



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

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

HOCTC Resolution 2025 – 12

Approval of the HOCTC Environmental Justice/Title VI Analysis 2025

WHEREAS, the Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuous, cooperative transportation planning process for Herkimer and Oneida Counties; and

WHEREAS, the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) have historically implemented Environmental Justice as a part of its policies and activities by identifying and addressing the effects of all programs, policies, and activities on minorities and low-income populations; and

WHEREAS, the United States Department of Transportation (USDOT) issued its final Order on Environmental Justice in 1997 (DOT Order 5610.2) requiring the incorporation of Environmental Justice principals into all existing USDOT activities, policies and programs which required the Federal Highway Administration (FHWA) to issue Environmental Justice requirements for States and MPOs; and

WHEREAS, the Herkimer-Oneida County Transportation Council (HOCTC) is a recipient of federal funding and is required to develop a Title VI program in accordance with the Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987; and

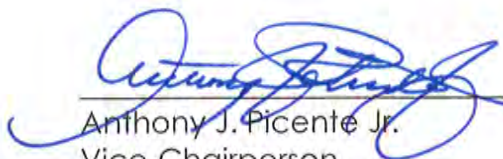
WHEREAS, the goal of Title VI/Nondiscrimination program is to ensure that people are not adversely impacted by programs or activities the HOCTC undertakes, regardless of race, color, sex, age, disability or national origin; and

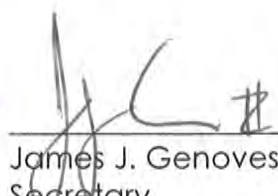
WHEREAS, the HOCTC Environmental Justice Analysis provides supporting data that assists with Title VI program monitoring and compliance within the MPO; and

WHEREAS, the previous HOCTC Environmental Justice Analysis, adopted in 2021, will be replaced with the HOCTC Environmental Justice/Title VI Analysis 2025; and

NOW, THEREFORE BE IT RESOLVED, that the GP&L Committee hereby adopts the HOCTC Environmental Justice /Title VI Analysis 2025, as the standing compliance document; and

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


Anthony J. Picente Jr.
Vice-Chairperson
6/10/25
Date


James J. Genovese II
Secretary
6/10/25
Date



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

HOCTC Resolution 2025-13

Herkimer-Oneida Counties Transportation Council Self-Certification of the Metropolitan Planning Process

WHEREAS, the Herkimer-Oneida Counties Transportation Council (HOCTC) is the designated Metropolitan Planning Organization (MPO) responsible for urban transportation planning and programming in the Herkimer-Oneida County approved Urban Area Boundaries and rural Metropolitan Planning Areas; and

WHEREAS, it is the responsibility of HOCTC to ensure that said policy, planning and programming process is consistent with applicable Federal and State Law, and is also consistent with local area objectives; and

WHEREAS, the MPO and the State must certify that the MPO process is being carried on in conformance with all applicable requirements of specific Federal Acts and Regulations; and

WHEREAS, the entirety of the HOCTC Self-Certification 2025 is attached hereto; and

NOW, THEREFORE BE IT RESOLVED, that HOCTC Governmental Policy & Liaison (GP&L) Committee hereby affirms that:

- 1.) HOCTC's metropolitan transportation planning process includes activities to support the development and implementation of the transportation plan and TIP and subsequent project development activities including the environmental impact assessment process; and
- 2.) HOCTC 's planning process is consistent with Federal Laws, Acts, and Regulations pertaining to involvement of appropriate public and private transportation providers; and
- 3.) Any problem identified through this certification review or FHWA's Program Management Review will be addressed by the appropriate HOCTC member agencies; and

BE IT FURTHER RESOLVED, that in accordance with 23 CFR 450.334, the metropolitan planning organization, for urban transportation planning and programming in the approved Urban Area Boundaries and the approved rural areas within Herkimer and Oneida Counties, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the applicable requirements of:

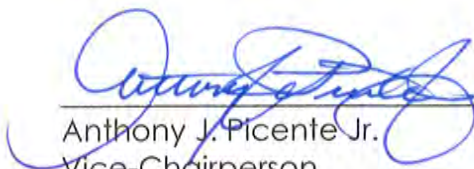
- 1.) The provisions included in the Infrastructure Investment and Jobs Act (IIJA) to the extent implemented by regulation;
- 2.) 23 U.S.C. 134 and 135;
- 3.) 49 U.S.C. Section 5303 and 23 CFR 450 Subpart C;
- 4.) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21, and Environmental Justice and Limited English Proficiency requirements;
- 5.) 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- 6.) Section 1101 (b) (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 7.) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
- 8.) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 9.) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 10.) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 11.) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- 12.) In regard to Federal Transit Administration procurements, shall
 - a.) Comply with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements and the most current FTA Master Agreement;
 - b.) Maintain a written history of all FTA-funded procurements, and
 - c.) Incorporate clauses and certifications required for FTA program assistance funding.

BE IT FURTHER RESOLVED, that the GP&L Committee hereby certifies that the transportation planning process complies with all applicable federal

laws and regulations including applicable requirements of the Federal Transit Act as amended by the IIJA in November 2021; and

BE IT FURTHER RESOLVED, that the GP&L Committee directs the Secretary to submit this resolution and appropriate documentation of the program to the NYSDOT, the Federal Highway Administration, and Federal Transit Administration, as the Self-Certification that the HOCTC metropolitan planning process has been carried out in accordance with all federal regulation; and

BE IT FINALLY RESOLVED, that the GP&L Committee directs this resolution and Self-Certification to be included as an appendix to the 2025 – 2029 TIP for the HOCTC metropolitan planning area.


Anthony J. Picente Jr.
Vice-Chairperson

6/10/25
Date


James J. Genovese II
Secretary

6/10/25
Date

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

HOCTC Resolution 2025 – 14A

Adoption of the HOCTC Transportation Improvement Program (TIP) Project Selection Process and Policy for 2025-2029

WHEREAS, The Herkimer – Oneida Counties Transportation Council (HOCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Herkimer-Oneida County approved Urban Areas and approved Metropolitan Planning Areas; and

WHEREAS, The federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134 and 49 U.S.C. 5303; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the state, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and

WHEREAS, The TIP must contain projects consistent with the current metropolitan transportation plan and reflect the investment priorities established in the transportation plan; and

WHEREAS, The HOCTC approved a new long-range transportation plan (LRTP) titled Going Places 2045 on December 17, 2024; and

WHEREAS, Going Places 2045 outlines the policies and infrastructure needed to bring positive changes to the built and natural environment with a

focus on transportation safety, improved accessibility, reliability, resiliency, and multi-modal connectivity and establishes the following vision: To develop and preserve an integrated and sustainable intermodal transportation system that efficiently, conveniently, and reliably provides a mobility network that is responsive to the community's needs for the safe and secure movement of people and goods by 2045.

WHEREAS, Going Places 2045 provides for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IJJA, and when implemented, will make progress towards achieving the performance targets established in the LRTP; and

WHEREAS, HOCTC developed a Project Selection Process utilizing the framework approved in 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.

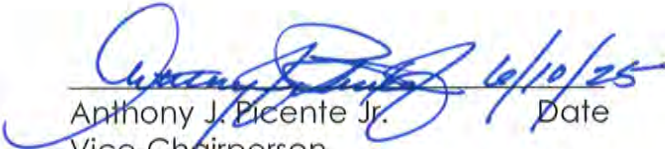
WHEREAS, HOCTC has developed the attached Project Selection Process to carry out the plan and meet the above objectives; and

WHEREAS, HOCTC will use the Project Selection Process to evaluate and prioritize transportation projects proposed for inclusion in its Transportation Improvement Program (TIP), and as appropriate, non-TIP project proposals seeking HOCTC support;

WHEREAS, The TIP Project Selection Process will be the standard HOCTC policy for projects to be included in the TIP and it will be incorporated in the Appendices of the 2025-2029 TIP document, contingent on the approval of HOCTC Resolution 2025-14B; and

BE IT FURTHER RESOLVED, that the GP&L Committee approves the attached Transportation Improvement Program (TIP) Project Selection Process and Policy and its incorporation into the Appendices of the 2025-2029 TIP document, contingent on the approval of HOCTC Resolution 2025-14B; and

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


Anthony J. Picente Jr.
Vice-Chairperson

Date


James J. Genovese II
Secretary

Date

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 HOCTCs 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 Plan, 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



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

HOCTC Resolution 2025 – 14B

Adoption of the HOCTC 2025 – 2029 Transportation Improvement Program (TIP)

WHEREAS, the Herkimer – Oneida Counties Transportation Council (HOCTC) has been officially designated as the Metropolitan Planning Organization (MPO) for Oneida and Herkimer Counties and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules, and funding for Federally funded projects; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, the federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Acts (IIJA, also known as the "Bipartisan Infrastructure Law", or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that an MPO, in cooperation with the State, develop and adopt a TIP for the Metropolitan Planning Area; and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a TIP consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

WHEREAS, the TIP includes 1) all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; 2) a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and 3) a cooperative effort as HOCTC consulted with state and local entities and public transportation operators in developing the TIP for the Metropolitan Planning Area; and

WHEREAS, the HOCTC opened a 30-day public comment period to present the 2025-2029 draft TIP starting May 12, 2025 and ending June 10, 2025; and

WHEREAS, the HOCTC certifies that the metropolitan transportation planning process is being conducted in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix D of the TIP; and

WHEREAS, the TIP Project Selection Process will be the standard HOCTC policy for projects to be included in the TIP and it will be incorporated in the Appendices of the 2025-2029 TIP document, contingent on the approval of HOCTC Resolution 2025-14A; and

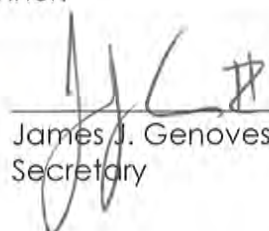
NOW, THEREFORE BE IT RESOLVED, that the GP&L Committee approves the attached 2025 – 2029 TIP and authorizes the Secretary of the HOCTC to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and

BE IT FURTHER RESOLVED, that projects identified as obligated in Federal Fiscal Year 2025 are automatically incorporated in the Federal Fiscal Year 2026 annual element if they are not obligated prior to September 30, 2025; and

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


Anthony J. Picente Jr.
Vice-Chairperson

6/10/25
Date


James J. Genovese II
Secretary

6/10/25
Date



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

HOCTC Resolution 2025-15

Amendment to the 2023 – 2027 TIP to revise a Transit Project

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

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

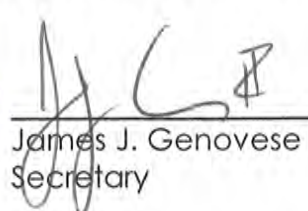
NOW, THEREFORE BE IT RESOLVED, that PIN 282210 – Transit: Land Acquisition and Construction for Centro Oneida service in Oneida County, a Utica/Rome facility consolidation, shall be revised on the TIP; and

BE IT FURTHER RESOLVED, that the Project Description shall be changed from: Utica /Rome Facility Consolidation-Land Acquisition/Construction, to: Land Acquisition for Centralized Consolidation of Centro of Oneida Facilities and Operations. The scope of the project shall be for Land Acquisition and the Facilities Construction shall be removed from the scope. The funding source and amount shall not change. The total project cost shall remain the same.

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023-2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr. Date
Vice-Chairperson


James J. Genovese II Date
Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
 FEDERAL AID PROJECT LISTING
 HOCTC TIP AMENDMENT 2025-15

1

EXISTING

PIN	DESCRIPTION			WORK TYPE				
282210	UTICA/ROME FACILITY CONSOLIDATION- LAND ACQUISITION/CONSTRUCTION			TRANSIT: LAND ACQUISITION AND CONSTRUCTION FOR CONSOLIDATED FACILITY FOR CENTRO OF ONEIDA SERVICE IN ONEIDA COUNTY				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$4,000,000		\$4,000,000	2025	CENTRO	PLANNED
	MISC	STATE		\$500,000	\$500,000	2025	CENTRO	PLANNED
	MISC	LOCAL		\$500,000	\$500,000	2025	CENTRO	PLANNED
PROJECT TOTAL					\$5,000,000			

PROPOSED

PIN	DESCRIPTION			WORK TYPE				
282210	LAND ACQUISITION FOR CENTRALIZED CONSOLIDATION OF CENTRO FACILITIES AND OPERATIONS			TRANSIT: LAND ACQUISITION FOR CENTRALIZED CONSOLIDATION OF CENTRO FACILITIES AND OPERATIONS				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$4,000,000		\$4,000,000	2025	CENTRO	PLANNED
	MISC	STATE		\$500,000	\$500,000	2025	CENTRO	PLANNED
	MISC	LOCAL		\$500,000	\$500,000	2025	CENTRO	PLANNED
PROJECT TOTAL					\$5,000,000			



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HOCTC Resolution 2025-16

Amendment to the 2023 – 2027 TIP to add a Transit Project

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

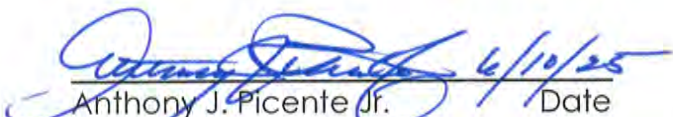
WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2790.03: 2025 Acquire Support Vehicles for Centro shall be added to the TIP. This project is for the acquisition of three replacement support vehicles for the Centro of Oneida fleet; and

BE IT FURTHER RESOLVED, that the project shall be funded in the amount of \$195,000 with FTA Section 5307 funds of \$156,000, State matching funds of \$19,500, and Local matching funds of \$19,500; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023-2027 TIP to add the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr. Date 6/10/25
Vice-Chairperson


James J. Genovese II Date 6/10/25
Secretary

EXISTING

PIN	DESCRIPTION			WORK TYPE				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	DESCRIPTION			WORK TYPE				
2790.03	THREE (3) SUPPORT VEHLCE REPLACEMENTS FOR CENTRO ONEIDA COUNTY			ACQUIRE SUPPORT VEHICLES FOR CENTRO ONEIDA COUNTY				
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA COUNTY / CENTRO OF ONEIDA								
	MISC	FTA Section 5307	\$156,000		\$156,000	2025	CENTRO	PLANNED
	MISC	STATE		\$19,500	\$19,500	2025	CENTRO	PLANNED
	MISC	LOCAL		\$19,500	\$19,500	2025	CENTRO	PLANNED
PROJECT TOTAL					\$195,000			



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

HOCTC Resolution 2025-17A

Amendment to the 2023 – 2027 TIP to revise a New/Improved Shared Use Paths Project

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

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

NOW, THEREFORE BE IT RESOLVED, that PIN 2650.61- Mohawk River Trail, Phase III in the City of Rome shall be revised on the TIP. This project will complete design and construct Phase 3 of the Mohawk River Trail which will extend the existing trail system 2.52 miles North in the City of Rome in Oneida County; and

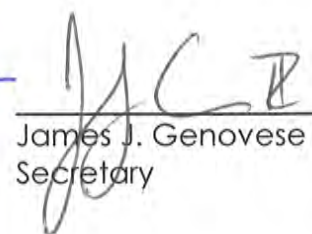
BE IT FURTHER RESOLVED, that the total project amount shall be decreased by \$2.001M from \$4.471M to \$2.470M. The \$2.001M shall be moved to PIN 2LC1.31. Also, \$0.024M shall be shifted from Construction phase to ROW Incidentals and Acquisition; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr.
Vice-Chairperson

Date


James J. Genovese II
Secretary

Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
 FEDERAL AID PROJECT LISTING
 HOCTC TIP RESOLUTION 2025-17A

1

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
265061	MOHAWK RIVER TRAIL, PHASE III, CITY OF ROME		THIS PROJECT WILL COMPLETE DESIGN AND CONSTRUCT PHASE 3 OF THE MOHAWK RIVER TRAIL WHICH WILL EXTEND THE EXISTING TRAIL SYSTEM 2.52 MILES NORTH				NEW/IMPROVED SHARED USE PATHS	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	ROW INCIDENTALS	TAP FLEX	\$1,000	\$1,000	\$2,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	TAP FLEX	\$168,000	\$42,000	\$210,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	TAP FLEX	\$3,000	\$1,000	\$4,000	2023	NYS DOT	OBLIGATED
	CONSTRUCTION	TAP FLEX	\$3,036,000	\$759,000	\$3,795,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	TAP FLEX	\$368,000	\$92,000	\$460,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$4,471,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
265061	MOHAWK RIVER TRAIL, PHASE III, CITY OF ROME		THIS PROJECT WILL COMPLETE DESIGN AND CONSTRUCT PHASE 3 OF THE MOHAWK RIVER TRAIL WHICH WILL EXTEND THE EXISTING TRAIL SYSTEM 2.52 MILES NORTH				NEW/IMPROVED SHARED USE PATHS	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA								
	ROW INCIDENTALS	TAP FLEX	\$10,000	\$2,000	\$12,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	TAP FLEX	\$168,000	\$42,000	\$210,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	TAP FLEX	\$14,000	\$3,000	\$17,000	2023	NYS DOT	OBLIGATED
	CONSTRUCTION	TAP FLEX	\$1,417,000	\$354,000	\$1,771,000	2026	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	TAP FLEX	\$368,000	\$92,000	\$460,000	2026	NYS DOT	PLANNED
PROJECT TOTAL					\$2,470,000			



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

HOCTC Resolution 2025-17B

Amendment to the 2023 – 2027 TIP to revise a Safety Project

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

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

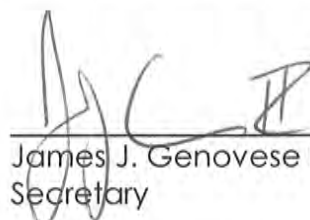
NOW, THEREFORE BE IT RESOLVED, that PIN 2LC1.31- Culvert Resiliency Project 21-Contract 6 shall be revised on the TIP. This project will replace and rehabilitate large culverts on the state system with a focus on safety, infrastructure and hydraulic resiliency, supporting the state's economy and environmental stewardship (CINS C240033, C270026, C270037); and

BE IT FURTHER RESOLVED, that the total project amount shall be increased by \$3.450M from funds from PIN 2650.61 and additional NYS culvert resiliency program funding; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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

 6/10/25
Anthony J. Picente Jr. Date
Vice-Chairperson

 6/10/25
James J. Genovese II Date
Secretary

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2LC131	CULVERT RESILIENCY PROJECT 21 - CONTRACT 6		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.)				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	NFA	\$0	\$131,000	\$131,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$131,000	\$131,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$482,000	\$482,000	2024	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$11,000	\$11,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$67,000	\$67,000	2024	NYS DOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$1,281,000	\$1,281,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$615,000	\$154,000	\$769,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$288,000	\$72,000	\$360,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$3,232,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2LC131	CULVERT RESILIENCY PROJECT 21 - CONTRACT 6		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.)				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
HERKIMER								
	SCOPING	NFA	\$0	\$140,000	\$140,000	2021	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$415,000	\$415,000	2021	NYS DOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$482,000	\$482,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$11,000	\$11,000	2021	NYS DOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$67,000	\$67,000	2024	NYS DOT	OBLIGATED
	CONSTRUCTION	NFA	\$0	\$2,029,000	\$2,029,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$778,000	\$195,000	\$973,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	TAP FLEX	\$1,600,000	\$400,000	\$2,000,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$332,000	\$83,000	\$415,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	NFA	\$0	\$150,000	\$150,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$6,682,000			



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

HOCTC Resolution 2025-18

Amendment to the 2023 – 2027 TIP to add a Safety Project

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

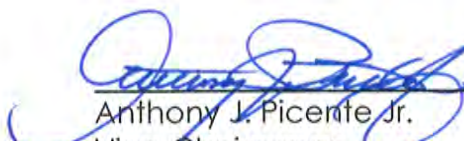
WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.25- Curve Warning Sign Upgrades, Region 2 Project shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements in Region 2; and

BE IT FURTHER RESOLVED, that the total project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr.
Vice-Chairperson

Date


James J. Genovese II
Secretary

Date

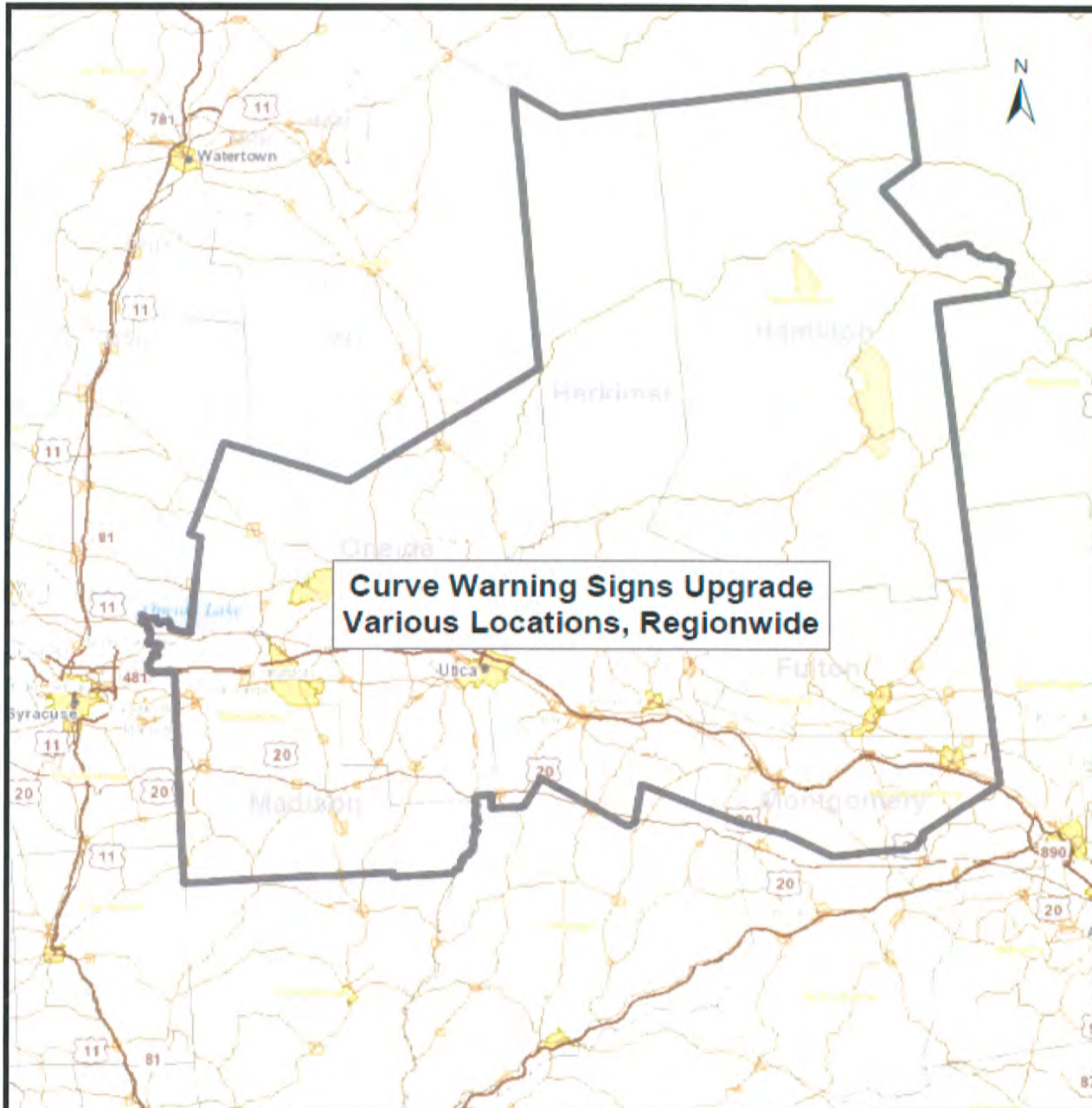
EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2CWS25	CURVE WARNING SIGN UPGRADES, REGION 2		THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2CWS25	CURVE WARNING SIGN UPGRADES, REGION 2		THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	HSIP	\$30,000	\$0	\$30,000	2025	NYS DOT	PLANNED
	PRELIMINARY DESIGN	HSIP	\$30,000	\$0	\$30,000	2025	NYS DOT	PLANNED
	DETAILED DESIGN	HSIP	\$90,000	\$0	\$90,000	2026	NYS DOT	PLANNED
	CONSTRUCTION	HSIP	\$1,000,000	\$0	\$1,000,000	2027	NYS DOT	PLANNED
	CONSTRUCTION INSP	HSIP	\$150,000	\$0	\$150,000	2027	NYS DOT	PLANNED
PROJECT TOTAL					\$1,300,000			

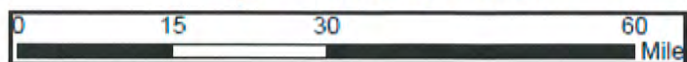
PIN 2CWS25 Location Map



PIN 2CWS25
Curve Warning Signs Upgrade
Various Locations
Regionwide



**Department of
Transportation**





GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station

321 Main St., Utica NY 13501

Phone: 315.798.5710

E-mail: transplan@oneidacountyny.gov

www.hoctc.org

Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

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

HOCTC Resolution 2025- 19

Amendment to the 2023 – 2027 TIP to add a Safety Project

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

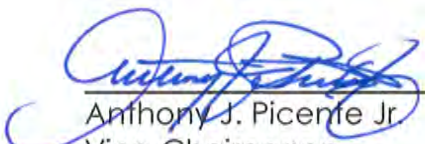
WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are added on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.27- Curve Warning Sign Upgrades in Region 2 shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements; and

BE IT FURTHER RESOLVED, that the project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr. 6/10/25
Vice-Chairperson Date


James J. Genovese II 6/10/25
Secretary Date

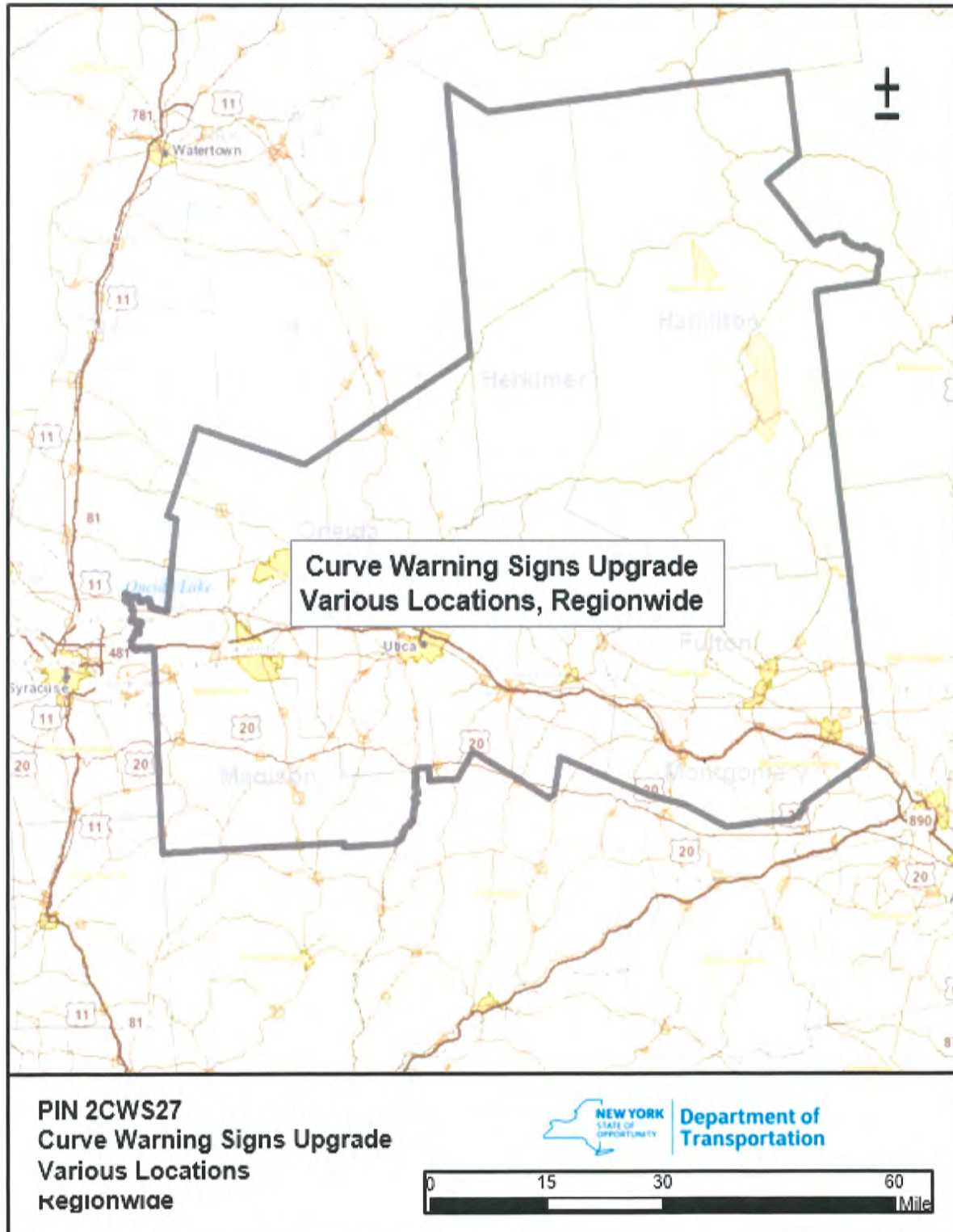
EXISTING

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
2CWS27	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.					SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
2CWS27	CURVE WARNING SIGN UPGRADES, REGION 2	THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.					SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	HSIP	\$30,000	\$0	\$30,000	2026	NYSDOT	PLANNED
	PRELIMINARY DESIGN	HSIP	\$30,000	\$0	\$30,000	2026	NYSDOT	PLANNED
	DETAILED DESIGN	HSIP	\$90,000	\$0	\$90,000	2027	NYSDOT	PLANNED
	CONSTRUCTION	HSIP	\$1,000,000	\$0	\$1,000,000	2028	NYSDOT	PLANNED
	CONSTRUCTION INSP	HSIP	\$150,000	\$0	\$150,000	2028	NYSDOT	PLANNED
PROJECT TOTAL					\$1,300,000			

PIN 2CWS27 Location Map





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Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

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

HOCTC Resolution 2025-20

Amendment to the 2023 – 2027 TIP to add a Safety Project

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

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

NOW, THEREFORE BE IT RESOLVED, that PIN 2CWS.29- Curve Warning Sign Upgrades in Region 2 shall be added to the TIP. This project will be used to fund curve warning sign upgrades to meet the state's roadway departure program requirements; and

BE IT FURTHER RESOLVED, that the project will be funded in the amount of \$1.30M with HSIP funds; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to add the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr. Date
Vice-Chairperson


James J. Genovese II Date
Secretary

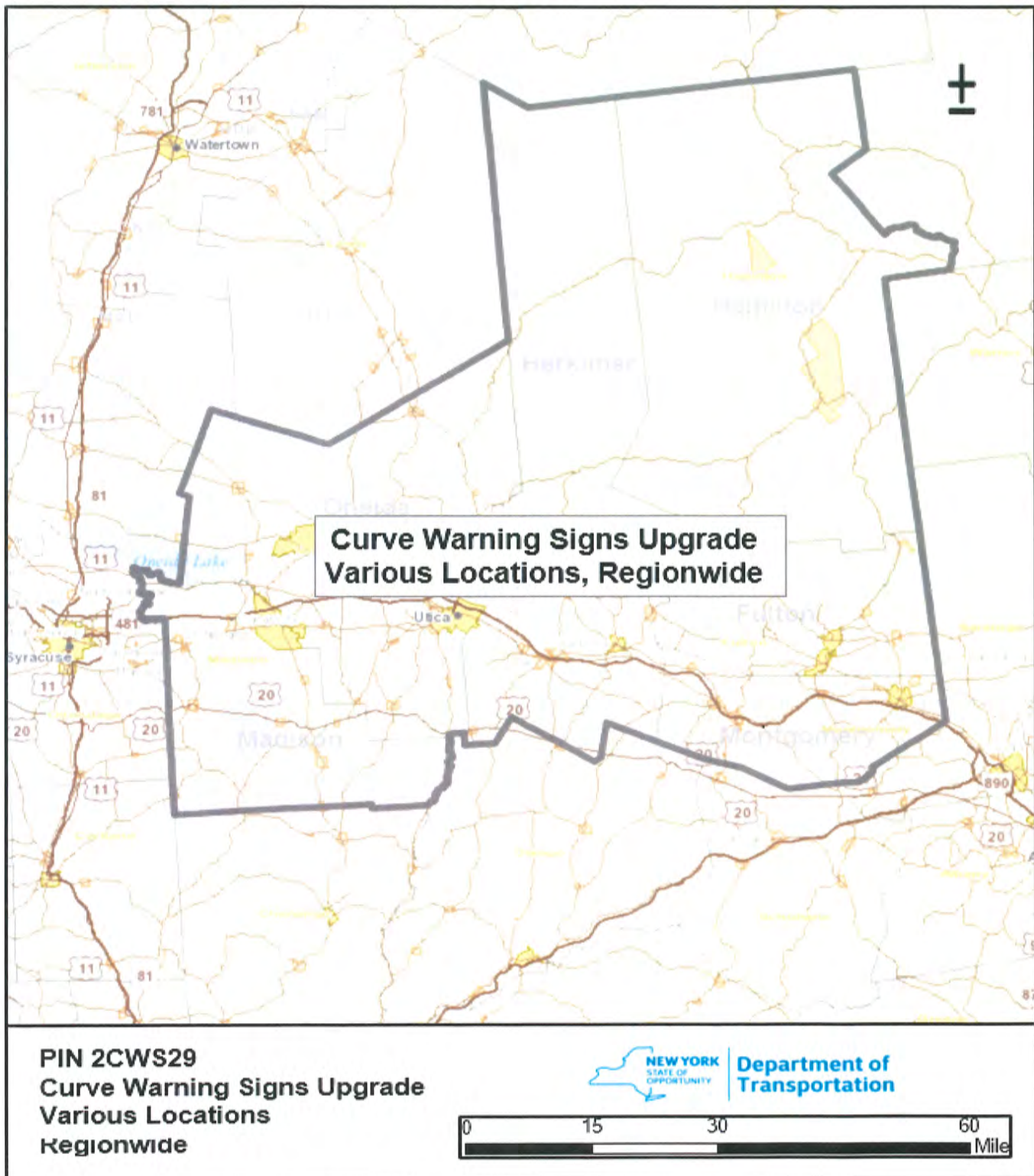
EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2CWS29	CURVE WARNING SIGN UPGRADES, REGION 2		THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
NOT ON TIP								

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
2CWS29	CURVE WARNING SIGN UPGRADES, REGION 2		THIS PROJECT WILL BE USED TO FUND CURVE WARNING SIGN UPGRADES TO MEET THE STATE'S ROADWAY DEPARTURE PROGRAM REQUIREMENTS.				SAFETY	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
REGIONWIDE								
	SCOPING	HSIP	\$30,000	\$0	\$30,000	2027	NYS DOT	PLANNED
	PRELIMINARY DESIGN	HSIP	\$30,000	\$0	\$30,000	2027	NYS DOT	PLANNED
	DETAILED DESIGN	HSIP	\$90,000	\$0	\$90,000	2028	NYS DOT	PLANNED
	CONSTRUCTION	HSIP	\$1,000,000	\$0	\$1,000,000	2029	NYS DOT	PLANNED
	CONSTRUCTION INSP	HSIP	\$150,000	\$0	\$150,000	2029	NYS DOT	PLANNED
PROJECT TOTAL					\$1,300,000			

PIN 2CWS29 Location Map





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

HOCTC Resolution 2025-21

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

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

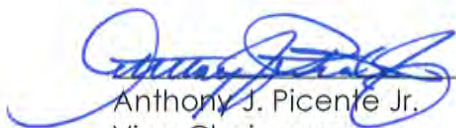
WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

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

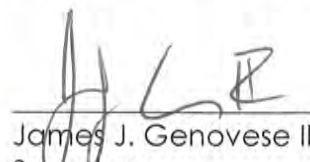
BE IT FURTHER RESOLVED, that the total project cost will be increased by \$ 0.796M, from \$2.035M to \$2.831M which includes the NFA and NHPP funds for Row Incidentals, ROW Acquisition, Construction and Construction Inspection; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr.
Vice-Chairperson

6/10/25
Date


James J. Genovese II
Secretary

6/10/25
Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP RESOLUTION 2025-21

1

EXISTING

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280652	RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION IMPROVEMENT PROJECT	THIS PROJECT WILL IMPROVE THE ROUTE 46/WRIGHT SETTLEMENT ROAD INTERSECTION, FROM NORTH JAMES ST TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG ROUTE 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO					INTERSECTION IMPROVEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYS DOT	OBLIGATED
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$2,000	\$2,000	2022	NYS DOT	OBLIGATED
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$4,000	\$1,000	\$5,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	SRTS	\$968,000	\$0	\$968,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$560,000	\$140,000	\$700,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	SRTS	\$105,000	\$0	\$105,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	NHPP	\$84,000	\$21,000	\$105,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$2,035,000			

PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
280652	RT. 46/WRIGHT SETTLEMENT RD. INTERSECTION IMPROVEMENT PROJECT	THIS PROJECT WILL IMPROVE THE ROUTE 46/WRIGHT SETTLEMENT ROAD INTERSECTION, FROM NORTH JAMES ST TO THE FIRST DRIVEWAY OF RIDGE MILLS SCHOOL ALONG ROUTE 46. IT INVOLVES TRAFFIC CONTROL DEVICE IMPROVEMENTS AND/OR MINOR GEOGRAPHIC IMPROVEMENTS IN THE CITY OF ROME, ONEIDA CO					INTERSECTION IMPROVEMENT	
PIN	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NHPP	\$12,000	\$3,000	\$15,000	2022	NYS DOT	OBLIGATED
	SCOPING	SRTS	\$15,000	\$0	\$15,000	2024	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NHPP	\$32,000	\$8,000	\$40,000	2022	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	SRTS	\$40,000	\$0	\$40,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2022	NYS DOT	OBLIGATED
	DETAILED DESIGN	SRTS	\$40,000	\$0	\$40,000	2025	NYS DOT	PLANNED
	ROW ACQUISITION	NHPP	\$25,000	\$6,000	\$31,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	SRTS	\$968,000	\$0	\$968,000	2025	NYS DOT	PLANNED
	CONSTRUCTION	NHPP	\$1,066,000	\$266,000	\$1,332,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	SRTS	\$105,000	\$0	\$105,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSPECTIC	NHPP	\$192,000	\$48,000	\$240,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$2,831,000			



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

HOCTC Resolution 2025-22

Amendment to the 2023 – 2027 TIP to revise a Culvert Repair and Replacement Project

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

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

NOW, THEREFORE BE IT RESOLVED, that PIN 2807.02- Culvert Repair/ Replacement Project in the Town of Lee in Oneida County shall be revised on the TIP. 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 in Oneida County; and

BE IT FURTHER RESOLVED, that the total project cost will be increased by \$ 0.497M, from \$3.681M to \$4.178M. Additional STBG Flex funds were needed for ROW Acquisition, Construction and Construction Inspection; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr.
Vice-Chairperson
4/10/25
Date


James J. Genovese II
Secretary
6/10/25
Date

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP RESOLUTION 2025-22

1

EXISTING

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280702	CULVERT REPAIR/REPLACEMENT PROJECT, TOWN OF LEE , ONEIDA COUNTY		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.				CULVERT REPAIR & REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	PLANNED
	PRELIMINARY DESIGN	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	PLANNED
	DETAILED DESIGN	STBG FLEX	\$87,000	\$21,000	\$108,000	2024	NYS DOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2023	NYS DOT	PLANNED
	ROW INCIDENTALS	STBG FLEX	\$8,000	\$2,000	\$10,000	2023	NYS DOT	PLANNED
	ROW ACQUISITION	STBG FLEX	\$621,000	\$155,000	\$776,000	2024	NYS DOT	PLANNED
	CONSTRUCTION	STBG FLEX	\$1,866,000	\$466,000	\$2,332,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$280,000	\$70,000	\$350,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$3,681,000			

PROPOSED

PIN	SHORT DESCRIPTION		LONG DESCRIPTION				WORK TYPE	
280702	CULVERT REPAIR/REPLACEMENT PROJECT, TOWN OF LEE , ONEIDA COUNTY		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.				CULVERT REPAIR & REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$50,000	\$50,000	2023	NYS DOT	OBLIGATED
	DETAILED DESIGN	STBG FLEX	\$87,000	\$21,000	\$108,000	2024	NYS DOT	OBLIGATED
	ROW INCIDENTALS	NFA	\$0	\$5,000	\$5,000	2023	NYS DOT	OBLIGATED
	ROW INCIDENTALS	STBG FLEX	\$8,000	\$2,000	\$10,000	2023	NYS DOT	OBLIGATED
	ROW ACQUISITION	STBG FLEX	\$694,000	\$173,000	\$867,000	2024	NYS DOT	OBLIGATED
	CONSTRUCTION	STBG FLEX	\$2,148,000	\$537,000	\$2,685,000	2025	NYS DOT	PLANNED
	CONSTRUCTION INSP	STBG FLEX	\$323,000	\$80,000	\$403,000	2025	NYS DOT	PLANNED
PROJECT TOTAL					\$4,178,000			



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

HOCTC Resolution 2025-23

Amendment to the 2023 – 2027 TIP to revise a Bridge Replacement Project

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

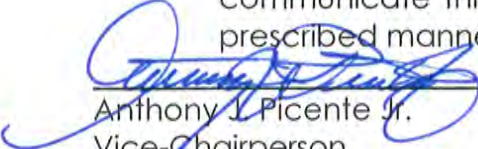
WHEREAS, a TIP amendment is required when State or Federal Aid funded projects are revised on the existing project list; and

NOW, THEREFORE BE IT RESOLVED, that PIN 2023.34- Route 69 and Main Street over Sauquoit Creek (BINs 1009919, 2255641) in Oneida County. This project is for the replacement of bridges carrying NYS Route 69 over Sauquoit Creek (BIN 1009919) and Main Street 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 in Oneida County; and

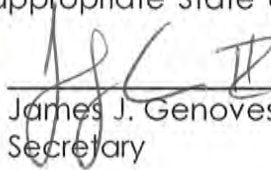
BE IT FURTHER RESOLVED, project is changing the scope for a project resulting in a significant change to the Project limits or Scope of Work. The total project cost is unchanged and remains at \$ 74.513M; and

BE IT FURTHER RESOLVED, that the GP&L Committee amends the 2023 – 2027 TIP to revise the PIN, as described above and shown on the accompanying table; and

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


Anthony J. Picente Jr.

6/10/25
Date


James J. Genovese II

6/10/25
Date

Vice-Chairperson

Secretary

FFY 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL AID PROJECT LISTING
HOCTC TIP RESOLUTION 2025-23

1

EXISTING

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
202334	RT 69 AND MAIN ST OVER SAUQUOIT CREEK (BINS 1009919, 2255641), ONEIDA COUNTY	REPLACEMENT OF BRIDGES CARRYING NYS RTE 69 OVER SAUQUOIT CREEK (BIN 1009919) AND MAIN ST OVER SAUQUOIT CREEK (BIN 2255640), VILLAGES OF WHITESBORO AND YORKVILLE, TOWN OF WHITESTOWN, ONEIDA COUNTY					BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$1,944,000	\$1,944,000	2021	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$2,514,000	\$2,514,000	2021	NYSDOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$5,832,000	\$5,832,000	2025	NYSDOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$100,000	\$100,000	2021	NYSDOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$2,593,000	\$2,593,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$12,960,000	\$3,240,000	\$16,200,000	2027	NYSDOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$37,230,000	\$37,230,000	2027	NYSDOT	PLANNED
	CONSTR. INSPECTION	BFP MAIN	\$6,480,000	\$1,620,000	\$8,100,000	2027	NYSDOT	PLANNED
PROJECT TOTAL					\$74,513,000			

PROPOSED

PIN	SHORT DESCRIPTION	LONG DESCRIPTION					WORK TYPE	
202334	RT 69 AND MAIN ST OVER SAUQUOIT CREEK (BINS 1009919, 2255641), ONEIDA COUNTY	REPLACEMENT OF BRIDGES CARRYING NYS RTE 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					BRIDGE REPLACEMENT	
COUNTY	PHASE	FUND SOURCE	FEDERAL	OTHER	TOTAL	FFY	RESPON AGENCY	STATUS
ONEIDA	SCOPING	NFA	\$0	\$1,944,000	\$1,944,000	2021	NYSDOT	OBLIGATED
	PRELIMINARY DESIGN	NFA	\$0	\$2,514,000	\$2,514,000	2021	NYSDOT	OBLIGATED
	DETAILED DESIGN	NFA	\$0	\$5,832,000	\$5,832,000	2025	NYSDOT	PLANNED
	ROW INCIDENTALS	NFA	\$0	\$100,000	\$100,000	2021	NYSDOT	OBLIGATED
	ROW ACQUISITION	NFA	\$0	\$2,593,000	\$2,593,000	2025	NYSDOT	PLANNED
	CONSTRUCTION	BFP MAIN	\$12,960,000	\$3,240,000	\$16,200,000	2027	NYSDOT	PLANNED
	CONSTRUCTION	NFA	\$0	\$37,230,000	\$37,230,000	2027	NYSDOT	PLANNED
	CONSTR. INSPECTION	BFP MAIN	\$6,480,000	\$1,620,000	\$8,100,000	2027	NYSDOT	PLANNED
PROJECT TOTAL					\$74,513,000			