



# HOCTS TIP

## 2020 - 2024

Herkimer-Oneida Counties Transportation Study  
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 Study. Effective for the period beginning October 1, 2019 and ending September 20, 2024.

Developed by the Herkimer-Oneida Counties Transportation Study, in coordination with NYS Department of Transportation Region 2 and Main Office.

[WWW.HOCTS.ORG](http://WWW.HOCTS.ORG)

## TABLE OF CONTENTS

I. OVERVIEW OF THE HERKIMER-ONEIDA COUNTIES TRANSPORTATION STUDY.....	2
II. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) .....	3
III. PROGRAMMING INSTRUCTION.....	3
IV. TIP DEVELOPMENT .....	4
V. PROJECT SELECTION PROCESS .....	5
VI. CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM .....	6
A. AMENDMENTS.....	7
B. ADMINISTRATIVE MODIFICATIONS.....	7
C. WRITTEN JUSTIFICATIONS .....	8
D. TIP MODIFICATION REFERENCE TABLE .....	8
VII. AIR QUALITY IMPACTS OF THE TIP.....	9
VIII. COMMUNITY PARTICIPATION .....	9
IX. PROJECT FUNDING CATEGORIES .....	9
A. HIGHWAY.....	10
B. TRANSIT .....	11
C. OTHER.....	11
X. FUNDING .....	12
XI. FUNDING BALANCE AND FISCAL CONSTRAINT.....	13
XII. FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT IN METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION IMPROVEMENT PLANS (TIPs).....	15
APPENDICES .....	- 0 -
A. HIGHWAY/ BRIDGE/ RAIL/ LOCAL PROJECTS .....	1
B. TRANSIT PROJECTS .....	2
C. TIP MODIFICATION REFERENCE TABLE .....	6
D. HOCTS SELF-CERTIFICATION.....	8
E. RESOLUTIONS .....	13

# I. OVERVIEW OF THE HERKIMER-ONEIDA COUNTIES TRANSPORTATION STUDY

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 Study (HOCTS) 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. HOCTS 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. HOCTS was created in 1963 by corresponding resolutions of Herkimer County and Oneida County to conduct this activity for the HOCTS Metropolitan Planning Area (MPA), which encompasses the Utica Urbanized Area, Rome, Sylvan Beach, Little Falls, Oneida (portion) and Ilion-Herkimer Urban Clusters, and the surrounding area within Herkimer and Oneida Counties. HOCTS 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.

HOCTS consists of one policy committee (GP&L), a transportation planning committee (TPC) and transit 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 Chairmen 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, mayors from each county and town supervisors from both counties, in a roughly 2/3 ratio that relates to Oneida County having the urbanized area within its boundaries. In addition seats held by NYS Department of Transportation Commissioner (represented by the Region 2 Director), the Syracuse Division Director of the New York State Thruway Authority, the chairman of the NYS Thruway Authority, the chairman of the Central New York Regional Transportation Authority, and the program director for the Herkimer-Oneida Counties Comprehensive Planning Program serves as the secretary. The Federal Highway Administration, the Federal Transit Administration and the rural transit provider are invited guests at all policy committee meetings.

The principal decision making committees of HOCTS 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 HOCTS 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 Planning Committee 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 HOCTS and its TPC, local and regional transportation issues are discussed and 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 HOCTS Long Range Plan and in this Transportation Improvement Program.

## 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). The MPA has no effect on the amount of funding available. 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), bikeway, pedestrian improvements, 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.

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 2020-2024 time-period. HOCTS 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 Transportation Improvement Program (STIP) and generally have 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 for 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 December 2018. NYSDOT

recognizes that USDOT is currently developing final rules to implement MAP-21/ FAST Act performance requirements. The 2019 TIP/STIP Update will continue the State’s “forward four” guiding principles:

1. Preservation first - preserve the functionality of the existing transportation system through prioritization of preventative maintenance and corrective repairs
2. System not projects - consideration of how a particular infrastructure asset relates to the larger transportation system as a whole
3. Maximize return on investments - identification of timely, cost effective treatments that are designed to maximize the useful life of the particular asset
4. Make it sustainable - cost-effective investments that promote economic competitiveness, social equity, and environmental stewardship

#### 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 2020 – 2024 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 Study (HOCTS) with assistance from the New York State Department of Transportation (Region 2 Staff (Utica) and Main Office staff (Albany). HOCTS also provides a forum for the identification of transportation needs by area residents and organizations through quarterly planning and policy committee meetings.

In the fall of 2018, HOCTS began the process of updating the TIP to cover the federal fiscal years (FFY) 2020 through 2024

During the 2020-2024 TIP development, HOCTS 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 for candidate projects and subsequently program new projects in the TIP.
3. Review existing 2017 – 2021 TIP for projects in FFY '19, '20, and '21.
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 project list developed by Region 2 offices.
9. Release draft TIP document for public review.
10. Review project listing with Planning Committee membership.
11. Prepare Planning Committee recommendation to the Policy Committee.
12. Present the Policy Committee with the draft TIP for final review and potential approval.
13. Receive approval from the Policy Committee and submit document to NYSDOT for inclusion in the STIP.

During the public review period, before final adoption of the 2020-2024 TIP HOCTS, in conjunction with NYSDOT, will take steps to balance the five-year TIP, according to the fiscal constraint standards of New York State, FTA and FHWA.

## V. PROJECT SELECTION PROCESS

Under Metropolitan and Statewide Planning Rules and Regulations, the term "Project Selection" has taken on a new and completely different definition. As applied by FHWA/FTA the term refers to the process or mechanism used to manage project implementation from an approved and fiscally constrained TIP, and/or State Transportation Improvement Program (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 2017-2021 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 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 to New York in a given FFY are fully utilized and not returned to Washington for redistribution to another state. Project Selection for federal funds covered by the TIP is outlined below:

1. Projects identified in the first year of the TIP/STIP have 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. If the value of a project or projects in the first year of a TIP/STIP increase from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in that Federal fiscal year in order to obtain Federal 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 years 2, 3, and 4 of the TIP/STIP must also be maintained. This may necessitate the delay of scheduled projects in years 2, 3, and 4. Even though this sounds onerous, it often entails only minor schedule change of a project.
3. In rare instances, it is necessary to revise the fund category in order 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 a 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 aforementioned process and ensure delivery of all ready projects. However, since the TIP/STIP is fiscally constrained by year, it may be necessary to select projects from years 2, 3, and 4 to ensure full usage of funds. Since NYSDOT's commitment is to all the projects in the fiscally constrained TIP/STIP, all projects will be implemented.

Therefore, it is necessary that the GP&L 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 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 are 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 on a quarterly basis as to the status of projects. Similarly, for transit funded projects, the Transit Operator will report to the GP&L on a quarterly basis the status of transit projects and if the operator intends to utilize the project selection in submitting a grant application to FTA.

Several factors have resulted in reduced programming capacity for capital projects in comparison to previous TIPs. A formal solicitation for new TIP projects from area municipalities and other eligible project sponsors was conducted for the 2020-24 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 Appendix C. These projects were proposed for the 2020-2024 TIP period and have been considered by HOCTS 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.

## VI. CHANGES TO THE TRANSPORTATION IMPROVEMENT PROGRAM

This TIP is a staged, multi-year program of transportation improvement projects developed through a cooperative planning process by HOCTS, federal, state, regional and local participants. Projects are reviewed and evaluated by the Transportation Planning Committee (TPC) and recommended to the Governmental Policy & Liaison Committee for adoption. The TIP may be revised at any time under procedures agreed to by the State, MPO, public transit operators 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, fiscal constraint must be maintained on a yearly basis for the TIP. Public participation procedures are referenced in the HOCTS Public Participation Plan 2016 Update.

## A. AMENDMENTS

Amendments to the TIP are generally defined as a major change in project cost, project phase initiation dates, a major change in design concept, or 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 responsible agency for the project.
2. Notification of need and reason for an amendment to HOCTS in writing (hard copy/electronically)
3. HOCTS assigns a tracking number and logs it into the TIP Amendment database.
4. Agency requesting the amendment will provide a table showing existing and proposed changes, fiscal constraint, and a map of the location if applicable.
5. HOCTS develops the proposed written amendment, tables indicating changes, and map (if applicable).
6. HOCTS 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. HOCTS will process approved TIP amendments, send 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 to 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 responsible agency for the project.
2. Notification of need and reason for an administrative modification to HOCTS
3. HOCTS assigns a tracking number and logs it into the Admin Modification database.
4. Written confirmation of the administrative modification and acceptance of the justification for it, is provided by HOCTS to the NYSDOT Region 2 Director,
5. The letter is co-signed by both the Region 2 RPPM and the HOCTS Director.
6. HOCTS will transmit copies of the administrative modification to 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 \$349,999 or less.



2. The addition or deletion of any phases for an existing project.
3. The deletion of any project (PIN number) 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 2020 – 2024 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 HOCTS in writing (hard copy or electronically).
3. HOCTS reviews the written justification, submitted backup information, and verifies project details.
4. HOCTS provides written confirmation and determination if it is acceptable or unacceptable.
5. If acceptable, HOCTS instructs responsible agency to make the necessary changes in the TIP/STIP.

### D. TIP MODIFICATION REFERENCE TABLE

The table below is an illustrative view of the amendment, administrative modification, and written justification process for the 2020 – 2024 TIP. A full size table is located in Appendix C.

HOCTS TIP Modification Process						
Type of Change	Stringency of Requirements →					
	Type of Action			Responsibility		
	Written Justification From Sponsoring Agency	Administrative Modification	TIP Amendment/Resolution	HOCTS or NYS DOT	TPC	GP&L
<b>1) Addition or Deletion</b>						
1a) The Addition or Deletion of Any Phases for an Existing Project Without a Change to the Total Project Cost.		X		X		
<b>1b) If Adding or Deleting Any Phases for an Existing Project and the Total Project Cost Changes, then go to 2.</b>						
1c) Addition of Any Whole Project.			X		X	X
1d) Deletion of Any Whole Project.			X		X	X
<b>2) Cost</b>						
2a) Cost Change that Increases the Total Project Cost by 10% or More.			X		X	X
<b>2b) If Change Increases the Cost by Less than 10% Use Options 2c, 2d, or 2e. If Changing SDF (or other non-Federal funds) Within a Project or Phase, then go to 2f.</b>						
2c) Cost Change <\$0.349999m		X		X		
2d) Cost Change >\$0.350m and <\$0.749999m					X	
2e) Cost Change >\$0.749999m			X		X	X
2f) Change of SDF (or other non-Federal funds) within Any Phase or Whole Project.	X			X		
<b>3) Scope Change</b>						
3a) A Scope Change for a Project Resulting in a Significant Change to the Project Limits, or Scope of Work.			X		X	X
<b>4) Fund Source Change (for existing project phases only)</b>						
4a) Fund Source Change for Any Phase.		X		X		
<b>4b) If Changing the Fund Source to SDF (or other non-Federal funds) then, go to 4c.</b>						
4c) Change of a Fund Source for Any Phase to SDF (or other non-Federal funds).	X			X		
<b>5) Schedule Change</b>						
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		
<b>Clarifying Rules and Information</b>						
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						

## VII. AIR QUALITY IMPACTS OF THE TIP

The HOCTS Planning and Programming Area include 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 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). For those reasons, an Air Quality Conformity Determination is not required for this 2020-2024 Transportation Improvement Program.

## VIII. COMMUNITY PARTICIPATION

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

It is the goal to ensure that the transportation planning process is open, transparent and accessible to the community and attentive to the community's needs and concerns. Community participation is an ongoing, interactive, and evolving process to include the public in transportation planning. The HOCTS Public Participation Plan 2016 fully outlines HOCTS methodology for inclusion of the public within its planning efforts. The following text was excerpted from that document regarding the public participation for the TIP:

*The TIP follows two separate processes for public participation opportunities, dependent on if the action is the creation of a new TIP or amendment to the existing TIP, both situations are outlined below:*

### TIP Creation

- *Public-involvement participants are notified at a minimum of thirty (30) days prior to the TPC meeting for their input on the TIP.*
- *With appropriate prior notification, the TPC meets to identify projects for possible inclusion in the TIP.*
- *Subsequent to the project identification meeting, a draft TIP is prepared. The public and media are notified; copies of the draft TIP are made available with a two week review period provided.*
- *Comments received on the draft TIP are addressed by the TPC. If there are substantial changes to the draft TIP, a new review period is initiated.*
- *The TIP is approved by the TPC and submitted to the GP&L for final action.*

### Amendments to 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.*

## 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 FAST Act are listed. The funding categories listed below are those which HOCTS is or may be eligible for with future projects. This determination of eligibility is subject to change at any time and without prior notice.

## A. HIGHWAY

*HSIP - Highway Safety Improvement Program*- The FAST Act 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 focuses on performance.

*Railway-Highway Crossings (Section 130) Program*- The FAST Act 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.

*NHPP- National Highway Performance Program*- The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and 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.

*STBG Flex- Surface Transportation Block Grant Program*- The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

*STBG Surface Transportation System Funding Alternatives Program*- The FAST Act established the Surface Transportation System Funding Alternatives Program to provide grants to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

*National Highway Freight Program*- The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

*Emergency Relief*- The FAST Act continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause

## B. TRANSIT

5307 Urbanized Area Formula Grants– Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

5309 Capital Investment Grants- FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

5310 Enhanced Mobility of Seniors & Individuals with Disabilities - Formula funding to States for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. Includes program eligibility from former FTA 5317 (New Freedoms).

5311 Formula Grants for Rural Areas- Provides capital, planning, and operating assistance to states 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.

5324- Public Transportation Emergency Relief Program - Helps states and public transportation systems pay 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. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

5337 State of Good Repair- Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

5339(a) Grants for Buses and Bus Facilities Formula Program - Provides funding through a competitive allocation process to States and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

## C. OTHER

### Statewide Planning and Non-Metropolitan Transportation Planning –

- FTA 5303, 5304, 5305- Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
- FHWA - The FAST Act continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

Metropolitan Planning- The FAST Act continues the Metropolitan Planning program. The Program 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.

Transportation Alternatives – The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing 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.

SDF (New York State Dedicated Fund) - Category of New York State funds provided for transportation projects. HOCTS 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 2020-21 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.
- ➔ Project amounts were developed in Year 2019 dollars. The funding tables reflect Year of Expenditure (YoE) adjustments as recommended by NYSDOT. Inflation factors were applied to subsequent programming years as follows:
  - 2020 + 2.0%
  - 2021 + 4.0%
  - 2022 + 6.0%
  - 2023 + 8.0%
  - 2024 + 10.0%
- ➔ Proposed letting date indicates the order of a project. All project costs are in 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 Appendix C. 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 HOCTS 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 betterments to the system. NYSDOT Region 2 budgets approximately \$5.0 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 HOCTS area. STOA is calculated based on a per passenger and per vehicle mile formula.
- ➔ STOA receivables in CNYRTA – Centro Fiscal Year 2018-19 are \$33,917,600 and Fiscal Year 2017-2018 are \$33,260,300

## XI. FUNDING BALANCE AND FISCAL CONSTRAINT

Federal transportation law, MAP-21/ FAST ACT, 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. HOCTS is included in NYSDOT Region 2, which also includes Hamilton, Fulton, Madison, and Montgomery Counties beyond Oneida and Herkimer 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.

Fund Source	FFY 2020*		FFY 2021		FFY 2022		FFY 2023		FFY 2024		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
<b>Federal Categories Fiscally Constrained</b>														
National Highway Performance Program (NHPP)	\$ 20,277,001	\$ 12,885,320	\$ 26,909,839	\$ 25,194,640	\$ 16,886,499	\$ 14,142,180	\$ 16,907,999	\$ 17,013,520	\$ 16,929,499	\$ 14,725,260	\$ 80,981,338	\$ 69,235,660	\$ 97,910,837	\$ 83,960,920
Congestion Mitigation Air Quality (CMAQ)														
Highway Safety Improvement Program (HSIP)	\$ 2,579,004	\$ 739,720	\$ 2,004,287	\$ 1,715,000	\$ 2,004,287	\$ 1,512,000	\$ 2,004,287	\$ 297,000	\$ 2,004,287	\$ 3,218,000	\$ 8,591,865	\$ 4,263,720	\$ 10,596,152	\$ 7,481,720
Highway Safety Improvement Program (HSIP PAAL)	\$ 860,000	\$ 860,000									\$ 860,000	\$ 860,000	\$ 860,000	\$ 860,000
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP SM URBAN	\$ 17,679,104	\$ 10,894,220	\$ 17,748,714	\$ 17,079,160	\$ 17,748,714	\$ 21,628,400	\$ 17,748,714	\$ 13,858,880	\$ 17,748,714	\$ 24,430,060	\$ 70,925,246	\$ 63,460,660	\$ 88,673,960	\$ 87,890,720
STBGP Large Urban (STBGP LG URBAN)														
STBGP Off-System Bridge (STBGP OFF)	\$ 1,418,668	\$ 4,118,640	\$ 1,418,687	\$ 2,158,000	\$ 1,418,687	\$ 65,000	\$ 1,418,687	\$ 976,000	\$ 1,418,687	\$ 514,000	\$ 5,674,729	\$ 7,317,640	\$ 7,093,416	\$ 7,831,640
National Highway Freight Program (NHFP)														
Urbanized Area Formula Grants (Section 5307) (Statewide allocation shown)	\$ 2,355,981	\$ 2,060,000	\$ 2,403,100	\$ 2,144,000	\$ 2,451,162	\$ 2,000,000	\$ 2,500,185	\$ 2,000,000	\$ 2,550,189	\$ 2,440,000	\$ 9,710,428	\$ 8,204,000	\$ 12,260,617	\$ 10,644,000
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	\$ 251,208	\$ -	\$ 256,232	\$ -	\$ 261,356	\$ -	\$ 266,584	\$ -	\$ 271,915	\$ -	\$ 1,035,380	\$ -	\$ 1,307,295	\$ -
Public Transportation Safety Program (Section 5329)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
State of Good Repair Grants (Section 5337)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Bus and Bus Facilities Program (Section 5339)	\$ 621,066	\$ 760,000	\$ 633,487	\$ 982,824	\$ 646,157	\$ -	\$ 659,080	\$ 256,000	\$ 672,626	\$ -	\$ 2,559,790	\$ 1,998,824	\$ 3,232,052	\$ 1,998,824
<b>TOTAL Highway</b>	\$ 42,813,777	\$ 29,497,900	\$ 48,081,527	\$ 46,146,800	\$ 38,058,187	\$ 37,347,580	\$ 38,079,687	\$ 32,145,400	\$ 38,101,187	\$ 42,887,320	\$ 167,033,178	\$ 145,137,680	\$ 205,134,365	\$ 188,025,000

\* FFY 2020 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

\*\* Includes regional planning targets and statewide funded projects.

## XII. FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT IN METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION IMPROVEMENT PLANS (TIPS)

### BACKGROUND

Pursuant to MAP-21 (and carried through into the FAST Act), 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).

HOCTS TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT), Central New York Regional Transit Authority, and Birnie Bus Tours, Inc., as the Oneida County Rural Transit Operator. It reflects the investment priorities established in LRTP Update 2020-2040, 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 transportation improvement 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/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the adopted TIP meets these requirements of 23USC §134(j)(2)(D).

## 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.

HOCTS agreed to support the NYSDOT statewide 2019 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* on June 13, 2019 via HOCTS Resolution #2019-09:

<b>Performance Measure</b>	<b>NY Statewide Target 2019</b>
Number of Fatalities	1,086
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.87
Number of Serious Injuries	10,442
Rate of Serious Injuries per 100 million VMT	8.39
Number of Nonmotorized Fatalities and Serious Injuries	2,716

### *ANTICIPATED EFFECTS*

Safety is a critical component of HOCTS’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. The measures align with the HOCTS LRTP Update 2035 Vision, which is “to develop an integrated, intermodal transportation system which efficiently, conveniently, and reliably provides a mobility network that is responsive to the community’s need for safe and secure movement of people and goods.” The projects

on the TIP are consistent with the need to address safety. Safety is a consideration in the selection of projects to be included in the TIP.

As noted above, HOCTS works with NYSDOT Region 2 to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, HOCTS is provided 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 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 HOCTS TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

## 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,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes 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.

The Central New York Regional Transportation Authority - Centro of Oneida as a Tier I operator set the following transit asset management targets in 2018:

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>Useful Life Benchmark</b>	<b>2018 Target</b>
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	14	%
	Cutaway Bus	8	%
	Over the Road	14	%
<b>Equipment</b>			
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	%
	Auto	8	%
<b>Infrastructure</b>			
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	%
<b>Facilities</b>			
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	%

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

The NYSDOT, as the sponsor of the group plan that includes Tier II operators, which include Birnie Bus Tours, Inc., will set performance targets to meet the federal performance management requirements for transit asset management and transit safety.

#### *ANTICIPATED EFFECTS*

The HOCTS TIP was developed and is managed in cooperation with the Central New York Regional Transit Authority and Birnie Bus Tours, Inc. (as the third party operator of Oneida County Rural Transit). 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 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 HOCTS investments that address transit state of good repair include: 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 HOCTS 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.

## 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 metrics<sup>1</sup>: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor 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 condition<sup>2</sup>. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish 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.

The HOCTS agreed to support the NYSDOT statewide targets for the following NHS pavement and bridge condition performance measures on September 13, 2018 via HOCTS Resolution 2018-19:

---

<sup>1</sup> 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)

<sup>2</sup> 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.

<b>Performance Measure</b>	<b>NY Statewide Target 2-Year (2018-2019)</b>	<b>NY Statewide Target 4-Year (2018-2021)</b>
Percentage of Interstate pavements in good condition	46.4%	47.3%
Percentage of Interstate pavements in poor condition	3.1%	4.0%
Percentage of non-Interstate NHS pavements in good condition	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	12.0%	14.3%
Percentage of NHS bridges by deck area in good condition	23.0%	24.0%
Percentage of NHS bridges by deck area in poor condition	11.6%	11.7%

The two-year and four-year targets represent pavement and bridge condition 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 HOCTS 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. HOCTS 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.

The HOCTS TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the NHS pavement and bridge condition performance targets established by the State.

## 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 applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time 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 are 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 HOCTS MPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

The HOCTS MPO agreed to support the NYSDOT statewide targets for the following system performance and freight performance measures on September 13, 2018 via HOCTS Resolution 2018-19:

<b>Performance Measure</b>	<b>NY Statewide Target 2-Year (2018-2019)</b>	<b>NY Statewide Target 4-Year (2018-2021)</b>
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	73.1%	73.0%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	2.00	2.11

*ANTICIPATED EFFECTS*

Providing for the reliable movement of people and goods is a critical component of HOCTS 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. HOCTS considers travel time reliability in the TIP project selection process 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 HOCTS 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.

# APPENDICES

## A. 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 HOCTS 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 availability of funds in future State and Federal budgets and appropriations.**



**2020-2024 TIP**

PIN	DESCRIPTION WORK TYPE	FUND SOURCE	RESPONSIBLE	PROJECT	LET DATE	FFY
			ORGANIZATION	TOTAL	TOTAL	
PHASE			FEDERAL	OTHER	TOTAL	
<b>200412</b>	<b>SR 51/STEELE CREEK (BIN 1026490), V / ILION NEW CONSTRUCTION &amp; RECONSTRUCTION</b>		<b>NYS DOT</b>	<b>\$5,553,000</b>	<b>12/2020</b>	
			<b>BRIDGE REPLACEMENT: STRUCTURAL</b>			
SCOPING		SDF STATE DEDICATED FUNDS	\$0	\$50,000	\$50,000	2016
PRELIMINARY DESIGN		STP FLEX	\$280,000	\$70,000	\$350,000	2016
DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$264,000	\$66,000	\$330,000	2020
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	\$0	\$10,000	\$10,000	2016
RIGHT OF WAY ACQUISITION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$80,000	\$20,000	\$100,000	2020
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$3,427,000	\$857,000	\$4,284,000	2021
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$343,000	\$86,000	\$429,000	2021
<b>201679</b>	<b>SR12 OVER MILL CRK, CULVERT REPAIR/REHAB V/BOONVILLE MISCELLANEOUS APPURTENANCES</b>		<b>NYS DOT</b>	<b>\$660,000</b>	<b>01/2020</b>	
			<b>CULVERT REPLACEMENT/REPAIRS</b>			
PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$40,000	\$10,000	\$50,000	2019
DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$40,000	\$10,000	\$50,000	2019
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$400,000	\$100,000	\$500,000	2020
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$48,000	\$12,000	\$60,000	2020
<b>204710</b>	<b>BAGG'S SQUARE/HARBOR POINT PEDESTRIAN WAY (NY283, NY418, &amp; NY310) SAFETY TRAVEL DEMAND MANAGEMENT</b>		<b>NYS DOT</b>	<b>\$4,149,000</b>	<b>10/2019</b>	
			<b>CHANNELIZATION NEW/IMPROVED SHARED USE PATHS</b>			
SCOPING		EARMARK REPURPOSING	\$35,000	\$9,000	\$44,000	2017
PRELIMINARY DESIGN		EARMARK REPURPOSING	\$76,000	\$19,000	\$95,000	2017
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	\$0	\$15,000	\$15,000	2019
PRELIMINARY DESIGN		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$68,000	\$8,000	\$76,000	2019
DETAILED DESIGN		EARMARK REPURPOSING	\$76,000	\$19,000	\$95,000	2019
DETAILED DESIGN		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$68,000	\$8,000	\$76,000	2019
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	\$0	\$2,000	\$2,000	2017
CONSTRUCTION		STP FLEX	\$40,000	\$10,000	\$50,000	2019
CONSTRUCTION		EARMARK REPURPOSING	\$1,440,000	\$360,000	\$1,800,000	2019
CONSTRUCTION		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$1,350,000	\$150,000	\$1,500,000	2019
CONSTRUCTION INSPECTION		EARMARK REPURPOSING	\$173,000	\$43,000	\$216,000	2019
CONSTRUCTION INSPECTION		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$162,000	\$18,000	\$180,000	2019
<b>204901</b>	<b>NEW HARTFORD PM PAVING; RTE 921E &amp; 921T, ONEIDA COUNTY REHABILITATION</b>		<b>NYS DOT</b>	<b>\$1,740,000</b>	<b>01/2022</b>	
			<b>COLD MILL 1" TO 1 1/2"; REPLACE W/MULTI COURSE HOT MIX OVERLAY</b>			
SCOPING		SDF STATE DEDICATED FUNDS	\$0	\$3,000	\$3,000	2021
SCOPING		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$22,000	\$5,000	\$27,000	2021
SCOPING		STP FLEX	\$10,000	\$2,000	\$12,000	2021
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	\$0	\$3,000	\$3,000	2021
PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$22,000	\$5,000	\$27,000	2021
PRELIMINARY DESIGN		STP FLEX	\$10,000	\$2,000	\$12,000	2021
DETAILED DESIGN		SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2021
DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$44,000	\$11,000	\$55,000	2021
DETAILED DESIGN		STP FLEX	\$19,000	\$5,000	\$24,000	2021
CONSTRUCTION		SDF STATE DEDICATED FUNDS	\$0	\$89,000	\$89,000	2022
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$757,000	\$189,000	\$946,000	2022
CONSTRUCTION		STP FLEX	\$336,000	\$84,000	\$420,000	2022
CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	\$0	\$7,000	\$7,000	2022
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$60,000	\$16,000	\$76,000	2022
CONSTRUCTION INSPECTION		STP FLEX	\$27,000	\$6,000	\$33,000	2022

<b>205307</b>	<b>BOONVILLE--ROUTE 12D: PM PAVING; RTE 12D, 294 &amp; 46, ONEIDA CO</b>		<b>NYS DOT</b>	<b>\$4,169,000</b>	<b>01/2024</b>	
	REHABILITATION		COLD MILL 1"TO 1 1/2";REPLACE W/MULTI COURSE HOT MIX OVERLAY			
	SCOPING	STP FLEX		\$96,000	\$24,000	\$120,000 2023
	PRELIMINARY DESIGN	STP FLEX		\$120,000	\$30,000	\$150,000 2023
	DETAILED DESIGN	STP FLEX		\$216,000	\$54,000	\$270,000 2023
	CONSTRUCTION	STP FLEX		\$2,592,000	\$648,000	\$3,240,000 2024
	CONSTRUCTION INSPECTION	STP FLEX		\$311,000	\$78,000	\$389,000 2024
<b>205675</b>	<b>RT 8 BRIDGE REPLACE @ 5, 8 &amp; 12 INTERCH. T/N,HARTFORD, UTICA</b>		<b>NYS DOT</b>	<b>\$19,026,000</b>	<b>11/2025</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		BRIDGE REPLACEMENT: FUNCTIONAL			
	SCOPING	NHS		\$80,000	\$20,000	\$100,000 2002
	PRELIMINARY DESIGN	NHS		\$125,000	\$31,000	\$156,000 2008
	PRELIMINARY DESIGN	S-LU SECTION 1702		\$720,000	\$180,000	\$900,000 2010
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$10,000	\$10,000 2015
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$600,000	\$150,000	\$750,000 2019
	CONSTRUCTION	STP FLEX		\$12,544,000	\$3,136,000	\$15,680,000 2025
	CONSTRUCTION INSPECTION	STP FLEX		\$1,144,000	\$286,000	\$1,430,000 2025
<b>206538</b>	<b>CLINTON-ROUTE 12B: PM PAVING; RTE 12B &amp; 412, ONEIDA COUNTY</b>		<b>NYS DOT</b>	<b>\$4,171,000</b>	<b>11/2023</b>	
	REHABILITATION		COLD MILL 1"TO 1 1/2";REPLACE W/MULTI COURSE HOT MIX OVERLAY			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$72,000	\$18,000	\$90,000 2022
	SCOPING	STP FLEX		\$24,000	\$6,000	\$30,000 2022
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$90,000	\$23,000	\$113,000 2022
	PRELIMINARY DESIGN	STP FLEX		\$30,000	\$8,000	\$38,000 2022
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$162,000	\$41,000	\$203,000 2023
	DETAILED DESIGN	STP FLEX		\$54,000	\$14,000	\$68,000 2023
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,944,000	\$486,000	\$2,430,000 2023
	CONSTRUCTION	STP FLEX		\$648,000	\$162,000	\$810,000 2023
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$233,000	\$58,000	\$291,000 2023
	CONSTRUCTION INSPECTION	STP FLEX		\$78,000	\$19,000	\$97,000 2023
<b>207001</b>	<b>YORKVILLE--ROUTE 921W: PM PAVING; RTE 921W, ONEIDA COUNTY</b>		<b>NYS DOT</b>	<b>\$4,102,000</b>	<b>01/2023</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		HIGHWAY RECONSTRUCTION: WIDEN			
	SCOPING	STP FLEX		\$96,000	\$24,000	\$120,000 2022
	PRELIMINARY DESIGN	STP FLEX		\$120,000	\$30,000	\$150,000 2022
	DETAILED DESIGN	STP FLEX		\$216,000	\$54,000	\$270,000 2022
	CONSTRUCTION	STP FLEX		\$2,544,000	\$636,000	\$3,180,000 2023
	CONSTRUCTION INSPECTION	STP FLEX		\$305,000	\$76,000	\$381,000 2023
<b>20PS02</b>	<b>PEDESTRIAN SAFETY ACTION PLAN (PSAP), PHASE I, CONTRACT 2</b>		<b>NYS DOT</b>	<b>\$2,810,000</b>	<b>09/2019</b>	
	SAFETY SAFETY		NEW/IMPROVED PEDESTRIAN FACILITY TRAFFIC SIGNALS/DEVICES			
	DETAILED DESIGN	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		\$60,000	\$0	\$60,000 2017
	CONSTRUCTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		\$2,500,000	\$0	\$2,500,000 2019
	CONSTRUCTION INSPECTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		\$250,000	\$0	\$250,000 2019
<b>211805</b>	<b>MOHAWK--ROUTE 28: PM PAVING; RTE 28, HERKIMER COUNTY</b>		<b>NYS DOT</b>	<b>\$3,306,000</b>	<b>01/2021</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		HIGHWAY RECONSTRUCTION: WIDEN			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$80,000	\$20,000	\$100,000 2020
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$100,000	\$25,000	\$125,000 2020
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$180,000	\$45,000	\$225,000 2020
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$2,040,000	\$510,000	\$2,550,000 2021
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$245,000	\$61,000	\$306,000 2021

<b>265053</b>	<b>MOHAWK RIVER TRAIL PHASE II, CITY OF ROME (TAP)</b>		<b>C/ROME</b>	<b>\$1,750,000</b>	<b>10/2019</b>	
	NEW CONSTRUCTION AND RECONSTRUCTION (NON-HIGHWAY)		NEW/IMPROVED SHARED USE PATHS			
	SCOPING	TAP SMALL URBAN	\$20,000	\$5,000	\$25,000	2017
	PRELIMINARY DESIGN	TAP SMALL URBAN	\$120,000	\$30,000	\$150,000	2017
	DETAILED DESIGN	TAP SMALL URBAN	\$100,000	\$25,000	\$125,000	2019
	RIGHT OF WAY INCIDENTALS	TAP SMALL URBAN	\$21,000	\$5,000	\$26,000	2019
	RIGHT OF WAY ACQUISITION	TAP SMALL URBAN	\$31,000	\$8,000	\$39,000	2019
	CONSTRUCTION	TAP SMALL URBAN	\$1,006,000	\$252,000	\$1,258,000	2019
	CONSTRUCTION INSPECTION	TAP SMALL URBAN	\$102,000	\$25,000	\$127,000	2019
<b>265055</b>	<b>UTICA PEDESTRIAN SAFETY ACTION PLAN (PSAP)</b>		<b>C/UTICA</b>	<b>\$571,000</b>	<b>04/2020</b>	
	SAFETY		NEW/IMPROVED PEDESTRIAN FACILITY			
	SCOPING	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$20,000	\$0	\$20,000	2019
	PRELIMINARY DESIGN	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$25,000	\$0	\$25,000	2019
	DETAILED DESIGN	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$40,000	\$0	\$40,000	2020
	CONSTRUCTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$437,000	\$0	\$437,000	2020
	CONSTRUCTION INSPECTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$49,000	\$0	\$49,000	2020
<b>265056</b>	<b>ERIE CANALWAY TRAIL REHABILITATION, HERKIMER COUNTY</b>		<b>OPRHP</b>	<b>\$488,000</b>	<b>11/2019</b>	
	TRAVEL DEMAND MANAGEMENT		NEW/IMPROVED SHARED USE PATHS			
	PRELIMINARY DESIGN	NAT'L RECREATIONAL TRAILS	\$16,000	\$4,000	\$20,000	2019
	DETAILED DESIGN	NAT'L RECREATIONAL TRAILS	\$30,000	\$8,000	\$38,000	2019
	CONSTRUCTION	NAT'L RECREATIONAL TRAILS	\$344,000	\$86,000	\$430,000	2019
<b>265057</b>	<b>2018 TAP: DOWNTOWN ROME WHEELS TO HEELS STREETSCAPES</b>		<b>C/ROME</b>	<b>\$1,324,000</b>	<b>04/2021</b>	
	MISCELLANEOUS APPURTENANCES		REHABILITATE PEDESTRIAN FACILITIES			
	SCOPING	TAP FLEX	\$16,000	\$4,000	\$20,000	2019
	PRELIMINARY DESIGN	TAP FLEX	\$27,000	\$7,000	\$34,000	2019
	DETAILED DESIGN	TAP FLEX	\$72,000	\$18,000	\$90,000	2020
	CONSTRUCTION	TAP FLEX	\$864,000	\$216,000	\$1,080,000	2021
	CONSTRUCTION INSPECTION	TAP FLEX	\$80,000	\$20,000	\$100,000	2021
<b>265059</b>	<b>2018 TAP: SHERRILL RTE 5 CORRIDOR PEDESTRIAN ACCESSIBILITY</b>		<b>C/SHERRILL</b>	<b>\$897,000</b>	<b>04/2021</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		NEW/IMPROVED PEDESTRIAN FACILITY			
	SCOPING	TAP SMALL URBAN	\$20,000	\$5,000	\$25,000	2019
	PRELIMINARY DESIGN	TAP SMALL URBAN	\$66,000	\$16,000	\$82,000	2019
	DETAILED DESIGN	TAP SMALL URBAN	\$65,000	\$16,000	\$81,000	2020
	CONSTRUCTION	TAP SMALL URBAN	\$487,000	\$122,000	\$609,000	2021
	CONSTRUCTION INSPECTION	TAP SMALL URBAN	\$80,000	\$20,000	\$100,000	2021
<b>265060</b>	<b>2018 TAP: WILLOW PLACE SIDEWALK IMPROVEMENTS, T/VERONA</b>		<b>T/VERONA</b>	<b>\$1,752,000</b>	<b>04/2021</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		NEW/IMPROVED PEDESTRIAN FACILITY			
	SCOPING	TAP FLEX	\$40,000	\$10,000	\$50,000	2019
	PRELIMINARY DESIGN	TAP FLEX	\$109,000	\$27,000	\$136,000	2019
	DETAILED DESIGN	TAP FLEX	\$140,000	\$35,000	\$175,000	2020
	CONSTRUCTION	TAP FLEX	\$972,000	\$243,000	\$1,215,000	2021
	CONSTRUCTION INSPECTION	TAP FLEX	\$141,000	\$35,000	\$176,000	2021
<b>275430</b>	<b>BRIDGE NY 2016: RICHFIELD ST/STEELE CK (BIN 2266840)</b>		<b>T/GERMAN FLATTS</b>	<b>\$2,573,000</b>	<b>12/2019</b>	
	NEW CONSTRUCTION & RECONSTRUCTION		BRIDGE REPLACEMENT: STRUCTURAL			
	SCOPING	STP OFF SYSTEM BRIDGE	\$71,000	\$4,000	\$75,000	2017
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$71,000	\$4,000	\$75,000	2017
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$150,000	\$8,000	\$158,000	2017
	RIGHT OF WAY INCIDENTALS	STP OFF SYSTEM BRIDGE	\$4,000	\$1,000	\$5,000	2017
	RIGHT OF WAY ACQUISITION	STP OFF SYSTEM BRIDGE	\$19,000	\$1,000	\$20,000	2019
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$1,900,000	\$100,000	\$2,000,000	2020
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$228,000	\$12,000	\$240,000	2020

<u>275440</u>	<u>MILL STREET/FISH CREEK (BIN 2205630) T &amp; V/CAMDEN, ONEIDA CO</u>		<u>ONEIDA COUNTY</u>	<u>\$1,388,000</u>	<u>10/2019</u>	
	REHABILITATION		BRIDGE SUPERSTRUCTURE REPLACEMENT			
	REHABILITATION		GENERAL BRIDGE REHABILITATION			
	SCOPING	STP OFF SYSTEM BRIDGE	\$8,000	\$2,000	\$10,000	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$48,000	\$12,000	\$60,000	2018
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$59,000	\$15,000	\$74,000	2018
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$969,000	\$162,000	\$1,131,000	2019
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$94,000	\$19,000	\$113,000	2019

---

<u>275441</u>	<u>CLINTON ST/SAUQUOIT CK BIN 2206280, T/N. HARTFORD, ONEIDA CO</u>		<u>ONEIDA COUNTY</u>	<u>2,204,000</u>	<u>12/2021</u>	
	NEW CONSTRUCTION & RECONSTRUCTION		BRIDGE REPLACEMENT: STRUCTURAL			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$12,000	\$3,000	\$15,000	2018
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$98,000	\$25,000	\$123,000	2018
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$106,000	\$27,000	\$133,000	2021
	RIGHT OF WAY INCIDENTALS	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$3,000	\$1,000	\$4,000	2018
	RIGHT OF WAY ACQUISITION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$5,000	\$2,000	\$7,000	2021
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,373,000	\$343,000	\$1,716,000	2022
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$164,000	\$42,000	\$206,000	2022

---

<u>275443</u>	<u>HORTON RD/BIG WOODHULL CK BIN 2205730, T/FORESTPORT, ONEIDA</u>		<u>ONEIDA COUNTY</u>	<u>\$1,729,000</u>	<u>10/2019</u>	
	NEW CONSTRUCTION & RECONSTRUCTION		BRIDGE REPLACEMENT: STRUCTURAL			
	SCOPING	STP OFF SYSTEM BRIDGE	\$8,000	\$3,000	\$11,000	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$63,000	\$16,000	\$79,000	2018
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$59,000	\$16,000	\$75,000	2018
	RIGHT OF WAY INCIDENTALS	STP OFF SYSTEM BRIDGE	\$2,000	\$1,000	\$3,000	2018
	RIGHT OF WAY INCIDENTALS	STP OFF SYSTEM BRIDGE	\$3,000	\$1,000	\$4,000	2019
	RIGHT OF WAY ACQUISITION	STP OFF SYSTEM BRIDGE	\$16,000	\$4,000	\$20,000	2019
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$1,208,000	\$189,000	\$1,397,000	2019
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$119,000	\$21,000	\$140,000	2019

---

<u>275444</u>	<u>PM BRIDGES IN T/STEBUBEN, T/ANNSVILLE, AND T/LEE, ONEIDA CO.</u>		<u>ONEIDA COUNTY</u>	<u>\$1,979,000</u>	<u>04/2020</u>	
	REHABILITATION		GENERAL BRIDGE REHABILITATION			
	SCOPING	STP OFF SYSTEM BRIDGE	\$12,000	\$3,000	\$15,000	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$114,000	\$28,000	\$142,000	2018
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$102,000	\$25,000	\$127,000	2020
	RIGHT OF WAY INCIDENTALS	STP OFF SYSTEM BRIDGE	\$2,000	\$1,000	\$3,000	2018
	RIGHT OF WAY ACQUISITION	STP OFF SYSTEM BRIDGE	\$4,000	\$1,000	\$5,000	2020
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$1,200,000	\$306,000	\$1,506,000	2020
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$144,000	\$37,000	\$181,000	2020

---

<u>275445</u>	<u>ONEIDA ST /SAUQUIOT CK (BIN 2263310), V/CLAYVILLE, T/PARIS,</u>		<u>ONEIDA COUNTY</u>	<u>\$848,000</u>	<u>04/2020</u>	
	NEW CONSTRUCTION & RECONSTRUCTION		BRIDGE REPLACEMENT: STRUCTURAL			
	SCOPING	STP OFF SYSTEM BRIDGE	\$11,000	\$3,000	\$14,000	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$43,000	\$11,000	\$54,000	2018
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$74,000	\$19,000	\$93,000	2020
	RIGHT OF WAY INCIDENTALS	STP OFF SYSTEM BRIDGE	\$3,000	\$1,000	\$4,000	2018
	RIGHT OF WAY ACQUISITION	STP OFF SYSTEM BRIDGE	\$6,000	\$3,000	\$9,000	2020
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$480,000	\$122,000	\$602,000	2020
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$58,000	\$14,000	\$72,000	2020

---

<u>275448</u>	<u>BRIDGE NY 2018: FLOYD AVE/MOHAWK RIVER (BIN 2206520)</u>		<u>C/ROME</u>	<u>\$1,553,000</u>	<u>12/2020</u>	
	REHABILITATION		BRIDGE DECK REPLACEMENT			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$48,000	\$3,000	\$51,000	2019
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$95,000	\$5,000	\$100,000	2019
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$72,000	\$4,000	\$76,000	2020
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,016,000	\$53,000	\$1,069,000	2021
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$244,000	\$13,000	\$257,000	2021

<u>275449</u>	<u>BRIDGE NY 2018: SEIFERT ROAD/WOOD CREEK (BIN 2206350)</u>		<u>C/ROME</u>	<u>\$1,968,000</u>	<u>12/2020</u>	
	<u>NEW CONSTRUCTION &amp; RECONSTRUCTION</u>		<u>BRIDGE REPLACEMENT: STRUCTURAL</u>			
SCOPING	STP OFF SYSTEM BRIDGE		\$67,000	\$4,000	\$71,000	2019
PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE		\$133,000	\$7,000	\$140,000	2019
DETAILED DESIGN	STP OFF SYSTEM BRIDGE		\$67,000	\$4,000	\$71,000	2020
CONSTRUCTION	STP OFF SYSTEM BRIDGE		\$1,450,000	\$76,000	\$1,526,000	2021
CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE		\$152,000	\$8,000	\$160,000	2021
<u>275450</u>	<u>BRIDGE NY 2018: WEST MAIN STREET/MOYER CREEK (BIN 2263720)</u>		<u>V/FRANKFORT</u>	<u>\$5,358,000</u>	<u>12/2020</u>	
	<u>NEW CONSTRUCTION &amp; RECONSTRUCTION</u>		<u>BRIDGE REPLACEMENT: STRUCTURAL</u>			
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$81,000	\$4,000	\$85,000	2019
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$166,000	\$9,000	\$175,000	2019
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$86,000	\$5,000	\$91,000	2020
RIGHT OF WAY INCIDENTALS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$19,000	\$1,000	\$20,000	2019
RIGHT OF WAY ACQUISITION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$95,000	\$5,000	\$100,000	2020
CONSTRUCTION	LOCAL		\$0	\$150,000	\$150,000	2021
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$4,024,000	\$212,000	\$4,236,000	2021
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$476,000	\$25,000	\$501,000	2021
<u>275456</u>	<u>BRIDGE NY 2018: WEST GERMAN ST/BELLINGER BROOK (BIN 2266820)</u>		<u>V/HERKIMER</u>	<u>\$2,008,000</u>	<u>12/2020</u>	
	<u>NEW CONSTRUCTION &amp; RECONSTRUCTION</u>		<u>BRIDGE REPLACEMENT: STRUCTURAL</u>			
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$87,000	\$5,000	\$92,000	2019
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$173,000	\$9,000	\$182,000	2019
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$87,000	\$5,000	\$92,000	2020
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,397,000	\$74,000	\$1,471,000	2021
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$162,000	\$9,000	\$171,000	2021
<u>280595</u>	<u>CULVERT REPAIR / REPLACEMENT PROJECT 18</u>		<u>NYS DOT</u>	<u>\$3,760,000</u>	<u>10/2019</u>	
	<u>MISCELLANEOUS APPURTENANCES</u>		<u>CULVERT REPLACEMENT/REPAIRS</u>			
	<u>TRAVEL DEMAND MANAGEMENT</u>		<u>NEW/IMPROVED PEDESTRIAN FACILITY</u>			
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2017
SCOPING	STP FLEX		\$80,000	\$20,000	\$100,000	2017
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2017
PRELIMINARY DESIGN	STP FLEX		\$336,000	\$85,000	\$421,000	2017
DETAILED DESIGN	STP FLEX		\$80,000	\$20,000	\$100,000	2019
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$2,000	\$2,000	2017
RIGHT OF WAY ACQUISITION	STP FLEX		\$38,000	\$9,000	\$47,000	2019
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$240,000	\$60,000	\$300,000	2019
CONSTRUCTION	STP FLEX		\$1,960,000	\$490,000	\$2,450,000	2019
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$29,000	\$7,000	\$36,000	2019
CONSTRUCTION INSPECTION	STP FLEX		\$235,000	\$59,000	\$294,000	2019
<u>280600</u>	<u>CULVERT REPAIR / REPLACEMENT PROJECT 19</u>		<u>NYS DOT</u>	<u>\$2,709,000</u>	<u>04/2020</u>	
	<u>MISCELLANEOUS APPURTENANCES</u>		<u>CULVERT REPLACEMENT/REPAIRS</u>			
SCOPING	STP FLEX		\$24,000	\$6,000	\$30,000	2017
PRELIMINARY DESIGN	STP FLEX		\$96,000	\$24,000	\$120,000	2018
DETAILED DESIGN	STP FLEX		\$144,000	\$36,000	\$180,000	2020
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$2,000	\$2,000	2017
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$21,000	\$21,000	2019
RIGHT OF WAY ACQUISITION	STP FLEX		\$80,000	\$27,000	\$107,000	2020
CONSTRUCTION	STP FLEX		\$1,600,000	\$408,000	\$2,008,000	2020
CONSTRUCTION INSPECTION	STP FLEX		\$192,000	\$49,000	\$241,000	2020

<b>280605</b>	<b>BRIDGE CLEANING PROJECT 18</b>		<b>NYS DOT</b>	<b>\$774,000</b>	<b>11/2019</b>	
	<b>CYCLICAL HIGHWAY MAINTENANCE</b>	<b>BRIDGE CLEANING</b>				
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$16,000	\$4,000	\$20,000	2019
SCOPING	STP OFF SYSTEM BRIDGE		\$2,000	\$1,000	\$3,000	2019
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$32,000	\$8,000	\$40,000	2019
PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE		\$4,000	\$1,000	\$5,000	2019
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$32,000	\$8,000	\$40,000	2019
DETAILED DESIGN	STP OFF SYSTEM BRIDGE		\$4,000	\$1,000	\$5,000	2019
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$408,000	\$102,000	\$510,000	2019
CONSTRUCTION	STP OFF SYSTEM BRIDGE		\$65,000	\$16,000	\$81,000	2019
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$48,000	\$12,000	\$60,000	2019
CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE		\$8,000	\$2,000	\$10,000	2019

<b>280608</b>	<b>SR 12 PVT: SR 5A TO PUTNAM RD &amp; O/H SIGNS, ONEIDA CO</b>		<b>NYS DOT</b>	<b>\$10,292,000</b>	<b>07/2019</b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>SINGLE COURSE OVERLAY (D CONTRACT)</b>				
	<b>SAFETY</b>	<b>TRAFFIC SIGNS</b>				
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$3,000	\$3,000	2018
SCOPING	STP FLEX		\$6,000	\$1,000	\$7,000	2018
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$89,000	\$22,000	\$111,000	2018
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$8,000	\$8,000	2018
PRELIMINARY DESIGN	STP FLEX		\$10,000	\$3,000	\$13,000	2018
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$214,000	\$53,000	\$267,000	2018
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$10,000	\$10,000	2019
DETAILED DESIGN	STP FLEX		\$26,000	\$7,000	\$33,000	2019
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$256,000	\$64,000	\$320,000	2019
CONSTRUCTION	BONDED PIT BOND		\$0	\$695,000	\$695,000	2019
CONSTRUCTION	SDF STATE DEDICATED FUNDS		\$0	\$1,917,000	\$1,917,000	2019
CONSTRUCTION	STP FLEX		\$542,000	\$135,000	\$677,000	2019
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$4,230,000	\$1,058,000	\$5,288,000	2019
CONSTRUCTION INSPECTION	BONDED PIT BOND		\$0	\$77,000	\$77,000	2019
CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		\$0	\$211,000	\$211,000	2019
CONSTRUCTION INSPECTION	STP FLEX		\$58,000	\$15,000	\$73,000	2019
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$466,000	\$116,000	\$582,000	2019

<b>280610</b>	<b>TRAFFIC SYSTEMS IMPROVEMENT PROJECT 19</b>		<b>NYS DOT</b>	<b>\$2,831,000</b>	<b>04/2020</b>	
	<b>SAFETY</b>	<b>TRAFFIC SIGNALS/DEVICES</b>				
SCOPING	STP FLEX		\$80,000	\$20,000	\$100,000	2018
PRELIMINARY DESIGN	STP FLEX		\$112,000	\$28,000	\$140,000	2018
DETAILED DESIGN	STP FLEX		\$112,000	\$28,000	\$140,000	2019
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$4,000	\$4,000	2018
RIGHT OF WAY ACQUISITION	STP FLEX		\$5,000	\$1,000	\$6,000	2019
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,018,000	\$259,000	\$1,277,000	2020
CONSTRUCTION	STP FLEX		\$718,000	\$184,000	\$902,000	2020
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$122,000	\$32,000	\$154,000	2020
CONSTRUCTION INSPECTION	STP FLEX		\$89,000	\$19,000	\$108,000	2020

<b>280613</b>	<b>CRACK SEALING PROJECT 19</b>		<b>NYS DOT</b>	<b>\$940,000</b>	<b>12/2019</b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>CLEAN AND SEAL CRACKS</b>				
SCOPING	STP FLEX		\$8,000	\$2,000	\$10,000	2018
PRELIMINARY DESIGN	STP FLEX		\$8,000	\$2,000	\$10,000	2018
PRELIMINARY DESIGN	STP FLEX		\$16,000	\$4,000	\$20,000	2019
DETAILED DESIGN	STP FLEX		\$48,000	\$12,000	\$60,000	2019
CONSTRUCTION	STP FLEX		\$600,000	\$150,000	\$750,000	2020
CONSTRUCTION INSPECTION	STP FLEX		\$72,000	\$18,000	\$90,000	2020

<b>280615</b>	<b>PAVEMENT MARKING PROJECT 19</b>		<b>NYS DOT</b>	<b>\$2,943,000</b>	<b>12/2019</b>	
	<b>SAFETY</b>	<b>PAVEMENT MARKINGS</b>				
SCOPING		SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2018
SCOPING		STP FLEX	\$64,000	\$16,000	\$80,000	2018
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2018
PRELIMINARY DESIGN		STP FLEX	\$64,000	\$16,000	\$80,000	2018
DETAILED DESIGN		STP FLEX	\$68,000	\$17,000	\$85,000	2019
CONSTRUCTION		STP FLEX	\$1,920,000	\$480,000	\$2,400,000	2020
CONSTRUCTION INSPECTION		STP FLEX	\$230,000	\$58,000	\$288,000	2020
<b>280617</b>	<b>INTERSECTION IMPROVEMENT PROJECT</b>		<b>NYS DOT</b>	<b>\$1,139,000</b>	<b>07/2019</b>	
	<b>SAFETY</b>	<b>TRAFFIC SIGNALS/DEVICES</b>				
	<b>SAFETY</b>	<b>TRAFFIC SIGNS</b>				
SCOPING		SDF STATE DEDICATED FUNDS	\$0	\$10,000	\$10,000	2018
SCOPING		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$16,000	\$4,000	\$20,000	2018
PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$32,000	\$8,000	\$40,000	2018
DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$95,000	\$24,000	\$119,000	2019
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	\$0	\$2,000	\$2,000	2018
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$552,000	\$138,000	\$690,000	2019
CONSTRUCTION		STP FLEX	\$124,000	\$31,000	\$155,000	2019
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$66,000	\$17,000	\$83,000	2019
CONSTRUCTION INSPECTION		STP FLEX	\$15,000	\$4,000	\$19,000	2019
<b>280619</b>	<b>ROUTE 5: PM PAVING; EAST HERKIMER TO LITTLE FALLS, HERK. CO.</b>		<b>NYS DOT</b>	<b>\$2,738,000</b>	<b>06/2020</b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>COLD MILL 1" TO 1 1/2"; REPLACE W/1 1/2" HOT MIX OVERLAY</b>				
SCOPING		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$36,000	\$9,000	\$45,000	2018
PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$72,000	\$18,000	\$90,000	2018
DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$72,000	\$18,000	\$90,000	2020
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,795,200	\$449,000	\$2,244,200	2020
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$215,000	\$54,000	\$269,000	2020
<b>280620</b>	<b>ROUTE 365: REHABILITATION; RTE 920V TO ONEIDA CO LN</b>		<b>NYS DOT</b>	<b>\$4,888,000</b>	<b>06/2020</b>	
	<b>REHABILITATION</b>	<b>COLD-IN-PLACE RECYCL W/OVERLAY (OGS/D CONTR)</b>				
	<b>PREVENTIVE MAINTENANCE</b>	<b>COLD MILL 1" TO 1 1/2"; REPLACE W/1 1/2" HOT MIX OVERLAY</b>				
SCOPING		STP FLEX	\$64,000	\$16,000	\$80,000	2018
PRELIMINARY DESIGN		STP FLEX	\$128,000	\$32,000	\$160,000	2018
DETAILED DESIGN		STP FLEX	\$128,000	\$32,000	\$160,000	2020
CONSTRUCTION		STP FLEX	\$3,264,000	\$816,000	\$4,080,000	2020
CONSTRUCTION INSPECTION		STP FLEX	\$326,000	\$82,000	\$408,000	2020
<b>280621</b>	<b>RTE 26 AND 26/365 OVERLAP; SAFETY AND PM PAVING, C/ROME</b>		<b>NYS DOT</b>	<b>\$4,299,000</b>	<b>03/2021</b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>COLD MILL 1" TO 1 1/2"; REPLACE W/1 1/2" HOT MIX OVERLAY</b>				
SCOPING		STP FLEX	\$48,000	\$12,000	\$60,000	2018
SCOPING		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$68,000	\$8,000	\$76,000	2019
PRELIMINARY DESIGN		STP FLEX	\$96,000	\$24,000	\$120,000	2018
PRELIMINARY DESIGN		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$68,000	\$8,000	\$76,000	2019
DETAILED DESIGN		STP FLEX	\$96,000	\$24,000	\$120,000	2020
DETAILED DESIGN		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$68,000	\$8,000	\$76,000	2020
CONSTRUCTION		STP FLEX	\$220,000	\$56,000	\$276,000	2021
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,248,000	\$312,000	\$1,560,000	2021
CONSTRUCTION		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$1,377,000	\$153,000	\$1,530,000	2021
CONSTRUCTION INSPECTION		STP FLEX	\$27,000	\$6,000	\$33,000	2021
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$150,000	\$38,000	\$188,000	2021
CONSTRUCTION INSPECTION		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$165,000	\$18,000	\$183,000	2021

<b>280622</b>	<b>BRIDGE PAINTING PROJECT</b>		<b>NYS DOT</b>	<b>\$4,160,000</b>	<b>12/2019</b>	
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$56,000	\$14,000	\$70,000	2019
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$160,000	\$40,000	\$200,000	2019
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$80,000	\$20,000	\$100,000	2019
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$2,760,000	\$690,000	\$3,450,000	2020
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$272,000	\$68,000	\$340,000	2020
<b>280623</b>	<b>BRIDGE REHABILITATION PROJECT</b>		<b>NYS DOT</b>	<b>\$3,215,000</b>	<b>12/2019</b>	
	REHABILITATION		GENERAL BRIDGE REHABILITATION			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$60,000	\$15,000	\$75,000	2019
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$120,000	\$30,000	\$150,000	2019
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$120,000	\$30,000	\$150,000	2019
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$2,032,000	\$508,000	\$2,540,000	2020
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$240,000	\$60,000	\$300,000	2020
<b>280624</b>	<b>CULVERT REPAIR / REPLACEMENT PROJECT 20</b>		<b>NYS DOT</b>	<b>\$3,334,000</b>	<b>07/2023</b>	
	MISCELLANEOUS APPURTENANCES		CULVERT REPLACEMENT/REPAIRS			
	SCOPING	STP FLEX	\$57,000	\$14,000	\$71,000	2022
	PRELIMINARY DESIGN	STP FLEX	\$57,000	\$14,000	\$71,000	2022
	DETAILED DESIGN	STP FLEX	\$170,000	\$42,000	\$212,000	2023
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	RIGHT OF WAY ACQUISITION	STP FLEX	\$14,000	\$5,000	\$19,000	2023
	CONSTRUCTION	STP FLEX	\$2,111,000	\$528,000	\$2,639,000	2023
	CONSTRUCTION INSPECTION	STP FLEX	\$253,000	\$64,000	\$317,000	2023
<b>280625</b>	<b>OVERHEAD SIGN STRUCTURE PROJECT 20</b>		<b>NYS DOT</b>	<b>\$1,453,000</b>	<b>11/2020</b>	
	SAFETY		TRAFFIC SIGNS			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$28,000	\$7,000	\$35,000	2019
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$32,000	\$8,000	\$40,000	2019
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$60,000	\$15,000	\$75,000	2020
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$930,000	\$233,000	\$1,163,000	2020
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$112,000	\$28,000	\$140,000	2020
<b>280626</b>	<b>CRACK SEALING PROJECT 20</b>		<b>NYS DOT</b>	<b>\$972,000</b>	<b>12/2020</b>	
	PREVENTIVE MAINTENANCE		CLEAN AND SEAL CRACKS			
	SCOPING	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2020
	SCOPING	STP FLEX	\$16,000	\$4,000	\$20,000	2020
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2020
	PRELIMINARY DESIGN	STP FLEX	\$16,000	\$4,000	\$20,000	2020
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2020
	DETAILED DESIGN	STP FLEX	\$48,000	\$12,000	\$60,000	2020
	CONSTRUCTION	STP FLEX	\$612,000	\$153,000	\$765,000	2021
	CONSTRUCTION INSPECTION	STP FLEX	\$74,000	\$18,000	\$92,000	2021
<b>280627</b>	<b>ROADSIDE SAFETY/GUIDERAIL PROJECT 20</b>		<b>NYS DOT</b>	<b>\$3,676,000</b>	<b>12/2020</b>	
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT			
	SCOPING	STP FLEX	\$80,000	\$20,000	\$100,000	2019
	PRELIMINARY DESIGN	STP FLEX	\$80,000	\$20,000	\$100,000	2019
	DETAILED DESIGN	STP FLEX	\$80,000	\$20,000	\$100,000	2020
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2019
	RIGHT OF WAY ACQUISITION	STP FLEX	\$4,000	\$1,000	\$5,000	2020
	CONSTRUCTION	STP FLEX	\$979,000	\$245,000	\$1,224,000	2021
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,469,000	\$367,000	\$1,836,000	2021
	CONSTRUCTION INSPECTION	STP FLEX	\$98,000	\$24,000	\$122,000	2021
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$147,000	\$37,000	\$184,000	2021



<b>280628</b>	<b>PAVEMENT MARKING PROJECT 20</b>		<b><u>NYSDOT</u></b>	<b><u>\$3,002,000</u></b>	<b><u>12/2020</u></b>	
	<b>SAFETY</b>	<b>PAVEMENT MARKINGS</b>				
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2020
SCOPING	STP FLEX		\$64,000	\$16,000	\$80,000	2020
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2020
PRELIMINARY DESIGN	STP FLEX		\$64,000	\$16,000	\$80,000	2020
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2020
DETAILED DESIGN	STP FLEX		\$68,000	\$17,000	\$85,000	2020
CONSTRUCTION	STP FLEX		\$1,958,000	\$490,000	\$2,448,000	2021
CONSTRUCTION INSPECTION	STP FLEX		\$235,000	\$59,000	\$294,000	2021

---

<b>280630</b>	<b>CULVERT REPAIR / REPLACEMENT PROJECT 21</b>		<b><u>NYSDOT</u></b>	<b><u>\$3,115,000</u></b>	<b><u>07/2021</u></b>	
	<b>MISCELLANEOUS APPURTENANCES</b>	<b>CULVERT REPLACEMENT/REPAIRS</b>				
SCOPING	STP FLEX		\$57,000	\$14,000	\$71,000	2020
PRELIMINARY DESIGN	STP FLEX		\$57,000	\$14,000	\$71,000	2020
DETAILED DESIGN	STP FLEX		\$170,000	\$42,000	\$212,000	2020
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2020
RIGHT OF WAY ACQUISITION	STP FLEX		\$14,000	\$5,000	\$19,000	2020
CONSTRUCTION	STP FLEX		\$1,955,000	\$489,000	\$2,444,000	2021
CONSTRUCTION INSPECTION	STP FLEX		\$235,000	\$58,000	\$293,000	2021

---

<b>280632</b>	<b>CRACK SEALING PROJECT 21</b>		<b><u>NYSDOT</u></b>	<b><u>\$989,000</u></b>	<b><u>12/2021</u></b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>CLEAN AND SEAL CRACKS</b>				
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
SCOPING	STP FLEX		\$16,000	\$4,000	\$20,000	2021
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
PRELIMINARY DESIGN	STP FLEX		\$16,000	\$4,000	\$20,000	2021
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
DETAILED DESIGN	STP FLEX		\$48,000	\$12,000	\$60,000	2021
CONSTRUCTION	STP FLEX		\$624,000	\$156,000	\$780,000	2022
CONSTRUCTION INSPECTION	STP FLEX		\$75,000	\$19,000	\$94,000	2022

---

<b>280633</b>	<b>ROADSIDE SAFETY/GUIDERAIL PROJECT 21</b>		<b><u>NYSDOT</u></b>	<b><u>\$3,742,000</u></b>	<b><u>12/2021</u></b>	
	<b>SAFETY</b>	<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>				
SCOPING	STP FLEX		\$80,000	\$20,000	\$100,000	2020
PRELIMINARY DESIGN	STP FLEX		\$80,000	\$20,000	\$100,000	2020
DETAILED DESIGN	STP FLEX		\$80,000	\$20,000	\$100,000	2021
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2020
RIGHT OF WAY ACQUISITION	STP FLEX		\$4,000	\$1,000	\$5,000	2021
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,498,000	\$374,000	\$1,872,000	2022
CONSTRUCTION	STP FLEX		\$998,000	\$250,000	\$1,248,000	2022
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$150,000	\$37,000	\$187,000	2022
CONSTRUCTION INSPECTION	STP FLEX		\$100,000	\$25,000	\$125,000	2022

---

<b>280634</b>	<b>PAVEMENT MARKING PROJECT 21</b>		<b><u>NYSDOT</u></b>	<b><u>\$3,056,000</u></b>	<b><u>12/2021</u></b>	
	<b>SAFETY</b>	<b>PAVEMENT MARKINGS</b>				
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
SCOPING	STP FLEX		\$64,000	\$16,000	\$80,000	2021
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
PRELIMINARY DESIGN	STP FLEX		\$64,000	\$16,000	\$80,000	2021
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
DETAILED DESIGN	STP FLEX		\$68,000	\$17,000	\$85,000	2021
CONSTRUCTION	STP FLEX		\$1,997,000	\$499,000	\$2,496,000	2022
CONSTRUCTION INSPECTION	STP FLEX		\$240,000	\$60,000	\$300,000	2022

<b>280636</b>	<b><u>OSB BRIDGE PAINTING PROJECT</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$1,907,000</u></b>	<b><u>10/2019</u></b>	
	<b>CYCLICAL HIGHWAY MAINTENANCE</b>	<b>BRIDGE PAINTING</b>				
	SCOPING	SDF STATE DEDICATED FUNDS	\$0	\$35,000	\$35,000	2019
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	\$56,000	\$14,000	\$70,000	2019
	DETAILED DESIGN	STP OFF SYSTEM BRIDGE	\$56,000	\$14,000	\$70,000	2019
	CONSTRUCTION	STP OFF SYSTEM BRIDGE	\$1,237,000	\$309,000	\$1,546,000	2019
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE	\$149,000	\$37,000	\$186,000	2019
<b>280637</b>	<b><u>ROADSIDE SAFETY/RUSTIC GUIDERAIL 21</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$3,156,000</u></b>	<b><u>12/2021</u></b>	
	<b>SAFETY</b>	<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>				
	SCOPING	STP FLEX	\$58,000	\$14,000	\$72,000	2021
	PRELIMINARY DESIGN	STP FLEX	\$58,000	\$14,000	\$72,000	2021
	DETAILED DESIGN	STP FLEX	\$173,000	\$43,000	\$216,000	2021
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$998,000	\$250,000	\$1,248,000	2022
	CONSTRUCTION	STP FLEX	\$998,000	\$250,000	\$1,248,000	2022
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$120,000	\$30,000	\$150,000	2022
	CONSTRUCTION INSPECTION	STP FLEX	\$120,000	\$30,000	\$150,000	2022
<b>280639</b>	<b><u>CULVERT REPAIR / REPLACEMENT PROJECT 22</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$3,168,000</u></b>	<b><u>07/2022</u></b>	
	<b>MISCELLANEOUS APPURTENANCES</b>	<b>CULVERT REPLACEMENT/REPAIRS</b>				
	SCOPING	STP FLEX	\$57,000	\$14,000	\$71,000	2021
	PRELIMINARY DESIGN	STP FLEX	\$57,000	\$14,000	\$71,000	2021
	DETAILED DESIGN	STP FLEX	\$170,000	\$42,000	\$212,000	2021
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2021
	RIGHT OF WAY ACQUISITION	STP FLEX	\$14,000	\$5,000	\$19,000	2021
	CONSTRUCTION	STP FLEX	\$1,993,000	\$498,000	\$2,491,000	2022
	CONSTRUCTION INSPECTION	STP FLEX	\$240,000	\$59,000	\$299,000	2022
<b>280640</b>	<b><u>OVERHEAD SIGN STRUCTURE PROJECT 22</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$1,505,000</u></b>	<b><u>11/2022</u></b>	
	<b>SAFETY</b>	<b>TRAFFIC SIGNS</b>				
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$28,000	\$7,000	\$35,000	2021
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$32,000	\$8,000	\$40,000	2021
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$60,000	\$15,000	\$75,000	2022
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$967,000	\$242,000	\$1,209,000	2022
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$117,000	\$29,000	\$146,000	2022
<b>280641</b>	<b><u>PAVEMENT MARKING PROJECT 22</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$3,109,000</u></b>	<b><u>11/2022</u></b>	
	<b>SAFETY</b>	<b>PAVEMENT MARKINGS</b>				
	SCOPING	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	SCOPING	STP FLEX	\$64,000	\$16,000	\$80,000	2022
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	PRELIMINARY DESIGN	STP FLEX	\$64,000	\$16,000	\$80,000	2022
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	DETAILED DESIGN	STP FLEX	\$68,000	\$17,000	\$85,000	2022
	CONSTRUCTION	STP FLEX	\$2,035,000	\$509,000	\$2,544,000	2022
	CONSTRUCTION INSPECTION	STP FLEX	\$244,000	\$61,000	\$305,000	2022
<b>280642</b>	<b><u>CRACK SEALING PROJECT 22</u></b>		<b><u>NYSDOT</u></b>	<b><u>\$1,005,000</u></b>	<b><u>12/2022</u></b>	
	<b>PREVENTIVE MAINTENANCE</b>	<b>CLEAN AND SEAL CRACKS</b>				
	SCOPING	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	SCOPING	STP FLEX	\$16,000	\$4,000	\$20,000	2022
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	PRELIMINARY DESIGN	STP FLEX	\$16,000	\$4,000	\$20,000	2022
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2022
	DETAILED DESIGN	STP FLEX	\$48,000	\$12,000	\$60,000	2022
	CONSTRUCTION	STP FLEX	\$636,000	\$159,000	\$795,000	2023
	CONSTRUCTION INSPECTION	STP FLEX	\$76,000	\$19,000	\$95,000	2023

<b>280643</b>	<b>ROADSIDE SAFETY/GUIDERAIL PROJECT 22</b>		<b>NYS DOT</b>	<b>\$3,808,000</b>	<b>12/2022</b>	
	<b>SAFETY</b>		<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>			
SCOPING	STP FLEX		\$80,000	\$20,000	\$100,000	2021
PRELIMINARY DESIGN	STP FLEX		\$80,000	\$20,000	\$100,000	2021
DETAILED DESIGN	STP FLEX		\$80,000	\$20,000	\$100,000	2022
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2021
RIGHT OF WAY ACQUISITION	STP FLEX		\$4,000	\$1,000	\$5,000	2022
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,526,000	\$382,000	\$1,908,000	2023
CONSTRUCTION	STP FLEX		\$1,018,000	\$254,000	\$1,272,000	2023
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$153,000	\$38,000	\$191,000	2023
CONSTRUCTION INSPECTION	STP FLEX		\$102,000	\$25,000	\$127,000	2023

<b>280644</b>	<b>ROADSIDE SAFETY/RUSTIC GUIDERAIL 22</b>		<b>NYS DOT</b>	<b>\$3,209,000</b>	<b>12/2022</b>	
	<b>SAFETY</b>		<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>			
SCOPING	STP FLEX		\$58,000	\$14,000	\$72,000	2022
PRELIMINARY DESIGN	STP FLEX		\$58,000	\$14,000	\$72,000	2022
DETAILED DESIGN	STP FLEX		\$173,000	\$43,000	\$216,000	2022
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,018,000	\$254,000	\$1,272,000	2023
CONSTRUCTION	STP FLEX		\$1,018,000	\$254,000	\$1,272,000	2023
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$122,000	\$31,000	\$153,000	2023
CONSTRUCTION INSPECTION	STP FLEX		\$122,000	\$31,000	\$153,000	2023

<b>280645</b>	<b>SMALL CULVERT / PREV MAINT PROJECT 22</b>		<b>NYS DOT</b>	<b>\$2,151,000</b>	<b>11/2022</b>	
	<b>MISCELLANEOUS APPURTENANCES</b>		<b>CULVERT REPLACEMENT/REPAIRS</b>			
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$41,000	\$10,000	\$51,000	2022
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$41,000	\$10,000	\$51,000	2022
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$82,000	\$20,000	\$102,000	2022
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,442,000	\$360,000	\$1,802,000	2022
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$116,000	\$29,000	\$145,000	2022

<b>280646</b>	<b>CULVERT REPAIR / REPLACEMENT PROJECT 23</b>		<b>NYS DOT</b>	<b>\$3,221,000</b>	<b>12/2023</b>	
	<b>MISCELLANEOUS APPURTENANCES</b>		<b>CULVERT REPLACEMENT/REPAIRS</b>			
SCOPING	STP FLEX		\$57,000	\$14,000	\$71,000	2022
PRELIMINARY DESIGN	STP FLEX		\$57,000	\$14,000	\$71,000	2022
DETAILED DESIGN	STP FLEX		\$170,000	\$42,000	\$212,000	2022
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2022
RIGHT OF WAY ACQUISITION	STP FLEX		\$14,000	\$5,000	\$19,000	2022
CONSTRUCTION	STP FLEX		\$2,030,000	\$508,000	\$2,538,000	2024
CONSTRUCTION INSPECTION	STP FLEX		\$244,000	\$60,000	\$304,000	2024

<b>280648</b>	<b>CRACK SEALING PROJECT 23</b>		<b>NYS DOT</b>	<b>\$1,022,200</b>	<b>12/2023</b>	
	<b>PREVENTIVE MAINTENANCE</b>		<b>CLEAN AND SEAL CRACKS</b>			
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2023
SCOPING	STP FLEX		\$16,000	\$4,000	\$20,000	2023
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2023
PRELIMINARY DESIGN	STP FLEX		\$16,000	\$4,000	\$20,000	2023
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2023
DETAILED DESIGN	STP FLEX		\$48,000	\$12,000	\$60,000	2023
CONSTRUCTION	STP FLEX		\$648,000	\$162,000	\$810,000	2024
CONSTRUCTION INSPECTION	STP FLEX		\$78,000	\$19,000	\$97,000	2024

<b>280649</b>	<b>ROADSIDE SAFETY/GUIDERAIL PROJECT 23</b>		<b>NYS DOT</b>	<b>\$1,960,000</b>	<b>12/2023</b>	
	<b>SAFETY</b>		<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>			
	SCOPING	STP FLEX	\$40,000	\$10,000	\$50,000	2022
	PRELIMINARY DESIGN	STP FLEX	\$40,000	\$10,000	\$50,000	2022
	DETAILED DESIGN	STP FLEX	\$40,000	\$10,000	\$50,000	2023
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$3,000	\$3,000	2022
	RIGHT OF WAY ACQUISITION	STP FLEX	\$20,000	\$5,000	\$25,000	2023
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$778,000	\$194,000	\$972,000	2024
	CONSTRUCTION	STP FLEX	\$518,000	\$130,000	\$648,000	2024
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$78,000	\$19,000	\$97,000	2024
	CONSTRUCTION INSPECTION	STP FLEX	\$52,000	\$13,000	\$65,000	2024
<b>280650</b>	<b>PAVEMENT MARKING PROJECT 23</b>		<b>NYS DOT</b>	<b>\$3,163,000</b>	<b>12/2023</b>	
	<b>SAFETY</b>		<b>PAVEMENT MARKINGS</b>			
	SCOPING	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2023
	SCOPING	STP FLEX	\$64,000	\$16,000	\$80,000	2023
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2023
	PRELIMINARY DESIGN	STP FLEX	\$64,000	\$16,000	\$80,000	2023
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	\$0	\$5,000	\$5,000	2023
	DETAILED DESIGN	STP FLEX	\$68,000	\$17,000	\$85,000	2023
	CONSTRUCTION	STP FLEX	\$2,074,000	\$518,000	\$2,592,000	2024
	CONSTRUCTION INSPECTION	STP FLEX	\$248,000	\$63,000	\$311,000	2024
<b>280651</b>	<b>ROADSIDE SAFETY/RUSTIC GUIDERAIL 24</b>		<b>NYS DOT</b>	<b>\$3,264,000</b>	<b>12/2023</b>	
	<b>SAFETY</b>		<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>			
	SCOPING	STP FLEX	\$58,000	\$14,000	\$72,000	2023
	PRELIMINARY DESIGN	STP FLEX	\$58,000	\$14,000	\$72,000	2023
	DETAILED DESIGN	STP FLEX	\$173,000	\$43,000	\$216,000	2023
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$1,037,000	\$259,000	\$1,296,000	2024
	CONSTRUCTION	STP FLEX	\$1,037,000	\$259,000	\$1,296,000	2024
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$125,000	\$31,000	\$156,000	2024
	CONSTRUCTION INSPECTION	STP FLEX	\$125,000	\$31,000	\$156,000	2024
<b>280652</b>	<b>INTERSECTION IMPROVEMENT PROJECT 23</b>		<b>NYS DOT</b>	<b>\$584,000</b>	<b>04/2023</b>	
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>			
	SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$12,000	\$3,000	\$15,000	2022
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$32,000	\$8,000	\$40,000	2022
	DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$32,000	\$8,000	\$40,000	2022
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$2,000	\$2,000	2022
	RIGHT OF WAY ACQUISITION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$4,000	\$1,000	\$5,000	2022
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$339,000	\$86,000	\$425,000	2023
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$45,000	\$12,000	\$57,000	2023
<b>280654</b>	<b>TRAFFIC SYSTEMS IMPROVEMENT 22</b>		<b>NYS DOT</b>	<b>\$2,736,000</b>	<b>10/2022</b>	
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>			
	SCOPING	STP FLEX	\$82,000	\$20,000	\$102,000	2021
	PRELIMINARY DESIGN	STP FLEX	\$82,000	\$20,000	\$102,000	2021
	DETAILED DESIGN	STP FLEX	\$82,000	\$20,000	\$102,000	2022
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	\$0	\$3,000	\$3,000	2021
	RIGHT OF WAY ACQUISITION	STP FLEX	\$4,000	\$1,000	\$5,000	2022
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$986,000	\$247,000	\$1,233,000	2022
	CONSTRUCTION	STP FLEX	\$744,000	\$186,000	\$930,000	2022
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$118,000	\$30,000	\$148,000	2022
	CONSTRUCTION INSPECTION	STP FLEX	\$90,000	\$21,000	\$111,000	2022

<b>280655</b>	<b>TRAFFIC SYSTEMS IMPROVEMENT PROJECT 24</b>		<b>NYSDOT</b>	<b>\$2,826,000</b>	<b>10/2024</b>	
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>			
SCOPING	STP FLEX		\$82,000	\$20,000	\$102,000	2023
PRELIMINARY DESIGN	STP FLEX		\$82,000	\$20,000	\$102,000	2023
DETAILED DESIGN	STP FLEX		\$82,000	\$20,000	\$102,000	2024
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$2,000	\$2,000	2023
RIGHT OF WAY ACQUISITION	STP FLEX		\$4,000	\$1,000	\$5,000	2024
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,023,000	\$256,000	\$1,279,000	2024
CONSTRUCTION	STP FLEX		\$772,000	\$193,000	\$965,000	2024
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$122,000	\$31,000	\$153,000	2024
CONSTRUCTION INSPECTION	STP FLEX		\$94,000	\$22,000	\$116,000	2024

<b>280657</b>	<b>CULVERT REPAIR / REPLACEMENT PROJECT 24</b>		<b>NYSDOT</b>	<b>\$3,274,000</b>	<b>07/2024</b>	
	<b>MISCELLANEOUS APPURTENANCES</b>		<b>CULVERT REPLACEMENT/REPAIRS</b>			
SCOPING	STP FLEX		\$57,000	\$14,000	\$71,000	2023
PRELIMINARY DESIGN	STP FLEX		\$57,000	\$14,000	\$71,000	2023
DETAILED DESIGN	STP FLEX		\$170,000	\$42,000	\$212,000	2023
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2023
RIGHT OF WAY ACQUISITION	STP FLEX		\$14,000	\$5,000	\$19,000	2023
CONSTRUCTION	STP FLEX		\$2,068,000	\$517,000	\$2,585,000	2024
CONSTRUCTION INSPECTION	STP FLEX		\$249,000	\$62,000	\$311,000	2024

<b>280658</b>	<b>CRACK SEALING PROJECT 24</b>		<b>NYSDOT</b>	<b>\$1,042,000</b>	<b>12/2024</b>	
	<b>PREVENTIVE MAINTENANCE</b>		<b>CLEAN AND SEAL CRACKS</b>			
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$6,000	\$6,000	2024
SCOPING	STP FLEX		\$16,000	\$4,000	\$20,000	2024
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$6,000	\$6,000	2024
PRELIMINARY DESIGN	STP FLEX		\$16,000	\$4,000	\$20,000	2024
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$6,000	\$6,000	2024
DETAILED DESIGN	STP FLEX		\$48,000	\$12,000	\$60,000	2024
CONSTRUCTION	STP FLEX		\$660,000	\$165,000	\$825,000	2025
CONSTRUCTION INSPECTION	STP FLEX		\$79,200	\$19,800	\$99,000	2025

<b>280659</b>	<b>ROADSIDE SAFETY/GUIDERAIL PROJECT 24</b>		<b>NYSDOT</b>	<b>\$1,993,000</b>	<b>12/2024</b>	
	<b>SAFETY</b>		<b>GUIDERAIL INSTALLATION/IMPROVEMENT</b>			
SCOPING	STP FLEX		\$40,000	\$10,000	\$50,000	2023
PRELIMINARY DESIGN	STP FLEX		\$40,000	\$10,000	\$50,000	2023
DETAILED DESIGN	STP FLEX		\$40,000	\$10,000	\$50,000	2024
RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		\$0	\$3,000	\$3,000	2023
RIGHT OF WAY ACQUISITION	STP FLEX		\$20,000	\$5,000	\$25,000	2024
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$792,000	\$198,000	\$990,000	2025
CONSTRUCTION	STP FLEX		\$528,000	\$132,000	\$660,000	2025
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$79,000	\$20,000	\$99,000	2025
CONSTRUCTION INSPECTION	STP FLEX		\$53,000	\$13,000	\$66,000	2025

<b>280660</b>	<b>PAVEMENT MARKING PROJECT 24</b>		<b>NYSDOT</b>	<b>\$3,218,000</b>	<b>12/2024</b>	
	<b>SAFETY</b>		<b>PAVEMENT MARKINGS</b>			
SCOPING	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2024
SCOPING	STP FLEX		\$64,000	\$16,000	\$80,000	2024
PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$5,000	\$5,000	2024
PRELIMINARY DESIGN	STP FLEX		\$64,000	\$16,000	\$80,000	2024
DETAILED DESIGN	SDF STATE DEDICATED FUNDS		\$0	\$6,000	\$6,000	2024
DETAILED DESIGN	STP FLEX		\$68,000	\$16,000	\$84,000	2024
CONSTRUCTION	STP FLEX		\$2,112,000	\$528,000	\$2,640,000	2025
CONSTRUCTION INSPECTION	STP FLEX		\$253,000	\$64,000	\$317,000	2025

<u>280661</u>	<u>OVERHEAD SIGN STRUCTURE PROJECT 24</u>		<u>NYSDOT</u>	<u>\$1,555,000</u>	<u>11/2024</u>
	<u>SAFETY</u>	<u>TRAFFIC SIGNS</u>			
SCOPING	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$28,000	\$7,000	\$35,000 2023
PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$32,000	\$8,000	\$40,000 2023
DETAILED DESIGN	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$60,000	\$15,000	\$75,000 2024
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,003,000	\$251,000	\$1,254,000 2024
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$121,000	\$30,000	\$151,000 2024

<u>280662</u>	<u>ROADSIDE SAFETY/RUSTIC GUIDERAIL 24</u>		<u>NYSDOT</u>	<u>\$3,318,000</u>	<u>12/2024</u>
	<u>SAFETY</u>	<u>GUIDERAIL INSTALLATION/IMPROVEMENT</u>			
SCOPING	STP FLEX		\$58,000	\$14,000	\$72,000 2024
PRELIMINARY DESIGN	STP FLEX		\$58,000	\$14,000	\$72,000 2024
DETAILED DESIGN	STP FLEX		\$173,000	\$43,000	\$216,000 2024
CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,056,000	\$264,000	\$1,320,000 2025
CONSTRUCTION	STP FLEX		\$1,056,000	\$264,000	\$1,320,000 2025
CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$127,000	\$32,000	\$159,000 2025
CONSTRUCTION INSPECTION	STP FLEX		\$127,000	\$32,000	\$159,000 2025

<u>2ITS20</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE</u>		<u>NYSDOT</u>	<u>\$700,000</u>	
	<u>TRANSPORTATION SYSTEM MANAGEMENT</u>	<u>INTELLIGENT TRANSPORTATION SYSTEMS</u>			
OPERATIONS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$560,000	\$140,000	\$700,000 2019

<u>2ITS21</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE</u>		<u>NYSDOT</u>	<u>\$714,000</u>	
	<u>TRANSPORTATION SYSTEM MANAGEMENT</u>	<u>INTELLIGENT TRANSPORTATION SYSTEMS</u>			
OPERATIONS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$571,000	\$143,000	\$714,000 2020

<u>2ITS22</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE</u>		<u>NYSDOT</u>	<u>\$728,000</u>	
	<u>TRANSPORTATION SYSTEM MANAGEMENT</u>	<u>INTELLIGENT TRANSPORTATION SYSTEMS</u>			
OPERATIONS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$582,000	\$146,000	\$728,000 2021

<u>2ITS23</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE</u>		<u>NYSDOT</u>	<u>\$742,000</u>	
	<u>TRANSPORTATION SYSTEM MANAGEMENT</u>	<u>INTELLIGENT TRANSPORTATION SYSTEMS</u>			
OPERATIONS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$594,000	\$148,000	\$742,000 2022

<u>2ITS24</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE</u>		<u>NYSDOT</u>	<u>\$756,000</u>	
	<u>TRANSPORTATION SYSTEM MANAGEMENT</u>	<u>INTELLIGENT TRANSPORTATION SYSTEMS</u>			
OPERATIONS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$605,000	\$151,000	\$756,000 2023

<u>2TLB21</u>	<u>LOCAL BRIDGE/PAVEMENT REHAB PROJECT 21 (BLOCK)</u>		<u>LOCAL</u>	<u>\$2,000,000</u>	<u>10/2021</u>
	<u>REHABILITATION</u>	<u>GENERAL BRIDGE REHABILITATION</u>			
	<u>REHABILITATION</u>	<u>COLD MILL 1" TO 1 1/2"; REPLACE W/MULTI COURSE HOT MIX OVERLAY</u>			
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$84,000	\$21,000	\$105,000 2020
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,516,000	\$379,000	\$1,895,000 2021

<u>2TLB23</u>	<u>LOCAL BRIDGE/PAVEMENT REHAB PROJECT 23 (BLOCK)</u>		<u>LOCAL</u>	<u>\$2,000,000</u>	<u>10/2023</u>
	<u>REHABILITATION</u>	<u>GENERAL BRIDGE REHABILITATION</u>			
	<u>REHABILITATION</u>	<u>COLD MILL 1" TO 1 1/2"; REPLACE W/MULTI COURSE HOT MIX OVERLAY</u>			
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$84,000	\$21,000	\$105,000 2022
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$1,516,000	\$379,000	\$1,895,000 2023

<u>2TLS24</u>	<u>LOCAL SAFETY PROJECT 24 (BLOCK)</u>		<u>LOCAL</u>	<u>\$2,001,000</u>	<u>10/2024</u>
	<u>SAFETY</u>	<u>CHANNELIZATION</u>			
MISCELLANEOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		\$94,000	\$11,000	\$105,000 2023
MISCELLANEOUS	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		\$1,706,000	\$190,000	\$1,896,000 2024

<u>2TM202</u>	<u>BLOCKED BRIDGE PM</u>		<u>NYSDOT</u>	<u>\$7,702,000</u>	<u>12/2020</u>
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE CLEANING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE MINOR MAINTENANCE		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$509,000	\$127,000	\$636,000 2019
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$39,000	\$9,000	\$48,000 2019
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$339,000	\$85,000	\$424,000 2020
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$26,000	\$6,000	\$32,000 2020
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$4,774,000	\$1,194,000	\$5,968,000 2021
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$475,000	\$119,000	\$594,000 2021

<u>2TM212</u>	<u>BLOCKED BRIDGE PM</u>		<u>NYSDOT</u>	<u>\$4,436,000</u>	<u>12/2022</u>
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE CLEANING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE MINOR MAINTENANCE		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$509,000	\$127,000	\$636,000 2020
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$39,000	\$9,000	\$48,000 2020
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$339,000	\$85,000	\$424,000 2021
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$26,000	\$6,000	\$32,000 2021
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$2,162,000	\$540,000	\$2,702,000 2023
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$475,000	\$119,000	\$594,000 2023

<u>2TM213</u>	<u>BLOCKED PM PAVEMENT</u>		<u>NYSDOT</u>	<u>\$11,938,000</u>	<u>04/2021</u>
	PREVENTIVE MAINTENANCE		SINGLE COURSE OVERLAY (D CONTRACT)		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$282,000	\$70,000	\$352,000 2020
MISCELLANEOUS	STP FLEX		\$846,000	\$212,000	\$1,058,000 2020
MISCELLANEOUS	STP FLEX		\$8,422,000	\$2,106,000	\$10,528,000 2021

<u>2TM222</u>	<u>BLOCKED BRIDGE PM, VARIOUS LOCATIONS</u>		<u>NYSDOT</u>	<u>\$9,702,000</u>	<u>12/2022</u>
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE CLEANING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE MINOR MAINTENANCE		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$509,000	\$127,000	\$636,000 2021
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$39,000	\$9,000	\$48,000 2021
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$339,000	\$85,000	\$424,000 2022
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$26,000	\$6,000	\$32,000 2022
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$6,374,000	\$1,594,000	\$7,968,000 2023
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$475,000	\$119,000	\$594,000 2023

<u>2TM223</u>	<u>BLOCKED PM PAVEMENT</u>		<u>NYSDOT</u>	<u>\$17,090,000</u>	<u>04/2022</u>
	PREVENTIVE MAINTENANCE		SINGLE COURSE OVERLAY (D CONTRACT)		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$282,000	\$70,000	\$352,000 2021
MISCELLANEOUS	STP FLEX		\$846,000	\$212,000	\$1,058,000 2021
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$3,136,000	\$784,000	\$3,920,000 2022
MISCELLANEOUS	STP FLEX		\$9,408,000	\$2,352,000	\$11,760,000 2022

<u>2TM232</u>	<u>BLOCKED BRIDGE PM</u>		<u>NYSDOT</u>	<u>\$9,702,000</u>	<u>12/2023</u>
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE CLEANING		
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE MINOR MAINTENANCE		
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$509,000	\$127,000	\$636,000 2022
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$39,000	\$9,000	\$48,000 2022
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$339,000	\$85,000	\$424,000 2023
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$26,000	\$6,000	\$32,000 2023
MISCELLANEOUS	NATIONAL HIGHWAY PERFORMANCE PROGRAM		\$6,374,000	\$1,594,000	\$7,968,000 2024
MISCELLANEOUS	STP OFF SYSTEM BRIDGE		\$475,000	\$119,000	\$594,000 2024

<b>2TM233</b>	<b>BLOCKED PM PAVEMENT</b>		<b>NYS DOT</b>	<b>\$17,090,000</b>	<b>12/2023</b>
	<b>PREVENTIVE MAINTENANCE</b>		<b>SINGLE COURSE OVERLAY (D CONTRACT)</b>		
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$509,000	\$127,000	\$636,000 2022
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$39,000	\$9,000	\$48,000 2022
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$339,000	\$85,000	\$424,000 2023
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$26,000	\$6,000	\$32,000 2023
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$6,374,000	\$1,594,000	\$7,968,000 2024
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$475,000	\$119,000	\$594,000 2024

<b>2TM242</b>	<b>BLOCKED BRIDGE PM</b>		<b>NYS DOT</b>	<b>\$11,788,000</b>	<b>12/2023</b>
	<b>CYCLICAL HIGHWAY MAINTENANCE</b>		<b>BRIDGE PAINTING</b>		
	<b>CYCLICAL HIGHWAY MAINTENANCE</b>		<b>BRIDGE CLEANING</b>		
	<b>CYCLICAL HIGHWAY MAINTENANCE</b>		<b>BRIDGE MINOR MAINTENANCE</b>		
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$509,000	\$127,000	\$636,000 2024
MISCELLANEOUS		STP FLEX	\$84,000	\$22,000	\$106,000 2024
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$39,000	\$9,000	\$48,000 2024
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$339,000	\$85,000	\$424,000 2025
MISCELLANEOUS		STP FLEX	\$84,000	\$21,000	\$105,000 2025
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$26,000	\$6,000	\$32,000 2025
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$6,374,000	\$1,594,000	\$7,968,000 2026
MISCELLANEOUS		STP FLEX	\$1,500,000	\$375,000	\$1,875,000 2026
MISCELLANEOUS		STP OFF SYSTEM BRIDGE	\$475,000	\$119,000	\$594,000 2026

<b>2TM243</b>	<b>BLOCKED PM PAVEMENT 24</b>		<b>NYS DOT</b>	<b>\$17,090,000</b>	<b>04/2025</b>
	<b>PREVENTIVE MAINTENANCE</b>		<b>SINGLE COURSE OVERLAY (D CONTRACT)</b>		
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$282,000	\$70,000	\$352,000 2024
MISCELLANEOUS		STP FLEX	\$846,000	\$212,000	\$1,058,000 2024
MISCELLANEOUS		NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$3,136,000	\$784,000	\$3,920,000 2025
MISCELLANEOUS		STP FLEX	\$9,408,000	\$2,352,000	\$11,760,000 2025

<b>2TTR21</b>	<b>SAFETY PROJECT 21 (BLOCK)</b>		<b>NYS DOT</b>	<b>\$1,906,000</b>	<b>03/2022</b>
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>		
	<b>SAFETY</b>		<b>CHANNELIZATION</b>		
	<b>SAFETY</b>		<b>TRAFFIC SIGNS</b>		
	<b>SAFETY</b>		<b>SIGHT DISTANCE IMPROVEMENTS</b>		
	<b>SAFETY</b>		<b>ALIGNMENT WORK</b>		
	<b>SAFETY</b>		<b>SKID TREATMENT W/GROOVING</b>		
MISCELLANEOUS		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$203,000	\$23,000	\$226,000 2021
MISCELLANEOUS		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$1,512,000	\$168,000	\$1,680,000 2022

<b>2TTR22</b>	<b>SAFETY PROJECT 22 (BLOCK)</b>		<b>NYS DOT</b>	<b>\$1,906,000</b>	<b>03/2023</b>
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>		
	<b>SAFETY</b>		<b>CHANNELIZATION</b>		
	<b>SAFETY</b>		<b>TRAFFIC SIGNS</b>		
	<b>SAFETY</b>		<b>SIGHT DISTANCE IMPROVEMENTS</b>		
	<b>SAFETY</b>		<b>ALIGNMENT WORK</b>		
	<b>SAFETY</b>		<b>SKID TREATMENT W/GROOVING</b>		
MISCELLANEOUS		STP FLEX	\$181,000	\$45,000	\$226,000 2022
MISCELLANEOUS		STP FLEX	\$1,344,000	\$336,000	\$1,680,000 2023

<b>2TTR23</b>	<b>SAFETY PROJECT 23 (BLOCK)</b>		<b>NYS DOT</b>	<b>\$1,906,000</b>	<b>03/2024</b>
	<b>SAFETY</b>		<b>TRAFFIC SIGNALS/DEVICES</b>		
	<b>SAFETY</b>		<b>CHANNELIZATION</b>		
	<b>SAFETY</b>		<b>TRAFFIC SIGNS</b>		
	<b>SAFETY</b>		<b>SIGHT DISTANCE IMPROVEMENTS</b>		
	<b>SAFETY</b>		<b>ALIGNMENT WORK</b>		
	<b>SAFETY</b>		<b>SKID TREATMENT W/GROOVING</b>		
MISCELLANEOUS		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$203,000	\$23,000	\$226,000 2023
MISCELLANEOUS		HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$1,512,000	\$168,000	\$1,680,000 2024



## B. 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 HOCTS 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 availability of funds in future State and Federal budgets and appropriations**

**FTA SECTION 5310 PROGRAM - CAPITAL INVESTMENT**  
**Enhanced Mobility of Seniors and Individuals with Disabilities**

**TRANSPORTATION IMPROVEMENT PROGRAM (MILLIONS)**

**FTA SECTION 5310 - Region 2 Allocation**

PIN	PROJECT DESCRIPTION	FUNDING MATCH	TOTAL 5-YEAR COST							Lead Agency
			FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024		
282190	Allocation (capital - estimated)	Federal	0.197	1.044	0.201	0.205	0.209	0.213	0.217	Oneida County
		State	0.025	0.131	0.025	0.026	0.026	0.027	0.027	
		Local	0.025	0.131	0.025	0.026	0.026	0.027	0.027	
		<b>TOTAL</b>	<b>0.247</b>	<b>1.305</b>	<b>0.251</b>	<b>0.256</b>	<b>0.261</b>	<b>0.266</b>	<b>0.271</b>	

**Anticipated individual projects to be awarded from block funding:**

PIN	PROJECT DESCRIPTION	FUNDING MATCH	TOTAL 5-YEAR COST							Lead Agency
			FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024		
282191	Katherine Luther Residential Purchase 2 Vehicles	Federal	0.221	0.000						VALLEY HEALTH SERVICES
		State	0.000	0.000						
		Local	0.055	0.000						
		<b>TOTAL</b>	<b>0.276</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
282192	ST.LUKE's HOME Purchase 2 Vehicles	Federal	0.102	0.000						PRESBYTERIAN HOMES
		State	0.000	0.000						
		Local	0.055	0.000						
		<b>TOTAL</b>	<b>0.157</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
282193	NYSARC ONEIDA-LEWIS REPLACEMENT 1 Vehicle	Federal	0.034	0.000						NYS ARC ONEIDA - LEWIS
		State	0.000	0.000						
		Local	0.009	0.000						
		<b>TOTAL</b>	<b>0.043</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	
282196	MOBILITY MNGT Continuation of Program provided by Edlerlife, Inc.	Federal	0.045	0.000						ELDERLIFE
		State	0.000	0.000						
		Local	0.012	0.000						
		<b>TOTAL</b>	<b>0.057</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	

**CAPITAL ASSISTANCE**

**TRANSPORTATION IMPROVEMENT PROGRAM (MILLIONS)**

UTICA		FTA Sections 5307		PROGRAM YEARS							LEAD AGENCY
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2016	TOTAL 5-YEAR COST	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021		
282169 (TIP ONLY)	ALLOCATION (CAPITAL-estimated)	Federal	1.770	11.432	2.204	2.249	2.295	2.342	2.342	CENTRO ONEIDA	
		State	0.221	1.429	0.276	0.281	0.287	0.293	0.293		
		Local	0.221	1.429	0.276	0.281	0.287	0.293	0.293		
		<b>TOTAL</b>	<b>2.213</b>	<b>14.290</b>	<b>2.755</b>	<b>2.811</b>	<b>2.869</b>	<b>2.928</b>	<b>2.928</b>		

FTA Sections 5311 & 5339 Capital Assistance											
Anticipated individual projects to be awarded from block funding:											
			PROGRAM YEARS								
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	LEAD AGENCY	FUNDING SOURCE
282156	2 - TYPE III/ Lot I	Federal	0.000	0.470	0.148	0.000	0.155	0.000	0.167	ONEIDA	FTA
	MED-DUTY-MID SIZE BUSES	State	0.000	0.059	0.019	0.000	0.019	0.000	0.021	COUNTY	SECTION
	REPLACEMENTS W/LIFT	Local	0.000	0.059	0.019	0.000	0.019	0.000	0.021	BBT	5311
		<b>TOTAL</b>		0.000	0.588	0.185	0.000	0.194	0.000	0.209	
282157	5 - TYPE IV/ LOT K	Federal	0.000	0.512	0.000	0.000	0.000	0.512	0.000	ONEIDA	FTA
	MED-DUTY-MID SIZE BUSES	State	0.000	0.064	0.000	0.000	0.000	0.064	0.000	COUNTY	SECTION
	REPLACEMENTS W/LIFT	Local	0.000	0.064	0.000	0.000	0.000	0.064	0.000	BBT	5311
		<b>TOTAL</b>		0.000	0.640	0.000	0.000	0.000	0.640	0.000	
282158	BUSSES - 4 - 45 FT	Federal	0.000	1.434	0.472	0.472	0.000	0.000	0.490	ONEIDA	FTA
		State	0.000	0.179	0.059	0.059	0.000	0.000	0.061	COUNTY	SECTION
	REPLACEMENTS W/LIFT	Local	0.000	0.179	0.059	0.059	0.000	0.000	0.061	BBT	5311
		<b>TOTAL</b>		0.000	1.792	0.590	0.590	0.000	0.000	0.610	
282159	SUPERVISORY VEHICLE/	Federal	0.000	0.023	0.000	0.000	0.023	0.000	0.000	ONEIDA	FTA
		State	0.000	0.003	0.000	0.000	0.003	0.000	0.000	COUNTY	SECTION
	SERVICE TRUCK	Local	0.000	0.003	0.000	0.000	0.003	0.000	0.000	BBT	5311
		<b>TOTAL</b>		0.000	0.029	0.000	0.000	0.029	0.000	0.000	

RURAL TRANSIT											
FTA SECTION 5311 OPERATING ASSISTANCE											
RURAL AREA FORMULA PROGRAM											
			Program Years								
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Lead Agency	
282155	ONEIDA COUNTY	Federal	0.145	0.725	0.145	0.145	0.145	0.145	0.145		
	RURAL TRANSIT	State	0.018	0.090	0.018	0.018	0.018	0.018	0.018	ONEIDA	
	BBT	Local	0.018	0.090	0.018	0.018	0.018	0.018	0.018	COUNTY	
		<b>TOTAL</b>		0.181	0.905	0.181	0.181	0.181	0.181	0.181	

CAPITAL ASSISTANCE											
TRANSPORTATION IMPROVEMENT PROGRAM (MILLIONS)											
UTICA		PROGRAM YEARS									
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	LEAD AGENCY	
282180	ALLOCATION (CAPITAL-estimated)	Federal	0.000	3.231	0.621	0.633	0.646	0.659	0.672		
		State	0.000	0.404	0.078	0.079	0.081	0.082	0.084	CENTRO	
		Local	0.000	0.404	0.078	0.079	0.081	0.082	0.084	ONEIDA	
		<b>TOTAL</b>	0.000	4.039	0.776	0.791	0.808	0.824	0.840		

**TRANSIT OPERATING ASSISTANCE  
URBANIZED AREA FORMULA PROGRAM  
SECTION 5307 COMBINED OPERATING ASSISTANCE & CAPITAL INVESTMENT**

	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
		Federal	1.634	<b>12.68</b>	2.820	3.127	2.000	2.256	2.480
	Centro of Oneida	State	0.204	<b>5.335</b>	1.103	1.141	1.000	1.032	1.060
	Utica	Local	0.204	<b>5.335</b>	1.103	1.141	1.000	1.032	1.060
		<b>TOTAL</b>	<b>2.043</b>	<b>23.35</b>	<b>5.025</b>	<b>5.409</b>	<b>4.000</b>	<b>4.320</b>	<b>4.600</b>

**FTA Section 5307 OPERATING ASSISTANCE**

PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
		Federal	2.000	<b>2.000</b>	2.000	2.000	2.000	2.000	2.000
282170	Centro of Oneida	State	1.000	<b>10.750</b>	1.000	1.000	1.000	1.000	1.000
	Utica	Local	1.000	<b>1.807</b>	1.000	1.000	1.000	1.000	1.000
		<b>TOTAL</b>	<b>4.000</b>	<b>20.000</b>	<b>4.000</b>	<b>4.000</b>	<b>4.000</b>	<b>4.000</b>	<b>4.000</b>

**FTA Section 5307/5339 CAPITAL INVESTMENT PROJECTS**

PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2019	TOTAL 5-YEAR COST	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
	Centro of Oneida (5339)	Federal	0.000	<b>0.256</b>	0.000	0.000	0.000	0.256	0.000
282171	Utica	State	0.000	<b>0.032</b>	0.000	0.000	0.000	0.032	0.000
	4 - Paratransit Vehicle	Local	0.000	<b>0.032</b>	0.000	0.000	0.000	0.032	0.000
	(Call-a-bus) - Replacement	<b>TOTAL</b>	<b>0.000</b>	<b>0.320</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.320</b>	<b>0.000</b>
	Centro of Oneida (5307)	Federal	0.030	<b>0.144</b>	0.060	0.024	0.000	0.000	0.060
282172	Utica	State	0.004	<b>0.018</b>	0.008	0.003	0.000	0.000	0.008
	Supervisory Vehicle	Local	0.003	<b>0.018</b>	0.008	0.003	0.000	0.000	0.008
		<b>TOTAL</b>	<b>0.036</b>	<b>0.180</b>	<b>0.075</b>	<b>0.030</b>	<b>0.000</b>	<b>0.000</b>	<b>0.075</b>
	Centro of Oneida (5307)	Federal	0.040	<b>0.080</b>	0.000	0.040	0.000	0.000	0.040
282173	Rome	State	0.005	<b>0.010</b>	0.000	0.005	0.000	0.000	0.005
	Service Truck	Local	0.005	<b>0.010</b>	0.000	0.005	0.000	0.000	0.005
		<b>TOTAL</b>	<b>0.050</b>	<b>0.100</b>	<b>0.000</b>	<b>0.050</b>	<b>0.000</b>	<b>0.000</b>	<b>0.050</b>
	Centro of Oneida (5307)	Federal	0.000	<b>0.080</b>	0.000	0.080	0.000	0.000	0.000
282174	Utica	State	0.000	<b>0.010</b>	0.000	0.010	0.000	0.000	0.000
	Service Truck	Local	0.000	<b>0.010</b>	0.000	0.010	0.000	0.000	0.000
		<b>TOTAL</b>	<b>0.000</b>	<b>0.100</b>	<b>0.000</b>	<b>0.100</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
	Centro of Oneida (5339)	Federal	0.000	<b>0.760</b>	0.760	0.000	0.000	0.000	0.000
282175	Rome	State	0.000	<b>0.095</b>	0.095	0.000	0.000	0.000	0.000
	2, 30' Diesel Transit Buses- Replacement	Local	0.000	<b>0.095</b>	0.095	0.000	0.000	0.000	0.000
		<b>TOTAL</b>	<b>0.000</b>	<b>0.950</b>	<b>0.950</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
	Centro of Oneida (5307/5339)	Federal	0.360	<b>0.983</b>	0.000	0.983	0.000	0.000	0.000
282176	Utica	State	0.045	<b>0.123</b>	0.000	0.123	0.000	0.000	0.000
	4, 35' Diesel Transit Buses- Replacement	Local	0.045	<b>0.123</b>	0.000	0.123	0.000	0.000	0.000
		<b>TOTAL</b>	<b>0.450</b>	<b>1.229</b>	<b>0.000</b>	<b>1.229</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
	Centro of Oneida (5307)	Federal	0.000	<b>0.380</b>	0.000	0.000	0.000	0.000	0.380
282177	Rome	State	0.000	<b>0.048</b>	0.000	0.000	0.000	0.000	0.048
	1, 30' Diesel Transit Buses- Replacement	Local	0.000	<b>0.048</b>	0.000	0.000	0.000	0.000	0.048
		<b>TOTAL</b>	<b>0.000</b>	<b>0.475</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.475</b>
	Centro of Oneida (5339)	Federal	0.360	<b>2.119</b>	0.000	0.983	0.000	0.000	1.136
2821768	Utica	State	0.045	<b>0.265</b>	0.000	0.123	0.000	0.000	0.142
	18, 35' Diesel Transit Buses- Replacement	Local	0.045	<b>0.265</b>	0.000	0.123	0.000	0.000	0.142
		<b>TOTAL</b>	<b>0.450</b>	<b>2.649</b>	<b>0.000</b>	<b>1.229</b>	<b>0.000</b>	<b>0.000</b>	<b>1.420</b>
	Centro of Oneida (5307)	Federal	0.360	<b>2.126</b>	0.000	0.983	0.000	0.000	1.143
282179	Utica	State	0.045	<b>0.266</b>	0.000	0.123	0.000	0.000	0.143
	18, 35' Diesel Transit Buses- Replacement	Local	0.045	<b>0.266</b>	0.000	0.123	0.000	0.000	0.143
		<b>TOTAL</b>	<b>0.450</b>	<b>2.657</b>	<b>0.000</b>	<b>1.229</b>	<b>0.000</b>	<b>0.000</b>	<b>1.429</b>

## C. TIP MODIFICATION REFERENCE TABLE

# HOCTS TIP Modification Process

Type of Change	Low		Stringency of Requirements				Responsibility	
	Written Justification From Sponsoring Agency	Type of Action		TIP Amendment/Resolution	HOCTS or NVSDOT	TPC	GP&L	
		Administrative Modification						
<b>1) Addition or Deletion</b>								
1a) The Addition or Deletion of Any Phases for an Existing Project Without a Change to the Total Project Cost.		X			X			
<b>1b) If Adding or Deleting Any Phases for an Existing Project and the Total Project Cost Changes, then go to 2.</b>								
1c) Addition of Any Whole Project.			X			X	X	
1d) Deletion of Any Whole Project.			X			X	X	
<b>2) Cost</b>								
2a) Cost Change that increases the Total Project Cost by 10% or More.			X			X	X	
<b>2b) If Change Increases the Cost by Less than 10% Use Options 2c, 2d, or 2e. If Changing SDF (or other non-Federal funds) Within a Project or Phase, then go to 2f.</b>								
2c) Cost Change <\$0.349999m			X		X			
2d) Cost Change >\$0.350m and <\$0.749999m						X		
2e) Cost Change >\$0.749999m				X		X	X	
2f) Change of SDF (or other non-Federal funds) within Any Phase or Whole Project.	X				X			
<b>3) Scope Change</b>								
3a) A Scope Change for a Project Resulting in a Significant Change to the Project Limits, or Scope of Work.			X			X	X	
<b>4) Fund Source Change (for existing project phases only)</b>								
4a) Fund Source Change for Any Phase.		X			X			
<b>4b) If Changing the Fund Source to SDF (or other non-Federal funds) then, go to 4c.</b>								
4c) Change of a Fund Source for Any Phase to SDF (or other non-Federal funds).	X				X			
<b>5) Schedule Change</b>								
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			
<b>Clarifying Rules and Information</b>								
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. HOCTS SELF-CERTIFICATION

### A. REQUIRED AGREEMENTS

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

As is the case with all MPOs in New York State, HOCTS is not a legal entity in and of itself. It depends upon a host agency to provide payroll and legal services and to contract with consultants for planning studies. The County of Oneida and more specifically, the Oneida County Department of Planning acts as HOCTS host agency. All HOCTS dedicated and shared staff is employed by the County of Oneida and work in the Department of Planning Office located at the Boehlert Center at Union Station, 321 Main Street, 3<sup>rd</sup> Floor, Utica, NY. The current HOCTS dedicated staff positions include Transportation Program Manager, Associate Planner and Planning Specialist. HOCTS shared staffing with its host agency include the positions of GIS Coordinator, Senior GIS Analyst, GIS Analyst, GIS Tech II (2 positions), Principal Account Clerk, Data Processing Clerk, Census Data Affiliate/Principal Planner, Secretary, and Commissioner of Planning. The staff has the responsibility of managing consultant studies specified in the UPWP, conducting technical analyses, purchasing of 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 HOCTS committees and provide payroll services, audits, accounting and legal services for HOCTS. The host agency agreement between the HOCTS and Oneida County was renewed in 2012 for a term of ten years lasting through 2022.

### B. PLANNING/TECHNICAL

#### 1. UPWP

The Herkimer-Oneida Counties Transportation Study adopted a Unified Planning Work Program for 2019-2020 in March of 2019. 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 HOCTS 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 HOCTS goals, objectives, and principals.

## **2. Transportation Plan**

HOCTS LRTP Update 2035 Long Range Plan was adopted in December 2014. The LRP lists all current State and Federal planning factors and emphasis areas as well as HOCTS own planning principles, goals, and priorities. Through analysis of data, regional priorities and projects are identified as candidates for implementation through HOCTS Unified Planning Work Program and Transportation Improvement Program. An expanded public survey for the LRTP was conducted and there was an aggressive outreach campaign, which included 6 public meetings, a six month public comment period and a public hearing. A 2020 – 2040 LRTP Update is planned to ensure conformity with performance based planning and programming requirements from FHWA and FTA. An update to the LRTP was initiated in 2019, with expected approval in December 2019 and cover a period of 2020 through 2040. In addition, a Transportation Atlas will be developed in the first half of 2020. This document will be user-friendly and graphically rich to convey the story of the transportation network in Herkimer and Oneida Counties to residents, visitors, elected officials, and economic development. The Transportation Atlas will take the LRTP from a plan to a living document to assist in transportation planning.

## **3. The Transportation Improvement Program (TIP)**

The 2017-2021 Transportation Improvement Program is the current MPO capital program. It was approved by HOCTS in June 2016. The draft 2020-2025 Transportation Improvement Program (TIP) was released on May 6, 2019, for public review and comment. As is the case with the LRTP, conformity approval is not required for the TIP on account of the classification of the 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 development of both TIP documents, fiscal constraint was applied in coordination with NYSDOT Region 2. HOCTS 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 clearly identifiable and are consistent with the adopted HOCTS LRTP. TIP amendment procedures are consistent with guidance from federal regulatory agencies. The amendment procedures are to be revised with the approval of the 2020-2025 TIP. Revisions were necessary to streamline the management of the TIP, clarify procedures, define what qualifies for an amendment or an administrative modification, and to develop a timely management system for projects listed on the TIP.

## **4. Technical Studies and Emphasis Areas**

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



## 5. Special Considerations in the Transportation Planning Process

- (a) **Title VI** - HOCTS is a designated sub-recipient under NYSDOT's DBE program and maintains ongoing compliance efforts. Title VI/DBE reports are submitted on a semi-annual basis to NYSDOT and the Council has also signed on to NYSDOT's DBE plan. HOCTS has never received any discrimination complaints. The Environmental Justice (EJ) review is updated as plans and regional demographics change and will be updated in the 2019-2020 UPWP program year. Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and in community participation projects. Specific outreach to senior organizations, low mobility population and LEP populations was conducted as part of the LRTP update and FTA 5310 and 5311 solicitations. HOCTS public transit planning efforts includes consideration of services for elderly, disabled persons and for those who choose not to drive. MPO meetings are always held in ADA-accessible facilities. ADA compliance is monitored through the ADA paratransit services offered by the local transit operator and staff review of federally-funded projects and plans. HOCTS works to provide education of and training on ADA requirements within its MPA. Periodic review of local demographics indicates that that the varieties of ethnic populations are steadily growing within the MPA. At current time there is a large Limited English Population (LEP) that needs to be target for more direct inclusion in transportation planning programs. The extent of this need will be fleshed out and the data will be assessed in conjunction with EJ update mentioned above.
- (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 2016. An update to a staff developed transportation provider service directory that includes information about private services, including taxis, was updated in 2018, as part of a mobility management project. Additional inclusion is achieved through the Transit Coordination Committee (TCC), which developed as an off-shoot of the 2012 Coordinated Human Services Transportation Plan. The Committee meets four to six times a year and focuses on identify needs and as a networking resource for transportation providers.
- (c) **Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop HOCTS plans and programs and to guide project selection processes. HOCTS staff continues to maintain its relationships with local land use planning organizations through communication and consultation. Programming instructions consistent with NYSDOT's Forward Four principles, emphasizing maintenance and preservation activities over "worst-first" infrastructure replacement projects, have been thoroughly incorporated within the development of the draft 2020- 25 TIP.
- (d) **Congestion Management Process** – No process in place (not required because HOCTS MPA is in an attainment area).

(e) **Public Involvement** – The HOCTS Public Participation Plan (PPP) was updated and approved in 2016. HOCTS actively solicits public involvement through media, public meetings, mailings, and at events where the public gathers. HOCTS staff regularly meets with local officials, participates in public meetings, and hold 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 HOCTS 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 HOCTS 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 concern they may have, and is also a portal that allows for participation in the LRTP survey and other surveys that HOCTS develops for project specific input.

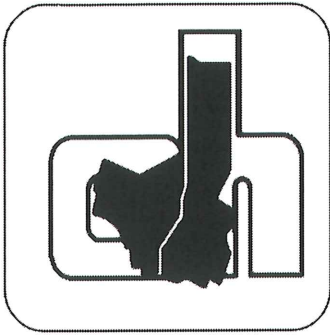
### C. Administrative/Management

1. **Progress Reports** are prepared twice per year to report on progress of UPWP activities. They are submitted within one month of the close Quarter 1 & 2 (April 1 to September 30) and Quarter 3 & 4 (October 1 to March 31), as Semi-Annual Reports for the current UPWP. They are submitted to the NYSDOT, FHWA, and FTA as complete and comprehensive reports.
2. **Bills** are submitted and paid based on the processing schedule of the host agency, Oneida County. Vendor inquiries for delayed reimbursements are infrequent. The Oneida County Department of Planning submits bills on a quarterly basis. 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** HOCTS utilizes its host agency's consultant selection process that is followed for all professional services agreements. HOCTS also verifies that all consultant selection is in compliance with an applicable NYSDOT, FHWA or FTA requirements for fund source being utilized. DBE provisions are integrated into the host agency's process and for HOCTS included in all reviews prior to award.
7. **Central Staff/Host Relations** are acceptable. 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. The staff turnover for HOCTS and limited salary offerings on recruitment is creating concerns regarding maintain level of operations. Quality office space and

support services to accommodate HOCTS staff and activities are provided. Staff has good political support within the planning and programming area.

- 8. Decision Making** ability is effective in the HOCTS 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; 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 general discussion. Members are consulted frequently on regional and local matters concerning their jurisdictions.
- 9. Governance:** In 2012 the HOCTS agency, the County of Oneida, renewed its agreement with NYSDOT through March 2022. The format of the new agreement was consistent with a new model recently developed by NYSDOT. The hosting arrangement allows HOCTS staff to advance its work without any undue influence from any particular member municipality. The Policy and Planning committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities.
- 10. Procurement:** HOCTS 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 HOCTS utilizing FTA funds are infrequent. HOCTS staff will be in communication with NYSDOT to ensure that the process is followed.

## E. RESOLUTIONS



**HERKIMER-ONEIDA COUNTIES  
GOVERNMENTAL POLICY AND LIAISON COMMITTEE**

**Boehlert Center at Union Station  
321 Main St., Utica NY 13501**

**Voice: 315.798.5710 E-mail: [transplan@ocgov.net](mailto:transplan@ocgov.net)  
[www.hocts.org](http://www.hocts.org)**

Chairperson, BERNARD PEPLINSKI, SR., Chairman Herkimer County Legislature  
Secretary, REGINA VENETTOZZI, Interim Commissioner Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Oneida County Executive  
Director, DANA R. CRISINO, AICP, Herkimer-Oneida County Transportation Study

---

**HOCTS Resolution 2019-18**

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

**WHEREAS**, the Herkimer-Oneida Counties Transportation Study (HOCTS) is the designated Metropolitan Planning Organization (MPO) responsible for the performance of the transportation planning process for the Herkimer and Oneida County Urbanized Area; and

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

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

**WHEREAS**, the entirety of the HOCTS Self-Certification 2019 is attached hereto; and

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

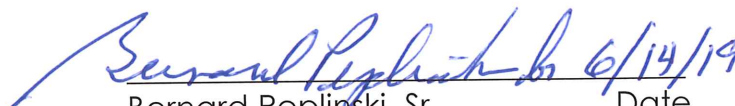
- 1.) HOCTS's metropolitan transportation planning process includes activities to support the development and implementation of the transportation plan and TIP and subsequent project development activities including the environmental impact assessment process; and
- 2.) HOCTS 's planning process is consistent with Federal Laws, Acts, and Regulations pertaining to involvement of appropriate public and private transportation providers; and

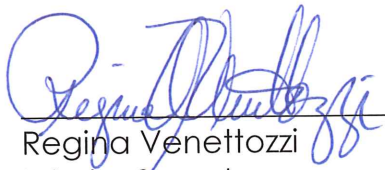
c.) Incorporate clauses and certifications required for FTA program assistance funding.

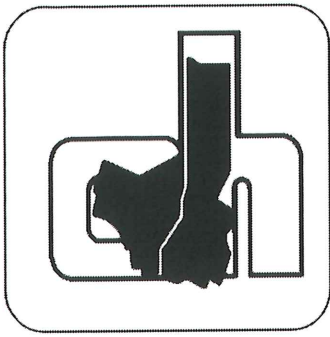
**BE IT FURTHER RESOLVED**, that the GP&L Committee hereby certifies that the transportation planning process complies with all applicable federal laws and regulations including applicable requirements of the Federal Transit Act as amended by the FAST Act in December 2015; and

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

**BE IT FINALLY RESOLVED**, that the GP&L Committee directs this resolution and Self-Certification to be included as an appendix to the 2020 – 2024 TIP for the HOCTS metropolitan planning area.

  
Bernard Peplinski, Sr.      6/14/19  
Chairperson      Date

  
Regina Venettozzi      6/14/19  
Interim Secretary      Date



# HERKIMER-ONEIDA COUNTIES GOVERNMENTAL POLICY AND LIAISON COMMITTEE

**Boehlert Center at Union Station  
321 Main St., Utica NY 13501  
Voice: 315.798.5710 E-mail: [transplan@ocgov.net](mailto:transplan@ocgov.net)  
[www.hocts.org](http://www.hocts.org)**

Chairperson, BERNARD PEPLINSKI, SR., Chairman Herkimer County Legislature  
Secretary, REGINA VENETTOZZI, Interim Commissioner Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Oneida County Executive  
Director, DANA R. CRISINO, AICP, Herkimer-Oneida County Transportation Study

---

## HOCTS Resolution 2019-19

### Approval of the Federal Fiscal Year 2020 – 2024 Transportation Improvement Program (TIP).

**WHEREAS**, under the provisions of 23 U.S.C. 135 and 49 U.S.C. 5304, each state is required to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including development of a Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, the Federal regulations require that the TIP be a staged multi-year program of transportation improvement projects consistent with the long range transportation plan; and

**WHEREAS**, the Governmental Policy & Liaison (GP&L) Committee has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuous, and coordinated transportation planning process for the area; and

**WHEREAS**, as part of the statewide multimodal transportation planning process, each Statewide Transportation Improvement Program will incorporate the Transportation Improvement Programs (TIPs) developed and formally adopted by Metropolitan Planning Organizations (MPOs) as part of the metropolitan planning process; and

**WHEREAS**, the GP&L Committee understands that the non-urbanized area elements of the TIP, as well as, projects funded by sources other than those cited in the Federal regulations are identified for the purpose of comprehensiveness and for guidance to parties responsible for the implementation of such projects; and

**WHEREAS**, there is a need to efficiently administer and implement the projects contained in the TIP, it is recognized that project costs, fund sources

and scheduling shown in the TIP are reasonable estimates which may change during the course of project development; and

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act, requires that the TIP be "Fiscally Constrained" by Federal Fiscal Year (FFY) and by fund category, as such, this TIP is fiscally constrained by year using estimates of current and or reasonably available fund sources; and

**WHEREAS**, a "Project Selection" process is described in the TIP in order to advance an already approved project to the first year of the approved TIP without the need for an amendment; and

**WHEREAS**, the regional public and private transit operators and other interested parties have been advised of and involved in the planning process and the development of the TIP and the local share of projects is provided for in their upcoming budgets; and

**WHEREAS**, the GP&L Committee, in compliance with the Clean Air Act Amendments of 1990 the HOCTS metropolitan planning area is in an attainment area, it considers the proposed FFY 2017-2021 TIP is consistent with the Statewide Implementation Plan (SIP) recommendations; and

**NOW, THEREFORE BE IT RESOLVED**, that the GP&L Committee approves the FFY 2020 – 2024 TIP for the HOCTS MPA and that the priorities and project selections contained in this document reflect the needs and priorities of Herkimer and Oneida Counties and were cooperatively coordinated with NYSDOT Region 2; and

**BE IT FINALLY RESOLVED**, that the GP&L Committee directs the Secretary to submit this resolution and appropriate documentation of the program through the New York State Commissioner of Transportation to the Federal Highway Administration and Federal Transit Administration, as the 2020 – 2024 TIP for the HOCTS metropolitan planning area.

	
Bernard Peplinski, Sr.	Regina Menettozzi
Chairperson	Interim Secretary
<u>6/14/19</u>	<u>6/14/19</u>
Date	Date