

TIP

Transportation Improvement Program

2014 - 2018

Herkimer-Oneida Counties Transportation Study

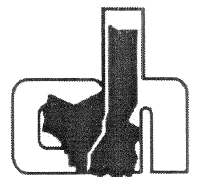


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OVERVIEW

FFY 2014-2018 HOCTS TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Plan (TIP) is a staged multi-year program of transportation improvements within the Herkimer-Oneida Counties Region. The purpose of this document, which is updated biennially, is to identify transportation projects and to begin the process of implementation. Projects that must be on the TIP include highway, bridge, transit (capital and operating), bikeway, pedestrian improvements, and enhancement projects within the urbanized area that involve the expenditure of Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funds. The FTA urbanized area, determined by the U.S. Census Bureau, is used by FTA for funding allocations. The FTA funding is based on a population and population density formula. A new adjusted urbanized area based on the 2010 Census is being determined by the Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) to be approved by the New York State Department of Transportation (NYSDOT) with final approval by the U.S. Department of Transportation (USDOT) is used for FHWA projects. The Census Urbanized Area and Adjusted Urbanized Area boundaries are in the process of being changed as a result of the 2010 Census data. The Metropolitan Area Boundary (MAB) is all of Oneida and Herkimer Counties. The MAB has no effect on the amount of funding available. All federal-aid projects within the MAB which are programmed with STP and NHS funds are programmed in the TIP. Rural area projects and other transportation projects not funded through the FHWA or FTA are also 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 into appropriate staging periods.
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 and their scope and staging.

The Long Range Transportation Plan is used to construct 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 and safety. The Transit Capital Investment Plan is also used in creating the transit portion of the TIP.

The 2014-2018 TIP was prepared in consultation with interested parties who were directed to view and comment on the Draft TIP project list available in electronic format on the HOCTS web site.

CONSIDERATION OF MAP-21

Under MAP-21, the scope of the metropolitan transportation planning process provides for the establishment and use of a performance-based approach to the transportation decision-making to support the national goals. MAP-21 set forth seven national goals related to: safety, infrastructure condition, system reliability, congestion reduction, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Federal guidance on implementing the metropolitan and statewide planning requirements for TIPs and STIP development under MAP-21 are still under development. Therefore, the most recent 2007 Federal guidance on implementing the metropolitan and statewide planning requirements for TIPs and STIP development has been published in the Final Rule of the Metropolitan and Statewide Planning Regulations remains in effect, except where new Federal guidance has been published. The 2007 guidance will be followed until new regulations are in place, along with any additional guidance provided by Federal agencies. All regulations therein have been met and complied with in the development of this 2014-2018 TIP.

MAP-21 TRANSIT PROGRAM CHANGES

MAP-21 transit program provisions further several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives the Federal Transit Administration (FTA) significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs - based formula program and new asset management requirements. In addition, it establishes performance - based planning requirements that align Federal funding with key goals and tracks progress towards these goals. A change is also seen in the Tribal Transit Program, where funds are allocated to Indian tribes for any purpose eligible under section 5311 and those tribes providing public transportation on tribal lands. Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as "New Starts."

New Programs

Safety

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will develop safety performance criteria for all modes of public transportation (rail, bus, etc.). The new law requires all recipients of FTA funding to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the State. For small urban systems, FTA must issue a rule designating which small urban systems may have their safety plans drafted by the State. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs. MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects. FTA Office of Budget and Policy.

State of Good Repair Grants

limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

Asset Management Provisions

MAP-21 requires FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. All FTA grantees and their subrecipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs).

Bus and Bus Facilities Program

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This program is a source of funding for the Utica urbanized area, but replaces the previous discretionary program under which the transit system was able to obtain several large grants.

Emergency Relief

This new program assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA). The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.

Enhanced Mobility of Seniors and Individuals with Disabilities

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State’s share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses including acquisition of public transportation services requires a 20 percent local match.

PREVIOUS PLANNING FACTORS CONSIDERED UNDER SAFETEA-LU

Provided the 'carry-over' projects and life-span of projects on this 2014-2018 TIP, the previous considerations under SAFETEA-LU are still relevant planning factors considered in the TIP. They include the following:

1. SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY; Improvements to Union Station.
2. INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NONMOTORIZED USERS; The TIP includes numerous safety projects including rail crossing improvements, pavement marking projects, signal systems, pedestrian improvements on the North-South Arterial, and numerous short term accident reduction (STAR) projects.
3. INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM; The TIP includes ITS projects to support the Region's Transportation Command Center which can help address security concerns on major highways. Transit buses are also being equipped with security cameras.
4. INCREASE THE ACCESSIBILITY AND MOBILITY OPTIONS AVAILABLE TO PEOPLE AND FOR FREIGHT; The North-South Arterial project study identified solutions to address existing and forecasted pedestrian and truck through access. Also included are rail improvements to the CSX grade crossings.

Union Station in Utica is a multimodal facility and Rome Intermodal Center, CENTRO Common Center, and new CENTRO garage increase accessibility and mobility.

Transit has always played an important part in the HOCTS planning and programming process. The 2014-2018 TIP includes funds programmed for new transit capital projects for the area's transit operators. The Human Services Transportation Plan prepared by HOCTS, Herkimer County, Oneida County, CNYRTA, and Birnie Bus Tours will help increase accessibility and mobility.

5. PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION,

AND IMPROVE QUALITY OF LIFE. Promoting consistency between transportation improvements and the State and local planned growth and economic development patterns. The projects programmed in the 2014-2018 TIP are consistent with the goals of the State Energy Plan, the HOCTS 1981 Emergency Energy Contingency Plan, and the HOCTS Goals and Objectives. Energy conservation is considered in the cost/benefit analysis of projects and is a by product of new pavement construction, TSM projects, and congestion management projects. Included on the TIP are trail projects, retaining wall projects, scenic byway projects and wetland mitigation projects.

The Herkimer Oneida Counties region is in conformity as to the Clean Air Act and this 2014-2018 TIP is consistent with the SIP for air quality. All highway and bridge projects go through the SEQRA review process including; air quality evaluation, social and economic evaluation during project development.

6. ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES FOR PEOPLE AND FREIGHT; all projects crossing the metropolitan area receive the same design and construction standards as those within the metropolitan area. The designs are appropriate to the functional class of the facility. A major "choke point," Route 8, four lanes to two lanes in the Village of New York Mills which was addressed with the Judd Road Connection Project. The North-South Arterial Project addresses connectivity between people and through traffic for truck traffic.

The Transportation Planning Committee (TPC) reviews and recommends projects for Herkimer and Oneida Counties which were then submitted to State DOT. The 2014-2018 TIP includes Transportation Enhancement projects for the two county area.

All proposed projects include an analysis for including sidewalks and pedestrian signals in accordance with ADA rules. Scenic by-way and recreation funding is included for miscellaneous projects as they become identified.

7. PROMOTE EFFICIENT SYSTEMS MANAGEMENT AND OPERATION; major congestion areas have been identified and projects to address them are programmed in the TIP. This includes project funding for TSM, and ITS projects.

Life cycle costs are used in the evaluation of bridge and highway projects for consideration of programming in the TIP. Life cycle costs are also considered in the selection of transit buses and handicapped transport vehicles.

8. EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM. The majority of the highway and bridge infrastructure projects in the TIP are for the replacement or reconstruction of existing transportation facilities. In addition, new transit buses and facilities are programmed for the area's transit operators to preserve the transit systems and help increase mobility.

HOCTS has been evaluating pavement conditions for over 20 years and collect traffic count data for roads on the federal system. The data is used to evaluate projects for programming projects on the TIP. The State has the lead on the development of the major management systems. NYSDOT

uses a bridge management system and a pavement management system to screen and evaluate projects for the 2014-2018 TIP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program 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. Inclusion of a project in this document allows specific project development, design and construction activities to proceed using federal funds according to the defined schedule. The TIP provides information regarding federal funding assistance and project costs for the 2013-2018 time period. HOCTS typically updates the TIP every two years to maintain a current list of projects and to reflect its Long Range Transportation Plan (LRP) for the area. The LRP is a dynamic planning tool that integrates short-term operational concerns with longer term system capacity and maintenance issues for the region.

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 advanced if changes in the first four years of the programming of listed projects so that resources are reasonably available to implement the program.

PROGRAMMING INSTRUCTION

The New York State Department of Transportation, 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 September 2012. The 2013 TIP/STIP Update will be the first update cycle that will reflect the State's "forward four" guiding principles;

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

This programming strategy constitutes a fundamental shift from prior HOCTS TIPs. Previous capital program rosters typically contained larger and more costly system renewal and replacement projects that were generally beyond the scope of what a sponsoring municipality could reasonably achieve without outside technical or capital assistance. While a small number of capital renewal projects are retained within this program, the programming focus has shifted to preservation projects that are designed to prevent infrastructure that is presently in fair to good condition from deteriorating into poor condition and thus becoming much more costly to repair or replace. The expectation of this strategy is that it will allow municipalities to maintain a greater percentage of transportation infrastructures in fair to good

condition at a lower cost. Anticipated consequences of such a strategy are a near-term decline in overall infrastructure conditions as work is advanced to stabilize the system as well as the continued deterioration of that infrastructure that is already in poor condition.

HOCTS TIP DEVELOPMENT

Included within this TIP is the first year which is a detailed list of highway and transit projects proposed for implementation during the first program year. This document covers five years for both highway projects and transit projects. Schedules shown on TIP tables are based on availability of funds and future State and Federal budgets and appropriations. The TIP for the Herkimer-Oneida Counties Region is prepared by the Herkimer-Oneida Counties Transportation Study (HOCTS) Central Staff with assistance from the New York State Department of Transportation (Region 2 Staff- Utica and Central Office staff - Albany).

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.

HOCTS shares responsibility with the State to develop cooperative transportation plans and programs for the two-county area. HOCTS also provides a forum for the identification of transportation needs by area residents and organizations.

The principal decision making committees of HOCTS are the Governmental Policy and Liaison Committee (GP&L) and the Transportation Planning Committee (TPC). 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 the following three tasks:

1. Identifying the transportation problems, needs and goals of the region.
2. Analyzing and identifying regional transportation priorities.
3. Making recommendations to the GP&L Committee concerning transportation related matters.

From time to time the TPC has found it necessary to form special committees to provide input on a specific topic such as transit. These committees are subject to membership and procedural requirements specified by the TPC. The TPC and GP&L use these special committees as needed. The committees utilized by the TPC on a regular basis are the Transit Advisory Committee (TAC), which includes the public transit operators, and the Bicycle And Pedestrian Advisory Committee (BAPAC).

The HOCTS staff consists of employees from the New York State Department of Transportation (Central

Office in Albany and Region 2 Office in Utica) and the HOCTS Central Staff who are Oneida County employees. Technical studies are conducted by the HOCTS staff to determine the feasibility of proposed highway and transit projects. Additional technical analyses are prepared which will advance major highway and transit projects included in the Transportation Improvement Program (TIP). The HOCTS staff also works on a number of tasks that are of a continuing nature including updates to the Long Range Transportation Plan and the TIP.

PROJECT SELECTION PROCESS

Federal regulations require development of an appropriate Project Selection mechanism for projects in the TIP. Project Selection consists of a financially constrained TIP with project actions arranged by year and grouped by funding sources that match the estimates of funds available for that year. The highest priority goes to the first year's projects and lesser priority to projects in succeeding years. The TIP may contain project actions that anticipate discretionary funding (e.g. discretionary bridge, general fund demonstration, Section 5309, etc.). These actions are identified as such in the TIP.

Under Metropolitan and Statewide Planning Rules and Regulations, the term "Project Selection" has taken on a new and completely different definition. As now 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.

Development of a uniform NY Statewide "Project Selection" procedure will significantly reduce the administrative workload by eliminating the need to process a TIP and/or STIP amendment each time it is determined that an already approved project not contained in the first year of the approved TIP/STIP must be advanced for implementation in the first year, or when a fund source revision is required, to ensure quick delivery of ready highway and transit projects. It should be noted that the addition of a new project (phase) to or deletion of an approved project (phase) from an approved TIP will require a formal TIP amendment.

MPO TIPSs and the STIP shall be financially 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. For FFY funded projects, future-year TIP planning target estimates are based on historical rates of the previous transportation funding authorizations. Revised estimates of the value of programmed projects (based upon actual PS&E's or actual bids) and/or delays in the schedule of a project caused by unforeseen events (e.g., need for minor ROW takings) create a situation where the value of the list of projects shown in the first year of the TIP/STIP may not equal the value of the resources available as the year progresses. Based upon recent history, the value of the first year's program will decrease from the initial cost. 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. It's imperative to understand that, in a tightly constrained TIP, all projects, of all modes, in all fiscally-constrained years, represent hard commitments and all will be delivered unless withdrawn by the sponsor.

Project Selection for federal funds covered by the TIP is as follows:

1. Projects identified in the first year of the 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, no project selection is required.
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. 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 deletion of scheduled projects in years 2, 3 and 4. Even though this sounds onerous, it often entails only minor schedule change of a project (e.g., September 2008 to October 2009). Again, the addition of a new project and/or the deletion of an approved project from an approved TIP would require a TIP Amendment.
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 selection if the fiscal integrity of each affected fund category is maintained.
4. The most likely situation that would require Project Selection occurs as a result of savings incurred as a project is authorized (or bid) 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 if NYSDOT is to avoid lapsing funds in the current FFY.
5. Affected local officials and GP&L Secretary will be notified in writing by NYSDOT as soon as NYSDOT is aware of a letting date change for a project moving into or out of a FFY.

Previously, the management of the use of the Title I (FHWA) funds was accomplished by NYSDOT within the approved TIPs. The TIPs have always been viewed as a commitment by NYSDOT and the commitment for delivery has been honored. The first year of TIP/STIP was over programmed to account for savings and schedule slippages which ultimately ended up with a modest balance of projects ready to go by the end of the FFY compared to the funds available in a given FFY. NYSDOT, with Division of Budget approval, advance funded construction projects late in the FFY. After new funds and/or Obligational Authority was authorized in October, these advance funded projects were then converted to the programmed funding. This resulted in the timely advancement of all Title funded projects in the approved TIP/STIP when the projects were ready to be authorized. All projects ready to be advanced were delivered.

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 now fiscally constrained by year, it may be necessary to select projects from years 2, 3 and 4 to ensure full usage of Title I 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 Title I 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 Title I 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-Oneida Counties, then from the same NYSDOT Region and, finally, from anywhere within the State.

Similarly, for Title III (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 Title III 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 to identify other Title III projects in the TIP/STIP that can be authorized in the first year.

Notwithstanding Step 5 of Project Selection, for Title I funded projects, NYSDOT will report to the GP&L on a quarterly basis if the project selection procedures are implemented. Similarly, for Title III funded projects, the Transit Operator will report to the GP&L on a quarterly basis if the operator intends to utilize the project selection procedures in submitting a grant application to FTA.

The rules give priority to projects which are included in the first year of the TIP/STIP even if the schedule precludes the projects from being authorized in year 1. However, there may be instances of projects listed in years 2, 3 or 4 of the TIP/STIP being ready for advancement in year one. Currently, NYSDOT authorizes each project when ready. The requirement to give priority to year one projects could result in projects ready to be authorized being delayed until the next FFY. If NYSDOT identifies any projects which would be delayed in implementation, the NYSDOT would attempt to identify sufficient resources (through saving or deferrals) to allow the project to be authorized when ready. If sufficient Federal resources cannot be identified in year one, NYSDOT would discuss, with the GP&L, the option of substituting the ready-to-go project for another project scheduled in year one.

TIP AMENDMENTS

The items identified below are provided to indicate when it is necessary to amend the TIP.

1. A change in the total project amount of \$250,000 or less or the addition or deletion of a project costing up to \$250,000 will require approval by both the NYSDOT Region 2 Regional Planning and Program Manager (RPPM) and the HOCTS Program Manager.
2. A change in the total project amount of more than \$250,000 and up to \$500,000, or the addition or deletion of a project costing between \$250,000 and \$500,000 will require the approval of the TPC.
3. A change in the total project amount of more than \$500,000 or the addition or deletion of a project costing more than \$500,000 will require the approval of the GP&L Committee.
4. A scope change for a project resulting in a significant change to the project limits, or scope of work will require GP&L approval if deemed necessary by the HOCTS Program Manager.

SPECIAL EFFORTS

HOCTS staff has been involved with planning and monitoring the provision of transportation services for the elderly, disabled and rural populations of Herkimer and Oneida Counties. The Specialized Transportation Services Plan addressed compliance with Federal Transit Administration (FTA) Section 504 regulations as well as coordination efforts between county government and social service agencies in both counties.

The Centro of Oneida's service consists of a combination of special paratransit type service together with accessible line bus service using ramped and wheelchair lift equipped vehicles. The Centro of Oneida presently provides door-to-door demand response service for its passengers with eight accessible vehicles. Thirty-five of the Centro's line buses are presently handicapped accessible. The fleet is totally accessible. The Utica service maintains an approved Accessible Transportation Paratransit Service Plan and complies with other requirements of the 1990 Federal Americans with Disabilities Act (ADA) and NYS laws for accessible transit. The HOCTS staff assisted the former UTA's Access Committee in developing this Paratransit Service Plan, including updates, and will continue to assist Centro in complying with ADA regulations as appropriate.

The Rome service of Centro of Oneida, is using eight 20-passenger vehicles equipped with lifts for demand-response service. All of their line buses are handicapped accessible. The City of Rome service has an ADA Plan in compliance with ADA regulations.

The region's private transit operator, Birnie Bus Tours, Inc fleet is 100% handicapped accessible. Oneida County Rural Transit provides accessible service between the rural and urban areas.

AIR QUALITY PLANNING GUIDELINES

The Clean Air Act as amended in August 1990 established various Federal, State and local requirements aimed at the expeditious attainment of national air quality standards. The Herkimer-Oneida Counties Region currently meets these transportation air quality standards and this FFY 2014-2018 TIP is consistent with the New York State Implementation Plan (SIP) for Air Quality.

Projects in categories not required on the TIP but included for information purposes only (100% state funded, etc.) need not be evaluated for consistency with the SIP. Air quality evaluation of these projects occurs as necessary during project development.

In addition to the TIP, the HOCTS Updated Long Range Transportation Plan has been demonstrated to be consistent with the SIP. This updated LRTP is integrated with the regional air quality planning process and is consistent with the SIP. On December 12, 1982 the GP&L Committee approved HOCTS Resolution 1982-12. This resolution states that the HOCTS area meets all National Ambient Air Quality Standards (NAAQS) and requests that the US Environmental Protection Agency (EPA) redesignate Herkimer and Oneida Counties as being in attainment of all NAAQS. To date of this publication, Herkimer and Oneida Counties have been designated as an attainment area.

AIR QUALITY AND ENERGY PLAN ANALYSIS

The 2002 New York State Energy Plan (SEP) promotes transportation systems that are energy efficient and environmentally sensitive. Provisions in the SEP call for the redirection of transportation funding toward energy-efficient transportation alternatives. The necessary level of effort to comply with the SEP depends on the type of planning document. The HOCTS 2014-2018 TIP contains one regionally significant transportation project, the North-South Arterial Project. As programmed in the TIP, this project will have a positive impact on air quality and energy savings. Emissions from the local street traffic should be reduced because of less street congestion on the main line arterial. The overwhelming effect because of reduced emissions per vehicle-mile in the future would be emissions substantially lower and air quality substantially better than today.

The TIP includes transit capital projects, and maintenance projects which help reduce fuel consumption. New buses programmed for CENTRO of Oneida are scheduled to be replaced with buses which are cleaner and more energy efficient. Other projects such as sidewalks, bicycle paths and enhancement projects may provide opportunities to reduce energy use and pollution emissions.

CLEAN AIR ACT AMENDMENTS OF 1990 PLAN CONFORMITY STATEMENT

The Herkimer-Oneida Counties Transportation Study (HOCTS) staff along with the NYSDOT Region 2 and NYSDOT Central Office staffs developed an Updated Long Range Transportation Plan (LRTP) that was approved by the Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) in December 2009. This Updated LRTP conforms with the current State Implementation Plan (SIP) and supports its objectives. The Utica Urbanized Area is currently an attainment area for Federal air quality standards. Under proposed new EPA standards for particulate matter and ozone, Herkimer and Oneida Counties would remain an attainment area.

The Updated Long Range Transportation Plan is intended to serve the Utica Urbanized Area and its surrounding counties through the year 2030. The LRTP is a multi-modal plan including sections on highways, transit, aviation, railroads, canal and bicycle and pedestrian trails. This regional transportation plan conforms with the SIP and will foster the improvement of air quality by reducing congestion, encouraging ridesharing, supporting transit, minimizing adverse impacts on the natural environment, and promoting energy conservation.

There are no applicable transportation requirements or commitments in the SIP for the Utica Urbanized Area. Therefore, no goals, directives, or recommendations of the region's new transportation plan can conflict with the SIP or interfere with the implementation of transportation control measures designed to meet air quality standards.

The new transportation plan was developed with consideration of air quality needs and will conform with the current or revised SIP by assisting in the attainment and maintenance of the National Ambient Air Quality Standards.

The HOCTS Goals and Objectives were approved by the GP&L in December, 2009 as part of the Long Range Plan Update and includes the following goal: "Plan and develop a transportation system which stresses an active approach in determining its social, environmental and economic impacts." It also

includes the following two objectives:

- 1) "Minimize the adverse impacts of transportation facilities on environmentally and ecologically sensitive areas, including bodies of water, wetlands, flood plains, and unique plant and wildlife habitats."
- 2) "Maintain the current air quality through transportation improvements."

The HOCTS will cooperate with NYSDOT, NYSDEC, and others in the development of a revised SIP, as necessary. The region's transportation plan will provide for the expeditious implementation of any transportation control measures called for in the SIP. No goals, directives, recommendations, or projects of the new transportation plan contradict requirements or commitments of the SIP.

TITLE VI & AFFIRMATIVE ACTION & ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 sets forth the basic law of equal employment opportunity. Subsequent laws and amendments have broadened the equal employment opportunity requirements and now cover public as well as private employers. Equal employment opportunity laws prohibit discrimination in employment on the basis of race, sex, or other minority status as defined in appropriate federal rules and regulations (Federal Register, Rules and Regulation, Volume 45, Number 63, March 31, 1980, page 21184, #23.5).

Presidential Executive Orders 11246 and 11375 prohibit employment discrimination by employers with federal contracts and by their subcontractors. Executive orders also require these contractors to take affirmative action to assure nondiscrimination. Executive Order 11625 (October 13, 1971) requires Federal executive agencies to develop comprehensive plans and programs to encourage minority business enterprise.

Affirmative Action "means taking specific steps to eliminate discrimination and its effects, to ensure nondiscriminatory results and practices in the future, and to involve minority business enterprises fully in contracts and programs funded by the U.S. Department of Transportation." Affirmative Action requires positive action by government and contractors to include women and minority persons in their planning and operations so as to eliminate the effects of past discrimination.

Presidential Executive Order 12898, further amplifies Title VI by providing that "each federal agency shall make Environmental Justice part of the mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations."

The provisions of the federal laws and orders apply to the New York State Department of Transportation, all Metropolitan Planning Organizations, and MPO member agencies under contract to NYSDOT for receipt of federal monies. Within Herkimer and Oneida Counties the Governmental Policy and Liaison Committee is the MPO, and the member agencies under contract to NYSDOT for receipt of federal monies are identified in the current Unified Planning Work Program. The GP&L Committee, the member agencies under contract to NYSDOT, and any consultants or subcontractors to member agencies receiving federal transportation planning monies are bound by Title VI and Affirmative Action provisions.

US Department of Transportation regulations covering bus service prohibit discrimination in routing, scheduling or quality of transportation. Transit operators within Herkimer and Oneida Counties provide fair and equitable service to all residents within their service areas. The GP&L Committee approved HOCTS Resolution 1980-10 which endorses a Title VI and Affirmative Action Policy Statement. The HOCTS Environmental Justice Report task to address Environmental Justice and related status and implementation regulations as they relate to the HOCTS planning process was approved by the GP&L Committee on December 9, 2004.

ENVIRONMENTAL IMPACT MITIGATION

HOCTS and NYSDOT Region 2 are engaged in environmental mitigation activities at the planning and project level through the implementation of NEPA and SEQRA regulations, as well as context sensitive solutions to address environmental, scenic, aesthetic, historic, and natural resources. Environmental mitigation is a major consideration in corridor studies, grant applications, design reports and in project implementation.

In Herkimer and Oneida Counties, mitigation activities are developed by and through various federal agencies, state and regional partnerships, and nongovernmental organizations. HOCTS and NYSDOT Region 2 have long recognized the relationship between the built and natural environment and the transportation system. Collaboration among agencies ensures that the implementation of the TIP projects does not negatively impact or disrupt the environment.

HOCTS outreach includes the identification of key data bases used to identify regional land use management goals, natural resources, environmental protection and conservation, and historic preservation. Information is primarily obtained through agencies' websites and other online resources while New York State's Geographic Information Systems (GIS) Clearinghouse provides access to many of the participating agencies' GIS data. HOCTS also maintains direct contact with agency partners through the MPO committee structure and planning process.

NYSDOT has specific policies dealing with protected plant and animal species, as well as reducing the prevalence of invasive species, as these issues are especially affected by transportation infrastructure. NYSDOT requires transportation agencies to consider and address, to the extent practicable, the impacts of invasive species in all aspects of project scoping, planning, design, construction, operation and maintenance. All capital projects, and appropriate maintenance activities and roadside operations, consider and address the potential environmental effects of invasive species. Likewise, endangered and threatened species habitat areas are evaluated as part of NYSDOT policy and coordination with State environmental agencies.

NYSDOT Region 2 has a history of going beyond the requirements of regulations or policies in capital and staff initiatives. The Region has taken a leadership role in implementing management practices that improve upon standard management practices in an effort to improve public access, develop recreation opportunities, ease traffic congestion, mitigate impact on wetlands, control invasive species and effectively manage vegetation. NYSDOT Region 2 also promotes the development, incorporation and implementation of measureable environmental benefits that can be measured through the Department's Green LITES initiative.

NYSDOT Region 2 has set a goal of developing a committee of stakeholders able to discuss the opportunities, benefits, costs and considerations for addressing the following Regional initiatives:

- Invasive species management
- Recreational access
- Wetland banking
- Best management practices to reduce consumption of resources
- Minimizing secondary impacts of NYSDOT practices
- Developing community partnerships
- Early communication with stakeholders
- Environmentally sound herbicide application practices
- Wildlife crossings
- Aquatic species movement
- Waste/pollution clean up efforts
- Context sensitive design solutions
- Aesthetic and environmental improvements at NYSDOT facilities¹

Projects included in the Transportation Improvement Program (TIP) primarily consist of maintenance and improvements to existing facilities. Projects that may have severe environmental impact such as construction of new roadways, are addressed at the project level.

PRIVATE ENTERPRISE TRANSIT PARTICIPATION

The Federal Highway Administration and Federal Transit Administration (FTA), issued joint regulations which require that urban transportation planning shall involve appropriate public and private transportation providers [23 CFR Part 450 Section 100 et. seq. and CFR Part 613 (1983)]. FTA issued a notice of its policy to promote greater reliance on the private sector in the provision of transportation services in its statement entitled "Private Enterprise Participation in the Urban Mass Transportation Program." On January 24, 1986 FTA issued a notice for "Guidance on Documentation of Private Enterprise Participation in Urban Mass Transportation Programs" (FR Vol. 51, No. 16).

The MPO's Policy and Procedures Statement is included in the draft document Transit Partnership Opportunities Report. The document has not been acted on because the Federal policy guidelines conflict with the New York State Taylor Law on labor issues. In the meantime the HOCTS region has traditionally apportioned about twenty percent of the region's Section 5307 funds to private operators which is considerably more than required by the Federal regulations.

NEW YORK STATE: STANDARD TIP QUALIFIERS STATEMENT

The program of projects listed in this document is one that the NYS Department of Transportation intends to progress, barring any significant changes in the assumptions made regarding future funding as well as the available levels of staffing needed to plan, develop, design, manage, and inspect these projects. Because of uncertainties regarding future Federal funding appropriations as SAFETEA-LU expired on September 30, 2009, New York State funding of the State Dedicated Fund, and the availability of staff and consultant

¹ NYSDOT, Region 2 FFY 2010 Program Update

resources, inclusion of any given project in this document, at this time, is not a commitment of funds beyond those the Department will ultimately receive. Annually, the Department will assess the program to determine which projects should be progressed.

PROJECT FUNDING CATERGORIES

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.

Federal Funding Categories & Abbreviations

Highway

HSIP - Highway Safety Improvement Program: funding for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads

NHPP - National Highway Performance Program: funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the National Highway System, consistent with Metropolitan and Statewide planning requirements. Program combines the following former programs: Interstate Maintenance, National Highway System, and Highway Bridge Program.

STP Flex - Surface Transportation Program (flexible): funding for road and bridge projects along any federal-aid eligible roadway. A portion of STP funds is eligible for transfer to transit capital purposes when warranted.

STP Off Sys. Br. - Surface Transportation Program (Off System Bridge): funding for repair or replacement for structures that are not components of the federal aid eligible highway network

Transit

5307 – Urbanized area formula grant program. Annual apportionments made to designated urbanized areas with a population of 50,000+. Eligible to be used for capital purchases and/or to defray transit operating expenses. Includes program eligibility from former FTA 5316 (Job Access and Reverse Commute).

5310 - Transportation for Elderly Persons and Persons with Disabilities. Includes program eligibility from former FTA 5317 (New Freedoms).

5339 - Bus and Bus Facilities

5340 - Growing States and High Density States Formula Program

*5316 & 5317 program funds have been re-purposed into 5307, 5310 & 5310 funding streams at

this time, to be determined by NYSDOT, pending final award from FTA.

Other

Enhancement – Special category of federal STP funds available on a competitive basis for a variety of projects that enhance the overall transportation system.

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.

FUNDING BALANCE AND FISCAL CONSTRAINT

Federal transportation law, MAP-21, requires that each MPO TIP be balanced and fiscally constrained to 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. 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. A fiscal constraint is demonstrated by the programming proposed by this TIP, which is within sub allocated funding shares, as agreed upon by NYSDOT and HOCTS.

CERTIFICATION

In conjunction with this 2014-18 TIP approval process, the HOCTS will certify that it is compliance with MAP-21. Self-Certification is located in Appendix C.

FUNDING PROGRAM TABLES

- The funding program tables for this TIP follow on the remaining pages of this document.
- 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.
- Projects listed in the Obligated column may be subject to rolling over or being carried forward into the 2013-14 through 2017-18 program years. Those projects may be given priority over other listed projects not yet initiated.
- The first year of this program (FFY 13-14) does not count against meeting regional preservation targets. Those targets are in effect from FFY14-15 onward.
- Transit
- 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 shall be "Fiscally Constrained." Fiscal Constraint means that for any one fiscal year, there can be no more project funds programmed than there are monies allocated.

HIGHWAY AND BRIDGE 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

PROJECT (2014, 2015, 2016, 2017, 2018) LISTING

PIN	DESCRIPTION		RESP_ORG	TOTAL		LET DATE
	PHASE	WORK TYPE		FUND SOURCE	Federal	
<u>201108</u>	<u>RT 168/OTSQUAGO CR & TRIBUT (BIN 1051360 & 1039040) T/STARK</u>		<u>NYSDOT</u>	<u>1,670,000</u>		<u>10/2017</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: STRUCTURAL		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		0	47,000	2015
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS		0	149,000	2016
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS		0	11,000	2015
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	28,000	2016
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	256,000	2017
	CONSTRUCTION	STP OFF SYSTEM BRIDGE		1,025,000	0	2017
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	30,000	2017
	CONSTRUCTION INSPECTION	STP OFF SYSTEM BRIDGE		123,000	0	2017
<u>201207</u>	<u>RT 169 / STONEY CREEK (BIN 1039050) T/FAIRFIELD</u>		<u>NYSDOT</u>	<u>1,485,000</u>		<u>09/2017</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: STRUCTURAL		
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS		0	158,000	2017
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	22,000	2015
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	233,000	2017
	CONSTRUCTION	STP FLEX		932,000	0	2017
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	28,000	2017
	CONSTRUCTION INSPECTION	STP FLEX		112,000	0	2017
<u>201677</u>	<u>RT 12: PUTNAM RD - MAPLEDALE, TOWN OF TRENTON</u>		<u>NYSDOT</u>	<u>1,159,000</u>		<u>04/2014</u>
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE		828,000	0	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	207,000	2014
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE		99,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	25,000	2014
<u>201898</u>	<u>RT 28 / WHITE CREEK (BIN 1020140) T/NEWPORT</u>		<u>NYSDOT</u>	<u>5,237,000</u>		<u>10/2013</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: FUNCTIONAL		
	CONSTRUCTION	HBRR ON FA		3,809,000	0	2013
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	952,000	2013
	CONSTRUCTION INSPECTION	HBRR ON FA		381,000	0	2013
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	95,000	2013
<u>203006</u>	<u>RT 315 / ORISKANY CREEK (BIN 1045640) T/MARSHALL</u>		<u>NYSDOT</u>	<u>1,609,000</u>		<u>10/2015</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: STRUCTURAL		
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	2,000	2015
	RIGHT OF WAY ACQUISITION	STP FLEX		9,000	0	2015
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	285,000	2015
	CONSTRUCTION	STP FLEX		1,142,000	0	2015
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	34,000	2015
	CONSTRUCTION INSPECTION	STP FLEX		137,000	0	2015
<u>205306</u>	<u>RT 12D: BOONVILLE SAFETY IMPROVEMENT PROJECT, V/ BOONVILLE,</u>		<u>NYSDOT</u>	<u>817,000</u>		<u>03/2014</u>
	SAFETY			ALIGNMENT WORK		
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	5,000	2013
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEM		652,000	0	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	72,000	2014
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEM		79,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	8,000	2014

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
<u>205679</u>	<u>RT 8 / WEST CANADA CREEK (BIN 1051270) T/ RUSSIA & DEERFIELD</u>			<u>NYS DOT</u>	<u>6,770,000</u>	<u>03/2015</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: FUNCTIONAL		
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	4,000	2014
	RIGHT OF WAY ACQUISITION		STP FLEX	17,000	0	2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,227,000	2015
	CONSTRUCTION		STP FLEX	4,908,000	0	2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	123,000	2015
	CONSTRUCTION INSPECTION		STP FLEX	491,000	0	2015
<u>207108</u>	<u>RT 291 / NINE MILE CREEK (BIN 1051810) BR REPLACE, T/MARCY</u>			<u>NYS DOT</u>	<u>3,752,000</u>	<u>10/2015</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: STRUCTURAL		
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	299,000	2014
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	11,000	2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	615,000	2015
	CONSTRUCTION		STP FLEX	2,460,000	0	2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	74,000	2015
	CONSTRUCTION INSPECTION		STP FLEX	295,000	0	2015
<u>208805</u>	<u>RT 921B (BURRSTONE RD) / RT 5,8,12 (NORTH-SOUTH ART) UTICA</u>			<u>NYS DOT</u>	<u>10,333,000</u>	<u>01/2017</u>
	REHABILITATION			BRIDGE DECK TREATMENT		
	SCOPING		SDF STATE DEDICATED FUNDS	0	378,000	2013
	PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE	311,000	0	2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	78,000	2015
	DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE	321,000	0	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	80,000	2016
	RIGHT OF WAY INCIDENTALS		NATIONAL HIGHWAY PERFORMANCE	4,000	0	2015
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	1,000	2015
	RIGHT OF WAY ACQUISITION		NATIONAL HIGHWAY PERFORMANCE	18,000	0	2016
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	4,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	6,605,000	0	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,651,000	2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	661,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	165,000	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		NATIONAL HIGHWAY PERFORMANCE	45,000	0	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	11,000	2017
<u>211802</u>	<u>RT 28 / MOOSE RIVER (BIN 1020230) TOWN OF WEBB</u>			<u>NYS DOT</u>	<u>1,980,000</u>	<u>04/2014</u>
	CORRECTIVE HIGHWAY MAINTENANCE			BRIDGE GENERAL REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	100,000	2013
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2013
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2013
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	300,000	2014
	CONSTRUCTION		STP FLEX	1,200,000	0	2014
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	36,000	2014
	CONSTRUCTION INSPECTION		STP FLEX	144,000	0	2014
<u>213441</u>	<u>RT 5,8&12(N-S ART & VIADUCT) 3F: BURRSTONE RD - ORISKANY CIR</u>			<u>NYS DOT</u>	<u>59,223,000</u>	<u>03/2014</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: STRUCTURAL		
	CONSTRUCTION		MAP 21 HIGHWAY SAFETY IMPROVEN	20,493,000	0	2014
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	24,840,000	0	2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	8,487,000	2014
	CONSTRUCTION INSPECTION		MAP 21 HIGHWAY SAFETY IMPROVEN	2,049,000	0	2014
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	2,484,000	0	2014
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	849,000	2014
	CONSTRUCTION RAILROAD FORCE ACCOUNT		NATIONAL HIGHWAY PERFORMANCE	17,000	0	2014
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	4,000	2014

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
<u>232614</u>	<u>RT 5A & RT 5S: ORISKANY BLVD STORM SEWER PROJECT, UTICA</u>			<u>NYS DOT</u>	<u>7,426,000</u>	<u>04/2017</u>
	ENVIRONMENTAL IMPROVEMENTS			WATER QUALITY		
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	471,000	2013
	DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE	400,000	0	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2016
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	5,000	2013
	RIGHT OF WAY ACQUISITION		NATIONAL HIGHWAY PERFORMANCE	90,000	0	2016
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	23,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	4,524,000	0	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,131,000	2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	452,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	113,000	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		NATIONAL HIGHWAY PERFORMANCE	93,000	0	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	23,000	2017
<u>265014</u>	<u>RESURFACE RR GRADE CROSSING AT OLD STATE RD., TOWN OF REMSEN</u>			<u>LOCAL</u>	<u>225,000</u>	<u>04/2014</u>
	SAFETY			RAIL ROAD CROSSING IMPROVEMENTS		
	SCOPING		LOCAL GOVERNMENT UNIT	0	1,000	2013
	SCOPING		S-LU SECTION 1702 <3676	4,000	0	2013
	PRELIMINARY DESIGN		LOCAL GOVERNMENT UNIT	0	2,000	2013
	PRELIMINARY DESIGN		S-LU SECTION 1702 <3676	8,000	0	2013
	DETAILED DESIGN		LOCAL GOVERNMENT UNIT	0	3,000	2014
	DETAILED DESIGN		S-LU SECTION 1702 <3676	12,000	0	2014
	CONSTRUCTION		LOCAL GOVERNMENT UNIT	0	35,000	2014
	CONSTRUCTION		S-LU SECTION 1702 <3676	140,000	0	2014
	CONSTRUCTION INSPECTION		LOCAL GOVERNMENT UNIT	0	4,000	2014
	CONSTRUCTION INSPECTION		S-LU SECTION 1702 <3676	16,000	0	2014
<u>265029</u>	<u>JUDD RD EXTENSION OF RAYHILL MEMORIAL TRAIL, T/ WHITESTOWN</u>			<u>LOCAL</u>	<u>675,000</u>	<u>05/2014</u>
	NEW CONSTRUCTION AND RECONSTRUCTION (NON-HIGHWAY)			NEW/IMPROVED SHARED USE PATHS		
	SCOPING		LOCAL GOVERNMENT UNIT	0	4,000	2013
	SCOPING		STP ENHANCEMENT	16,000	0	2013
	PRELIMINARY DESIGN		LOCAL GOVERNMENT UNIT	0	4,000	2013
	PRELIMINARY DESIGN		STP ENHANCEMENT	16,000	0	2013
	DETAILED DESIGN		LOCAL GOVERNMENT UNIT	0	5,000	2014
	DETAILED DESIGN		STP ENHANCEMENT	20,000	0	2014
	RIGHT OF WAY INCIDENTALS		LOCAL GOVERNMENT UNIT	0	2,000	2013
	RIGHT OF WAY INCIDENTALS		STP ENHANCEMENT	8,000	0	2013
	RIGHT OF WAY ACQUISITION		LOCAL GOVERNMENT UNIT	0	8,000	2014
	RIGHT OF WAY ACQUISITION		STP ENHANCEMENT	32,000	0	2014
	CONSTRUCTION		LOCAL GOVERNMENT UNIT	0	244,000	2014
	CONSTRUCTION		STP ENHANCEMENT	256,000	0	2014
	CONSTRUCTION INSPECTION		LOCAL GOVERNMENT UNIT	0	12,000	2014
	CONSTRUCTION INSPECTION		STP ENHANCEMENT	48,000	0	2014
<u>275414</u>	<u>CREEK RD (CR 102)/NOWADAGA CREEK (BIN 3307580), T/DANUBE</u>			<u>LOCAL</u>	<u>2,069,000</u>	<u>10/2013</u>
	NEW CONSTRUCTION & RECONSTRUCTION			BRIDGE REPLACEMENT: FUNCTIONAL		
	CONSTRUCTION		HBRR OFF FA	1,490,000	0	2013
	CONSTRUCTION		LOCAL GOVERNMENT UNIT	0	373,000	2013
	CONSTRUCTION INSPECTION		HBRR OFF FA	165,000	0	2013
	CONSTRUCTION INSPECTION		LOCAL GOVERNMENT UNIT	0	41,000	2013
<u>275420</u>	<u>MIDDLE SETTLEMENT RD (CR 30): RT 840 - CLINTON ST</u>			<u>LOCAL</u>	<u>2,029,000</u>	<u>06/2013</u>
	NEW CONSTRUCTION & RECONSTRUCTION			HIGHWAY RECONSTRUCTION: WIDEN		
	CONSTRUCTION		LOCAL GOVERNMENT UNIT	0	362,000	2013
	CONSTRUCTION		STP FLEX	1,449,000	0	2013
	CONSTRUCTION INSPECTION		LOCAL GOVERNMENT UNIT	0	43,000	2013
	CONSTRUCTION INSPECTION		STP FLEX	174,000	0	2013

PIN	DESCRIPTION		RESP_ORG	TOTAL	LET DATE	
	PHASE	WORK TYPE		FUND SOURCE	Federal	Other
280514	CULVERT PROJECT 10:RT 291 & 365, T/MARCY, REMSEN, OHIO		NYS DOT	1,275,000	12/2013	
	MISCELLANEOUS APPURTENANCES		CULVERT REPLACEMENT/REPAIRS			
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	228,000	2014
	CONSTRUCTION	STP FLEX		911,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	27,000	2014
	CONSTRUCTION INSPECTION	STP FLEX		110,000	0	2014
280524	BRIDGE JOINT REPAIR PROJECT 11		NYS DOT	823,000	04/2015	
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE MINOR MAINTENANCE			
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE		588,000	0	2015
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	147,000	2015
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE		70,000	0	2015
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	17,000	2015
280530	R2 SAFETY: MULTI-SITE SIGNING TO ADDRESS PIL LOCATIONS		NYS DOT	21,000		
	SAFETY		TRAFFIC SIGNS			
	MISCELLANEOUS	SAFETEA-LU HSIP		19,000	0	2013
	MISCELLANEOUS	SDF STATE DEDICATED FUNDS		0	2,000	2013
280532	RT 5S: SAFETY PROJECT, CITY OF UTICA		NYS DOT	3,623,000	10/2015	
	SAFETY		TRAFFIC SIGNALS/DEVICES			
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEN		2,965,000	0	2015
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	329,000	2015
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEN		296,000	0	2015
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	33,000	2015
280537	ROADSIDE SAFETY/GUIDERAIL 12, REGIONWIDE		NYS DOT	1,170,000	09/2013	
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT			
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	10,000	2013
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	1,035,000	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	124,000	2014
280541	OVERHEAD SIGN STRUCTURE PROJECT 14, VARIOUS LOCATIONS, REGIO		NYS DOT	1,427,000	11/2014	
	NEW CONSTRUCTION & RECONSTRUCTION		OVERHEAD SIGN STRUCTURE			
	SCOPING	SDF STATE DEDICATED FUNDS		0	35,000	2013
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		0	40,000	2013
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS		0	75,000	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	228,000	2014
	CONSTRUCTION	STP FLEX		912,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	27,000	2014
	CONSTRUCTION INSPECTION	STP FLEX		110,000	0	2014
280542	BRIDGE PAINTING PROJECT 13		NYS DOT	4,777,000	12/2013	
	CYCLICAL HIGHWAY MAINTENANCE		BRIDGE PAINTING			
	CONSTRUCTION	HBRR ON FA		3,022,000	0	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	1,273,000	2014
	CONSTRUCTION INSPECTION	HBRR ON FA		302,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	127,000	2014
	CONSTRUCTION RAILROAD FORCE ACCOUNT	HBRR ON FA		41,000	0	2014
	CONSTRUCTION RAILROAD FORCE ACCOUNT	SDF STATE DEDICATED FUNDS		0	10,000	2014
280544	CULVERT REPAIR / REPLACEMENT PROJECT 14		NYS DOT	1,128,000	07/2014	
	MISCELLANEOUS APPURTENANCES		CULVERT REPLACEMENT/REPAIRS			
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	8,000	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	280,000	2014
	CONSTRUCTION	STP FLEX		720,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	34,000	2014
	CONSTRUCTION INSPECTION	STP FLEX		86,000	0	2014

PIN	DESCRIPTION		RESP_ORG	TOTAL		LET DATE
	PHASE	WORK TYPE		FUND SOURCE	Federal	
<u>280545</u>	<u>EMERGENCY RESPONSE (HIGHWAY / BRIDGE/ SIGNALS) 2014-2015</u>		<u>NYSDOT</u>		<u>1,568,000</u>	<u>11/2013</u>
	CORRECTIVE HIGHWAY MAINTENANCE			EMERGENCY HIGHWAY AND BRIDGE REPAIRS		
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	1,400,000	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	168,000	2014
<u>280546</u>	<u>CENTERLINE AUDIBLE ROADWAY DELINEATORS (CARDS)/PAVEMENT MARK</u>		<u>NYSDOT</u>		<u>3,781,000</u>	<u>09/2013</u>
	SAFETY			CENTERLINE RUMBLE STRIPS		
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEN		1,536,000	0	2013
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	1,871,000	2013
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEN		184,000	0	2013
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	190,000	2013
<u>280547</u>	<u>SIGN PANEL REPAIR/REPLACEMENT PROJECT 13, VARIOUS LOCATIONS,</u>		<u>NYSDOT</u>		<u>896,000</u>	<u>12/2013</u>
	SAFETY			TRAFFIC SIGNS		
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	800,000	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	96,000	2014
<u>280549</u>	<u>CRACK SEALING PROJECT 14</u>		<u>NYSDOT</u>		<u>1,190,000</u>	<u>04/2014</u>
	PREVENTIVE MAINTENANCE			CLEAN AND SEAL CRACKS		
	SCOPING	SDF STATE DEDICATED FUNDS		0	10,000	2013
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		0	10,000	2013
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS		0	50,000	2013
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	240,000	2014
	CONSTRUCTION	STP FLEX		760,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	29,000	2014
	CONSTRUCTION INSPECTION	STP FLEX		91,000	0	2014
<u>280550</u>	<u>ROADSIDE SAFETY/GUIDERAIL PROJECT 14</u>		<u>NYSDOT</u>		<u>4,405,000</u>	<u>04/2014</u>
	SAFETY			GUIDERAIL INSTALLATION/IMPROVEMENT		
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS		0	5,000	2014
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE		1,920,000	0	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	800,000	2014
	CONSTRUCTION	STP FLEX		1,280,000	0	2014
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE		192,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	80,000	2014
	CONSTRUCTION INSPECTION	STP FLEX		128,000	0	2014
<u>293095</u>	<u>FOX RD RR CROSSING CSX, TOWN OF VERONA</u>		<u>RAILRD</u>		<u>362,000</u>	
	SAFETY			RAIL ROAD CROSSING IMPROVEMENTS		
	CONSTRUCTION RAILROAD FORCE ACCOUNT	HAZARD ELIM. IN HSR CORRIDORS		362,000	0	2013
<u>293097</u>	<u>SAND HILL RD RR CROSSING CSX, TOWN OF VERONA</u>		<u>RAILRD</u>		<u>673,000</u>	<u>04/2013</u>
	SAFETY			RAIL ROAD CROSSING IMPROVEMENTS		
	CONSTRUCTION RAILROAD FORCE ACCOUNT	HAZARD ELIM. IN HSR CORRIDORS		673,000	0	2013
<u>293122</u>	<u>MHWA RR CROSSING, DEPOT ST, VILLAGE OF REMSEN</u>		<u>NYSDOT</u>		<u>177,000</u>	<u>07/2014</u>
	SAFETY			RAIL ROAD CROSSING IMPROVEMENTS		
	CONSTRUCTION	SAFETEA-LU RAIL XING		144,000	0	2014
	CONSTRUCTION	SDF STATE DEDICATED FUNDS		0	16,000	2014
	CONSTRUCTION INSPECTION	SAFETEA-LU RAIL XING		15,000	0	2014
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS		0	2,000	2014
<u>2B1303</u>	<u>2013 & 2014 BRIDGE DIVING FATHOMETER SURVEY</u>		<u>NYSDOT</u>		<u>300,000</u>	
	MISCELLANEOUS APPURTENANCES			BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	HBRR ON FA		240,000	0	2013
	PRELIMINARY DESIGN	LOCAL GOVERNMENT UNIT		0	36,000	2013
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		0	24,000	2013
<u>2B1401</u>	<u>BRIDGE INSPECTION, STATE FORCES</u>		<u>NYSDOT</u>		<u>1,087,000</u>	
	MISCELLANEOUS APPURTENANCES			BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	HBRR ON FA		869,000	0	2013
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS		0	217,000	2013

<u>PIN</u>	<u>DESCRIPTION</u>		<u>RESP_ORG</u>	<u>TOTAL</u>	<u>LET DATE</u>
<u>PHASE</u>	<u>WORK TYPE</u>	<u>FUND SOURCE</u>	Federal	Other	<u>FFY</u>
<u>2B1402</u>	<u>2014 & 2015 BRIDGE INSPECTION, CONSULTANT</u>		<u>NYSDOT</u>	<u>2,929,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE	538,000	0	2014
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	586,000	2014
	PRELIMINARY DESIGN	STP FLEX	373,000	0	2014
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	1,432,000	0	2014
<u>2B1501</u>	<u>BRIDGE INSPECTION, STATE FORCES</u>		<u>NYSDOT</u>	<u>1,119,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	224,000	2014
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	896,000	0	2014
<u>2B1503</u>	<u>2015 & 2016 BRIDGE DIVING FATHOMETER SURVEY</u>		<u>NYSDOT</u>	<u>320,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	64,000	2015
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	256,000	0	2015
<u>2B1601</u>	<u>BRIDGE INSPECTION, STATE FORCES, REGION 2</u>		<u>NYSDOT</u>	<u>1,153,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	231,000	2015
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	922,000	0	2015
<u>2B1602</u>	<u>2016 & 2017 BRIDGE INSPECTION, CONSULTANT</u>		<u>NYSDOT</u>	<u>3,107,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE	571,000	0	2016
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	621,000	2016
	PRELIMINARY DESIGN	STP FLEX	395,000	0	2016
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	1,520,000	0	2016
<u>2B1701</u>	<u>BRIDGE INSPECTION, STATE FORCES</u>		<u>NYSDOT</u>	<u>1,188,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	238,000	2016
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	950,000	0	2016
<u>2B1703</u>	<u>2017 & 2018 BRIDGE DIVING FATHOMETER SURVEY</u>		<u>NYSDOT</u>	<u>339,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	68,000	2017
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	271,000	0	2017
<u>2B1801</u>	<u>BRIDGE INSPECTION, STATE FORCES, REGION 2</u>		<u>NYSDOT</u>	<u>1,223,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	245,000	2017
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	979,000	0	2017
<u>2B1802</u>	<u>2018 & 2019 BRIDGE INSPECTION, CONSULTANT, REGION 2</u>		<u>NYSDOT</u>	<u>3,297,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	NATIONAL HIGHWAY PERFORMANCE	606,000	0	2018
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	659,000	2018
	PRELIMINARY DESIGN	STP FLEX	419,000	0	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	1,612,000	0	2018
<u>2B1901</u>	<u>BRIDGE INSPECTION, STATE FORCES, REGION 2</u>		<u>NYSDOT</u>	<u>1,260,000</u>	
	MISCELLANEOUS APPURTENANCES		BRIDGE INSPECTIONS		
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	252,000	2018
	PRELIMINARY DESIGN	STP OFF SYSTEM BRIDGE	1,008,000	0	2018

PIN	DESCRIPTION		FUND SOURCE	RESP_ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
<u>2JOC16</u>	<u>JOB ORDER PROJECT 16</u>			<u>NYSDOT</u>	<u>1,220,000</u>	<u>11/2016</u>
	PREVENTIVE MAINTENANCE			ROUTINE MAINTENANCE		
	SCOPING		SDF STATE DEDICATED FUNDS	0	30,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	30,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	40,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	480,000	0	2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000	2016
	CONSTRUCTION		STP FLEX	320,000	0	2016
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	58,000	0	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000	2016
	CONSTRUCTION INSPECTION		STP FLEX	38,000	0	2016
<u>2JOC18</u>	<u>JOB ORDER PROJECT 18</u>			<u>NYSDOT</u>	<u>1,220,000</u>	<u>11/2018</u>
	PREVENTIVE MAINTENANCE			ROUTINE MAINTENANCE		
	SCOPING		SDF STATE DEDICATED FUNDS	0	30,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	30,000	2018
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	40,000	2018
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	480,000	0	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000	2018
	CONSTRUCTION		STP OFF SYSTEM BRIDGE	320,000	0	2018
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	58,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000	2018
	CONSTRUCTION INSPECTION		STP FLEX	38,000	0	2018
<u>2NPS13</u>	<u>MAINTENANCE PURCHASES FOR 2013 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>1,242,000</u>	<u>04/2013</u>
	MATERIALS PURCHASE			POTHOLE/OTHER MATERIALS		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,242,000	2013
<u>2NPS14</u>	<u>MAINTENANCE PURCHASES FOR 2014 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>1,812,000</u>	<u>04/2014</u>
	MATERIALS PURCHASE			POTHOLE/OTHER MATERIALS		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,812,000	2014
<u>2NPS15</u>	<u>MAINTENANCE PURCHASES FOR 2015 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>1,867,000</u>	<u>04/2015</u>
	MATERIALS PURCHASE			POTHOLE/OTHER MATERIALS		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,867,000	2015
<u>2NPS16</u>	<u>MAINTENANCE PURCHASES FOR 2016 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>1,923,000</u>	<u>04/2016</u>
	MATERIALS PURCHASE			POTHOLE/OTHER MATERIALS		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,923,000	2016
<u>2NPS17</u>	<u>MAINTENANCE PURCHASES FOR 2017 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>1,980,000</u>	<u>04/2017</u>
	MATERIALS PURCHASE			POTHOLE/OTHER MATERIALS		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,980,000	2017
<u>2NPS18</u>	<u>MAINTENANCE PURCHASES FOR 2018 (STATE FORCES WORK) BLOCK</u>			<u>NYSDOT</u>	<u>2,040,000</u>	<u>04/2018</u>
	MATERIALS PURCHASE			PAVER PATCHING		
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	2,040,000	2018
<u>2RT310</u>	<u>MAINTENANCE EQUIPMENT PURCHASE</u>			<u>OTHER</u>	<u>168,000</u>	
	ENVIRONMENTAL IMPROVEMENTS			ECOTOURISM		
	MISCELLANEOUS		NAT'L RECREATIONAL TRAILS	135,000	0	2013
	MISCELLANEOUS		PRIVATE FUNDING	0	33,000	2013
<u>2S055X</u>	<u>OVERHEAD SIGN STRUCTURE INSPECTION REGIONS 1 - 7 & 9</u>			<u>NYSDOT</u>	<u>162,000</u>	
	SAFETY			TRAFFIC SIGNS		
	PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE	88,000	0	2015
	PRELIMINARY DESIGN		NHS	41,000	0	2013
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	32,000	2013
<u>2SIP00</u>	<u>TRAFFIC SIGNAL IMPROVEMENT PROGRAM</u>			<u>NYSDOT</u>	<u>1,821,000</u>	
	SAFETY			TRAFFIC SIGNALS/DEVICES		
	MISCELLANEOUS		SDF STATE DEDICATED FUNDS	0	1,821,000	2016

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL		LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY	
2ST007	ROCK CATCHMENT FENCE			NYS DOT	1,336,000	01/2016	
	MISCELLANEOUS APPURTENANCES			ROCK SLOPE PROTECTION			
	PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE	43,000	0		2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	11,000		2015
	DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE	43,000	0		2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	11,000		2015
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	878,000	0		2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	220,000		2016
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	105,000	0		2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	26,000		2016
2ST011	RT 20: WEST WINFIELD FLOODING			NYS DOT	1,500,000	10/2017	
	MISCELLANEOUS APPURTENANCES			FLOOD CONTROL			
	PRELIMINARY DESIGN		NATIONAL HIGHWAY PERFORMANCE	67,000	0		2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	16,000		2016
	DETAILED DESIGN		NATIONAL HIGHWAY PERFORMANCE	69,000	0		2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	17,000		2017
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	951,000	0		2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	238,000		2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	114,000	0		2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	28,000		2017
2TCS15	CRACK SEALING PROJECT 15			NYS DOT	1,190,000	04/2015	
	PREVENTIVE MAINTENANCE			CLEAN AND SEAL CRACKS			
	SCOPING		SDF STATE DEDICATED FUNDS	0	10,000		2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	10,000		2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	50,000		2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000		2015
	CONSTRUCTION		STP FLEX	800,000	0		2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000		2015
	CONSTRUCTION INSPECTION		STP FLEX	96,000	0		2015
2TCS16	CRACK SEALING PROJECT 16			NYS DOT	1,190,000	04/2016	
	PREVENTIVE MAINTENANCE			CLEAN AND SEAL CRACKS			
	SCOPING		SDF STATE DEDICATED FUNDS	0	10,000		2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	10,000		2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	50,000		2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000		2016
	CONSTRUCTION		STP FLEX	800,000	0		2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000		2016
	CONSTRUCTION INSPECTION		STP FLEX	96,000	0		2016
2TCS17	CRACK SEALING PROJECT 17			NYS DOT	1,220,000	04/2017	
	PREVENTIVE MAINTENANCE			CLEAN AND SEAL CRACKS			
	SCOPING		SDF STATE DEDICATED FUNDS	0	20,000		2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	20,000		2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	60,000		2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000		2017
	CONSTRUCTION		STP FLEX	800,000	0		2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000		2017
	CONSTRUCTION INSPECTION		STP FLEX	96,000	0		2017

PIN	DESCRIPTION		FUND	SOURCE	RESP_ORG	TOTAL	LET DATE
	PHASE	WORK TYPE			Federal	Other	FFY
<u>2TCS18</u>	<u>CRACK SEALING PROJECT 18</u>				<u>NYSDOT</u>	<u>1,220,000</u>	<u>04/2018</u>
	PREVENTIVE MAINTENANCE	CLEAN AND SEAL CRACKS					
	SCOPING		SDF STATE DEDICATED FUNDS		0	20,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	20,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	200,000	2018
	CONSTRUCTION		STP FLEX		800,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	24,000	2018
	CONSTRUCTION INSPECTION		STP FLEX		96,000	0	2018
<u>2TCS19</u>	<u>CRACK SEALING PROJECT 19</u>				<u>NYSDOT</u>	<u>100,000</u>	<u>04/2019</u>
	PREVENTIVE MAINTENANCE	CLEAN AND SEAL CRACKS					
	SCOPING		SDF STATE DEDICATED FUNDS		0	20,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	20,000	2018
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2018
<u>2TCV15</u>	<u>CULVERT REPAIR / REPLACEMENT PROJECT 15</u>				<u>NYSDOT</u>	<u>2,550,000</u>	<u>07/2015</u>
	MISCELLANEOUS APPURTENANCES	CULVERT REPLACEMENT/REPAIRS					
	SCOPING		SDF STATE DEDICATED FUNDS		0	100,000	2013
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2013
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2014
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS		0	2,000	2013
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS		0	8,000	2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	400,000	2015
	CONSTRUCTION		STP FLEX		1,600,000	0	2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	48,000	2015
	CONSTRUCTION INSPECTION		STP FLEX		192,000	0	2015
<u>2TCV16</u>	<u>CULVERT REPAIR / REPLACEMENT PROJECT 16</u>				<u>NYSDOT</u>	<u>2,550,000</u>	<u>07/2016</u>
	MISCELLANEOUS APPURTENANCES	CULVERT REPLACEMENT/REPAIRS					
	SCOPING		SDF STATE DEDICATED FUNDS		0	100,000	2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2015
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS		0	2,000	2014
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS		0	8,000	2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	400,000	2016
	CONSTRUCTION		STP FLEX		1,600,000	0	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	48,000	2016
	CONSTRUCTION INSPECTION		STP FLEX		192,000	0	2016
<u>2TCV17</u>	<u>CULVERT REPAIR / REPLACEMENT PROJECT 17</u>				<u>NYSDOT</u>	<u>2,550,000</u>	<u>07/2017</u>
	MISCELLANEOUS APPURTENANCES	CULVERT REPLACEMENT/REPAIRS					
	SCOPING		SDF STATE DEDICATED FUNDS		0	100,000	2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	100,000	2016
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS		0	2,000	2015
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS		0	8,000	2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	400,000	2017
	CONSTRUCTION		STP FLEX		1,600,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	48,000	2017
	CONSTRUCTION INSPECTION		STP FLEX		192,000	0	2017

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
2TCV18	CULVERT REPAIR / REPLACEMENT PROJECT 18			NYS DOT	2,550,000	07/2018
	MISCELLANEOUS APPURTENANCES			CULVERT REPLACEMENT/REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	100,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2017
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	2,000	2016
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	8,000	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	400,000	2018
	CONSTRUCTION		STP FLEX	1,600,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	48,000	2018
	CONSTRUCTION INSPECTION		STP FLEX	192,000	0	2018
2TCV19	CULVERT REPAIR / REPLACEMENT PROJECT 19			NYS DOT	160,000	07/2019
	MISCELLANEOUS APPURTENANCES			CULVERT REPLACEMENT/REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	30,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	30,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	90,000	2018
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	2,000	2017
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	8,000	2018
2TCV20	CULVERT REPAIR / REPLACEMENT PROJECT 20			NYS DOT	62,000	07/2020
	MISCELLANEOUS APPURTENANCES			CULVERT REPLACEMENT/REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	30,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	30,000	2018
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	2,000	2018
2TEM15	REGION 2 EMERGENCY RESPONSE (HIGHWAY/ BRIDGE/ SIGNALS)			NYS DOT	1,778,000	11/2015
	CORRECTIVE HIGHWAY MAINTENANCE			EMERGENCY HIGHWAY AND BRIDGE REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	70,000	2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	70,000	2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	70,000	2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,400,000	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	168,000	2016
2TEM17	REGION 2 EMERGENCY RESPONSE (HIGHWAY/ BRIDGE/ SIGNALS)			NYS DOT	1,778,000	11/2017
	CORRECTIVE HIGHWAY MAINTENANCE			EMERGENCY HIGHWAY AND BRIDGE REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	70,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	70,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	70,000	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,400,000	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	168,000	2018
2TEM19	EMERGENCY RESPONSE (HIGHWAY / BRIDGE/ SIGNALS) PROJECT 19			NYS DOT	140,000	11/2019
	CORRECTIVE HIGHWAY MAINTENANCE			EMERGENCY HIGHWAY AND BRIDGE REPAIRS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	70,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	70,000	2018
2TG151	ROADSIDE SAFETY/GUIDERAIL PROJECT 15			NYS DOT	3,610,000	04/2015
	SAFETY			GUIDERAIL INSTALLATION/IMPROVEMENT		
	SCOPING		SDF STATE DEDICATED FUNDS	0	100,000	2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	100,000	2014
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	5,000	2014
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	5,000	2015
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	1,440,000	0	2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	600,000	2015
	CONSTRUCTION		STP FLEX	960,000	0	2015
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	144,000	0	2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	60,000	2015
	CONSTRUCTION INSPECTION		STP FLEX	96,000	0	2015

<u>PIN</u>	<u>DESCRIPTION</u>		<u>RESP_ORG</u>	<u>TOTAL</u>	<u>LET DATE</u>
<u>PHASE</u>	<u>WORK TYPE</u>	<u>FUND SOURCE</u>	Federal	Other	FFY
<u>2TG161</u>	<u>ROADSIDE SAFETY/GUIDERAIL PROJECT 16</u>		<u>NYSDOT</u>	<u>3,610,000</u>	<u>04/2016</u>
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT		
	SCOPING	SDF STATE DEDICATED FUNDS	0	100,000	2015
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2015
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2015
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	0	5,000	2015
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS	0	5,000	2016
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE	1,440,000	0	2016
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	600,000	2016
	CONSTRUCTION	STP FLEX	960,000	0	2016
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE	144,000	0	2016
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	60,000	2016
	CONSTRUCTION INSPECTION	STP FLEX	96,000	0	2016
<u>2TG171</u>	<u>ROADSIDE SAFETY/GUIDERAIL PROJECT 17</u>		<u>NYSDOT</u>	<u>3,610,000</u>	<u>04/2017</u>
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT		
	SCOPING	SDF STATE DEDICATED FUNDS	0	100,000	2016
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2016
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2016
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	0	5,000	2016
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS	0	5,000	2016
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE	1,440,000	0	2017
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	600,000	2017
	CONSTRUCTION	STP FLEX	960,000	0	2017
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE	144,000	0	2017
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	60,000	2017
	CONSTRUCTION INSPECTION	STP FLEX	96,000	0	2017
<u>2TG181</u>	<u>ROADSIDE SAFETY/GUIDERAIL PROJECT 18</u>		<u>NYSDOT</u>	<u>3,610,000</u>	<u>04/2018</u>
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT		
	SCOPING	SDF STATE DEDICATED FUNDS	0	100,000	2017
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2017
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2017
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	0	5,000	2017
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS	0	5,000	2017
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE	1,440,000	0	2018
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	600,000	2018
	CONSTRUCTION	STP FLEX	960,000	0	2018
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE	144,000	0	2018
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	60,000	2018
	CONSTRUCTION INSPECTION	STP FLEX	96,000	0	2018
<u>2TG191</u>	<u>ROADSIDE SAFETY/GUIDERAIL PROJECT 19</u>		<u>NYSDOT</u>	<u>310,000</u>	<u>04/2019</u>
	SAFETY		GUIDERAIL INSTALLATION/IMPROVEMENT		
	SCOPING	SDF STATE DEDICATED FUNDS	0	100,000	2018
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2018
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	100,000	2018
	RIGHT OF WAY INCIDENTALS	SDF STATE DEDICATED FUNDS	0	5,000	2018
	RIGHT OF WAY ACQUISITION	SDF STATE DEDICATED FUNDS	0	5,000	2018

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
2TM152	BLOCKED BRIDGE PM			NYS DOT	9,702,000	04/2015
	CYCLICAL HIGHWAY MAINTENANCE			BRIDGE PAINTING		
	SCOPING		SDF STATE DEDICATED FUNDS	0	380,000	2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2014
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	3,224,000	0	2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,520,000	2015
	CONSTRUCTION		STP FLEX	2,432,000	0	2015
	CONSTRUCTION		STP OFF SYSTEM BRIDGE	424,000	0	2015
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	387,000	0	2015
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	183,000	2015
	CONSTRUCTION INSPECTION		STP FLEX	291,000	0	2015
	CONSTRUCTION INSPECTION		STP OFF SYSTEM BRIDGE	51,000	0	2015
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	10,000	2015
	CONSTRUCTION RAILROAD FORCE ACCOUNT		STP FLEX	40,000	0	2015
2TM153	BLOCKED PM PAVEMENT FA			NYS DOT	13,542,000	01/2016
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	SCOPING		SDF STATE DEDICATED FUNDS	0	370,000	2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	370,000	2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	370,000	2015
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	5,062,000	0	2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	2,220,000	2016
	CONSTRUCTION		STP FLEX	3,818,000	0	2016
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	607,000	0	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	267,000	2016
	CONSTRUCTION INSPECTION		STP FLEX	458,000	0	2016
2TM162	BLOCKED BRIDGE PM			NYS DOT	9,702,000	04/2016
	CYCLICAL HIGHWAY MAINTENANCE			BRIDGE PAINTING		
	SCOPING		SDF STATE DEDICATED FUNDS	0	380,000	2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2015
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	3,224,000	0	2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,520,000	2016
	CONSTRUCTION		STP FLEX	2,432,000	0	2016
	CONSTRUCTION		STP OFF SYSTEM BRIDGE	424,000	0	2016
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	387,000	0	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	183,000	2016
	CONSTRUCTION INSPECTION		STP FLEX	291,000	0	2016
	CONSTRUCTION INSPECTION		STP OFF SYSTEM BRIDGE	51,000	0	2016
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	10,000	2016
	CONSTRUCTION RAILROAD FORCE ACCOUNT		STP OFF SYSTEM BRIDGE	40,000	0	2016
2TM163	BLOCKED PM PAVEMENT FA			NYS DOT	16,597,000	01/2017
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	SCOPING		SDF STATE DEDICATED FUNDS	0	455,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	455,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	455,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	6,202,000	0	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	2,720,000	2017
	CONSTRUCTION		STP FLEX	4,678,000	0	2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	744,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	326,000	2017
	CONSTRUCTION INSPECTION		STP FLEX	562,000	0	2017

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
2TM172	BLOCKED BRIDGE PM			NYS DOT	9,702,000	04/2017
	CYCLICAL HIGHWAY MAINTENANCE			BRIDGE PAINTING		
	SCOPING		SDF STATE DEDICATED FUNDS	0	380,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	3,224,000	0	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,520,000	2017
	CONSTRUCTION		STP FLEX	2,432,000	0	2017
	CONSTRUCTION		STP OFF SYSTEM BRIDGE	424,000	0	2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	387,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	183,000	2017
	CONSTRUCTION INSPECTION		STP FLEX	291,000	0	2017
	CONSTRUCTION INSPECTION		STP OFF SYSTEM BRIDGE	51,000	0	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	10,000	2017
	CONSTRUCTION RAILROAD FORCE ACCOUNT		STP FLEX	40,000	0	2017
2TM173	BLOCKED PM PAVEMENT FA			NYS DOT	11,473,000	12/2017
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	SCOPING		SDF STATE DEDICATED FUNDS	0	315,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	315,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	315,000	2017
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	4,286,000	0	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,880,000	2018
	CONSTRUCTION		STP FLEX	3,234,000	0	2018
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	514,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	226,000	2018
	CONSTRUCTION INSPECTION		STP FLEX	388,000	0	2018
2TM182	BLOCKED BRIDGE PM			NYS DOT	9,702,000	04/2018
	CYCLICAL HIGHWAY MAINTENANCE			BRIDGE PAINTING		
	SCOPING		SDF STATE DEDICATED FUNDS	0	380,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2017
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	3,224,000	0	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	1,520,000	2018
	CONSTRUCTION		STP FLEX	2,432,000	0	2018
	CONSTRUCTION		STP OFF SYSTEM BRIDGE	424,000	0	2018
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	387,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	183,000	2018
	CONSTRUCTION INSPECTION		STP FLEX	291,000	0	2018
	CONSTRUCTION INSPECTION		STP OFF SYSTEM BRIDGE	51,000	0	2018
	CONSTRUCTION RAILROAD FORCE ACCOUNT		SDF STATE DEDICATED FUNDS	0	10,000	2018
	CONSTRUCTION RAILROAD FORCE ACCOUNT		STP FLEX	40,000	0	2018
2TM183	BLOCKED PM PAVEMENT FA			NYS DOT	17,060,000	06/2018
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	SCOPING		SDF STATE DEDICATED FUNDS	0	460,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	460,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	460,000	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	2,800,000	2018
	CONSTRUCTION		STP FLEX	11,200,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	336,000	2018
	CONSTRUCTION INSPECTION		STP FLEX	1,344,000	0	2018

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
<u>2TM192</u>	<u>BLOCKED BRIDGE PM</u>			<u>NYSDOT</u>	<u>1,140,000</u>	<u>04/2019</u>
	CYCLICAL HIGHWAY MAINTENANCE			BRIDGE PAINTING		
	SCOPING		SDF STATE DEDICATED FUNDS	0	380,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2018
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	380,000	2018
<u>2TM193</u>	<u>BLOCKED PM PAVEMENT FA</u>			<u>NYSDOT</u>	<u>700,000</u>	<u>06/2019</u>
	PREVENTIVE MAINTENANCE			SINGLE COURSE OVERLAY (D CONTRACT)		
	SCOPING		SDF STATE DEDICATED FUNDS	0	350,000	2018
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	350,000	2018
<u>2TOS16</u>	<u>OVERHEAD SIGN STRUCTURE PROJECT 16</u>			<u>NYSDOT</u>	<u>1,427,000</u>	<u>11/2016</u>
	SAFETY			TRAFFIC SIGNS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	35,000	2015
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	40,000	2015
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	75,000	2016
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	912,000	0	2016
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	228,000	2016
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	110,000	0	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	27,000	2016
<u>2TOS18</u>	<u>OVERHEAD SIGN STRUCTURE PROJECT 18</u>			<u>NYSDOT</u>	<u>1,427,000</u>	<u>11/2018</u>
	SAFETY			TRAFFIC SIGNS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	35,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	40,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	75,000	2018
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	912,000	0	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	228,000	2018
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	110,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	27,000	2018
<u>2TSM14</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE 14</u>			<u>NYSDOT</u>	<u>250,000</u>	<u>09/2014</u>
	TRANSPORTATION SYSTEM MANAGEMENT			INTELLIGENT TRANSPORTATION SYSTEMS		
	OPERATIONS		NATIONAL HIGHWAY PERFORMANCE	200,000	0	2014
	OPERATIONS		SDF STATE DEDICATED FUNDS	0	50,000	2014
<u>2TSM15</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE 15</u>			<u>NYSDOT</u>	<u>250,000</u>	<u>09/2015</u>
	TRANSPORTATION SYSTEM MANAGEMENT			INTELLIGENT TRANSPORTATION SYSTEMS		
	OPERATIONS		NATIONAL HIGHWAY PERFORMANCE	200,000	0	2015
	OPERATIONS		SDF STATE DEDICATED FUNDS	0	50,000	2015
<u>2TSM16</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE 16</u>			<u>NYSDOT</u>	<u>250,000</u>	<u>09/2016</u>
	TRANSPORTATION SYSTEM MANAGEMENT			INTELLIGENT TRANSPORTATION SYSTEMS		
	OPERATIONS		NATIONAL HIGHWAY PERFORMANCE	200,000	0	2016
	OPERATIONS		SDF STATE DEDICATED FUNDS	0	50,000	2016
<u>2TSM17</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE 17</u>			<u>NYSDOT</u>	<u>250,000</u>	<u>09/2017</u>
	TRANSPORTATION SYSTEM MANAGEMENT			INTELLIGENT TRANSPORTATION SYSTEMS		
	OPERATIONS		NATIONAL HIGHWAY PERFORMANCE	200,000	0	2017
	OPERATIONS		SDF STATE DEDICATED FUNDS	0	50,000	2017
<u>2TSM18</u>	<u>TMC/ITS OPERATIONS AND MAINTENANCE 18</u>			<u>NYSDOT</u>	<u>250,000</u>	<u>09/2018</u>
	TRANSPORTATION SYSTEM MANAGEMENT			INTELLIGENT TRANSPORTATION SYSTEMS		
	OPERATIONS		NATIONAL HIGHWAY PERFORMANCE	200,000	0	2018
	OPERATIONS		SDF STATE DEDICATED FUNDS	0	50,000	2018
<u>2TSN15</u>	<u>SIGN PANEL REPAIR/REPLACEMENT PROJECT 15</u>			<u>NYSDOT</u>	<u>254,000</u>	<u>10/2015</u>
	SAFETY			TRAFFIC SIGNS		
	SCOPING		SDF STATE DEDICATED FUNDS	0	6,000	2014
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	6,000	2014
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	18,000	2015
	CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	200,000	2016
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	24,000	2016

PIN	DESCRIPTION		FUND SOURCE	RESP ORG	TOTAL	LET DATE
	PHASE	WORK TYPE		Federal	Other	FFY
2TTM17	PAVEMENT MARKING PROJECT 17			NYS DOT	2,159,000	12/2017
	SAFETY	PAVEMENT MARKINGS				
	SCOPING	SDF STATE DEDICATED FUNDS	0	85,000	2016	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	85,000	2016	
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	85,000	2017	
	CONSTRUCTION	NATIONAL HIGHWAY PERFORMANCE	816,000	0	2018	
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	340,000	2018	
	CONSTRUCTION	STP FLEX	544,000	0	2018	
	CONSTRUCTION INSPECTION	NATIONAL HIGHWAY PERFORMANCE	98,000	0	2018	
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	40,000	2018	
	CONSTRUCTION INSPECTION	STP FLEX	66,000	0	2018	
2TTM18	PAVEMENT MARKING PROJECT 18			NYS DOT	255,000	12/2018
	SAFETY	PAVEMENT MARKINGS				
	SCOPING	SDF STATE DEDICATED FUNDS	0	85,000	2017	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	85,000	2017	
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	85,000	2018	
2TTM19	PAVEMENT MARKING PROJECT 19			NYS DOT	170,000	12/2019
	SAFETY	PAVEMENT MARKINGS				
	SCOPING	SDF STATE DEDICATED FUNDS	0	85,000	2018	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	85,000	2018	
2TTRI4	SAFETY PROJECT 14			NYS DOT	1,905,000	12/2014
	SAFETY	TRAFFIC SIGNS				
	SCOPING	SDF STATE DEDICATED FUNDS	0	74,000	2014	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	75,000	2014	
	DETAILED DESIGN	MAP 21 HIGHWAY SAFETY IMPROVEM	68,000	0	2014	
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	8,000	2014	
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEM	1,350,000	0	2015	
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	150,000	2015	
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEM	162,000	0	2015	
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	18,000	2015	
2TTRI6	SAFETY PROJECT 16			NYS DOT	1,905,000	03/2017
	SAFETY	TRAFFIC SIGNALS/DEVICES				
	SCOPING	SDF STATE DEDICATED FUNDS	0	74,000	2016	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	75,000	2016	
	DETAILED DESIGN	MAP 21 HIGHWAY SAFETY IMPROVEM	68,000	0	2016	
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	8,000	2016	
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEM	1,350,000	0	2017	
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	150,000	2017	
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEM	162,000	0	2017	
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	18,000	2017	
2TTRI7	SAFETY PROJECT 17			NYS DOT	1,905,000	03/2018
	SAFETY	TRAFFIC SIGNALS/DEVICES				
	SCOPING	SDF STATE DEDICATED FUNDS	0	74,000	2017	
	PRELIMINARY DESIGN	SDF STATE DEDICATED FUNDS	0	75,000	2017	
	DETAILED DESIGN	MAP 21 HIGHWAY SAFETY IMPROVEM	68,000	0	2017	
	DETAILED DESIGN	SDF STATE DEDICATED FUNDS	0	8,000	2017	
	CONSTRUCTION	MAP 21 HIGHWAY SAFETY IMPROVEM	1,350,000	0	2018	
	CONSTRUCTION	SDF STATE DEDICATED FUNDS	0	150,000	2018	
	CONSTRUCTION INSPECTION	MAP 21 HIGHWAY SAFETY IMPROVEM	162,000	0	2018	
	CONSTRUCTION INSPECTION	SDF STATE DEDICATED FUNDS	0	18,000	2018	

<u>PIN</u>	<u>DESCRIPTION</u>		<u>RESP_ORG</u>	<u>TOTAL</u>	<u>LET DATE</u>
<u>PHASE</u>	<u>WORK TYPE</u>	<u>FUND SOURCE</u>	Federal	Other	FFY
<u>2TTR18</u>	<u>SAFETY PROJECT 18</u>		<u>NYSDOT</u>	<u>225,000</u>	<u>03/2019</u>
	SAFETY		TRAFFIC SIGNALS/DEVICES		
SCOPING		SDF STATE DEDICATED FUNDS	0	74,000	2018
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	75,000	2018
DETAILED DESIGN		MAP 21 HIGHWAY SAFETY IMPROVEN	68,000	0	2018
DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	8,000	2018
<u>2TTS14</u>	<u>TRAFFIC SYSTEMS IMPROVEMENT PROJECT 14</u>		<u>NYSDOT</u>	<u>1,364,000</u>	<u>10/2014</u>
	SAFETY		TRAFFIC SIGNALS/DEVICES		
SCOPING		SDF STATE DEDICATED FUNDS	0	50,000	2013
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	50,000	2013
DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	50,000	2014
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	5,000	2013
RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	5,000	2014
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	488,000	0	2014
CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	215,000	2014
CONSTRUCTION		STP FLEX	372,000	0	2014
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	58,000	0	2014
CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	26,000	2014
CONSTRUCTION INSPECTION		STP FLEX	45,000	0	2014
<u>2TTS15</u>	<u>TRAFFIC SYSTEMS IMPROVEMENT PROJECT 15</u>		<u>NYSDOT</u>	<u>1,148,000</u>	<u>10/2015</u>
	SAFETY		TRAFFIC SIGNALS/DEVICES		
SCOPING		SDF STATE DEDICATED FUNDS	0	45,000	2014
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	45,000	2014
DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	45,000	2015
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	2,000	2015
RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	3,000	2015
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	408,000	0	2015
CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	180,000	2015
CONSTRUCTION		STP FLEX	312,000	0	2015
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	49,000	0	2015
CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	21,000	2015
CONSTRUCTION INSPECTION		STP FLEX	38,000	0	2015
<u>2TTS16</u>	<u>TRAFFIC SYSTEMS IMPROVEMENT PROJECT 16</u>		<u>NYSDOT</u>	<u>1,529,000</u>	<u>10/2016</u>
	SAFETY		TRAFFIC SIGNALS/DEVICES		
SCOPING		SDF STATE DEDICATED FUNDS	0	60,000	2015
PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS	0	60,000	2015
DETAILED DESIGN		SDF STATE DEDICATED FUNDS	0	60,000	2016
RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS	0	2,000	2016
RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS	0	3,000	2016
CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE	547,000	0	2016
CONSTRUCTION		SDF STATE DEDICATED FUNDS	0	240,000	2016
CONSTRUCTION		STP FLEX	413,000	0	2016
CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE	66,000	0	2016
CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS	0	28,000	2016
CONSTRUCTION INSPECTION		STP FLEX	50,000	0	2016

PIN	DESCRIPTION		FUND	SOURCE	RESP_ORG	TOTAL	LET DATE
	PHASE	WORK TYPE			Federal	Other	FFY
2TTS17	TRAFFIC SYSTEMS IMPROVEMENT PROJECT 17				NYS DOT	1,529,000	10/2017
	SAFETY			TRAFFIC SIGNALS/DEVICES			
	SCOPING		SDF STATE DEDICATED FUNDS		0	60,000	2016
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2016
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2017
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS		0	2,000	2017
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS		0	3,000	2017
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE		547,000	0	2017
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	240,000	2017
	CONSTRUCTION		STP FLEX		413,000	0	2017
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE		66,000	0	2017
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	28,000	2017
	CONSTRUCTION INSPECTION		STP FLEX		50,000	0	2017
2TTS18	TRAFFIC SYSTEMS IMPROVEMENT PROJECT 18				NYS DOT	1,529,000	10/2018
	SAFETY			TRAFFIC SIGNALS/DEVICES			
	SCOPING		SDF STATE DEDICATED FUNDS		0	60,000	2017
	PRELIMINARY DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2017
	DETAILED DESIGN		SDF STATE DEDICATED FUNDS		0	60,000	2018
	RIGHT OF WAY INCIDENTALS		SDF STATE DEDICATED FUNDS		0	2,000	2018
	RIGHT OF WAY ACQUISITION		SDF STATE DEDICATED FUNDS		0	3,000	2018
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE		547,000	0	2018
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	240,000	2018
	CONSTRUCTION		STP FLEX		413,000	0	2018
	CONSTRUCTION INSPECTION		NATIONAL HIGHWAY PERFORMANCE		66,000	0	2018
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	28,000	2018
	CONSTRUCTION INSPECTION		STP FLEX		50,000	0	2018
2V1331	VENDOR PLACED PAVING:RT 5 & 28, HERKIMER COUNTY				NYS DOT	2,275,000	04/2014
	PREVENTIVE MAINTENANCE			SNGL COURS OVRLY:OGS DLVD & VPP CONTRACTS			
	CONSTRUCTION		NATIONAL HIGHWAY PERFORMANCE		343,000	0	2014
	CONSTRUCTION		SDF STATE DEDICATED FUNDS		0	414,000	2014
	CONSTRUCTION		STP FLEX		1,311,000	0	2014
	CONSTRUCTION INSPECTION		SDF STATE DEDICATED FUNDS		0	207,000	2014
Records:	783		249,569,660		102,686,000		342,539,000.00

{DW_PROJECT.REGION_NUM}="02" AND
 //{{DW_PROJECT.MAJOR_PIN} startswith ['2A'] and
 {DW_PROJECT.PROJ_STUS_CDE} startswith ['A','CO'] and
 {DW_PROJ_FNDG_DTL.PROJ_TRNS_TYP_CDE} startswith 'P' and
 {DW_PROJ_WORK_TYPE.PRMY_WRK_TYP_IND} = 'Y' and
 {DW_PROJ_GEO_LOCN.GEO_LOCN_TYPE_CDE}='MPO' AND
 {@MPO}='HOCTS' AND
 //{{@STIPdate} in Date (2012,10,01) to Date (2018,9,30) or
 {DW_PROJ_FNDG_DTL.TRNS_OBLG_DATE} in Date (2013,02,01) to Date (2018,9,30)
 //)

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

CAPITAL ASSISTANCE

CENTRO TRANSPORTATION IMPROVEMENT PROGRAM (MILLIONS)

		FTA Sections 5307		PROGRAM YEARS								
UTICA												
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	SOURCE PLAN	LEAD AGENCY	FUNDING SOURCE
UNK	ALLOCATION (CAPITAL-estimated)	Federal	1.770	8.944	1.789	1.789	1.789	1.789	1.789		CENTRO UTICA	
		State	0.221	1.118	0.224	0.224	0.224	0.224	0.224			FTA
		Local	0.221	1.118	0.224	0.224	0.224	0.224	0.224			5307
		TOTAL	2.213	11.180	2.236	2.236	2.236	2.236	2.236			

* 5307, 5311 & 5310 funding streams, at this time, are to be determined by NYSDOT, pending final FTA award.

CAPITAL ASSISTANCE

CENTRO TRANSPORTATION IMPROVEMENT PROGRAM (MILLIONS)

UTICA		FTA Sections 5307 PROGRAM YEARS								SOURCE PLAN	LEAD AGENCY	FUNDING SOURCE
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018			
UNK	ALLOCATION (CAPITAL-estimated)	Federal	1.770	8.944	1.789	1.789	1.789	1.789	1.789		CENTRO UTICA	FTA 5307
		State	0.221	1.118	0.224	0.224	0.224	0.224	0.224			
		Local	0.221	1.118	0.224	0.224	0.224	0.224	0.224			
		TOTAL	2.213	11.180	2.236	2.236	2.236	2.236	2.236			

* 5307, 5311 & 5310 funding streams, at this time, are to be determined by NYSDOT, pending final FTA award.

TRANSIT OPERATING ASSISTANCE
URBANIZED AREA FORMULA PROGRAM

SECTION 5307 COMBINED OPERATING ASSISTANCE, PREVENTIVE MAINTENANCE
& CAPITAL INVESTMENT

FTA Section 5307									
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
	Centro of Oneida Utica	Federal	1.595	8.107	1.510	1.565	1.634	1.699	1.699
		State	0.199	1.013	0.189	0.196	0.204	0.212	0.212
		Local	0.199	1.013	0.189	0.196	0.204	0.212	0.212
		TOTAL	1.993	10.131	1.831	2.056	1.925	2.488	1.831

TRANSIT OPERATING ASSISTANCE
URBANIZED AREA FORMULA PROGRAM

FTA Section 5307 OPERATING ASSISTANCE									
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
HOCTS003	Centro of Oneida Utica	Federal	0.340	2.000	0.340	0.340	0.340	0.340	0.340
		State	0.043	10.750	0.043	0.043	0.043	0.043	0.043
		Local	0.043	1.807	0.043	0.043	0.043	0.043	0.043
		TOTAL	0.425	2.125	0.425	0.425	0.425	0.425	0.425

FTA Section 5307 PREVENTIVE MAINTENANCE									
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
HOCTS015	Centro of Oneida Utica	Federal	1.125	3.500	1.125	1.125	1.125	1.125	1.125
		State	0.141	0.438	0.141	0.141	0.141	0.141	0.141
		Local	0.141	0.438	0.141	0.141	0.141	0.141	0.141
		TOTAL	1.406	7.031	1.406	1.406	1.406	1.406	1.406

FTA Section 5307 CAPITAL INVESTMENT PROJECTS									
PIN	PROJECT DESCRIPTION	FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
HOCTS109	Centro of Oneida Utica Call-A-Bus Vehicles (Paratransit Vehicle)	Federal	0.000	0.495	0.000	0.000	0.000	0.495	0.000
		State	0.000	0.062	0.000	0.000	0.000	0.062	0.000
		Local	0.000	0.062	0.000	0.000	0.000	0.062	0.000
		TOTAL	0.000	0.619	0.000	0.000	0.000	0.619	0.000
HOCTS110	Centro of Oneida Utica Supervisory Vehicle	Federal	0.030	0.105	0.000	0.000	0.075	0.030	0.000
		State	0.004	0.013	0.000	0.000	0.009	0.004	0.000
		Local	0.003	0.013	0.000	0.000	0.009	0.004	0.000
		TOTAL	0.036	0.131	0.000	0.000	0.094	0.038	0.000
HOCTS040	Centro of Oneida Utica 15 Bus Shelters (per year)	Federal	0.000	0.180	0.000	0.180	0.000	0.000	0.000
		State	0.000	0.023	0.000	0.023	0.000	0.000	0.000
		Local	0.000	0.023	0.000	0.023	0.000	0.000	0.000
		TOTAL	0.000	0.225	0.000	0.225	0.000	0.000	0.000
HOCTS107	Centro of Oneida Utica Service Truck	Federal	0.100	0.000	0.000	0.000	0.000	0.000	0.000
		State	0.013	0.000	0.000	0.000	0.000	0.000	0.000
		Local	0.013	0.000	0.000	0.000	0.000	0.000	0.000
		TOTAL	0.126	0.000	0.000	0.000	0.000	0.000	0.000
HOCTS126	Centro of Oneida Utica Reno & Rehab Garage @ 185 Leland Ave	Federal	0.284	0.480	0.480	0.000	0.000	0.000	0.000
		State	0.036	0.048	0.048	0.000	0.000	0.000	0.000
		Local	0.036	0.048	0.048	0.000	0.000	0.000	0.000
		TOTAL	0.355	0.600	0.600	0.000	0.000	0.000	0.000

FTA Sections 5311 & 5311 f & 5339 Capital Assistance & SDF

PIN	PROJECT DESCRIPTION	FUNDING MATCH	PROGRAM YEARS							SOURCE PLAN	LEAD AGENCY	FUNDING SOURCE
			FFY 2013	TOTAL 5 YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018			
HOCTS114	BUS - 4 - 45 FT REPLACEMENTS W/LIFT	Federal	0.000	1.864	0.920	0.000	0.000	0.472	0.472		ONEIDA COUNTY BBT	FTA SECTION 5311f or 5339
		State	0.000	0.233	0.115	0.000	0.000	0.059	0.059			
		Local	0.000	0.233	0.115	0.000	0.000	0.059	0.059			
		TOTAL	0.000	2.330	1.150	0.000	0.000	0.590	0.590			
HOCTS112	BUSES - 8 - TYPE III MED-DUTY-MID SIZE REPLACEMENTS W/LIFT	Federal	0.000	0.560	0.272	0.288	0.000	0.000	0.000		ONEIDA COUNTY BBT	FTA SECTION 5311 or 5339
		State	0.000	0.070	0.034	0.036	0.000	0.000	0.000			
		Local	0.000	0.070	0.034	0.036	0.000	0.000	0.000			
		TOTAL	0.000	0.700	0.340	0.360	0.000	0.000	0.000			
HOCTS114	BUS - 1 - 45 FT REPLACEMENTS W/LIFT	Federal	0.460	0.000	0.000	0.000	0.000	0.000	0.000		ONEIDA COUNTY BBT	FTA SECTION 5311f
		State	0.058	0.000	0.000	0.000	0.000	0.000	0.000			
		Local	0.058	0.000	0.000	0.000	0.000	0.000	0.000			
		TOTAL	0.576	0.000	0.000	0.000	0.000	0.000	0.000			
HOCTS125	SUPERVISORY VEHICLE	Federal	0.000	0.019	0.000	0.019	0.000	0.000	0.000		ONEIDA COUNTY BBT	FTA SECTION 5311f
		State	0.000	0.002	0.000	0.002	0.000	0.000	0.000			
		Local	0.000	0.002	0.000	0.002	0.000	0.000	0.000			
		TOTAL	0.000	0.024	0.000	0.024	0.000	0.000	0.000			
HOCTS115	BUS SURVEILLANCE CAMERAS SYSTEM (1) (2 busses per year)	Federal	0.000	0.055	0.018	0.018	0.018	0.000	0.000		ONEIDA COUNTY BBT	FTA SECTION 5311
		State	0.000	0.006	0.002	0.002	0.002	0.000	0.000			
		Local	0.000	0.006	0.002	0.002	0.002	0.000	0.000			
		TOTAL	0.000	0.067	0.023	0.023	0.023	0.000	0.000			
HOCTS088	FARE BOX SYSTEM (1)	Federal	0.000	0.160	0.080	0.080	0.000	0.000	0.000		ONEIDA COUNTY BBT	FTA SECTION 5311
		State	0.000	0.020	0.010	0.010	0.000	0.000	0.000			
		Local	0.000	0.020	0.010	0.010	0.000	0.000	0.000			
		TOTAL	0.000	0.200	0.100	1.000	0.000	0.000	0.000			

(1) Illustrative in representation. Not yet guaranteed funding and/or final project status.

RURAL TRANSIT

FTA SECTION 5311 OPERATING ASSISTANCE
NON-URBANIZED AREA FORMULA PROGRAM

		Program Years									
PROJECT DESCRIPTION		FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018		
HOCTS116	ONEIDA COUNTY	Federal	0.141	0.725	0.145	0.145	0.145	0.145	0.145	ONEIDA COUNTY	Section 5311
	RURAL TRANSIT	State	0.018	0.090	0.018	0.018	0.018	0.018	0.018		
	BBT	Local	0.018	0.090	0.018	0.018	0.018	0.018	0.018		
		TOTAL	0.177	0.905	0.181	0.181	0.181	0.181	0.181		

STATEWIDE FUNDING 9,629,599

* Statewide total is shown because we are pending final guidance from FTA.

**FTA SECTION 5310 PROGRAM - CAPITAL ASSISTENCE / INVESTMENT
ELDERLY AND INDIVIUALS WITH DISABILITIES (ADA)**

PROJECT DESCRIPTION	FUNDING MATCH	Program Years							ONEIDA COUNTY	APPROVED PROJECT FFY 2013
		FFY 2013	TOTAL 5-YEAR COST	2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018		
VEHICLES - 3 TYPE IV W/ LIFTS	Federal	0.263	0.000	0.000	0.000	0.000	0.000	0.000	ONEIDA COUNTY	APPROVED PROJECT FFY 2013
	State	0.026	0.000	0.000	0.000	0.000	0.000	0.000		
	Local	0.026	0.000	0.000	0.000	0.000	0.000	0.000		
	TOTAL	0.315	0.000	0.000	0.000	0.000	0.000	0.000		

STATEWIDE FUNDING 617,004

* Statewide total is shown because we are pending final guidance from FTA.

FTA SECTION 5316 JOB ACCESS/ REVERSE COMMUTE

		Program Years									
PROJECT DESCRIPTION		FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018		
HOCTS099	JARC PROGRAM	Federal	0.138	0.000	0.000	0.000	0.000	0.000	0.000	ONEIDA COUNTY	Section 5317
	CENTRO of ONEIDA	State	0.014	0.000	0.000	0.000	0.000	0.000	0.000		
	for 2012 Funding	Local	0.014	0.000	0.000	0.000	0.000	0.000	0.000		
	TOTAL		0.138	0.000	0.000	0.000	0.000	0.000	0.000		

Due to the MAP-21 Programming changes, there will be no new Job Access and Reverse Commute Funds, once the 2012 funds have been expended. Portions of this program will be eligible under other funding programs. The 5316 and 5317 funding sections will be merged into 5307, 5311 and 5310 respectively, and may provide a program / competitive funding based boost to the remaining sections.

FTA SECTION 5317 NEW FREEDOM FUNDS

		Program Years									
PROJECT DESCRIPTION		FUNDING MATCH	FFY 2013	TOTAL 5-YEAR COST	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018		
HOCTS119	NEW FREEDOM	Federal	0.180	0.000	0.000	0.000	0.000	0.000	0.000	ONEIDA COUNTY	Section 5317
	PROGRAM	State	0.018	0.000	0.000	0.000	0.000	0.000	0.000		
	MOBILITY	Local	0.018	0.000	0.000	0.000	0.000	0.000	0.000		
	MANAGEMENT	TOTAL	0.216	0.000	0.000	0.000	0.000	0.000	0.000		

Due to the MAP-21 Programming changes, there will be no new Job Access and Reverse Commute Funds, once the 2012 funds have been expended. Portions of this program will be eligible under other funding programs. The 5316 and 5317 funding sections will be merged into 5307, 5311 and 5310 respectively, and may provide a program / competitive funding based boost to the remaining sections.

PROJECTED FTA FUNDING NEEDS

(All Figures in Millions of Dollars)

FUNDING SOURCE	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	5 YEAR TOTAL
SECTION 5307						
Operating Cost	0.425	0.425	0.425	0.425	0.425	2.125
Preventive Maint.	1.406	1.406	1.406	1.406	1.406	7.030
Capital Investment	0.000	0.225	0.094	0.656	0.000	0.975
SECTION 5311						
Operating Cost	0.181	0.181	0.181	0.181	0.181	0.905
SECTION 5316 (1)						
SECTION 5317 (1)						
TOTAL PROJECTED FEDERAL FUNDS	2.012	2.237	2.106	2.668	2.012	11.035

FUNDING SOURCES

(All Figures in Millions of Dollars)

FEDERAL	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
<i>Sec 5307</i>	\$ 2,103,000	\$ 2,181,000	\$ 2,261,000	\$ 2,345,000	\$ 2,345,000
<i>Sec 5311</i>	\$ 123,000	\$ 159,900	\$ 404,000	\$ 510,000	\$ 600,000
<i>Sec 5316 (1)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Sec 5317 (1)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 2,226,000	\$ 2,340,900	\$ 2,665,000	\$ 2,855,000	\$ 2,945,000
NYS DOT					
<i>NYSTOA</i>	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
<i>SDF</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>NYS SHARE</i>	\$ 111,000	\$ 111,000	\$ 111,000	\$ 111,000	\$ 111,000
	\$ 5,111,000	\$ 5,111,000	\$ 5,111,000	\$ 5,111,000	\$ 5,111,000
LOCAL					
<i>TOA MATCH</i>	\$ 515,000	\$ 515,000	\$ 515,000	\$ 515,000	\$ 515,000
<i>VOL.MATCH</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>MORTGAGE TAX</i>	\$ 532,000	\$ 532,000	\$ 532,000	\$ 532,000	\$ 532,000
	\$ 1,915,000	\$ 1,047,000	\$ 1,047,000	\$ 1,047,000	\$ 1,047,000
	\$ 14,494,000	\$ 8,498,900	\$ 8,823,000	\$ 9,013,000	\$ 9,103,000
5 YEARS TOTAL	\$ 62,555,800				

(1) These funds will be incorporated with 5310/5311 funds pending final Federal notice.

Appendix A - **HOCTS Self-Certification**

Herkimer-Oneida Counties Transportation Study

2013 Self-Certification

A. REQUIRED AGREEMENTS

Transportation planning in Herkimer and Oneida Counties is carried out by the Herkimer- Oneida Counties Transportation Study (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 Oneida County Department of Planning acts as HOCTS host agency. The current staff positions (the Transportation Program Manager, the Senior Transportation Planners (2) and an Administrative Assistant) are employed by Oneida County and work in the HOCTS staff office located in the City of Utica at the Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501. 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. The host agency agreement between the HOCTS and Oneida County was renewed in 2012 for a term of ten years.

B. PLANNING/TECHNICAL

1. UPWP

The Herkimer-Oneida Counties Transportation Study adopted a Unified Planning Work Program for 2013-2014 in March of 2013. 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 the current Long Range Plan. The Local Transportation Planning Assistance program is also demand response to individual community requests and subject to board approval and is intended to help communities address issues in support of HOCTS goals, objectives, and principals.

2. Transportation Plan

HOCTS 2030 Long Range Plan was adopted by the Council in December 2009. A public survey for the LRP was conducted and there was an aggressive outreach campaign. The LRP lists all current State and Federal planning factors and emphasis areas. Data collection, outreach, and analysis will begin in late 2013 with anticipation of a December 2014 approval of the 2015-2035 LRP.

3. The Transportation Improvement Program (TIP)

The 2011-2015 Transportation Improvement Program is the current MPO capital program. It was approved by HOCTS in May 2010; conformity was most recently reaffirmed in March 2010. 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 Long Range Plan. TIP amendment procedures are consistent with guidance from federal regulatory agencies and were amended in January 2010 to refine the distinctions between amendments and administrative modifications.

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 review is updated as plans and regional demographics change and will be updated in 2013. 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 was conducted as part of the LRP update and FTA 5310, FTA 5316, and FTA 5317 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. Periodic review of local demographics continues to suggest that ethnic populations are a large portion and warrant targeted Limited English Population programs. That data will be periodically reassessed and incorporated into all transportation planning projects and programs undertaken, in conjunction with future Environmental Justice review.

(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 recently adopted Coordinated Human Services Transportation Plan. An update to a staff-developed transportation provider service directory that includes information about private services, including taxis and limousine services, and was originally developed in 2008 and updated in 2012. A Coordinated Human Services Transportation Committee has been continued for steering and guidance associated with the Plan.

(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. New 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 2014-18 TIP.

(d) **Congestion Management Process**– No process in place (not required for HOCTS).

(e) **Public Involvement** – The HOCTS Public Involvement Policy was updated and approved in 2007. An update to the Policy is planned for 2013 – 2014. 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 corridors and related planning activities. Further, all meetings of HOCTS Transportation Planning and Policy Committees are open to the public. Local newspapers are notified of meetings. Legal notices are issued during the development of all core publications, announcing the opportunity for public review and comment. The HOCTS website contains all recent MPO 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. Copies of the UPWP, TIP, LRP Surveys and other documents are readily available to the public at no charge, on-line, in-office and at other public locations.

C. Administrative/Management

1. **Progress Reports** are prepared and submitted on a monthly basis at the request of our Host Agency (Oneida County). They are complete and comprehensive.
2. **Bills** are submitted and paid based on the processing schedule of the host agency, Oneida County. Vendor complaints are typically infrequent but increased in 2012, mostly due to delayed State reimbursements to Oneida County.
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 has a consultant selection process that is followed for all professional services agreements and is in compliance with the host agency's policy. Additional consideration is given to consultants that contain a minimum of 10% DBE participation.
7. **Central Staff/Host Relations** are positive. MPO staff is accorded equal status as Oneida County Department of Planning staff. 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 area. The public is aware of the many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Technical Advisory Committee meetings are well attended; reaching consensus decisions has not been a problem. The Policy Committee meets at least twice a year with additional meetings if action is required. Policy Committee meetings are well attended. Members are consulted frequently on regional and local matters concerning their jurisdictions.
9. **Governance** - In April 2012 the HOCTS host agency, Oneida County, 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 Transportation Planning and Governmental Policy and Liaison 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.

Appendix B - **GLOSSARY OF TERMS**

TIP Project Category Definitions (Work Types) and Identifier:

- PIN (Project Identification Number) - A unique six-digit number assigned to each project by the NYSDOT regional office.

The following work-types are based on the main objective of the projects:

- BRIDGE – Construction, reconstruction, recondition, bridge preventive maintenance, painting, inspections, or any bridge or viaduct work related to include its approaches.
- CONST – Construction of a new highway on a new alignment or added lanes on an existing roadway to include initial construction of an expressway or an arterial.
- INTER – Projects where the primary objective is to provide operational improvements at specific intersections.
- MISC – Miscellaneous projects such as landscaping, noise barriers, soil boring, demonstrations (such as an Air Quality Demo), freight, and fund transfers.
- MOBIL – Traffic operations (channelization/signals, and other strategies), Transportation System Management (TSM), incident management, bike/pedestrian ways and related mobility projects.
- RECON – Major reconstruction of existing highways including sub-base and pavement.
- R&P – Recondition and Preservation, Rehabilitation, Preventive Maintenance, Resurfacing of highways
- SAFETY – Median barrier/guide rails, hazard elimination, drainage, striping, signing, traffic signals, and lighting to improve highway safety conditions.
- STUDY – Study of transportation alternatives with a specific corridor or route or a transportation problem.
- TRAFFIC – Projects designed to improve the capacity and efficiency of the traffic network, such as signalization or turning lanes.
- TRANSIT – Projects that add service or capacity to the transit network (including ferries) or projects that are capital or operating related.

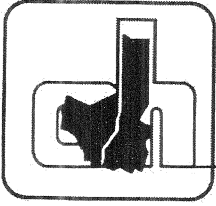
TIP Project Phase Definitions:

- SCOPING - project development involving intensive planning actions focused on evaluating a specific transportation problem and coming up with a clearly-defined project that effectively solves the problem
- RIGHT-OF-WAY - A phase or type of work in which the land needed to build a project is purchased
- PRELIMINARY DESIGN - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.
- DETAILED DESIGN - A phase or type of work consisting of taking a recommended solution and scope of work defined in the project development phase and developing a final design, including right of way and construction plans.
- CONSTRUCTION - A phase or type of work involving the actual building of a project.
- INSPECTION - Inspection of project construction.

TIP Financial Definitions:

- FFY (Federal Fiscal Year) - October 1 - September 30
- SFY (New York State Fiscal Year) - April 1 - March 31

Appendix C - **RESOLUTIONS**



HERKIMER-ONEIDA COUNTIES GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehler Center at Union Station, 321 Main St., Utica, NY 13501 Telephone (315) 798-5710 FAX: (315) 798-5852

planning@ocgov.net

GOVERNMENTAL POLICY AND LIAISON COMMITTEE

VINCENT J. BONO (Chairman)
Chairman, Herkimer County Legislature

ANTHONY J. PICENTE, JR. (Vice-Chairman)
Oneida County Executive

JAMES W. WALLACE
Herkimer County Administrator

BERNARD PEPLINSKI, SR., Chairman
Planning & Development Committee
Herkimer County Legislature

BRUCE WEAKLEY, Chairman
Highways Committee
Herkimer County Legislature

TIMOTHY J. SEYMOUR, Commissioner
Herkimer County Social Services

GERALD J. FIORINI, Chairman
Oneida County Board of Legislators

GEORGE E. JOSEPH, Majority Leader
Oneida County Board of Legislators

FRANK D. TALLARINO, Minority Leader
Oneida County Board of Legislators

BRIAN D. MILLER, Chairman
Public Works Committee
Oneida County Board of Legislators

ROBERT M. PALMIERI, Mayor
City of Utica

JOSEPH R. FUSCO, JR., Mayor
City of Rome

ANTHONY C. LEONE, JR., Mayor
Village of Yorkville

JOHN BIALEK, Mayor
Village of New York Mills

JOHN STEPHENS, Mayor
Village of Ilion

FRANK SPATTO, Supervisor
Town of German Flatts

OWEN E. WALLER, Supervisor
Town of Verona

MARY LOU McENROY, Supervisor
Town of Paris

BRIAN M. SCHULTZ, Chairman
Central New York Regional
Transportation Authority

JOAN McDONALD, Commissioner
NYS Department of Transportation

HOWARD P. MILSTEIN, Chairman
NYS Thruway Authority

JOHN R. KENT, JR. (Secretary)
Program Director
Herkimer-Oneida Counties
Comprehensive Planning Program

HOCTS Resolution No. 2013-7

Approval of the FFY 2014-2018 Transportation Improvement Program for the Utica Urbanized Area and Rural Herkimer-Oneida Counties

WHEREAS, Part 450, Subpart B, 23 CFR Chapter I and Part 613, Subpart B, 49 CFR Chapter VI as published in the Federal Register of June 30, 1983, require the development of a Transportation Improvement Program (TIP) within the Utica Urbanized Area; 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 include first year project allocations; and

WHEREAS, the Governmental Policy and Liaison Committee has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuous and coordinated transportation planning process for the Utica Urbanized Area; and

WHEREAS, the Governmental Policy and Liaison Committee understands that the non-urbanized area elements of the Transportation Improvement Program 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, the Moving Ahead for Progress in the 21st Century (MAP-21) requires that the TIP be "Fiscally Constrained" by Federal Fiscal Year (FFY) and by fund category, 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, 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 it is the intent of the Governmental Policy and Liaison Committee through its Transportation Planning Committee to monitor such changes, "Project Selection," and indicate to program administrators changes which are not consistent with the TIP and indicate what action should be taken; and

WHEREAS, it is recognized that all projects programmed to be obligated that can not be let or implemented are construed to be included in the first year program; 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

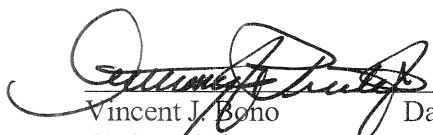
WHEREAS, the Governmental Policy and Liaison Committee, in compliance with the Clean Air Act Amendments of 1990 considers the proposed FFY 2014-2018 TIP to be consistent with the Statewide Implementation Plan (SIP) recommendations;

THEREFORE, BE IT RESOLVED, that the Governmental Policy and Liaison Committee continues its approval of the Long Range Transportation Plan; and

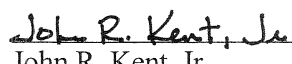
BE IT FURTHER RESOLVED, that the Governmental Policy and Liaison Committee approves the attached FFY 2014-2018 TIP for Herkimer-Oneida Counties; and

BE IT FURTHER RESOLVED, that the priorities and project selections contained in this document remain in effect until revised or amended by further TIP action; and

BE IT FURTHER RESOLVED, that the Governmental Policy and Liaison 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 (1) amendments to the existing State Transportation Improvement Program as necessary and appropriate, and (2) a component of the new State Transportation Improvement Program to cover Federal Fiscal Years 2014 through 2018; and

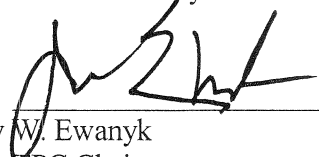

Vincent J. Bono
GP&L Chairman

5-30-13
Date

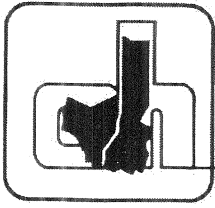

John R. Kent, Jr.
GP&L Secretary

5-30-13
Date

Recommended by the Transportation
Planning Committee


Jay W. Ewanyk
TPC Chairman

5/28/13
Date



HERKIMER-ONEIDA COUNTIES GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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NYS Department of Transportation

HOWARD P. MILSTEIN, Chairman
NYS Thruway Authority

JOHN R. KENT, JR. (Secretary)
Program Director
Herkimer-Oneida Counties
Comprehensive Planning Program

HOCTS Resolution 2013-8

Approval of the 2013 Self Certification of HOCTS Metropolitan Planning Process.

WHEREAS, the Governmental Policy and Liaison Committee (GP&L) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuous and coordinated transportation planning process for the Utica Urbanized Area and rural Herkimer and Oneida Counties; and

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

WHEREAS, it is the responsibility of the GP&L Committee 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 GP&L Committee's metropolitan transportation planning process includes activities to support the development and implementation of a Regional Transportation Plan and Transportation Improvement Program (TIP) and subsequent project development activities including the environmental impact assessment process; and

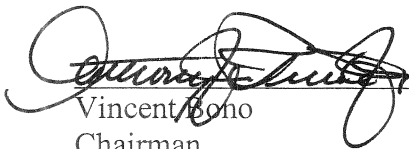
WHEREAS, the GP&L Committee's planning process is consistent with Federal laws, acts and regulations pertaining to involvement of appropriate public and private transportation providers; and

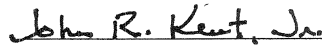
THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.334 and 450.314, the GP&L Committee for the Utica Urbanized Area hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with applicable requirements of:

1. 23 U.S.C 134, 49 U.S.C. 5303 and 23 CFR 450 Subpart C;
2. Section 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93);
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5352, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 23 CFR part 230, regarding the implementation of an equal employment program on Federal and Federal-Aid highway construction contracts;
6. 49 CFR part 26, regarding the participation of disadvantaged business enterprises in Department of Transportation projects or funding;
7. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 19723 (29 U.S.C.) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


BE IT FURTHER RESOLVED, that the Governmental Policy and Liaison 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 MAP-21; and

BE IT FURTHER RESOLVED, that the GP&L Committee hereby directs the Chairman to communicate this action to the appropriate State and Federal officials in the prescribed manner.

 5-30-13
 Vincent Bono
 Chairman
 Date

 5-30-13
 John R. Kent, Jr.
 Secretary
 Date

Recommended by the Transportation
 Planning Committee

 5/23/13
 Jay Ewanyk
 TPC Chairman
 Date