

HOCTC TIP

2023 - 2027

Herkimer-Oneida Counties Transportation Council
Transportation Improvement Program

321 MAIN STREET, UTICA, NY 13501

SUMMARY

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

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I. OVERVIEW OF THE HERKIMER-ONEIDA COUNTIES TRANSPORTATION COUNCIL

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

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

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

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

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

The Transportation Coordination Committee (TCC) is facilitated by HOCTC staff. The TCC meets regularly to provide a platform for human service agencies and transit operators to discuss the transportation gaps and needs in Oneida and Herkimer Counties.

II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a five-year capital improvement program that allocates federal highway and transit funds to surface transportation projects that have been selected through the MPO process within Herkimer-Oneida Counties. The entirety of Herkimer and Oneida Counties creates the Metropolitan Planning Area (MPA). All federal-aid projects within the MPA, that involve the expenditure of Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funds must be programmed in the TIP. These projects include highway, bridge, transit (capital and operating), bicycling, walking, and enhancement projects within the urbanized area. Rural area projects and other transportation projects not funded through the FHWA, or FTA may be included in this TIP for informational purposes. The major functions of the TIP are to:

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

The inclusion of a project in the TIP document allows specific project development, design, and construction activities to proceed using federal funds according to the defined schedule. The Long-Range Transportation Plan (LRTP) is a planning tool that integrates short-term operational concerns with longer-term system capacity and maintenance issues for the region and is to guide the construction of the TIP. Selected projects from this document are scheduled for inclusion in the TIP. Other projects are selected based on need as determined by structural integrity, operational deficiency, safety, and funding availability. The TIP provides information regarding federal funding assistance and project costs for the 2023 – 2027 time period. HOCTC reviews the TIP annually and updates it, as needed, to maintain a current list of projects and to reflect its LRTP.

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

III. PROGRAMMING INSTRUCTION

The New York State Department of Transportation (NYSDOT), as the direct recipient of federal transportation funds, has considerable latitude in the distribution of funds and formulation of programming strategies. Noting that transportation funding needs far outweigh funding resources, NYSDOT issued capital programming instructions for TIPs and the STIP to all NYS MPOs in March 2022. NYSDOT

continues to implement federal Performance-Based Planning requirements in conjunction with HOCTC, other MPOs, and transit operators that are consistent with the State's Transportation Asset Management Plan (TAMP). The TIP/STIP Update will support the planning factors under 23 USC 134:

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

IV. TIP DEVELOPMENT

Included within this TIP is a detailed list of highway and transit projects proposed for implementation during the first program year. The 2023 – 2027 TIP covers four years for both highway and transit projects. The TIP for Herkimer and Oneida Counties is prepared by the Herkimer-Oneida Counties Transportation Council (HOCTC) with assistance from the New York State Department of Transportation (Region 2 Staff (Utica) and Main Office staff (Albany)). HOCTC also provides a forum for the identification of transportation needs by area residents and organizations through quarterly planning and policy committee meetings.

In the Spring of 2022, HOCTC began the process of updating the TIP to cover the federal fiscal years (FFY) 2023 through 2027.

During the 2023 – 2027 TIP development, HOCTC has followed the general process as outlined below:

1. Review STIP/TIP directions provided by NYSDOT.
2. Determine that sufficient funds will exist to solicit candidate projects and subsequently program new projects in the TIP.
3. Review existing 2020 – 2024 TIP for projects in FFY 2022, 2023, and 2024.
4. Solicit potential project proposal worksheets from all MPO member agencies and partners.
5. Evaluate potential candidate projects.
6. Coordinate and review transit projects.
7. Develop a project listing from proposed projects.
8. Review draft TIP document with NYSDOT Main Office and NYSDOT Region 2 offices.
9. Release draft TIP document for public review.
10. Review project listing with Planning Committee membership.
11. Present the Policy Committee with the draft TIP for final review and potential approval.
12. Receive approval from the Policy Committee and submit the document to NYSDOT for inclusion in the STIP.

During the public review period and before the final adoption of the 2023 – 2027 TIP, HOCTC and NYSDOT will take steps to balance the five-year TIP, according to the fiscal constraint standards of New York State, FTA, and FHWA.

V. COMMUNITY PARTICIPATION

Public involvement and consensus are ongoing elements of the HOCTC planning process. The HOCTC planning process strives to be all-inclusive of area community transportation interests. Beyond the representation included in its Planning Committee and Policy Committees, HOCTC seeks additional public input through a variety of media that include attendance at area community events, regular contact with area media, wide distribution of documents and plans as they are developed, opinion surveys, and work with focus groups throughout the planning area.

The goal of the transportation planning process is to ensure that it is transparent, accessible, and attentive to the community. Community participation is an ongoing, interactive, and evolving process to include the public in transportation planning. The HOCTC 2020 Public Participation Plan fully outlines the methodology for the inclusion of the public within its planning efforts. The following text was excerpted from that document regarding the public participation in the TIP:

- The TIP planning process is carried out simultaneously in the virtual and paper-based/in-person environment through the utilization of the website (www.hoctc.org), media/press announcements, and emerging communications technologies.
- Public involvement participants are notified at a minimum of thirty (30) days prior to the GP&L meeting for their input on the TIP.
- After the project selection process, a draft TIP is prepared. The public and media are notified of the review period. The draft TIP can be obtained electronically online at www.hoctc.org or physically with hard copies available by request.
- Comments received on the draft TIP are addressed by the GP&L. If there are substantial changes to the draft TIP, a new review period is initiated.
- The TIP is reviewed by the TPC and approved by the GP&L.
- All public comments received throughout the review process are recorded within the appendix of the TIP. These comments are provided, in summary, to the TPC and GP&L to develop the final TIP.
- When amendments to the TIP are required, the public is notified via a legal notice, and relevant documents are made available. There is a two-week review period preceding formal action by the GP&L for TIP Amendments.

VI. PROJECT SELECTION PROCESS

As applied by FHWA/FTA the term, project selection process, refers to the process or mechanism used to manage project conception through implementation from an approved and fiscally constrained TIP, and/or STIP, for advancement to the FHWA or FTA for authorization.

Prior to the programming of any new projects for this update, projects with existing commitments from the 2020 – 2024 TIP were reviewed and updated. Some projects required rescheduling and others needed cost revisions. The highest priority goes to the first year's projects and the lesser priority to projects in succeeding years. Most location-specific projects included in this update are projects that have been

advanced from the prior TIP. The TIP may contain project actions that anticipate discretionary funding. These actions are identified as such in the TIP.

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

1. Projects identified in the first year of the TIP/STIP have the first right to the funds available. To the extent that all the projects are ready to be authorized, and the actual costs match the programmed costs.
2. Per Federal guidance, the maintenance of the fund category's fiscal integrity will be required if the value of a project in the first year of a TIP/STIP increases from the programmed cost when it is ready for authorization. Generally, this will require that savings in other first-year projects be identified. If that cannot be demonstrated, other first-year projects would need to be deferred to later years or other funding sources will need to be identified and added to the project. If they are deferred to later years, it is important to remember that fiscal balance in the second, third, and fourth years of the TIP/STIP must also be maintained. This may necessitate the delay of scheduled projects in years 2, 3, and 4.
3. In rare instances, it is necessary to revise the fund category to ensure timely authorization of an approved project. Revising the fund category may be permitted under project amendments if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require identification of an alternative project occurs as a result of savings incurred after a project is completed or when the schedule of a project slips causing the authorization to be deferred to a subsequent FFY. In these instances, it will be necessary to select a project from the second or third year of the TIP/STIP for authorization to avoid lapsing funds in the current FFY.
5. The GP&L Secretary will be notified in writing (e-mail is allowed) by NYSDOT as soon as NYSDOT is aware of a letting date change for a project moving into or out of an FFY. NYSDOT will report on the status of all their TIP/STIP listed projects at the meetings of the GP&L Committee.

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

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

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

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

A formal solicitation for new TIP projects from area municipalities and other eligible project sponsors was conducted for the 2023 – 2027 TIP to understand the existing and planned need in member municipalities. While adjusting the program to reflect changes in costs and schedules, a concerted effort was made to maintain funding allocations within this TIP in accordance with fiscal constraints.

Project needs presented by member municipalities have been identified as “illustrative” projects and are in Section XII. These projects were proposed for the 2023 – 2027 TIP period and have been considered by HOCTC to be valuable investments in the transportation system for their member municipalities. Financial constraints, regulatory limitations, and programming strategy require that these projects be held until adequate funding or programming capacity becomes available. Should additional resources materialize, these projects could be considered as candidates for programming provided that fiscal constraint is preserved within the overall program. No MPO, NYSDOT, or Federal action will be taken until an illustrative project is formally placed on the current TIP/STIP.

VII. CHANGES TO THE TIP

This TIP is a staged, multi-year program of transportation improvement projects developed through a cooperative planning process by HOCTC, federal, state, regional, and local participants. Projects are reviewed and evaluated by the Transportation Planning Committee (TPC) and recommended to the Governmental Policy & Liaison (GP&L) Committee for adoption. The TIP may be revised at any time under procedures agreed to by the State, MPO, and public transit operators that are consistent with the TIP development procedures established in 23 CFR Part 450, as well as procedures for the MPO participation plan 23 CFR Part 450.316(a) and FHWA/FTA action on the TIP. At all times, the fiscal constraint must be maintained every year on the TIP. Public participation procedures are referenced in the HOCTC 2020 Public Participation Plan.

A. AMENDMENTS

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

Amendments are completed in the following manner:

1. Identification of the need for an amendment by the responsible agency for the project.
2. Notification of need and reason for an amendment to HOCTC in writing (hard copy/electronically).
3. Agency requesting the amendment will provide a table showing existing and proposed changes, fiscal constraint, and a map of the location if applicable.
4. HOCTC reviews the request and upon acceptance, logs it into the TIP Amendment database.
5. HOCTC develops the proposed written amendment, tables indicating changes, and maps (if applicable).
6. HOCTC will prepare and transmit the TIP Amendment to all voting members of the TPC and GP&L committees.

7. All TIP amendments will be reviewed by the TPC and action (favorable or unfavorable or request for more information) will be recommended to the GP&L for review at their next immediate meeting.
8. The GP&L will review and take formal action on all TIP Amendments.
9. HOCTC will process approved TIP amendments, send them to all required parties, and verify that the amendment is completed in eSTIP by their office or NYSDOT Region 2.

B. ADMINISTRATIVE MODIFICATIONS

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

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

Administrative Modifications are completed in the following manner:

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

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

1. A change in the total project cost of \$549,999 or less.
2. The addition or deletion of any phases for an existing project.
3. The deletion of any project (PIN) in its entirety.
4. A change in funding year for any phase or whole project.
5. A fund source revision for any phase or whole project.

C. WRITTEN JUSTIFICATIONS

Written justifications are a mechanism to ensure transparency is maintained in the management of the 2023 – 2027 TIP. Written justifications are completed by the responsible agency for the existing TIP project. Written justifications cannot be used for new projects or significant changes to existing projects.

Written justifications are completed in the following manner:

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

D. TIP MODIFICATION REFERENCE TABLE

The following table is an illustrative view of the amendment, administrative modification, and written justification process for the 2023 – 2027 TIP. A full-size table is located in Appendix C.

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

VIII. AIR QUALITY IMPACTS OF THE TIP

The HOCTC Planning and Programming Area includes the entirety of Herkimer and Oneida Counties. Both of these counties are designated as attainment areas for air quality standards by the US Environmental Protection Agency. In July of 2012, the United States Environmental Protection Agency revoked the Transportation Conformity requirements for the 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). For those reasons, an Air Quality Conformity Determination is not required for this 2023 – 2027 TIP.

IX. PROJECT FUNDING CATEGORIES

The following abbreviations have been used to describe various project funding sources. All projects funded with Federal Highway Administration and Federal Transit Administration funds are required to be listed in

an approved TIP and STIP. Certain non-federally funded transportation related projects may also be listed within the TIP for informational purposes. Not all federal funding categories and abbreviations authorized under the Bipartisan Infrastructure Law (BIL) are listed. The funding categories listed below are those that HOCTC or local government agencies may be eligible for with future projects. This determination of eligibility is subject to change at any time and without prior notice.

A. HIGHWAY

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

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

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

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

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

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

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

National Highway Performance Program (NHPP) – The Bipartisan Infrastructure Law continues the National Highway Performance Program, which was established under MAP-21. The NHPP’s purpose is

to: provide support for the condition and performance of the National Highway System (NHS), to provide support for the construction of new facilities on the NHS, to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS, and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, and other natural disasters. (§ 11105; 23 U.S.C. 119)

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

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

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

B. TRANSIT

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

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

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

Enhanced Mobility of Seniors & Individuals with Disabilities – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues, without change, the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (200,000 or more in population), small urbanized (50,000-199,999 in population), and rural (under 50,000 in population). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. (49 U.S.C. § 5310, IIJA Division J)

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

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

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

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

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

Formula Grants for Rural Areas – The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public

transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. (49 U.S.C. § 5311 / IIJA § 30006)

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

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

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

C. OTHER

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

X. FUNDING

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

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

Projects listed in the obligated column may be subject to rolling over or being carried forward into the 2023 – 2024 program years. Those projects may be given priority over other listed projects not yet initiated. This may require that other project schedules be adjusted, as necessary, to preserve fiscal constraint and achieve the regional preservation target throughout the program.

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

- 21 – 22: 0%
- 22 – 23: 2%
- 23 – 24: 4%
- 24 – 25: 6%
- 25 – 26: 8%
- 26 – 27: 10%
- 27 – 28: 12%
- 28 – 29+: 14%

The following multiplication factors reflect the simple rates of inflation stated above. They are used to convert SFY 2022 un-inflated cost estimates (in OPPM, Bridge Model, or Pavement Model) to a year of expenditure (YOE) inflated cost estimates (for the TIP, STIP, and Governor’s Program), or vice versa:

| Year of Expenditure | 2021 USD to YOE USD | YOE USD to 2021 USD |
|---------------------|---------------------|---------------------|
| 21 - 22 | 1.0000 | 1.0000 |
| 22 – 23 | 1.0200 | 0.9804 |
| 23 – 24 | 1.0400 | 0.9615 |
| 24 – 25 | 1.0600 | 0.9434 |
| 25 – 26 | 1.0800 | 0.9259 |
| 26 – 27 | 1.1000 | 0.9091 |
| 27 – 28 | 1.1200 | 0.8929 |
| 28 – 29+ | 1.1400 | 0.8772 |

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

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

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

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

control, and numerous other maintenance activities. NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPs).

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

STOA receivables for CNYRTA are as follows:

2020 – \$37,167,300
2021 – \$33,354,400
2022 – \$37,524,400

XI. FUNDING BALANCE AND FISCAL CONSTRAINT

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

A. FISCAL CONSTRAINT TABLE

MPO TIPs and the STIP shall be financially constrained by year 1 using estimates of current and/or reasonably available revenues. Please refer to the following Fiscal Constraint Table for HOCTC.

| Fund Source | FFY 2023* | | FFY 2024 | | FFY 2025 | | FFY 2026 | | FFY 2027 | | Total for STIP Years | | Total for 5-Year TIP | |
|---|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|----------------------|-----------------------------|----------------------|
| | Anticipated Federal Funds** | Programmed** | Anticipated Federal Funds** | Programmed** | Anticipated Federal Funds** | Programmed** | Anticipated Federal Funds** | Programmed** | Anticipated Federal Funds** | Programmed** | Anticipated Federal Funds** | Programmed | Anticipated Federal Funds** | Programmed |
| National Highway Performance Program (NHPP) | \$38,110,090 | \$35,118,000 | \$34,346,565 | \$25,050,000 | \$16,589,410 | \$5,827,000 | \$16,611,490 | \$8,070,880 | \$16,633,570 | \$7,248,480 | \$105,657,555 | \$74,065,880 | \$122,291,125 | \$81,314,360 |
| Congestion Mitigation Air Quality (CMAQ) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Safety Improvement Program (HSIP) | \$3,871,840 | \$4,146,000 | \$5,851,140 | \$6,918,500 | \$2,627,140 | \$1,935,000 | \$2,627,140 | \$2,160,000 | \$2,627,140 | \$3,618,000 | \$14,977,260 | \$15,159,500 | \$17,604,400 | \$18,777,500 |
| Highway Safety Improvement Program (HSIP RAIL) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP | \$24,848,261 | \$26,459,000 | \$21,224,761 | \$15,791,652 | \$19,622,581 | \$12,028,000 | \$19,644,661 | \$13,531,020 | \$19,666,741 | \$22,362,520 | \$85,340,264 | \$67,809,672 | \$105,007,005 | \$90,172,192 |
| STBGP Large Urban (STBGP LG URBAN) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STBGP Off-System Bridge (STBGP-OFF) | \$2,432,087 | \$2,562,000 | \$10,936,406 | \$9,549,243 | \$1,387,163 | \$0 | \$1,387,163 | \$1,600,000 | \$1,387,163 | \$228,000 | \$16,142,819 | \$13,711,243 | \$17,529,982 | \$13,939,243 |
| National Highway Freight Program (NHFP) | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$0 | \$6,000,000 |
| Urbanized Area Formula Grants (Section 5307)*** | \$3,221,295 | \$1,950,000 | \$3,305,407 | \$6,080,000 | \$3,373,689 | \$6,000,000 | \$3,459,455 | \$6,000,000 | \$3,530,132 | \$2,000,000 | \$13,359,846 | \$16,030,000 | \$16,889,978 | \$22,030,000 |
| Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310) | \$520,205 | \$209,000 | \$533,788 | \$213,000 | \$544,815 | \$217,000 | \$558,665 | \$221,000 | \$570,079 | \$225,000 | \$2,157,473 | \$860,000 | \$2,727,552 | \$1,085,000 |
| Formula Grants for Other than Urbanized Areas (Section 5311)*** | \$28,683,766 | \$145,000 | \$29,432,734 | \$145,000 | \$30,040,744 | \$145,000 | \$30,804,438 | \$145,000 | \$31,433,773 | \$145,000 | \$118,961,682 | \$580,000 | \$150,395,455 | \$725,000 |
| Public Transportation Safety Program (Section 5329) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| State of Good Repair Grants (Section 5337)*** | \$1,194,215,549 | \$0 | \$1,225,397,941 | \$0 | \$1,250,711,737 | \$0 | \$1,282,507,266 | \$0 | \$1,308,708,889 | \$0 | \$4,952,832,492 | \$0 | \$6,261,541,382 | \$0 |
| Bus and Bus Facilities Program (Section 5339) | \$1,910,794 | \$0 | \$1,960,688 | \$3,096,000 | \$2,001,191 | \$0 | \$2,052,065 | \$0 | \$2,093,988 | \$5,000,000 | \$7,924,738 | \$3,096,000 | \$10,018,726 | \$8,096,000 |
| TOTAL | \$1,297,813,887 | \$76,589,000 | \$1,332,989,430 | \$66,843,395 | \$1,326,898,470 | \$26,152,000 | \$1,359,652,343 | \$31,727,900 | \$1,386,651,475 | \$40,827,000 | \$5,317,354,129 | \$197,312,295 | \$6,704,005,605 | \$242,139,295 |

Table does not include Earmark or TAP funding.

* FFY 2023 includes rollover balances from SFY 21/22. Rollover can be positive or negative.

** Includes regional planning targets and statewide funded projects.

*** Includes statewide allocation.

XII. ILLUSTRATIVE HIGHWAY AND BRIDGE PROJECTS

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

| PROJECT NAME | APPLICANT | DESCRIPTION |
|---|----------------------|--|
| Chenango Canalway Trail | City of Utica | This project will complete the connection of the Philip A. Rayhill Memorial Recreational Trail in New Hartford to the Brewery District, Bagg's Square, Harbor Point waterfront, and ultimately the Empire State Trail in Utica. Following along the historic route of the former Chenango Canal, bicyclists, pedestrians, and tourists will be able to safely and conveniently travel from New Hartford to Utica's growing downtown business district as well as entertainment, culture, and heritage attractions. |
| Peckville Road Bridge over Gillett Creek (Town of Manheim) | Herkimer County | The existing bridge will be replaced on its existing horizontal and vertical alignments. The new bridge will be designed for a service life of 75 years and widened to accommodate 10-foot-wide lanes and 4-foot-wide shoulders. |
| Wood Creek Culvert Replacement at Newport Road (Town of Schuyler) | Herkimer County | The existing multi-plate corrugated pipe will be replaced with a concrete box culvert on its existing horizontal and vertical alignments. The project will consist of the removal of the existing structure, site preparation for installation of the new concrete box culvert and wing walls, site drainage, guide rail installation, roadway surface restoration, and turf establishment. |
| Herkimer County Railroad Spur | Herkimer County IDA | The Herkimer County IDA is looking to complete a study to see the feasibility of a Railroad Spur to be developed in Herkimer County to serve both incoming and outgoing products. |
| Flint Brook Culvert Replacement | Town of Ava | Culvert replacement for a box culvert located on Flint Brook carrying Flint Town Road over top. |
| Blue Brook Culvert Replacement | Town of Ava | Culvert replacement for a box culvert located on Blue Brook carrying Flint Town Road over top. |
| Eatonville Road Bridge over North Creek Bridge Replacement | Town of Little Falls | Work will include removal of the existing superstructure and the upper portion of the existing substructure, installing integral abutments behind the existing abutments, installing galvanized steel beams, composite concrete deck, concrete approach slabs, 3- rail steel bridge, transition, and approach rail. |

| | | |
|--|--------------------------------------|---|
| Railroad Street Bridge over CSX Railroad | Town of Schuyler & Town of Frankfort | The project scope will address all deteriorated members flagged through the State's Biennial Inspection program as well as addressing supplemental elements needed to prolong the service life of this bridge. This rehabilitation project will support a 20-year service life before any substantive effort is required on the bridge. |
| Street Upgrades and Repairs Project | Village of Poland | Mill and Fill of Route 28/Route 8 with drainage structure improvements. Possibly full-depth repairs. ADA Compliance on the sidewalks and create safe off-street parking. |

XIII. PERFORMANCE – BASED PLANNING REQUIREMENTS

A. BACKGROUND

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

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

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

The HOCTC TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT), and the Central New York Regional Transit Authority. The plan reflects the investment priorities established in the 2020 – 2040 Long-Range Transportation Plan, which incorporates comments and input from affected agencies and organizations, and the public.

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

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/CMAQ Improvement Program
- July 20, 2021 – Public Transportation Agency Safety Plan

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

B. HSIP AND HIGHWAY SAFETY

PERFORMANCE TARGETS

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

HOCTC agreed to support the NYSDOT statewide 2022 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* in September 2021 via HOCTC Resolution 2021 – 26:

| Performance Measure | NY Statewide Target 2022 |
|---|---------------------------------|
| Number of Fatalities | 1,005.4 |
| Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) | 0.818 |
| Number of Serious Injuries | 11,173.9 |
| Rate of Serious Injuries per 100 million VMT | 9.084 |
| Number of Nonmotorized Fatalities and Serious Injuries | 2,644.1 |

ANTICIPATED EFFECTS

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

HOCTC works with NYSDOT Region 2 to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, HOCTC is provided with Planning Targets for each Federal formula fund source and meets with the RPPM to review potential projects. The extent to which the project improves the safety of the existing transportation system is taken into consideration, coupled with the overall system need in that particular area. Additionally, projects that are primarily intended to address a safety deficiency are expected to determine the benefit/cost ratio using the detailed analysis described in the NYSDOT Safety Investigations Procedures Manual or a comparable quantitative methodology to be considered for HSIP funds. The TIP also includes projects that are not primarily intended to address safety deficiencies but do address such deficiencies as part of the larger project. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

C. TRANSIT ASSET MANAGEMENT

PERFORMANCE TARGETS

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes the state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to FTA. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that the public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates their LRTP.

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

FTA defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a sub-recipient of FTA 5311 funds, or a State or Indian Tribe, have 100 or fewer vehicles across all fixed route modes or have 100 vehicles or less in one non-fixed route mode. Tier I providers must establish their transit asset management targets, while Tier II providers have the option to establish their targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor.

HOCTC has the following transit provider operating in the planning area: Central New York Regional Transportation Authority (CNYRTA), as a Tier I operator, set the following transit asset management targets in 2022:

| Asset Category - Performance Measure | Asset Class | Useful Life Benchmark | 2022 Target |
|---|---------------------------------------|-----------------------|-------------|
| Rolling Stock | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 14 | % |
| | Cutaway Bus | 8 | % |
| | Mini-Bus | n/a | % |
| | Van | n/a | % |
| | Other (Over the Road) | 14 | % |
| Equipment | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | n/a | % |
| | Trucks and other Rubber Tire Vehicles | 8 | % |
| | Maintenance Equipment | n/a | % |
| | Other (Auto) | 8 | % |
| Infrastructure | | | |
| % of track segments with performance restrictions (as applicable) | Rail fixed guideway track | n/a | % |
| Facilities | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 3 | % |
| | Maintenance | n/a | % |
| | Parking Structures | n/a | % |
| | Passenger Facilities | 3 | % |
| | Shelter | n/a | % |
| | Storage | n/a | % |
| | Other | n/a | % |

The HOCTC agreed to support these transit asset targets on June 6, 2018, via HOCTC Resolution 2018-08. With this action, the HOCTC agrees to plan and program projects in the TIP that will once be implemented will make progress toward achieving the transit asset targets.

The NYSDOT, as the sponsor of the group plan that includes Tier II operators, will set performance targets to meet the federal performance management requirements for transit asset management and transit safety for rural transit systems and operators.

ANTICIPATED EFFECTS

The HOCTC TIP was developed and is managed in cooperation with the Central New York Regional Transit Authority and Oneida County Rural Transit (OCRT). The TIP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address the transit state of good repair in the MPO planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of the Central New York Regional Transportation Authority - Centro of Oneida and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of HOCTC investments that address transit state of good repair includes replacement of aging bus fleet vehicles, capital improvements in maintenance facilities, replacement of service trucks to maintain fleet and facilities, and replacement of paratransit vehicles.

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

D. PAVEMENT AND BRIDGE CONDITION

PERFORMANCE TARGETS

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics¹: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish the good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based on the ratings of the metrics applicable to that pavement type. Pavement sections that are not in good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition². The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating

¹ Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

² The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

threshold for each component to establish the good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. HOCTC agreed to support the NYSDOT statewide targets on September 13, 2018, via HOCTC Resolution 2018 – 19. The table also lists performance for each measure for the 2017 baseline year and 2019.

| Performance Measures | New York Performance 2017 Baseline | New York 2019 Actual Performance | New York 2-year Target (2019) | New York 4-year Target (2021) |
|---|---|---|--------------------------------------|--------------------------------------|
| Percent of Interstate pavements in good condition | N/A* | 51.1% | N/A* | 47.3% |
| Percent of Interstate pavements in poor condition | N/A* | 1.1% | N/A* | 4.0% |
| Percent of non-Interstate NHS pavements in good condition | 36.7% | 37.2% | 14.6% | 14.7% |
| Percent of non-Interstate NHS pavements in poor condition | 26.7% | 26.3% | 12.0% | 14.3% |
| Percent of NHS bridges (by deck area) in good condition | 22.8% | 26.0% | 23.0% | 24.0% |
| Percent of NHS bridges (by deck area) in poor condition | 10.6% | 9.6% | 11.6% | 11.7% |

*For the first performance period only (January 1, 2018, through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

The two-year and four-year targets represent pavement and bridge conditions at the end of calendar years 2019 and 2021.

ANTICIPATED EFFECTS

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of the HOCTC mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. HOCTC considers the NHS pavement and bridge conditions in the TIP project selection process utilizing data-driven performance-based elements. The TIP includes projects programmed with NHPP funds and other fund sources.

In adhering to the goals set forth in the LRTP, HOCTC commits to monitoring road pavement and bridge conditions to support infrastructure owners in making informed decisions about priorities for rehabilitation. As of 2019, 79.9% of non-NYS federal-aid roads in Herkimer County were rated “good” or better, as

compared to 70.0% in Oneida County. Major projects undertaken to improve the region's pavement and bridge conditions in recent years include the North-South Arterial Viaduct Replacement and the Route 5s Safety Project in the City of Utica.

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

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

PERFORMANCE TARGETS

On January 18, 2017, FHWA published the system performance, freight, and congestion mitigation and air quality (CMAQ) Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of the applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all periods. If one or more periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that is reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The HOCTC MPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

NYSDOT established the statewide system performance and freight performance targets in the table below on May 20, 2018, and with subsequent updates. The HOCTC MPO agreed to support the NYSDOT statewide targets for the following system performance and freight performance measures on September 13, 2018, via HOCTC Resolution 2018-19.

| Performance Measures | New York Performance 2017 Baseline | New York 2019 Actual Performance | New York 2-year Target (2019) | New York 4-year Target (2021) |
|--|---|---|--|--|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | 83.2% | 78.8% | 73.1% | 73.0% |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | 77.0% | 80.3% | N/A | 63.4% |
| Truck travel time reliability index (TTTR) | 1.39 | 1.47 | 2.00 | 2.11 |

ANTICIPATED EFFECTS

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

The HOCTC MPO TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the system performance and freight performance targets established by the State.

F. TRANSIT SAFETY

PERFORMANCE TARGETS

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency's Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency's SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20,

2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider’s projects and services are programmed in the MPO’s TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that the provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates their LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate targets for the MPO planning area.

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

The CNYRTA set the following, Annual Transit Safety Performance Targets on December 21, 2020.

| Transit Mode | Fatalities (total) | Fatalities (per 100,000 Revenue Miles) | Injuries (total) | Injuries (per 100,000 Revenue Miles) | Safety Events (total) | Safety Events (per 100,000 Revenue Miles) | System Reliability (Breakdowns) |
|---------------------|---------------------------|---|-------------------------|---|------------------------------|--|--|
| Fixed Route | 0 | 0 | 240 | 1 | 3880 | 20 | 2132 |
| Paratransit | 0 | 0 | 50 | 793 | 3880 | 25 | 309 |

HOCTC agreed to support CNYRTA’s transit safety targets on June 30, 2022, via HOCTC Resolution 2022 – 14, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

ANTICIPATED EFFECTS

HOCTC’s TIP was developed and is managed in cooperation with the CNYRTA. The TIP includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO’s goal of addressing transit safety is linked to the safety plans of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

HOCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. HOCTC will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

APPENDICES

G. HIGHWAY/ BRIDGE/ RAIL/ LOCAL PROJECTS

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

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

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 201680 SAFETY <Exempt> | THIS PROJECT WILL ADDRESS SAFETY ISSUES ON RTE 12 IN BOONVILLE INCLUDING THE RECONFIGURATION OF THE INTERSECTION WITH RTE 12D. VILLAGE OF BOONVILLE, ONEIDA COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER. | HSIP 09/2022 | 0.000 | DETLDES | 0.122 | | | | | | | |
| | | SDF 09/2022 | 0.000 | DETLDES | 0.014 | | | | | | | |
| | | HSIP 09/2022 | 0.000 | ROWACQU | 0.009 | | | | | | | |
| | | SDF 09/2022 | 0.000 | ROWACQU | 0.001 | | | | | | | |
| | | HSIP 02/2023 | 0.162 | CONINSP | | 0.162 | | | | | | |
| | | SDF 02/2023 | 0.018 | CONINSP | | 0.018 | | | | | | |
| | | HSIP 02/2023 | 1.350 | CONST | | 1.350 | | | | | | |
| | | SDF 02/2023 | 0.150 | CONST | | 0.150 | | | | | | |
| | | SDF 02/2023 | 0.100 | CONST | | 0.100 | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 1.780 | | 0.146 | 1.780 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 202334 BRIDGE <Exempt> | REPLACEMENT OF BRIDGES CARRYING NYS RTE 69 OVER SAUQUOIT CREEK (BIN 1009919) AND MAIN ST OVER SAUQUOIT CREEK (BIN 2255640), VILLAGES OF WHITESBORO AND YORKVILLE, TOWN OF WHITESTOWN, ONEIDA COUNTY. | SDF 07/2022 | 0.000 | DETLDES | 1.166 | | | | | | | |
| | | STATE 07/2022 | 0.000 | DETLDES | 4.666 | | | | | | | |
| | | SDF 07/2022 | 0.000 | ROWACQU | 2.643 | | | | | | | |
| | | NHPP 07/2023 | 6.480 | CONINSP | | 6.480 | | | | | | |
| | | SDF 07/2023 | 1.620 | CONINSP | | 1.620 | | | | | | |
| | | SDF 07/2023 | 37.800 | CONST | | 37.800 | | | | | | |
| | | NHPP 07/2023 | 12.960 | CONST | | 12.960 | | | | | | |
| | | STATE 07/2023 | 3.240 | CONST | | 3.240 | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$70-\$130 M | TOTAL 5YR COST : | 62.100 | | 8.475 | 62.100 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 202969 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE CARRYING STATE ROUTE 5S OVER THE NOWADAGA CREEK (BIN 1002790) IN THE TOWN OF DANUBE, HERKIMER COUNTY. THIS PROJECT WILL ADDRESS STRUCTURAL DEFICIENCIES AND IMPROVE RESILIENCY. THIS PROJECT WILL ALSO REHABILITATE OR REPLACE THREE DEFICIENT CULVERTS WITHIN HERKIMER COUNTY. | NHPP 04/2022 | 0.000 | DETLDES | 0.363 | | | | | | | |
| | | SDF 04/2022 | 0.000 | DETLDES | 0.091 | | | | | | | |
| | | NHPP 04/2022 | 0.000 | ROWACQU | 0.014 | | | | | | | |
| | | SDF 04/2022 | 0.000 | ROWACQU | 0.004 | | | | | | | |
| | | NHPP 10/2022 | 0.504 | CONINSP | | 0.504 | | | | | | |
| | | SDF 10/2022 | 0.126 | CONINSP | | 0.126 | | | | | | |
| | | STBG FLEX 10/2022 | 0.103 | CONINSP | | 0.103 | | | | | | |
| | | SDF 10/2022 | 0.026 | CONINSP | | 0.026 | | | | | | |
| | | PIT BOND 10/2022 | 2.625 | CONST | | 2.625 | | | | | | |
| | | NHPP 10/2022 | 1.260 | CONST | | 1.260 | | | | | | |
| | | PIT BOND 10/2022 | 0.315 | CONST | | 0.315 | | | | | | |
| | | STBG FLEX 10/2022 | 0.688 | CONST | | 0.688 | | | | | | |
| SDF 10/2022 | 0.172 | CONST | | 0.172 | | | | | | | | |
| AQC:N/A | HERKIMER | TPC: \$6-\$9.4 M | TOTAL 5YR COST : | 5.819 | | 0.472 | 5.819 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|---|-----------------------------------|--|---------|--|----------|----------|----------|----------|----------|---------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYSDOT 206538 R&P <Exempt> | THIS PROJECT WILL REHABILITATE THE PAVEMENT OF ROUTES 12B AND 412 IN THE TOWN OF KIRKLAND AND VILLAGE OF CLINTON, ONEIDA COUNTY. | SDF 07/2022 | 0.000 | ROWINCD | 0.005 | | | | | | |
| | | NHPP 08/2023 | 0.275 | CONINSP | | 0.275 | | | | | |
| | | SDF 08/2023 | 0.069 | CONINSP | | 0.069 | | | | | |
| | | STBG FLEX 08/2023 | 0.043 | CONINSP | | 0.043 | | | | | |
| | | SDF 08/2023 | 0.011 | CONINSP | | 0.011 | | | | | |
| | | NHPP 08/2023 | 1.836 | CONST | | 1.836 | | | | | |
| | | SDF 08/2023 | 0.459 | CONST | | 0.459 | | | | | |
| | | STBG FLEX 08/2023 | 0.612 | CONST | | 0.612 | | | | | |
| | | SDF 08/2023 | 0.153 | CONST | | 0.153 | | | | | |
| | | NHPP 01/2023 | 0.162 | DETLDES | | 0.162 | | | | | |
| | | SDF 01/2023 | 0.041 | DETLDES | | 0.041 | | | | | |
| | | STBG FLEX 01/2023 | 0.054 | DETLDES | | 0.054 | | | | | |
| | | SDF 01/2023 | 0.014 | DETLDES | | 0.014 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | 0.005 | 3.729 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 207001 RECON <Exempt> | THIS PROJECT WILL REHABILITATE THE PAVEMENT ON ROUTE 921W, CHAMPLIN AVENUE IN THE TOWN OF NEW HARTFORD, VILLAGE OF YORKVILLE, AND CITY OF UTICA, ONEIDA COUNTY. | STBG FLEX 06/2022 | 0.000 | DETLDES | 0.216 | | | | | | |
| | | SDF 06/2022 | 0.000 | DETLDES | 0.054 | | | | | | |
| | | STBG FLEX 06/2022 | 0.000 | ROWACQU | 0.182 | | | | | | |
| | | SDF 06/2022 | 0.000 | ROWACQU | 0.046 | | | | | | |
| | | STBG FLEX 11/2022 | 0.300 | CONINSP | | 0.300 | | | | | |
| | | SDF 11/2022 | 0.075 | CONINSP | | 0.075 | | | | | |
| | | STBG FLEX 11/2022 | 2.496 | CONST | | 2.496 | | | | | |
| SDF 11/2022 | 0.624 | CONST | | 0.624 | | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | 0.498 | 3.495 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 208806 SAFETY <Exempt> | THIS PROJECT WILL ADDRESS CRASH RATES AND OTHER SAFETY ISSUES ASSOCIATED WITH LANE CONFIGURATION, LANE GEOMETRY, PEDESTRIAN AND BICYCLE ACCOMMODATIONS, HIGHWAY LIGHTING AND TRAVEL SPEEDS AT THE INTERSECTION OF NYS ROUTE 921 W (FRENCH RD, CHAMPLIN AVE) AND BURRSTONE RD IN THE TOWN OF NEW HARTFORD, ONEIDA COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER. 100% FEDERAL (USING 10% TOLL CREDIT) | HSIP 01/2023 | 0.043 | PRELDES | | 0.043 | | | | | |
| | | HSIP 01/2023 | 0.043 | SCOPING | | 0.043 | | | | | |
| | | HSIP 07/2024 | 0.300 | CONINSP | | | 0.300 | | | | |
| | | HSIP 07/2024 | 2.700 | CONST | | | 2.700 | | | | |
| | | HSIP 03/2024 | 0.224 | DETLDES | | | 0.224 | | | | |
| AQC:N/A | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | 0.000 | 0.086 | 3.224 | 0.000 | 0.000 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|--|---|--|--|--|----------|--|----------|----------|----------|---------------|----------------------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 223627 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE CARRYING STATE ROUTE 29 OVER THE EAST CANADA CREEK IN THE VILLAGE OF DOLGEVILLE, FULTON COUNTY. THE PROJECT WILL ALSO ADDRESS ISSUES ASSOCIATED WITH BRIDGE WIDTH, VERTICAL CLEARANCE ON THE BRIDGE, BRIDGE ALIGNMENT, RESILIENCY, AND THE INTERSECTION WITH RTE 167 ON THE WESTERN APPROACH TO THE BRIDGE. | NHPP 08/2024 SDF 08/2024 NHPP 08/2024 STATE 08/2024 NHPP 11/2023 SDF 11/2023 NHPP 11/2023 SDF 11/2023 | 0.960 0.240 2.400 5.600 0.691 0.173 0.128 0.032 | CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU | | | 0.960 0.240 2.400 5.600 0.691 0.173 0.128 0.032 | | | | | |
| AQC:N/A | MULTI | TPC: \$9.5-15.5 M | TOTAL 5YR COST : | 10.224 | | 0.000 | 0.000 | 10.224 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 230350 BRIDGE <Exempt> | THIS PROJECT REPLACES THE BRIDGE (BIN 4025690) CARRYING NYS ROUTE 46 OVER THE ERIE CANAL IN THE TOWN OF VERONA, ONEIDA COUNTY. | NHPP 10/2021 SDF 10/2021 NHPP 10/2021 SDF 10/2021 NHPP 02/2024 SDF 02/2024 NHPP 10/2027 SDF 10/2027 NHPP 10/2027 SDF 10/2027 | 0.000 0.000 0.000 0.000 0.629 0.157 0.000 0.000 0.000 0.000 | PRELDES PRELDES SCOPING SCOPING DETLDES DETLDES CONINSP CONINSP CONST CONST | 0.202 0.050 0.202 0.050 | | 0.629 0.157 | | | | | 0.941 0.235 6.272 1.568 |
| AQC:N/A | ONEIDA | TPC: \$9.5-15.5 M | TOTAL 5YR COST : | 0.786 | | 0.504 | 0.000 | 0.786 | 0.000 | 0.000 | 0.000 | 9.016 |
| CITY OF ROME 265057 BIKE/PED <Exempt> | THE PROJECT WILL INVOLVE STREETScape AND PEDESTRIAN IMPROVEMENTS ON ERIE BOULEVARD FROM JAMES STREET TO MADISON STREET, MADISON STREET FROM ERIE BOULEVARD TO RIDGE STREET, AND RIDGE STREET FROM MADISON STREET WEST TO THE BLUE CRAB SITE IN THE CITY OF ROME, ONEIDA COUNTY. | TAP FLEX 01/2022 LOCAL 01/2022 TAP FLEX 10/2022 LOCAL 10/2022 TAP FLEX 10/2022 LOCAL 10/2022 | 0.000 0.000 0.080 0.020 0.799 0.200 | DETLDES DETLDES CONINSP CONINSP CONST CONST | 0.038 0.009 | | 0.080 0.020 0.799 0.200 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 1.099 | | 0.047 | 1.099 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CITY OF SHERRILL 265059 BIKE/PED <Exempt> | THE PROJECT WILL INVOLVE INSTALLATION OF A NEW 5-FOOT ADA ACCESSIBLE SIDEWALK WITH STREETScape IMPROVEMENTS ALONG STATE ROUTE 5 EASTBOUND FROM THE EXISTING SIDEWALK AT SHERRILL ROAD INTERSECTION TO BETSINGER INTERSECTION, CITY OF SHERRILL, ONEIDA COUNTY. | TAP SM URBAN 05/2023 LOCAL 05/2023 TAP SM URBAN 05/2023 LOCAL 05/2023 TAP SM URBAN 01/2023 LOCAL 01/2023 | 0.080 0.020 0.487 0.122 0.065 0.016 | CONINSP CONINSP CONST CONST DETLDES DETLDES | | | 0.080 0.020 0.487 0.122 0.065 0.016 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 0.790 | | 0.000 | 0.790 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|---|--|--|--|--|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| VIL OF HERKIMER 275456 BRIDGE <Exempt> | THE PROJECT WILL REPLACE THE EXISTING WEST GERMAN STREET BRIDGE OVER BELLINGER BROOK (BIN 2266820) IN THE VILLAGE OF HERKIMER, HERKIMER COUNTY. THIS IS A LOCAL BRIDGE NY 2018 PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDITS AND 5% LOCAL MATCH). | NHPP 10/2022 LOCAL 10/2022 NHPP 10/2022 LOCAL 10/2022 | 0.162 0.009 1.361 0.072 | CONINSP CONINSP CONST CONST | | 0.162 0.009 1.361 0.072 | | | | | | |
| AQC:N/A | HERKIMER | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | | | 0.000 | 1.604 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HERKIMER CO 275464 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE (BIN 3307720) CARRYING ASHE ROAD OVER CRUM CREEK IN THE TOWN OF MANHEIM, HERKIMER COUNTY. THIS BRIDGE HAS MULTIPLE NEEDS RELATING TO STRUCTURAL, GEOMETRY, AND SAFETY. COMPLETE REPLACEMENT IS THE MOST FEASIBLE SOLUTION TO ADDRESS THESE DEFICIENCIES. | STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 10/2022 LOCAL 10/2022 STBG-OFF 10/2022 LOCAL 10/2022 | 0.000 0.000 0.000 0.000 0.000 0.000 0.210 0.053 1.190 0.298 0.104 0.026 0.011 0.003 | PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU | | 0.035 0.009 0.017 0.004 0.035 0.009 0.210 0.053 1.190 0.298 0.104 0.026 0.011 0.003 | | | | | | |
| AQC:N/A | HERKIMER | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | | | 0.109 | 1.895 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| TN OF OHIO 275465 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2204740) THAT CARRIES HARVEY BRIDGE ROAD OVER THE WEST CANADA CREEK IN THE TOWN OF OHIO, HERKIMER COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH). | STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 12/2023 LOCAL 12/2023 STBG-OFF 12/2023 LOCAL 12/2023 | 0.000 0.000 0.000 0.000 0.000 0.000 0.257 0.014 0.027 0.001 0.342 0.018 3.107 0.164 | PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST | | 0.086 0.005 0.011 0.001 0.086 0.005 0.257 0.014 0.027 0.001 0.342 0.018 3.107 0.164 | | | | | | |
| AQC:N/A | HERKIMER | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | | 0.194 | 0.299 | 3.631 | 0.000 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|--|---|--|--|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| ONEIDA CO 275466 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2205740) THAT CARRIES ROUND LAKE ROAD OVER THE LONG LAKE OUTLET IN THE TOWN OF FORESTPORT, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH). | STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 12/2023 LOCAL 12/2023 STBG-OFF 12/2023 LOCAL 12/2023 | 0.000 0.000 0.000 0.000 0.000 0.000 0.137 0.007 0.015 0.001 0.114 0.006 0.787 0.041 | PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST | 0.046 0.002 0.006 0.001 0.046 0.002 0.137 0.007 0.015 0.001 0.114 0.006 0.787 0.041 | | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 1.108 | | 0.103 | 0.160 | 0.948 | 0.000 | 0.000 | 0.000 | 0.000 |
| ONEIDA CO 275467 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE (BIN 2205960) THAT CARRIES OLD POLAND ROAD, COUNTY ROUTE 56, OVER THE CINCINNATI CREEK IN THE TOWN OF TRENTON, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH). | STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 12/2023 LOCAL 12/2023 STBG-OFF 12/2023 LOCAL 12/2023 | 0.000 0.000 0.000 0.000 0.000 0.000 0.371 0.020 0.017 0.001 0.356 0.019 2.771 0.146 | PRELDES PRELDES ROWINCD ROWINCD SCOPING SCOPING DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST | 0.124 0.007 0.007 0.001 0.124 0.007 0.371 0.020 0.017 0.001 0.356 0.019 2.771 0.146 | | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.701 | | 0.270 | 0.409 | 3.292 | 0.000 | 0.000 | 0.000 | 0.000 |
| CITY OF ROME 275471 BRIDGE <Exempt> | THIS PROJECT WILL REHABILITATE THE BRIDGE (BIN 4206450) THAT CARRIES SOUTH JAMES STREET OVER THE ERIE BARGE CANAL IN THE CITY OF ROME, ONEIDA COUNTY. LOCAL BRIDGE NY PROJECT. FUNDING IS 95% FEDERAL (USING 15% TOLL CREDIT AND 5% LOCAL MATCH). | STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2022 LOCAL 03/2022 STBG-OFF 03/2023 LOCAL 03/2023 STBG-OFF 12/2023 LOCAL 12/2023 STBG-OFF 12/2023 LOCAL 12/2023 | 0.000 0.000 0.000 0.000 0.223 0.012 0.260 0.014 1.812 0.095 | PRELDES PRELDES SCOPING SCOPING DETLDES DETLDES CONINSP CONINSP CONST CONST | 0.075 0.004 0.075 0.004 0.223 0.012 0.260 0.014 1.812 0.095 | | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$2-\$4 M | TOTAL 5YR COST : | 2.416 | | 0.158 | 0.235 | 2.181 | 0.000 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|---|---|--|--|--|--|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| CITY OF UTICA 275474 BRIDGE <Exempt> | THIS PROJECT IS TO CONSTRUCT THE UTICA HARBOR PEDESTRIAN BRIDGE THAT WILL CONNECT HARBOR POINT TO THE NEXUS CENTER, CITY OF UTICA, ONEIDA COUNTY. THIS PROJECT WILL UTILIZE \$2.0M DESIGNATED EARMARK, DEMO ID NY786. | HPP 09/2023 LOCAL 09/2023 HPP 09/2023 LOCAL 09/2023 | 0.800 0.200 0.800 0.200 | PRELDES PRELDES SCOPING SCOPING | | 0.800 0.200 0.800 0.200 | | | | | |
| AQC:A19 | ONEIDA | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | | 2.000 | 0.000 | 2.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ONEIDA CO 275476 BRIDGE <Exempt> | THIS PROJECT WILL REPLACE THE BRIDGE THAT CARRIES GRIDLEY PAIGE ROAD OVER BIG CREEK IN THE TOWN OF MARSHALL, ONEIDA COUNTY. | STBG-OFF 09/2023 LOCAL 09/2023 STBG-OFF 09/2023 LOCAL 09/2023 STBG-OFF 04/2023 LOCAL 04/2023 STBG-OFF 10/2022 LOCAL 10/2022 STBG-OFF 04/2023 LOCAL 04/2023 STBG-OFF 10/2022 LOCAL 10/2022 STBG-OFF 10/2022 LOCAL 10/2022 | 0.120 0.030 0.480 0.120 0.220 0.055 0.064 0.016 0.008 0.002 0.004 0.001 0.040 0.010 | CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWINCD ROWINCD SCOPING SCOPING | | 0.120 0.030 0.480 0.120 0.220 0.055 0.064 0.016 0.008 0.002 0.004 0.001 0.040 0.010 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | | 1.170 | 0.000 | 1.170 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280624 SAFETY <Exempt> | THIS PROJECT WILL REHABILITATE OR REPLACE DEFICIENT CULVERTS AS NECESSARY AT VARIOUS LOCATIONS ON THE FEDERAL HIGHWAY SYSTEM WITHIN REGION 2. | STBG FLEX 04/2023 SDF 04/2023 STBG FLEX 04/2023 SDF 04/2023 STBG FLEX 01/2023 SDF 01/2023 STBG FLEX 12/2022 SDF 12/2022 | 0.253 0.064 2.111 0.528 0.170 0.042 0.014 0.005 | CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU | | 0.253 0.064 2.111 0.528 0.170 0.042 0.014 0.005 | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 3.187 | 0.000 | 3.187 | 0.000 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYSDOT 280643 SAFETY <Exempt> | THIS PROJECT IS USED TO REPAIR, REPLACE OR REMOVE HAZARDOUS ROADSIDE ELEMENTS (GUIDERAIL/SIGNS) AS NECESSARY ALONG HIGHWAYS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS IN REGION 2. | STBG FLEX 05/2022 | 0.000 | DETLDES | 0.080 | | | | | | |
| | | SDF 05/2022 | 0.000 | DETLDES | 0.020 | | | | | | |
| | | STBG FLEX 06/2022 | 0.000 | ROWACQU | 0.004 | | | | | | |
| | | SDF 06/2022 | 0.000 | ROWACQU | 0.001 | | | | | | |
| | | NHPP 12/2022 | 0.455 | CONINSP | | 0.455 | | | | | |
| | | SDF 12/2022 | 0.114 | CONINSP | | 0.114 | | | | | |
| | | STBG FLEX 12/2022 | 0.361 | CONINSP | | 0.361 | | | | | |
| | | SDF 12/2022 | 0.090 | CONINSP | | 0.090 | | | | | |
| | | NHPP 12/2022 | 3.227 | CONST | | 3.227 | | | | | |
| | | SDF 12/2022 | 0.807 | CONST | | 0.807 | | | | | |
| | | STBG FLEX 12/2022 | 2.444 | CONST | | 2.444 | | | | | |
| | | SDF 12/2022 | 0.611 | CONST | | 0.611 | | | | | |
| AQC:A9 | MULTI | TPC: \$7.5-\$12 M | TOTAL 5YR COST : | | 0.105 | 8.109 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280646 SAFETY <Exempt> | THIS PROJECT WILL REHABILITATE OR REPLACE DEFICIENT CULVERTS AS NECESSARY AT VARIOUS LOCATIONS ON THE FEDERAL HIGHWAY SYSTEMS WITHIN REGION 2. | STBG FLEX 02/2022 | 0.000 | PRELDES | 0.059 | | | | | | |
| | | SDF 02/2022 | 0.000 | PRELDES | 0.015 | | | | | | |
| | | SDF 03/2022 | 0.000 | ROWINCD | 0.005 | | | | | | |
| | | STBG FLEX 01/2022 | 0.000 | SCOPING | 0.059 | | | | | | |
| | | SDF 01/2022 | 0.000 | SCOPING | 0.015 | | | | | | |
| | | STBG FLEX 06/2023 | 0.183 | DETLDES | | 0.183 | | | | | |
| | | SDF 06/2023 | 0.046 | DETLDES | | 0.046 | | | | | |
| | | STBG FLEX 06/2023 | 0.016 | ROWACQU | | 0.016 | | | | | |
| | | SDF 06/2023 | 0.004 | ROWACQU | | 0.004 | | | | | |
| | | STBG FLEX 10/2023 | 0.244 | CONINSP | | | 0.244 | | | | |
| | | SDF 10/2023 | 0.061 | CONINSP | | | 0.061 | | | | |
| | | STBG FLEX 10/2023 | 2.030 | CONST | | | 2.030 | | | | |
| SDF 10/2023 | 0.508 | CONST | | | 0.508 | | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.153 | 0.249 | 2.843 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280650 SAFETY <Exempt> | THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT VARIOUS LOCATIONS ON THE STATE AND/OR FEDERAL HIGHWAY SYSTEMS WITHIN REGION 2. | SDF 05/2023 | 0.480 | DETLDES | | 0.480 | | | | | |
| | | STBG FLEX 10/2023 | 0.384 | CONINSP | | | 0.384 | | | | |
| | | SDF 10/2023 | 0.096 | CONINSP | | | 0.096 | | | | |
| | | STBG FLEX 10/2023 | 2.560 | CONST | | | 2.560 | | | | |
| | | SDF 10/2023 | 0.640 | CONST | | | 0.640 | | | | |
| AQC:A11 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | 0.000 | 0.480 | 3.680 | 0.000 | 0.000 | 0.000 | 0.000 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|--|---|-----------------------------------|---|--------------------------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYS DOT 280651 SAFETY <Exempt> | THIS PROJECT WILL REPAIR, REPLACE OR REMOVE HAZARDOUS ROADSIDE ELEMENTS, WITH A FOCUS ON EXISTING RUSTIC GUIDERAILS, AS NECESSARY ALONG HIGHWAYS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS IN REGION 2. | NHPP 09/2023 | 0.124 | CONINSP | | 0.124 | | | | | |
| | | SDF 09/2023 | 0.031 | CONINSP | | 0.031 | | | | | |
| | | STBG FLEX 09/2023 | 0.124 | CONINSP | | 0.124 | | | | | |
| | | SDF 09/2023 | 0.031 | CONINSP | | 0.031 | | | | | |
| | | NHPP 09/2023 | 1.037 | CONST | | 1.037 | | | | | |
| | | SDF 09/2023 | 0.259 | CONST | | 0.259 | | | | | |
| | | STBG FLEX 09/2023 | 1.037 | CONST | | 1.037 | | | | | |
| | | SDF 09/2023 | 0.259 | CONST | | 0.259 | | | | | |
| | | STBG FLEX 05/2023 | 0.173 | DETLDES | | 0.173 | | | | | |
| | | SDF 05/2023 | 0.043 | DETLDES | | 0.043 | | | | | |
| | | STBG FLEX 10/2022 | 0.058 | PRELDES | | 0.058 | | | | | |
| | | SDF 10/2022 | 0.014 | PRELDES | | 0.014 | | | | | |
| | | STBG FLEX 10/2022 | 0.058 | SCOPING | | 0.058 | | | | | |
| | | SDF 10/2022 | 0.014 | SCOPING | | 0.014 | | | | | |
| AQC:A9 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 3.262 | 0.000 | 3.262 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 280652 SAFETY <Exempt> | THE PROJECT WILL INVOLVE TRAFFIC CONTROL DEVICE AND/OR MINOR GEOMETRIC IMPROVEMENTS AT VARIOUS FEDERAL AID ELIGIBLE INTERSECTIONS WITHIN REGION 2 TO PROVIDE HIGHWAY SAFETY BENEFITS. | NHPP 12/2021 | 0.000 | PRELDES | 0.032 | | | | | | |
| | | SDF 12/2021 | 0.000 | PRELDES | 0.008 | | | | | | |
| | | SDF 12/2021 | 0.000 | ROWINCD | 0.002 | | | | | | |
| | | NHPP 12/2021 | 0.000 | SCOPING | 0.012 | | | | | | |
| | | SDF 12/2021 | 0.000 | SCOPING | 0.003 | | | | | | |
| | | NHPP 01/2023 | 0.045 | CONINSP | | 0.045 | | | | | |
| | | SDF 01/2023 | 0.012 | CONINSP | | 0.012 | | | | | |
| | | NHPP 01/2023 | 0.339 | CONST | | 0.339 | | | | | |
| | | SDF 01/2023 | 0.085 | CONST | | 0.085 | | | | | |
| | | NHPP 10/2022 | 0.032 | DETLDES | | 0.032 | | | | | |
| | | SDF 10/2022 | 0.008 | DETLDES | | 0.008 | | | | | |
| | | NHPP 10/2022 | 0.004 | ROWACQU | | 0.004 | | | | | |
| | | SDF 10/2022 | 0.001 | ROWACQU | | 0.001 | | | | | |
| | | AQC:A2 | MULTI | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.526 | 0.057 | 0.526 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYS DOT 280653 R&P <Exempt> | THIS PROJECT WILL REHABILITATE THE PAVEMENT OF ROUTE 921E, GENESEE ST. IN THE TOWN AND VILLAGE OF NEW HARTFORD, AND ROUTE 921T, CAMPION RD. IN THE VILLAGE OF NEW HARTFORD, ONEIDA COUNTY. | SDF 06/2022 | 0.000 | DETLDES | 0.016 | | | | | | |
| | | NHPP 06/2022 | 0.000 | DETLDES | 0.070 | | | | | | |
| | | SDF 06/2022 | 0.000 | DETLDES | 0.018 | | | | | | |
| | | STBG FLEX 06/2022 | 0.000 | DETLDES | 0.030 | | | | | | |
| | | SDF 06/2022 | 0.000 | DETLDES | 0.008 | | | | | | |
| | | SDF 11/2021 | 0.000 | PRELDES | 0.003 | | | | | | |
| | | NHPP 11/2021 | 0.000 | PRELDES | 0.013 | | | | | | |
| | | SDF 11/2021 | 0.000 | PRELDES | 0.003 | | | | | | |
| | | STBG FLEX 11/2021 | 0.000 | PRELDES | 0.006 | | | | | | |
| | | SDF 11/2021 | 0.000 | PRELDES | 0.002 | | | | | | |
| | | NHPP 06/2022 | 0.000 | ROWACQU | 0.065 | | | | | | |
| | | SDF 06/2022 | 0.000 | ROWACQU | 0.016 | | | | | | |
| | | NHPP 01/2022 | 0.000 | ROWINCD | 0.026 | | | | | | |
| | | SDF 01/2022 | 0.000 | ROWINCD | 0.007 | | | | | | |
| | | SDF 11/2022 | 0.042 | CONINSP | | 0.042 | | | | | |
| | | NHPP 11/2022 | 0.259 | CONINSP | | 0.259 | | | | | |
| | | SDF 11/2022 | 0.065 | CONINSP | | 0.065 | | | | | |
| | | STBG FLEX 11/2022 | 0.135 | CONINSP | | 0.135 | | | | | |
| | | SDF 11/2022 | 0.034 | CONINSP | | 0.034 | | | | | |
| | | SDF 11/2022 | 0.298 | CONST | | 0.298 | | | | | |
| NHPP 11/2022 | 1.709 | CONST | | 1.709 | | | | | | | |
| SDF 11/2022 | 0.427 | CONST | | 0.427 | | | | | | | |
| STBG FLEX 11/2022 | 0.901 | CONST | | 0.901 | | | | | | | |
| SDF 11/2022 | 0.225 | CONST | | 0.225 | | | | | | | |
| AQC:A10 | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 4.095 | 0.283 | 4.095 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 280654 SAFETY <Exempt> | THE PROJECT WILL INVOLVE TRAFFIC CONTROL DEVICE AND/OR MINOR GEOMETRIC IMPROVEMENTS AT VARIOUS FEDERAL AID ELIGIBLE INTERSECTIONS WITHIN REGION 2 TO PROVIDE HIGHWAY SAFETY BENEFITS. | STBG FLEX 04/2022 | 0.000 | DETLDES | 0.082 | | | | | | |
| | | SDF 04/2022 | 0.000 | DETLDES | 0.020 | | | | | | |
| | | STBG FLEX 04/2022 | 0.000 | ROWACQU | 0.044 | | | | | | |
| | | SDF 04/2022 | 0.000 | ROWACQU | 0.011 | | | | | | |
| | | SDF 07/2022 | 0.000 | ROWINCD | 0.018 | | | | | | |
| | | NHPP 10/2022 | 0.118 | CONINSP | | 0.118 | | | | | |
| | | SDF 10/2022 | 0.030 | CONINSP | | 0.030 | | | | | |
| | | STBG FLEX 10/2022 | 0.090 | CONINSP | | 0.090 | | | | | |
| | | SDF 10/2022 | 0.021 | CONINSP | | 0.021 | | | | | |
| | | NHPP 10/2022 | 0.986 | CONST | | 0.986 | | | | | |
| | | SDF 10/2022 | 0.247 | CONST | | 0.247 | | | | | |
| | | STBG FLEX 10/2022 | 0.744 | CONST | | 0.744 | | | | | |
| | | SDF 10/2022 | 0.186 | CONST | | 0.186 | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 2.422 | 0.175 | 2.422 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|---|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYSDOT 280655 SAFETY <Exempt> | THE PROJECT WILL INVOLVE MODERNIZATION OF THE SIGNAL SYSTEMS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS THE REGION TO PROVIDE DESIRED HIGHWAY SAFETY BENEFITS AND IMPROVE THE EQUIPMENT RELIABILITY. | STBG FLEX 04/2023 | 0.039 | PRELDES | | 0.039 | | | | | | |
| | | SDF 04/2023 | 0.010 | PRELDES | | 0.010 | | | | | | |
| | | SDF 04/2023 | 0.002 | ROWINCD | | 0.002 | | | | | | |
| | | STBG FLEX 04/2023 | 0.039 | SCOPING | | 0.039 | | | | | | |
| | | SDF 04/2023 | 0.010 | SCOPING | | 0.010 | | | | | | |
| | | NHPP 07/2024 | 0.058 | CONINSP | | | 0.058 | | | | | |
| | | SDF 07/2024 | 0.014 | CONINSP | | | 0.014 | | | | | |
| | | STBG FLEX 07/2024 | 0.030 | CONINSP | | | 0.030 | | | | | |
| | | SDF 07/2024 | 0.007 | CONINSP | | | 0.007 | | | | | |
| | | NHPP 07/2024 | 0.480 | CONST | | | 0.480 | | | | | |
| | | SDF 07/2024 | 0.120 | CONST | | | 0.120 | | | | | |
| | | STBG FLEX 07/2024 | 0.248 | CONST | | | 0.248 | | | | | |
| | | SDF 07/2024 | 0.062 | CONST | | | 0.062 | | | | | |
| | | STBG FLEX 01/2024 | 0.039 | DETLDES | | | 0.039 | | | | | |
| SDF 01/2024 | 0.010 | DETLDES | | | 0.010 | | | | | | | |
| STBG FLEX 01/2024 | 0.004 | ROWACQU | | | 0.004 | | | | | | | |
| SDF 01/2024 | 0.001 | ROWACQU | | | 0.001 | | | | | | | |
| AQC:A2 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 1.173 | | 0.000 | 0.100 | 1.073 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280657 SAFETY <Exempt> | THIS PROJECT WILL REHABILITATE OR REPLACE DEFICIENT CULVERTS AS NECESSARY AT VARIOUS LOCATIONS ON THE FEDERAL HIGHWAY SYSTEMS WITHIN REGION 2. | STBG FLEX 09/2023 | 0.170 | DETLDES | | 0.170 | | | | | | |
| | | SDF 09/2023 | 0.042 | DETLDES | | 0.042 | | | | | | |
| | | STBG FLEX 10/2022 | 0.057 | PRELDES | | 0.057 | | | | | | |
| | | SDF 10/2022 | 0.014 | PRELDES | | 0.014 | | | | | | |
| | | STBG FLEX 09/2023 | 0.014 | ROWACQU | | 0.014 | | | | | | |
| | | SDF 09/2023 | 0.005 | ROWACQU | | 0.005 | | | | | | |
| | | SDF 10/2022 | 0.005 | ROWINCD | | 0.005 | | | | | | |
| | | STBG FLEX 10/2022 | 0.057 | SCOPING | | 0.057 | | | | | | |
| | | SDF 10/2022 | 0.014 | SCOPING | | 0.014 | | | | | | |
| | | STBG FLEX 04/2024 | 0.249 | CONINSP | | | 0.249 | | | | | |
| SDF 04/2024 | 0.062 | CONINSP | | | 0.062 | | | | | | | |
| STBG FLEX 04/2024 | 2.068 | CONST | | | 2.068 | | | | | | | |
| SDF 04/2024 | 0.517 | CONST | | | 0.517 | | | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.274 | | 0.000 | 0.378 | 2.896 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280660 SAFETY <Exempt> | THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT AT VARIOUS LOCATIONS ON THE STATE AND /OR FEDERAL HIGHWAY SYSTEMS WITHIN REGION 2. | STBG FLEX 09/2024 | 0.288 | CONINSP | | | 0.288 | | | | | |
| | | SDF 09/2024 | 0.072 | CONINSP | | | 0.072 | | | | | |
| | | STBG FLEX 09/2024 | 1.920 | CONST | | | 1.920 | | | | | |
| | | SDF 09/2024 | 0.480 | CONST | | | 0.480 | | | | | |
| | | SDF 06/2024 | 0.360 | DETLDES | | | 0.360 | | | | | |
| AQC:A11 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.120 | | 0.000 | 0.000 | 3.120 | 0.000 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYSDOT 280662 SAFETY <Exempt> | THIS PROJECT WILL REPAIR, REPLACE OR REMOVE HAZARDOUS ROADSIDE ELEMENTS, WITH A FOCUS ON EXISTING RUSTIC GUIDERAILS, AS NECESSARY ALONG HIGHWAYS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS IN REGION 2. | NHPP 09/2024 | 0.127 | CONINSP | | | 0.127 | | | | |
| | | SDF 09/2024 | 0.032 | CONINSP | | | 0.032 | | | | |
| | | STBG FLEX 09/2024 | 0.127 | CONINSP | | | 0.127 | | | | |
| | | SDF 09/2024 | 0.032 | CONINSP | | | 0.032 | | | | |
| | | NHPP 09/2024 | 1.056 | CONST | | | 1.056 | | | | |
| | | SDF 09/2024 | 0.264 | CONST | | | 0.264 | | | | |
| | | STBG FLEX 09/2024 | 1.056 | CONST | | | 1.056 | | | | |
| | | SDF 09/2024 | 0.264 | CONST | | | 0.264 | | | | |
| | | STBG FLEX 05/2024 | 0.173 | DETLDES | | | 0.173 | | | | |
| | | SDF 05/2024 | 0.043 | DETLDES | | | 0.043 | | | | |
| | | STBG FLEX 10/2023 | 0.058 | PRELDES | | | 0.058 | | | | |
| | | SDF 10/2023 | 0.014 | PRELDES | | | 0.014 | | | | |
| | | STBG FLEX 10/2023 | 0.058 | SCOPING | | | 0.058 | | | | |
| | | SDF 10/2023 | 0.014 | SCOPING | | | 0.014 | | | | |
| AQC:A9 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.318 | | 0.000 | 0.000 | 3.318 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280666 BRIDGE <Exempt> | THE PROJECT REPLACES THREE BRIDGES: ROUTE 46 OVER ONEIDA CREEK (BIN 1025680), ROUTE 46 OVER OLD ERIE CANAL (BIN 4437270), AND ROUTE 31 OVER OLD ERIE CANAL (BIN 1022000) IN THE CITY OF ONEIDA, TOWN OF VERONA, MADISON AND ONEIDA COUNTIES. | NHPP 02/2023 | 0.595 | DETLDES | | 0.595 | | | | | |
| | | SDF 02/2023 | 0.149 | DETLDES | | 0.149 | | | | | |
| | | NHPP 10/2027 | 0.000 | CONINSP | | | | | | | 0.744 |
| | | SDF 10/2027 | 0.000 | CONINSP | | | | | | | 0.186 |
| | | NHPP 10/2027 | 0.000 | CONST | | | | | | | 4.960 |
| | | SDF 10/2027 | 0.000 | CONST | | | | | | | 1.240 |
| AQC:N/A | MULTI | TPC: \$7.5-\$12 M | TOTAL 5YR COST : | 0.744 | | 0.000 | 0.744 | 0.000 | 0.000 | 0.000 | 7.130 |
| NYSDOT 280672 SAFETY <Exempt> | ROADSIDE SAFETY/GUIDERAIL PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 04/2024 | 0.083 | PRELDES | | | 0.083 | | | | |
| | | SDF 04/2024 | 0.021 | PRELDES | | | 0.021 | | | | |
| | | SDF 04/2024 | 0.003 | ROWINCD | | | 0.003 | | | | |
| | | STBG FLEX 04/2024 | 0.083 | SCOPING | | | 0.083 | | | | |
| | | SDF 04/2024 | 0.021 | SCOPING | | | 0.021 | | | | |
| | | NHPP 09/2025 | 0.137 | CONINSP | | | | | 0.137 | | |
| | | SDF 09/2025 | 0.034 | CONINSP | | | | | 0.034 | | |
| | | STBG FLEX 09/2025 | 0.092 | CONINSP | | | | | 0.092 | | |
| | | SDF 09/2025 | 0.023 | CONINSP | | | | | 0.023 | | |
| | | NHPP 09/2025 | 1.170 | CONST | | | | | 1.170 | | |
| | | SDF 09/2025 | 0.293 | CONST | | | | | 0.293 | | |
| | | STBG FLEX 09/2025 | 0.780 | CONST | | | | | 0.780 | | |
| | | SDF 09/2025 | 0.195 | CONST | | | | | 0.195 | | |
| | | STBG FLEX 02/2025 | 0.083 | DETLDES | | | | | 0.083 | | |
| SDF 02/2025 | 0.021 | DETLDES | | | | | 0.021 | | | | |
| STBG FLEX 02/2025 | 0.020 | ROWACQU | | | | | 0.020 | | | | |
| SDF 02/2025 | 0.005 | ROWACQU | | | | | 0.005 | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.064 | | 0.000 | 0.000 | 0.211 | 2.853 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|---|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 280673 SAFETY <Exempt> | ROADSIDE SAFETY/GUIDERAIL PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 04/2025 | 0.040 | PRELDES | | | | 0.040 | | | | |
| | | SDF 04/2025 | 0.010 | PRELDES | | | | 0.010 | | | | |
| | | SDF 04/2025 | 0.003 | ROWINCD | | | | 0.003 | | | | |
| | | STBG FLEX 04/2025 | 0.040 | SCOPING | | | | 0.040 | | | | |
| | | SDF 04/2025 | 0.010 | SCOPING | | | | 0.010 | | | | |
| | | NHPP 09/2026 | 0.079 | CONINSP | | | | | 0.079 | | | |
| | | SDF 09/2026 | 0.020 | CONINSP | | | | | 0.020 | | | |
| | | STBG FLEX 09/2026 | 0.053 | CONINSP | | | | | 0.053 | | | |
| | | SDF 09/2026 | 0.013 | CONINSP | | | | | 0.013 | | | |
| | | NHPP 09/2026 | 0.792 | CONST | | | | | 0.792 | | | |
| | | SDF 09/2026 | 0.198 | CONST | | | | | 0.198 | | | |
| | | STBG FLEX 09/2026 | 0.528 | CONST | | | | | 0.528 | | | |
| | | SDF 09/2026 | 0.132 | CONST | | | | | 0.132 | | | |
| | | STBG FLEX 02/2026 | 0.040 | DETLDES | | | | | 0.040 | | | |
| | | SDF 02/2026 | 0.010 | DETLDES | | | | | 0.010 | | | |
| | | STBG FLEX 02/2026 | 0.020 | ROWACQU | | | | | 0.020 | | | |
| SDF 02/2026 | 0.005 | ROWACQU | | | | | 0.005 | | | | | |
| AQC:A2 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 1.993 | | 0.000 | 0.000 | 0.000 | 0.103 | 1.890 | 0.000 | 0.000 |
| NYS DOT 280674 SAFETY <Exempt> | ROADSIDE SAFETY/GUIDERAIL PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 04/2027 | 0.040 | PRELDES | | | | | | | 0.040 | |
| | | SDF 04/2027 | 0.010 | PRELDES | | | | | | | 0.010 | |
| | | SDF 04/2027 | 0.003 | ROWINCD | | | | | | | 0.003 | |
| | | STBG FLEX 04/2027 | 0.040 | SCOPING | | | | | | | 0.040 | |
| | | SDF 04/2027 | 0.010 | SCOPING | | | | | | | 0.010 | |
| | | NHPP 09/2028 | 0.000 | CONINSP | | | | | | | | 0.082 |
| | | SDF 09/2028 | 0.000 | CONINSP | | | | | | | | 0.021 |
| | | STBG FLEX 09/2028 | 0.000 | CONINSP | | | | | | | | 0.055 |
| | | SDF 09/2028 | 0.000 | CONINSP | | | | | | | | 0.014 |
| | | NHPP 09/2028 | 0.000 | CONST | | | | | | | | 0.821 |
| | | SDF 09/2028 | 0.000 | CONST | | | | | | | | 0.205 |
| | | STBG FLEX 09/2028 | 0.000 | CONST | | | | | | | | 0.547 |
| | | SDF 09/2028 | 0.000 | CONST | | | | | | | | 0.137 |
| | | STBG FLEX 02/2028 | 0.000 | DETLDES | | | | | | | | 0.040 |
| | | SDF 02/2028 | 0.000 | DETLDES | | | | | | | | 0.010 |
| | | STBG FLEX 02/2028 | 0.000 | ROWACQU | | | | | | | | 0.020 |
| SDF 02/2028 | 0.000 | ROWACQU | | | | | | | | 0.005 | | |
| AQC:A9 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 0.103 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.103 | 1.957 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 280675 SAFETY <Exempt> | ROADSIDE SAFETY/RUSTIC GUIDERAIL 25, VARIOUS LOCATIONS, REGIONWIDE | NHPP 09/2025 | 0.156 | CONINSP | | | | 0.156 | | | | |
| | | SDF 09/2025 | 0.039 | CONINSP | | | | 0.039 | | | | |
| | | STBG FLEX 09/2025 | 0.156 | CONINSP | | | | 0.156 | | | | |
| | | SDF 09/2025 | 0.039 | CONINSP | | | | 0.039 | | | | |
| | | NHPP 09/2025 | 1.037 | CONST | | | | 1.037 | | | | |
| | | SDF 09/2025 | 0.259 | CONST | | | | 0.259 | | | | |
| | | STBG FLEX 09/2025 | 1.037 | CONST | | | | 1.037 | | | | |
| | | SDF 09/2025 | 0.259 | CONST | | | | 0.259 | | | | |
| | | SDF 06/2025 | 0.216 | DETLDES | | | | 0.216 | | | | |
| | | SDF 10/2024 | 0.072 | PRELDES | | | | 0.072 | | | | |
| SDF 10/2024 | 0.072 | SCOPING | | | | 0.072 | | | | | | |
| AQC:A9 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.342 | | 0.000 | 0.000 | 0.000 | 3.342 | 0.000 | 0.000 | 0.000 |
| NYS DOT 280676 SAFETY <Exempt> | ROADSIDE SAFETY/RUSTIC GUIDERAIL 26, VARIOUS LOCATIONS, REGIONWIDE | SDF 06/2025 | 0.216 | DETLDES | | | | 0.216 | | | | |
| | | SDF 10/2024 | 0.072 | PRELDES | | | | 0.072 | | | | |
| | | SDF 10/2024 | 0.072 | SCOPING | | | | 0.072 | | | | |
| | | NHPP 09/2026 | 0.158 | CONINSP | | | | | 0.158 | | | |
| | | SDF 09/2026 | 0.040 | CONINSP | | | | | 0.040 | | | |
| | | STBG FLEX 09/2026 | 0.158 | CONINSP | | | | | 0.158 | | | |
| | | SDF 09/2026 | 0.040 | CONINSP | | | | | 0.040 | | | |
| | | NHPP 09/2026 | 1.056 | CONST | | | | | 1.056 | | | |
| | | SDF 09/2026 | 0.264 | CONST | | | | | 0.264 | | | |
| | | STBG FLEX 09/2026 | 1.056 | CONST | | | | | 1.056 | | | |
| SDF 09/2026 | 0.264 | CONST | | | | | 0.264 | | | | | |
| AQC:A9 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.396 | | 0.000 | 0.000 | 0.000 | 0.360 | 3.036 | 0.000 | 0.000 |
| NYS DOT 280677 SAFETY <Exempt> | ROADSIDE SAFETY/RUSTIC GUIDERAIL 27, VARIOUS LOCATIONS, REGIONWIDE | NHPP 09/2027 | 0.161 | CONINSP | | | | | | | 0.161 | |
| | | SDF 09/2027 | 0.040 | CONINSP | | | | | | | 0.040 | |
| | | STBG FLEX 09/2027 | 0.161 | CONINSP | | | | | | | 0.161 | |
| | | SDF 09/2027 | 0.040 | CONINSP | | | | | | | 0.040 | |
| | | NHPP 09/2027 | 1.075 | CONST | | | | | | | 1.075 | |
| | | SDF 09/2027 | 0.269 | CONST | | | | | | | 0.269 | |
| | | STBG FLEX 09/2027 | 1.075 | CONST | | | | | | | 1.075 | |
| | | SDF 09/2027 | 0.269 | CONST | | | | | | | 0.269 | |
| | | SDF 06/2027 | 0.216 | DETLDES | | | | | | | 0.216 | |
| | | SDF 10/2026 | 0.072 | PRELDES | | | | | | | 0.072 | |
| SDF 11/2026 | 0.072 | SCOPING | | | | | | | 0.072 | | | |
| AQC:A9 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.450 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.450 | 0.000 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYSDOT 280679 TRAFFIC <Exempt> | PAVEMENT MARKING PROJECT 25, VARIOUS LOCATIONS, ONEIDA and MADISON COUNTIES | STBG FLEX 09/2025 | 0.414 | CONINSP | | | | 0.414 | | | | |
| | | SDF 09/2025 | 0.104 | CONINSP | | | | 0.104 | | | | |
| | | STBG FLEX 09/2025 | 2.765 | CONST | | | | 2.765 | | | | |
| | | SDF 09/2025 | 0.691 | CONST | | | | 0.691 | | | | |
| | | SDF 05/2025 | 0.288 | DETLDES | | | | 0.288 | | | | |
| | | SDF 11/2024 | 0.096 | PRELDES | | | | 0.096 | | | | |
| | | SDF 11/2024 | 0.096 | SCOPING | | | | 0.096 | | | | |
| AQC:A11 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 4.454 | | 0.000 | 0.000 | 0.000 | 4.454 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280680 TRAFFIC <Exempt> | PAVEMENT MARKING PROJECT 24, VARIOUS LOCATIONS, FULTON, HAMILTON, HERKIMER, MONTGOMERY COUNTIES | STBG FLEX 09/2026 | 0.316 | CONINSP | | | | | 0.316 | | | |
| | | SDF 09/2026 | 0.080 | CONINSP | | | | 0.080 | | | | |
| | | STBG FLEX 09/2026 | 2.112 | CONST | | | | 2.112 | | | | |
| | | SDF 09/2026 | 0.528 | CONST | | | | 0.528 | | | | |
| | | SDF 05/2026 | 0.216 | DETLDES | | | | 0.216 | | | | |
| | | SDF 11/2025 | 0.072 | PRELDES | | | | 0.072 | | | | |
| | | SDF 11/2025 | 0.072 | SCOPING | | | | 0.072 | | | | |
| AQC:A11 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 3.396 | | 0.000 | 0.000 | 0.000 | 0.000 | 3.396 | 0.000 | 0.000 |
| NYSDOT 280683 R&P <Exempt> | CRACK SEALING PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 08/2027 | 0.108 | CONINSP | | | | | | 0.108 | | |
| | | SDF 08/2027 | 0.027 | CONINSP | | | | 0.027 | | | | |
| | | STBG FLEX 08/2027 | 0.717 | CONST | | | | 0.717 | | | | |
| | | SDF 08/2027 | 0.179 | CONST | | | | 0.179 | | | | |
| | | SDF 06/2027 | 0.004 | DETLDES | | | | 0.004 | | | | |
| | | STBG FLEX 06/2027 | 0.054 | DETLDES | | | | 0.054 | | | | |
| | | SDF 06/2027 | 0.014 | DETLDES | | | | 0.014 | | | | |
| | | SDF 10/2026 | 0.004 | PRELDES | | | | 0.004 | | | | |
| | | STBG FLEX 10/2026 | 0.016 | PRELDES | | | | 0.016 | | | | |
| | | SDF 10/2026 | 0.004 | PRELDES | | | | 0.004 | | | | |
| | | SDF 10/2026 | 0.004 | SCOPING | | | | 0.004 | | | | |
| | | STBG FLEX 10/2026 | 0.016 | SCOPING | | | | 0.016 | | | | |
| | | SDF 10/2026 | 0.004 | SCOPING | | | | 0.004 | | | | |
| AQC:A10 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 1.151 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.151 | 0.000 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|---|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYSDOT 280686 SAFETY <Exempt> | CULVERT REPAIR / REPLACEMENT PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 08/2024 | 0.239 | DETLDES | | | 0.239 | | | | | |
| | | SDF 08/2024 | 0.060 | DETLDES | | | 0.060 | | | | | |
| | | STBG FLEX 10/2023 | 0.078 | PRELDES | | | 0.078 | | | | | |
| | | SDF 10/2023 | 0.020 | PRELDES | | | 0.020 | | | | | |
| | | STBG FLEX 08/2024 | 0.040 | ROWACQU | | | 0.040 | | | | | |
| | | SDF 08/2024 | 0.010 | ROWACQU | | | 0.010 | | | | | |
| | | STBG FLEX 10/2023 | 0.020 | ROWINCD | | | 0.020 | | | | | |
| | | SDF 10/2023 | 0.005 | ROWINCD | | | 0.005 | | | | | |
| | | STBG FLEX 10/2023 | 0.078 | SCOPING | | | 0.078 | | | | | |
| | | SDF 10/2023 | 0.020 | SCOPING | | | 0.020 | | | | | |
| STBG FLEX 04/2025 | 0.305 | CONINSP | | | | | 0.305 | | | | | |
| SDF 04/2025 | 0.076 | CONINSP | | | | | 0.076 | | | | | |
| STBG FLEX 04/2025 | 2.030 | CONST | | | | | 2.030 | | | | | |
| SDF 04/2025 | 0.508 | CONST | | | | | 0.508 | | | | | |
| AQC:A2 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.489 | | 0.000 | 0.000 | 0.570 | 2.919 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280687 SAFETY <Exempt> | CULVERT REPAIR / REPLACEMENT PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 08/2025 | 0.244 | DETLDES | | | | 0.244 | | | | |
| | | SDF 08/2025 | 0.061 | DETLDES | | | 0.061 | | | | | |
| | | STBG FLEX 10/2024 | 0.080 | PRELDES | | | 0.080 | | | | | |
| | | SDF 10/2024 | 0.020 | PRELDES | | | 0.020 | | | | | |
| | | STBG FLEX 08/2025 | 0.041 | ROWACQU | | | 0.041 | | | | | |
| | | SDF 08/2025 | 0.010 | ROWACQU | | | 0.010 | | | | | |
| | | STBG FLEX 10/2024 | 0.020 | ROWINCD | | | 0.020 | | | | | |
| | | SDF 10/2024 | 0.005 | ROWINCD | | | 0.005 | | | | | |
| | | STBG FLEX 10/2024 | 0.080 | SCOPING | | | 0.080 | | | | | |
| | | SDF 10/2024 | 0.020 | SCOPING | | | 0.020 | | | | | |
| STBG FLEX 04/2026 | 0.310 | CONINSP | | | | | | 0.310 | | | | |
| SDF 04/2026 | 0.078 | CONINSP | | | | | | 0.078 | | | | |
| STBG FLEX 04/2026 | 2.068 | CONST | | | | | | 2.068 | | | | |
| SDF 04/2026 | 0.517 | CONST | | | | | | 0.517 | | | | |
| AQC:A2 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.554 | | 0.000 | 0.000 | 0.000 | 0.581 | 2.973 | 0.000 | 0.000 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYSDOT 280688 SAFETY <Exempt> | CULVERT REPAIR / REPLACEMENT PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 08/2026 | 0.248 | DETLDES | | | | | 0.248 | | | |
| | | SDF 08/2026 | 0.062 | DETLDES | | | | | 0.062 | | | |
| | | STBG FLEX 10/2025 | 0.081 | PRELDES | | | | | 0.081 | | | |
| | | SDF 10/2025 | 0.020 | PRELDES | | | | | 0.020 | | | |
| | | STBG FLEX 08/2026 | 0.041 | ROWACQU | | | | | 0.041 | | | |
| | | SDF 08/2026 | 0.010 | ROWACQU | | | | | 0.010 | | | |
| | | STBG FLEX 10/2025 | 0.020 | ROWINCD | | | | | 0.020 | | | |
| | | SDF 10/2025 | 0.005 | ROWINCD | | | | | 0.005 | | | |
| | | STBG FLEX 10/2025 | 0.081 | SCOPING | | | | | 0.081 | | | |
| | | SDF 10/2025 | 0.020 | SCOPING | | | | | 0.020 | | | |
| STBG FLEX 11/2027 | 0.000 | CONINSP | | | | | | | 0.316 | | | |
| SDF 11/2027 | 0.000 | CONINSP | | | | | | | 0.079 | | | |
| STBG FLEX 11/2027 | 0.000 | CONST | | | | | | | 2.106 | | | |
| SDF 11/2027 | 0.000 | CONST | | | | | | | 0.526 | | | |
| AQC:A2 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 0.588 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.588 | 0.000 | 3.027 |
| NYSDOT 280689 TRAFFIC <Exempt> | OVERHEAD SIGN STRUCTURE PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE | NHPP 08/2025 | 0.149 | CONINSP | | | | 0.149 | | | | |
| | | SDF 08/2025 | 0.037 | CONINSP | | | | 0.037 | | | | |
| | | NHPP 08/2025 | 0.994 | CONST | | | | 0.994 | | | | |
| | | SDF 08/2025 | 0.248 | CONST | | | | 0.248 | | | | |
| | | NHPP 05/2025 | 0.090 | DETLDES | | | | 0.090 | | | | |
| | | SDF 05/2025 | 0.022 | DETLDES | | | | 0.022 | | | | |
| | | NHPP 11/2024 | 0.030 | PRELDES | | | | 0.030 | | | | |
| | | SDF 11/2024 | 0.007 | PRELDES | | | | 0.007 | | | | |
| | | NHPP 11/2024 | 0.030 | SCOPING | | | | 0.030 | | | | |
| | | SDF 11/2024 | 0.007 | SCOPING | | | | 0.007 | | | | |
| AQC:C13 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 1.614 | | 0.000 | 0.000 | 0.000 | 1.614 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280690 BRIDGE <Exempt> | THIS IS A REGIONWIDE BRIDGE PAINTING PROJECT | NHPP 03/2023 | 0.065 | PRELDES | | 0.065 | | | | | | |
| | | SDF 03/2023 | 0.016 | PRELDES | | 0.016 | | | | | | |
| | | NHPP 03/2023 | 0.065 | SCOPING | | 0.065 | | | | | | |
| | | SDF 03/2023 | 0.016 | SCOPING | | 0.016 | | | | | | |
| | | NHPP 08/2024 | 0.254 | CONINSP | | | 0.254 | | | | | |
| | | SDF 08/2024 | 0.064 | CONINSP | | | 0.064 | | | | | |
| | | NHPP 08/2024 | 1.696 | CONST | | | 1.696 | | | | | |
| | | SDF 08/2024 | 0.424 | CONST | | | 0.424 | | | | | |
| | | NHPP 05/2024 | 0.204 | DETLDES | | | 0.204 | | | | | |
| | | SDF 05/2024 | 0.051 | DETLDES | | | 0.051 | | | | | |
| AQC:A19 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 2.855 | | 0.000 | 0.162 | 2.693 | 0.000 | 0.000 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | | |
|--|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | | |
| NYSDOT 280691 BRIDGE <Exempt> | THIS IS A REGIONWIDE BRIDGE PAINTING PROJECT | NHPP 03/2025 | 0.068 | PRELDES | | | | 0.068 | | | | | |
| | | SDF 03/2025 | 0.017 | PRELDES | | | | 0.017 | | | | | |
| | | NHPP 03/2025 | 0.068 | SCOPING | | | | 0.068 | | | | | |
| | | SDF 03/2025 | 0.017 | SCOPING | | | | 0.017 | | | | | |
| | | NHPP 08/2026 | 0.264 | CONINSP | | | | | 0.264 | | | | |
| | | SDF 08/2026 | 0.066 | CONINSP | | | | | 0.066 | | | | |
| | | NHPP 08/2026 | 1.760 | CONST | | | | | 1.760 | | | | |
| | | SDF 08/2026 | 0.440 | CONST | | | | | 0.440 | | | | |
| | | NHPP 05/2026 | 0.211 | DETLDES | | | | | 0.211 | | | | |
| SDF 05/2026 | 0.053 | DETLDES | | | | | 0.053 | | | | | | |
| AQC:A19 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 2.964 | | 0.000 | 0.000 | 0.000 | 0.170 | 2.794 | 0.000 | 0.000 |
| NYSDOT 280692 BRIDGE <Exempt> | BRIDGE CLEANING PROJECT 24, VARIOUS LOCATIONS, REGIONWIDE | NHPP 08/2023 | 0.062 | CONINSP | | | 0.062 | | | | | | |
| | | SDF 08/2023 | 0.016 | CONINSP | | | 0.016 | | | | | | |
| | | NHPP 08/2023 | 0.416 | CONST | | | 0.416 | | | | | | |
| | | SDF 08/2023 | 0.104 | CONST | | | 0.104 | | | | | | |
| | | NHPP 05/2023 | 0.062 | DETLDES | | | 0.062 | | | | | | |
| | | SDF 05/2023 | 0.016 | DETLDES | | | 0.016 | | | | | | |
| | | NHPP 10/2022 | 0.020 | PRELDES | | | 0.020 | | | | | | |
| | | SDF 10/2022 | 0.005 | PRELDES | | | 0.005 | | | | | | |
| | | NHPP 10/2022 | 0.020 | SCOPING | | | 0.020 | | | | | | |
| SDF 10/2022 | 0.005 | SCOPING | | | 0.005 | | | | | | | | |
| AQC:A19 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | | 0.726 | | 0.000 | 0.726 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280693 TRAFFIC <Exempt> | INTERSECTION IMPROVEMENT PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 07/2024 | 0.072 | DETLDES | | | 0.072 | | | | | | |
| | | SDF 07/2024 | 0.018 | DETLDES | | | 0.018 | | | | | | |
| | | STBG FLEX 10/2023 | 0.024 | PRELDES | | | 0.024 | | | | | | |
| | | SDF 10/2023 | 0.006 | PRELDES | | | 0.006 | | | | | | |
| | | STBG FLEX 07/2024 | 0.012 | ROWACQU | | | 0.012 | | | | | | |
| | | SDF 07/2024 | 0.003 | ROWACQU | | | 0.003 | | | | | | |
| | | STBG FLEX 10/2023 | 0.006 | ROWINCD | | | 0.006 | | | | | | |
| | | SDF 10/2023 | 0.002 | ROWINCD | | | 0.002 | | | | | | |
| | | STBG FLEX 10/2023 | 0.024 | SCOPING | | | 0.024 | | | | | | |
| | | SDF 10/2023 | 0.006 | SCOPING | | | 0.006 | | | | | | |
| | | STBG FLEX 01/2025 | 0.095 | CONINSP | | | | 0.095 | | | | | |
| | | SDF 01/2025 | 0.024 | CONINSP | | | | 0.024 | | | | | |
| STBG FLEX 01/2025 | 0.636 | CONST | | | | 0.636 | | | | | | | |
| SDF 01/2025 | 0.159 | CONST | | | | 0.159 | | | | | | | |
| AQC:A2 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | | 1.087 | | 0.000 | 0.000 | 0.173 | 0.914 | 0.000 | 0.000 | 0.000 |

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|--|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYSDOT 280694 TRAFFIC <Exempt> | TRAFFIC SYSTEMS IMPROVEMENT PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 04/2025 | 0.048 | PRELDES | | | | 0.048 | | | |
| | | SDF 04/2025 | 0.012 | PRELDES | | | | 0.012 | | | |
| | | SDF 04/2025 | 0.002 | ROWINCD | | | | 0.002 | | | |
| | | STBG FLEX 04/2025 | 0.048 | SCOPING | | | | 0.048 | | | |
| | | SDF 04/2025 | 0.012 | SCOPING | | | | 0.012 | | | |
| | | NHPP 07/2026 | 0.172 | CONINSP | | | | | 0.172 | | |
| | | SDF 07/2026 | 0.043 | CONINSP | | | | | 0.043 | | |
| | | STBG FLEX 07/2026 | 0.063 | CONINSP | | | | | 0.063 | | |
| | | SDF 07/2026 | 0.016 | CONINSP | | | | | 0.016 | | |
| | | NHPP 07/2026 | 1.144 | CONST | | | | | 1.144 | | |
| | | SDF 07/2026 | 0.286 | CONST | | | | | 0.286 | | |
| | | STBG FLEX 07/2026 | 0.616 | CONST | | | | | 0.616 | | |
| | | SDF 07/2026 | 0.154 | CONST | | | | | 0.154 | | |
| | | STBG FLEX 01/2026 | 0.082 | DETLDES | | | | | 0.082 | | |
| | | SDF 01/2026 | 0.020 | DETLDES | | | | | 0.020 | | |
| STBG FLEX 01/2026 | 0.004 | ROWACQU | | | | | 0.004 | | | | |
| SDF 01/2026 | 0.001 | ROWACQU | | | | | 0.001 | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.122 | 2.601 | 0.000 | 0.000 |
| NYSDOT 280695 TRAFFIC <Exempt> | INTERSECTION IMPROVEMENT PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE | STBG FLEX 07/2026 | 0.072 | DETLDES | | | | 0.072 | | | |
| | | SDF 07/2026 | 0.018 | DETLDES | | | | 0.018 | | | |
| | | STBG FLEX 10/2025 | 0.024 | PRELDES | | | | 0.024 | | | |
| | | SDF 10/2025 | 0.006 | PRELDES | | | | 0.006 | | | |
| | | STBG FLEX 07/2026 | 0.012 | ROWACQU | | | | 0.012 | | | |
| | | SDF 07/2026 | 0.003 | ROWACQU | | | | 0.003 | | | |
| | | STBG FLEX 10/2025 | 0.006 | ROWINCD | | | | 0.006 | | | |
| | | SDF 10/2025 | 0.002 | ROWINCD | | | | 0.002 | | | |
| | | STBG FLEX 10/2025 | 0.024 | SCOPING | | | | 0.024 | | | |
| | | SDF 10/2025 | 0.006 | SCOPING | | | | 0.006 | | | |
| | | STBG FLEX 01/2027 | 0.099 | CONINSP | | | | | | 0.099 | |
| | | SDF 01/2027 | 0.025 | CONINSP | | | | | | 0.025 | |
| STBG FLEX 01/2027 | 0.660 | CONST | | | | | | 0.660 | | | |
| SDF 01/2027 | 0.165 | CONST | | | | | | 0.165 | | | |
| AQC:A2 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.173 | 0.949 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|---|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| NYSDOT 280696 SAFETY <Exempt> | SMALL CULVERT / PREV MAINT PROJECT 25, VARIOUS LOCATIONS, REGIONWIDE | NHPP 11/2023 | 0.041 | PRELDES | | | 0.041 | | | | |
| | | SDF 11/2023 | 0.010 | PRELDES | | | 0.010 | | | | |
| | | NHPP 11/2023 | 0.041 | SCOPING | | | 0.041 | | | | |
| | | SDF 11/2023 | 0.010 | SCOPING | | | 0.010 | | | | |
| | | NHPP 08/2025 | 0.118 | CONINSP | | | | 0.118 | | | |
| | | SDF 08/2025 | 0.029 | CONINSP | | | | 0.029 | | | |
| | | STBG FLEX 08/2025 | 1.469 | CONST | | | | 1.469 | | | |
| | | SDF 08/2025 | 0.367 | CONST | | | | 0.367 | | | |
| | | NHPP 05/2025 | 0.082 | DETLDES | | | | 0.082 | | | |
| SDF 05/2025 | 0.020 | DETLDES | | | | 0.020 | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.102 | 2.085 | 0.000 | 0.000 | 0.000 |
| NYSDOT 280697 SAFETY <Exempt> | SMALL CULVERT / PREV MAINT PROJECT 27, VARIOUS LOCATIONS, REGIONWIDE | NHPP 04/2025 | 0.041 | PRELDES | | | | 0.041 | | | |
| | | SDF 04/2025 | 0.010 | PRELDES | | | | 0.010 | | | |
| | | NHPP 04/2025 | 0.041 | SCOPING | | | | 0.041 | | | |
| | | SDF 04/2025 | 0.010 | SCOPING | | | | 0.010 | | | |
| | | NHPP 01/2028 | 0.000 | CONINSP | | | | | | | 0.122 |
| | | SDF 01/2028 | 0.000 | CONINSP | | | | | | | 0.030 |
| | | NHPP 01/2028 | 0.000 | CONST | | | | | | | 1.523 |
| | | SDF 01/2028 | 0.000 | CONST | | | | | | | 0.381 |
| | | NHPP 10/2027 | 0.000 | DETLDES | | | | | | | 0.082 |
| SDF 10/2027 | 0.000 | DETLDES | | | | | | | 0.020 | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.102 | 0.000 | 0.000 | 2.158 |
| NYSDOT 280698 BRIDGE <Exempt> | BRIDGE CLEANING PROJECT 26, VARIOUS LOCATIONS, REGIONWIDE | NHPP 08/2025 | 0.065 | CONINSP | | | | 0.065 | | | |
| | | SDF 08/2025 | 0.016 | CONINSP | | | | 0.016 | | | |
| | | NHPP 08/2025 | 0.432 | CONST | | | | 0.432 | | | |
| | | SDF 08/2025 | 0.108 | CONST | | | | 0.108 | | | |
| | | NHPP 05/2025 | 0.065 | DETLDES | | | | 0.065 | | | |
| | | SDF 05/2025 | 0.016 | DETLDES | | | | 0.016 | | | |
| | | NHPP 10/2024 | 0.021 | PRELDES | | | | 0.021 | | | |
| | | SDF 10/2024 | 0.005 | PRELDES | | | | 0.005 | | | |
| | | NHPP 10/2024 | 0.021 | SCOPING | | | | 0.021 | | | |
| SDF 10/2024 | 0.005 | SCOPING | | | | 0.005 | | | | | |
| AQC:A19 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.754 | 0.000 | 0.000 | 0.000 |

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Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|--|--|-----------------------------------|---|--------------|--|----------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
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| | | | | | | | | | | | |
| NYS DOT 2ITS24 TRAFFIC <Exempt> | THE PROJECT WILL UTILIZE A CONGESTION MITIGATION APPROACH TO IDENTIFY IMPROVEMENTS TO ENHANCE THE OPERATIONS, CAPACITY, AND PROVIDE BETTER MANAGEMENT OF EXISTING TRANSPORTATION FACILITIES TO IMPROVE TRAFFIC FLOW, AIR QUALITY, MOVEMENT OF VEHICLES AND GOODS, AND ENHANCE SYSTEM ACCESSIBILITY AND SAFETY THROUGHOUT THE REGION. | NHPP 08/2023 SDF 08/2023 | 0.946 0.236 | OPER OPER | | 0.946 0.236 | | | | | |
| AQC:A7 | MULTI | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 1.182 | | 0.000 | 1.182 | 0.000 | 0.000 | 0.000 | 0.000 |

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Highway

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|-----------------------------------|---|---------------------------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 2LC111 SAFETY <Exempt> | THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C260116,C260130,C260163.) | STBG FLEX 08/2023 | 0.288 | CONINSP | | 0.288 | | | | | | |
| | | SDF 08/2023 | 0.072 | CONINSP | | 0.072 | | | | | | |
| | | PIT BOND 08/2023 | 1.313 | CONST | | 1.313 | | | | | | |
| | | STBG FLEX 08/2023 | 0.630 | CONST | | 0.630 | | | | | | |
| | | SDF 08/2023 | 0.158 | CONST | | 0.158 | | | | | | |
| | | SDF 12/2022 | 0.248 | DETLDES | | 0.248 | | | | | | |
| | | PIT BOND 12/2022 | 1.408 | DETLDES | | 1.408 | | | | | | |
| | | SDF 12/2022 | 0.134 | ROWACQU | | 0.134 | | | | | | |
| AQC:N/A | MULTI | TPC: \$4.6-\$7.5 M | TOTAL 5YR COST : | 4.251 | | 0.000 | 4.251 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 2LC112 SAFETY <Exempt> | THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C240056,C240072,C260106.) | STBG FLEX 09/2023 | 0.288 | CONINSP | | 0.288 | | | | | | |
| | | SDF 09/2023 | 0.072 | CONINSP | | 0.072 | | | | | | |
| | | PIT BOND 09/2023 | 1.281 | CONST | | 1.281 | | | | | | |
| | | STBG FLEX 09/2023 | 0.615 | CONST | | 0.615 | | | | | | |
| | | SDF 09/2023 | 0.154 | CONST | | 0.154 | | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 2.410 | | 0.000 | 2.410 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| NYS DOT 2LC121 SAFETY <Exempt> | THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C230051,C230091.) | NHPP 08/2024 | 0.138 | CONINSP | | | 0.138 | | | | | |
| | | SDF 08/2024 | 0.035 | CONINSP | | | 0.035 | | | | | |
| | | STBG FLEX 08/2024 | 0.120 | CONINSP | | | 0.120 | | | | | |
| | | SDF 08/2024 | 0.030 | CONINSP | | | 0.030 | | | | | |
| | | PIT BOND 08/2024 | 1.344 | CONST | | | 1.344 | | | | | |
| | | NHPP 08/2024 | 0.345 | CONST | | | 0.345 | | | | | |
| | | PIT BOND 08/2024 | 0.086 | CONST | | | 0.086 | | | | | |
| | | STBG FLEX 08/2024 | 0.300 | CONST | | | 0.300 | | | | | |
| | | SDF 08/2024 | 0.075 | CONST | | | 0.075 | | | | | |
| | | SDF 12/2023 | 0.114 | DETLDES | | | 0.114 | | | | | |
| | | PIT BOND 12/2023 | 0.644 | DETLDES | | | 0.644 | | | | | |
| | | SDF 12/2023 | 0.090 | ROWACQU | | | 0.090 | | | | | |
| | | AQC:A2 | HERKIMER | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.321 | | 0.000 | 0.000 | 3.321 | 0.000 | 0.000 |
| NYS DOT 2LC131 SAFETY <Exempt> | THIS PROJECT WILL REPLACE AND REHABILITATE LARGE CULVERTS ON THE STATE SYSTEM WITH A FOCUS ON SAFETY, INFRASTRUCTURE AND HYDRAULIC RESILIENCY, SUPPORTING THE STATE'S ECONOMY AND ENVIRONMENTAL STEWARDSHIP (CINS C240033, C270026, C270037.) | STBG FLEX 08/2024 | 0.288 | CONINSP | | | 0.288 | | | | | |
| | | SDF 08/2024 | 0.072 | CONINSP | | | 0.072 | | | | | |
| | | PIT BOND 08/2024 | 1.281 | CONST | | | 1.281 | | | | | |
| | | STBG FLEX 08/2024 | 0.615 | CONST | | | 0.615 | | | | | |
| | | SDF 08/2024 | 0.154 | CONST | | | 0.154 | | | | | |
| | | SDF 12/2023 | 0.072 | DETLDES | | | 0.072 | | | | | |
| | | PIT BOND 12/2023 | 0.410 | DETLDES | | | 0.410 | | | | | |
| | | SDF 12/2023 | 0.067 | ROWACQU | | | 0.067 | | | | | |
| AQC:A2 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | 2.959 | | 0.000 | 0.000 | 2.959 | 0.000 | 0.000 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|---|---|---|--|--|-------------|-------------|----------------|---|-------------|--|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYSDOT 2TB261 BRIDGE <Exempt> | SFY 26 BLOCK FUND FOR BRIDGE PM WORK IN ONEIDA AND HERKIMER COUNTIES | STBG FLEX 10/2024 SDF 10/2024 NHPP 04/2027 SDF 04/2027 STBG FLEX 04/2027 SDF 04/2027 STBG-OFF 04/2027 SDF 04/2027 | 1.505 0.376 3.420 0.855 0.912 0.228 0.228 0.057 | MISC MISC CONST CONST CONST CONST CONST CONST | | | | 1.505 0.376 | | | 3.420 0.855 0.912 0.228 0.228 0.057 | |
| AQC:J1 | MULTI | TPC: \$6-\$9.4 M | TOTAL 5YR COST : | 7.581 | | 0.000 | 0.000 | 0.000 | 1.881 | 0.000 | 5.700 | 0.000 |
| NYSDOT 2TB271 BRIDGE <Exempt> | BLOCK FUND FOR BRIDGE PM WORK IN ONEIDA AND HERKIMER COUNTIES | STBG FLEX 10/2025 SDF 10/2025 NHPP 10/2027 SDF 10/2027 STBG FLEX 10/2027 SDF 10/2027 STBG-OFF 10/2027 SDF 10/2027 | 1.505 0.376 0.000 0.000 0.000 0.000 0.000 0.000 | MISC MISC CONST CONST CONST CONST CONST CONST | | | | | 1.505 0.376 | | 3.420 0.855 0.912 0.228 0.228 0.057 | |
| AQC:J1 | MULTI | TPC: \$6-\$9.4 M | TOTAL 5YR COST : | 1.881 | | 0.000 | 0.000 | 0.000 | 0.000 | 1.881 | 0.000 | 5.700 |
| NYSDOT 2TLB25 BRIDGE <Exempt> | BLOCK FUND PROJECT FOR LOCALLY ADMINISTERED BRIDGE AND PAV'T PROJECTS | STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 | 1.184 0.296 0.416 0.104 | CONST CONST MISC MISC | | | | | 1.184 0.296 0.416 0.104 | | | |
| AQC:J1 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 2.000 | | 0.000 | 0.000 | 0.000 | 0.000 | 2.000 | 0.000 | 0.000 |
| NYSDOT 2TILS24 SAFETY <Exempt> | BLOCK FUND THIS BLOCK OF FUNDS WILL BE USED TO FUND PROJECTS THAT WILL ADDRESS LOCAL SAFETY DEFICIENCIES AT VARIOUS LOCATIONS IN REGION 2 | HSIP 01/2026 LOCAL 01/2026 HSIP 01/2027 LOCAL 01/2027 | 0.189 0.022 1.611 0.179 | MISC MISC MISC MISC | | | | | 0.189 0.022 | | 1.611 0.179 | |
| AQC:J1 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | 2.001 | | 0.000 | 0.000 | 0.000 | 0.000 | 0.211 | 1.790 | 0.000 |
| NYSDOT 2TP251 MISC <Exempt> | BLOCK FUND PM PAVEMENT 25, VARIOUS LOCATIONS, HERKIMER & ONEIDA COUNTIES | NHPP 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026 SDF 01/2026 NHPP 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026 | 0.900 0.225 3.600 0.900 1.088 0.504 0.126 0.389 0.097 | CONST CONST CONST CONST MISC MISC MISC MISC MISC | | | | | 0.900 0.225 3.600 0.900 1.088 0.504 0.126 0.389 0.097 | | | |
| AQC:J1 | MULTI | TPC: \$7.5-\$12 M | TOTAL 5YR COST : | 7.829 | | 0.000 | 0.000 | 0.000 | 0.000 | 7.829 | 0.000 | 0.000 |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|--|-----------------------------------|---|-------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| NYS DOT 2TP261 MISC <Exempt> | BLOCK FUND PM PAVEMENT 26, VARIOUS LOCATIONS, HERKIMER & ONEIDA COUNTIES | NHPP 04/2027 | 1.920 | CONST | | | | | | 1.920 | | |
| | | SDF 04/2027 | 0.480 | CONST | | | | | | 0.480 | | |
| | | STBG FLEX 04/2027 | 4.800 | CONST | | | | | | | 4.800 | |
| | | SDF 04/2027 | 1.200 | CONST | | | | | | | 1.200 | |
| | | NHPP 04/2027 | 0.672 | MISC | | | | | | | 0.672 | |
| | | SDF 04/2027 | 0.168 | MISC | | | | | | | 0.168 | |
| | | STBG FLEX 04/2027 | 1.680 | MISC | | | | | | | 1.680 | |
| | | SDF 04/2027 | 0.420 | MISC | | | | | | | 0.420 | |
| AQC:J1 | MULTI | TPC: \$9.5-15.5 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.340 | 0.000 | |
| NYS DOT 2TP271 MISC <Exempt> | BLOCK FUND PM PAVEMENT 27, VARIOUS LOCATIONS, HERKIMER & ONEIDA COUNTIES | STBG FLEX 04/2027 | 8.920 | CONST | | | | | | 8.920 | | |
| | | SDF 04/2027 | 2.230 | CONST | | | | | | 2.230 | | |
| | | STBG FLEX 10/2027 | 0.000 | MISC | | | | | | | | 3.430 |
| | | SDF 10/2027 | 0.000 | MISC | | | | | | | | 0.858 |
| AQC:J1 | MULTI | TPC: \$12.5-\$19 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.150 | 4.288 | |
| NYS DOT 2TTR23 SAFETY <Exempt> | BLOCK FUND THIS PROJECT SETS ASIDE FUNDS TO ADDRESS PEDESTRIAN AND VEHICULAR SAFETY AT PIL LOCATIONS, VARIOUS LOCATIONS, REGIONWIDE IN 2023. | HSIP 01/2023 | 0.136 | MISC | | 0.136 | | | | | | |
| | | SDF 01/2023 | 0.015 | MISC | | 0.015 | | | | | | |
| | | HSIP 01/2024 | 0.995 | MISC | | | 0.995 | | | | | |
| | | SDF 01/2024 | 0.110 | MISC | | | 0.110 | | | | | |
| AQC:J1 | MULTI | TPC: \$1.2-\$2.5 M | TOTAL 5YR COST : | | 0.000 | 0.151 | 1.105 | 0.000 | 0.000 | 0.000 | 0.000 | |
| NYS DOT 2TTR24 SAFETY <Exempt> | SAFETY PROJECT 24 (BLOCK FUND), VARIOUS LOCATIONS, REGIONWIDE | HSIP 09/2023 | 0.900 | MISC | | 0.900 | | | | | | |
| | | SDF 09/2023 | 0.100 | MISC | | 0.100 | | | | | | |
| | | HSIP 04/2024 | 2.700 | CONST | | | 2.700 | | | | | |
| | | SDF 04/2024 | 0.300 | CONST | | | 0.300 | | | | | |
| AQC:J1 | MULTI | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | | 0.000 | 1.000 | 3.000 | 0.000 | 0.000 | 0.000 | 0.000 | |
| NYS DOT 2TTR25 SAFETY <Exempt> | SAFETY PROJECT 25 (BLOCK FUND) | HSIP 04/2025 | 1.458 | CONST | | | | 1.458 | | | | |
| | | SDF 04/2025 | 0.162 | CONST | | | | 0.162 | | | | |
| | | HSIP 10/2024 | 0.477 | MISC | | | | 0.477 | | | | |
| | | SDF 10/2024 | 0.053 | MISC | | | | 0.053 | | | | |
| AQC:J1 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 2.150 | 0.000 | 0.000 | 0.000 | |
| NYS DOT 2TTR26 SAFETY <Exempt> | SAFETY PROJECT 26 (BLOCK FUND) | HSIP 04/2026 | 1.485 | CONST | | | | | 1.485 | | | |
| | | SDF 04/2026 | 0.165 | CONST | | | | | 0.165 | | | |
| | | HSIP 10/2025 | 0.486 | MISC | | | | 0.486 | | | | |
| | | SDF 10/2025 | 0.054 | MISC | | | | 0.054 | | | | |
| AQC:J1 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.000 | 2.190 | 0.000 | 0.000 | |

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | | |
|---|--|-----------------------------------|---|---------|--|-------------|-------------|-------------|-------------|-------------|------------------|-------|--|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | | |
| NYS DOT 2TTR27 SAFETY <Exempt> | 2TTR27 - SAFETY PROJECT 27 (BLOCK FUND) | HSIP 04/2027 | 1.512 | CONST | | | | | | | 1.512 | | |
| | | SDF 04/2027 | 0.168 | CONST | | | | | | | 0.168 | | |
| | | HSIP 10/2026 | 0.495 | MISC | | | | | | | | 0.495 | |
| | | SDF 10/2026 | 0.055 | MISC | | | | | | | | 0.055 | |
| AQC:J1 | MULTI | TPC: \$2-\$4 M | TOTAL 5YR COST : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.230 | 0.000 | | |
| NYS DOT 2V2401 R&P <Exempt> | VENDOR PLACED PAVING 24 (BLOCK FUND), VARIOUS LOCATIONS, REGIONWIDE | SDF 06/2023 | 0.105 | PRELDES | | 0.105 | | | | | | | |
| | | SDF 06/2023 | 0.070 | SCOPING | | 0.070 | | | | | | | |
| | | SDF 04/2024 | 0.750 | CONINSP | | | 0.750 | | | | | | |
| | | SDF 04/2024 | 5.000 | CONST | | | 5.000 | | | | | | |
| | | STBG FLEX 04/2024 | 2.174 | CONST | | | 2.174 | | | | | | |
| | | SDF 04/2024 | 0.543 | CONST | | | 0.543 | | | | | | |
| | | SDF 11/2023 | 0.210 | DETLDES | | | 0.210 | | | | | | |
| AQC:J1 | MULTI | TPC: \$7.5-\$12 M | TOTAL 5YR COST : | | 0.000 | 0.175 | 8.677 | 0.000 | 0.000 | 0.000 | 0.000 | | |

H. TRANSIT PROJECTS

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

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

**** Herkimer-Oneida Counties Transportation Study ****
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|--|--|-----------------------------------|---|--------|--|-------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| Oneida CO 282155 TRANSIT <Exempt> | TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE, SYSTEMWIDE | FTA 5311 10/2022 | 0.145 | MISC | | 0.145 | | | | | |
| | | STATE 10/2022 | 0.018 | MISC | | 0.018 | | | | | |
| | | LOCAL 10/2022 | 0.018 | MISC | | 0.018 | | | | | |
| | | FTA 5311 10/2023 | 0.145 | MISC | | | 0.145 | | | | |
| | | STATE 10/2023 | 0.018 | MISC | | | 0.018 | | | | |
| | | LOCAL 10/2023 | 0.018 | MISC | | | 0.018 | | | | |
| | | FTA 5311 10/2024 | 0.145 | MISC | | | | 0.145 | | | |
| | | STATE 10/2024 | 0.018 | MISC | | | | 0.018 | | | |
| | | LOCAL 10/2024 | 0.018 | MISC | | | | 0.018 | | | |
| | | FTA 5311 10/2025 | 0.145 | MISC | | | | | 0.145 | | |
| | | STATE 10/2025 | 0.018 | MISC | | | | | 0.018 | | |
| | | LOCAL 10/2025 | 0.018 | MISC | | | | | 0.018 | | |
| | | FTA 5311 10/2026 | 0.145 | MISC | | | | | | 0.145 | |
| | | STATE 10/2026 | 0.018 | MISC | | | | | | 0.018 | |
| LOCAL 10/2026 | 0.018 | MISC | | | | | | 0.018 | | | |
| FTA 5311 10/2027 | 0.000 | MISC | | | | | | | 0.145 | | |
| STATE 10/2027 | 0.000 | MISC | | | | | | | 0.018 | | |
| LOCAL 10/2027 | 0.000 | MISC | | | | | | | 0.018 | | |
| AQC:N/A | ONEIDA | TPC: \$0.6-\$1.5 M | TOTAL 5YR COST : | 0.905 | | 0.000 | 0.181 | 0.181 | 0.181 | 0.181 | 0.181 |
| CENTRO ONEIDA 282170 TRANSIT <Exempt> | TO ENABLE AND SUSTAIN CONTINUED OPERATION OF TRANSIT SERVICE IN THE URBANIZED AREA OF ONEIDA CO INCLUDING CITY OF UTICA, TN OF NEW HARTFORD, WHITESTOWN, KIRKLAND BY CENTRO OF ONEIDA-UTICA | FTA 5307 10/2024 | 2.000 | MISC | | | | 2.000 | | | |
| | | STATE 10/2024 | 1.000 | MISC | | | | 1.000 | | | |
| | | LOCAL 10/2024 | 1.000 | MISC | | | | 1.000 | | | |
| | | FTA 5307 10/2025 | 2.000 | MISC | | | | | 2.000 | | |
| | | STATE 10/2025 | 1.000 | MISC | | | | | 1.000 | | |
| | | LOCAL 10/2025 | 1.000 | MISC | | | | | 1.000 | | |
| | | FTA 5307 10/2026 | 2.000 | MISC | | | | | | 2.000 | |
| | | STATE 10/2026 | 1.000 | MISC | | | | | | 1.000 | |
| LOCAL 10/2026 | 1.000 | MISC | | | | | | 1.000 | | | |
| AQC:N/A | ONEIDA | TPC: \$32-\$50 M | TOTAL 5YR COST : | 12.000 | | 0.000 | 0.000 | 0.000 | 4.000 | 4.000 | 4.000 |
| CENTRO-UTICA 282171 TRANSIT <Exempt> | PURCHASE PARATRANSIT/ CALL-A-BUS VEHICLES WITH LIFTS FOR CENTRO-UTICA, ONEIDA CO | FTA 5339 10/2023 | 0.352 | MISC | | | 0.352 | | | | |
| | | STATE 10/2023 | 0.044 | MISC | | | 0.044 | | | | |
| | | LOCAL 10/2023 | 0.044 | MISC | | | 0.044 | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | 0.440 | | 0.000 | 0.000 | 0.440 | 0.000 | 0.000 | 0.000 |

**** Herkimer-Oneida Counties Transportation Study ****

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| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | | |
|--|--|--|---|--|--|---|-------------------------|-------------|-------------|-------------|------------------|-------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 | |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | | |
| CENTRO ONEIDA 282175 TRANSIT <Exempt> | REPLACE 1 EXISTING BUSES IN URBAN FLEET TO MAINTAIN STATE OF GOOD REPAIR, AS A SAFETY IMPROVEMENT TO EXTEND SERVICE LIFE FOR ROME SYSTEM | FTA 5307 10/2023 STATE 10/2023 LOCAL 10/2023 | 0.380 0.048 0.048 | MISC MISC MISC | | | 0.380 0.048 0.048 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | 0.476 | | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282176 TRANSIT <Exempt> | REPLACE DIESEL TRANSIT BUSES FOR CENTRO OF ONEIDA-UTICA, ONEIDA CO TO IMPROVE EFFICIENCY IN OPERATIONS;TO MAINTAIN STATE OF GOOD REPAIR FOR THE UTICA SYSTEM | FTA 5307 10/2023 STATE 10/2023 LOCAL 10/2023 | 4.096 0.512 0.512 | MISC MISC MISC | | | 4.096 0.512 0.512 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$4.6-\$7.5 M | TOTAL 5YR COST : | 5.120 | | 0.000 | 0.000 | 5.120 | 0.000 | 0.000 | 0.000 | 0.000 |
| Centro Oneida 282180 TRANSIT <Exempt> | CAPITAL ASSISTANCE FOR BUS/BUS FACILITIES IN FOR CENTRO OF ONEIDA, ONEIDA COUNTY TO IMPROVE EFFICIENCY IN OPERATIONS; TO MAINTAIN A STATE OF GOOD REPAIR | FTA 5339 10/2023 STATE 10/2023 LOCAL 10/2023 | 2.744 0.343 0.343 | VEHEQUIP VEHEQUIP VEHEQUIP | | | 2.744 0.343 0.343 | | | | | |
| AQC:N/A | ONEIDA | TPC: \$3.3-\$5.6 M | TOTAL 5YR COST : | 3.430 | | 0.000 | 0.000 | 3.430 | 0.000 | 0.000 | 0.000 | 0.000 |
| Oneida CO 282190 TRANSIT <Exempt> | ANNUAL ALLOCATION FOR FTA SECTION 5310 TO IMPROVE EFFICIENCY IN OPERATIONS;AS SAFETY IMPROVEMENT; TO IMPROVE CUSTOMER EXPERIENCE | FTA 5310 10/2022 STATE 10/2022 LOCAL 10/2022 STATE 10/2022 LOCAL 10/2022 FTA 5310 10/2023 STATE 10/2023 LOCAL 10/2023 STATE 10/2023 LOCAL 10/2023 FTA 5310 10/2024 STATE 10/2024 LOCAL 10/2024 STATE 10/2024 LOCAL 10/2024 FTA 5310 10/2025 LOCAL 10/2025 FTA 5310 10/2026 LOCAL 10/2026 | 0.209 0.000 0.000 0.000 0.052 0.213 0.000 0.000 0.000 0.054 0.217 0.000 0.000 0.000 0.056 0.221 0.058 0.225 0.060 | MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC | | 0.209 0.000 0.000 0.000 0.052 0.213 0.000 0.000 0.000 0.054 0.217 0.000 0.000 0.000 0.056 0.221 0.058 0.225 0.060 | | | | | | |
| AQC:N/A | ONEIDA | TPC: \$2-\$4 M | TOTAL 5YR COST : | 1.365 | | 0.000 | 0.261 | 0.267 | 0.273 | 0.279 | 0.285 | 0.000 |

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Transit

| AGENCY PIN WORKTYPE <AQ STATUS> | PROJECT DESCRIPTION | FUND SOURCES & OBLIGATION DATE | TOTAL 5-YEAR PROGRAM in millions of dollars | PHASE | 5-YEAR PROGRAM (FFY) Starting October 01, 2022 | | | | | | |
|---|---|--|---|----------------------|--|-------------------------|-------------|-------------|-------------|-------------|------------------|
| | | | | | PRE FFY 2023 | FFY 2023 | FFY 2024 | FFY 2025 | FFY 2026 | FFY 2027 | POST FFY 2027 |
| AQ CODE | COUNTY | TOTAL PROJECT COST | | | | | | | | | |
| CENTRO ONEIDA 282203 MISC <Exempt> | MAINTENANCE AT UTICA FACILITY - REPLACEMENT OF AIRLIFT DOOR | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.012 0.002 0.001 | MISC MISC MISC | | 0.012 0.002 0.001 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.015 | 0.000 | 0.015 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282204 MISC <Exempt> | EQUIPMENT PURCHASE - FOUR POST LIFT - FOR UTICA FACILITY | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.040 0.005 0.005 | MISC MISC MISC | | 0.040 0.005 0.005 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.050 | 0.000 | 0.050 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282205 MISC <Exempt> | PURCHASE OF GENERATOR FOR UTICA FACILITY. | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.200 0.025 0.025 | MISC MISC MISC | | 0.200 0.025 0.025 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282206 MISC <Exempt> | PURCHASE OF SCRUBBER WALK-BEHIND FOR ROME FACILITY | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.012 0.002 0.001 | MISC MISC MISC | | 0.012 0.002 0.001 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.015 | 0.000 | 0.015 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282207 MISC <Exempt> | ADDITIONAL SECURITY CAMERS AT THE ROME GARAGE, UTICA GARAGE, UTICA HUB | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.022 0.003 0.002 | MISC MISC MISC | | 0.022 0.003 0.002 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.027 | 0.000 | 0.027 | 0.000 | 0.000 | 0.000 | 0.000 |
| CENTRO ONEIDA 282208 MISC <Exempt> | PURCHASE OF SWEEPER/SCRUBBER FOR UTICA FACILITY | FTA 5307 10/2022 STATE 10/2022 LOCAL 10/2022 | 0.064 0.008 0.008 | MISC MISC MISC | | 0.064 0.008 0.008 | | | | | |
| AQC:N/A | ONEIDA | TPC: <\$0.75 M | TOTAL 5YR COST : | | 0.080 | 0.000 | 0.080 | 0.000 | 0.000 | 0.000 | 0.000 |

I. TIP MODIFICATION PROCESS TABLE

HOCTC TIP Modification Process

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

D. HOCTC SELF-CERTIFICATION

A. REQUIRED AGREEMENTS

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

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

B. PLANNING/TECHNICAL

1. UPWP

The Herkimer-Oneida Counties Transportation Council adopted a Unified Planning Work Program for 2022 – 2023 in February 2022. The work program includes ongoing public participation activities, data collection and performance measurement tasks, traffic modeling, technical assistance to municipalities, Geographic Information system (GIS) work, long-range plan development, and corridor-planning activities described in support of issues identified in the current HOCTC Long Range Plan. The Local Transportation Planning Assistance Program is also designed to be responsive to individual member municipality requests, and subject to board approval, for assistance with transportation-related studies that are in support of HOCTC goals, objectives, and principles.

2. Long-Range Transportation Plan (LRTP)

HOCTC 2020 – 2040 LRTP was adopted via HOCTC Resolution 2019 – 27 in December 2019. The LRTP lists all current State and Federal planning factors and emphasis areas as well as HOCTC’s planning principles, goals, and priorities. Through an analysis of data, regional priorities and projects are identified as candidates for implementation through HOCTC Unified Planning Work Program and Transportation Improvement Program as funds are available within each fiscally constrained year of the TIP.

An expanded public outreach for the LRTP was conducted which included three open houses, four outreach booths held at public events, a public survey, a public comment period, and a formal public hearing. A full list of agencies consulted is contained within the LRTP and includes the Oneida Indian Nation, NYSDEC, and jurisdictional agencies overseeing activities in Oneida and Herkimer Counties.

Additionally, HOCTC completed a Transportation Atlas to complement the 2020 – 2040 Long Range Transportation Plan in July 2022. The goal of the Transportation Atlas is to visually show relevant information and data related to the transportation network in the Herkimer and Oneida County region. The document is graphically rich with easily decipherable elements for use by policymakers and the general public.

3. Transportation Improvement Program (TIP)

The 2020 – 2024 TIP is the current MPO capital program which was approved via HOCTC Resolution 2019 – 19 in June 2019. The draft 2023 – 2027 TIP was released on August 1, 2022, for public review and comment for 30 days. The draft TIP was approved by the GP&L Committee on September 6, 2022, via HOCTC Resolution 2022 – 16. The effective date is to be determined by an agreement between USDOT and NYSDOT.

As is the case with the LRTP, conformity approval is not required for the TIP on account of the classification of the Utica-Rome area as air quality attainment for the 2008 ozone standard effective as of July 20, 2012, and the United States Environmental Protection Agency's revocation of conformity requirements effective on July 20 of 2013.

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

In development for HOCTC’s website is an interactive project viewer for the 2023 – 2027 TIP. It is being developed to enhance public information and address required visualization techniques.

The viewer will be an ESRI ArcOnline Web Mapping Application and will include project data, financial information, maps, and aerial photographs of the project location.

4. Technical Areas

Technical studies are proceeding consistently with the current UPWP. GIS network development and road condition scoring of network roads continue to be an emphasis area, along with bicycle and pedestrian planning for HOCTC. An enhanced emphasis is being placed on mobility management and transit operations. Overall, targeted safety evaluations and highway safety programs are emerging focus. Finally, an integrated focus is on enhancing the connection between transportation investments and economic development.

5. Special Considerations in the Transportation Planning Process

(a) Title VI – HOCTC ensures that no person shall be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in the transportation planning process. HOCTC continues to assist Oneida County in maintaining compliance with Title VI by working with the Title VI Coordinator for Oneida County. This includes preparing all updates to the Oneida County Title VI policy for review by the coordinator and preparing compliance documentation responses to be sent to NYSDOT. HOCTC provides Title VI compliance review assistance to Herkimer County, in the same manner as it works with Oneida County, to maintain compliance with the NYSDOT Office of Civil Rights.

- i. **Environmental Justice (EJ)** - The Environmental Justice Analysis 2021 (EJ 2021) was adopted by the GP&L in December 2021 via HOCTC Resolutions 2021-29 with an effective date of January 1, 2022. Additionally, as a part of this update, the additional populations of disabled people, Limited English Proficiency (LEP) populations, the elderly, households without vehicles, and renter-occupied households were also analyzed at the Census Block Group scale. Using GIS to spatially illustrate the data, the EJ 2021 analysis identifies Census Tracts that have a higher concentration of minority and/or low-income populations within our planning area. These additional categories allowed for HOCTC to more accurately identify areas in need of environmental justice throughout the MPA.
- ii. **Limited English Proficiency (LEP)** – Specific outreach to senior organizations, low mobility populations, and LEP populations was conducted as part of the LRTP update and FTA 5310 and 5311 solicitations. There is a large Limited English Population (LEP) that has been identified for targeted inclusion in the transportation planning programs per the HOCTC 2021 Environmental Justice Plan. The HOCTC website is used as the main communication tool and is continuously updated to include the current UPWP, TIP, LRTP, meeting notices, agendas, and amendments in an accessible format. The HOCTC has increased efforts to reach disadvantaged and LEP populations within the MPA through partnerships with human service agencies (The Center for Refugees, the Resource Center for Independent Living, Mohawk Valley Community Action, Utica Neighborhood & Homeownership Center, NCAA-Rome Chapter, the ARC Oneida-Lewis Chapter) and the

utilization of translation services for planning documents, projects, policy updates, and program materials.

- iii. **Americans with Disabilities Act (ADA)** – Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and community participation projects. HOCTC planning efforts include consideration of services for the elderly, disabled persons, and for those who are not able to travel by personal vehicle. MPO meetings are held in ADA-accessible facilities. ADA compliance is monitored through the ADA paratransit services offered by the transit operator and staff review of federally funded projects and plans. HOCTC works to provide education and training on ADA requirements within its MPA.
 - iv. **Disadvantaged Business Enterprises (DBE)** – HOCTC reports on the utilization of DBE entities to deliver the planning and capital program. This includes provisions in all RFP for professional services to utilize DBE and MWDBE entities. Reports are submitted on a semi-annual basis to NYSDOT, and HOCTC has also signed on to NYSDOT's DBE plan.
- (b) **Private Operators** - Consideration is given to private transportation providers. Private transportation operators will be considered and involved in any future planning efforts to develop additional services to rural areas, particularly as part of the implementation of the Coordinated Human Services Transportation Plan, which was updated in 2021. Additional inclusion is achieved through the Transportation Coordination Committee (TCC).
- (c) **Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop HOCTC plans and programs and to guide project selection processes. HOCTC staff continues to maintain its relationships with local land use planning organizations through communication and consultation. The development of the draft 2023 – 2027 TIP has incorporated programming instructions that are consistent with NYSDOT's Forward Four principles, which include, preservation first, system, not projects, maximizing return on investment, and sustainability. Additionally, maintenance and preservation activities over "worst-first" infrastructure replacement projects are emphasized as well.
- (d) **Congestion Management Process** – No process in place (not required because HOCTC MPA is located in an attainment area).
- (e) **Public Participation Plan** – The HOCTC Public Participation Plan (PPP) was updated and approved via HOCTC Resolution 2020 – 15 in September 2020. The Plan addresses all users of the HOCTC transportation network including users of walking and bicycling facilities, and persons with disabilities. HOCTC actively solicits public involvement through media, public meetings, mailings, and events where the public gathers. HOCTC staff regularly meets with local officials, participates in public meetings, and holds public information meetings and planning forums to involve the general public and concerned businesses and agencies. Special efforts are made to involve freight and transit users in all corridor and related planning activities. All meetings of HOCTC Planning and Policy Committees are open to the public. Local newspapers are notified of meetings. The agendas for those meetings regularly include a section for "Public Comment". Legal notices are issued during the development of all core

publications, announcing the opportunity for public review and comment, as prescribed by the PPP. The HOCTC website contains all recent MPO meeting agendas, work products, meeting minutes, and the most current versions of annual or recurring documents. The website allows for public comment on publications and provides opportunities for the public to contact staff to ask questions about any transportation concerns they may have and also serves as a portal for project-specific input.

- (f) **Coordinated Public Transit - Human Services Transportation Plan** – The HOCTC Coordinated Public Transit & Human Services Transportation Plan was updated and approved via HOCTC Resolution 2021 – for 2021 – 2024. The plan is required to identify projects eligible for funding under the Section 5310 program and provides a plan for the coordinated mobility transportation options of underserved groups. A goal of the plan is to identify and assess areas of mobility gaps. The Transportation Coordination Committee (TCC) meets two to four times a year and focuses on identifying needs and as a networking resource for transportation providers as a part of the Plan’s implementation.

C. Administrative/Management

1. **Progress Reports** are prepared twice per year to report on the progress of UPWP activities. They are submitted within one month of the close of Quarters 1 & 2 (April 1 to September 30) and Quarters 3 & 4 (October 1 to March 31), as Semi-Annual Reports for the current UPWP. They are submitted to the NYSDOT, FHWA, and FTA as complete and comprehensive reports.
2. **Bills** are submitted and paid based on the processing schedule of the host agency, Oneida County. Vendor inquiries for delayed reimbursements are infrequent. The Oneida County Department of Planning submits bills quarterly. Bills are paid out as they are received and generally take less than 30 days to process.
3. **Audits** are completed in a timely manner in conjunction with the host agency.
4. **Annual Program** is closed out within 3 years in cooperation with NYSDOT.
5. **MPO Budget** is regularly monitored and updated as needed.
6. **Consultant Selection Process** HOCTC utilizes its host agency’s consultant selection process that is followed for all professional services agreements. HOCTC also verifies that all consultant selection complies with applicable NYSDOT, FHWA, or FTA requirements for the fund source being utilized. DBE provisions are integrated into the host agency’s process and for HOCTC included in all reviews prior to award.
7. **Central Staff/Host Relations** are good. MPO staff are accorded equal status as Oneida County staff. Recruitment of staff can be challenging due to Oneida County salary restrictions for planning staff positions. Quality office space and support services to accommodate HOCTC staff and activities are provided. The staff has good political support within the planning and programming area.

- 8. Decision Making** ability is effective in the HOCTC MPA area. The public is outspoken on many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Planning Committee meetings are well attended and reaching consensus decisions has not been a problem. The Policy Committee typically meets four times a year with additional meetings held if specific actions are required and time is of the essence. Policy Committee meetings are normally well attended and usually can reach a majority decision with a general discussion. Members are consulted frequently on regional and local matters concerning their jurisdictions.
- 9. Governance:** The host agency agreement between the HOCTC and Oneida County was renewed in 2021 via HOCTC Resolution 2021 – 35 in December 2021 for a term of ten years lasting through March 2032. The format of the new agreement was consistent with a new model recently developed by NYSDOT. The hosting arrangement allows HOCTC staff to advance its work without any undue influence from any particular member municipality. The Policy and Planning committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities. HOCTC has a good working relationship with all the municipalities of the Herkimer and Oneida County area including the Cities of Utica and Rome; HOCTC through its host agency, has a direct liaison contact with the Oneida Indian Nation.
- 10. Procurement:** HOCTC staff is aware of the procurement requirements of FTA funding recipients, including those listed within the FTA Circular Guidance 4220.1F, Third Party Contracting Requirements, and the FTA Master Agreement. FTA-related expenditures are documented. Procurements by HOCTC utilizing FTA funds are infrequent. HOCTC staff will be in communication with NYSDOT to ensure that the process is followed.

E. RESOLUTION