



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, ANTHONY J. PICENTE, JR., Executive, Oneida County
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-Chairperson, PETER CAMPIONE, Chairman, Herkimer County Legislature
Clerk, JULIE RICHMOND, Director, Herkimer-Oneida Counties Transportation Council

Minutes for the June 18, 2026 Governmental Policy & Liaison (GP&L) Committee Meeting

Oneida County Office Building
Board of Legislators Chamber, 10th Floor
800 Park Avenue, Utica, New York

Administered by: Herkimer – Oneida Counties Transportation Council (HOCTC) MPO

Chairperson Anthony J. Picente, Jr. called the meeting to order at 9:41 AM.

1. Welcome and Introductions

Voting members present:

Anthony J. Picente
Peter Campione

Alvin Montana II
Timothy Seymour

Peter Rovazzi
Matthew Howard

Tara Spraker

Sara Sherlock
Michael Waterman

Scott Musacchio
Mary MacEnroe

Audrey Alix

Chairperson, Oneida County Executive
Vice-Chairperson, Chairman, Herkimer County
Legislature
Administrator, Herkimer County
Commissioner, Department of Social Services,
Herkimer County
Supervisor, Town of German Flatts
Regional Director, NYSDOT Region 2, representing
Marie Therese Dominguez, Commissioner, New York
State Department of Transportation
Director of Capital Programs, Central New York
Regional Transportation Authority, representing
Nicholas Laino, Chairman, Central New York
Regional Transportation Authority
Assistant Engineer, NYS Thruway Authority
Chairman, Public Works Committee, Oneida County
Board of Legislators
Town of Verona Supervisor
Minority Legislative Analyst, Representing Timothy
Julian, Oneida County Legislative Minority Leader
Junior GIS Analyst, City of Utica Engineering,
Representing Michael Galime, Mayor of Utica

William Weakley	Chairman, Highways Committee, Herkimer County Legislature
John Piseck	Executive Director, Herkimer County Industrial Development Agency (IDA)
Matthew Andrews	Deputy Director of Community and Economic Development, Representing Jeffrey Lanigan Mayor, City of Rome
Mike Billard	Clerk of the Board, Representing Mary Austin Pratt, Chairperson of the Oneida County Board of Legislators
Daniel Guzewich	Majority Legislative Analyst, Representing George Joseph, Oneida County Legislative Majority Leader

Non-voting members present:

James J. Genovese II, Secretary	Commissioner, Department of Planning, Oneida County
Julie Richmond, Clerk	Director, HOCTC
Mark DeRocco	Assistant Regional Planning and Program Manager, NYSDOT Region 2
Deborah Windecker	Regional Planning and Program Manager, NYSDOT Region 2
Austin Cornacchia	City of Utica Engineering
Andrew Karas	City of Utica Engineering
Amy Heiderich	Senior Planner, HOCTC
Grace Whiffen	Planner, HOCTC
Francisca Ortiz	Planner, HOCTC

2. Approval of Minutes

- A motion was made to approve the meeting minutes from February 26, 2026 by John Piseck
 - Seconded by: Peter Rovazzi
 - Voting passed 17-0-0

3. Public Comment

- None

4. Director's Report

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

Exit 31 PEL Study

- HOCTC received the entire Exit 31 PEL study draft which included Tech Memos 1-4, summaries of all public engagement and agency coordination and the final PEL Study Report. Within the next two weeks, HOCTC's review will be finished, and the final TAG meeting will be scheduled to review and summarize the complete report, final analysis and concept selection and 2D & 3D rendering. Region 2 will then be handed the report for their

final review. After NYSDOT Region 2 reviews the report, it will then be sent to FHWA for their 30-day comment period. Once we receive final comments and those final comments are incorporated into the document, we can have the third and final public meeting.

HOCTC Call for Bridge Projects

- HOCTC issues a Call for Projects for Safety & Bridge Projects
- PIN 2TLS24- HSIP Safety Funds originally had \$4.2M available.
 - There was a draw-down of \$922,719 for PIN 265067 - City of Utica Broad Street 2023 TAP.
 - The remaining funds are **\$3.277M**.
- Bridge/Pavement
 - BLOCK PIN 2TLB27 - **\$4.36M** STBG Off System Funds
 - BLOCK PIN 2TLB29- **\$5.0M** STBG Off System Funds
- There is a little over \$12M total available.
- HOCTC's has spoken with other NYS MPO's and have seen them using their Local Program Capital funds to fund the preliminary engineering phases of their locally administrated bridge and highway projects to create a "pipeline" of local projects ready for delivery when additional construction funds becoming available.
- The benefits of having this would include:
 - Facilitating the development of complete and accurate project scopes and estimates for the construction phase
 - Facilitating delivery of construction phase
 - Add strength to Bridge New York applications
 - Positions projects for additional funding opportunities
- HOCTC & Region 2 to identify a list of local bridges in both counties with poor condition rating.
- Release Call Letter to municipal contact list.
- Utilize funds for preliminary design to queue projects up for future BridgeNY funding rounds.
- Utilize BridgeNY application to apply for funding
- Score Projects based on HOCTC 2025-2029 TIP Project Prioritization Checklist
 - The priorities in TIP include:
 - Alignment with LRTP goals
 - Relevance to achieving the Performance Targets
 - Alignment with the current Federal Planning Factors
 - Consistency with Local Plans and Studies
- Federal NEPA process must be followed and satisfied
- Projects included on the preliminary screening list will receive first priority. These are all local bridges.

Discussion:

- It was questioned whether the \$12M is three different projects or one whole allocation? HOCTC responded that they are in three different block PINs, with different funding allocations, but they can be combined.

- Another question was asked about how the bridges were selected. HOCTC explained that they are working with Region 2 on a preliminary screening of bridges in need and bridges that have had inspection reports that have flags. Many of the bridges are local bridges. HOCTC can do a prescreening to let the municipalities know that there is funding available for work on these bridges. HOCTC have not figured out fully on how that factors into the review process.
 - Herkimer IDA explained City of Little Falls has a bridge that has been flagged but it is not on the list. NYSDOT asked if that bridge had already gotten turned over to the property owner? Herkimer IDA thought it hadn't gotten handed over yet but will have to look into it.
 - A question was raised about a bridge project in Camden on the preliminary screening list, and it has already been funded in the Bridge NY Program. HOCTC responded that this bridge may not have been fully funded but the idea is to simply have these as identified places that need work. NYSDOT did explain further that the Camden does already have funding and should not have been included.

5. **NYSDOT Region 2 Report** – *Deborah Windecker, NYDOT gave a synopsis of Region 2 activities this past quarter.*

- New York State now has a budget. It was \$252M, now passed for \$268.5M. CHIPS received an increase of \$50M and the Climate Leadership Greenhouse Mandate of 40% reduction by 2030 has been extended to 2040.
 - Our 6-county region will be receiving \$3.5M out of \$50M CHIPS funding.
- On May 17th a five-year surface transportation bill called the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act) was passed in the House. The bill would authorize \$580 billion in funding for highway, transit, and safety programs through Sept. 30, 2031.
- This bill would maintain core formula programs and create new revenue for the Highway Trust Fund, where the bulk of money comes from (the gas tax). It includes reforms to enhance project delivery and work zone safety. Formula funds would receive 90 percent of the proposed resources, and the remaining 10 percent would be directed to discretionary and allocated programs.
- The bill would eliminate \$3.7 billion in annual funding for three climate-focused formulas programs, the Carbon Reduction Program, National Electric Vehicle Infrastructure Program and the PROTECT Resiliency Program. This bill proposes to remove these funding categories.
- **Bridges:**
 - The measure would increase bridge formula program funding from \$5.5 billion to \$9 billion annually but would make the current bridge discretionary grant program subject to annual appropriations. Total funding of \$45 billion in bridge investments over five years would represent a 12 percent increase over prior law.
 - The program would require at least 25 percent of funds go to local and off-system bridges.
- **Discretionary Grants:**
 - The proposal modifies or eliminates several discretionary grant programs and, in some cases, rolls that money into formula programs.

- A new discretionary grant program called the Surface Transportation Accelerator Grants (STAG) Program would provide \$2.4 billion annually, with 50 percent of funding reserved for local and regional grants, 25 percent for rural grants, and 25 percent for urban grants.
- The Safe Streets and Roads for All Program would continue.
- **Highway Trust Fund Revenue:**
 - The BUILD America 250 Act would establish a \$130 annual fee on electric vehicles (EVs) and \$35 annual fee for hybrid vehicles to ensure all users of the highway system support its maintenance and upkeep. These provisions would represent new revenue to the Highway Trust Fund (HTF) for the first time in decades.
 - The fees would gradually increase every two years but are capped at \$150 for EVs and \$50 for hybrids.
 - These vehicles would be identified through the DMV registry.
 - The House Energy & Commerce Committee, Science, Space and Technology Committee, and Ways & Means Committee will also consider sections of the bill, prior to consideration by the full House.
- **Contract Industry Capacity/Challenges**
 - There have been multiple projects that NYSDOT Region 2 has let, both on state and off system and that have no bidders or very low bids. This is a trend with bridge rehabs since they are so labor intensive.
 - NYSDOT heard from consultants that timelines and pushing back let dates are an issue. NYSDOT encourages everyone to continue to evaluate timelines and if those are still reasonable completion dates.
 - Bridge NY 2022- Oswego Road over Fish Creek in the Town of Vienna in Oneida County. It is a \$3.2M bridge rehabilitation project. It was let and there were no bidders. It was relet June 3rd. The funding will cover bridge painting, repairing steel bolts & nuts and joint repairs.
 - Received some feedback and heard that it was completion dates and possibly the type of work since bridge rehabilitations are so labor intensive. Contractors are being selective with the projects.
 - Bridge NY 2022- Railroad St. over CSX/Mohawk River & Barge Canal in the Towns of Frankfort/Schuyler in Herkimer County. It is a \$2.3M bridge rehabilitation project which will repair joints, replace bearings & pedestals, new concrete deck and replace approach slabs. There will be an off-site detour. This project was let and there were no bidders. It is being relet July 2nd.
 - Bridge NY 2021- Old Poland Road over Cincinnati Creek in the Town of Trenton in Oneida County. It is a bridge replacement, and it was let on May 27th. There were four bidders and the low bidder was \$4.3M and the engineer's estimate was \$3.7M. There is now a \$1M shortfall. This is too much for a small municipality to absorb. It is mostly due to inflation.
 - There have been some instances where NYSDOT Region 2 have been able to get extra money through the MPO and NYSDOT Main Office.
- **DOT Major Project Update**

- North Genesee Street Gateway Bridge and Multi-Modal Connector Project PIN 2047.07 (Contract D265768): This project has a \$55M programmed construction cost and it is scheduled to be let June 25th. It will have a two-phase staged construction. Phase one will have two north-bound lanes and one south-bound lane and phase two will have one lane in each direction.
 - There will be many utilities that will be worked on during this project. There are overhead electric and communications, underground gas, water and communications. On the new bridges there is gas and water.
- Route 29 over East Canada Creek in the Village of Dolgeville PIN 2236.27: This project has a \$19M programmed construction cost.
 - This bridge was built in 1932. It has had some bridge hits and its horizontal geometry is challenged. This is also a resiliency project due to flooding. This 177' span bridge (167' existing) will be built to standard 11' lane 5' shoulder widths, raise vertical alignment, add a 10' trail for bike/motorists on northside and a 5' sidewalk on the southside.
 - This project will realign the intersections at the east and west ends of the bridge. Four properties will be impacted which will include 2 residential units (5 units) and 1 commercial building (3 businesses).
 - The right of way acquisitions should be complete at the end of 2026, it should be let in January 2027, and the construction should be complete in Fall 2029.
- Route 69 and Main Street over Sauquoit Creek Bridge Replacements PIN 2023.34: This project has a \$55M programmed construction cost. It will have two new bridges (100ft each). Route 69 needs to be raised approximately 7 feet which will impact the overpass bridge. Traffic volumes don't warrant a grade separated intersection. The project should be let in Fall of 2027 with an expected completion in the fall of 2029.
 - This project will construct an at-grade intersection. Two bridges will be eliminated which will save on future maintenance and replacement costs (Ramp bridge over the creek is a constriction).
 - A 10 ft. wide shared used path on both sides of the roadways within the project limits will be added.
 - It will remove significant amount of fill out of the flood plain.
 - There will be significant right of way acquisitions, expected to be completed by the fall of 2027. There are five total properties with 13 different relocations associated.

Discussion:

- There are also supply chain issues and these kinds of jobs are considered lower importance. Some jobs are getting let earlier to ensure that supplies will be available.
 - Herkimer IDA asked if this is happening across the state. NYSDOT responded that yes, they are seeing these kinds of things happening around the state. The I-81 project and the Micron construction are using many contracting companies for their projects.
- Herkimer IDA asked when the completion date is for the bridge replacement on Route 49. NYSDOT responded that they know it is not soon, but they will get back and let him know.

6. **NYS Thruway Report** –*Sara Sherlock, NYSTA gave a synopsis of the activities undertaken by NYSTA this past quarter.*

Ongoing Projects:

- Thruway bridge replacement over Oriskany Boulevard (Route 69). The eastbound lanes will be replaced next spring/summer and will be completed fall/winter 2026.
- Replacement of Thruway Bridge over Mohawk Street (Route 28). Eastbound lanes are being switched over, and the westbound lanes will be started. It should be completed in fall/winter 2026.
- Replacement of Route 46 Bridge over Thruway.
- Safety Upgrade- Guiderail on Miles 210-220

Tentative 2026 Projects:

- Removal of an abandoned railroad bridge at mile marker 244.85 and it will be let in Quarter 4.
- Pavement Resurfacing MP 253-262, 4th quarter letting
- Slope repairs from 198-207 from Little Falls to Canajoharie
- Exit 29A - Little Falls bridge is getting rehabilitated.

7. **Other Reports – None**

8. **Presentations – Freight Analysis-** *HOCTC Director, Julie Richmond gave a synopsis of the LRTP add-on Task: MPO Two-County Freight Analysis*

What Moves, Where and Why: Freight Demand Drivers and Flows

- Why: An overview of the region's population and economic composition, which are drivers of demand for shipments of goods that need to move into or outbound from the region.
- What: A profile of the goods that move into, out of, through, or within the HOCTC region. Which are summarized by commodity, transportation mode, and direction.
- Where: An overview of the region's trade partners, where inbound shipments come from and outbound shipments go. Also, where are the major freight-generating facilities located in the region.

Population and Economic Composition

- In terms of the population and economic composition, the population in the two-county region reached a peak of 341,000 in the 1970 census, stood at approximately 299,000 at the 2010 census, and approximately 292,000 at the 2020 census. The decline can be attributed to deindustrialization and the loss of manufacturing jobs that adversely affected many of the nation's legacy industrial employment centers.
- We found that the three industry sectors that generate significant volumes of inbound and outbound freight shipments are:
 - Trade, transportation, and utilities
 - Manufacturing
 - Mining, logging, and construction sectors
- The expected growth in the HOCTC region is capitalized by semiconductor manufacturing and its associated business and technology development, including warehousing and

distribution centers in several of the region's business parks, and forthcoming development, such as a 1.8 million square foot Chobani manufacturing facility in Rome, which is expected to generate hundreds of new truck trips per day.

Directionality of Commodity Flows in the HOCTC Region

- Commodity flows in the HOCTC region are evaluated by tonnage, value, direction of travel, commodity type, origin, and destination. This evaluation uses Transearch data which helped define the directionality of the flows. The directionality of freight flows are defined as follows:
 - Inbound – Freight originating from outside the region with a destination within the region
 - Outbound – Freight originating from the region to a different location
 - Internal – Any freight that remains in the region from start to stop
 - Through – Freight that flows from one outside region through HOCTC to another region
- Through movements accounted for 70 percent of total freight moved in the study area in 2021. This is approximately 25 million tons of goods valued at \$37 billion moved through the HOCTC region. In 2055, those numbers are expected to increase to 38 million tons and \$66 billion dollars.
- Outbound flows represented 18% of weight and 12% of total value in 2021. This is projected to increase to 22% of weight and decrease slightly to 11% of value by 2055, accounting for 12 million tons valued at \$9 billion.

HOCTC Region Imports & Exports by Tonnage

- Onondaga, Monroe, and Erie counties are the top origins of inbound commodities coming into the HOCTC region. The major commodity groups transported from these counties to the HOCTC region are petroleum or coal products and secondary traffic (unspecified or mixed shipment of goods), primary metals, and food or kindred products (such as beverages, animal feed, and oils).
- The top destinations for goods moved outbound from the HOCTC region are Onondaga, Albany, and Saratoga counties. The total outbound to these three counties was nearly 850,000 tons. The major outbound commodity groups from HOCTC to these counties include nonmetallic minerals and food or kindred products, and secondary traffic and electronic equipment.
- Pennsylvania is our leading out-of-state trading partner for the region followed by Massachusetts, which is mostly outbound freight. New Jersey is our 3rd out-of-state trading partner.

Where: Freight-Generating Nodes and Network Utilization

- The memo looked at where the freight-generating nodes are and how that impacts the network utilization and what we need to be aware of.
- Major warehouses and manufacturing facilities that exist or are being constructed in the HOCTC region are mapped in the Freight memo. The locations of the freight generators include warehouses, distribution centers, manufacturing facilities, agriculture, mining and solid waste processing.

Stakeholder Engagement

- Interviews were conducted with stakeholders between July-September 2025. 11 various agencies and companies within the region participated. The new Chobani facility dominated most discussions while other agriculture and logistics issues were also discussed. The key corridors for agriculture were NYS Thruway, NYS Routes 315, 233, 12B, 5, 26, 840, and 46. The key corridors for other freight besides agriculture are I90, 5S, 49, 20 and N/S as 12, 8, 12B, and 28.
- The discussions that came up frequently in the interviews were the issues of workforce availability and the lack of available truck parking.

Key Issues and Challenges

- Key issues and challenges that were identified in terms of future freight movement on the network can be broken down by performance, pavement and bridge conditions, truck parking, and crash history.
- Transportation network performance can be measured by impacts to variability in travel time, which can be caused by:
 - Slow-moving agricultural equipment
 - Steep grades, curves, and narrow bridges
 - Seasonal winter weather impacts (including lake-effect snow)
- Segments with high truck volumes and poor pavement conditions include: NYS Routes 12 and 5 in the City of Utica; North Genesee Street and Broad Street in Utica; portions of NYS Routes 5 & 28 in Mohawk/Herkimer; NYS Route 12B in Clinton; NYS Route 46 and sections of Rome-New London Road in Rome. Some of these locations are already identified in the TIP.
- Bridge conditions indicate that 341 bridges in the region are in good condition, 318 are in fair condition, and 86 are in poor condition. The majority of bridges in poor condition are local bridges.
- Most of the county bridges that are in poor condition carry low volumes of truck traffic, with the exceptions of:
 - Dyke Road, which carries over 1,000 trucks per day and connections with NYS Routes 5 and 5S.
 - Military Road and County Route 36 are access routes to/from active mines in Herkimer County.
- In a five-year period between October 2020 and September 2025, there were 1,669 crashes involving a truck in the HOCTC region. Two of the six fatal crashes were on Oneida County highways. Five of the six were on highways that carry more than 1,000 trucks per day.
 - About 17% of the truck-involved crashes during the analysis period happened on the NYS Thruway.
- Lack of adequate truck parking disrupts the flow of goods and leads to negative safety outcomes for drivers and other motorists.

Trends Impacting the Movement of Goods

- E-commerce accounts for 16 percent of total U.S. retail sales. Nearly 22 billion parcels were delivered in the U.S. in 2024. Demand is increasing for direct-to-consumer delivery, thus increasing the number of fulfillment centers.
- Supply chain resilience refers to addressing disruptions in the supply chain whether it be locally (severe weather events such as snowstorms or flooding in this region) or globally (international trade policies, public health crisis).
- Dairy industry trends are something we will need to be mindful of. Herkimer and Oneida Counties were home to nearly 30,000 dairy cows in 2024, almost 5% of the NYS dairy cow population. Between 2023 and 2027, several billion dollars will have been invested in processing facilities in NYS.
- Technology trends include artificial intelligence, autonomous vehicles, intelligent transportation systems, and truck decarbonization.
- Workforce issues in this area focus on the relation of places of employment to housing and the availability of accessible, affordable, and reliable transportation. In addition, there is a growing gap between truck driver supply and demand.

Recommended Capital Investments

- Address bottlenecks, but most are on the state highway system. The highest-ranking bottleneck location is on NYS Route 5, Commercial Drive, Middle Settlement Rd. in the Town of New Hartford. Other bottlenecks include:
 - Oriskany St. W between Genesee St. and State St in the City of Utica
 - NYS Route 5 between Genesee St. and Clinton Rd. in the Town of New Hartford
 - Burrstone Rd. between Grandview Ave. and Genesee St. in the City of Utica
 - Commercial Drive between Route 840 and Henderson St. in the Town of New Hartford and Village of New York Mills
 - Genesee St between Campion Rd. and Sunnysdale Dr. in the City of Utica and Town of New Hartford
 - Erie Blvd. at the Black River Blvd. intersection in the City of Rome
- Address pavement conditions, especially where truck traffic is high, such as NYS Route 12 in the City of Utica.
- Rehabilitate bridges with a focus on Dyke Road, where there is a risk of flooding/washout, and poor condition bridges.
- Examine hotspots of fatal truck crashes to reduce fatal and serious injury crashes. There were two fatalities involving truck crashes on NYS Route 8 near the Town of Bridgewater. This location may be a place to investigate the potential for safety improvements.
- Exit 31 PEL Study implementation will provide a direct interstate to interstate connection.
- To address truck parking, examine the possibility of adding a truck stop near Exit 31.
- Track development of NYS Rail Plan for opportunities to support alternatives to trucking.
- Support freight-generating development near NYS Route 46, NYS Route 5 in Schuylers and other existing industrial sites.

Policy Recommendations

- Ongoing coordination is essential to address new challenges, transportation needs and solutions. This includes continued communication with the agricultural industry (specifically) and closely monitoring the build out of Chobani.

- A land-use study would consider trends in manufacturing, distribution, and other land development. This could help to identify land that could potentially be developed for freight generating uses and areas where there could be significantly higher truck volumes in the future.
- Encouraging local jurisdictions (during site plan review) to incorporate staging areas and working with the business community to encourage existing establishments to allow overnight parking on their property.
- Also, on policy side- take a comprehensive look at truck parking in region, incorporate the promotion of the Truck Parking Club, and identifying temporary emergency parking.
- Planning and guidance could include items such as: Develop zoning and development regulation guidance, design guidance and management policies regarding truck-involved crashes, addressing intersection crashes (particularly in Rome and Utica), areas where truck traffic and active transportation overlay, study disruptions to the NYS Thruway, and addressing the intake process at point of receipt to aid with bottlenecks.
- Technology: Identify potential challenges for technological advancement, how to provide additional support for UAS (drone) testing at Griffiss, feasible alternative fuel transitions, and coordinated usage of ITS.
- Workforce Development: increase the number or frequency of transit routes in site-specific areas, further develop active transportation connections, and explore ride sharing options. Collaboration would also be necessary to develop programs to train the workforce in the manufacturing, warehousing, and transport industries.
- HOCTC could play a supporting role, as needed and appropriate, by sharing information with industry stakeholders related to other parking solutions. For example, Truck Parking Club, lists businesses and other sites that offer spaces for truck drivers to park their tractors, trailers, or both. Most of them charge a fee between \$15-25 per day. There are seven locations listed on Truck Parking Club's website in the HOCTC region, each having between one and ten parking spaces available.

Next Steps for HOCTC

- This technical memo provided a high-level data analysis. More specific data analysis is required to guide funding decisions regarding future planning and policy exploration. Examples of specific analysis:
 - County Route 32 in the Village of Oriskany and the Town of Whitestown to address bottlenecks and implement safety countermeasures where the route intersects with the Empire State Trail.
 - Land Use: Consideration of truck operations in the design of major rehabilitations, redesigns, or new-build highway infrastructure, snow and ice/debris removal (NYS Route 12 between New Hartford and Waterville, for example), construction zones, and truck-involved intersection crashes in Rome and Utica.
 - Pavement/Bridge Condition: Utilize local HOCTC's STBG and HSTP funding and issue targeted Call for Projects for Local Bridge projects to get a head start with preliminary design.
 - Collaborate with NYSDOT and NYSTA to identify alternative funding sources to advance the I-90 Exit 31 PEL Study to preliminary design and study how to attract more manufacturing opportunities along the I-90 corridor.

Discussion: None

9. Old Business – None

10. New Business – HOCTC Resolutions 2026-12 – 2026-22F

2026-12 – Amendment to the 2025 – 2029 TIP to add a Pavement Preventative and Corrective Maintenance Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2807.49 – Southern Oneida & Herkimer County Multisite Pavement Project in Herkimer County.
- This project will improve the pavement conditions on New York State Route 8 in the Hamlet of Leonardsville in Madison County, and New York State Route 20 in the Town of Bridgewater in Oneida County and the Village of West Winfield in Herkimer County. In addition to roadway resurfacing, the anticipated work includes repairs to drainage structures and sidewalk ramps.
- The project shall be funded in the amount of \$2.2M with STBG FLEX and NHPP funds and will be let in 2029.
- Discussion: None
- Motion to approve Resolution 2026-12 made by: John Piseck
 - Seconded by: Scott Musacchio
 - Voting: Passed 17-0-0

2026-13– Amendment to the 2025 – 2029 TIP to add a Safety Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2017.36 – Route 49 Wrong Way Mitigation Project in the Town of Marcy in Oneida County.
- This project will address safety of the New York State Route 49 eastbound lanes by installing wrong way driver mitigation elements on eastbound Route 49 and the eastbound exit ramp to River Road in the Town of Marcy in Oneida County.
- The project shall be funded in the amount of \$0.620M with HSIP funds through the NYSDOT Main Office and will be let in 2029.
- Discussion: None
- Motion to approve Resolution 2026-13 made by: Michael Waterman
 - Seconded by: Peter Rovazzi
 - Voting: Passed 17-0-0

2026-14– Amendment to the 2025 – 2029 TIP to add a Bridge Replacement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2020.10 – Route 233 over Deans Creek (BIN 1042210) Bridge Project in the Town of Westmoreland in Oneida County.
- This project will address the bridge condition ratings of the bridge carrying New York State Route 233 over Deans Creek in the Town of Westmoreland in Oneida County.
- The project shall be funded in the amount of \$5.933M with NFA and Bridge Formula funds and will be let in 2028.
- Discussion: None

- Motion to approve Resolution 2026-14 made by: Timothy Seymour
 - Seconded by: Audrey Alix
 - Voting: Passed 17-0-0

2026-15– Amendment to the 2025 – 2029 TIP to add a Bridge Replacement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2024.13 – Route 274 over Big Brook (BIN 1044110) in the Town of Western in Oneida County.
- This project will address the bridge condition ratings of the bridge carrying New York State Route 274 over Big Brook in the Town of Western in Oneida County.
- The project shall be funded in the amount of \$3.216M with NFA and Bridge Formula funds and will be let in 2028.
- Discussion: None
- Motion to approve Resolution 2026-15 made by: Michael Waterman
 - Seconded by: Daniel Guzewich
 - Voting: Passed 17-0-0

2026-16– Amendment to the 2025 – 2029 TIP to add a Bridge Replacement Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2111.36 - Route 20 over West Branch Unadilla River (BIN 1015830) in the Village of Bridgewater in Oneida County.
- This project will address condition ratings of the bridge carrying US Route 20 over the west branch of the Unadilla River in the Village of Bridgewater in Oneida County.
- The project shall be funded in the amount of \$4.239M with NFA and Bridge Formula funds and will be let in 2028.
- Discussion: None
- Motion to approve Resolution 2026-16 made by: Michael Waterman
 - Seconded by: John Piseck
 - Voting: Passed 17-0-0

2026-17– Amendment to the 2025 – 2029 TIP to add Pavement Preventive and Corrective Maintenance Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2134.64 - Route 5: Middle Settlement Road to Route 12B in the Town of New Hartford in Oneida County.
- This project will improve the pavement conditions on New York State Route 5 in the Town of New Hartford in Oneida County. In addition to roadway resurfacing, the anticipated work includes repairs to drainage structures and pedestrian elements.
- The project shall be funded in the amount of \$3.803M with NHPP and CRP MED UR funds and will be let in 2028.
- Discussion: Paving will occur where there are gaps in sidewalks increasing pedestrian access per the SS4A Plan.
- Motion to approve Resolution 2026-17 made by: Peter Rovazzi
 - Seconded by: Michael Waterman
 - Voting: Passed 17-0-0

2026-18– Amendment to the 2025 – 2029 TIP to add Pavement Preventive and Corrective Maintenance Project, *Presenter: Mark DeRocco, NYSDOT*

- Description: PIN 2807.48 – Central Herkimer County Multi-site Village Paving Project in Herkimer County.
- This project will improve the pavement conditions on the following New York State Routes: Route 51 in the Village of Ilion, Route 5 in the Village of Herkimer, and Route 8 & 28 in the Village of Poland in Herkimer County. In addition to roadway resurfacing, the anticipated work includes repairs to drainage structure and sidewalk ramps.
- The project shall be funded in the amount of \$4.873M with STBG FLEX funds and will be let in 2029.
- Discussion: None
- Motion to approve Resolution 2026-18 made by: Peter Campione
 - Seconded by: John Piseck
 - Voting: Passed 17-0-0

2026-19– Amendment to the 2025 – 2029 TIP to revise a Transit Project, *Presenter: Tara Spraker, CENTRO*

- Description: PIN 2822.10 - Centro of Oneida Facility Land Acquisition in the City of Utica in Oneida County.
- This project is land acquisition for a consolidated facility for Centro of Oneida Service in Oneida County.
- The total project cost shall be decreasing from \$5.000M to \$1.277M. This is a change in federal source funding from \$4.000M to \$1.022M and a change in local funding from \$1.000M to \$0.255M. There will also be a change in federal fund sources from Section 5307 to Section 5339.
- Discussion: None
- Motion to approve Resolution 2026-19 made by: Mary MacEnroe
 - Seconded by: Michael Waterman
 - Voting: Passed 17-0-0

2026-20– Amendment to the 2025 – 2029 TIP to revise a Transit Project, *Presenter: Tara Spraker, CENTRO*

- Description: PIN 2790.01 - Centro of Oneida Facility Construction for Centro in the City of Utica in Oneida County.
- This project is Centro Utica/Rome facility consolidation construction.
- The total project cost shall be increasing the amount of the Section 5339 Federal Fund Source from \$18.809M to \$28.800M for the Miscellaneous Phase. The state funding will be decreased from \$39.792M to \$17.500M, a decrease of \$22.292M. The local share will be increased from \$3.694M to \$7.200M, an increase of \$3.506M. The total project cost is now \$53.500M, which decreased from \$62.205M. Centro was awarded two grants in the amounts of \$17.5M and \$36M.
- Discussion: None
- Motion to approve Resolution 2026-20 made by: Michael Waterman
 - Seconded by: Mary MacEnroe

- Voting: Passed 17-0-0

2026-21– Amendment to the HOCTC Human Services Transportation Plan (HSTP) 2025 – 2028 to revise Appendix F- Annual Listing of Section 5310 Projects, Presenter: Francisca Ortiz, HOCTC

- A provision of the Section 5310 program, the Enhanced Mobility of Seniors and Individuals with Disabilities, is that:
 - “recipients must certify that projects selected are included in a locally developed, coordinated public transit- human services transportation plan...”
- The HOCTC 2025-2028 Human Services Transportation Plan (HSTP) was previously approved by the GP&L on September 12, 2024.
- This resolution amends the HSTP by adding two agencies’ 2026 Project Proposals to Appendix F.
- Agencies who submitted projects for the 2026 update that were not previously included in the HSTP 2025-2028 Appendix F are:
 - Charles T. Sitrin Health Care Center, Inc.
 - Visiting Nurse Association of Central New York
- Discussion: None
- Motion to approve Resolutions 2026-21 made by: Peter Campione
 - Seconded by: Sara Sherlock
 - Voting: Passed 17-0-0

2026-22A – 22F– Amendment to the 2025 – 2029 TIP to add FTA Section 5310 Award Projects, Presenter: Francisca Ortiz, HOCTC

- FTA Section 5310 program for the Enhanced Mobility of Seniors and Individuals with Disabilities.
 - Enhanced projects exceed ADA requirements, improve access to transit, paratransit, or alternatives.
 - Includes the purchasing of buses, vans, wheelchair lifts, mobility management programming, technology, and similar items or programs.
 - As required by NYSDOT-Albany, HOCTC coordinates a local review committee to score applications based on NYSDOT criteria; final award determination is made by NYSDOT-Albany.
- Discussion: None
- *This Resolution will be made in combination with Resolution 2026-22A -2026-22F*

2026-22A– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for Herkimer County Chapter NYSARC, Inc., Presenter: Francisca Ortiz, HOCTC

- PIN 2822.04 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for Herkimer County Chapter NYSARC, Inc.
- The award is for the purchase of one (1) Lot K bus, with ambulatory and wheelchair seating with additional flip seats, to replace one bus that is beyond its useful life.
- The project shall have a federal funding amount of \$191,099.20 and a Local share of \$47,774.80 for a total project amount of \$238,874.00.
- Discussion: None

- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A - 2026-22F.*

2026-22B– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for Valley Health Services, Inc., Presenter: Francisca Ortiz, HOCTC

- PIN 2822.05 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for Valley Health Services, Inc.
- The award is for the salary of one full-time person designated to transportation.
- The project shall have a federal funding amount of \$46,592.50 and a Local share of \$46,592.50 for a total project amount of \$93,185.00.
- Discussion: None
- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A - 2026-22F.*

2026-22C– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for Valley Health Services, Inc., Presenter: Francisca Ortiz, HOCTC

- PIN 2822.06 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for Valley Health Services, Inc.
- The award is for the purchase of two (2) Lot E vehicles to replace two 2017 vehicles that are beyond their useful life.
- The project shall have a federal funding amount of \$181,345.60 and a Local share of \$45,336.40 for a total project amount of \$226,682.00.
- Discussion: None
- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A - 2026-22F.*

2026-22D– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for Charles T. Sitrin Health Care Center, Inc., Presenter: Francisca Ortiz, HOCTC

- PIN 2822.07 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for Charles T. Sitrin Health Care Center, Inc.
- The award is for the purchase of three (3) vehicles. One (1) Lot G vehicle is beyond its useful life and will be replaced. The other two (2) Lot E passenger buses are to expand their fleet.
- The project shall have a federal funding amount of \$278,170.41 and a Local share of \$69,542.59 for a total project amount of \$347,713.00.
- Discussion: None
- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A - 2026-22F.*

2026-22E– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for Visiting Nurse Association of Central New York - Oneida, Presenter: Francisca Ortiz, HOCTC

- PIN 2822.08 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for Visiting Nurse Association of Central New York – Oneida.
- The award will allow for the installation of one electric vehicle (EV) charging station for an ADA-compliant electric van (Lot B-EV) that will transport residents of the Nascentia Neighborhood.
- The project shall have a federal funding amount of \$8,800.00 and a Local share of \$2,200.00 for a total project amount of \$11,000.
- Discussion: None
- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A - 2026-22F.*

2026-22F– Amendment to the 2025 – 2029 TIP to add an FTA Section 5310 Award Project for NYSARC, Inc. Oneida-Lewis Chapter, Presenter: Francisca Ortiz, HOCTC

- PIN 2822.09 – FFY 2026 FTA Section 5310 Award for Oneida and Herkimer Counties for NYSARC, Inc. Oneida-Lewis Chapter.
- The award is for the purchase of one (1) Lot F bus to replace one bus that is beyond its useful life.
- The project shall have a federal funding amount of \$183,454.40 and a Local share of \$45,863.60 for a total project amount of \$229,318.00.
- Discussion: None
- Motion to approve Resolutions 2026-22A – 2026-22F made by: Timothy Seymour
 - Seconded by: Daniel Guzewich
 - Voting: Passed 17-0-0

11. Administration Modifications to the 2025-2029 TIP, Presenter: Julie Richmond, HOCTC - Presentation and discussion of the TIP Administrative Modifications Memorandum.

- This is a report on the actions that the MPO has taken.
- These are all the smaller revisions to the TIP capital program that equate to a change of less than 10% of the total project cost or a change in phases or federal funding years and don't require action by the policy committee.
- The 2025-2029 TIP, adopted in June 2025, has included some additional thresholds to minimize the number of Resolutions required as well.
- There is no vote required for these modifications. This saves on the number of resolutions.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2026-04MOD	2118.09	Route 28 over Cincinnati Creek (BIN 1020200) & Route 28 over Feeder Canal (C260157) in the Town of Trenton in Oneida County. This project will be adding the scoping phase(s). This change will not change the total project cost. Preliminary Design funds are being split in half.	NYSDOT

2026-05MOD	2790.04	Support Vehicle Purchases for Centro in the City of Utica in Oneida County. This project will be adding Section 5339 Federal Funding in the amount of to \$173,702, SDF funding in the amount of \$21,713 and a local share of \$21,712 totaling an addition of \$217,127 in funding for the Miscellaneous Phase. The new total project cost is \$877,127.	CENTRO
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12. Open Discussion

None

13. Adjournment

- Motion to adjourn the meeting made by: Peter Campione
 - Seconded by: William Weakley
 - Voting: Passed, 17-0-0

The meeting was adjourned at 10:42 a.m.

Respectfully submitted by Grace Whiffen