt>	Bridge Formula SFY30/31 Block Fund	BFP MAIN 04/2030 SDF 04/2030	14.058 3.514	MISC MISC						14.058 3.514	
AQC:NEW	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.572		0.000	0.000	0.000	0.000	0.000	17.572	0.000
NYS DOT 2CRP26 MOBIL <Exempt>	CARBON REDUCTION PROGRAM SFY 26 BLOCK FUND	CRP MED URB 04/2026 SDF 04/2026	0.258 0.065	MISC MISC		0.258 0.065					
AQC:N/A	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.323		0.000	0.323	0.000	0.000	0.000	0.000	0.000
NYS DOT 2CRP27 MOBIL <Exempt>	CARBON REDUCTION PROGRAM SFY 27 BLOCK FUND	CRP MED URB 04/2027 SDF 04/2027	0.800 0.200	MISC MISC			0.800 0.200				
AQC:N/A	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.000		0.000	0.000	1.000	0.000	0.000	0.000	0.000
NYS DOT 2CRP28 MOBIL <Exempt>	CARBON REDUCTION PROGRAM SFY 28 BLOCK FUND	CRP MED URB 04/2028 SDF 04/2028	0.391 0.098	MISC MISC				0.391 0.098			
AQC:N/A	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.489		0.000	0.000	0.000	0.489	0.000	0.000	0.000
NYS DOT 2CRP29 MOBIL <Exempt>	CARBON REDUCTION PROGRAM SFY 29 BLOCK FUND	CRP MED URB 04/2029 SDF 04/2029	0.258 0.065	MISC MISC					0.258 0.065		
AQC:N/A	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.323		0.000	0.000	0.000	0.000	0.323	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 2CRP30 MOBIL <Exempt>	CARBON REDUCTION PROGRAM SFY 30 BLOCK FUND	CRP MED URB 04/2030 SDF 04/2030	0.258 0.065	MISC MISC						0.258 0.065	
AQC:N/A	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.323		0.000	0.000	0.000	0.000	0.000	0.323	0.000
NYSDOT 2CWS25 SAFETY <Exempt>	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE\W\S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.	HSIP 04/2025 HSIP 04/2025 HSIP 04/2026 HSIP 01/2027 HSIP 01/2027	0.000 0.000 0.090 0.150 1.000	PRELDES SCOPING DETLDES CONINSP CONST	0.030 0.030	0.090	0.150 1.000				
AQC:A6	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.240		0.060	0.090	1.150	0.000	0.000	0.000	0.000
NYSDOT 2CWS27 SAFETY <Exempt>	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE\W\S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.	HSIP 04/2026 HSIP 04/2026 HSIP 04/2027 HSIP 01/2028 HSIP 01/2028	0.030 0.030 0.090 0.150 1.000	PRELDES SCOPING DETLDES CONINSP CONST		0.030 0.030	0.090	0.150 1.000			
AQC:A6	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.300		0.000	0.060	0.090	1.150	0.000	0.000	0.000
NYSDOT 2ITS26 MOBIL <Exempt>	TMC/ITS OPERATIONS AND MAINTENANCE, VARIOUS LOCATIONS, REGIONWIDE. THIS PROJECT FUNDS THE OPERATION AND MAINTENANCE OF THE TRANSPORTATION MANAGEMENT CENTER (TMC). THIS INCLUDES THE SALARIES FOR CONSULTANT STAFF AS WELL AS EQUIPMENT PURCHASES AND ANY COSTS ASSOCIATED WITH MAINTENANCE OF THE EQUIPMENT AND TMC BUILDING.	NHPP 07/2025 SDF 07/2025	0.000 0.000	OPER OPER	1.186 0.296						
AQC:A7	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.482	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 2ITS27 MOBIL <Exempt>	TMC/ITS OPERATIONS AND MAINTENANCE, VARIOUS LOCATIONS, REGIONWIDE. THIS PROJECT FUNDS THE OPERATION AND MAINTENANCE OF THE TRANSPORTATION MANAGEMENT CENTER (TMC). THIS INCLUDES THE SALARIES FOR CONSULTANT STAFF AS WELL AS EQUIPMENT PURCHASES AND ANY COSTS ASSOCIATED WITH MAINTENANCE OF THE EQUIPMENT AND TMC BUILDING.	NHPP 07/2026 SDF 07/2026	1.208 0.302	OPER OPER		1.208 0.302					
AQC:A7	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.510		0.000	1.510	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 2ITS28 MOBIL <Exempt>	TMC/ITS OPERATIONS AND MAINTENANCE, VARIOUS LOCATIONS, REGIONWIDE. THIS PROJECT FUNDS THE OPERATION AND MAINTENANCE OF THE REGIONAL TRANSPORTATION MANAGEMENT CENTER (TMC.) THIS INCLUDES THE SALARIES FOR CONSULTANT STAFF AS WELL AS EQUIPMENT PURCHASES A	NHPP 07/2028 SDF 07/2028	1.254 0.314	OPER OPER				1.254 0.314			
AQC:A7	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.568		0.000	0.000	0.000	1.568	0.000	0.000	0.000
NYSDOT 2ITS29 MOBIL <Exempt>	TMC/ITS OPERATIONS AND MAINTENANCE, VARIOUS LOCATIONS, REGIONWIDE. THIS PROJECT FUNDS THE OPERATION AND MAINTENANCE OF THE REGIONAL TRANSPORTATION MANAGEMENT CENTER (TMC.) THIS INCLUDES THE SALARIES FOR CONSULTANT STAFF AS WELL AS EQUIPMENT PURCHASES AND ANY COSTS ASSOCIATED WITH MAINTENANCE OF THE EQUIPMENT AND TMC BUILDING. THE FUNDING COVERS ONE FEDERAL FISCAL YEAR.	NHPP 07/2029 SDF 07/2029	1.277 0.319	OPER OPER					1.277 0.319		
AQC:A7	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.596		0.000	0.000	0.000	0.000	1.596	0.000	0.000
NYSDOT 2ITS30 MOBIL <Exempt>	TMC/ITS OPERATIONS AND MAINTENANCE, VARIOUS LOCATIONS, REGIONWIDE. THIS PROJECT FUNDS THE OPERATION AND MAINTENANCE OF THE REGIONAL TRANSPORTATION MANAGEMENT CENTER (TMC.) THIS INCLUDES THE SALARIES FOR CONSULTANT STAFF AS WELL AS EQUIPMENT PURCHASES AND ANY COSTS ASSOCIATED WITH MAINTENANCE OF THE EQUIPMENT AND TMC BUILDING. THE FUNDING COVERS ONE FEDERAL FISCAL YEAR.	NHPP 07/2030 SDF 07/2030	1.300 0.325	OPER OPER						1.300 0.325	
AQC:A7	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.625		0.000	0.000	0.000	0.000	0.000	1.625	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS 2LC121 SAFETY <Exempt>	THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C230051,C230091.)	STBG FLEX 06/2025 SDF 06/2025 PIT BOND 06/2025 NHPP 06/2025 PIT BOND 06/2025 STBG FLEX 06/2025 SDF 06/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST CONST CONST CONST	0.258 0.065 1.344 0.345 0.086 0.300 0.075						
AQC:A2	HERKIMER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	0.000		2.473	0.000	0.000	0.000	0.000	0.000	0.000
NYS 2LC131 SAFETY <Exempt>	THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C240033, C270026, C270037.)	SDF 06/2025 STBG FLEX 06/2025 SDF 06/2025 PIT BOND 06/2025 STBG FLEX 06/2025 SDF 06/2025 TAP FLEX 06/2025 SDF 06/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST CONST CONST	0.150 0.288 0.072 1.281 0.615 0.154 1.600 0.400						
AQC:A2	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		4.560	0.000	0.000	0.000	0.000	0.000	0.000
NYS 2TB261 BRIDGE <Exempt>	SFY 26 BLOCK FUND FOR BRIDGE PM WORK IN ONEIDA AND HERKIMER COUNTIES	NHPP 04/2027 SDF 04/2027 STBG-OFF 04/2027 SDF 04/2027	0.586 0.146 0.228 0.057	CONST CONST CONST CONST			0.586 0.146 0.228 0.057				
AQC:J1	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.017		0.000	0.000	1.017	0.000	0.000	0.000	0.000
NYS 2TB271 BRIDGE <Exempt>	BLOCK FUND FOR BRIDGE PM WORK IN ONEIDA AND HERKIMER COUNTIES	NHPP 10/2027 SDF 10/2027 STBG-OFF 10/2027 SDF 10/2027	3.420 0.855 0.228 0.057	CONST CONST CONST CONST				3.420 0.855 0.228 0.057			
AQC:J1	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.560		0.000	0.000	0.000	4.560	0.000	0.000	0.000
2TB281 BRIDGE <Exempt>	Block Fund for Bridge PM work in Oneida and Herkimer Counties.	NHPP 10/2028 SDF 10/2028 STBG FLEX 10/2028 SDF 10/2028 STBG-OFF 10/2028 SDF 10/2028	2.394 0.599 0.638 0.160 0.160 0.040	CONST CONST CONST CONST CONST CONST					2.394 0.599 0.638 0.160 0.160 0.040		
AQC:N/A	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.991		0.000	0.000	0.000	0.000	3.991	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
2TB291 BRIDGE <Exempt>	Block Fund for Bridge PM work in Oneida and Herkimer Counties.	BFP MAIN 10/2029 SDF 10/2029	1.500 0.375	CONST CONST						1.500 0.375	
AQC:N/A	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.875		0.000	0.000	0.000	0.000	0.000	1.875	0.000
NYSDOT 2TLB27 BRIDGE <Exempt>	BLOCK FUND PROJECT FOR LOCALLY ADMINISTERED BRIDGE AND PAVING PROJECTS	STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2027 LOCAL 10/2027	0.800 0.200 3.200 0.800	MISC MISC CONST CONST		0.800 0.200		3.200 0.800			
AQC:J1	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.000		0.000	1.000	0.000	4.000	0.000	0.000	0.000
NYSDOT 2TLS24 SAFETY <Exempt>	BLOCK FUND THIS BLOCK OF FUNDS WILL BE USED TO FUND PROJECTS THAT WILL ADDRESS LOCAL SAFETY DEFICIENCIES AT VARIOUS LOCATIONS IN REGION 2. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 02/2026 LOCAL 02/2026 HSIP 08/2027 LOCAL 08/2027 HSIP 08/2028 LOCAL 08/2028 HSIP 08/2028 LOCAL 08/2028	0.056 0.007 0.103 0.012 0.405 0.045 3.159 0.351	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST		0.056 0.007	0.103 0.012	0.405 0.045 3.159 0.351			
AQC:J1	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.138		0.000	0.063	0.115	3.960	0.000	0.000	0.000
2TP261 <Exempt>	BLOCK FUND PM PAVEMENT 26, VARIOUS LOCATIONS, HERKIMER & ONEIDA COUNTIES	N/A 04/2027 SDF 04/2027 NHPP 04/2027 STBG FLEX 04/2027 N/A 04/2027 SDF 04/2027 NHPP 04/2027 STBG FLEX 04/2027	0.000 0.006 0.000 0.024 0.000 0.210 0.000 0.840	CONST CONST CONST CONST MISC MISC MISC MISC			0.000 0.006 0.000 0.024 0.000 0.210 0.000 0.840				
AQC:N/A	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.080		0.000	0.000	1.080	0.000	0.000	0.000	0.000
NYSDOT 2TP271 MISC <Exempt>	BLOCK FUND PM PAVEMENT 27, VARIOUS LOCATIONS, HERKIMER & ONEIDA COUNTIES	STBG FLEX 10/2026 SDF 10/2026 STBG FLEX 10/2026 SDF 10/2026	1.744 0.436 3.430 0.858	CONST CONST MISC MISC			1.744 0.436 3.430 0.858				
AQC:J1	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.468		0.000	0.000	6.468	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
2TP281 MISC <Exempt>	BLOCK FUND PM PAVEMENT 28	NHPP 04/2028 SDF 04/2028 STBG FLEX 04/2028 SDF 04/2028	8.800 2.200 6.400 1.600	CONST CONST CONST CONST				8.800 2.200 6.400 1.600			
AQC:N/A	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	19.000		0.000	0.000	0.000	19.000	0.000	0.000	0.000
2TP291 MISC <Exempt>	BLOCK FUND PM PAVEMENT 29	STBG FLEX 04/2029 SDF 04/2029	14.400 3.600	CONST CONST					14.400 3.600		
AQC:N/A	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	18.000		0.000	0.000	0.000	0.000	18.000	0.000	0.000
2TP301 MISC <Exempt>	BLOCK FUND PM PAVEMENT 30	STBG FLEX 04/2030 SDF 04/2030	10.400 2.600	CONST CONST						10.400 2.600	
AQC:N/A	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	13.000		0.000	0.000	0.000	0.000	0.000	13.000	0.000
NYSDOT 2TTR24 SAFETY <Exempt>	SAFETY PROJECT 24 (BLOCK FUND), VARIOUS LOCATIONS, REGIONWIDE. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 10/2024 SDF 10/2024	0.000 0.000	MISC MISC	3.600 0.400						
AQC:J1	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	0.000		4.000	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 2TTR25 SAFETY <Exempt>	SAFETY PROJECT 25 (BLOCK FUND). THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 04/2025 SDF 04/2025 HSIP 10/2024 SDF 10/2024	0.000 0.000 0.000 0.000	CONST CONST MISC MISC	1.458 0.162 0.477 0.053						
AQC:J1	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.150	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 2TTR26 SAFETY <Exempt>	SAFETY PROJECT 26 (BLOCK FUND). THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 04/2026 SDF 04/2026 HSIP 10/2025 SDF 10/2025	2.700 0.300 0.900 0.100	CONST CONST MISC MISC		2.700 0.300 0.900 0.100					
AQC:J1	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.000		0.000	4.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 2TTR27 SAFETY <Exempt>	2TTR27 - SAFETY PROJECT 27 (BLOCK FUND). THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 04/2027 SDF 04/2027 HSIP 10/2026 SDF 10/2026	1.350 0.150 0.450 0.050	CONST CONST MISC MISC			1.350 0.150 0.450 0.050				
AQC:J1	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.000		0.000	0.000	2.000	0.000	0.000	0.000	0.000
2TTR28 SAFETY <Exempt>	SAFETY PROJECT 28 BLOCK FUND. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 04/2028 SDF 04/2028 HSIP 10/2027 SDF 10/2027	1.350 0.150 0.450 0.050	CONST CONST MISC MISC				1.350 0.150 0.450 0.050			
AQC:J1	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.000		0.000	0.000	0.000	2.000	0.000	0.000	0.000

B. TRANSIT PROJECTS

These are the principal tables of the TIP. They list by year all federally funded highway and transit projects programmed for the two-county area. They depict future transportation project actions intended for the HOCTC area. Projects shown in the first year of the TIP may be carried over to the subsequent year of the TIP if the project cannot be let as originally programmed with no need for an amendment to the TIP.

**Schedules shown are based on the availability of funds in future State
and Federal budgets and appropriations**

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
CENTRO ONEIDA 279001 CONST <Exempt>	UTICA/ROME FACILITY CONSOLIDATION/CONSTRUCTION	FTA 5307 09/2027 STATE 09/2027 FTA 5339 09/2027 STATE 09/2027 LOCAL 09/2027 STATE 09/2027	15.591 3.898 18.809 4.702 1.750 17.500	MISC MISC MISC MISC MISC MISC			15.591 3.898 18.809 4.702 1.750 17.500				
AQC:N/A	ONEIDA TPC: \$50-\$85 M	TOTAL 5YR COST :	62.250		0.000	0.000	62.250	0.000	0.000	0.000	0.000
CENTRO ONEIDA 279003 MISC <Exempt>	PURCHASE TWO VEHICLES AND ONE GROUNDS VEHICLE TO MONITOR ROUTES, ON TIME PERFORMANCE, AND ACCIDENT REPORTING, ONEIDA COUNTY	FTA 5307 10/2024 STATE 10/2024	0.000 0.000	MISC MISC	0.156 0.039						
AQC:N/A	ONEIDA TPC: < \$0.75 M	TOTAL 5YR COST :	0.000		0.195	0.000	0.000	0.000	0.000	0.000	0.000
CENTRO ONEIDA 279004 MISC <Exempt>	PURCHASE SUPPORT VEHICLES TO MONITOR ROUTES, ON TIME PERFORMANCE, AND ACCIDENT REPORTING, ONEIDA COUNTY	FTA 5307 10/2025 STATE 10/2025	0.528 0.132	MISC MISC		0.528 0.132					
AQC:N/A	ONEIDA TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.660		0.000	0.660	0.000	0.000	0.000	0.000	0.000
Oneida County 282155 MISC <Exempt>	TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE, SYSTEMWIDE.	FTA 5311 10/2025 STATE 10/2025 LOCAL 10/2025 FTA 5311 10/2026 STATE 10/2026 LOCAL 10/2026	0.145 0.018 0.018 0.145 0.018 0.018	MISC MISC MISC MISC MISC MISC		0.145 0.018 0.018	0.145 0.018 0.018				
AQC:N/A	ONEIDA TPC: < \$0.75 M	TOTAL 5YR COST :	0.362		0.000	0.181	0.181	0.000	0.000	0.000	0.000
Centro Oneida 282170 TRANSIT <Exempt>	TO ENABLE AND SUSTAIN CONTINUED OPERATION OF TRANSIT SERVICE IN THE URBANIZED AREA OF ONEIDA CO INCLUDING THE CITY OF UTICA, TOWN OF NEW HARTFORD, WHITESTOWN, KIRKLAND BY CENTRO OF ONEIDA-UTICA	FTA 5307 10/2025 STATE 10/2025 LOCAL 10/2025 FTA 5307 10/2026 STATE 10/2026 LOCAL 10/2026 FTA 5307 10/2027 STATE 10/2027 LOCAL 10/2027 FTA 5307 10/2028 STATE 10/2028 LOCAL 10/2028	2.000 1.000 1.000 2.000 1.000 1.000 2.000 1.000 1.000 2.000 1.000 1.000	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		2.000 1.000 1.000	2.000 1.000 1.000	2.000 1.000 1.000	2.000 1.000 1.000		
AQC:N/A	ONEIDA TPC: \$12.5-\$19 M	TOTAL 5YR COST :	16.000		0.000	4.000	4.000	4.000	4.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
AQ CODE	COUNTY	TOTAL PROJECT COST									
Oneida County 282190 TRANSIT <Exempt>	ANNUAL ALLOCATION FOR FTA SECTION 5310 TO IMPROVE EFFICIENCY IN OPERATIONS; AS SAFETY IMPROVEMENT; TO IMPROVE CUSTOMER EXPERIENCE	FTA 5310 10/2025 LOCAL 10/2025 FTA 5310 10/2026 LOCAL 10/2026 FTA 5310 10/2027 LOCAL 10/2027 FTA 5310 10/2028 LOCAL 10/2028	0.354 0.088 0.354 0.088 0.354 0.088 0.354 0.088	MISC MISC MISC MISC MISC MISC MISC MISC		0.354 0.088	0.354 0.088	0.354 0.088	0.354 0.088		
AQC:N/A	ONEIDA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.442	0.442	0.442	0.442	0.000	0.000
CENTRO ONEIDA 282210 MISC <Exempt>	LAND ACQUISITION AND CONSTRUCTION FOR CONSOLIDATED FACILITY	FTA 5307 10/2024 STATE 10/2024	0.000 0.000	MISC MISC	4.000 1.000						
AQC:N/A	ONEIDA	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		5.000	0.000	0.000	0.000	0.000	0.000	0.000

C. TIP MODIFICATION PROCESS TABLE

HOCTC TIP Modification Process for TIP 2025-2029					
Type of Change	→ Stringency of Requirements				
	Type of Action			Responsibility	
	Written Justification From Sponsoring Agency	Administrative Modification	TIP Amendment/Resolution	HOCTC & NYSDOT	GP&L
1) Addition or Deletion					
1a) The Addition or Deletion of Any Phases for an Existing Project Without a Change to the Total Project Cost.		X		X	
1b) If Adding or Deleting Any Phases for an Existing Project and the Total Project Cost Changes, then go to 2.					
1c) Addition of Any Whole Project.			X		X
1d) Deletion of Any Whole Project.			X		X
2) Cost					
2a) Cost Change that Increases the Total Project Cost by 10% or More.			X		X
2b) If Change Increases the Cost by Less than 10% Use Options 2c or 2d. If Changing SDF (or other non-Federal funds) Within a Project or Phase, then go to 2e or 2f.					
2c) Cost Change <\$0.549999m		X		X	
2d) Cost Change >\$0.549999m			X		X
2e) Change of SDF (or other non-Federal funds) within Any Phase or Whole Project.	X			X	
2f) *Addition of Non-Federal Funds to any Phase, Regardless of Amount and/or Change in Total Project Cost		X		X	
3) Scope Change					
3a) A Scope Change for a Project Resulting in a Significant Change to the Project Limits, or Scope of Work.			X		X
3b) Description Changes that are not considered to be a Change in Project Scope		X		X	
4) Fund Source Change (for existing project phases only)					
4a) Fund Source Change for Any Phase.		X		X	
4b) If Changing the Fund Source to SDF (or other non-Federal funds) then, go to 4c.					
4c) Change of a Fund Source for Any Phase to SDF (or other non-Federal funds).	X			X	
5) Schedule Change					
5a) Change in Funding Year for the Phases of Scoping, Preliminary Design, Detail Design, ROW Incidentals, ROW Acquisition, Other or MISC.	X			X	
5b) Change in Funding Year for the Phases of Construction or Construction Inspection.		X		X	
Clarifying Rules and Information					
If changes to a project allow it to fall under two or more different guidelines/categories above, always utilize the more stringent requirements.					
Once the TIP is adopted any changes must occur through the guidelines outlined above.					
The Project Selection Process guidelines only apply before the TIP is adopted and cannot be used to make changes to the adopted TIP.					
Phases are defined by the STIP and include:					
Scoping, Preliminary Design, ROW Incidentals, ROW Acquisition, Construction, Construction Inspection, Other and Miscellaneous					
* 2f NFA Funds may exceed the Total Project Cost by 10% or more					

D. HOCTC SELF-CERTIFICATION

A. REQUIRED AGREEMENTS

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

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

B. PLANNING/TECHNICAL

1. UPWP

The Herkimer-Oneida Counties Transportation Council adopted a Unified Planning Work Program for the 2025-2026 Fiscal Year in February 2025. The work program includes ongoing public participation activities, data collection and performance measurement tasks, traffic modeling, technical assistance to municipalities, Geographic Information system (GIS) work, long-range plan development, and corridor-planning activities described in support of issues identified in the current HOCTC Long Range Plan.

2. Long-Range Transportation Plan (LRTP)

HOCTC 2025 – 2045 LRTP was adopted via HOCTC Resolution 2024 – 35 in December 2024. The LRTP lists all current State and Federal planning factors and emphasis areas as well as

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

3. The Transportation Improvement Program (TIP)

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

During the development of both TIP documents, the fiscal constraint was applied in coordination with NYSDOT Region 2. HOCTC worked closely with its members and NYSDOT Region 2 to identify appropriate projects that could safely be deferred as a result of program limitations. Through these and similar coordinated efforts the current TIP has remained both balanced and fiscally constrained. Individual projects are identifiable and are consistent with the adopted HOCTC LRTP. TIP amendment procedures are consistent with guidance from federal regulatory agencies. The amendment procedures are being reaffirmed with the approval of the 2025-2029 TIP. Revisions made during the adoption of the 2023-2027 TIP were necessary to streamline the management of the TIP, clarify procedures, define what qualifies for an amendment or an administrative modification, and develop a timely management system for projects listed on the TIP.

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

4. Technical Areas

Technical studies are proceeding consistent with the current UPWP. GIS network development and road condition scoring of network roads continue to be an emphasis area, along with bicycle and

pedestrian planning for HOCTC. An enhanced emphasis is being placed on mobility management and transit operations. Overall, targeted safety evaluations and highway safety programs are emerging focus. Finally, an integrated focus is on enhancing the connection between transportation investments and economic development.

5. Special Considerations in the Transportation Planning Process

- (a) Title VI** – HOCTC ensures that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in the transportation planning process. HOCTC continues to assist Oneida County in maintaining compliance with Title VI by working with the Title VI Coordinator for Oneida County. This includes preparing all updates to the Oneida County Title VI policy for review by the coordinator and preparing compliance documentation responses to be sent to NYSDOT. HOCTC provides Title VI compliance review assistance to Herkimer County, in the same manner as it works with Oneida County, to maintain compliance with the NYSDOT Office of Civil Rights.
- i. **Environmental Justice (EJ)** - The Environmental Justice/Title VI Analysis 2025 (EJ 2025) was adopted by the GP&L June 10, 2025, via Resolution 2025-12. Additionally, as a part of this update, the additional populations of disabled people, Limited English Proficiency (LEP) populations, the elderly, households without vehicles, and renter-occupied households were also analyzed at the Census Block Group scale. The EJ 2025 analysis identifies Census Tracts that have a higher concentration of minority and/or low-income populations within our planning area. These additional categories allowed for HOCTC to more accurately identify areas in need of environmental justice planning throughout the MPA and aids in the prioritization of funding needs.
 - ii. **Limited English Proficiency (LEP)** – Specific outreach to senior organizations, low mobility populations, and LEP populations was conducted as part of the LRTP update and FTA 5310 and 5311 solicitations. There is a large Limited English Population (LEP) that has been identified for targeted inclusion in the transportation planning programs per the HOCTC 2025 Environmental Justice Analysis. The HOCTC website is used as the main communication tool and is continuously updated to include the current UPWP, TIP, LRTP, meeting notices, agendas, and amendments in an accessible format. The HOCTC has increased efforts to reach disadvantaged and LEP populations within the MPA through partnerships with human service agencies (The Center for Refugees, the Resource Center for Independent Living, Mohawk Valley Community Action, Utica Neighborhood & Homeownership Center, NCAA-Rome Chapter, the ARC Oneida-Lewis Chapter) and the utilization of translation services for planning documents, projects, policy updates, and program materials.
 - iii. **Americans with Disabilities Act (ADA)** – Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and community participation projects. HOCTC planning efforts include consideration of services for the elderly, disabled persons, and for those who are not able to travel by personal vehicle. MPO meetings are held in ADA-accessible facilities. ADA compliance is monitored through the ADA paratransit services offered by the transit

operator and staff review of federally funded projects and plans. HOCTC works to provide education and training on ADA requirements within its MPA.

- iv. **Disadvantaged Business Enterprises (DBE)** – HOCTC reports on the utilization of DBE entities to deliver the planning and capital program. This includes provisions in all RFP for professional services to utilize DBE and MWBE entities. Reports are submitted on a semi-annual basis to NYSDOT, and HOCTC has also signed on to NYSDOT's DBE plan.
- (b) **Private Operators** - Consideration is given to private transportation providers. Private transportation operators will be considered and involved in any future planning efforts to develop additional services to rural areas, particularly as part of the implementation of the Human Services Transportation Plan (HSTP) 2025-2028, which was updated in 2024. Additional inclusion is achieved through the Transportation Coordination Committee (TCC).
- (c) **Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop HOCTC plans and programs and to guide project selection processes. HOCTC staff continues to maintain its relationships with local land use planning organizations through communication and consultation. The development of the draft 2025-2029 TIP has incorporated programming instructions that are consistent with NYSDOT's Forward Four principles, which include: Preservation First, System Not Projects, Maximizing Return on Investment (ROI), and Make it Sustainable. Additionally, maintenance and preservation activities over "worst-first" infrastructure replacement projects are emphasized as well.
- (d) **Congestion Management Process** – No process in place (not required because HOCTC MPA is located in an attainment area).
- (e) **Public Participation Plan** – The HOCTC 2024 Public Participation Plan (PPP) was updated and approved via HOCTC Resolution 2024 -01 in February 2024. HOCTC actively solicits public involvement through media, public meetings, mailings, and events where the public gathers. HOCTC staff regularly meets with local officials, participates in public meetings, and holds public information meetings and planning forums to involve the general public and concerned businesses and agencies. Special efforts are made to involve freight and transit users in all corridor and related planning activities. All meetings of HOCTC Planning and Policy Committees are open to the public. Local newspapers are notified of meetings. The agendas for those meetings regularly include a section for "Public Comment". Legal notices are issued during the development of all core publications, announcing the opportunity for public review and comment, as prescribed by the PPP. The HOCTC website contains all recent MPO meeting agendas, work products, meeting minutes, and the most current versions of annual or recurring documents. The website allows for public comment on publications and provides opportunities for the public to contact staff to ask questions about any transportation concerns they may have and also serves as a portal for project specific input.
- (f) **Coordinated Public Transit - Human Services Transportation Plan** – The Coordinated Human Services Transportation Plan (HSTP) 2025-2028 was updated and approved via HOCTC Resolution 2024-22 in September 2024. The plan is required to identify projects eligible for funding under the Section 5310 program and provides a plan for the coordinated

mobility transportation options of underserved groups. A goal of the plan is to identify and assess areas of mobility gaps. The Transportation Coordination Committee (TCC) meets two to four times a year and focuses on identifying needs and as a networking resource for transportation providers as a part of the Plan's implementation.

C. Administrative/Management

1. **Progress Reports** are prepared twice per year to report on the progress of UPWP activities. They are submitted within one month of the close of Quarter 1 & 2 (April 1 to September 30) and Quarter 3 & 4 (October 1 to March 31), as Semi-Annual Reports for the current UPWP. They are submitted to the NYSDOT, FHWA, and FTA as complete and comprehensive reports.
2. **Bills** are submitted and paid based on the processing schedule of the host agency, Oneida County. Vendor inquiries for delayed reimbursements are infrequent. The Oneida County Department of Planning submits bills quarterly. Bills are paid out as they are received and generally take less than 30 days to process.
3. **Audits** are completed in a timely manner in conjunction with the host agency.
4. **Annual Program** is closed out within 3 years in cooperation with NYSDOT.
5. **MPO Budget** is regularly monitored and updated as needed.
6. **Consultant Selection Process** HOCTC utilizes its host agency's consultant selection process that is followed for all professional services agreements. HOCTC also verifies that all consultant selection is in compliance with applicable NYSDOT, FHWA, or FTA requirements for the fund source being utilized. DBE provisions are integrated into the host agency's process and for HOCTC included in all reviews prior to award.
7. **Central Staff/Host Relations** are good. MPO staff are accorded equal status as Oneida County staff. Recruitment of staff can be challenging due to Oneida County salary restrictions for planning staff positions. Quality office space and support services to accommodate HOCTC staff and activities are provided. Staff has good political support within the planning and programming area.
8. **Decision Making** ability is effective in the HOCTC MPA area. The public is outspoken on many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Planning Committee meetings are well attended, and reaching consensus decisions has not been a problem. The Policy Committee typically meets four times a year with additional meetings held if specific actions are required and time is of the essence. Policy Committee meetings are normally well attended and usually can reach a majority decision with a general discussion. Members are consulted frequently on regional and local matters concerning their jurisdictions.
9. **Governance:** The host agency agreement between the HOCTC and Oneida County was renewed in 2021 via HOCTC Resolution 2021 – 35 in December 2021 for a term of ten years lasting through March 2032. The format of the new agreement was consistent with a new model recently developed by NYSDOT. The hosting arrangement allows HOCTC staff to advance its work without any undue

influence from any particular member municipality. The Policy and Planning committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities.

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

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E. FISCAL CONSTRAINT TABLE

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Fiscal Constraint Table

Fund Source	FFY 2026*		FFY 2027		FFY 2028		FFY 2029		FFY 2030		Total for STIP Years		Total for 5-Year TIP	
Federal Categories Fiscally Constrained	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds*	Programmed	Anticipated Federal Funds*	Programmed	Anticipated Federal Funds*	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
Bridge Formula Program (BFP) - Main	19,276,855	27,977,000	42,699,734	51,023,000	12,224,285	0	12,224,285	0			86,425,159	79,000,000	86,425,159	79,000,000
Carbon Reduction Program - Large Urban (CRP LG URBAN)	0	0	0	0	0	0	0	0			0	0	0	0
Carbon Reduction Program - Medium Urban (CRP MED URBAN)	230,829	461,000	230,829	1,003,000	230,829	391,000	230,829	258,000			923,316	2,113,000	923,316	2,113,000
National Highway Performance Program (NHPP)	31,695,166	22,670,000	20,319,166	8,647,000	18,111,166	25,951,000	18,111,166	10,371,000			88,236,664	67,639,000	88,236,664	67,639,000
Congestion Mitigation Air Quality (CMAQ)	0	0	0	0	0	0	0	0			0	0	0	0
Highway Safety Improvement Program (HSIP)	3,459,782	3,806,000	4,759,782	3,143,000	4,759,782	6,514,000	3,459,782	0			16,439,128	13,463,000	16,439,128	13,463,000

Highway Safety Improvement Program (HSIP RAIL)	0	0	0	0	0	0	0	0			0	0	0	0
Surface Transportation Block Grant Program (STBG FLEX) - includes STBG RURAL, STBG SM URBAN, STBG MED URBAN	17,762,795	7,204,000	17,906,795	12,417,000	15,698,795	14,957,000	15,698,795	19,568,000			67,067,180	54,146,000	67,067,180	54,146,000
STBGP Large Urban (STBG LG URBAN)	0	0	0	0	0	0	0	0			0	0	0	0
STBGP Off-System Bridge (STBG OFF)	12,299,249	12,747,000	2,579,955	228,000	2,579,955	3,428,000	2,579,955	160,000			20,039,114	16,563,000	20,039,114	16,563,000
National Highway Freight Program (NHFP)	5,000,000	5,000,000	500,000	500,000	4,025,000	4,025,000	0	0			9,525,000	9,525,000	9,525,000	9,525,000
Urbanized Area Formula Grants (Section 5307)	3,166,955	2,528,000	3,166,955	17,592,000	3,166,955	2,000,000	3,166,955	2,000,000			12,667,820	24,120,000	12,667,820	24,120,000
Enhanced Mobility Seniors/Individuals with Disabilities	353,780	354,000	353,780	354,000	353,780	354,000	353,780	354,000			1,415,120	1,416,000	1,415,120	1,416,000

(Section 5310)														
Formula Grants for Other than Urbanized Areas (Section 5311) ***	29,732,674	145,000	29,732,674	145,000	29,732,674	0	29,732,674	0			118,930,696	290,000	118,930,696	290,000
Public Transportation Safety Program (Section 5329)	0	0	0	0	0	0	0	0			0	0	0	0
State of Good Repair Grants (Section 5337)	0	0	0	0	0	0	0	0			0	0	0	0
Bus and Bus Facilities Program (Section 5339)	893,651	0	893,651	18,809,000	893,651	0	893,651	0			3,574,604	18,809,000	3,574,604	18,809,000
TOTAL	123,871,736	82,892,000	123,143,321	113,861,000	91,776,872	57,620,000	86,451,872	32,711,000	0	0	425,243,801	287,084,000	425,243,801	287,084,000

* FFY 2026 includes rollover balances from SFY 24/25. Rollover can be positive or negative.

**

Includes regional planning targets and statewide funded projects.

Anticipated Federal Funds shown are Statewide.

F. PROJECT PRIORITIZATION CHECKLIST

Purpose

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

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

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

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

General Process

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

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

Basic Eligibility Screening

- Federal aid eligibility: The project is eligible for the funding type(s) available.
- Local match: The local funding match has been identified and meets the funding program requirements.
- Professional Engineer Review: The application includes a letter from a NYS licensed professional engineer certifying that they have reviewed and approve of the project plans, cost estimate, and overall application.
- Local support: The application includes a local Resolution endorsing the project, identifying the local funding match source, and confirming that any cost overruns are the responsibility of the applicant. The relevant elected official or agency leader has signed the application, and the application documents support for the project from the broader community.
- Constructability/feasibility: The project is constructible or otherwise feasible within the timeframe and funding available, including acquisition of any required right-of-way.

- Application completeness & clarity: The application is complete, and the proposed project has a clear purpose, scope, and project area.
- Cost estimate: The cost estimate is reasonable, sufficiently detailed, and includes a contingency to account for unexpected costs.
- Schedule: The proposed schedule for all phases of the project is clear and reasonable.
- Sponsor capacity: The project sponsor has demonstrated its capacity to complete the proposed project on schedule and on budget, such that it is likely to be implemented. Project sponsors with previous federal-aid awards have demonstrated their history of completing projects in a timely manner, while first-time sponsors have demonstrated their understanding of the federal-aid process.
- Maintenance: The application outlines a plan for and identifies the entity(ies) responsible for ongoing maintenance of the project once completed.

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

Project Prioritization Checklist

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

Projects that achieve the following will receive the associated points:

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

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

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

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

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

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

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

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

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

- Ensure sufficient mobility and adequate access to places of work and to locations where goods and services may be obtained.
- Expand intercity and rural public transportation.
- Implement Intelligent Transportation Systems (ITS) strategies and other remedies to improve the efficiency of the transportation network.
- Support multimodal accessibility to the region's tourist facilities, for all travelers including the mobility disadvantaged.
- Enhance existing facilities to provide better bicycle and pedestrian integration within the transportation network.
- Maintenance of existing or construction of new sidewalks to improve connectivity of existing network.
- Use of latest technology advancements, best-practice techniques and innovative material types for the incorporation of multi-modal improvements that are context-sensitive.

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

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

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

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

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

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

Section 2: Environmental Justice/Title VI

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

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

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

Section 4: Alignment with Federal Planning Factors

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

- Economic Vitality (Housing & Employment)
- Safety and Security
- Resiliency
- Protecting and Enhancing the Environment and Promoting Energy Conservation
- Travel and Tourism
- Incorporating Complete Streets Design elements for new construction or during maintenance and upgrades to the existing network.

Section 5: Consistency with Local Plans and Studies

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

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

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

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

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

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

Maximum total points: 80

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