



METROPOLITAN PLANNING ORGANIZATION

Boehlert Center at Union Station

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Director: Julie Richmond

Minutes for the May 28, 2026 Meeting

Herkimer-Oneida Counties Transportation Planning Committee

Oneida County Department of Planning Conference Room

Union Station

321 Main Street, Utica, New York

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

Mark Nagele, Chairperson, called the meeting to order at 9:31 AM.

1. Welcome and Introductions

Voting Members Present

Mark Nagele

Matthew Baisley

Jeff Quackenbush

Tara Spraker

Sara Sherlock

Audrey Alix

Matthew Andrews

Deborah Windecker

Highway Superintendent, Herkimer County

Commissioner, Oneida County Department of Public Works

Representing James Genovese, Oneida County
Commissioner of Planning

Director of Capital Programs, Central New York
Regional Transportation Authority

Assistant Engineer, New York State Thruway
Authority

Planner, City of Utica

Director, Community & Economic Development,
City of Rome

Regional Planning and Program Manager & HOCTC
Liaison, NYSDOT Region 2

Non-Voting Members Present

Julie Richmond, MPA

Amy Heiderich

Grace Whiffen

Francisca Ortiz

Mark DeRocco

Director, HOCTC

Senior Planner, HOCTC

Planning Specialist, HOCTC

Planner, HOCTC

Assistant Regional Planning and Program Manager &
HOCTC Liaison, NYSDOT Region 2

Engineer, City of Utica

Associate Capital Program Analyst, NYSDOT
Region 2

Austin Cornacchia

Christine Labuzzetta

Kelly Walters

Cody Doane

Executive Director, 50 Forward Mohawk Valley

GIS Analyst, HOCCPP

2. Approval of the Minutes

- Motion to approve the meeting minutes from the February 11, 2026 meeting as submitted by: Deborah Windecker
- Seconded by: Jeff Quakenbush
- Voting: Passed, 8-0-0

3. Public Comment

- No public comment

4. Director's Report - Julie Richmond, HOCTC Director, 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. Region 2 will then be handed the report for their final 30-day 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.

LRTP Transportation Atlas

- At the last TPC meeting HOCTC reported that the LRTP Transportation Atlas was complete, but the hard copies were not ready to distribute yet. The Atlas is a graphic representation of the long-range transportation plan, with quick facts and easily digestible material for reference by our partner agencies, public officials, and other stakeholders in the MPO. HOCTC told attendees to take a copy of the atlas after the meeting.

Scenario Planning

- Scenario planning explores alternative future conditions and tests how transportation, housing, economic development, and land-use strategies would perform under those conditions.
- There are three approaches to scenario planning:
 - Normative – Community defines a desired future and explores pathways to reach it.
 - Predictive – Projects the most likely future and prepares for it.
 - Exploratory – Tests multiple alternative futures to understand trade-offs.
- HOCTC will take an exploratory approach to scenario planning. Rather than abstract population futures alone, HOCTC scenarios could focus on Transportation investment, Housing strategies (core vs dispersed development), Workforce access

to major employers (e.g., Chobani), Mobility management and regional connectivity, and Policy shifts (e.g., loss of transit funding programs).

- Some examples of framing scenarios that were discussed are Concentrated growth model (Utica/Rome anchor focus), Distributed rural investment model, Housing-near-employment vs transportation-to-employment model and Policy shock scenario (e.g., transit funding eliminated).
- HOCTC put together a group of stakeholders and held two virtual meetings to brainstorm driving forces in our exploratory scenario process. Based on the meeting feedback and analysis of existing planning documents and studies there were 13 categories of driving forces identified.
- Two in-person meetings will be held with our Scenario Planning Workgroups to get input to help prioritize the driving forces. HOCTC is currently preparing for Workshop #1 that will be held on June 23rd and will help determine which driving forces should be included in the scenarios.

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
- HOCTC & Region 2 to identify a list of local bridges in both counties with poor condition rating.
- A Call Letter will be released to the 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
- Projects included on the preliminary screening list will receive first priority. These are all local bridges.

HOCTC Safety Call for Projects

- HOCTC & Region 2 re-release the Priority Network Screening.
- Spot Safety and Systemic Safety projects will be eligible.
- Release Call Letter to municipal contact list.
- Utilize funds for Road Safety Audit Report plus cost benefit analysis to queue projects up for future HSIP and SS4A Implementation funding rounds.
- Utilize HSIP application to apply for funding.
- Score Projects based on HOCTC 2025-2029 TIP Project Prioritization Checklist.
- Projects included in the HOCTC SS4A Safety Action Plan, LRTP/TIP Illustrative Project Listings, Freight Analysis Technical Memorandum or other local plans will

receive priority if they are cost-effective and demonstrate the potential for crash reduction.

Discussion:

- DOT Region 2 had started preliminary conversations on Roadway Departure funding for intersections. There is specific safety funding in HSIP funds that may be released.
- BridgeNY funds have been expended but there should be more available in the future. Region 2 would like to take a local MPO block and select project for Preliminary Design/Detailed Design. This would help with BNY applications for scope/cost and assist with delivery. Oneida County DPW asked if bridge demolition would be included in this funding since the Barnes Ave. bridge needs removal and they are looking for funding. DOT would need to check with FHWA on the use of these funds for only disinvestment. Oneida County Planning asked if the funding was only for roadways intersecting with bridges.
 - It is two pots of money, one for bridges and one for safety.
- DPW asked about following the proper LDSA procurement methods.
 - Any applicant should follow all applicable federal procurement procedures.
- Bridge NY is a hurry up and wait process, this potential call for projects is meant to ease the wait times by getting the design work funded during the off years of Bridge NY rounds.
- HOCTC will take applications for bridge design. City of Rome asked how the projects get funded.
 - TPC could be a part of the review process. The funding would be prioritized based on a lot of factors such as the project meeting LRTP goals, whether it was on the illustrative project list, economic competitiveness, AADT, among other factors.
- Preliminary Design is about \$300,000 per project, so this block of funding could fund six-seven bridge designs.
- HOCTC would only be involved in the application process.
- The Clinton Street Bridge is a good example of a resiliency project that has backing by the involvement of a creek association.
- One struggle that DOT sees is the lack of response when they are red-flagging bridges.
- It was suggested to do a presentation to the highway superintendents when the call is complete.
- There is a recognized lack of capacity to complete applications.
- There could be requirement to reach out to county DPWs during the application process, but this could also cause issues.
- If the design is completed on the municipality's own, all federal aid processes must be followed from the beginning or else the bridge or project could not get funded for construction.
 - One issue is that the design costs about three times as much when following the federal aid process. A municipality would want some assurances that the bridge would be federally funded.

- This could help solve the problem of having several shelved projects with no construction funding. It could cause some projects to require complete rework if they are shelved for too long.
 - This idea came from challenges that arose during the Bridge NY application process.
 - The bridge can be a rehabilitation, preventative maintenance, or replacement but not for any equipment.
 - The environmental process is daunting and often municipalities are unsure of the process. At that time, municipalities can reach out to Oneida County to assist in the process.
 - Federal aid process and the new DEC regulations are causing major delays in projects.
 - HOCTC and DOT will continue to think about and come up with a process to move this forward.
5. **NYSDOT Region 2 Report** – Deborah Windecker, NYSDOT gave a synopsis of Region 2 activities this past quarter.
- House Transportation & Infrastructure Proposal- Federal Surface Transportation Proposal
 - 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.
 - DPW asked if there was anything on the California emissions act regarding green credits. It was all part of the green initiatives along with rebates for utility bills, SEQR being evaluated, some aid coming to four cities, and other items.
 - 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.
 - Maintain core formula programs, create new revenue for the Highway Trust Fund, where the bulk of money comes from (the gas tax), and as looking to move away from fuel, this bill is looking at this. 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

- The program would require at least 25 percent of funds go to local and off-system bridges.

- 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.

- 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.

- 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.
- 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.
 - A question was asked if Micron and Chobani have been identified as a capacity issue and Region 2 responded that the availability of steel is an issue. Ordering supplies must be factored in since many opportunities are missed to order items early since projects are not being let. There is also the issue of holding pricing for subcontractors.
- 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 is being 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 Street 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.
 - 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.
 - 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, realigning of intersections at the east/west end of bridges. 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 2 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.
 - 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 are significant right away acquisitions. There are eight properties with multiple tenants that will need to be relocated.
- Discussion: There was a question regarding the Dodgeville Paving Project and if it has been let and if there is a schedule?
 - The portion outside the village has been let On February 26, 2026. The engineer's estimate was \$4.2M and it came in at \$4.8M and a pre-construction meeting was held on the May 21st.

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 29 Little Falls bridge is getting rehabilitated.

7. Other Reports – None

8. Presentations – Freight Analysis – Moved to the end of the meeting due to time constraints.

9. Old Business – None

10. New Business – HOCTC Resolutions 2026-13 – 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: Jeff Quackenbush
 - Seconded by: Deborah Windecker
 - Voting: Passed 8-0-0

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: Jeff Quackenbush
 - Seconded by: Matthew Baisley
 - Voting: Passed 8-0-0

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: Jeff Quackenbush
 - Seconded by: Matthew Baisley
 - Voting: Passed 8-0-0

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: Jeff Quackenbush
 - Seconded by: Deborah Windecker
 - Voting: Passed 8-0-0

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: Jeff Quackenbush
 - Seconded by: Matthew Baisley
 - Voting: Passed 8-0-0

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: Matthew Baisley
 - Seconded by: Debroah Windecker
 - Voting: Passed 8-0-0

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: Mark Nagele
 - Seconded by: Matthew Baisley
 - Voting: Passed 8-0-0

**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: Has CENTRO purchased the property?
 - They have not purchased any property yet, they still need to go through the NEPA process. The NEPA process will be about 12 months. They are on the fourth round of questions from their initial submission, and it has been 3 months. They are not into review yet. It is set to be completed in 2030.
- Motion to approve Resolution 2026-19 made by: Matthew Baisley
 - Seconded by: Audrey Alix
 - Voting: Passed 8-0-0

**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 \$22.202M. 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: Jeff Quakenbush
 - Seconded by: Matthew Baisley
 - Voting: Passed 8-0-0

**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: Matthew Baisley
 - Seconded by: Mark Nagele
 - Voting: Passed 8-0-0

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
- *Motion to approve this Resolution will be made in combination with Resolution 2026-22A -2026-22F* made by: Matthew Baisley
 - Seconded by: Mark Nagele
 - Voting: Passed 8-0-0

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

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

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

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

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

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: Matthew Baisley
 - Seconded by: Debroah Windecker
 - Voting: Passed 8-0-0

Administrative Modifications to the 2025-2029 TIP, Presenter: Julie Richmond, HOCTC

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

12. Open Discussion

- Oneida County DPW was reached out to by Hamilton College. The college is looking to do some no-mow zones along the roads for their initiative to be carbon neutral and would like to give a presentation after school is back in session.
 - The committee is open to Hamilton College presenting; we just need to know ahead of time so it can be added to the agenda.

Freight Analysis Presentation:

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 3 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.
- In Herkimer County, 31 million tons of freight valued at \$41.8 billion moved in the county in 2021. The volume of freight moving in the county is expected to increase to 48.1 million tons valued at \$72 billion by 2055. Through-flows represented 89% of tonnage and 96% of the value in 2021 and this is expected to stay relatively stable.
- In Oneida County, 34 million tons of freight moved in 2021 valued at \$46.9 billion. This is expected to increase by 56.5 percent to 53.2 million tons valued at \$72.2 billion by 2055.
- The shift in outbound tonnage is likely capturing anticipated growth in manufacturing throughout forecast period. Through flows represent larger share of

total by value indicating goods passing through county are higher value than the goods moving into, out or within the county.

- Nearly 100 percent of freight tons and value moved in the HOCTC region are on trucks. Modes such as rail are expected to grow at a faster rate. However, despite this rapid growth, rail's overall tonnage and value will remain a relatively small proportion of the total freight moved in the region.

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 HOCTC region's position along the New York State Thruway and within several hours' drive to the largest metropolitan areas in the northeastern U.S. and Canada make it a strategic location for the distribution of goods for many companies.
- 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.
- A question was posed asking if freight goes to Syracuse and then dropped back to this area? There isn't a place in Little Falls where you could load or unload a train.
 - HOCTC responded that right now the majority of the goods moved within the two county regions is through truck. We did look at rail, and it represents a small proportion of what has been moved. We had some issues with the data and how it was recorded so we are not sure if the tonnage shown for the rail movement is accurately reflecting what we think is moving through. The data only counts if the rail originates or ends in the county, but rail doesn't count the through movement. We are talking to the state and consultant team about data sources and if there is another way we can look at it. However, rail will continue to grow as a means of moving goods.

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 (NYS Thruway, NYS Routes 315, 233, 12B, 5, 26, 840, and 46) and other freight (I90, 5S, 49, 20 and N/S as 12, 8, 12B, and 28) were discussed as the issue 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.
- On the map for performance, we used Truck Travel Time Reliability (TTTR) which is a measure of the variability of travel time. A value closer to 1 represents predictable travel time, higher values represent greater unpredictability and could add to unexpected costs of moving goods.
- The route segments represented in yellow on the map show areas that have a high TTTR, meaning the travel time is more unpredictable. These included segments and points of State Route 31 in Vernon, State Route 49 in Rome, I90 exit 32 interchange in Westmoreland, State Route 365 and 291 near Marcy, Route 28 in Woodgate, Route 29 in Salisbury, Route 5 in Herkimer and Little Falls, Route 51 in Winfield, Route 167, 168 and 80 in the southeastern portion of Herkimer County.
- NYS DOT helped us identify 10 areas where there are bottlenecks on the state system. Two bottlenecks identified on the Oneida County roadways are segments on Route 32, one in the Village of Oriskany and one in the Town of Whitestown.
 - NYSDOT Region 2 asked if Exit 31 showed up? HOCTC responded that Exit 31 shows up in other respects but not in this map.
- Pavement condition was identified as a freight issue because poor condition can lead to crashes or unsafe situations. It can also increase wear and tear on the trucks, and the cost of moving goods. Trucks are a major contributor to poor pavement condition. Our study determined primarily in the HOCTC region that pavement conditions are pretty good on the state highways. There are several brief segments of highways where pavement conditions are poor, but only a few of those segments are in places where there is significant truck traffic.
- 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.
 - Many of the non-fatal crashes have occurred with greater frequencies along corridors that observe high truck volumes.
- 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

- Growth in E-Commerce reached an all-time high during COVID and demand continues to increase. This demand is 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
- 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 Schuyler and other existing industrial sites.

Policy Recommendations

- Continue to identify new challenges, needs and solutions. This includes continued communication with the agricultural industry and closely monitoring the build out of Chobani.
- Identify land that could potentially be developed for freight generating uses and areas where there could be significantly higher truck volumes in the future. A land-use study would consider trends in manufacturing, distribution, and other land development.
- 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.
- Take a comprehensive look at truck parking in the region.
- Development of 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.
- 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.
- Addressing workforce access to jobs and industry needs by increasing 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.

Next Steps for HOCTC

- This study will help us identify where specifically we want to invest money in future capital projects.
- It will also help identify where we want to spend planning funds on traffic studies that will support improving some of these conditions.
- HOCTC could provide technical assistance to municipalities regarding the land use piece.
- Continue to work collaboratively with our partner agencies to seek alternative funding sources and competitive grant funds where possible.

Discussion: A question was asked if this was done internally. HOCTC's explained that the tech memo was created with the help of a consultant but HOCTC's helped bring it to the next level by summarizing it into a presentation.

- NYSDOT also questioned that a lot of the truck TTTR identified sites came back as unreliable. Do we know the cause of this? Was it pavement condition, proximity to schools, or residential area connections? It was surprising that some of the routes weren't reliable routes since the AADT is so low on a few of these routes.
 - HOCTC's will have to investigate the source of that data.

13. Adjournment

- Motion to adjourn the meeting made by: Debroah Windecker
 - Seconded by: Mark Nagele
 - Voting: Passed, 8-0-0

The meeting was adjourned at 11:18a.m.

Respectfully submitted by Grace Whiffen