



METROPOLITAN PLANNING ORGANIZATION

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Director: Dana R. Crisino, AICP

Minutes for the November 29, 2023
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

Call to order at 9:32 AM made by Mark Nagele, Chairman

1. Welcome and Introductions

Voting Members Present

Mark Nagele	Chairman, Superintendent, Herkimer County Highways Department
Jeff Quackenbush	Representing James Genovese, Oneida County Commissioner of Planning
Deborah Windecker	Regional Planning and Program Manager, NYSDOT Region 2
Andy Karas	Engineer, City of Utica
Sara Sherlock	Representing Jerrin George, Assistant Division Maintenance Engineer, NYS Thruway Authority
Nicholas DeGennaro	Representing Matthew Baisley, Commissioner, Oneida County Public Works Department
Tara Spraker	Director of Grants and Revenue Contract Administration, Central New York Regional Transportation Authority
Garret S. Wykoff	Representing Matt Andrews, Community & Economic Development, City of Rome

Non-Voting Members Present

Mark DeRocco, PE	Assistant Regional Planning and Program Manager & HOCTC Liaison, NYSDOT Region 2
Christine Labuzzetta	Associate Capital Program Analyst, NYSDOT Region 2
Barb Hauck	Principal Planner, HOCTC
Julie Richmond, MPA	Transportation Program Manager, HOCTC
Amy Heiderich	Planner, HOCTC
Steven Koegel	Vice President of Communications and Business Planning, Central New York Regional Transportation Authority

2. Approval of the Minutes

- Motion to approve the minutes of the August 24, 2023, meeting as submitted made by: Tara Spraker
- Seconded by: Jeff Quackenbush
- Voting: Passed, 6-0-0

3. Public Comment

- No public comment

4. Director's Report

Transportation Program Manager, Julie Richmond, gave a synopsis of HOCTC activities for the past quarter.

- PEL/Exit 31 Study – HOCTC held the official kick-off meeting on November 17th. The consulting team is Fisher and Associates. HOCTC established the formal Technical Advisory Group (TAG), which includes representatives from HOCTC, Oneida County, City of Utica, FHWA, NYSTA, and NYSDOT Region 2 as partners. Before the meeting, HOCTC hosted a site visit with members of the consultant team and the Federal Highways NY Division representatives to give them an on-ground perspective, a chance to make field observations and experience the corridor from a pedestrian perspective.
The kick-off meeting was well-attended with a full agenda. The meeting covered roles and responsibilities of the TAG, future meetings, the technical approach and scope of work, itemized tasks and expected deliverables.
There was extensive discussion on the public engagement process and the importance of it being integrated into each of the deliverables. The TAG members had several ideas about where to host meetings or public engagement events and came up with an extensive draft stakeholder list. The key stakeholders for the Exit 31 PEL Study will be incorporated into the engagement process via interviews, focus groups, or virtual meetings. The draft public engagement plan is planned for review in January.
- SS4A – Safety Action Plan Grant – The grant agreement with FHWA has been executed and the draft vendor agreement with the Parsons Consulting team is awaiting final Oneida County legal approval. The plan is for a December project kickoff, with the latest kickoff being in January. This is a 12-month project, but the goal is for the plan to be completed in time for the final implementation round of IIJA SS4A funding in 2025.
- Long Range Transportation Plan (LRTP) and the Human Services Transportation Plan (HSTP) will be discussed together since they are both federally required to be updated every five years. The purpose of this is to identify evolving transportation-related needs in the region and adapt to population shifts, policy changes, new legislation and guidance for both federal and state. The updates must demonstrate compliance with the IIJA and the current Federal Transit Administration (FTA) rulings.

The LRTP is the 20-year comprehensive framework for transportation planning in Herkimer and Oneida Counties based on anticipated transportation needs and then makes recommendations to address current issues and future demand.

The HSTP is required to be maintained to meet the unified comprehensive strategy for public transportation service delivery requirements of the FTA-Enhanced Mobility for Individuals with Disabilities (Section 5310 Program).

Compliance with IIJA includes:

- Reviewing the current scoring mechanism for prioritizing projects
- Ensuring performance-based planning is incorporated
- Performing revenue and project cost forecasting
- A focus on safety, resiliency, and identification of environmental justice communities

HOCTC issued an RFP for both plans for consultant service and received one response over the 29 days. The RFP was then re-released for another eight days with no additional responses. The one proposal was evaluated in accordance with the County procurement process, and it was determined that the proposing team's qualifications and experience aligned with the required, federally compliant updates for the two plans. The selected team is Transpo Group as the prime, with supporting firms of Cambridge Systematics and Public Works Partners. The HSTP will now be incorporated into the LRTP as a chapter, whereas before it was a standalone document. The TPC will see draft plans for review at the same time. The updated plan will have to be adopted at the December 2024 GP&L meeting, so the timeline is to have the draft plans available for a 30-day public review before the November 2024 TPC meeting.

- Public Participation Plan (PPP) – The Fast Act required MPOs to develop PPPs and HOCTC adopted its first in 2019. It was around this time the federal guidance started to encourage the use of visualization tools to disseminate information more effectively to the public, but the use of technology for virtual public input has increased the number of options available in our toolbox for public engagement. The PPP is not yet due for an update, but with the four major studies about to kick off and the IIJA's focus on Justice40 for all its grant funding, HOCTC decided now would be a good time to solidify the MPO approach to public outreach. The updated PPP will serve as the basis for the public engagement plans being developed for the PEL, SS4A, LRTP, and HSTP. This plan is being updated in-house. The goal is to align the public engagement efforts of the four studies to leverage the number of meetings to avoid engagement fatigue.

The PPP does have a federally required 45-day public comment period for an update. So, HOCTC will need to circulate the draft to members by mid-December if we would like to move forward toward adoption at the February set of meetings. This timeline would also have the updated plan in place as all the kick-off meetings are about to start.

- Unified Planning Work Program (UPWP) – The UPWP outlines short-term planning activities that support the LRTP, and projects identified in the TIP.

- A call letter from NYSDOT main office with 2024-2025 funding allocations was received in November. The MPO will send out a letter to provide an opportunity for members to propose planning activities for the UPWP update and long-range capital projects to be considered for inclusion in the LRTP.
- The deadline for UPWP adoption is March 1, 2024.

5. NYSDOT Region 2 Report

Deborah Windecker reported on the activities that NYSDOT Region 2 has performed in the last quarter.

- Bridge NY Round 5 program funding announced. NYSDOT Region 2 circulated letters to HOCTC on November 20th for the announcement. Funding is for \$483 million statewide. There will be \$13.8M for bridges and \$8.8M for culverts covering the six-county region. \$4.75M is allocated to Herkimer County and \$9.23M to Oneida County, an increase of \$3M. The application deadlines are January 19th for culverts and January 26th for bridges. There may be some MPO flexibility to align deadlines with the TPC meeting.
 - This is for new applications, not already designed projects. HOCTC has a bridge team together. All the bridge applications must be reviewed by early March to have announcements in Spring.
 - The hope is for awards in the spring to align with weather
 - Criteria for bridges: \$500,00 minimum, \$5M maximum and a 5% local match with 2/3 of funding is for Off-System Bridge funding
 - Criteria for culverts: \$100,000 minimum, \$1.5M maximum with no local match unless the cost exceeds the award. The culvert projects will not go on the TIP.
 - The maximum is three per sponsor for bridges and two culverts but more than 12 were listed. Oneida County asked if they were acting as a sponsor, would that count toward the County maximum and DOT responded that each municipality is looked at separately.
- Discussion: The Village of Boonville is under-programmed for their need and cannot reapply. DPW is looking at this because they will not be able to apply again. The engineering quote was \$600,000 for a \$1.3M culvert project. It is outside of parameters that an engineering study would cost half of the cost of the project itself. Oneida County DPW only approved \$125,000 for the engineering study.
 - The Village had a bunch of Section 106 - the historical character of culverts.
 - There was an article stating that the cost of construction increased 54% between 2020 and 2023, so the inflation numbers do not accurately reflect the industry.

- Andy Karas asked if the DOT had anyone call about the Barnes Ave. bridge since it is currently very dangerous but has the potential to become a pedestrian bridge to access the DEC Utica Marsh Trail. It looks nicer now since so much vegetation has grown in. There is a railroad there as well. The current ownership is believed to be the City of Utica and CSX. DOT owns the highway. There was a relocation that cost \$2.5M with 30 vacate notices that the DOT had to conduct. The bridge and highway have since been turned over to Oneida County. Nicholas DeGennaro suggested reaching out to Water Pollution Control since they will have an interest due to the proximity to the pump station.
- There is \$141M in Transportation Alternative Program (TAP) funds. The applications are due on January 9th and the pre-review was due November 28th. Final applications are due January 9th. There is \$11M in Carbon Reduction Program (CRP) funds for rural areas with less than 5,000 people. The DOT is applying for \$1M to help fill a multimodal gap outside of the City of Utica. DOT Region 2 was awarded carbon reduction urban funds of \$203k/year, almost \$1M over four years. Rome is unsure if they applied for anything this round.
 - The draft TAP reviews are decided on regionally since the local people know the area better.
 - For the City of Utica application, Ramboll is now assisting with the project and assisted in getting the pre-review completed. Utica is anticipating there will be many corrections.
 - Nicholas DeGennaro pointed to some issues with the pre-review and pre-submission process.
- Champlain Ave. has been completed. This was a small section of pavement but caused a lot of issues. This project aligns with Complete Streets, ADA ramps, sidewalks, signal, and intersection improvements.
- The State Route 5S bridge over Nowadaga Creek is open.

6. NYS Thruway Authority Report

Sara Sherlock, NYSTA Assistant Engineer, gave a synopsis of NYSTA activities for the past quarter.

- Capital Project Updates:
 - 2023 – Herkimer County - N. Main St. and Millers Grove mainline bridge replacements are complete.
- 2024 Tentative Projects
 - Pavement resurfacing with a Winter 2024 completion date from 197 to 210.
 - Bridge rehabilitation over Sterling Creek with a Winter 2025 completion date.

- Thruway bridge replacement over Mohawk St. (Route 28) with a Winter 2026 completion date.
- Bridge replacement over Oriskany Blvd. (Route 69) in Whitesboro with a Winter 2026 completion date.
- Service area openings: Schuyler Service Area has been opened and Oneida Service Area has a tentative Winter 2023/24 opening.
- The toll increase will go into effect Jan 1, 2024. If there are any questions or concerns, please refer to Thruway website or reach out to Thruway Public Relations office.

7. Other Reports

- None

8. Presentations

Centro of Rome: Proposed Service Changes in Rome, NY – Presenter: Steve Koegel, Vice President of Communications & Business Planning, Centro

- The Rome City System Redesign is addressing the issue of a 30% decrease in ridership since the pandemic. Routes will be concentrated on the busiest ridership areas.
- The move will be to a mixed service and on-demand services to open to a wider area of riders. The new service is intended to be point-to-point service, not door-to-door.
- Centro referred to the 2019 HOCTC Traffic Analysis Study with some alterations.
- There has been no change in the system since at least 2005, when Centro took over but there are plenty of changes needed.
- The routes currently change each way and confuse riders in addition to not running frequently enough for people to use.
- When breaking down the current system, it's about 2.5 riders per hour, which is inefficient.
- Centro needs about 25 riders per day on these routes for it to be successful.
- The goal is to maintain the Two and the Six routes and streamline the Nine and the Five routes together to better serve all of Rome.
- The most popular destinations are the Centro Hub, Wal-Mart, Black River Blvd, and Griffiss Park.
- Rome has an accessibility issue since Wal-Mart is the top destination and is far outside of the main residential areas.
- The frequency will be brought down to 30 minutes versus the current 45 minutes to make the system easier and allow people to learn the routes better.
- Centro is increasing the number of vehicles from four to five. Centro has purchased smaller vehicles to maneuver better.
- The fixed routes will have ¼ mile buffer that is not eligible for on-demand service to keep people riding the regular bus routes.

- The service will offer an app, similar to Uber and Lyft if one does not live along the fixed route.
- There will be an on-demand network that will help ensure all service remains to existing riders and will better serve the next generation of riders.
- Mobile on-demand (MOD) is like Uber for public transit to order rides up to 30 minutes before needing them.
- There will be an option to pre-pay on the app or online or to pay in cash upon pickup to keep compliant with Title VI.
- Call-a-bus service will not change.
- Centro asked riders questions for a week to assist in decision-making.
- The cost to get to the Centro Hub will remain \$1.00, then anywhere on the route for another \$1.00. If someone wants to go directly to a location, that fare doubles to \$4.00. The price was determined through public engagement meetings where Centro found that people are willing to pay anywhere from \$1.00 to \$20.00.
- The vendor is VIA for mobility-on-demand.
- The City of Rome representative mentioned the N. Chestnut St. corridor with 50 new housing units being built on Merrick St. and another 30 following those will likely increase the usage of the corridor. Centro replied that they can always change or add service to what best works for the community. It will be easier with the on-demand data.
- The proportions in 2019 and 2023 are the same. There is a new Hannaford in N. Rome that was asked about as a service location, but Centro does not want to add more fixed routes.
- Rochester has this service and has been sharing its struggles with Centro. The primary issue is not enough drivers.
- Centro is working on a rural transportation network for Rome, Utica, and Verona (Turning Stone) with six round trips per day M-F. This will provide access for employees to get to and from work easily. The goal is to launch this service in 2024 pending NYSDOT approval.
- A copy of this presentation and the ridership analysis will be made available to incorporate into the LRTP update.

9. Old Business

- None

10. New Business

- **HOCTC Resolution 2023 - 37: Amendment to the 2023 – 2027 TIP to revise a Bridge Project**, presented by Mark DeRocco, NYSDOT.
 - Description: PIN 2754.74 – Utica Harbor Pedestrian Bridge Project to provide Design funding in the City of Utica, Oneida County, that will connect Harbor Point to the Nexus Center shall be amended on the TIP. The total cost for this project shall change from \$2M to \$2.5M, \$.050M which is for a programming error accounting for the 20% required match.

- Discussion: None
- Motion to approve the resolution made by: Nicholas DiGennaro
 - Seconded by: Jeff Quackenbush
 - Voting: Passed, 6-0-0

- **HOCTC Resolution 2023 – 38: Amendment to the 2023 – 2027 TIP to Revise a Safety Improvement Project**, presented by Mark DeRocco, NYSDOT.
 - Description: PIN 2016.80 – To address safety issues on Route 12 Boonville, in Oneida County, including the reconfiguration of the intersection with Route 12D. The total project cost shall be increased by \$.915M from \$2.02M to \$2.935M
 - Discussion: The cost increase is due to an increase in utility work covered by State funds and an increase in railroad involvement. There was a site added to address pedestrian needs at the intersections of Routes 274 and 46. There will be signalization and crosswalks added and a drainage issue addressed so pedestrians are not waiting to cross in standing water. The project will go to PS&E 1st of year, with an April 2024 construction start date.
 - Motion to approve resolutions made by: Deborah Windecker
 - Seconded by: Jeff Quackenbush
 - Voting: Passed, 6-0-0

- **HOCTC Resolution 2023 – 39: Amendment to the 2023 – 2027 TIP to revise a Transit Vehicle Project**, presented by Tara Spraker, Central New York Regional Transportation Authority
 - Description: PIN 2821.76 – Bus replacements for Centro of Oneida-Utica to improve efficiency in operations in the Utica system in Oneida County for 2024. The project will have cost increases from \$5.120M to \$7.267M. The funding is 5307 only and Centro was not told about the cost increases earlier. The cost may still increase by another 5% or so.
 - Discussion: The buses will all be diesel since hydrogen-fueled buses currently cost \$1.5M each, more than twice the cost of a compressed natural gas (CNG) bus. Electric buses are not efficient in this climate and infrastructure costs would be too much. Syracuse is applying for CMAQ money to bring two CNG buses since that fuel type is seen as the most efficient here- replacing a clean bus with a cleaner bus in Syracuse. The country is trying to move away from diesel due to emissions. This is all moving toward the goal of zero emissions by 2036, which will align with the next bus purchase.
 - Motion to approve resolutions made by: Nicholas DiGennaro
 - Seconded by: Mark Nagele
 - Voting: Passed, 6-0-0

- **HOCTC Resolution 2023 – 40: Amendment to the 2023 – 2027 TIP to revise a Transit Project** presented by Tara Spraker, Central New York Regional Transportation Authority
 - Description: PIN 2822.10 - Transit land acquisition and construction project for a Utica/Rome facility consolidation for Centro Oneida service in Oneida County.
 - The Miscellaneous Phase should be deleted since it is already in PIN 2822.09, resulting in a change in the total project cost from \$7M to \$5M
 - Discussion: None
 - Motion to approve resolutions made by: Jeff Quackenbush
 - Seconded by: Nicholas DiGennaro
 - Voting: Passed, 6-0-0

- **HOCTC Resolution 2023 – 41: Amendment to the HOCTC Coordinated Public Transit and Human Services Transportation Plan 2021-2024 to update Appendix 1**, presented by Barbara Hauck, HOCTC
 - Description: A provision of the Section 5310 program is that “recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan”. An annual list of potential projects is included in the Coordinated Plan as Appendix 1. Rome Memorial Hospital, Senior Citizen’s Council Rome NY, Inc., ElderLife, Inc., Senior Network Health, LLC, and Herkimer County Chapter of NYS ARC, Inc. submitted projects for the 2024 update.
 - Discussion: The program started from two federal transportation bills that require human service agencies and transit operators to come together to coordinate efforts. The first plan was roughly in 2010. The plan itself has to be coordinated with local human services and transit organizations and has to be updated at least every five years. The HOCTC 2021-2024 Coordinated Plan will be updated through an awarded consultant team. As part of the update, the HOCTC Transportation Coordination Committee (TCC) will be reconvened since they will be used as Technical Advisory Committee (TAC) for the project update and will be working with the consultant team.
 - Motion to approve resolutions made by: Deborah Windecker
 - Seconded by: Nicholas DeGennaro
 - Voting: Passed, 6-0-0

- **HOCTC Resolution 2023 – 42: Amendment to the 2023 – 2027 TIP to revise a Pavement Project**, presented by Mark DeRocco, NYSDOT.
 - Description: PIN 2065.38 – Clinton Route 12B Preventative Maintenance Paving Project to rehabilitate the pavement of Routes 12B and 412 in the Town of Kirkland and the Village of

Clinton in Oneida County. This project was on the STIP in 2018 and is now about to go for design approval, including additional reconstruction and culvert work at the intersection. Construction Utility Betterment funds of \$1.1M will be added to the project. This is the first update since 2018. The project cost will increase by \$5.863M from \$4.080M to \$9.943M.

- Discussion: The project will go from the Dunkin Donuts on 12B Route 412 until it hits Route 233 and the Oriskany Creek bridge. There is a lot of sidewalk work and reconstruction. The repaving will stop before the Oneida County-owned bridge. That is a different project.
- Motion to approve resolution made by: Jeff Quackenbush
 - Seconded by: Nicholas DeGennaro
 - Voting: Passed, 6-0-0
- **HOCTC Resolution 2023 – 43: 2024 Traffic Safety Performance Measure Targets**, presented by Julie Richmond, HOCTC
 - Description: HOCTC has previously supported the NYSDOT Safety Targets set for Safety Performance in accordance with: 23CFR Part 490 – Highway Safety Improvement Program. State DOTs are required to set targets and MPOs may agree to support State targets or establish their own targets for the MPA. The five HSIP Safety Targets established by MPOs are: The number of fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. If the MPO adopts State targets, then the MPO works with the State to address areas of concern, which HOCTC is doing through the SS4A. The MPO must work with the State and include measures in the LRTP, integrate the measures into the MPO planning process, the safety goals and objectives, performance measures, and targets described in other State safety transportation plans and processes, and include a description in the TIP of the anticipated effect of the TIP in achieving HSIP targets in the LRTP.
 - Discussion: It is recommended to follow State targets, relieving HOCTC of the work of developing their own. The SS4A study will produce performance measures, so that may change at a later date. The SS4A may provide HOCTC with some data to create its own performance measures eventually.
 - Motion to approve resolution made by: Deborah Windecker
 - Seconded by: Mark Nagele
 - Voting: Passed, 6-0-0
- **Administrative Modifications to the 2023 – 2027 TIP**
 - Description: Made to the Tip when revisions are under \$549,000 or less, an increase in the total cost of the project is less than 10%

or when there is a change in funding year for any phase of an existing PIN Project. This list is included for transparency.

- There are so many because it is the end of the year and BridgeNY projects are struggling. The primary reasons are funding, environmental regulations, and right-of-way issues. Several of these are from 2018, so they reflect the cost increases. PS&Es on Moyer St. and a couple others are from 2018 and hoping to let for next season. NYSTA also mentioned that they are not getting multiple bids on projects, especially with the I-81 reconstruction project happening, pulling contractors into phases of that. It is making the market less competitive and more expensive. BridgeNY funding is released at the same time, so bids all go out at the same time, so many contractors only bid on one project. The City of Rome is running into the issue of bidders Downstate with associated travel costs as well. Another issue is municipalities struggle to get the required match to be eligible for this funding.

ADMIN MOD. #	PIN	DESCRIPTION	AGENCY
2023 – 22MOD	2806.79	Pavement Marking Project to replace worn or missing pavement markings at various locations in Oneida and Madison Counties. The Scoping and Preliminary Design Phases will be deleted, which will decrease the total project cost by \$0.192M from \$4.454M to \$4.262M.	NYSDOT
2023 – 23MOD	2023.34	Bridge Replacement Project carrying NYS Rte. 69 over Sauquoit Creek (BIN 1009919) and Main St. over Sauquoit Creek (BIN 2255640) in the Villages of Whitesboro and Yorkville, and the Town of Whitesboro in Oneida County. The Funding Year will be changed for the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023 – 24MOD	2047.07	Bridge Replacement Project to replace two bridges carrying Rt. 921C (North Genesee Street) over Mohawk River, Harbor Lock Road, and Erie Canal, City of Utica in Oneida County. In addition, this project will also rehabilitate N. Genesee Street from Wurz Avenue to I-790. The Funding Years will be changed for the following: the Detailed Design Phase from FFY 2024 to FFY 2025, the ROW Acquisition phase from FFY 2024 to FFY 2025, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2026.	NYSDOT
2023 – 25MOD	2236.27	Bridge Replacement Project for the bridge carrying State Rt. 29 over the East Canada Creek (BIN 1051170) in the Village of Dolgeville in Herkimer and Fulton Counties. In addition, this project will also address issues associated with bridge width, vertical clearance on the bridge, bridge alignment, resiliency, and the intersection with Route 167 on the western approach of the bridge. The Funding Years will be changed for the Detailed Design phase, the ROW Acquisition phase, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023- 26MOD	2650.61	Mohawk River Trail, Phase II Project to the complete the Design and Construction Phase 3 which will extend the existing Trail System 2.52 miles North in the City of Rome in Oneida County. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT

2023-27MOD	2754.56	Bridge NY 2018 Project to replace the existing West German Street over Bellinger Brook (BIN 2266820) in the Village of Herkimer in Herkimer County. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2023 to FFY 2024.	NYSDOT
2023-28MOD	2754.65	Bridge NY 2021 Project to replace the bridge that carries Harvey Bridge Road over the West Canada Creek (BIN 2204740) in the Town of Ohio in Herkimer County. The Funding Years will be changed for the Detailed Design and ROW Acquisition from FFY 2023 to FFY 2024, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-29MOD	2754.66	Bridge NY 2021 Project to replace the bridge that carries Round Lake Road over the Long Lake Outlet (BIN 2205740) in the Town of Forestport in Oneida County. The Funding Years will be changed for the Detailed Design and ROW Acquisition from FFY 2023 to FFY 2024, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-30MOD	2754.71	Bridge NY 2021 Project to rehabilitate the bridge that carries South James Street over the Erie Barge Canal (BIN 4206450) in the City of Rome in Oneida County. The Funding Years will be changed for the Detailed Design from FFY 2023 to FFY 2024, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-31MOD	2754.76	Bridge Replacement Project to replace the bridge that carries Gridley Paide Road over Big Creek (BIN 2205850) in the Town of Marshall in Oneida County. The Funding Years will be changed for the Detailed Design, ROW Acquisition, and the Construction and Construction Inspection phases from FFY 2023 to FFY 2024.	NYSDOT
2023-32MOD	2806.51	Guiderail and Signs Replacement Project 23 to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2. The Funding Years will be changed for the Detailed Design, the Construction and Construction Inspection phases from FFY 2023 to FFY 2024.	NYSDOT
2023-33MOD	2806.52	Intersection Improvement Project 23 to provide highway safety benefits that will involve traffic control devise and/or minor geometric improvement at various intersections to provide highway safety benefits The Funding Years will be changed for the Detailed Design, ROW Acquisition phases from FFY 2023 to FFY 2024, and the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-34MOD	2754.67	BridgeNY 2021: Old Poland Rd. (CR 56) over Cincinnati Creek (BIN 2205960), Town of Trenton in Oneida County, for a bridge replacement. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-35MOD	2LC1.2 1	Culvert Resiliency Project 21 – Contract 4, Regionwide. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-36MOD	2LC1.4 1	Culvert Resiliency Project 21 – Contract 6, Regionwide. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2024 to FFY 2025.	NYSDOT
2023-37MOD	2806.50	Pavement Marking Project 23, Regionwide. The Funding Source Type for the Construction and Construction Inspection phases will be changed from STBG Flex only to STBG Flex and NHPP.	NYSDOT
2023-38MOD	2023.34	Bridge Replacement Project to replace bridges that carries NYS RTE. 69 over Sauquoit Creek (BIN 1009919) and Main Street over Sauquoit Creek (BIN 2255640), Villages of Whitesboro and Yorkville, Town of Whitestown in Oneida County. The Funding Years will be changed for the Construction and Construction Inspection phases from FFY 2025 to FFY 2026.	NYSDOT

11. Open Forum for Committee Discussion

12. Adjournment

- Motion to adjourn the meeting made by: Jeff Quackenbush
 - Seconded by: Nicholas DiGennaro

- Voting: Passed, 6-0-0

The meeting was adjourned at 10:54 a.m.

Respectfully submitted by Amy Heiderich

DRAFT