

APPENDIX A

NYSDOT PLANNING CERTIFICATION

NEW YORK STATEWIDE TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.220, The New York State Department of Transportation hereby certifies that the transportation planning process is being conducted in accordance with the applicable requirements of:

1. 23 U.S.C. 134 and 135, U.S.C. 5303 and 5304, and 23 CFR 450 Subpart B;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. In States containing non-attainment and maintenance areas, 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;
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. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Marie Therese Dominguez, Commissioner
New York State Department of Transportation

Date _____

APPENDIX B

TIP APPROVAL RESOLUTIONS



Resolution 22-03 of the Adirondack / Glens Falls Transportation Council, approving the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination

Whereas, the Adirondack / Glens Falls Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the planning and programming area that includes Warren County, Washington County, and the Town of Moreau in Saratoga County; and

Whereas, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

Whereas, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

Whereas, the Planning Committee to the Council developed a draft 2022-2027 TIP update through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

Whereas, the A/GFTC Policy Committee has reviewed and approved the draft 2022-2027 Transportation Improvement Program, 2022 Self-Certification and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination for the required public comment and review period prior to final A/GFTC approval; and

Whereas, the availability of the draft TIP has been advertised and posted online for a period of thirty days or more as of June 15, 2022; and

Whereas, the A/GFTC Policy Committee, at its June 15, 2022 meeting, assigned final approval authority to the A/GFTC Planning Committee pending resolution of any substantive public comments received during the public review period; and

Whereas, the Council understands that only the first four years of project obligations that are contained within this five year Transportation Improvement Program are to be submitted to the New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP) without modification; and

Whereas, although the 2022-2027 TIP satisfies the requirements for fiscal constraint, the Council recognizes that the contents of this TIP represent only a portion of regional transportation system needs, a great deal of which remain unfunded or unprogrammed due to those constrained resources; and

Whereas, this document contains a listing of illustrative projects that carry A/GFTC endorsement as being needed and worthwhile investments in the transportation system that are not supported under existing funding requirements or allocation levels; and

Whereas, projects contained within this 2022-2027 Transportation Improvement Program collectively advance performance targets collectively identified by A/GFTC, New York State Department of Transportation, and Greater Glens Falls Transit designed to attain measurable outcomes with regard to infrastructure conditions, safety, and system performance; so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination; and

Be It Further Resolved, that any projects in the 2019-2024 Obligated Element of the TIP that are not obligated by October 1, 2022 are to become part of Federal Fiscal Year 2022-23 or beyond as appropriate and as fiscal constraint allows; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.114(c) have been met; and

Be It Further Resolved, that in accordance with FTA regulations, the Council certifies that the population and square mileage of the Greater Glens Falls Transit System service area as well as the planning procedures used to determine the service area that are reported in the Transit element within this TIP are accurate; and

Be It Further Resolved, that the Council Secretary is directed to transmit this 2022-2027 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.



**John Strough, Supervisor, Town of Queensbury
A/GFTC Policy Committee Chairman**



Date

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2022-11**

Resolution approving the 2023-2027 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the aforementioned Federal regulations require all projects within the Metropolitan Planning Area Boundary to be funded from the following Federal Aid sources to be included in the Transportation Improvement Program in order to remain eligible for such assistance: Federal Highway Administration: Surface Transportation Program, National Highway Performance and Highway Safety Improvement Program; and Federal Transit Act Section 5307, 5309, 5310, 5311, 5324, 5326, 5329, 5337 and 5339 grants; and

WHEREAS the BMTS Policy Committee approved on June 13, 2019, the 2020-2024 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program shall include an Annual or Biennial Element of projects proposed for implementation during the first and second program year, and

WHEREAS the Transportation Improvement Program shall be financially constrained and list projects in priority order and be consistent with the long range transportation plan, and

WHEREAS the projects included in the Transportation Improvement Program must be selected through an appropriate project selection procedure, and

WHEREAS there must be reasonable opportunity for public review and comment on the Draft TIP consistent with the adopted BMTS Participation Plan, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a Transportation Improvement Program Subcommittee thereof to develop and monitor the TIP, and

WHEREAS a Draft 2023-2027 Transportation Improvement Program has been developed, that meets all requirements, and

WHEREAS the Draft 2023-2027 Transportation Improvement Program has been made available for public comment, and

WHEREAS the BMTS Planning Committee on August 11, 2022, unanimously recommended that the BMTS Policy Committee approve the BMTS 2023-2027 TIP,

NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee approves the 2023-2027 Transportation Improvement Program.

CERTIFICATION OF RESOLUTION 2022-11

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2022-11, adopted by consensus this 23rd day of August, 2022.



Michael Marinaccio, Chair
BMTS Policy Committee



Date

RESOLUTION #22-3

RESOLUTION OF CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO APPROVE THE 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450; and,

WHEREAS, the adopted boundary of the metropolitan planning area for CDTC's Transportation Management Area includes the Census-defined Albany and Saratoga Springs urbanized areas; and,

WHEREAS, the central cities of the Albany and Saratoga Springs urbanized areas are represented on CDTC's Policy Board; and,

WHEREAS, the Capital District Transportation Committee, in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the CDTC planning process with all existing federal rules and regulations; and,

WHEREAS, Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450 states the Capital District Transportation Committee, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital District Transportation Committee, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the TIP shows reasonable estimates of project cost and schedules, project scope descriptions and the procedure for project selection is incorporated into this TIP; and

WHEREAS, it is recognized the TIP document includes for informational purposes significant Thruway, state, local, and privately funded projects in addition to those metropolitan projects within the legal programming and responsibility of the Capital District Transportation Committee; and,

WHEREAS, the Planning Committee, at its August 3, 2022 meeting, recommended approval by the Capital District Transportation Committee of the 2022-2027 Transportation Improvement Program for the Capital District metropolitan area.

THEREFORE BE IT RESOLVED, the Capital District Transportation Committee approves the five-year TIP for the Federal Fiscal Years 2022-2023 through 2026-2027; and,

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee approves the 2022-2027 TIP as being consistent with all current plans and programs, including conformity with the State Implementation Plan for Air Quality in accordance with requirements of the Clean Air Act amendments of 1990, and recommends the initiation of those projects and plans so specified; and

BE IT FURTHER RESOLVED, that projects listed in the committed column of the TIP are automatically incorporated into the 2022-2023 element if they are not obligated by September 30, 2022, as long as fiscal constraint is demonstrated; and

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee provides latitude to the New York State Department of Transportation with regard to assigning fund sources to particular projects in order to obligate funds and implement the program, as described in CDTC's official policy on TIP changes in the 2022-2027 TIP document; and

BE IT FURTHER RESOLVED, that the 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 2022-23 through 2025-26.



Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

RESOLUTION

**ELMIRA-CHEMUNG TRANSPORTATION COUNCIL
POLICY COMMITTEE ENDORSEMENT**

NUMBER: 22- P4

DATE: August 30, 2022

SUBJECT: Approval of the Draft
Federal Fiscal Year 2022/23 – 2026/27
Transportation Improvement Program

MOVED BY: M. Collins **SECONDED BY:** C. Robertson

CONSENSUS: YES 5 NO 0

ABSTENTIONS: 0

ABSENT: 1

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

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

WHEREAS, the TIP is a prioritized listing/program of transportation projects covering a period of five years and is required for projects to be eligible for Federal funding.

WHEREAS, the Elmira-Chemung Transportation Council (ECTC) has developed the Draft Elmira-Chemung Transportation Council Federal Fiscal Year (FFY) 2020/21- 2024/25 Transportation Improvement Program through a cooperative/consulting process employing prescribed project selection criteria as defined in the ECTC Operations Plan.

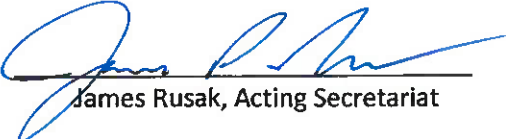
NOW, THEREFORE, BE IT RESOLVED, that the Elmira-Chemung Transportation Council Policy Committee hereby approves the Draft ECTC FFY 2020/21-2024/25 TIP, and

RESOLVED, that this approved TIP be forwarded to the various Federal and State Agencies as required for further action and approval.

**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

I, the undersigned, Acting Secretariat of the Elmira-Chemung Transportation Council (ECTC), DO HEREBY CERTIFY, that the foregoing is a copy of the resolution adopted by said Elmira-Chemung Transportation Council (ECTC) on August 30, 2022, that it is a correct transcript therefrom and of the whole of said original.

IN WITNESS WHEREOF, I have hereunto set my hand August 31, 2022.


James Rusak, Acting Secretariat



Greater Buffalo Niagara Regional Transportation Council

438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

RESOLUTION 2022-9

Action Level: GBNRTC Policy Committee

FFY 2023-2027 Transportation Improvement Program (TIP)

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the Greater Buffalo-Niagara region, and

WHEREAS, Title 23, United States Code, Section 134, and Title 49, United States Code, Section 5303, require each MPO to develop and approve a Transportation Improvement Program (TIP), and

WHEREAS, GBNRTC in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requirements, and

WHEREAS, GBNRTC, in accordance with all federal requirements for a TIP has developed a staged five-year integrated program of federally funded highway, transit and other transportation projects for the Greater Buffalo-Niagara region, that:

- Includes a priority listing of projects and project segments to be carried out within the time frame of the TIP,
- Is financially constrained with realistic estimates of total project cost and revenues expected for the program periods,
- Includes projects which are consistent with the 2050 Long Range Transportation Plan,
- Includes projects identified based on the priority merit and certainty of financing developed through a program development process,
- Includes a listing of illustrative projects that could be programmed should regional funding targets be increased or new funding sources become available,
- Includes consideration of elderly and disabled transportation services and the mandates of the Americans with Disabilities Act, and

WHEREAS, extended consultation efforts have been made with appropriate state and local agencies to increase involvement in the planning process and development of the TIP, and

WHEREAS, an air quality conformity determination was approved by the GBNRTC Policy Committee on September 7, 2022 as Resolution 2022-8 concluded that all transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP, are in conformity with the State Implementation Plan in accordance with transportation conformity rules published by the United State Environmental Protection Agency and the New York State Department of Environmental Conservation.

THEREFORE, BE IT RESOLVED, GBNRTC endorses the five-year Transportation Improvement Program for the Federal Fiscal Years 2023-2027 and recommends the initiation of those projects and plans so specified, and

BE IT FURTHER RESOLVED, GBNRTC self – certifies that its metropolitan planning process is being carried forth as required in Part 450 of Title 23 Code of Federal Regulations (CFR) and is in compliance with all existing federal rules and regulations pertaining to the MPO planning process including Bipartisan Infrastructure Law (BIL) requirements, and

BE IT FURTHER RESOLVED, that GBNRTC endorses the 2023-2027 TIP as consistent with all current plans and programs the GBNRTC program development process, and the GBNRTC congestion management process, and

BE IT FURTHER RESOLVED, the TIP development process, including public involvement activities and timeline established for public comment, were explicitly used to satisfy the program-of-projects requirements of the Federal Transit Administration Urbanized Area Formula Program Section 5307(c), and

BE IT FURTHER RESOLVED, Council members agree as a condition of all TIP amendment approvals, the TIP continue to be fiscally constrained in accordance with federal regulations, and

BE IT FURTHER RESOLVED, that should any additional financial resources provide for expanding the 2023-2027 TIP beyond currently approved funding targets, all programming proposals shall be recommended by the GBNRTC-PCC for Policy Committee action, and

BE IT FURTHER RESOLVED, that projects approved in the previous TIP (FFY 2020-2024) are automatically incorporated into the 2023-2027 Annual Element if they are not obligated by September 30, 2022, as long as fiscal constraint is demonstrated, and

BE IT FURTHER RESOLVED, that the Committee authorizes the Secretary of the Council to forward the approved program to the New York State Department of Transportation, requesting that it take all necessary action to include the program in the Statewide Transportation Improvement Program and obtain federal approval.

Resolved this day, September 7, 2022

BY:  Date: 9/7/2022
Chair, GBNRTC Policy Committee

Recommended by the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee.

BY:  Date: 9/7/22
Chair, GBNRTC Planning and Coordinating Committee

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 22-53 Adopting the 2023-2027 Transportation Improvement Program

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area (MPA);
2. Federal regulations require that the urban transportation planning process include the cooperative development of a transportation improvement program, consisting of a staged multi-year program of projects consistent with the metropolitan transportation plan;
3. The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* is the current metropolitan transportation plan which guides the planning and development of transportation improvements and their selection for inclusion in the transportation improvement program;
4. The proposed *2023-2027 Transportation Improvement Program* (TIP) is wholly consistent with the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045*;
5. The TIP has been developed in accordance with the adopted *GTC Transportation Improvement Program Procedures Manual* and the *Agreement by and among GTC, New York State Department of Transportation, and Rochester Genesee Regional Transportation Authority*, which identifies and specifies the responsibilities and cooperative procedures for carrying out transportation planning (including without limitation corridor and subarea studies) and programming consistent with Title 23 Section 450 (23 CFR 450) Subpart C of the Code of Federal Regulations;
6. GTC, via the TIP, has proposed to be implemented in the Rochester MPA those projects utilizing eligible federal funding categories included in Title 23 and Title 49 of the United States Code (USC) as amended;
7. The TIP and the projects contained therein can be advanced with funds that are reasonably expected to be available to support their implementation;
8. The members of GTC agree to use the TIP as the project selection document for implementation to satisfy the project selection requirements of Infrastructure and Investment Jobs Act (IIJA) and any successor federal transportation legislation;

9. Projects in this document remain in effect until revised by further TIP actions;
10. Transportation projects outside of the Rochester MPA but within the GTC nine-county planning region that are eligible for funds from categories included in Title 23 and Title 49 of the USC may be included in the TIP for information purposes in order to give a comprehensive picture of transportation improvements within the region;
11. It is recognized that projects included in the TIP may cost incrementally more or less than the estimates provided and future funding availability and/or changes in investment priorities will require amendments to the adopted TIP; and
12. It is also recognized that the actions shown in the TIP will be included without change in the Statewide TIP to be approved by the Federal Highway Administration and the Federal Transit Administration.

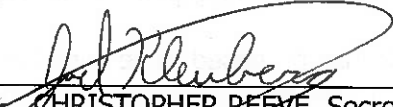
NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby adopts the *2023-2027 Transportation Improvement Program (TIP)* for the Rochester Metropolitan Planning Area;
2. That GTC fully intends those projects shown in the TIP to progress under the appropriate program categories of the Infrastructure and Investment Jobs Act (IIJA) and any successor federal transportation legislation, subject to fund availability, their continuing eligibility under those programs, and maintenance of their priorities when considered against other candidate projects as they may be developed under whatever rules and procedures may then pertain; and
3. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on August 25, 2022.

Date 08/25/2022


For CHRISTOPHER REEVE, Secretary
Genesee Transportation Council



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station
321 Main St., Utica NY 13501
Phone: 315.798.5710 E-mail: transplan@ocgov.net
www.hoctc.org

Chairperson, VINCENT J. BONO, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, DANA R. CRISINO, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2022 – 16

Adoption of the HOCTC 2023 – 2027 Transportation Improvement Program (TIP)

WHEREAS, the Herkimer – Oneida Counties Transportation Council (HOCTC) has been officially designated as the Metropolitan Planning Organization (MPO) for Oneida and Herkimer Counties and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules, and funding for Federally funded projects; and

WHEREAS, Federal rules and regulations require that a TIP be developed and adopted by the designated MPO; and

WHEREAS, the federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Acts (IIJA, also known as the “Bipartisan Infrastructure Law”, or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a TIP consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that an MPO, in cooperation with the State, develop a TIP for the Metropolitan Planning Area; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IJJA; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and

WHEREAS, the HOCTC consulted with state and local entities and public transportation operators in developing the TIP for the Metropolitan Planning Area; and

WHEREAS, the HOCTC opened a 30-day public comment period to present the draft TIP starting August 1, 2022 and ending August 30, 2022; and

WHEREAS, the HOCTC certifies that the metropolitan transportation planning process is being conducted in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix A of the TIP; and

NOW, THEREFORE BE IT RESOLVED, that the HOCTC adopts the attached 2023 – 2027 TIP and authorizes the Secretary of the HOCTC to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and

BE IT FURTHER RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022; and



*Ithaca-Tompkins County
Transportation Council*

RESOLUTION 2022-04

ADOPTING THE 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS,** federal transportation legislation requires that Metropolitan Planning Organizations be established in each urbanized area of over 50,000 in population; AND
- WHEREAS,** the *Ithaca-Tompkins County Transportation Council* has been designated by the Governor and general units of local government as the Metropolitan Planning Organization for the Ithaca Metropolitan Area; AND
- WHEREAS,** federal transportation legislation requires the development of a Transportation Improvement Program; AND
- WHEREAS,** the *Ithaca-Tompkins County Transportation Council*, in accordance with 23 CFR part 450 and 49 CFR part 613, the Final Metropolitan Planning Rules jointly promulgated by the Federal Highway Administration and Federal Transit Administration, has developed a Transportation Improvement Program in conformance with §450.326 et al. of the aforementioned rule; AND
- WHEREAS,** the proposed Transportation Improvement Program was developed in cooperation with the New York State Department of Transportation, local transit operators and other local transportation partners, and after consultation with local, State and Federal agencies and organizations in compliance with federal requirements; AND
- WHEREAS,** the proposed Transportation Improvement Program, contains a five-year integrated program of federally funded transportation projects for the Ithaca metropolitan planning area to be implemented between October 1, 2022 and September 30, 2027; AND
- WHEREAS,** the proposed Transportation Improvement Program has been developed to be financially constrained; AND
- WHEREAS,** the developmental process of the proposed Transportation Improvement Program included a project evaluation process in order to facilitate the review and prioritization of project proposals; AND
- WHEREAS,** the proposed Transportation Improvement Program includes a formal project selection process that constitutes an "agreed to" procedure for the selection of projects for implementation in conformance with §450.332 of the joint planning regulation; AND

RESOLUTION 22-04
ITHACA-TOMPKINS COUNTY
TRANSPORTATION COUNCIL

WHEREAS, there is a need to efficiently administer and implement the projects contained in this program, it is also recognized that the project costs shown on the program at this time are only reasonable estimates that may change during the course of project development; AND

WHEREAS, all projects in the previous Transportation Improvement Program that have not been implemented in part or in whole are included in the 2023-2027 Transportation Improvement Program; AND

WHEREAS, the proposed Transportation Improvement Program is consistent with all plans, goals, and objectives of the *Ithaca-Tompkins County Transportation Council* and shall be updated at least biennially with revisions to reflect changes in program emphasis and funding availability; AND

WHEREAS, such agreement and consistency determinations are taken to satisfy the annual State Implementation Plan consistency requirements; AND

WHEREAS, all Federal planning requirements relative to Title VI are being met and documented; AND

WHEREAS, the *Ithaca-Tompkins County Transportation Council* attests and certifies that the metropolitan transportation planning process is being carried out in conformance with the requirements of the 23 CFR part 450 and 49 CFR part 613;

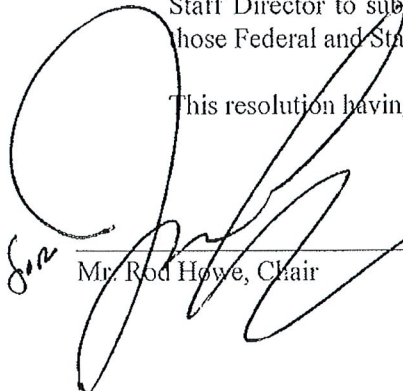
NOW THEREFORE BE IT RESOLVED, that the *Ithaca-Tompkins County Transportation Council* hereby adopts the five-year Transportation Improvement Program for the period October 1, 2022 through September 30, 2027;

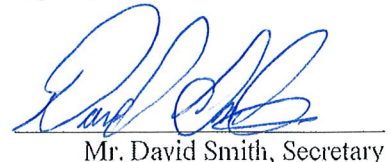
BE IT FURTHER RESOLVED, that the *Ithaca-Tompkins County Transportation Council* certifies the annual transportation program of projects to be consistent with all current plans, and recommends the initiation of those projects and plans so specified;

BE IT FURTHER RESOLVED, that the *Ithaca-Tompkins County Transportation Council* agrees to use the Transportation Improvement Program as the project selection document for implementation to satisfy project selection requirements in federal regulations;

BE IT FURTHER RESOLVED, that the Transportation Policy Committee directs the Staff Director to submit this resolution and appropriate documentation of the program to those Federal and State agencies responsible for assuring its early implementation.

This resolution having been considered and approved on July 19, 2022.


Mr. Rod Howe, Chair


Mr. David Smith, Secretary

NYMTC TIP APPROVAL RESOLUTION PLACEHOLDER

NYMTC Policy Committee action on the TIP is scheduled on October 13, 2022.

The TIP approval resolution will be added as soon as it is adopted.

OCTC TIP APPROVAL RESOLUTION PLACEHOLDER

**OCTC Policy Committee action on the TIP is scheduled on October 10, 2022.
The TIP approval resolution will be added as soon as it is adopted.**

ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) FEDERAL FISCAL YEAR (FFY) 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County portions of the Poughkeepsie-Newburgh NY-NJ and New York-Newark NY-NJ-CT Urbanized Areas; and

WHEREAS, the federal surface transportation programs that are the responsibility of the DCTC is authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (Federal Register Vol. 81, No. 103) on May 27, 2016 that implemented the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the state, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the FAST Act; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and

WHEREAS, the Dutchess County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for its Metropolitan Planning Area; and

WHEREAS, the Dutchess County Transportation Council has provided all interested parties with a reasonable opportunity to comment on the TIP, including through electronically accessible formats and means such as the internet; and

WHEREAS, the Dutchess County Transportation Council held a 30-day public comment period for the proposed TIP starting July 26, 2022 and ending August 24, 2022, which included a virtual public meeting held on August 10, 2022; and

WHEREAS, the Dutchess County Transportation Council, Orange County Transportation Council, and New York Metropolitan Transportation Council subsequently completed a transportation conformity determination statement for their individual TIPs; and

WHEREAS, the Dutchess County Transportation Council held a 30-day public comment period for the draft conformity statement starting August 1, 2022 and ending August 30, 2022; now therefore be it


RESOLVED, that the Dutchess County Transportation Council adopts the attached five-year 2023-2027 TIP and authorizes the Secretary of the Dutchess County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the four-year 2023-2026 Statewide Transportation Improvement Program (STIP); and be it further

RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022; and be it further

RESOLVED, that the Dutchess County Transportation Council self-certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable federal and state rules and regulations.

CERTIFICATE, the undersigned, duly qualified and Secretary of the Dutchess County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted at a meeting on August 31, 2022.

8/31/22
Date

By 
Lance MacMillan, P.E., Secretary
Dutchess County Transportation Council

**RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE**

August 12, 2022

WHEREAS, Part 450 subpart C, 23 CFR Chapter 1 and part 613 subtitle A, 49 CFR Chapter VI requires the development of a Transportation Improvement Program; and

WHEREAS, the Syracuse Metropolitan Transportation Council (SMTC) as the State designated Metropolitan Planning Organization for the Syracuse Metropolitan Area in accordance with Federal requirements for a Transportation Improvement Program, has developed a multi-year program of federally funded transportation projects for the Metropolitan Planning Area; and

WHEREAS, there is a need to efficiently administer and implement the projects contained in the multi-year improvement program, it is recognized that the project costs shown on the program at this time are reasonable estimates that may necessitate change during the course of project development; and

WHEREAS, the Transportation Improvement Program is consistent with plans, goals, objectives and performance measures of the SMTC and Federal Metropolitan Planning Regulations and shall be periodically revised to reflect changes in program emphasis and funding availability; and

WHEREAS, the regional economic development, environmental, historic preservation, land use, natural resources, public and private transit operators, and other interested parties have been advised of and involved in the planning process and development of the Transportation Improvement Program; and

WHEREAS, all Federal planning requirements relative to Title VI are being met.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee endorses in concept the multi-year Transportation Improvement Program for the period Federal Fiscal Year 2023-2027; and

BE IT FURTHER RESOLVED, that the Policy Committee adopts the Transportation Improvement Program to be consistent with current plans and recommends the initiation of those projects so specified; and

BE IT FURTHER RESOLVED, that the Policy Committee certifies that the requirements of 23 CFR 450 are met; and

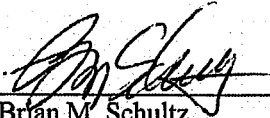
BE IT FURTHER RESOLVED, that if there are federal transportation funds remaining, additional projects from later years of the Transportation Improvement Program may be advanced to an earlier year of the Transportation Improvement Program following the TIP Project Management Selection & Amendment Process as included in the Transportation Improvement Program; and

**Adoption of the 2023-2027 Transportation
Improvement Program**

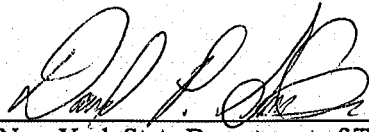
SMTC Policy Resolution No. 2022-13

BE IT FURTHER RESOLVED, that the Policy Committee directs the SMTC Director to submit this Resolution and appropriate documentation of the program to those Federal and State agencies responsible for assuring its implementation.

Done and ordered this 12th day of August 2022 by consensus of the SMTC Policy Committee.



Brian M. Schultz
Chairperson
SMTC Policy Committee



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: August 12, 2022

Date: August 12, 2022

RESOLUTION 2022-08

ULSTER COUNTY TRANSPORTATION COUNCIL

ADOPTION OF THE ULSTER COUNTY TRANSPORTATION COUNCIL (UCTC) FEDERAL FISCAL YEAR 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ulster County Transportation Council (UCTC) has been officially designated as the Metropolitan Planning Organization for Ulster County and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules and funding for Federally funded projects; and

WHEREAS, Federal rules and regulations require that a Transportation Improvement Program be developed and adopted by the designated Metropolitan Planning Organization; and

WHEREAS, the federal surface transportation programs that are the responsibility of the UCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA, also known as the “Bipartisan Infrastructure Law,” or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a Transportation Improvement Program (TIP), consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and,

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the State, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and,

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA; and,

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and,

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and,

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and,

RESOLUTION 2022-08

ULSTER COUNTY TRANSPORTATION COUNCIL

WHEREAS, the Ulster County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for the Metropolitan Planning Area; and,

WHEREAS, the UCTC held a public meeting on July 12, 2022 to present the Draft TIP and opened 15-day public comment period starting July 7, 2022 and ending July 21, 2022; and,

WHEREAS, the Ulster County Transportation Council certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix A of the TIP; and,

WHEREAS, the United States Environmental Protection Agency (EPA) promulgated the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) effective on July 20, 2013, classifying the Kingston area in attainment for the 2008 ozone standard; and,

WHEREAS, the EPA promulgated a rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone NAAQS effective July 20, 2013; and,

WHEREAS, as a result, the Ulster County Transportation Council is not required to make a transportation conformity determination under the 2008 8-Hour Ozone NAAQS; now therefore be it

RESOLVED, that the Ulster County Transportation Council adopts the attached 2023-2027 TIP and authorizes the Secretary of the Ulster County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and,

RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022;

CERTIFICATE, the undersigned, duly qualified and Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on July 26, 2022.

7/27/2022

Date

By Lance MacMillan
Lance MacMillan, P.E., Secretary,
Ulster County Transportation Council



Watertown Jefferson County Area Transportation Council
Transportation Improvement Plan October 2023 – September 2027



Kristopher H. Reff
Acting Director, Regional Planning &
Program Management
NYSDOT Region 7
Interim MPO Director

Mayor Jeffery M. Smith
City of Watertown
Vice Chairman – Policy Committee

Kenneth Mix
City of Watertown
City Manager

Robert F. Hagemann III
Jefferson County Administrator

John D. Peck
Jefferson County Board of Legislators
Chairman – Policy Committee

Kenneth M. Bibbins
Regional Director
NYSDOT Region 7
Secretary – Policy Committee

Jarrold M. Radley
NYSDOT Region 7
Local Stakeholder Group Representative

Resolution 5-2022
Policy Committee Resolution approving the WJCTC 2023-2027
Transportation Improvement Plan

WHEREAS, the Watertown Jefferson County Area Transportation Council (WJCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Watertown Urbanized Area in Jefferson County; and

WHEREAS, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Plan (TIP) be developed and adopted by the MPO; and

WHEREAS, both the Highway and Transit Technical Committees developed a fiscally constrained 2023-2027 TIP through a continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

WHEREAS, the Highway Technical Committee, the Transit Technical Committee and the Policy Committee reviewed and approved the Draft 2023-2027 TIP; and

WHEREAS, appropriate public outreach was conducted to make the public aware that the Draft 2023-2027 TIP was available for public review; and

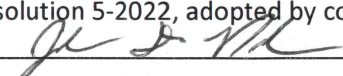
WHEREAS, the required 30-day public review comment period for the Draft TIP has expired without substantive comment being received;

NOW, THEREFORE, BE IT RESOLVED, that the Watertown Jefferson County Area Transportation Council adopts the Draft 2023-2027 TIP with minor updates/erratum corrections as attached herein as its Transportation Improvement Program (TIP) for Federal Fiscal Years 2023-2027; and

BE IT FURTHER RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022;

CERTIFICATION OF RESOLUTION

I, the undersigned, duly elected chair of the Watertown Jefferson County Area Transportation Council (WJCTC), do hereby certify that the foregoing is a true and correct copy of WJCTC Policy Committee Resolution 5-2022, adopted by consensus this 31st day of August 2022.



Chair

8/31/2022

Date

APPENDIX C

MPO SELF-CERTIFICATION RESOLUTIONS



Resolution 22-03 of the Adirondack / Glens Falls Transportation Council, approving the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination

Whereas, the Adirondack / Glens Falls Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the planning and programming area that includes Warren County, Washington County, and the Town of Moreau in Saratoga County; and

Whereas, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

Whereas, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

Whereas, the Planning Committee to the Council developed a draft 2022-2027 TIP update through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

Whereas, the A/GFTC Policy Committee has reviewed and approved the draft 2022-2027 Transportation Improvement Program, 2022 Self-Certification and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination for the required public comment and review period prior to final A/GFTC approval; and

Whereas, the availability of the draft TIP has been advertised and posted online for a period of thirty days or more as of June 15, 2022; and

Whereas, the A/GFTC Policy Committee, at its June 15, 2022 meeting, assigned final approval authority to the A/GFTC Planning Committee pending resolution of any substantive public comments received during the public review period; and

Whereas, the Council understands that only the first four years of project obligations that are contained within this five year Transportation Improvement Program are to be submitted to the New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP) without modification; and

Whereas, although the 2022-2027 TIP satisfies the requirements for fiscal constraint, the Council recognizes that the contents of this TIP represent only a portion of regional transportation system needs, a great deal of which remain unfunded or unprogrammed due to those constrained resources; and

Whereas, this document contains a listing of illustrative projects that carry A/GFTC endorsement as being needed and worthwhile investments in the transportation system that are not supported under existing funding requirements or allocation levels; and

Whereas, projects contained within this 2022-2027 Transportation Improvement Program collectively advance performance targets collectively identified by A/GFTC, New York State Department of Transportation, and Greater Glens Falls Transit designed to attain measurable outcomes with regard to infrastructure conditions, safety, and system performance; so

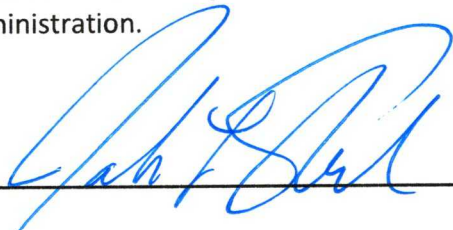
Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination; and

Be It Further Resolved, that any projects in the 2019-2024 Obligated Element of the TIP that are not obligated by October 1, 2022 are to become part of Federal Fiscal Year 2022-23 or beyond as appropriate and as fiscal constraint allows; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.114(c) have been met; and

Be It Further Resolved, that in accordance with FTA regulations, the Council certifies that the population and square mileage of the Greater Glens Falls Transit System service area as well as the planning procedures used to determine the service area that are reported in the Transit element within this TIP are accurate; and

Be It Further Resolved, that the Council Secretary is directed to transmit this 2022-2027 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.



**John Strough, Supervisor, Town of Queensbury
A/GFTC Policy Committee Chairman**



Date

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2022-12**

Resolution certifying a finding of the compliance of the Binghamton Metropolitan Transportation Study with Federal metropolitan planning requirements.

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for maintaining the continuous, comprehensive, cooperative transportation planning process for the Binghamton metropolitan area, and

WHEREAS Federal regulations (23 CFR 450.336) require that "the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements " and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a Program & Finance Subcommittee thereof to advise on matters of program administration, and

WHEREAS the BMTS Central Staff and BMTS Program & Finance Subcommittee have reviewed the planning and programming process for Federal fiscal years 2020-2022 in light of those laws and regulations, and found the Binghamton Metropolitan Transportation Study to be in full compliance,

NOW THEREFORE BE IT RESOLVED, that the Binghamton Metropolitan Transportation Study Policy Committee affirms the finding that:

1. The Binghamton Metropolitan Transportation Study is properly constituted as a metropolitan planning organization under a Memorandum of Understanding signed by Governor of the State of New York and local officials representing the entirety of the metropolitan area population.
2. The BMTS metropolitan transportation planning process includes activities to support the development and adoption of the Transportation Improvement Program to implement the goals and policies of the current Federal Transportation legislation [23 CFR 450.326] and subsequent project development activities including the environmental impact assessment process.

BE IT FURTHER RESOLVED, that in accordance with 23 CFR 450.336, the Binghamton Metropolitan Transportation Study Policy Committee does hereby certify that the planning process is being carried out in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Sections 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) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

(7) 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;

(8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CERTIFICATION OF RESOLUTION 2022-12

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2022-12, adopted by consensus this 23rd day of August 2022.



Michael Marinaccio, Chair
BMTS Policy Committee



Date

RESOLUTION #22-3

RESOLUTION OF CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO APPROVE THE 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450; and,

WHEREAS, the adopted boundary of the metropolitan planning area for CDTC's Transportation Management Area includes the Census-defined Albany and Saratoga Springs urbanized areas; and,

WHEREAS, the central cities of the Albany and Saratoga Springs urbanized areas are represented on CDTC's Policy Board; and,

WHEREAS, the Capital District Transportation Committee, in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the CDTC planning process with all existing federal rules and regulations; and,

WHEREAS, Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450 states the Capital District Transportation Committee, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital District Transportation Committee, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the TIP shows reasonable estimates of project cost and schedules, project scope descriptions and the procedure for project selection is incorporated into this TIP; and

WHEREAS, it is recognized the TIP document includes for informational purposes significant Thruway, state, local, and privately funded projects in addition to those metropolitan projects within the legal programming and responsibility of the Capital District Transportation Committee; and,

WHEREAS, the Planning Committee, at its August 3, 2022 meeting, recommended approval by the Capital District Transportation Committee of the 2022-2027 Transportation Improvement Program for the Capital District metropolitan area.

THEREFORE BE IT RESOLVED, the Capital District Transportation Committee approves the five-year TIP for the Federal Fiscal Years 2022-2023 through 2026-2027; and,

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee approves the 2022-2027 TIP as being consistent with all current plans and programs, including conformity with the State Implementation Plan for Air Quality in accordance with requirements of the Clean Air Act amendments of 1990, and recommends the initiation of those projects and plans so specified; and

BE IT FURTHER RESOLVED, that projects listed in the committed column of the TIP are automatically incorporated into the 2022-2023 element if they are not obligated by September 30, 2022, as long as fiscal constraint is demonstrated; and

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee provides latitude to the New York State Department of Transportation with regard to assigning fund sources to particular projects in order to obligate funds and implement the program, as described in CDTC's official policy on TIP changes in the 2022-2027 TIP document; and

BE IT FURTHER RESOLVED, that the 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 2022-23 through 2025-26.



Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

RESOLUTION

**ELMIRA-CHEMUNG TRANSPORTATION COUNCIL
POLICY COMMITTEE ENDORSEMENT**

NUMBER: 22-P3

DATE: August 30, 2022

SUBJECT: ECTC Self-Certification

MOVED BY: R. Strange

SECONDED BY: M. Collins

CONSENSUS: YES 5 NO 0

ABSTENTIONS: 0

ABSENT: 1

WHEREAS, the Elmira-Chemung Transportation Council (ECTC) is the designated Metropolitan Planning Organization (MPO) responsible for the performance of the transportation planning process for the Elmira/Chemung Urbanized Area, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Elmira Chemung Transportation Council (ECTC) Policy Committee hereby affirms that:

1. The ECTC's metropolitan transportation planning process includes activities to support the development and implementation of the transportation plan and TIP and subsequent project development activities including the environmental impact assessment process, and
2. The ECTC's planning process is consistent with Federal Laws, Acts, and Regulations pertaining to involvement of appropriate public and private transportation providers, and
3. Any problem identified through this certification review or FHWA's Program Management Review will be addressed by the appropriate ECTC member agencies, and

BE IT FURTHER RESOLVED, that in accordance with 23 CFR 450.334, the metropolitan planning organization for the Elmira-Chemung urbanized areas hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the applicable requirements of:

1. The provisions included in the Fixing America's Surface Transportation (FAST) Act to the extent implemented by regulation;
2. 23 U.S.C. 134 and 135,
3. U.S.C. Section 5303 and 23 CFR 450 Subpart C;
4. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21, and Environmental Justice and Limited English Proficiency requirements;

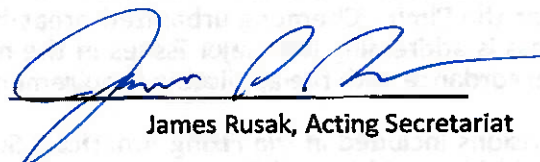
5. 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
6. Section 1101 (b) (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
7. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
8. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
9. 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;
10. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
11. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
12. In regard to Federal Transit Administration procurements, shall
 - a. Comply with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements and the most current FTA Master Agreement,
 - b. Maintain a written history of all FTA-funded procurements, and
 - c. Incorporate clauses and certifications required for FTA program assistance funding.

RESOLVED, that this self-certification be forwarded to the various Federal and State agencies as required for further action and approval.

**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

I, the undersigned, Acting Secretariat of the Elmira-Chemung Transportation Council (ECTC), DO HEREBY CERTIFY, that the foregoing is a copy of the resolution adopted by said Elmira-Chemung Transportation Council (ECTC) on August 30, 2022, that it is a correct transcript therefrom and of the whole of said original.

IN WITNESS WHEREOF, I have hereunto set my hand August 31, 2022.


James Rusak, Acting Secretariat



Greater Buffalo Niagara Regional Transportation Council

438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

RESOLUTION 2022-9

Action Level: GBNRTC Policy Committee

FFY 2023-2027 Transportation Improvement Program (TIP)

WHEREAS, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the Greater Buffalo-Niagara region, and

WHEREAS, Title 23, United States Code, Section 134, and Title 49, United States Code, Section 5303, require each MPO to develop and approve a Transportation Improvement Program (TIP), and

WHEREAS, GBNRTC in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the GBNRTC planning process with all existing federal rules and regulations, including Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requirements, and

WHEREAS, GBNRTC, in accordance with all federal requirements for a TIP has developed a staged five-year integrated program of federally funded highway, transit and other transportation projects for the Greater Buffalo-Niagara region, that:

- Includes a priority listing of projects and project segments to be carried out within the time frame of the TIP,
- Is financially constrained with realistic estimates of total project cost and revenues expected for the program periods,
- Includes projects which are consistent with the 2050 Long Range Transportation Plan,
- Includes projects identified based on the priority merit and certainty of financing developed through a program development process,
- Includes a listing of illustrative projects that could be programmed should regional funding targets be increased or new funding sources become available,
- Includes consideration of elderly and disabled transportation services and the mandates of the Americans with Disabilities Act, and

WHEREAS, extended consultation efforts have been made with appropriate state and local agencies to increase involvement in the planning process and development of the TIP, and

WHEREAS, an air quality conformity determination was approved by the GBNRTC Policy Committee on September 7, 2022 as Resolution 2022-8 concluded that all transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP, are in conformity with the State Implementation Plan in accordance with transportation conformity rules published by the United State Environmental Protection Agency and the New York State Department of Environmental Conservation.

THEREFORE, BE IT RESOLVED, GBNRTC endorses the five-year Transportation Improvement Program for the Federal Fiscal Years 2023-2027 and recommends the initiation of those projects and plans so specified, and

BE IT FURTHER RESOLVED, GBNRTC self – certifies that its metropolitan planning process is being carried forth as required in Part 450 of Title 23 Code of Federal Regulations (CFR) and is in compliance with all existing federal rules and regulations pertaining to the MPO planning process including Bipartisan Infrastructure Law (BIL) requirements, and

BE IT FURTHER RESOLVED, that GBNRTC endorses the 2023-2027 TIP as consistent with all current plans and programs the GBNRTC program development process, and the GBNRTC congestion management process, and

BE IT FURTHER RESOLVED, the TIP development process, including public involvement activities and timeline established for public comment, were explicitly used to satisfy the program-of-projects requirements of the Federal Transit Administration Urbanized Area Formula Program Section 5307(c), and

BE IT FURTHER RESOLVED, Council members agree as a condition of all TIP amendment approvals, the TIP continue to be fiscally constrained in accordance with federal regulations, and

BE IT FURTHER RESOLVED, that should any additional financial resources provide for expanding the 2023-2027 TIP beyond currently approved funding targets, all programming proposals shall be recommended by the GBNRTC-PCC for Policy Committee action, and

BE IT FURTHER RESOLVED, that projects approved in the previous TIP (FFY 2020-2024) are automatically incorporated into the 2023-2027 Annual Element if they are not obligated by September 30, 2022, as long as fiscal constraint is demonstrated, and

BE IT FURTHER RESOLVED, that the Committee authorizes the Secretary of the Council to forward the approved program to the New York State Department of Transportation, requesting that it take all necessary action to include the program in the Statewide Transportation Improvement Program and obtain federal approval.

Resolved this day, September 7, 2022

BY:  Date: 9/7/2022
Chair, GBNRTC Policy Committee

Recommended by the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee.

BY:  Date: 9/7/22
Chair, GBNRTC Planning and Coordinating Committee

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 22-55 Certifying that all Federal planning requirements are met

WHEREAS,

1. The Genesee Transportation Council (GTC) is the designated Metropolitan Planning Organization (MPO) responsible for the transportation policy, planning, and programming processes for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area;
2. It is the responsibility of GTC to insure that said policy, planning, and programming processes are consistent with applicable federal and state laws as well as local area objectives;
3. Title 23 Part 450.334 of the Code of Federal Regulations (23 CFR 450.334) requires that, concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the Statewide TIP approval, the State and the MPO certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements; and
4. This certification takes the form of a Self-Certification Document.

NOW, THEREFORE, BE IT RESOLVED

1. GTC hereby affirms that its metropolitan transportation planning process includes activities to support the development and implementation of the Long Range Transportation Plan and the Transportation Improvement Program and subsequent project development activities including the environmental impact assessment process;
2. GTC hereby certifies that the GTC planning process is being conducted in conformance with all applicable requirements of:
 - a. Title 23 Section 134 of the United States Code (23 U.S.C. 134) and 49 U.S.C. 5303;
 - b. Sections 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;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

- e. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
 - h. 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;
 - i. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
3. GTC hereby requests that New York State join in this affirmation and certification and forward this joint State and MPO finding to both FHWA and FTA.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on August 25, 2022.

Date

08/25/2022

For


CHRISTOPHER REEVE, Secretary
Genesee Transportation Council



GOVERNMENTAL POLICY AND LIAISON COMMITTEE

Boehlert Center at Union Station
321 Main St., Utica NY 13501
Phone: 315.798.5710 E-mail: transplan@ocgov.net
www.hoctc.org

Chairperson, VINCENT J. BONO, Chairman, Herkimer County Legislature
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Clerk, DANA R. CRISINO, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2022 – 16

Adoption of the HOCTC 2023 – 2027 Transportation Improvement Program (TIP)

WHEREAS, the Herkimer – Oneida Counties Transportation Council (HOCTC) has been officially designated as the Metropolitan Planning Organization (MPO) for Oneida and Herkimer Counties and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules, and funding for Federally funded projects; and

WHEREAS, Federal rules and regulations require that a TIP be developed and adopted by the designated MPO; and

WHEREAS, the federal surface transportation programs that are the responsibility of the HOCTC are authorized by the Infrastructure Investment and Jobs Acts (IIJA, also known as the “Bipartisan Infrastructure Law”, or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a TIP consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that an MPO, in cooperation with the State, develop a TIP for the Metropolitan Planning Area; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IJJA; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and

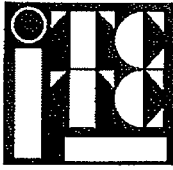
WHEREAS, the HOCTC consulted with state and local entities and public transportation operators in developing the TIP for the Metropolitan Planning Area; and

WHEREAS, the HOCTC opened a 30-day public comment period to present the draft TIP starting August 1, 2022 and ending August 30, 2022; and

WHEREAS, the HOCTC certifies that the metropolitan transportation planning process is being conducted in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix A of the TIP; and

NOW, THEREFORE BE IT RESOLVED, that the HOCTC adopts the attached 2023 – 2027 TIP and authorizes the Secretary of the HOCTC to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and

BE IT FURTHER RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022; and



*Ithaca-Tompkins County
Transportation Council*

RESOLUTION 22-05

**APPROVING THE ITHACA-TOMPKINS COUNTY TRANSPORTATION COUNCIL
2022 MPO SELF-CERTIFICATION**

WHEREAS, the *Ithaca-Tompkins County Transportation Council* has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) for the Ithaca-Tompkins County Metropolitan Area; AND

WHEREAS, as the designated MPO, the *Ithaca-Tompkins County Transportation Council* is charged with conducting a "continuing, cooperative, and comprehensive" transportation planning process; AND

WHEREAS, in accordance with the joint Metropolitan Planning Rule, 23 CFR part 450/23 CFR part 613, the *Ithaca-Tompkins County Transportation Council* has conducted an MPO self-certification covering its 2022-2023 program year; AND

WHEREAS, the Transportation Policy Committee has reviewed the 2022 Self-Certification narrative prepared and recommended by its Staff Director and Planning Committee;

NOW THEREFORE BE IT RESOLVED, that in accordance with 23 CFR 450.336, the *Ithaca-Tompkins County Transportation Council*, the designated Metropolitan Planning Organization for the Ithaca-Tompkins County, New York, Metropolitan 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 all applicable requirements of:

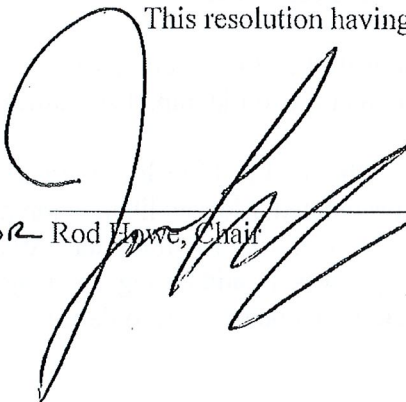
- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act - P.L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
- (6) 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;


- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal finance assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;

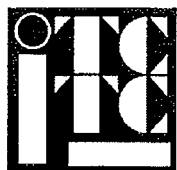
BE IT FURTHER RESOLVED, that the 2022 MPO Self-Certification Narrative, labeled as "ATTACHMENT A" is hereby made an integral part of this resolution;

BE IT FURTHER RESOLVED, that the *Ithaca-Tompkins County Transportation Council* hereby instructs and authorizes its Staff Director to submit this resolution and all necessary documentation to the appropriate State and Federal agencies to ensure timely approval of this certification.

This resolution having been considered and approved on July 19, 2022.


for Rod Howe, Chair


David Smith, Secretary



**Ithaca-Tompkins County Transportation Council
2022 MPO Self-Certification Narrative
July 19, 2022**

A. Required Agreements

Narrative: Below is a status description for the MPO governing agreements.

Memorandum of Understanding - between the Governor of the State of New York (NYSDOT Commissioner as designee), New York State Department of Transportation, Tompkins County, the City of Ithaca, the Towns of Ithaca and Dryden (signed Nov. 1996), and the Villages of Lansing and Cayuga Heights. This agreement establishes the MPO and articulates its basic structure and required activities. Dated September 30, 1992.

Hosting Agreement - between the State of New York (New York State Department of Transportation) and Tompkins County. This document provides the contractual basis for the use of Federal Highway Administration "PL" and Federal Transit Administration "Section 8" planning funds, as administered by the New York State Department of Transportation. This contract was executed by Tompkins County and NYSDOT on May 18, 2022 and has a term of ten years. The agreement is updated periodically to replace estimated budget figures with approved budget totals.

Unified Operations Plan - between the participating entities (see Memorandum of Understanding, above). This document serves as the "by-laws" for the operation of the MPO and specifies membership for the Planning and Policy Committees. Adopted via formal resolution (Res.1992-3, November 3, 1992) and formally revised to expand the MAB boundary and membership (Res.1994-9, December 13, 1994) to cover all of Tompkins County. Section II.A.4 (Policy Committee Officers) was revised by consensus statement (January 17, 1995) to clarify length of term, succession of the Chair, and election timing. Section III (Policies and Procedures), addressing travel policy, financial procedures, and federal certifications, was added to the Unified Operations Plan by resolution (Res.1995-9) on November 21, 1995. Additional updates were made by resolution on June 18, 1996 (Res.1996-10), November 19, 1996 (Res.1996-14), March 14, 2000 (Res.2000-04) and May 19, 2015 (Res.2015-03).

MPO, NYSDOT, Public Transportation Operator (Tompkins Consolidated Area Transit-TCAT) Joint Cooperative Planning Agreement – The ITCTC, per 23 CFR §450.314, worked with NYSDOT and TCAT to prepare a joint agreement that includes provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan and the TIP. Provisions also address the development of an annual listing of obligated projects. This joint agreement was signed on 2010.

MPO, NYSDOT and TCAT Performance Management Agreement – As required in 23 CFR §450.314(h), the ITCTC worked with NYSDOT and TCAT to prepare a joint agreement to cooperatively determine responsibilities in carrying out the performance-based planning and programming requirements established by federal law. This joint agreement was signed on 2018.

Multiple MPOs - the Ithaca-Tompkins County Transportation Council represents a discrete metropolitan planning area. Therefore, no multiple MPO agreements are necessary.

B. Planning/Technical

The documents currently in effect meet the requirements for a non-TMA MPO. These documents effectively describe the federally funded transportation planning activities to be conducted by the participating entities during the certification period.

1. Unified Planning Work Program (Simplified Statement of Work) – www.tompkinscountyny.gov/itctc/upwp :

Narrative: The 2022-2023 *Unified Planning Work Program* was promulgated and reviewed by the MPO in accordance with the requirements of the joint planning regulations (23 CFR §450) and was formally adopted on February 15, 2022 via Resolution 2022-03 *Approval of the 2022-2023 Unified Planning Work Program*. The Federal rule regarding UPWP development includes a section (23 CFR §450.308(d)) that allows MPOs not designated as *Transportation Management Areas* (non-TMA MPOs have urbanized areas with population less than 200,000 persons), to "prepare a **simplified statement of work**, in cooperation with the State and the public transportation operator, in lieu of an UPWP", that describes, "the major activities to be performed the next one year period, who will perform the work, the resulting work products, and a summary of total amounts and sources of Federal and matching funds". The *ITCTC* exercised this regulatory mechanism in developing its UPWP. For purposes of continuity and to reduce confusion, the term UPWP is used in the text of the document when referring to the Simplified Statement of Work/UPWP.

The UPWP includes the Federal Planning Emphasis Areas (PEAs) and Metropolitan Planning Factors. There are numerous projects, efforts and initiatives included in the 2022-23 UPWP that support the different PEAs and Planning Factors. As appropriate, the UPWP emphasis areas, work tasks and initiatives are identified with markers for each of the PEAs and planning factors. These labels identify the related PEA or planning factors associated with each UPWP activity.

The 2022-2023 program year is the thirtieth year (April 1, 2022-March 31, 2023) for which federal planning funds are available to the Ithaca area under the metropolitan planning program. The UPWP continues to focus on the general goal of preserving and sustaining the core MPO activities and requirements with a focus on the following emphasis areas for 2022-2023:

- Implementation of selected recommendations from the 2040 LRTP, i.e. monitor performance measures, support efforts that reduce car dependency, support transportation planning efforts.
- Continue efforts to coordinate public and private transportation providers through regular meetings. This effort will include, as needed, participation of economic development agencies and county public health representatives to facilitate transportation sector response to the COVID pandemic.
- Participate in efforts of the newly formed Tompkins County Transportation Equity Coalition.
- Continue to participate in efforts to establish a bike share system in cooperation with the Center for Community Transportation, the City of Ithaca and the Ithaca Downtown Alliance.
- Work together with the Tompkins County Department of Planning and Sustainability (TCDPS) in a consultant led project to implement the Traffic Calming and Control Initiative from *Public Safety Reimagined* report.
- Work the Tompkins County Parks and Trails network and TCDPS to update the Tompkins County Priority Trails Strategy.
- Monitor the publication of 2020 Census data and prepare/update required maps and reports, i.e. Urbanized Area map, Federal Functional Classification of Roads.
- Continue to monitor development and implementation of federal regulations and guidelines as they apply to MPO operations, the LRTP, the Transportation Improvement Program and the performance-based planning process.
- Maintain the current 2020-2024 Transportation Improvement Program (TIP) and provide appropriate updates to the State TIP in coordination with local, state and federal partners. Coordinate with NYSDOT and local project sponsors regarding TIP maintenance activities, review of project amendments and administrative modifications, public participation and other activities as required.
- Complete the 2023-2027 TIP update in collaboration with local project sponsors and NYSDOT.
- Support and actively participate in implementation of transportation planning efforts in Tompkins County:

TCAT's Transit Development Plan (TDP), City of Ithaca's Transportation and Parking Plan, Tompkins County Mobility as a Service project and the Center for Community Transportation's (CCT) Bicycling for Everyone plan.

- Contribute to and support the transportation planning efforts of participating entities in the MPO process for the following efforts:
 - Coordination between Tompkins County, as designated recipient of FTA grants, and grant sub-recipients in Tompkins County.
 - Continue implementation of the Coordinated Public Transit-Human Services Transportation Plan.
 - Implementation of travel demand management strategies and program in cooperation with the Way2Go program, the Downtown Ithaca Alliance's Golthaca project, CCT, the City of Ithaca and other community partners.
 - Participate in efforts to address transportation aspects of "community livability" and "social justice". In particular:
 - Cooperate and work with the Tompkins County Department of Planning and Sustainability in implementation of action items from the Tompkins County Countywide Comprehensive Plan.
 - Support local municipalities and community groups in development of transportation plans and other efforts that support the goals and objectives in the LRTP.
 - Support community programs/initiatives that encourage increased use of active transportation (walking, bicycling, transit, shared transport), such as Bike Walk Tompkins (www.bikewalktompkins.org/), Ithaca Carshare (www.ithacacarshare.org), and the Tompkins County Parks and Trail Network.
 - Provide continued emphasis and support for the development of transportation modes and programs that provide alternatives to the private automobile as a primary mode of transportation including :
 - trail development
 - bicycling initiatives
 - car sharing
 - van pooling
 - transportation demand management
 - public transportation
 - pedestrian initiatives
 - ride sharing/carpooling
 - emergency/back-up ride home

2. Metropolitan Transportation Plan (aka Long-Range Transportation Plan-LRTP) – www.tompkinscountyny.gov/itctc/lrtp :

Narrative: On December 17, 2019 the *Ithaca-Tompkins County Transportation Council* formally adopted resolution 2019-08, *Approval of the 2040 Long-Range Transportation Plan (LRTP)*. This resolution marked the completion of the 18 month Long-Range Transportation Plan update process performed by the ITCTC.

The LRTP includes all the federally required elements and planning factors and, as required, is fiscally constrained. The Ithaca-Tompkins County metropolitan area is classified as an air quality attainment area under all National Ambient Air Quality Standards (NAAQS). Therefore, a conformity approval of the LRTP was not required. The LRTP includes an analysis of current and projected demographic information, a transportation infrastructure assessment, as well as data on travel trends and characteristics. A variety of activities programmed in the 2022/23 *UPWP Sections 3.0 Plan Appraisal and 4.0 Implementation Planning and Programming* are aimed at monitoring and implementing the LRTP.

The next LRTP update is required by December 2024. Plan update work will begin the second half of 2023. That process will follow the ITCTC Public Involvement Procedures and in consultation with all required contact agencies and organizations (Local, State and Federal agencies responsible for land use management, economic development, natural resources, environmental protection, conservation and historic preservation, in addition to the list of local contacts and stakeholders maintained by the ITCTC).

3. Transportation Improvement Program (TIP) - <http://tompkinscountyny.gov/itctc/tip> :

Narrative: The *2020-2024 Transportation Improvement Program* will be in effect until September 30, 2022. The *2020-2024 Transportation Improvement Program* was formally approved by the MPO via resolution 2019-04, *Adopting the 2020-2024 Transportation Improvement Program*, on June 18, 2019, following a 30-day public comment period and public meeting. This five-year, prioritized, and fiscally constrained program was approved and accepted by USDOT.

The ITCTC is currently completing the 2023-2027 TIP update per Resolution 2022-04 *Adopting the 2023-2027 Transportation Improvement Program*. This resolution will be considered by the ITCTC on the same date as the self-

certification, July 19, 2022. The 2023-2027 TIP will go into effect on October 1, 2022. The TIP update process included a 30-day public comment period, a public meeting and outreach per the ITCTC Public Involvement Procedures, including consultation with all required contact agencies and organizations (Local, State and Federal agencies responsible for land use management, economic development, natural resources, environmental protection, conservation and historic preservation, in addition to the list of local contacts maintained by the ITCTC).

The 2023-2027 *Transportation Improvement Program* was developed through the coordinated participation of all project sponsors, including NYSDOT. The TIP update process, which recognized the direct linkage between the regional and MPO programs, resulted in a TIP that meets all federal requirements and is consistent with the Long-Range Transportation Plan. The TIP includes a financial plan and project descriptions showing the type of work to be accomplished, project termini, responsible local sponsor, funding sources, fund descriptions, etc. The project tables include detailed financial information related to project phases, date of implementation, fund types, costs and share distribution. All maps and project impact analysis were updated using the latest available Census data. The document also includes a project impact analysis, performance measures analysis and a section with summary charts and tables that facilitates understanding what is included in the document.

Census ACS data were used to assess the distribution of transportation project impacts on different socioeconomic groups. Local countywide data were also used to analyze the potential impact of proposed projects on important natural and historical resources.

The Ithaca-Tompkins County metropolitan area is classified as an air quality attainment area under all National Ambient Air Quality Standards (NAAQS). Therefore, a conformity approval of the TIP and its projects was not required.

4. Technical Areas:

Narrative: The *Unified Planning Work Program* identifies technical studies and activities designed to provide timely information for decision-making on relevant current and future issues. Specific efforts were made to collect information on the condition and utilization of the existing transportation system to provide the basis for rational programmatic decision-making and revisions to the LRTP.

ITCTC Staff Initiatives:

The following initiatives are led by ITCTC staff.

Traffic Count Program –

The ITCTC prepares annual Traffic Count Reports (as data is available), which include AADT (Annual Average Daily Traffic) and peak hour (5-6 PM) traffic count information for the state, county and local roads in Tompkins County for which traffic count data were obtained in the previous year. Traffic count reports exist covering years 2006 through 2017, with combined reports for 2012/2013, 2014/15 and 2019 to 2021. A comparative report of historical counts was prepared in 2019. This is a continuing program. Although the intent is to produce annual reports, the frequency will vary depending on data availability from State and local sources.

Traffic Crash Analysis –

The ITCTC has prepared a number of Vehicular Crash reports over the years, with the latest being January 2020 and December 2020. These documents summarize data downloaded for Tompkins County from the New York State Department of Transportation (NYSDOT)'s ALIS database (Accident Location Information System). This database utilizes information collected for all crashes reported to the Department of Motor Vehicles (DMV). The Summary Reports are part of an effort to establish measurable safety parameters for roadways in Tompkins County. The document includes available data for pedestrian and bicycle modes. The documents also serve an important purpose in presenting crash data in a clear, easy to read format for ITCTC members and the general public.

Bicycle Suitability Map –

In 2007 ITCTC staff evaluated a network of roadways in Tompkins County for its suitability for bicycling. Factors such as road width, condition, traffic volumes, and grade were included in a formula for scoring roadways. The first Bicycle Suitability Map for Tompkins County was released that year. Additional editions of the map including corrections and updated road information have been prepared every two years. The latest map was released in the spring of 2022. This map has been very well received by the community - <https://tompkinscountyny.gov/itctc/projects#bicyclemap>.

Collaboration with Tompkins County

The following Initiatives are collaborations of the ITCTC and departments of Tompkins County.

SR-13 Corridor Study-

Together with the Tompkins County Department of Planning and Sustainability, the ITCTC co-managed a corridor study for the northeast approach of State Route 13 to the Ithaca urbanized area. This principal arterial is part of the National Highway System (NHS) and serves as the main commercial and commuter corridor in the county. Participating in the project's steering committee were: Town of Dryden, Village of Lansing, Cornell University, NYSDOT and TCAT. This project was completed in the fall of 2020 - <https://www.tompkinscountyny.gov/planning/transportation-choicesrt13corridor>.

Coordinated Public Transit-Human Service Transportation Plan-

The ITCTC adopted the Coordinated Public Transit-Human Service Transportation Plan (Coordinated Plan) in October 2007 (www.tccoordinatedplan.weebly.com/index.html). The plan's priorities are amended and updated in an annual basis. The Coordinated Plan process has been very successful in engaging the human services community and creating a dialog between these agencies, transit providers and transportation planners. The ITCTC and the Tompkins County Department of Social Services are the lead agencies in the Coordinated Plan process.

Community Collaborations with Mobility Programs and Projects:

The LRTP identified the need to help migrate trips from single occupancy vehicles (SOV) to more efficient shared or non-motorized modes. The ITCTC has been active in efforts to expand the menu of transportation options available to the traveling public in Tompkins County. ITCTC staff collaborates with these efforts, which are considered critical to providing a high level of service to travelers in Tompkins County and help advanced the goals of the LRTP. The more prominent ongoing activities are described below.

Trails -

ITCTC staff has assisted the joint efforts of the Towns of Ithaca, Dryden, Ulysses and Lansing, the City of Ithaca, the NY State Office of Parks, Recreation and Historic Preservation, Cornell University and various community groups to advance development of a county wide multi-use trail network for Tompkins County. The ITCTC continues to be interested in implementing the recommendations of its *1996 Transportation Trail/Corridor Study* and the *Tompkins County Priority Trails Strategy* developed in 2014 (to be updated 2022-2023), to realize the benefits of having an interconnected network of multi-use trails. In addition, the ITCTC continues to be an active partner of the NY State-designated Cayuga Lake Scenic Byway.

Way2Go-

The Way2Go program (www.ccetompkins.org/community/way2go), launched early in 2010, is housed at the Cornell Cooperative Extension Tompkins County office and partly funded through an FTA grant. Through its website, educational programs, transportation dialog and collaborative projects, Way2Go helps people take charge of transportation in their lives and communities. Way2Go helps people consider the different ways to get around, overcome transportation barriers, and make transportation choices that:

- Save money
- Support health and well-being
- Reduce pollution and climate change inducers
- Promote a strong, equitable community

The ITCTC provides technical and other support for Way2Go to fulfill its mission of providing transportation information and outreach. The ITCTC will continue to help Way2Go evolve into a primary source of transportation information and resources for all residents and visitors to Tompkins County.

Center for Community Transportation (CCT) - (Ithaca Carshare, Bike-Walk Tompkins, Backup Ride Home) -

Ithaca Carshare is a program of the CCT. The ITCTC supports local car sharing in the Ithaca area. In Ithaca, car sharing has proven to be a successful part of the mix of transportation options that the community needs to have available for residents to make multimodal transportation the norm. Ithaca Carshare, Inc. (www.ithacacarshare.org) has been in operation since 2008. The not-for-profit company has been successful in promoting the car sharing concept to the Ithaca community. Outreach efforts continue to make car sharing more readily available to more people in the Ithaca urban area including low income and senior populations through the 'Easy Access' program.

Bike-Walk Tompkins (www.bikewalktompkins.org) is a program of the CCT charged with making Ithaca and Tompkins County a community where walking and bicycling are safe and convenient for people of all ages and abilities. They engage in active transportation advocacy, encouragement, education, planning and programming.

Backup Ride Home (www.ithacacarshare.org/backup-ride-home/) is a program of the CCT that facilitates alternate transportation home when unexpected events interrupt original travel arrangement for commuter who travel to work without a personal vehicle. This type of program is often called emergency or guaranteed ride home in other communities.

5. Special Considerations in Transportation Planning Process:

a) Title VI -

Narrative:

The ITCTC Policy Committee formally adopted Resolution 1993-10, *Approving and Authorizing Certification with Title VI of the Civil Rights Act of 1964*, and Resolution 1993-7, *Approving and Authorizing Certification that the Ithaca-Tompkins County Transportation Council Will Comply with all Federal Statutes, Regulations, Executive Orders, and Administrative Requirements applicable to applications made to and Grants Received from the Federal Transit Administration*, on June 8, 1993. These resolutions remain in effect.

The ITCTC works under the compliance program of its host agency, Tompkins County. The Tompkins County Compliance Program, www.tompkinscountyny.gov/tccp , covers a variety of topic areas including Title VI and ADA requirements.

Environmental Justice (EJ):

The ITCTC TIPs include a section titled Impact Analysis that reviews and evaluates the impact of TIP projects on environmental and historic resources, and determines their potential effects on minority, low-income, and elderly populations. The TIP includes the maps generated as part of this analysis.

The Long-Range Transportation Plan – An important dynamic described by the Census data used to develop the 2035 and 2040 LRTP's is the multimodal nature of the work commute for minority and low-income populations. These populations are more dependent on modes other than the privately-owned automobile for the critical 'trip to work'. This speaks strongly to the equity impacts of transportation decisions. Minority populations use transit and walk at a much higher rate than white (non-Hispanics) for their work-based trip. A similar pattern appears for low income households. The proportion of households reporting driving alone increases with household income. The LRTP's emphasis on multi-modal transportation through the provision of enhanced transit, bicycle and pedestrian facilities, along with support for shared transportation services and transportation technology applications help reduce car dependency and strengthen mobility for populations with limited car access.

Limited English Proficiency (LEP):

The ITCTC is hosted by Tompkins County. As such, the ITCTC will coordinate with and use Tompkins County's Title VI program, including the Limited English Proficiency Plan, last updated in February 2021, which is available at: <https://www.tompkinscountyny.gov/ctyadmin/lep>

The LEP Plan details procedures to identify persons who may need language assistance, the ways in which assistance is provided, training to staff, notification to LEP persons that assistance is available, and information for future updates. In determining the extent of obligation to provide LEP services, Tompkins County undertook a U.S. Department of Transportation four-factor LEP analysis, which is described in the LEP Plan. The ITCTC will work with Tompkins County to coordinate future updates of the LEP Plan.

In addition to oral language services, written language services are made available for free. Qualifying vital documents may be translated upon request. Vital documents are defined as those documents without which a person would be unable to access services.

American with Disabilities Act (ADA):

The identification of actions necessary to comply with the Americans with Disabilities Act of 1990 and U.S. DOT Regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37,38) is an activity that has been carried out principally by the local transit provider, TCAT, and the MPO's Host Agency (Tompkins County). The MPO, through the Coordinated Public Transit-Human Services Transportation Plan, works closely with transit providers and representatives of numerous community agencies, groups and non-profits to develop and implement programs and

projects that meet the needs of persons with disabilities, elderly, low income and other population groups needing specialized transportation services.

The MPO Public Involvement Procedures (PIP) include statements of compliance and articulate proactive methods to include and provide opportunity to participate to all persons within the metropolitan area, regardless of race, color, sex, national origin, or physical ability. These methods include efforts to invite participation through meeting notifications, including notices to individuals/groups that represent "traditionally underserved" populations.

The ITCTC's Unified Planning Work Program identifies activities that help address Title VI requirements in the management of ITCTC operations, outreach, and website content and access. In addition, the ITCTC works with local partners to monitor and evaluate the impact of transportation programs/projects on Title VI and environmental justice constituencies.

ITCTC offices, as well as the location of all ITCTC meetings and other activities, meet ADA accessibility standards. Interpretation or other assistance for the vision and hearing impaired will be provided on request.

The ITCTC coordinates with its host agency, Tompkins County, in efforts to update, maintain and implement the ADA Plan. <http://tompkinscountyny.gov/tccp/adaplan>

Disadvantaged Business Enterprise (DBE):

MPO staff has responded to all requests for information from the NYSDOT Office of Diversity and Opportunity including submission of semi-annual DBE reports. The ITCTC is a signatory under the NYSDOT's DBE Plan. Tompkins County is the Host Agency for the ITCTC. The ITCTC is subject to the Host's procurement policy. No discrimination complaints or litigation are pending.

b) Private Operators -

Narrative: Private transportation providers and transit operators are encouraged to participate in all planning activities of the MPO. The principal mechanism for encouraging regular involvement is the regular mailing of meeting notices and announcements of MPO activities to various transportation providers. The process of developing the Coordinated Public Transit-Humans Services Transportation Plan has served to involve many of the private transportation providers in the transportation planning process.

c) Planning Factors -

Narrative: The ITCTC has and will continue to make a "good faith" effort to consider and address the planning factors identified in federal regulations at a level of detail and complexity that is in accordance with the size, complexity, and resources available to the ITCTC planning program. The adopted *2040 Long-Range Transportation Plan* and the *UPWP* include specific review of how the ITCTC is addressing the federal planning factors.

d) Congestion Management Process -

Narrative: As a non-TMA, no Congestion Management Process (CMP) is required. However, the ITCTC continues to collect data and assist member agencies in their efforts to develop strategies, plans, and projects that address issues of congestion in Tompkins County.

e) Participation Plan -

Narrative: The ITCTC Policy Committee has formally adopted Public Involvement Procedures via Resolution 1993-27, December 14, 1993; updated by Res. 2003-10 on June 17, 2003 and Res. 2007-05 on June 26, 2007 and finally, by motion and vote in June 15, 2021 -

https://tompkinscountyny.gov/files2/itctc/CivilRights/PIP/PublicInvolvementProcedures_June2021.pdf

The ITCTC seeks to involve the public in its planning processes. To this end it implements efforts that include staff/member outreach (e.g., attending meetings, hosting/participating at local community events, providing various documents/reports for public use, etc.), maintaining an up to date regular mailing list, and other means as appropriate. The ITCTC mailing list is reviewed periodically to ensure that representatives of traditionally underrepresented communities are notified and aware of the metropolitan transportation planning process. The agency's mailing lists have also been updated to include the expanded list of local, State and Federal contacts as required to meet the interagency consultation requirements pursuant to federal regulations. The ITCTC is actively involved in community efforts to promote the use of transit and other shared modes, bicycles and walking for transportation. Technical staff and community members involved in promoting these programs are notified of ITCTC

activities and kept informed the agency's planning efforts. The ITCTC will continue to monitor and evaluate new technologies and opportunities to enhance our outreach efforts.

The ITCTC has been a co-sponsor of several activities intended to promote the general education of sound transportation and land use planning activities, including hosting transportation related workshops, an active transportation film festival, and activities such as Streets Alive (see www.streetsaliveithaca.com), webinars and lectures. In addition, ITCTC staff has participated in conferences, a variety of community meetings, and numerous newspapers, radio and television interviews, in an effort to reach out to diverse audiences.

ITCTC staff uses various visualization techniques when presenting information to the public. The ITCTC works cooperatively with Tompkins County in their maintenance and use of Geographic Information Systems technology. As a result, the ITCTC planning documents include numerous maps and graphics to assist in the interpretation of data.

The ITCTC web site is actively managed to present updated and new information. All ITCTC documents and information, including the latest versions of the LRTP, UPWP and TIP and links to project specific reports and data (i.e. Annual Traffic County Report, Commuter Survey Reports, maps, etc.) are available at the ITCTC web site: (<http://www.tompkinscountyny.gov/itctc>).

f) Coordinated Public Transit-Human Service Agency Transportation Plan (Coordinated Plan) -

Narrative: The ITCTC, in coordination with the Tompkins County Department of Social Services, are the lead agencies for the development of the Coordinated Plan in Tompkins County. Meetings with participating agencies have been held regularly since May 20, 2007. The Coordinated Plan was approved by the ITCTC and is updated via annual resolutions. A Coordinated Plan website has been developed to provide information on the Coordinated Plan planning process and to include all related documentation and news (www.tccoordinatedplan.org).

C. Administrative/Management

1. Progress Reports:

Narrative: Comprehensive UPWP Progress Reports are prepared semi-annually on-time and distributed to the appropriate agencies, FTA, FHWA, and NYSDOT. Additional documentation is provided as part of the reimbursement package prepared for and submitted to NYSDOT.

2. Bills:

Narrative: The MPO and host agency have institutionalized and automated the process of generating bills. Requests for reimbursement are prepared by the ITCTC staff and authorized by the signature of the County Finance Director/Comptroller. The ITCTC has a fine record of paying bills in a timely manner.

3. Audits:

Narrative: The Host Agency, Tompkins County, audits the MPO's financial activity annually as part of their comprehensive single-audit process. To date, NYSDOT has accepted all these reports without material weakness.

4. Annual Program:

Narrative: The ITCTC annual program is routinely closed out in a timely manner. Deadlines for budget preparation and UPWP development have been met with the cooperation of member agencies and in coordination with the host agency.

5. Budget:

Narrative: The MPO staff has adequately administered the annual operations budget in compliance with the policies of the ITCTC Policy Committee and the Host Agency.

6. Consultant Selection:

Narrative: The ITCTC follows a procurement process based on the Host Agency's procedures, with additional input and assistance from NYSDOT. The ITCTC has no authority to issue contracts with consultants; however, at the request of the ITCTC the Host Agency (Tompkins County) will enter into contracts on behalf of the MPO. DBE candidate firms are encouraged to respond to all RFQs and RFPs. The ITCTC follows the provisions of the Tompkins County Affirmative Action Plan. In addition, the ITCTC is a signatory to the NYSDOT DBE plan and follows the provisions of that plan during its consultant selection process.

7. Central Staff/Host Relations:

Narrative: The relationship between the *ITCTC* staff and the Host Agency continues to be constructive and positive. The administrative and procedural agreements between the Host Agency and the *ITCTC* have not resulted in significant impediments to the accomplishment of the objectives identified in the UPWP. The Host Agency has been supportive of *ITCTC* staffing decisions.

8. Decision-Making:

Narrative: Committees are adequately structured and staffed, with reasonable decisions usually reached in a timely fashion. Committee members are active participants who understand and value the metropolitan planning process.

9. Governance:

Narrative: As described above in Section A, *Required Agreements*, all foundation documents of the *ITCTC* including the initial MOU, Unified Operations Plan and the Hosting Agreement are updated and reflect current MPO structure and operations. As stated above, *ITCTC*-Host Agency (Tompkins County) relations are stable. Currently all routine MPO-Host functions are handled in an efficient manner. The *ITCTC* has well-structured access to the decision-making processes of the County to address any issues and concerns relating to the Host Agency.

The Staff Director meets at least annually with an Administrative Oversight Committee (Policy and Planning Committee Chairs, Tompkins County liaison and NYSDOT Representative) to discuss operations, budget and staff issues.

The *ITCTC* has enjoyed a relatively stable membership, which leads to a substantial amount of Committee experience dealing with the requirements and programs of the MPO. New members are given copies of the LRP, UPWP, and Unified Operations Plan and meet with the Staff Director to be briefed about *ITCTC* operations and programs. The *ITCTC*'s consensus-based decision-making process supports the independent and unbiased work of the agency. Staff strives to maintain a professional and unbiased approach in the performance of its duties. As a result, the *ITCTC* continues to be held in high esteem and is considered an important asset in the community.

10. Procurement:

Narrative: The *ITCTC* has addressed the FTA procurement requirements applicable to FTA subrecipients to the extent required. There have been no procurements by *ITCTC* in the past three years. The FTA planning funds are used to cover operation expenses as described in the operating budget found in the *ITCTC*'s Unified Planning Work Program Table 2 (see: www.tompkinscountyny.gov/itctc/upwp). All FTA fund expenditures are reported quarterly in the FIN 421 form. There are no plans to utilize FTA funds for procurement. However, if there are any FTA funded procurements in the future the *ITCTC* will:

- Comply with Circular Guidance 4220 1F, Third Party Contracting Requirements & the most current FTA master agreement.
- Maintain a written record of all FTA funded procurements and;
- Incorporate clauses and certification required for FTA program assistance funding.

NYMTC SELF-CERTIFICATION RESOLUTION PLACEHOLDER

NYMTC Policy Committee action on the TIP is scheduled on October 13, 2022. The MPO self-certification resolution will be added as soon as the TIP is adopted.

OCTC SELF-CERTIFICATION RESOLUTION PLACEHOLDER

**OCTC Policy Committee action on the TIP is scheduled on October 10, 2022.
The MPO self-certification resolution will be added as soon as the TIP is adopted.**

ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) FEDERAL FISCAL YEAR (FFY) 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County portions of the Poughkeepsie-Newburgh NY-NJ and New York-Newark NY-NJ-CT Urbanized Areas; and

WHEREAS, the federal surface transportation programs that are the responsibility of the DCTC is authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (Federal Register Vol. 81, No. 103) on May 27, 2016 that implemented the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the state, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the FAST Act; and

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and

WHEREAS, the Dutchess County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for its Metropolitan Planning Area; and

WHEREAS, the Dutchess County Transportation Council has provided all interested parties with a reasonable opportunity to comment on the TIP, including through electronically accessible formats and means such as the internet; and

WHEREAS, the Dutchess County Transportation Council held a 30-day public comment period for the proposed TIP starting July 26, 2022 and ending August 24, 2022, which included a virtual public meeting held on August 10, 2022; and

WHEREAS, the Dutchess County Transportation Council, Orange County Transportation Council, and New York Metropolitan Transportation Council subsequently completed a transportation conformity determination statement for their individual TIPs; and

WHEREAS, the Dutchess County Transportation Council held a 30-day public comment period for the draft conformity statement starting August 1, 2022 and ending August 30, 2022; now therefore be it


RESOLVED, that the Dutchess County Transportation Council adopts the attached five-year 2023-2027 TIP and authorizes the Secretary of the Dutchess County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the four-year 2023-2026 Statewide Transportation Improvement Program (STIP); and be it further

RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022; and be it further

RESOLVED, that the Dutchess County Transportation Council self-certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable federal and state rules and regulations.

CERTIFICATE, the undersigned, duly qualified and Secretary of the Dutchess County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted at a meeting on August 31, 2022.

8/31/22
Date

By 
Lance MacMillan, P.E., Secretary
Dutchess County Transportation Council

**RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE**

August 12, 2022

WHEREAS, Part 450 subpart C, 23 CFR Chapter 1 and part 613 subtitle A, 49 CFR Chapter VI requires the development of a Transportation Improvement Program; and

WHEREAS, the Syracuse Metropolitan Transportation Council (SMTC) as the State designated Metropolitan Planning Organization for the Syracuse Metropolitan Area in accordance with Federal requirements for a Transportation Improvement Program, has developed a multi-year program of federally funded transportation projects for the Metropolitan Planning Area; and

WHEREAS, there is a need to efficiently administer and implement the projects contained in the multi-year improvement program, it is recognized that the project costs shown on the program at this time are reasonable estimates that may necessitate change during the course of project development; and

WHEREAS, the Transportation Improvement Program is consistent with plans, goals, objectives and performance measures of the SMTC and Federal Metropolitan Planning Regulations and shall be periodically revised to reflect changes in program emphasis and funding availability; and

WHEREAS, the regional economic development, environmental, historic preservation, land use, natural resources, public and private transit operators, and other interested parties have been advised of and involved in the planning process and development of the Transportation Improvement Program; and

WHEREAS, all Federal planning requirements relative to Title VI are being met.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee endorses in concept the multi-year Transportation Improvement Program for the period Federal Fiscal Year 2023-2027; and

BE IT FURTHER RESOLVED, that the Policy Committee adopts the Transportation Improvement Program to be consistent with current plans and recommends the initiation of those projects so specified; and

BE IT FURTHER RESOLVED, that the Policy Committee certifies that the requirements of 23 CFR 450 are met; and

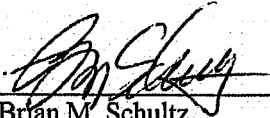
BE IT FURTHER RESOLVED, that if there are federal transportation funds remaining, additional projects from later years of the Transportation Improvement Program may be advanced to an earlier year of the Transportation Improvement Program following the TIP Project Management Selection & Amendment Process as included in the Transportation Improvement Program; and

**Adoption of the 2023-2027 Transportation
Improvement Program**

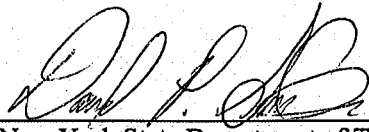
SMTC Policy Resolution No. 2022-13

BE IT FURTHER RESOLVED, that the Policy Committee directs the SMTC Director to submit this Resolution and appropriate documentation of the program to those Federal and State agencies responsible for assuring its implementation.

Done and ordered this 12th day of August 2022 by consensus of the SMTC Policy Committee.



Brian M. Schultz
Chairperson
SMTC Policy Committee



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: August 12, 2022

Date: August 12, 2022

RESOLUTION 2022-08

ULSTER COUNTY TRANSPORTATION COUNCIL

ADOPTION OF THE ULSTER COUNTY TRANSPORTATION COUNCIL (UCTC) FEDERAL FISCAL YEAR 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ulster County Transportation Council (UCTC) has been officially designated as the Metropolitan Planning Organization for Ulster County and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules and funding for Federally funded projects; and

WHEREAS, Federal rules and regulations require that a Transportation Improvement Program be developed and adopted by the designated Metropolitan Planning Organization; and

WHEREAS, the federal surface transportation programs that are the responsibility of the UCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA, also known as the “Bipartisan Infrastructure Law,” or BIL), (Pub. L. 117-58, November 15, 2021); and

WHEREAS, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a Transportation Improvement Program (TIP), consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and,

WHEREAS, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the State, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and,

WHEREAS, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA; and,

WHEREAS, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and,

WHEREAS, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and,

WHEREAS, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and,

RESOLUTION 2022-08

ULSTER COUNTY TRANSPORTATION COUNCIL

WHEREAS, the Ulster County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for the Metropolitan Planning Area; and,

WHEREAS, the UCTC held a public meeting on July 12, 2022 to present the Draft TIP and opened 15-day public comment period starting July 7, 2022 and ending July 21, 2022; and,

WHEREAS, the Ulster County Transportation Council certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix A of the TIP; and,

WHEREAS, the United States Environmental Protection Agency (EPA) promulgated the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) effective on July 20, 2013, classifying the Kingston area in attainment for the 2008 ozone standard; and,

WHEREAS, the EPA promulgated a rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone NAAQS effective July 20, 2013; and,

WHEREAS, as a result, the Ulster County Transportation Council is not required to make a transportation conformity determination under the 2008 8-Hour Ozone NAAQS; now therefore be it

RESOLVED, that the Ulster County Transportation Council adopts the attached 2023-2027 TIP and authorizes the Secretary of the Ulster County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and,

RESOLVED, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022;

CERTIFICATE, the undersigned, duly qualified and Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on July 26, 2022.

7/27/2022

Date

By Lance MacMillan
Lance MacMillan, P.E., Secretary,
Ulster County Transportation Council



Watertown Jefferson County Area Transportation Council
Self-Certification



Watertown Jefferson County Area Transportation Council

317 Washington Street, Watertown, New York, 13601; 315-785-2354

Resolution 6-2022
Policy Committee Resolution Approving 2022 Self Certification

In accordance with 23 CFR 450.334, the Watertown Jefferson County Area Transportation Council (WJCTC), as the MPO for the Watertown Urban Area, Jefferson County, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the applicable requirements of:

Kristopher H. Reff
Acting Director, Regional Planning & Program Management
NYS DOT Region 7
Interim MPO Director

Mayor Jeffery M. Smith
City of Watertown
Vice Chairman - Policy Committee

Kenneth Mix
City of Watertown
City Manager

Robert F. Hagemann III
Jefferson County Administrator

John D. Peck
Jefferson County Board of Legislators
Chairman - Policy Committee

Kenneth M. Bibbins
Regional Director
NYS DOT Region 7
Secretary - Policy Committee

Jarrod M. Radley
NYS DOT Region 7
Local Stakeholder Group Representative

- 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. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101 (e) of BIL (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
7. The provisions of the Americans 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 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CERTIFICATION OF RESOLUTION

I, the undersigned, duly elected chair of the Watertown Jefferson County Area Transportation Council (WJCTC), do hereby certify that the foregoing is a true and correct copy of WJCTC Policy Committee Resolution 6-2022, adopted by consensus this 31st day of August 2022.

[Signature]
Chair

8/31/2022
Date

APPENDIX D

Air Quality Conformity Determinations

By Nonattainment Area

NYMTC*

OCTC*

DCTC*

***TO BE INCLUDED IN THE FINAL STIP SUBMITTAL TO FEDERAL AGENCIES.**



September 19, 2022

Richard J. Marquis
Division Administrator
Federal Highway Administration, New York Division
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, New York 12207

Stephen Goodman
Regional Administrator
Federal Transit Administration, Region 2
1 Bowling Green, Room 429
New York, New York 10004-1415

RE: Request for Approval – Transportation Air Quality Conformity Determinations

Dear Mr. Marquis and Mr. Goodman:

The New York State Department of Transportation (NYSDOT) is enclosing the transportation conformity determinations for the following Transportation Improvement Programs (TIPs) and long-range Metropolitan Transportation Plans (Plans) for your review and approval:

- Adirondack/Glens Falls Transportation Council (A/GFTC)
 - 2022-2027 TIP and 2040 Ahead Long-Range Transportation Plan
- Capital District Transportation Council (CDTC)
 - 2022-2027 TIP and New Visions 2050 Plan
- Genesee Transportation Council (GTC)
 - 2023-2027 TIP and Long-Range Transportation Plan for the Genesee-Finger Lakes Region 2045
- Greater Buffalo Niagara Transportation Council (GBNRTC)
 - 2023-2027 TIP and 2050 Long-Range Transportation Plan
- Watertown Jefferson County Transportation Council (WJCTC)
 - 2023-2027 TIP and 2045 Long-Range Transportation Plan

Each of the Metropolitan Planning Organizations (MPOs) listed above recently adopted new TIPs. These actions triggered the need for new transportation conformity determination in the following 1997 ozone nonattainment areas:

- Albany-Schenectady-Troy, NY
- Rochester, NY
- Buffalo-Niagara Falls, NY
- Jefferson County, NY

The enclosed conformity determinations were developed in accordance with the transportation conformity regulations issued by the United States Environmental Protection Agency and the New York State Department of Environmental Conservation. Each TIP is fully incorporated within and is consistent with the associated long-range Plan. Pursuant to the federal transportation conformity regulation, a regional emissions analysis is not required for TIPs and long-range transportation plans in these areas because the 1997 National Ambient Air Quality Standard for ozone has been revoked and the areas are designated attainment for the 2008 and 2015 ozone standards.

As described in the enclosed documentation, the conformity determinations meet all the following conformity requirements:

- Use of the latest planning assumptions (40 CFR 93.110);
- Consultation (40 CFR 93.112 and 6 NYCRR Part 240-2);
- Timely implementation of any approved transportation control measures (40 CFR 93.113); and
- Fiscal constraint (40 CFR 93.108).

The Interagency Consultation Group for air quality conformity concurred with the classification of all projects on the new TIPs. A 30-day public review and comment period for each conformity determination was conducted in accordance with each MPO operating procedures. No comments on the conformity documentation were received from the public.

The enclosed air quality conformity determinations and supporting documentation demonstrate that each TIP and long-range transportation plan comply with the Clean Air Act and conform to the New York State Implementation Plan for Air Quality.

We request your written approval of these conformity determinations by October 20, 2022.

If you have any questions or need further information, please contact Patrick Lentlie at (518) 457-0212.

Sincerely,

Terence C. Smith

Terence Smith
Acting Director, Office of Environment

TS/pl/bb

Encl: AGFTC-CDTC Transportation Conformity Determinations
GBNRTC Transportation Conformity Determination
GTC Transportation Conformity Determination
WJCTC Transportation Conformity Determination

cc: G. Mani, FHWA (w/encl.)
D. Moser, FTA (w/encl.)
L. Black, USEPA (w/ encl.)
M. Laurita, USEPA (w/encl/)
O. Papageorgiou, NYSDEC (w/ encl.)
M. Sheehan, NYSDEC (w/encl,)
S. Docteur, WJCTC and NYSDOT Region 7 (w/out encl.)
A. Frankenfeld, GTC (w/out encl.)
R. Guarino, GBNRTC (w/out encl.)
S. Misiewicz, CDTC (w/out encl.)
J. Stack, GTC (w/out encl.)
N. Choubah, NYSDOT (w/out encl.)
B. Kelly, NYSDOT (w/out encl.)
L. Weiskopf, NYSDOT (w/out encl.)
M. Flynn, NYSDOT (w/out encl.)
D. Hill, NYSDOT Region 5 (w/out encl.)
J. Kleinberg, NYSDOT Region 4 (w/out encl.)
G. Wichser, NYSDOT Region 1 (w/out encl.)



Resolution 22-03 of the Adirondack / Glens Falls Transportation Council, approving the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination

Whereas, the Adirondack / Glens Falls Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the planning and programming area that includes Warren County, Washington County, and the Town of Moreau in Saratoga County; and

Whereas, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

Whereas, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

Whereas, the Planning Committee to the Council developed a draft 2022-2027 TIP update through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

Whereas, the A/GFTC Policy Committee has reviewed and approved the draft 2022-2027 Transportation Improvement Program, 2022 Self-Certification and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination for the required public comment and review period prior to final A/GFTC approval; and

Whereas, the availability of the draft TIP has been advertised and posted online for a period of thirty days or more as of June 15, 2022; and

Whereas, the A/GFTC Policy Committee, at its June 15, 2022 meeting, assigned final approval authority to the A/GFTC Planning Committee pending resolution of any substantive public comments received during the public review period; and

Whereas, the Council understands that only the first four years of project obligations that are contained within this five year Transportation Improvement Program are to be submitted to the New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP) without modification; and

Whereas, although the 2022-2027 TIP satisfies the requirements for fiscal constraint, the Council recognizes that the contents of this TIP represent only a portion of regional transportation system needs, a great deal of which remain unfunded or unprogrammed due to those constrained resources; and

Whereas, this document contains a listing of illustrative projects that carry A/GFTC endorsement as being needed and worthwhile investments in the transportation system that are not supported under existing funding requirements or allocation levels; and

Whereas, projects contained within this 2022-2027 Transportation Improvement Program collectively advance performance targets collectively identified by A/GFTC, New York State Department of Transportation, and Greater Glens Falls Transit designed to attain measurable outcomes with regard to infrastructure conditions, safety, and system performance; so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2022-2027 Transportation Improvement Program, 2022 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination; and

Be It Further Resolved, that any projects in the 2019-2024 Obligated Element of the TIP that are not obligated by October 1, 2022 are to become part of Federal Fiscal Year 2022-23 or beyond as appropriate and as fiscal constraint allows; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.114(c) have been met; and

Be It Further Resolved, that in accordance with FTA regulations, the Council certifies that the population and square mileage of the Greater Glens Falls Transit System service area as well as the planning procedures used to determine the service area that are reported in the Transit element within this TIP are accurate; and

Be It Further Resolved, that the Council Secretary is directed to transmit this 2022-2027 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.



**John Strough, Supervisor, Town of Queensbury
A/GFTC Policy Committee Chairman**



Date

RESOLUTION #22-4

RESOLUTION OF CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO APPROVE THE ALBANY – SCHENECTADY – TROY 1997 8-HOUR OZONE NON-ATTAINMENT AREA TRANSPORTATION / AIR QUALITY CONFORMITY DETERMINATION

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and,

WHEREAS, Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303 states the Capital District Transportation Committee, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; and, reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital District Transportation Committee, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the Capital District Transportation Committee approved a 2022-2027 Transportation Improvement Program requiring the adoption of a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital District Transportation Committee collaborated with the New York State Department of Transportation Regions 1, 2 and 9 and the Adirondack/Glens Falls Transportation Council to develop the requisite draft air quality conformity determination to accompany the 2022-2027 Transportation Improvement Program; and,

WHEREAS, that determination included no air quality non-exempt projects within the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital District Transportation Committee Planning Committee, the New York State Department of Transportation and the Adirondack/Glens Falls Transportation Council's

Planning Committee reviewed and approved the draft air quality conformity determination, releasing it for a thirty-day public comment period.

NOW THEREFORE BE IT RESOLVED, that following completion of that public comment period, the Capital District Transportation Committee has approved the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination in the context of the 2022-2027 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the 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.

Kathy M. Sheehan for

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 22-56 *Adopting the Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2023-2027 Transportation Improvement Program*

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area;
2. Federal regulations require that the urban transportation planning process include the cooperative development of a long range transportation plan and a transportation improvement program consisting of a staged multi-year program of projects consistent with said long range transportation plan;
3. The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP) was adopted by GTC on June 10, 2021;
4. The *2023-2027 Transportation Improvement Program* (TIP) was adopted by GTC on August 25, 2022;
5. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked or so-called "Orphan Areas";
6. The United States Environmental Protection Agency (EPA) previously designated Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne counties as nonattainment under the 1997 National Ambient Air Quality Standard (NAAQS) for ground-level ozone on April 15, 2004;
7. EPA released the final nonattainment area designations 2008 Ozone NAAQS on May 21, 2012 and for the 2015 Ozone NAAQS on November 16, 2017, which show the Rochester, NY area in attainment;
8. Per the South Coast II decision, a conformity determination must be made for the 1997 ozone NAAQS on the *LRTP 2045* and the *FFY 2023-2027 TIP*;

9. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new LRTP is adopted; and
10. 40 CFR Part 93 requires nonattainment areas to make a conformity determination when a new TIP is adopted.


NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby adopts the *Transportation Conformity Statement for the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045 and the 2023-2027 Transportation Improvement Program*; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on August 25, 2022.

Date 08/25/2022


for CHRISTOPHER REEVE, Secretary
Genesee Transportation Council



Greater Buffalo Niagara Regional Transportation Council
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

RESOLUTION 2022-8

Action: GBNRTC Policy Committee

Air Quality Conformity Determination

WHEREAS, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the entirety of Erie and Niagara Counties, and

WHEREAS, by virtue of inclusion of the Counties of Erie and Niagara within its Planning and Programming Area, GBNRTC is considered to be a part of the Buffalo-Niagara Falls, NY Non-Attainment Area for the 1997 8-hour ozone standard and thus a determination of conformity with the Clean Air Act State Implementation Plan is required as part of the GBNRTC 2023-2027 TIP and the 2050 Long Range Transportation Plan per 40 CFR Part 93, and

WHEREAS, the GBNRTC has assigned responsibility for approving the conformity determination statement, developed by the GBNRTC and NYSDOT, in consultation with the New York State Interagency Consultation Group, to its Technical Advisory Committee, and


WHEREAS, the draft conformity determination concludes that all transportation plans and programs within the Buffalo-Niagara Falls, NY Non-Attainment Area, including the GBNRTC 2023-2027 TIP and 2050 Long Range Transportation Plan, are in conformity with the State Implementation Plan in accordance with transportation conformity rules published by the United States Environmental Protection Agency and the New York State Department of Environmental Conservation, and

WHEREAS, the Interagency Consultation Group concurred with all 2023-2027 TIP Air Quality project classifications on August 24, 2022, and

WHEREAS, the draft conformity determination has undergone a 30-day public comment period that closed on September 1, 2022 with no comments received.

NOW, THEREFORE, BE IT RESOLVED, that the Greater Buffalo-Niagara Regional Transportation Council Policy Committee hereby approves the 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination for Erie and Niagara Counties by way of votes received.

Resolved this day, September 7, 2022

BY:  Date: 9/7/2022

Chair, GBNRTC Policy Committee

Recommended by the Greater Buffalo-Niagara Regional Transportation Council Planning and Coordinating Committee.

BY:  Date: 9/7/22

Chair, GBNRTC Planning and Coordinating Committee

WJCTC and Jefferson County, NY Transportation/Air Quality Conformity Determination

APPENDIX C – Resolution Adopting Determination



Kristopher H. Reff
Acting Director, Regional Planning &
Program Management
NYSDOT Region 7
Interim MPO Director

Mayor Jeffery M. Smith
City of Watertown
Vice Chairman – Policy Committee

Kenneth Mix
City of Watertown
City Manager

Robert F. Hagemann III
Jefferson County Administrator

John D. Peck
Jefferson County Board of Legislators
Chairman – Policy Committee

Kenneth M. Bibbins
Regional Director
NYSDOT Region 7
Secretary – Policy Committee

Jarrod M. Radley
NYSDOT Region 7
Local Stakeholder Group Representative

Watertown Jefferson County Area Transportation Council

317 Washington Street, Watertown, New York, 13601; 315-785-2354

Resolution 4-2022

Policy Committee Resolution approving Air Quality Conformity Determination

WHEREAS, the Watertown Jefferson County Area Transportation Council (WJCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Watertown Urbanized Area in Jefferson County; and

WHEREAS, the Planning and Programming area of the Watertown Jefferson County Area Transportation Council is located entirely within Jefferson County; and

WHEREAS, by virtue of inclusion of its Planning and Programming Area within Jefferson County, the WJCTC is considered to be a part of the Jefferson County Non-Attainment area for the 8-hour ozone standard and thus a determination of conformity with the Clean Air Act State Implementation Plan is required as part of the WJCTC 2023-2027 TIP and the 2045 Long Range Transportation Plan per 40 CFR Part 93; and

WHEREAS, the WJCTC has assigned responsibility for approving the conformity determination statement, developed by the WJCTC and NYSDOT, in consultation with the New York State Interagency Consultation Group, to its Technical Advisory Committee; and

WHEREAS, the draft conformity determination concludes that all transportation plans and programs within the Jefferson County Non-Attainment Area, including the WJCTC 2023-2027 TIP and 2045 Long Range Transportation Plan, are in conformity with the State Implementation Plan in accordance with transportation conformity

rules published by the United State Environmental Protection Agency and the New York State Department of Environmental Conservation; and

WHEREAS, the draft conformity determination has undergone a 30-day public comment period that closed on August 27, 2022 with no comments received;

NOW, THEREFORE, BE IT RESOLVED, that WJCTC hereby approves the Jefferson County 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination.

CERTIFICATION OF RESOLUTION

I, the undersigned, duly elected chair of the Watertown Jefferson County Area Transportation Council (WJCTC), do hereby certify that the foregoing is a true and correct copy of WJCTC Policy Committee Resolution 4-2022, adopted by consensus this 31st day of August 2022.


Chair


Date

APPENDIX E

**STATEMENTS FROM THE MPOS
THAT THE TIPS ARE INCLUDED IN THE STIP IN THEIR ENTIRETY**



Adirondack/Glens Falls Transportation Council

11 South Street, Suite 203

Glens Falls, NY 12801

p: (518) 223-0086 f:(518) 223-0584

info@agftc.org

www.agftc.org

September 26, 2022

Mr. Robert Rice, P.E.
Regional Planning and Program Manager
New York State Department of Transportation
Region 1 Program Management
50 Wolf Road
Albany, NY 12232

Re: 2022-27 A/GFTC TIP within the draft STIP

Dear Mr. Rice:

This letter is to confirm that A/GFTC has reviewed the contents of the draft 2023 Statewide Transportation Improvement Program, as collaboratively developed with NYSDOT Region 1 staff, and has collectively identified and resolved the few minor discrepancies within. A/GFTC staff hereby determines that the projects listed within the approved 2022-2027 A/GFTC Transportation Improvement Program are included within the draft Statewide Transportation Improvement Program.

I would like to express my appreciation to Region 1 staff for its efforts to assist A/GFTC staff through the completion this process, including timely review, information, and compilation of the draft STIP. Thank you and your staff for your continued support.

Regards,

Aaron Frankenfeld
Director

September 14, 2022

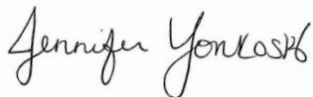
Mr. Michael Flynn
NYSDOT, Statewide Planning Bureau
50 Wolf Rd
Albany NY 12232

Re: Inclusion of BMTS TIP in NYS STIP

Dear Michael:

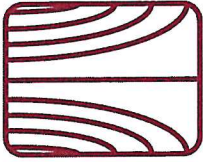
After reviewing the Draft 2023-2027 New York Statewide Transportation Improvement Program, I find that all projects listed in Federal fiscal years 2023 through 2026 in the Binghamton Metropolitan Transportation Study 2023-2027 Transportation Improvement Program have been included, as is required by Federal law.

Very truly yours,



Jennifer Yonkoski, PTP
Director

cc: Pam Eshbaugh, RPPM Region 9



CAPITAL DISTRICT TRANSPORTATION COMMITTEE

One Park Place, Main Floor · Albany, NY 12205-2676

www.cdtcmpo.org

[e-mail:cdtc@cdtcmpo.org](mailto:cdtc@cdtcmpo.org)

Phone: (518) 458-2161

Fax: (518) 729-5764

Chair
Mayor Kathy M. Sheehan

Executive Director
Sandra Misiewicz, AICP

Albany County
Daniel P. McCoy
Andrew Joyce

Rensselaer County
Steven F. McLaughlin
Kelly Hoffman

Saratoga County
Theodore T. Kusnier Jr.
Thomas Werner

Schenectady County
Anthony W. Jasenski, Sr.
Joe Landry

City of Albany
Mayor Kathy M. Sheehan

City of Cohoes
Mayor William T. Keeler

City of Mechanicville
Mayor Michael Butler

City of Rensselaer
Mayor Michael E. Stammel

City of Saratoga Springs
Mayor Ronald Kim

City of Schenectady
Mayor Gary R. McCarthy

City of Troy
Mayor Patrick Madden

City of Watervliet
Mayor Charles V. Patricelli

Town of Colonie
Peter G. Crumme

Towns and Villages
Mark Surdam, Hoosick
Mayor Thomas Tobin, Colonie

Alternates
Mark Hammond, Malta
Jaime Puccioni, Niskayuna

Albany County
Airport Authority
Philip F. Calderone, Esq.

Albany Port
District Commission
Richard J. Hendrick

Capital District Regional
Planning Commission
TBD

Capital District
Transportation Authority
Carm Basile

New York State Dept. of
Transportation, Region 1
Patrick Barnes

New York State
Thruway Authority
Phil Serafino

Non-Voting Members
Marie T. Dominguez, NYSDOT
Stephen Goodman, FTA
Richard J. Marquis, FHWA

September 28, 2022

Mr. Robert Rice
Regional Planning and Program Manager
NYS Department of Transportation
50 Wolf Road
Albany, New York 12205

Dear Mr. Rice:

The Capital District Transportation Committee (CDTC) has been asked to confirm that the 2022-2026 State Transportation Improvement Program (STIP) includes the first four years of CDTC's 2022-2027 Transportation Improvement Program (TIP) in its entirety, without change. The CDTC staff has worked with NYSDOT Region One staff to compare the draft STIP listings with those of CDTC's TIP adopted on September 1, 2022.

CDTC can confirm that project listings in CDTC's TIP are included in their entirety in the draft STIP. See the attached TIP listings and TIP Fund Summary report which reflects CDTC's adopted 2022-2027 TIP.

Please contact us if you have any comments or questions regarding this certification.

Sincerely,

Sandra Misiewicz, AICP
Executive Director

DUTCHESS COUNTY TRANSPORTATION COUNCIL

Better ways from here to there

MARCUS J. MOLINARO
CHAIRPERSON

September 8, 2022

Mr. Michael Flynn, Acting Director
NYSDOT-Statewide Planning Bureau
50 Wolf Rd., 6th Floor
Albany, NY 12232


Re: Draft FFY 2023-2026 STIP Certification

Dear Mr. Flynn:

The Dutchess County Transportation Council (DCTC) certifies that the Draft FFY 2023-2026 Statewide Transportation Improvement Program (STIP) reflects the Draft FFY 2023-2027 Transportation Improvement Program (TIP) that was approved by the DCTC on August 31, 2022. The DCTC wishes to thank its member agencies, including NYSDOT-Region 8, for their assistance in developing the new TIP.

If you have any questions about this certification, please feel free to contact me at (845) 486-3600 or mdebald@dutchessny.gov.

Very truly yours,



Mark Debold
Transportation Program Administrator

cc:

Ms. Sandra Jobson, NYSDOT-Region 8 RPPM
Mr. Jonathan Hill, NYSDOT, Statewide Planning Bureau



**ELMIRA-CHEMUNG
TRANSPORTATION COUNCIL**

September 15, 2022

Todd A. Stauring, L.S., P.E.
NYSDOT Region 6 Planning Office
107 Broadway
Hornell, NY 14843

RE: 2023-2026 TIP and STIP

Dear Mr. Stauring:

I am writing in regard to the Federal requirement that all Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIP) be included in their entirety and without modification in the applicable Statewide Transportation Improvement Program (STIP).

The Elmira-Chemung Transportation Council (ECTC) staff has reviewed the NYSDOT draft FFY 2023-2026 STIP project listing. The projects listed for these years in the ECTC 2022-2027 Transportation Improvement Program, approved by the ECTC Policy Committee on August 30, 2022, are included correctly in the draft NYSDOT STIP. ECTC has therefore met the Federal requirement as noted above.

Please feel free to contact me with any questions or comments. Thank you as always for your assistance and cooperation.

Sincerely,

Kevin J. Meindl
Director

cc: Kelsey Pianka, NYSDOT



Greater Buffalo Niagara Regional Transportation Council

438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

September 13, 2022

Mr. David Hill, P.E.
Regional Planning and Program Manager
NYS Department of Transportation
100 Seneca St., Fourth Floor
Buffalo, New York 14203

Re: Certification of Inclusion of GBNRTC 2023-2027 TIP in the New York State STIP

Dear Mr. Hill:

We have finished our internal comparison of the draft New York State STIP as made available from ESTIP provided by your office, with our approved 2023-2027 TIP.

After this review it appears that projects in the approved TIP are wholly included in the STIP. This is not to imply the documents are identical as this is a dynamic process and funding changes to our TIP have already occurred since it was approved and printed. This does certify that a paper trail exists on what changes have taken place and we are confident that the STIP as submitted accurately reflects the current state of the first four years of the GBNRTC's 5-year TIP which will cover Federal Fiscal Years October 1, 2022 through September 30, 2027.

We will continue to work with your office to document and resolve any minor funding/fund source differences that may exist. Thanks for your assistance in this entire TIP development process and continued excellent cooperation among members.

If you have any questions, please feel free to call.

Sincerely,

Michael J. Finn, P.E.
Executive Director

September 23, 2022

Mr. Joel Kleinberg
Acting Regional Planning and Program Manager
New York State Department of Transportation-Region 4
1530 Jefferson Road
Rochester, NY 14623

Dear Mr. Kleinberg:

Genesee Transportation Council (GTC) staff has reviewed the New York State Department of Transportation-Region 4 portion of the *Draft 2023-2026 Statewide Transportation Improvement Program* for consistency with the *GTC 2023-2027 Transportation Improvement Program (TIP)*, which was adopted by the GTC Board on August 25, 2022. Our staffs have worked together to ensure all the information was transcribed correctly.

This letter certifies that the *GTC 2023-2027 TIP* is included in whole in the *Draft 2023-2026 STIP*.

If you have any questions, feel free to contact me at (585) 232-6240.

Sincerely,



James Stack
Executive Director



METROPOLITAN PLANNING ORGANIZATION

Boehlert Center at Union Station
321 Main Street, Utica, NY 13501
Phone: 315.798.5710 E-mail: transplan@ocgov.net
Director: Dana R. Crisino, AICP

September 9, 2022

Deborah Windecker, Regional Planning & Program Manager
NYS Department of Transportation, Mohawk Valley Region
207 Genesee Street
Utica, New York 13501

Dear Ms. Windecker,

This letter serves as confirmation that the Herkimer-Oneida Counties Transportation Council (HOCTC) has reviewed the New York State Department of Transportation – Region 2 portion of the draft Statewide Transportation Improvement Program (STIP) 2023-2027. After such review, HOCTC certifies that the STIP is consistent with, and incorporated projects included in the HOCTC 2023-2027 Transportation Improvement Program (TIP).

If you have any questions regarding this certification, please call me directly at 315.798.5710.

Regards,

Dana R. Crisino, MBA, AICP
Director

CC: Michael T. Flynn, NYSDOT Statewide Planning Bureau



Ithaca-Tompkins County Transportation Council

121 East Court Street, Ithaca, New York 14850 • Phone: (607) 274-5570 • e-mail: ITCTC@tompkins-co.org
On the web at: www.tompkinscountyny.gov/itctc

Policy Committee:
Rod Howe, Chair
Jason Leifer, Vice Chair
David Smith, Secretary

Executive Director:
Fernando de Aragón, AICP

Planning Committee:
Ray Burger, Chair
Matt Yarrow, Vice Chair

September 8, 2022

David Roth, P.E.
Director, Planning and Program Management
NYSDOT Region 3
333 East Washington Street
Syracuse, NY 13202

RE: STIP review

Dear Mr. Roth,

We have prepared and reviewed the draft STIP for the period of October 2022 through September 2027 for projects in the Ithaca-Tompkins County Transportation Council's planning area. The ITCTC's 2023-2027 *Transportation Improvement Program* projects are included in the STIP in their entirety.

I appreciate the assistance from your staff, particularly Katrina Bergan and Janet Hutton, in helping us complete this task.

Please advise if we can assist you with any additional information.

Sincerely yours,

Fernando de Aragón, AICP, Staff Director
Ithaca-Tompkins County Transportation Council

**NYMTC'S STATEMENT
THAT THE TIP IS INCLUDED IN THE STIP**

**NYMTC Policy Committee action on the TIP is scheduled on October 13, 2022.
The letter will be added as soon as it is adopted.**

**OCTC'S STATEMENT
THAT THE TIP IS INCLUDED IN THE STIP**

**OCTC Policy Committee action on the TIP is scheduled on October 11, 2022.
The letter will be added as soon as it is adopted.**



MEMORANDUM

TO: Dave Roth, Acting Regional Planning & Program Manager, NYSDOT

FROM: James D'Agostino, Director, SMTC

DATE: September 1, 2022

RE: TIP/STIP entry

CC: Michael Flynn, NYSDOT
Kelsey Pianka, NYSDOT
Mario Colone, SMTC

The staff of the Syracuse Metropolitan Transportation Council (SMTC) has completed entering capital program information in eSTIP as necessary for the development of the 2023-2026 Statewide Transportation Improvement Program (STIP). The draft STIP reflects all project phase and funding information contained in the SMTC's 2023-2027 TIP, which was adopted by the SMTC Policy Committee on August 12, 2022. Expansive project descriptions have been entered as well that align with the STIP Project Description Reference Guide.

Please feel free to contact me if you have questions or require additional information.

The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration

September 12, 2022

Ms. Sandra D. Jobson, RA, RLA, AICP
Regional Planning & Program Manager
New York State Department of Transportation, Hudson Valley
4 Burnett Boulevard, Poughkeepsie, NY 12603

Dear Ms. Jobson,

This letter is submitted in conjunction with Ulster County Transportation Council (UCTC) Resolution 2022-08 signifying approval of the UCTC Self Certification Process and acceptance of the UCTC 2023 – 2027 Transportation Improvement Program (TIP) as approved by the UCTC Policy Committee on July 26, 2022. Note that Resolution 2022-08 certifies the following:

- The metropolitan transportation planning process has been carried out in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included as an Appendix A to the TIP narrative;
- the UCTC held a 15-day public comment period for the proposed TIP starting July 7, 2022 and ending July 21, 2022; details of the process and all comments received are included as an Appendix B to the document;
- the EPA promulgated a rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) effective July 20, 2013, and as a result, UCTC is not required to make a transportation conformity determination under the NAAQS;
- the UCTC adopts the UCTC FFY 2023 – 2027 TIP; and
- the UCTC certifies that the adopted UCTC FFY 2023 – 2027 TIP is included in the draft STIP.

Please feel free to contact me if you have any additional questions.

Sincerely,



Dennis Doyle, Director
Ulster County Transportation Council

Cc: Harriet Lewis, Michael Flynn – NYSDOT Statewide Planning Bureau



ULSTER COUNTY TRANSPORTATION COUNCIL

Johanna Contreras, County Executive • Chair

The Ulster County Transportation Council (UCTC) is the state designated Metropolitan Planning Organization (MPO) for Ulster County and a portion of the Poughkeepsie-Newburgh Urbanized Area. The UCTC was designated by the Governor of New York as the MPO for the Kingston Urbanized Planning Area on April 30, 2003. The UCTC was formally organized with the adoption of Operating Procedures on June 4, 2003. The purpose of the UCTC is to build a consensus on local and regionally significant transportation, transit and non-motorized improvements.



Dennis Doyle
Director, Ulster County Transportation Council
244 Fair Street, PO Box 1800
Kingston, NY 12402-1800
T: 845.340.3340



Watertown Jefferson County Area Transportation Council

317 Washington Street, Watertown, New York, 13601; 315-785-2354

September 15, 2022

Kristopher H. Reff
Acting Director, Regional Planning &
Program Management
NYSDOT Region 7
MPO Director

Mayor Jeffrey M. Smith
City of Watertown
Vice-Chairman – Policy Committee

Kenneth Mix
City of Watertown
City Manager

Robert F. Hagemann III
Jefferson County Administrator

John D. Peck
Jefferson County Board of Legislators
Chairman – Policy Committee

Kenneth M. Bibbins
Regional Director
NYSDOT Region 7
Secretary – Policy Committee

Jarrod M. Radley
NYSDOT Region 7
Local Stakeholder Group Representative

Mr. Michael T. Flynn
Director (Acting), Statewide Planning Bureau
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

RE: STIP REVIEW

Dear Mr. Flynn:

This letter confirms that the Watertown Jefferson County Area Transportation Council (WJCTC) staff has reviewed the New York State Department of Transportation - Region 7 portion of the Draft Statewide Transportation Improvement Program (STIP) 2023-2026 and certify that the STIP is consistent with and incorporates projects included in the WJCTC FFY 2023-2027 TIP.

If you have any questions, you can reach me at 315-785-2354.

Sincerely,

Kristopher Reff
Staff Director- WJCTC

APPENDIX F

NYS DOT REGIONAL OFFICES

Region	Address	Telephone
1	50 WOLF ROAD ALBANY, NY 12232 https://www.dot.ny.gov/regional-offices/region1/contacts	(518) 457-3522
2	UTICA STATE OFFICE BUILDING 207 GENESEE STREET UTICA, NY 13501 https://www.dot.ny.gov/regional-offices/region2/contacts	(315) 793-2447
3	SEN. JOHN H. HUGHES STATE OFFICE BUILDING 333 EAST WASHINGTON STREET SYRACUSE, NY 13202 https://www.dot.ny.gov/regional-offices/region3/contacts	(315) 428-4351
4	1530 JEFFERSON ROAD ROCHESTER, NY 14623-3161 https://www.dot.ny.gov/regional-offices/region4/contacts	(585) 272-3310
5	100 SENECA STREET BUFFALO, NY 14203 https://www.dot.ny.gov/regional-offices/region5/contacts	(716) 847-3238
6	107 BROADWAY HORSELL, NY 14843 https://www.dot.ny.gov/regional-offices/region6/contacts	(607) 324-8404
7	DULLES STATE OFFICE BUILDING 317 WASHINGTON STREET WATERTOWN, NY 13601 https://www.dot.ny.gov/regional-offices/region7/contacts	(315) 785-2333
8	ELEANOR ROOSEVELT STATE OFFICE BUILDING 4 BURNETT BOULEVARD POUGHKEEPSIE, NY 12603-2594 https://www.dot.ny.gov/regional-offices/region8/contacts	(914) 431-5750
9	44 HAWLEY STREET BINGHAMTON, NY 13901 https://www.dot.ny.gov/regional-offices/region9/contacts	(607) 721-8116
10	PERRY J. DURYEY, JR., STATE OFFICE BUILDING 250 VETERANS MEMORIAL HIGHWAY HAUPPAUGE, NY 11788-5518 https://www.dot.ny.gov/regional-offices/region10/contacts	(516) 952-6632
11	ONE HUNTERS POINT PLAZA 47-40 21ST STREET LONG ISLAND CITY, NY 11101 https://www.dot.ny.gov/regional-offices/region11/contacts	(718) 482-4526

APPENDIX G

NEW YORK STATE METROPOLITAN PLANNING ORGANIZATIONS

Aaron Frankenfeld, Transportation Planning Director
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Glens Falls, NY 12801
Phone: (518) 223-0086
E-mail: afrankenfeld@agftc.org
Website: <http://www.agftc.org>

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Website: www.elmirampo.org

Michael Finn, Director
Greater-Buffalo Niagara Regional Transportation Council (GBNRTC)
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E-mail: mfinn@gbnrtc.org
Website: <https://www.gbnrtc.org/>

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Fernando deAragon, Director
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Gerry Bogacz, Assistant Director
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Website: www.nymtc.org

Alan J. Sorensen, Commissioner/MPO Director
Orange County Department of Planning
Orange County Transportation Council (OCTC)
124 Main Street, 1887 Building
Goshen, NY 10924
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Website: <https://www.orangecountygov.com/961/Transportation-Council>

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Dennis Doyle, Director
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Kingston, NY 12402-0800
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E-mail: ddoy@co.ulster.ny.us
Website: <https://www.ulstercountyny.gov/transportation-council>

Kristopher Reff, Interim Director
Watertown-Jefferson County Area Transportation Council (WJCTC)
Dulles State Office Building
317 Washington Street, Room 706
Watertown, NY 13601
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Website: <http://www.wjctc.org/>

APPENDIX H – LIST OF ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
A/GFTC	Adirondack/Glens Fall Transportation Council
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
BMTS	Binghamton Metropolitan Transportation Study
BRT	Bus Rapid Transit
CAAA	Clean Air Act as Amended
CCS	Combined Charging System
CDTA	Capital District Transportation Authority
CDTC	Capital District Transportation Committee
CDO	Office of the Chief Disability Officer
CHIPS	Consolidated Local Street and Highway Improvement Program
CIG	Capital Investment Grants
CMAQ	Congestion Mitigation and Air Quality
CO	Carbon Monoxide
CPTHSTPs	Coordinated Public Transit-Human Services Transportation Plans
CRP	Carbon Reduction Program
DCFC	Direct Current Fast Chargers
DCTC	Dutchess County Transportation Council
DOH	New York State Department of Health
DR	Designated Recipients
ECTC	Elmira-Chemung Transportation Council
EJ	Environmental Justice
EO	Executive Order
EWR	Extreme Winter Recovery
FAST Act	Fixing America’s Surface Transportation Act
FFGA	Full Funding Grant Agreement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GBNRTC	Greater Buffalo Niagara Regional Transportation Council
GTC	Genesee Transportation Council
HALs	High Accident Locations
HELP	Highway Emergency Local Patrol
HOCTC	Herkimer-Oneida Counties Transportation Council
HSIP	Highway Safety Improvement Program
ICG	Interagency Consultative Group
IIJA	Infrastructure Investment and Jobs Act

IPPs	Initial Project Proposals
ISTEA	Intermodal Surface Transportation and Efficiency Act
ITCTC	Ithaca-Tompkins County Transportation Council
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LIRR	Long Island Rail Road
LOTTR	Level of Travel Time Reliability
Low-No	Low or No Emission program
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MHVTMA	Mid-Hudson Valley Transportation Management Area
MISCC	New York State Most Integrated Setting Coordinating Council
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plans
MOU	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
ND	National Distribution
NEVI	National Electric Vehicle Infrastructure Formula Program
NFTA	Niagara Frontier Transportation Authority
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NOx	Nitrogen Oxides
NYMTC	New York Metropolitan Transportation Council
NYSDEC	NYS Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
OA	Obligation Authority
OCR	NYSDOT's Office of Civil Rights
OCTC	Orange County Transportation Council
OMH	New York State Office of Mental Health
OPWDD	New York State Office for People with Developmental Disabilities
PIN	Project Identification Number
PM10 & PM2.5	Particulate Matter
PMT	Person Miles Traveled
POP	Operation Pave Our Potholes
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RLPL	Regional Local Project Liaisons

RTP	Recreational Trails Program
SGR	State of Good Repair
SHSP	Strategic Highway Safety Plan
SMTC	Syracuse Metropolitan Transportation Council
STBGP/STP	Surface Transportation Block Grant Program/Surface Transportation Program
STIP	Statewide Transportation Improvement Program
STOA	Statewide Mass Transportation Operating Assistance
TACs	Transportation Advisory Committees
TAM	Transit Asset Management Plans
TAMP	Transportation Asset Management Plan
TAP/TAP Set-Aside	Transportation Alternatives Program
TDP	Transit Development Plans
TERM	FTA Transit Economic Requirements Model
TIP	Transportation Improvement Program
TPC	Total Project Cost
TSMO	Traffic Systems Management and Operations
TTTR	Truck Travel Time Reliability Index
UCTC	Ulster County Transportation Council
ULB	Useful Life Benchmark
USEPA	U.S. Environmental Protection Agency
VOCs	Volatile Organic Compounds
WJCTC	Watertown Jefferson County Transportation Council
YOE	Year of Expenditure

APPENDIX I

NYS DOT COUNTIES BY REGION

REGION 1

11 Albany
12 Essex
13 Greene
14 Rensselaer
15 Saratoga
16 Schenectady
17 Warren
18 Washington

REGION 2

21 Fulton
22 Hamilton
23 Herkimer
24 Madison
25 Montgomery
26 Oneida

REGION 3

31 Cayuga
32 Cortland
33 Onondaga
34 Oswego
35 Seneca
36 Tompkins

REGION 4

41 Genesee
42 Livingston
43 Monroe
44 Ontario
45 Orleans
46 Wyoming
47 Wayne

REGION 5

51 Cattaraugus
52 Chautauqua
53 Erie
54 Niagara

REGION 6

61 Allegany
62 Chemung
63 Schuyler
64 Steuben
66 Yates

REGION 7

71 Clinton
72 Franklin
73 Jefferson
74 Lewis
75 St. Lawrence

REGION 8

81 Columbia
82 Dutchess
83 Orange
84 Putnam
85 Rockland
86 Ulster
87 Westchester

REGION 9

91 Broome
92 Chenango
93 Delaware
94 Otsego
95 Schoharie
96 Sullivan
97 Tioga

REGION 10

01 Nassau
02 Suffolk

REGION 11

N1 Bronx
N2 Kings
N3 New York
N4 Queens
N5 Richmond

How to Read the STIP Report Format

Monday, November 23, 2009		** NEW YORK STATE DEPARTMENT OF TRANSPORTATION ** STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for REGION 06				Page 29 of 51			
AGENCY PIN	PROJECT DESCRIPTION	TOTAL PROJECT COST	FUND SOURCES FFY	TOTAL 4-YEAR PROGRAM in millions of dollars	PHASE	4-YEAR PROGRAM (FFY) Starting October 01, 2007			
AQ CODE	COUNTY					FFY 2008	FFY 2009	FFY 2010	FFY 2011
1 NYS DOT	HIGHWAY RESURFACING, RT. 446, CATTARAUGUS CO. LINE TO RT. 305; GENESEE PARKWAY TO NORTH BRANCH ROAD, AND RT. 417, KNIGHT'S CREEK TO RT. 19, TOWNS & VILLAGES OF CUBA AND WELLSVILLE, ALLEGANY COUNTY 4		7 STP FLEX 2009 NFA 2009 8 STP FLEX 2009 NFA 2009 8	0.268 0.067 2.216 0.554	11 CONINSP CONINSP CONST CONST	0.000	0.268 0.067 2.216 0.554	0.000	0.000
3 QC-EXEMPT	ALLEGANY 5	6 IPC: \$2-\$4 M	TOTAL 4YR COST: 10	3.105		0.000	3.105	0.000	0.000

APPENDIX J

- 1 **LEAD AGENCY** – MPO or government agency responsible for this project.
- 2 **PIN** – Project Identification Number; this is a unique code that is used to identify a project (maximum of 12 characters).
- 3 **AIR QUALITY CODE** – Identifies whether the project is Exempt from transportation conformity (EXEMPT), non-exempt for transportation conformity (NON), or is not located within an air quality non-attainment area (N/A).
- 4 **PROJECT DESCRIPTION** – A brief description including the purpose, location, and other relevant necessary information used to justify federal approval for funding the project. (maximum of 255 characters).
- 5 **COUNTY** – The name of the county for the project location. MULTI if the project is located across a number of counties.
- 6 **TOTAL PROJECT COST** – The total cost of all PINs at a particular location (bridge or length of highway corridor). Most projects will have only one PIN on a particular location, but very large projects are usually composed of a number of PINs.
- 7 **FUND SOURCE** – This indicates all Federal Aid funds and Non-Federal Aid (NFA) funds for each phase of the project. Note that Non-Federal Aid fund sources are not needed by FHWA on the STIP and therefore are all identified as "NFA". The MPO's TIP identifies the specific Non-Federal Aid fund source (not the STIP).
- 8 **FFY** – Federal Fiscal Year in which funding for each phase is to be obligated.
- 9 **COST** – The total 4-year cost (\$ millions) for each fund source by phase.
- 10 **TOTAL 4-YEAR COST** – This is the total 4-year cost (\$ millions) for all fund sources.
- 11 **PHASE** – This indicates specific actions (such as Scoping, Detailed Design, Right-of-Way Acquisitions, and Construction) that occur as a project progresses to completion.
- 12 **COST OF PHASE BY YEAR** – This is a breakdown of how much the project will cost (\$ millions) for each fund source within a phase for each year. The total cost (\$ millions) for the FFY is shown at the bottom of the column.