

Environmental Justice Analysis — 2021



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I Introduction

Executive Order 12898

On February 11, 1994, Federal government action was taken to correct injustices by the signing of Executive Order 12898, *"Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations."* This executive order was the first presidential effort to direct each Federal agency to review its procedures and make Environmental Justice (EJ) part of their policies and activities by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. The executive mandate states – *"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."*

USDOT Responses

The U.S. Department of Transportation (USDOT) states that EJ is more than a set of legal and regulatory obligations. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have embraced the principles of EJ as a means toward improving the transportation decision-making process. Today, effective transportation decision making requires understanding and addressing the unique needs of many different sociodemographic groups. Early, inclusive, and meaningful public involvement in transportation decision making is a proven means for designing transportation facilities that fit more harmoniously into communities. The involvement of people affected by transportation projects offers many benefits and does not threaten the accomplishment of other USDOT priorities, such as safety and mobility.

In 1997, the USDOT issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of Executive Order 12898. The USDOT stressed that EJ should be integrated into every transportation decision, from the forming of a transportation plan to post-construction operations and maintenance. Therefore, all transportation programs are to incorporate the following three fundamental principles of EJ:

1

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations

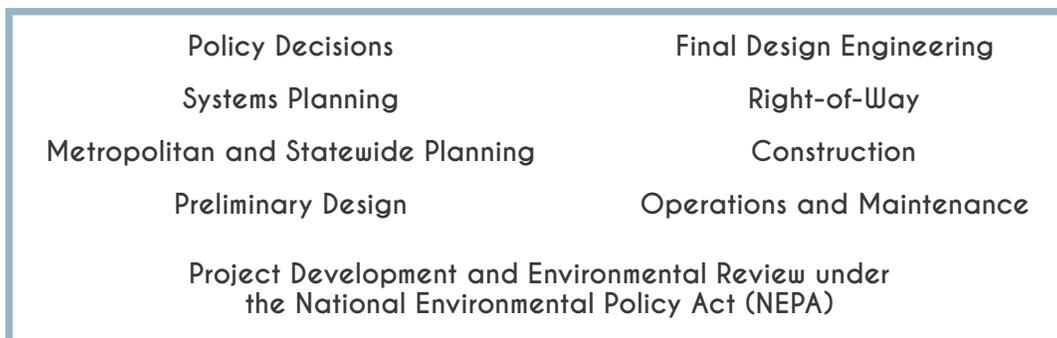
2

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process

3

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The USDOT Order applies to all policies, programs, and other activities that are undertaken, funded, or approved by the FHWA, the FTA, or other USDOT components.



FHWA and FTA staff works with State DOT's, Metropolitan Planning Organizations (MPOs), transit providers, and other local agencies to ensure Title VI and EJ considerations are integral to all surface transportation activities. The Federal staff is committed to:



The FHWA and FTA have released reference guides that are designed to aid MPO's, as well as, state and local agencies in developing EJ policies. In August of 2012, the FTA issued its Environmental Justice Policy Guidance for the FTA Circular and in April of 2015, the FHWA released the FHWA Environmental Justice Reference Guide. These documents provide information regarding the current standards and regulations for EJ project evaluation and policy.

HOCTC Incorporation of Environmental Justice

LONG RANGE TRANSPORTATION PLAN UPDATE 2020 - 2040 (LRTP)

EJ influenced two out of five HOCTC LRTP priorities concerning the nature of transportation planning. One goal, **Mobility and Accessibility** directs the MPO to "Support multimodal accessibility to the region's tourist facilities, for all travelers including the mobility disadvantaged." Another priority area, **Environmental Impact/Mitigation** states to "Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats." Furthermore, the LRTP's guiding principles related to **Public Participation** state that "A continued commitment to public participation will be upheld to ensure HOCTC is planning with the region's residents, recognizing them as the customers of the system and the group most directly affected by its operations." Each of these priority areas and guiding principles take into consideration EJ and helps to ensure equality throughout the transportation planning process.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As cited in HOCTC TIP FFY 2020-2024, Title VI and EJ are topics of special consideration in the transportation planning process. Specifically, the TIP emphasizes the ongoing efforts to address the needs of mobility limited and elderly populations to be consistent with the American with Disabilities Act (ADA) compliance and community

participation requirements. Additional considerations are made for zero-vehicle households, low-income families, and LEP populations when conducting outreach and public transit planning efforts.

The provisions of the federal laws and orders apply to the New York State Department of Transportation (NYSDOT), all Metropolitan Planning Organizations (MPO), and MPO member agencies under contract to NYSDOT for receipt of federal monies. Within Herkimer and Oneida Counties the Governmental Policy and Liaison (GP&L) Committee acts as the MPO, and HOCTC is identified as the staff and program manager for all funding received. The GP&L Committee, the member agencies under contract to NYSDOT, and any consultants or subcontractors to member agencies receiving federal transportation planning monies are bound by Title VI and Affirmative Action provisions. The HOCTC UPWP includes an EJ task to maintain compliance throughout the programs and implement regulations as they are updated and relevant to the MPO process.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP states that the EJ objective is to ensure that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the HOCTC planning process. The HOCTC staff will continue to ensure compliance with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990, and Executive Order 12898 on Environmental Justice, and related statutes and implemented regulations as they relate to the HOCTC planning process. This compliance will be achieved by HOCTC Title VI plans, Disadvantage Business Enterprise (DBE) submissions, Affirmative Action Plans, Equal Opportunity Employer notices, public participation policy, EJ documentation, and related reports, documents, meetings, and training to assure compliance with appropriate legislation.

TITLE VI MONITORING AND COMPLIANCE

HOCTC is considered a sub-recipient of federal transportation funds. NYSDOT, as the primary recipient, asks HOCTC to submit responses to several questions relating to Title VI to help ensure that the agency is complying with Title VI requirements. HOCTC updates data analysis related to Title VI for the Herkimer and Oneida Counties metropolitan planning area (MPA) related to Title VI upon the adoption of all significant planning and policy documents developed by HOCTC.

HOCTC will annually review its operations to ensure compliance with Title VI. Every other year or in tandem with the development of the TIP, whichever occurs sooner, HOCTC will perform a self-certification review for Title VI and include it as an appendix to the TIP document. For any active contracts or sub-recipients that HOCTC has oversight of, Title VI compliance will be verified at the beginning of the contract and once per year if the contract duration is longer than one year. This compliance will be verified through the completion of a questionnaire kept on file with HOCTC.

All contracts originating from or utilizing funds from HOCTC will be reviewed by the Oneida County Attorney's Office for HOCTC, which ensures all contracts include non-discrimination clauses. Oneida County is the HOST Agency for the Herkimer-Oneida Counties Transportation Council. As outlined in the HOST agreement, HOCTC operates under the umbrella of all Oneida County policies, unless specific programs require HOCTC to develop additional policy, plans, analysis, or guidelines. This includes all Federal legislation as it relates to Title VI, EJ, ADA, and other pertinent legislation.

If any complaints or concerns regarding discrimination arise under Title VI, written statements of the complaint can be filed with the Title VI Coordinator for Oneida County. The Title VI Coordinator keeps a record of all formal Title VI complaints with findings, recommended remedial actions, and remedial actions taken.

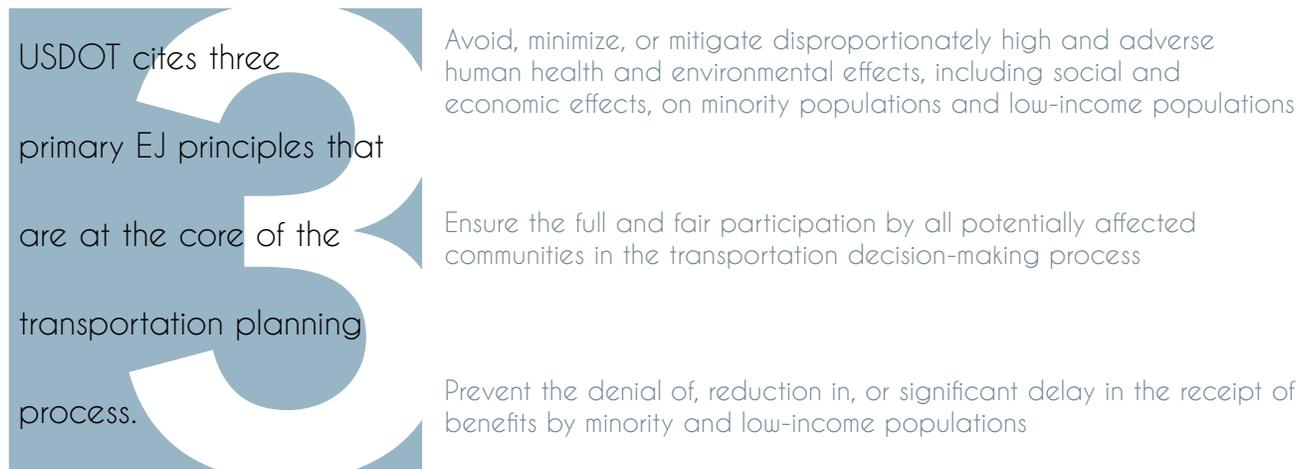
Characterizing Environmental Justice

TRANSPORTATION PLANNING PROCESS

Although EJ is not a new concern in regards to transportation, it has evolved with greater emphasis. The USDOT, as one of the many federal agencies mandated by Executive Order 12898, is mandated to review their procedures and make EJ part of their policies and activities by addressing the effects of all programs, policies, and activities on minorities and low-income people. This includes the processes, programs, and products of transportation planning, including project development.

The National Environmental Policy Act (NEPA) defines environmental justice as the pursuit of equal justice and equal protection for all people under the environmental statutes and regulations, as well as ensuring that "EJ

communities” are not exposed to unjustly high and adverse environmental impacts. An “EJ community” is any aggregated or dispersed population that (a) is a low-income population based on the Bureau of the Census (BOC) Current Population Survey (CPS), (b) is over 50-percent minority, or (c) contains a minority population percentage meaningfully greater than the minority population percentage in the general population or other appropriate units of geographic analysis.



HOCTC Requirements

On October 7, 1999, FHWA and FTA issued a memorandum, “*Implementing Title VI Requirements in Metropolitan and Statewide Planning.*” The memorandum identifies a series of actions that can be taken to support Title VI compliance and EJ goals, improve planning performance, and minimize the potential for subsequent corrective action and complaint. The memorandum also provides technical assistance in these three key areas of planning:

- 1 It provides questions and concerns to raise during annual self-certification of compliance with Title VI, and at the time of approval for the Statewide Transportation Improvement Program (STIP).
- 2 It provides questions and concerns to raise while reviewing public-involvement efforts regarding the engagement of minority populations and low-income populations.
- 3 It encourages UPWP, and State Planning and Research to begin developing or enhancing technical capability for assessing impact distributions among populations.

To certify compliance with Title VI and address EJ, MPOs:

- ◆ Utilize analytical capabilities to ensure that the LRTP and the TIP comply with Title VI.
- ◆ Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- ◆ Evaluate and, where necessary, improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

The FHWA and the FTA have issued documents designed as guidance for Federal, Local, and State Agencies, as well as, MPO’s to ensure that EJ policies are implemented and followed throughout the planning process.

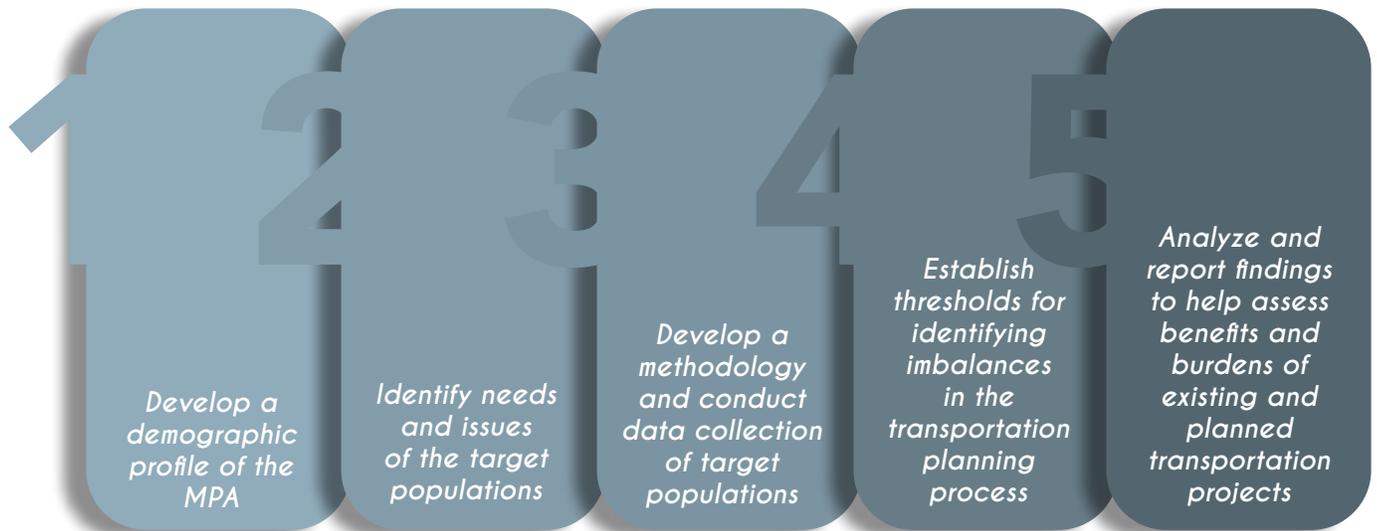
The FTA’s circular, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* was issued on August 15th, 2012. The FTA circular contains recommendations for State DOTs, MPOs, and transit providers on:

- ◆ How to fully engage EJ populations in the transportation decision-making process;
- ◆ How to determine whether EJ populations would be subjected to disproportionately high and adverse human health or environmental effects of a public transportation project, policy, or activity; and
- ◆ How to avoid, minimize or mitigate these effects. (FTA C 4703.1, 8).

The FHWA's Environmental Justice Reference Guide was issued on April 1st, 2015, as an additional resource to help ensure compliance with EJ requirements.

OVERVIEW OF HOCTC ENVIRONMENTAL JUSTICE ANALYSIS/SCOPE OF WORK

HOCTC has developed a 5-step process to assess and ensure that its planning efforts comply with the regulations and requirements of Title VI and the Executive Order 12898:



III

Definitions

Executive Order 12898, Title VI. The DOT and FHWA Orders on Environmental Justice and federal metropolitan planning regulations inform the following definitions used throughout the plan:

Block Group -

“Statistical divisions of census tracts, are generally defined to contain between 600 and 3,000 people and are used to present data and control block numbering. A block group consists of clusters of blocks within the same census tract that have the same first digit of their four-digit census block number.”¹

Census Tract -

Small, relatively permanent statistical subdivisions of a county or equivalent entity that are updated by local participants prior to each decennial census as part of the Census Bureau’s Participant Statistical Areas Program. The primary purpose of census tracts is to provide a stable set of geographic units for the presentation of statistical data.”²

Core Based Statistical Area (CBSA) -

A geographic area that consists of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties associated with the core.

Disproportionately High and Adverse Effects -

Disproportionately high and adverse effects on minority and low-income are defined as adverse effects that:

1. Are predominately borne by a minority population and/or a low-income population; or
2. Will be suffered by the minority population and/or low-income population and is more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or non-low-income population.

¹ (2019, September 16). Glossary. United States Census Bureau. <https://www.census.gov/programs-surveys/geography/about/glossary.html>

² (2019, September 16). Glossary. United States Census Bureau. <https://www.census.gov/programs-surveys/geography/about/glossary.html>

An adverse effect is defined as the cumulative human health or environmental effects, including interrelated social and economic effects. These may include, but are not limited to:

- ◆ Bodily impairment, infirmity, illness or death;
- ◆ Air, noise, and water pollution and soil contamination;
- ◆ Destruction or diminution of aesthetic values;
- ◆ Destruction or disruption of community cohesion or a community's economic vitality; Destruction or disruption of the availability of public and private facilities and services; adverse employment effects;
- ◆ Displacement of persons, businesses, farms, or nonprofit organizations;
- ◆ Increased traffic congestion, isolation, exclusion, or separation of a minority or low-income individuals within a given community or from the broader community; and
- ◆ The denial of, reduction in, or significant delay in the receipt of benefits of FHWA programs, policies, or activities.

Limited English Proficiency (LEP) Population -

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. LEP populations mentioned hereafter refer to the population of individuals who self-identified as having the ability to speak English less than "Very Well".

LEP populations discussed hereafter only include individuals who have self-identified as have the ability to speak English less than "Well". This threshold was chosen to more effectively identify individuals with more prominent language barriers.

Metropolitan Planning Area (MPA) -

Boundary established by each local MPO according to the federal metropolitan planning regulations. Includes, at a minimum, the approved FHWA Urban Area Boundary, plus the adjacent area that the MPO anticipates may become urbanized during the life of the 20-year timeframe of the regional LRTP. The HOCTC MPA encompasses the entirety of Oneida and Herkimer Counties.

Metropolitan Statistical Area (MSA) -

A Core Based Statistical Area (CBSA) with at least one urbanized area that has a population of at least 50,000. The Metropolitan Statistical Area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting. The Utica – Rome MSA encompasses the entirety of both Oneida and Herkimer Counties.

Minority Groups -

Executive Order 12898, Title VI, and the DOT and FHWA Orders on Environmental Justice define "minority groups" as persons with any of the following backgrounds: Hispanic or Latino, Black or African American, American Indian or Alaska Native, Asian American, and/or Native Hawaiian or Pacific Islander. When utilizing U.S. Census Bureau data for purposes of this plan, a minority is defined as someone that is non-White, Hispanic, or Latino. The Office of Management and Budget (OMB) issued *Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity* in 1997, establishing one category for ethnicity—Hispanic or Latino—and five minimum categories for data on race.

Poverty Groups -

Low-income refers to a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines. The Department of Health and Human Services issues guidelines each year in the Federal Register. The guidelines are a simplification of the poverty thresholds for use for administrative purposes, such as determining eligibility for certain federal programs.

Urbanized Area (UA) -

A geographic area consisting of densely developed territory that contains 50,000 or more people. Utica is the one urbanized area within the HOCTC Metropolitan Planning Area.

Urban Cluster (UC) -

A geographic area consisting of densely developed territory that contains at least 2,500 and less than 50,000 people. The Urban Clusters contained within the HOCTC Metropolitan Planning Area are: Rome, Oneida (portion), Sylvan Beach (portion), Ilion – Herkimer, and Little Falls.

Herkimer Oneida Counties MPA Overview

Demographic Profile

MPA OVERVIEW

The Utica urbanized area and surrounding Herkimer and Oneida Counties are situated between Syracuse (approximately 50 mi. to the west) and Albany (approximately 80 mi. to the east). The region's population centers are oriented primarily along the east-west Mohawk River Valley corridor. The entirety of the two counties, encompassing both urban and rural areas, is the HOCTC Metropolitan Planning Area (MPA).

The two counties are each nearly the same physical size (Oneida is 1,412 sq. mi. and Herkimer is 1,213), however, Oneida County has approximately three times the population of Herkimer County. Herkimer County is predominantly rural, with vast tracts of wilderness and other protected conservation areas.

The MPA contains the urbanized area of Utica and five urban clusters, which have smaller population levels than urban areas: Ilion-Herkimer, Little Falls, Oneida, Rome, and Sylvan Beach. Oneida County contains 45 municipalities (3 cities, 16 villages, and 26 towns). Herkimer County contains 30 municipalities (1 city, 10 villages, and 19 towns).

DEMOGRAPHIC DATA SOURCES AND METHODOLOGY

The data sources used for the development of the demographic profile of the MPA are the 2011 through 2019 5-year American Community Survey (ACS) datasets. The data was utilized to identify changes in the prevalence of several target populations over time. In some of the graphs, there may be a trend line that indicates the general course or tendency of the data over time and a corresponding mathematical formula that depicts the average slope or pitch of the data over time. The R² value indicates the degree of confidence between the data and its value over time. The closer an R² value is to 1 (100%), the higher the confidence of the trend over time and into the future. In addition to identifying historical trends and current population estimates future population estimates are included. Forecasts are based on the assumption that demographic conditions will not change from their current trajectory, and thus are an imperfect estimate.

Population

According to the 2020 Census count, the MPA population is 292,264 which is a decrease from 2010. With Oneida County at a population of 232,125 and the population of Herkimer County is 60,139. Historically, the MPA population peaked in 1970 at nearly 341,000. Since 2000, the population loss in the MPA has slowed in comparison to the declines seen in the latter half of the Twentieth Century. Between 2000 and 2020, the MPA collectively lost 7,632 people, or roughly 2.5% of the population. The population decrease is more pronounced in Herkimer County (-6.6%) than in Oneida County (-1.4%) since 2000.

Decennial Census Population 1910-2020 Herkimer & Oneida Counties

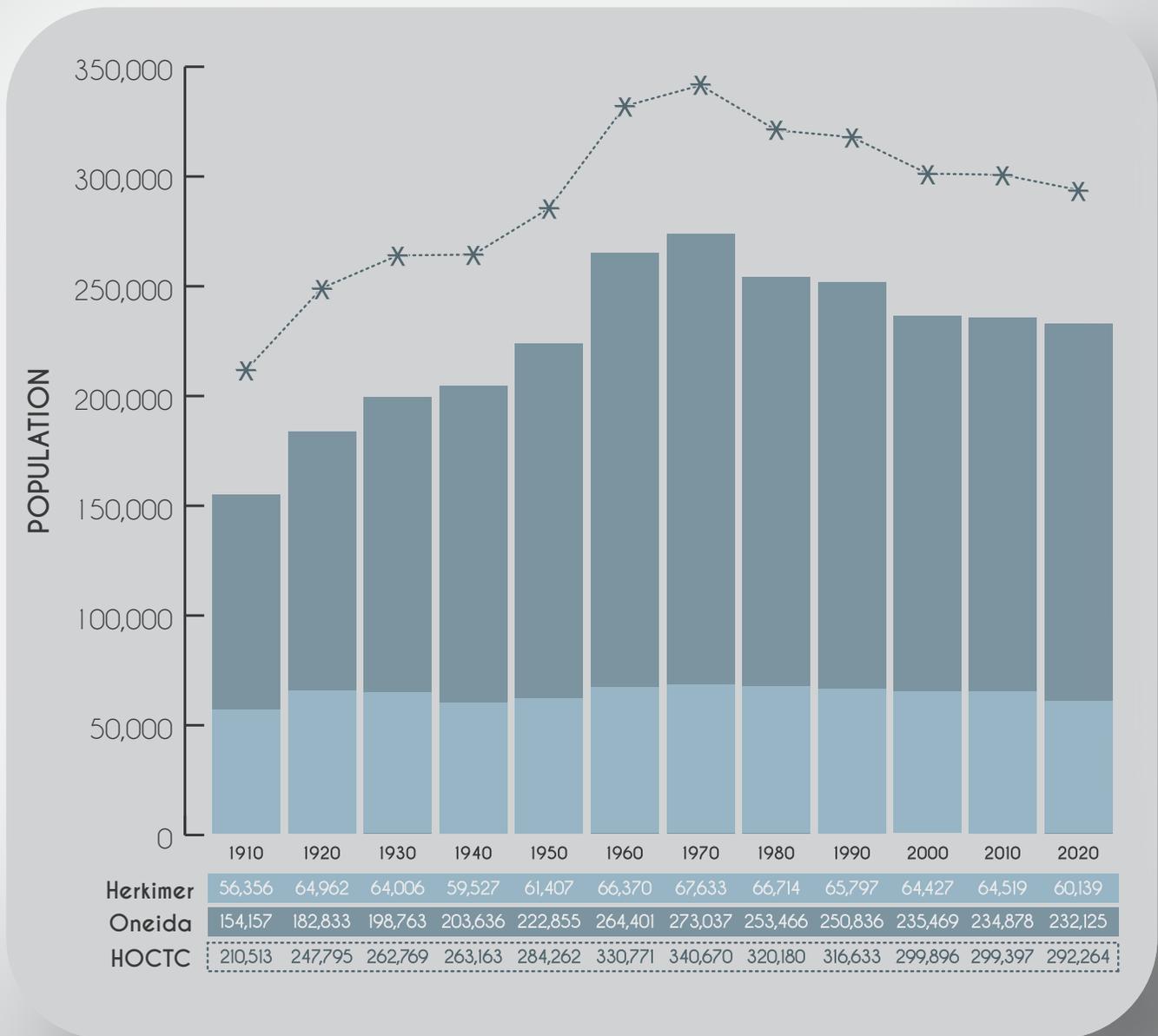


Figure 1 - Decennial Census Population Trend in MPA

Poverty

As of 2019, 15.1% (42,022) of the population in the MPA lives in poverty. Looking at each county individually 15.5% in Oneida County and 13.6% of the population in Herkimer County live in poverty. Of the 15.1% population living in poverty, 8.2% are elderly (over age 65), which is just over a 1% decrease since 2014.

Percentage of Population in Poverty Herkimer & Oneida Counties

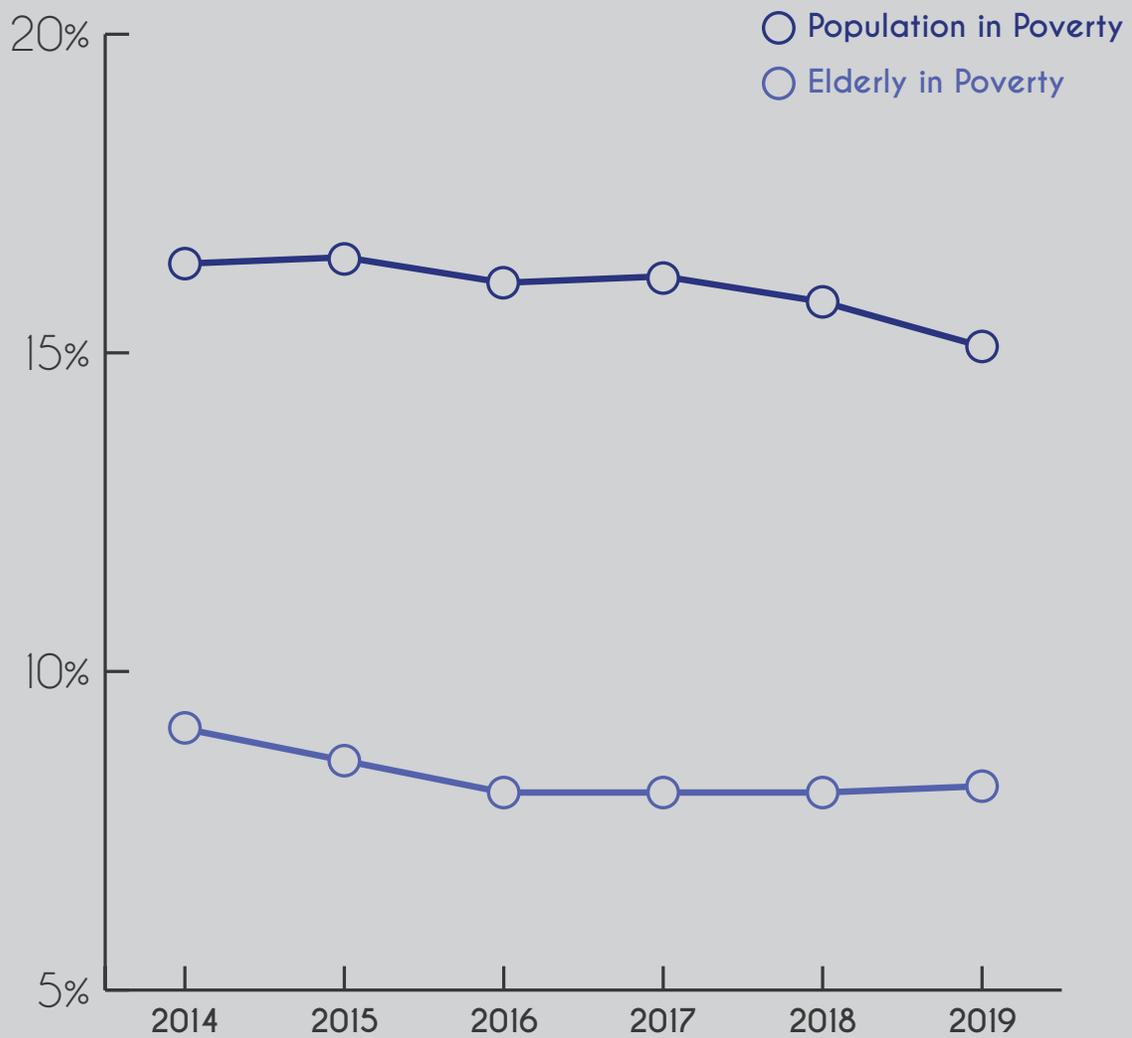


Figure 2 - Population in Poverty in MPA

Disability

Within the MPA, 14.8% (41,890) of the population identifies as having a disability. This includes an estimated 14.4% (32,074) in Oneida County and 16.0% (9,816) in Herkimer County. This is a marginal decrease from 2017 when 15.1% of the population self-identified as having a disability.

Percentage of Population that Identifies as Having a Disability Herkimer & Oneida Counties

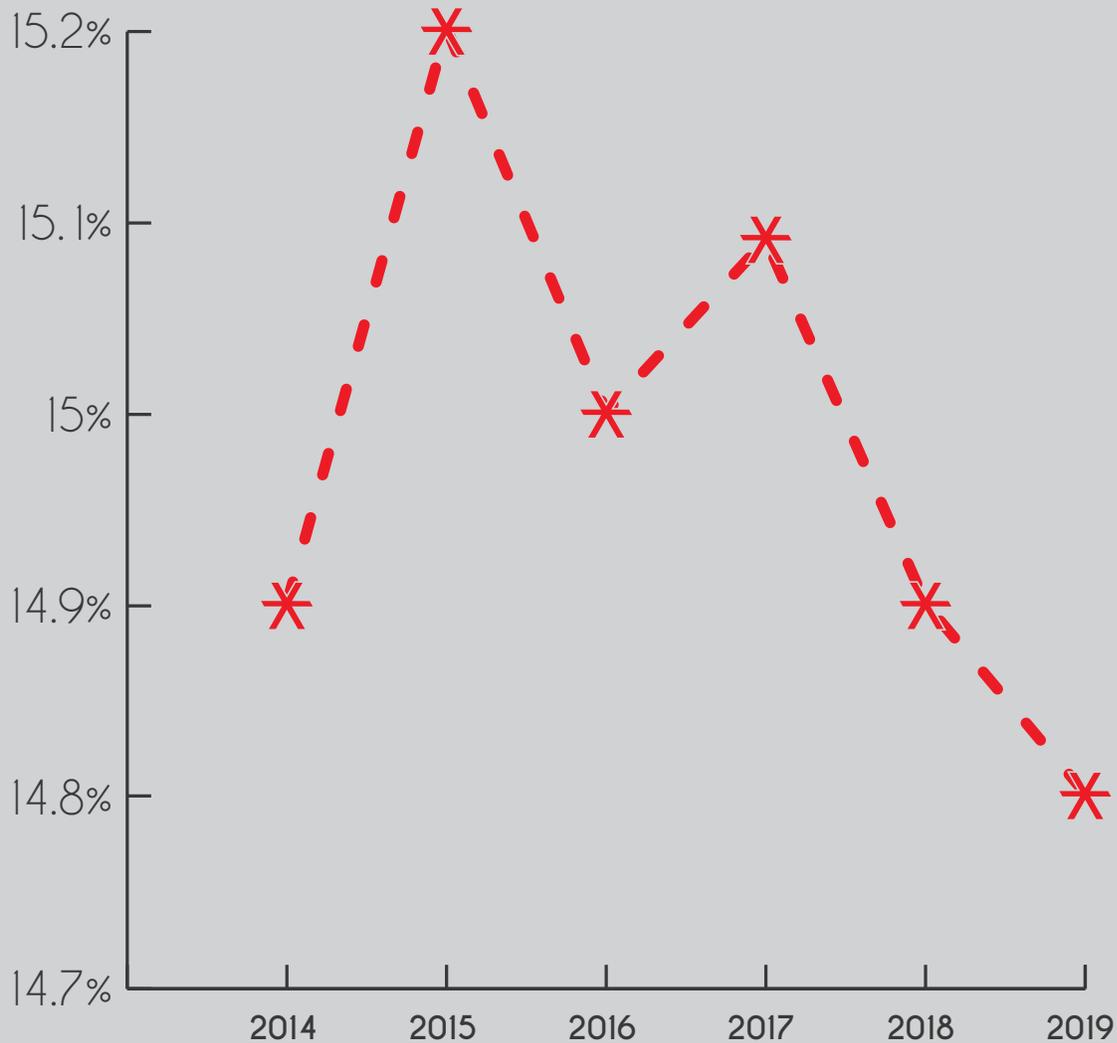


Figure 3 - Population that Identifies as Having a Disability in MPA

Minority (Race & Ethnicity)

The minority population in the MPA is anyone identifying as non-white, Hispanic, or Latino. In 2019, the minority population stood at 18.1% (44,773), which is a decrease from 16.0% (41,044) in 2014. Further analysis finds that the population identifying as Hispanic or Latino has increased to 5.0% from 4.3%, the population identifying as Asian alone has increased to 3.3% from 2.8%, and the population identifying as Black or African American alone has increased to 5.0% from 4.9% in 2014.

Minority Population Herkimer & Oneida Counties

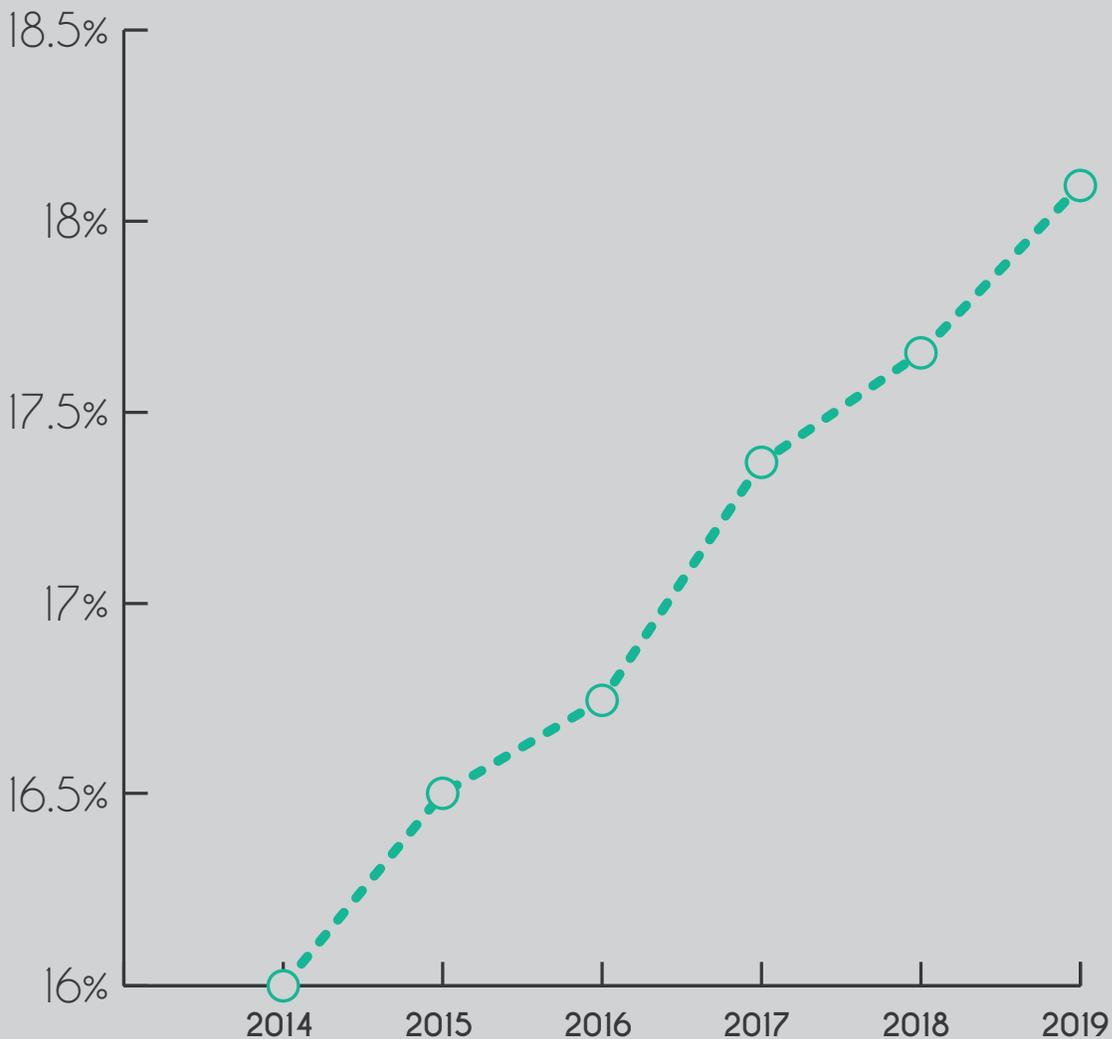


Figure 4 - Population Identifying as Not White in MPA

Limited English Proficiency (LEP)

Within the MPA 2.2% (6,060) of the population are LEP persons. Although marginal, this is a decrease from 2014 when 2.3% of the population were LEP persons. The majority of those who speak English less than well primarily speak an Asian or Pacific Island language. According to the 2019 ACS data, the three most commonly spoken languages among the LEP population are, 1) Russian, Polish, or Other Slavic Languages at 26%, 2) Spanish at 22%, and 3) French, Haitian, or Cajun languages at 8%. Of note, 16% of the total LEP population identified as speaking an otherwise uncategorized language.

Percentage of Limited English Proficiency Herkimer & Oneida Counties

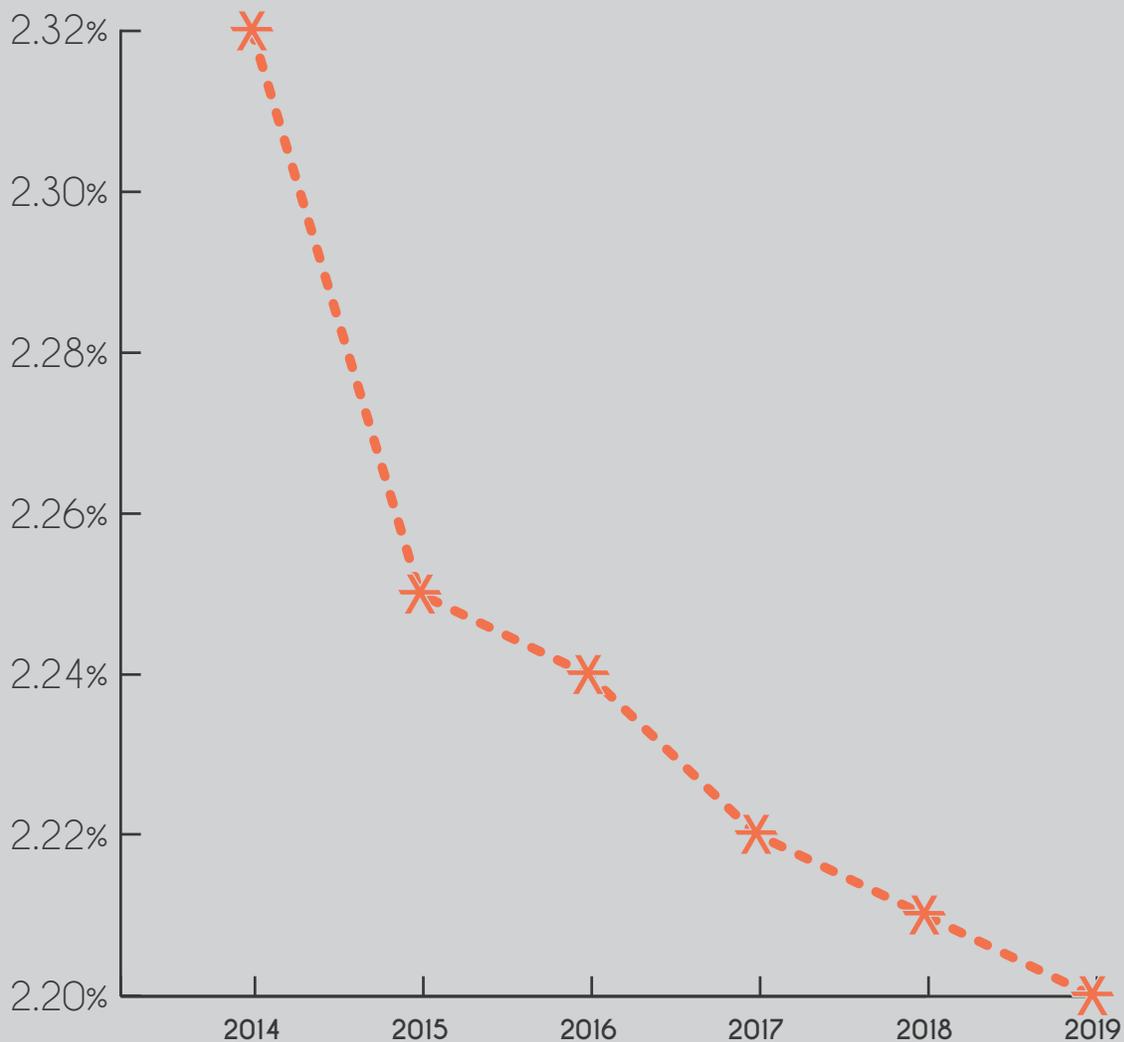


Figure 5 - Population with Limited English Proficiency in MPA

Elderly (over age 65)

The elderly population in the MPA has increased from 17.0% in 2014 to 18.8% in 2019. Independently Oneida County saw a 9.5% increase where Herkimer County saw a 12.9% increase in the elderly population. In a broader context, the population of the MPA is older than both New York State and the United States.

Elderly Population Herkimer & Oneida Counties

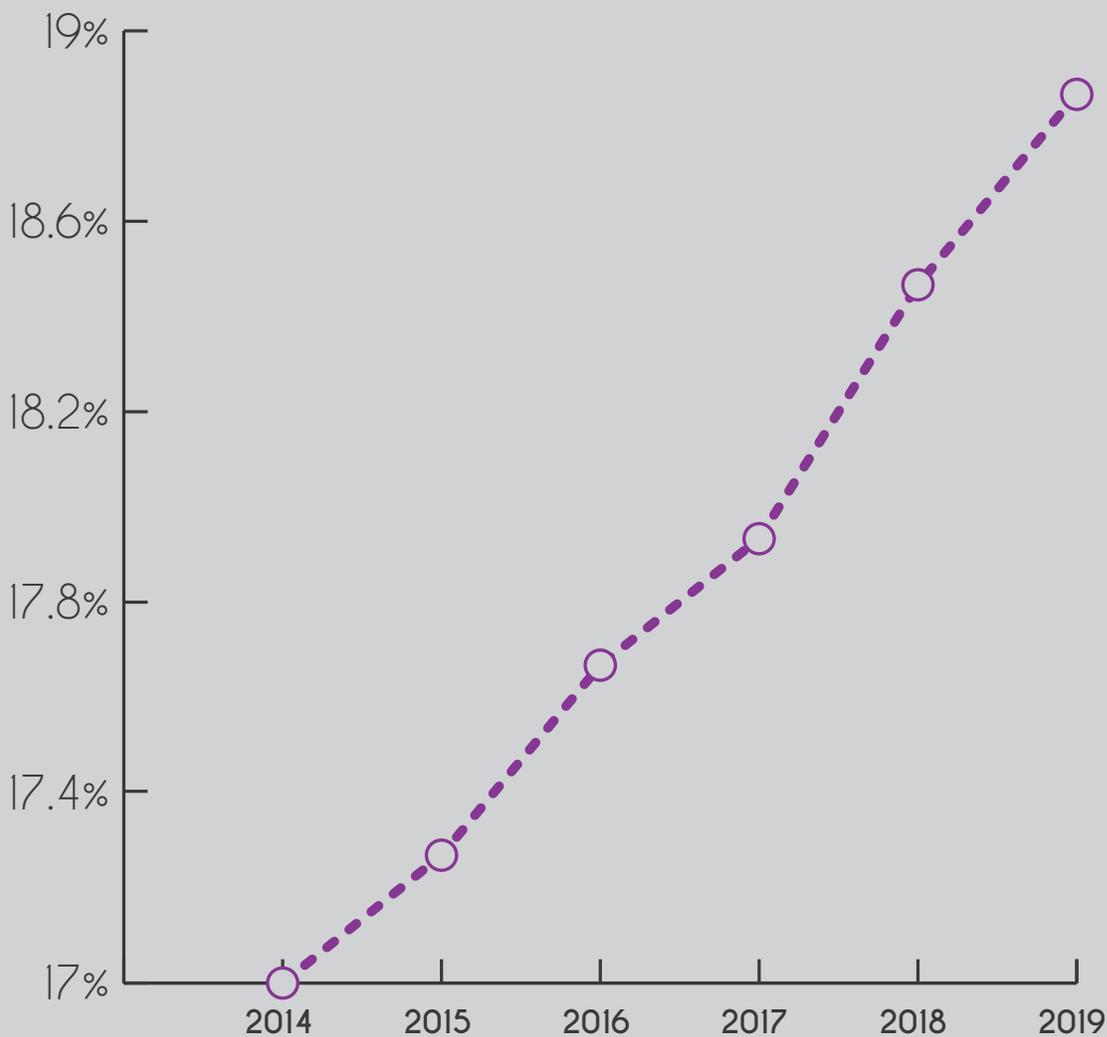


Figure 6 - Population of Elderly in MPA

Vehicle Access

As of 2019, 10.5% of households in the MPA were identified as zero-vehicle households. This is a 1% decrease since 2014 for the MPA. Specifically, in Oneida County there was a 10.1% decrease and in Herkimer County a 5.8% decrease in zero-vehicle households.

Percentage of Zero-Vehicle Households Herkimer & Oneida Counties

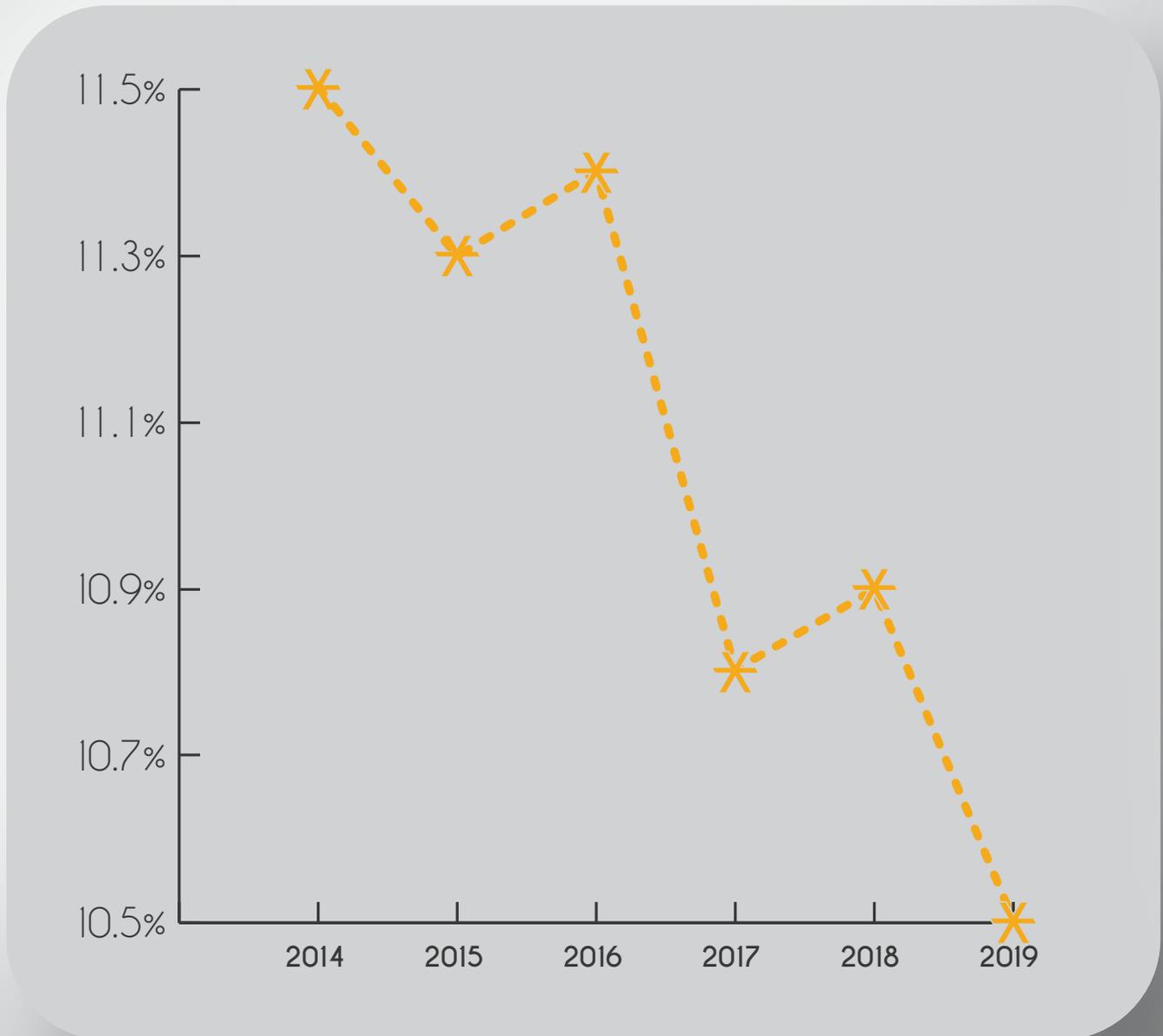


Figure 7 - Population of Zero-Vehicle Households in MPA

Renter-Occupied Housing

The percentage of renter-occupied housing in the MPA is 31.2% as of 2019. An observed peak of 33.1% of renter-occupied housing occurred in 2015. Of note, the total amount of occupied housing units, both owned and rented, has decreased 3.4% since 2012.

Percentage of Renter-Occupied Housing Herkimer & Oneida Counties

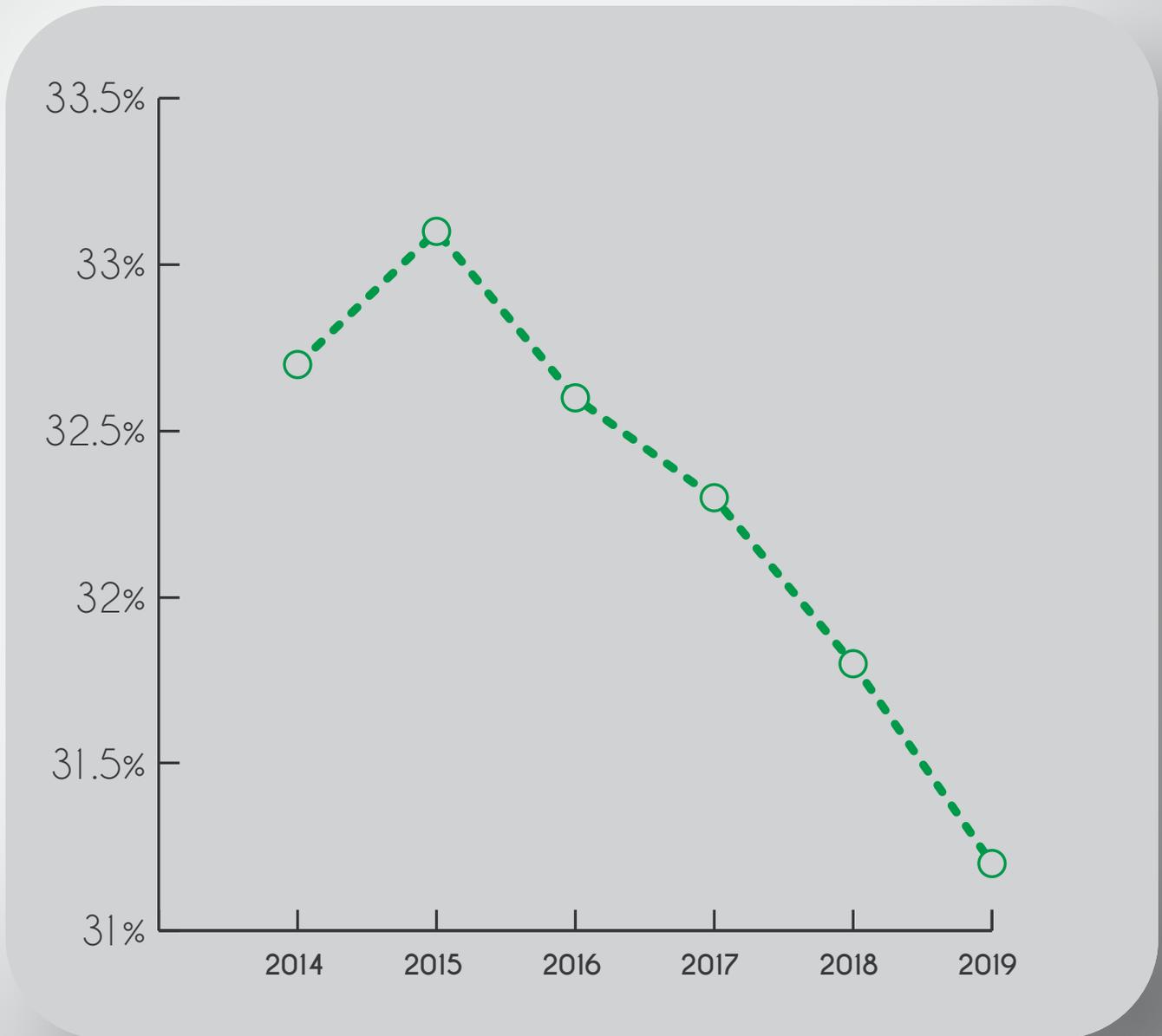
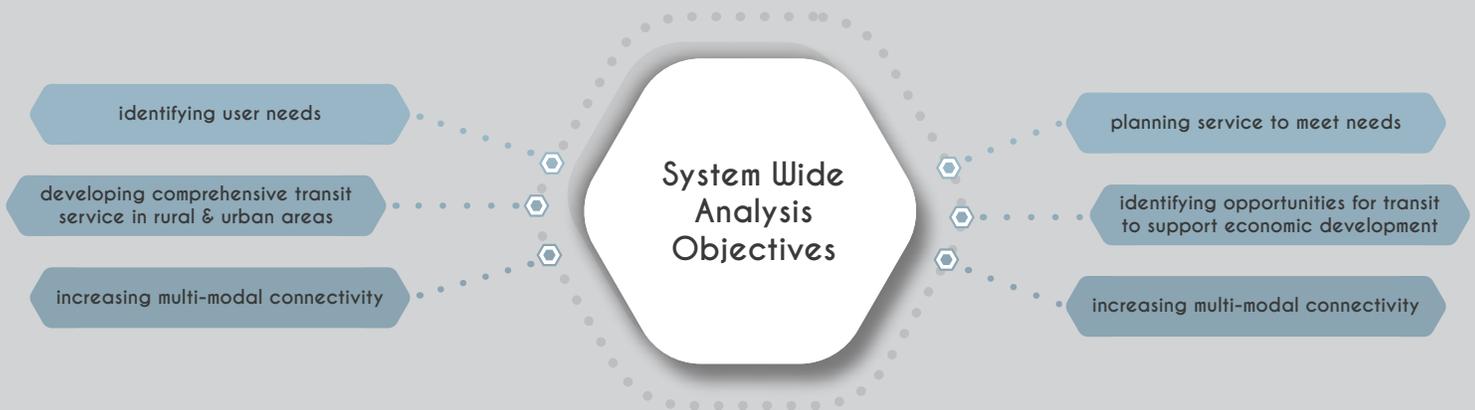


Figure 8 - Population of Renter-Occupied Housing in MPA

Existing Transit Operations & Planning

In 2019-2020, Oneida County partnered with the Herkimer-Oneida Counties Transportation Council (HOCTC) to evaluate existing conditions and address transit issues resulting in the determination that a technically advanced study for transit planning was needed. The System-Wide Analysis for Transit Based Transportation Connections (SWA for TBTC) study was started and focused on the re-organization of the Oneida County Rural Transit (OCRT) System for the purposes of building system efficiency, providing a higher level of service, increasing ridership, and obtaining a greater return on investment of public transit dollars in Oneida County. The intent of the SWA for TBTC was to encourage economic development and enhance the quality of life by:



Currently, Oneida County contracts with Central New York Regional Transit Authority (CNYRTA) for urban transit (FTA Section 5307) service in Oneida County. The rural service (FTA Section 5311) is striving to implement the recommendations of the SWA for TBTC to better serve rural Oneida County. The 2021 EJ Analysis of Oneida and Herkimer Counties will be used to better serve vulnerable and underserved populations. The analysis presented in this document will provide insight and guide plans and programs that respond to transit needs in the two-county MPA.

Although there is no designated public transit system in Herkimer County, the HOCTC MPO staff is in continual conversations with Herkimer County staff regarding transit needs. Herkimer County Office of the Aging is a lead agency providing limited transportation to areas of greatest need. Several Herkimer County human service agencies and County department staff are current members of the HOCTC Transportation Coordination Committee. Herkimer County has a documented need for rural transit services. The small population, significant geography, and widespread population distribution provide challenges for implementing rural transit beyond agency or program-specific options. HOCTC will continue to evaluate potential transit options for responding to transit needs through partnerships with government and human-service agencies.

Analysis of Selected Population

Methodology and Data Collection for Selected Populations

Adhering to Executive Order 12898, HOCTC identified the minority population and people in poverty for selected populations. To enhance this analysis, additional population groups were analyzed, including the LEP population, the elderly, individuals with physical disabilities, renter-occupied households, and households without vehicles.

US Census Data Source	Herkimer County	Oneida County	Total
Total Population	62,057	229,959	292,016
Poverty	8,307	33,715	42,022
Disabled	9,816	32,074	41,890
Minority	3,406	41,367	44,773
Limited English Proficiency (LEP)	355	5,705	6,060
Elderly (Age 65 or Older)	12,483	42,275	54,758
Total Occupied Housing Unit	24,524	89,729	114,253
Zero-Vehicle Households	2,378	9,574	11,952
Renter Occupied Households	6,472	29,182	35,654

Figure 9 - Overall Demographics of the Selected Environmental Justice Populations For HOCTC

SELECTED POPULATION THRESHOLDS

To establish a robust assessment of the potential EJ impacts of regional projects, seven population characteristics were examined. These included: the poverty population, individuals with physical disabilities, minority population, the LEP population, the elderly, renter-occupied households, and households without a vehicle. Data was sourced from the block group or tract data level from the U.S. Census Bureau's Five Year ACS 2015-2019 Estimates, hereafter referred to as the 2019 ACS. This data was used to identify locations with significantly higher than average concentrations of persons or households in each of the target categories.

The first step involved establishing the mean values for block groups (or tracts) for each of the seven criteria. Once the mean values were determined, block groups (or tracts) with values at or above either one or two standard deviations above the mean were identified as having high or very high concentrations of the target population, respectively. Block groups exceeding the threshold were mapped and separately identified as having surpassed either one or two standard deviations. Thresholds were independently established for each county to account for population and demographic profile differences between Herkimer and Oneida Counties. Figure 13 depicts the high and very high population rate thresholds for each target population illustrated on their corresponding map.

Selected Population	County	Mean Value for Block groups/ Tracts within County	First Threshold Values (High Concentration)	Second Threshold Values (Very High Concentration)
Poverty	Herkimer	13%	22%	31%
	Oneida	17%	33%	49%
Disabled	Herkimer	16%	20%	24%
	Oneida	15%	20%	24%
Minority	Herkimer	5%	11%	17%
	Oneida	19%	41%	63%
Limited English Proficiency (LEP)	Herkimer	0.6%	1.8%	3%
	Oneida	3%	9%	15%
Elderly	Herkimer	22%	31%	40%
	Oneida	19%	29%	38%
Zero-Vehicle Households	Herkimer	10%	23%	36%
	Oneida	12%	26%	40%
Renter Occupied Households	Herkimer	29%	49%	69%
	Oneida	35%	61%	86%

Figure 10 - Selected Population Rate Thresholds

Selected Population Analysis

Poverty

Combined, the MPA has 15.1% (44,095) of its population living below the poverty line in 2019. High poverty block groups are primarily found within urbanized areas of the MPA. Since the 2016 Environmental Justice Analysis, the overall percentage of people in poverty throughout the MPA has declined from 16.5%.

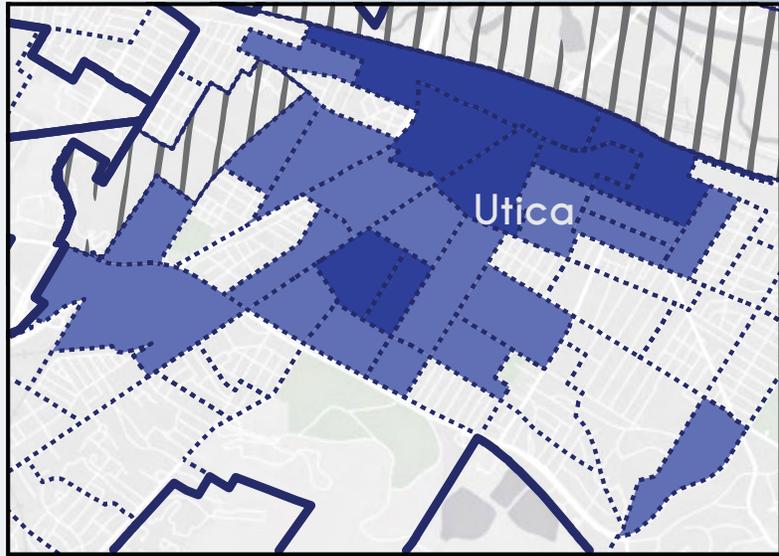
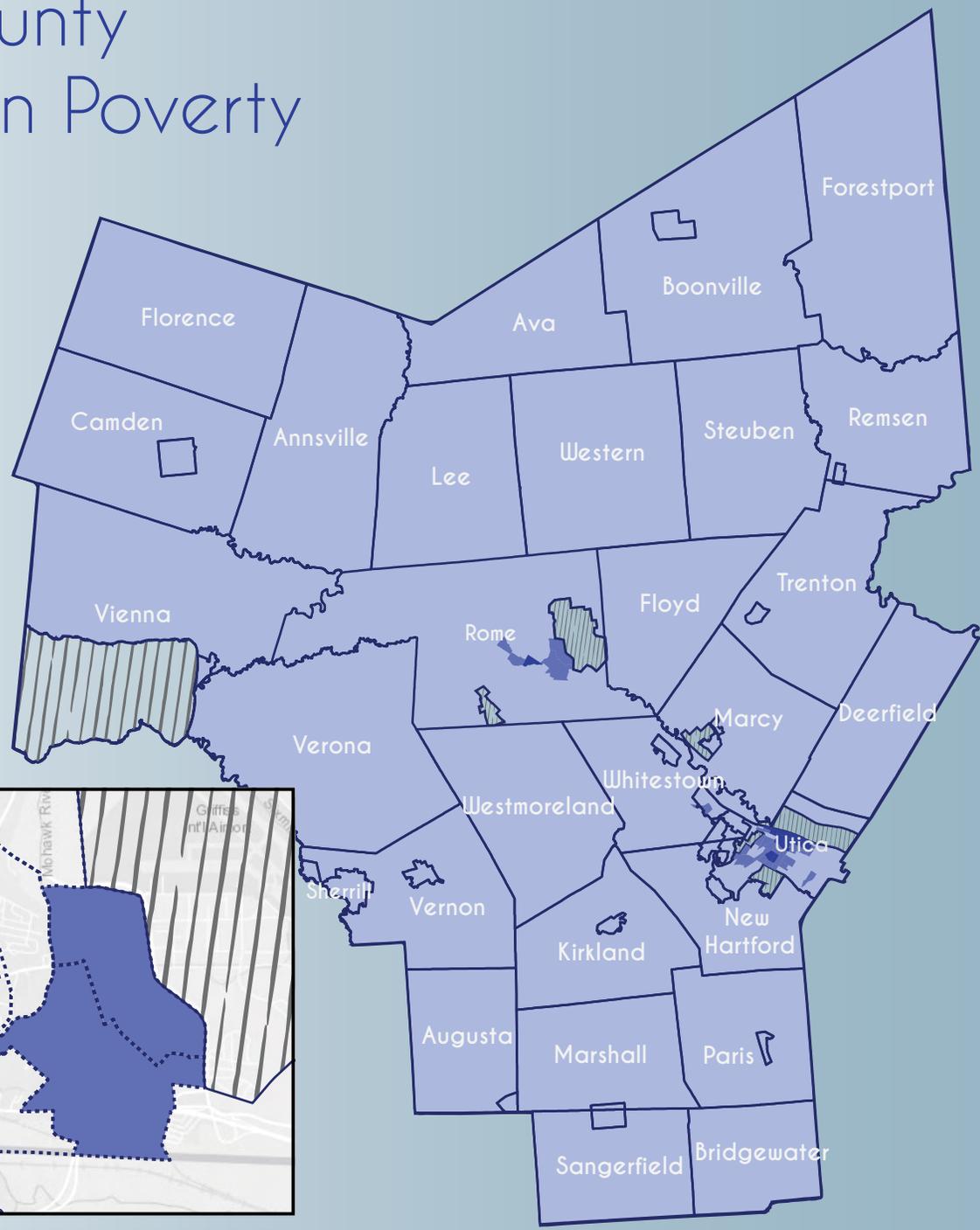
This trend is reinforced by a traditional indicator of poverty in the HOCTC MPA, the Supplemental Nutrition Assistance Program (SNAP). SNAP is a federal food assistance program that helps families purchase healthy foods and move towards self-sufficiency. Typically in the HOCTC MPA, as the percentage of people in poverty rises, so does SNAP enrollment. Since the 2016 EJ, there is a 1% decline in SNAP enrollment. A similar rate of decline in overall population in poverty in the MPA.

The 2019 ACS indicates that 15.5% (33,715) of the total population in Oneida County lives below the poverty level. This is a decrease from 2014 ACS estimates when the percentage of people in poverty in Oneida County was 16.5%. Map 1 presents high poverty census block groups in Oneida County, using the threshold of 33% (Figure 10)). The map shows that the central areas of the City of Rome and an eastern portion adjacent to the Griffiss Business and Technology Park show high concentrations of persons in poverty.

Within the greater Utica area, elevated concentrations of poverty are generally located in the central portion of the city. Several block groups adjacent to Oriskany Boulevard show very high concentrations of poverty. There are also high poverty block groups within and surrounding the Cornhill neighborhood and in the southwest along the North-South Arterial Highway. Additional high poverty areas are located in East Utica near Mohawk Valley Community College (MVCC) and the Village of Whitesboro.

In Herkimer County, the 2019 ACS estimates indicate that 13.6% (8,307) of the total population lives below the poverty level. This is a decrease from 2014 ACS estimates when the percentage of people in poverty in Herkimer County was 15.9%. Map 2 presents high poverty census block groups in Herkimer County using a threshold of 22% (Figure 10). Within Herkimer County, four notable areas are meeting the poverty thresholds. Little Falls has high poverty concentrations in the western, eastern, and northernmost block groups of the city. The Village of Herkimer has a total of two block groups with very high concentrations of poverty (one to the northeast and one in the center). Two block groups in the Village of Ilion (one in the north and one in the center) also have very high concentrations of poverty. Finally, the block group comprising of the Town of Webb shows a high concentration of poverty.

Oneida County Population In Poverty

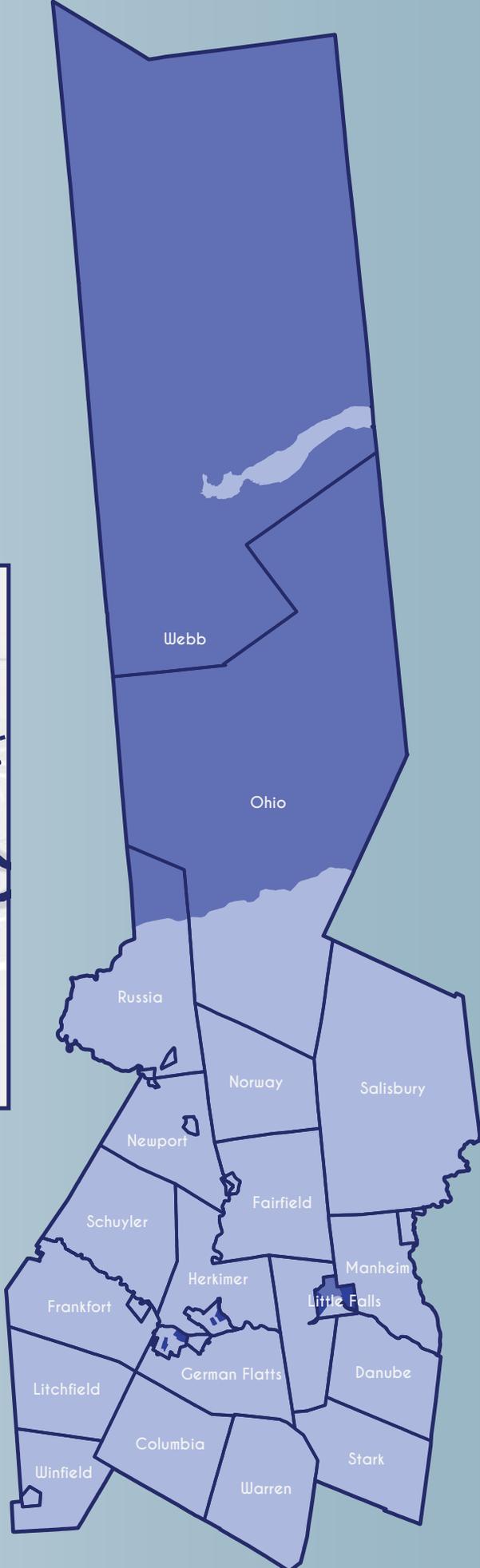
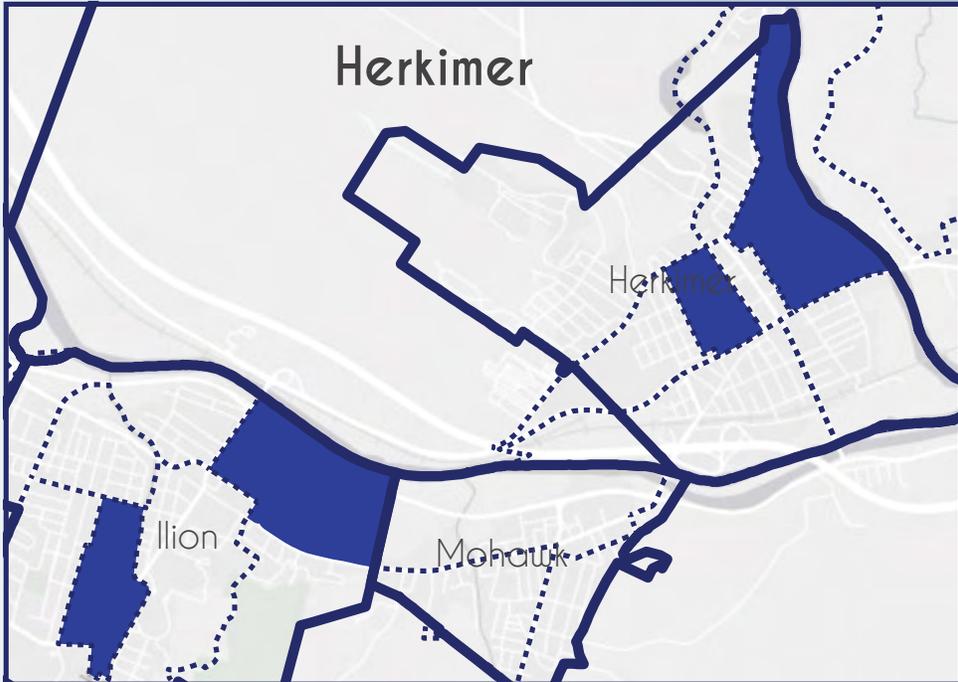


- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Map 1 - Population in Poverty - Oneida County

Herkimer County Population In Poverty



-  Very High Concentration
-  High Concentration
-  Zero Population/State Prison
-  Block Groups
-  Municipal Boundaries

Map 2 - Population in Poverty - Herkimer County

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Disability

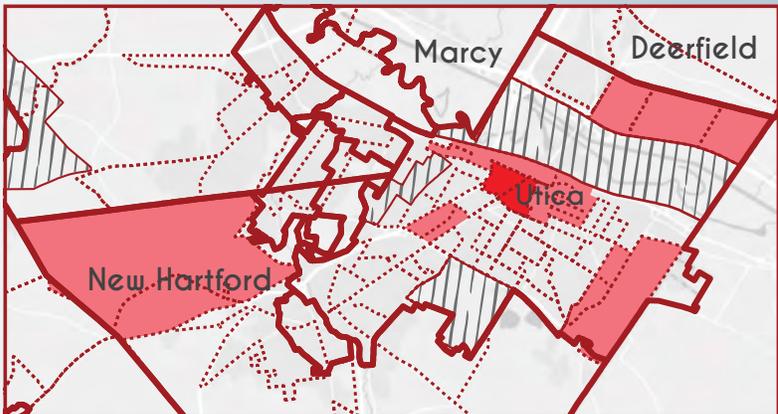
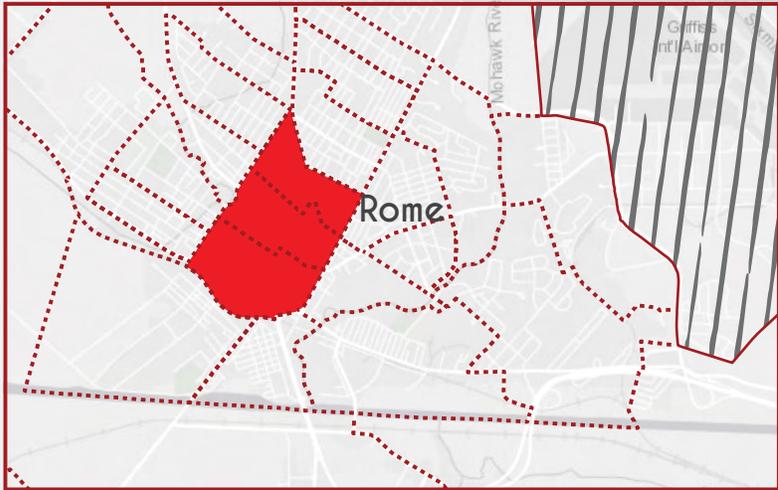
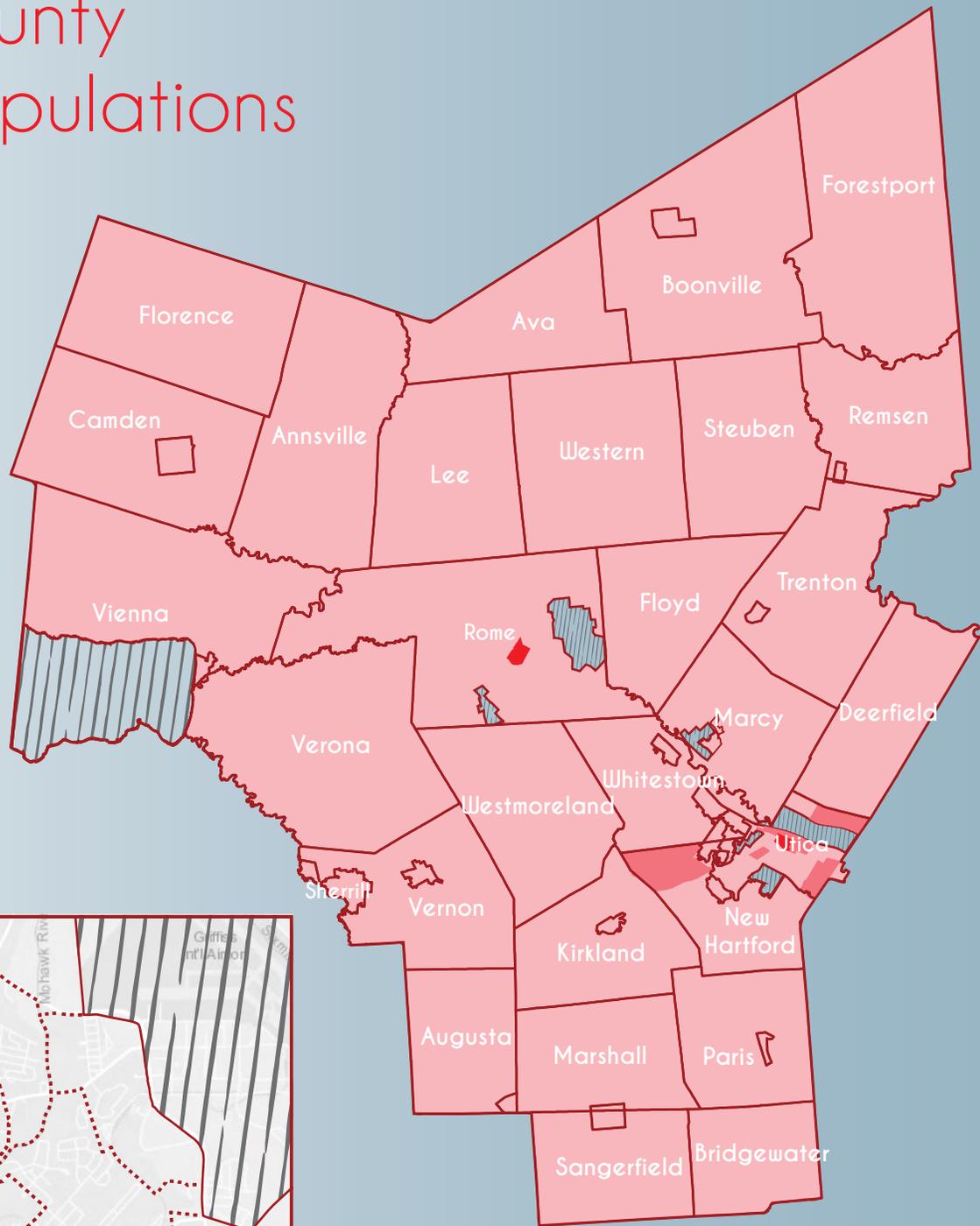
Using U.S. census definitions, individuals with disabilities have self-identified hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulties. Due to limited data on disabled populations in the 2019 ACS, high concentrations of individuals with a disability were measured at the census tract level. Note, census tract level data may not highlight all areas of the MPA where disability concentrations exist at the more granular census block group level.

In the 2019 ACS, people with disabilities comprise 14.8% of the regional population (41,890 residents). By county, 14.4% (32,074) of Oneida County's population has a disability and 16% (9,816) of Herkimer County's population has a disability. Within the HOCTC region, approximately one-third (32.6%) of all elderly people claimed to have a disability according to the 2019 ACS. At the county level, 30.6% of the elderly in Herkimer County and 33.2% in Oneida County claim to have disabilities.

Using a threshold of 20% (5% above the mean), Map 3 identifies census tracts where the greatest concentration of individuals with a disability are located in Oneida County. The map depicts the City of Utica and the City of Rome as areas where high concentrations of people with a disability reside. In the City of Utica, high concentrations of residents with disabilities can be found adjacent to Oriskany Boulevard near downtown, northeast of Burrstone Road in the southern portion of Utica, near Proctor Park, and east of Coventry Avenue in North Utica. Other areas that were identified as having a high concentration of individuals with a disability include the area surrounding Sangertown Mall in the Town of New Hartford and the center-most tract of the City of Rome.

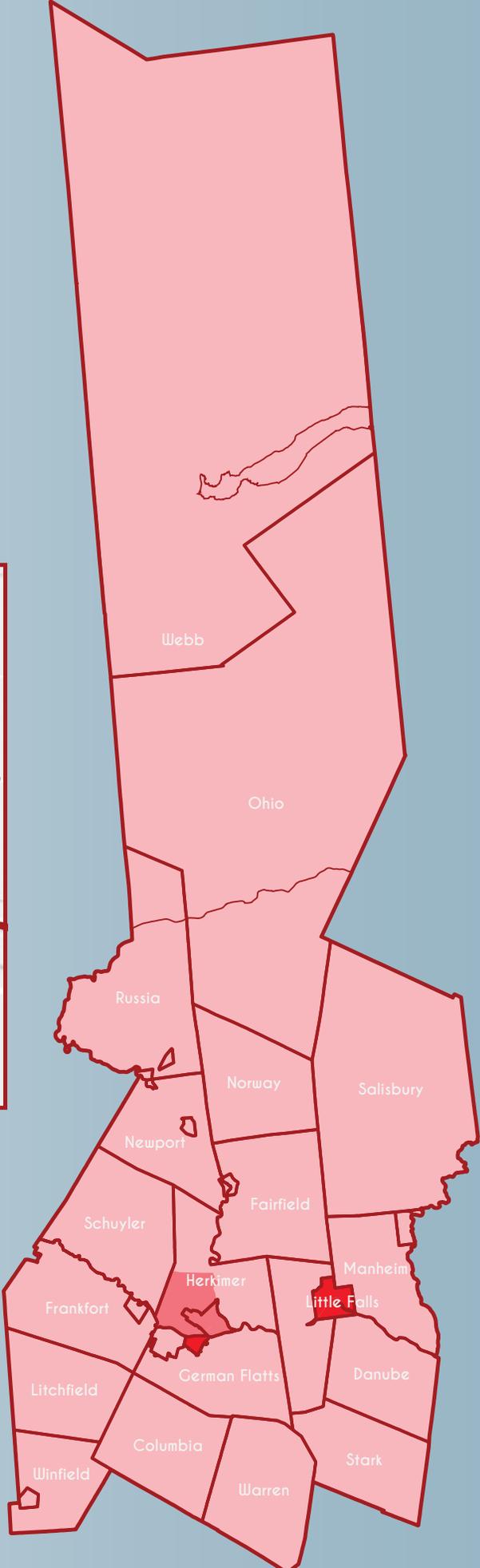
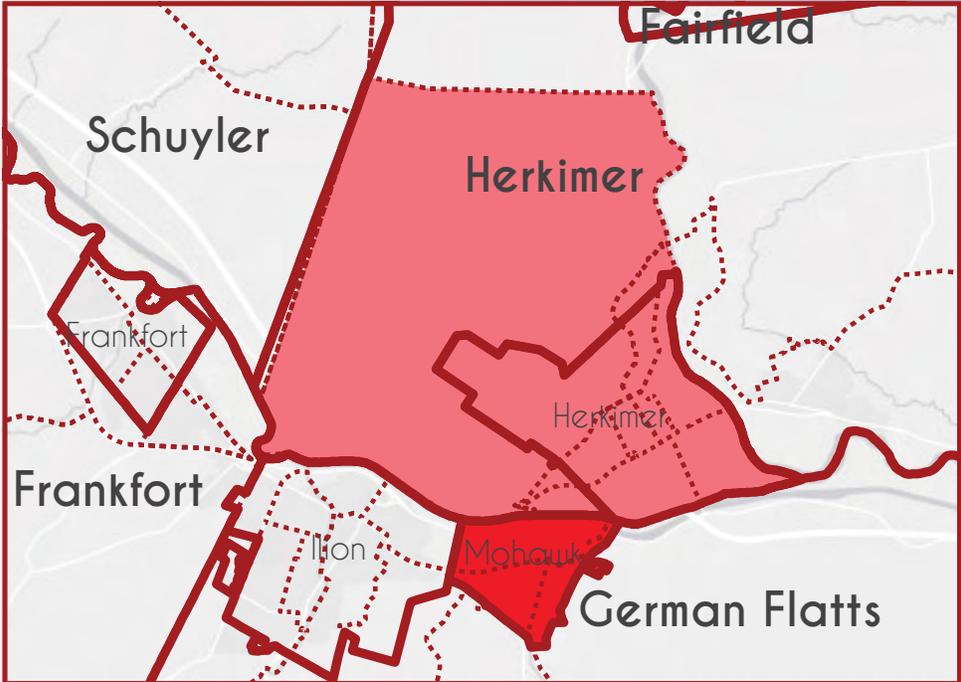
Map 4 identifies high concentrations of individuals with disabilities in Herkimer County, using a threshold of 20% (4% above the mean). High populations of individuals with a disability are evident in the western section of the Village of Herkimer.

Oneida County Disabled Populations



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Herkimer County Disabled Population



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

Map 4 - Disabled Population - Herkimer County

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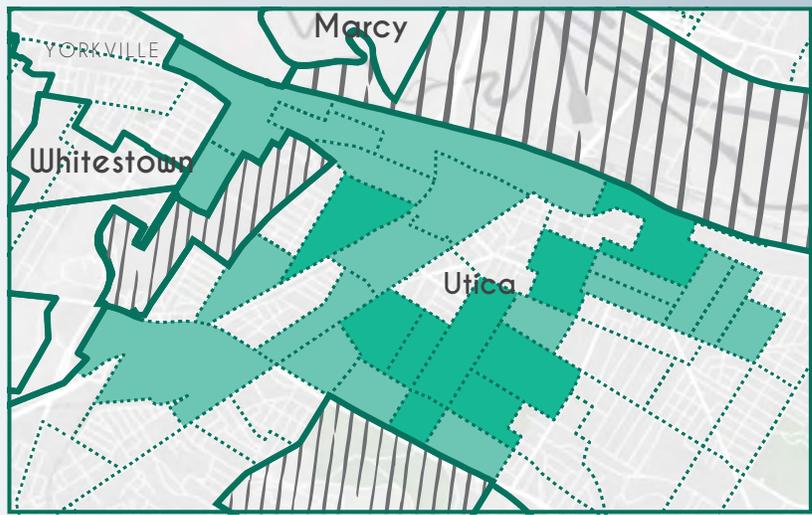
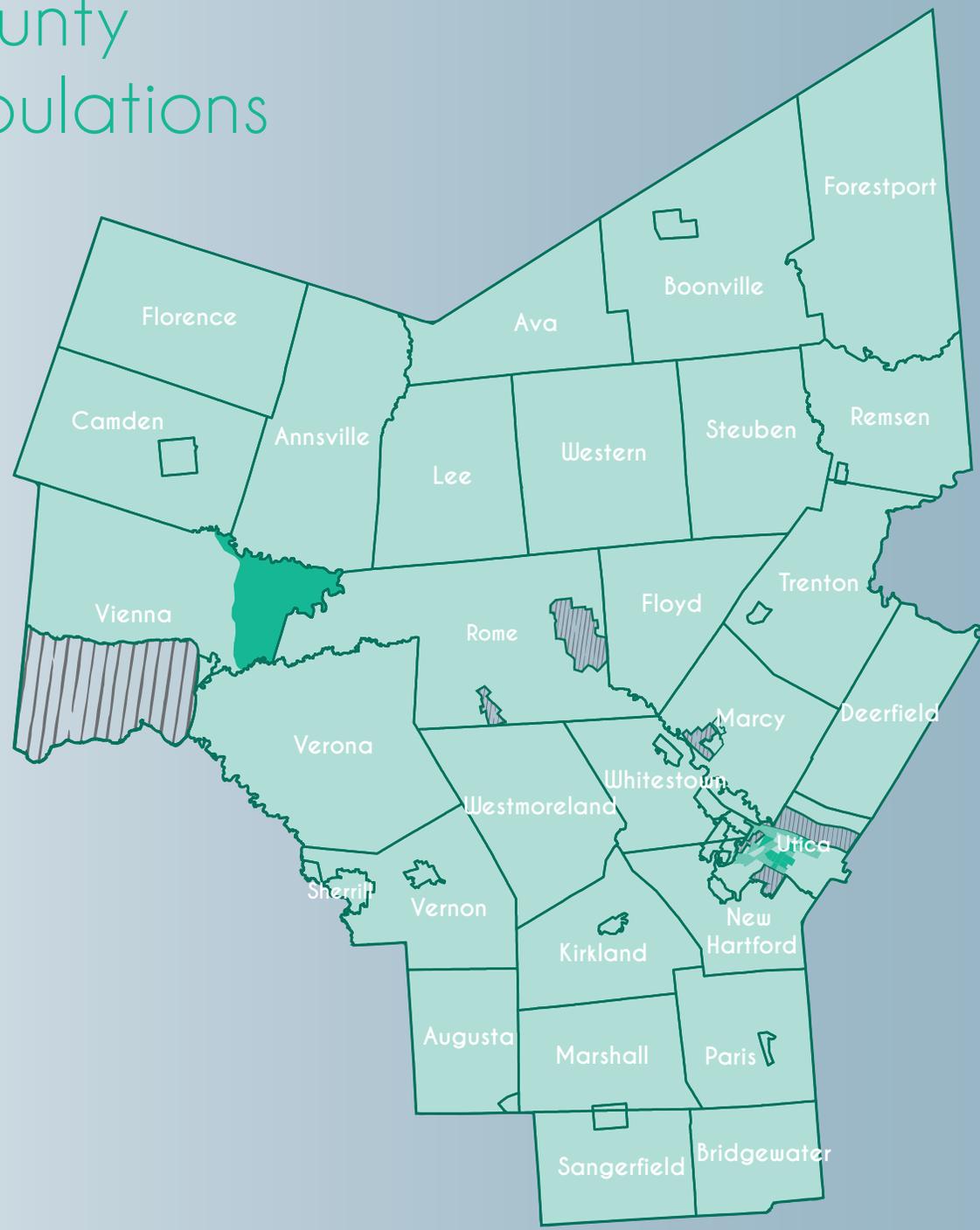
Minority (Race & Ethnicity)

According to the 2019 ACS Five-Year Estimates, there are just under 45,000 people in our region who qualify as being of 'minority' racial or ethnic status (anyone that identifies as 'non-White, Hispanic or Latino'). This is an increase of some 3,500 minority persons since 2014. The vast majority of minorities, more than 41,000, reside in Oneida County and about 3,400 live in Herkimer County. Nearly all block groups with high populations of racial or ethnic minorities are found in urban areas of the MPA along the Mohawk River.

Using a threshold of 41% (Figure 13) above the mean, Map 5 identifies the City of Utica and the Town of Vienna as having high concentrations of minorities. While the Cornhill neighborhood has the highest concentration of minorities compared to the rest of the City of Utica, high numbers of minority residents can also be found in areas surrounding Oriskany Boulevard and Genesee Street. Overall, there are more block groups with high minority populations in the City of Utica than there are not.

Within Herkimer County, Map 6 identifies the Villages of Ilion and Herkimer as having areas with very high concentrations of minorities. The City of Little Falls, Village of Herkimer, Town of German Flatts, and one area of the Town of Frankfort are home to elevated concentrations of minorities at or above a threshold of 11% (6% above the mean). Multiple block groups adjacent to the Mohawk River in the Towns of Herkimer and German Flatts have high concentrations of minorities.

Oneida County Minority Populations

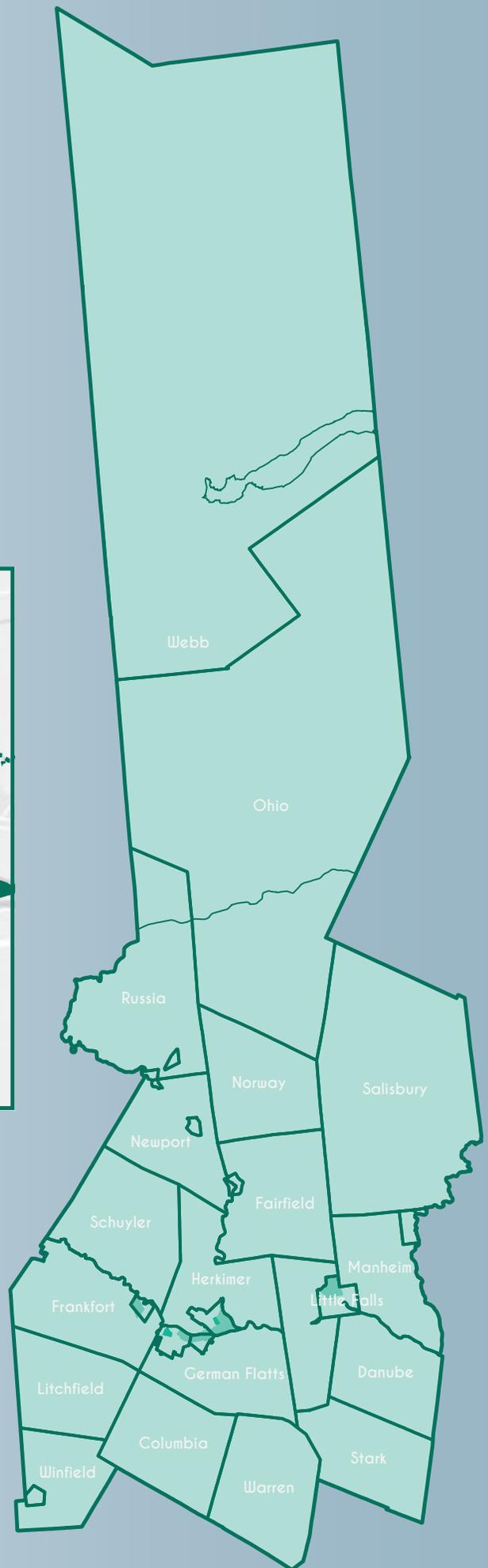
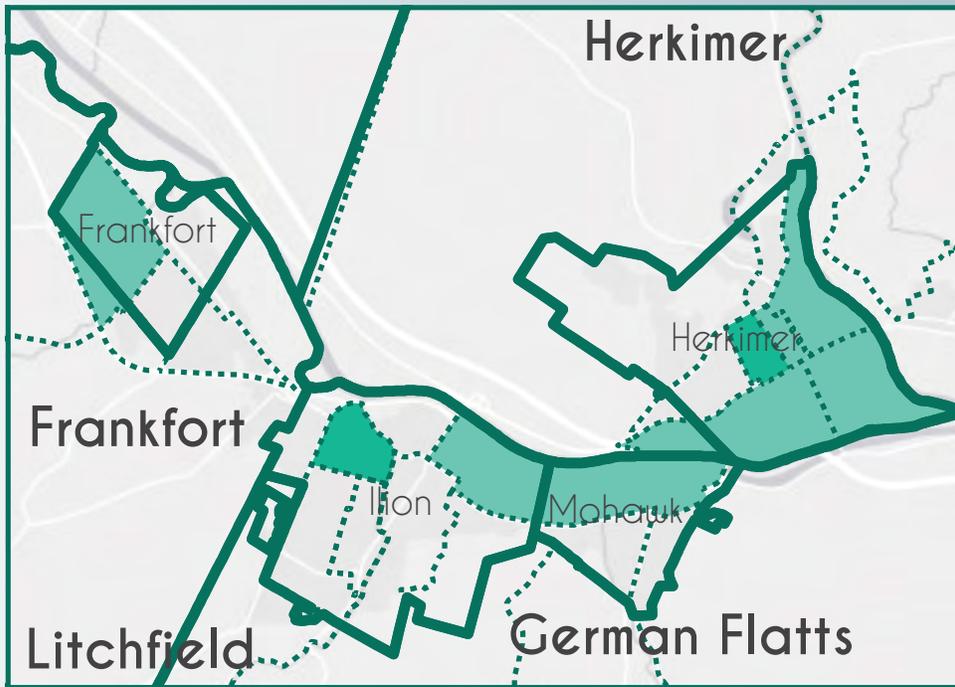


- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Map 5 - Minority Population - Oneida County

Herkimer County Minority Population



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

Map 6 - Minority Population - Herkimer County

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Limited English Proficiency (LEP)

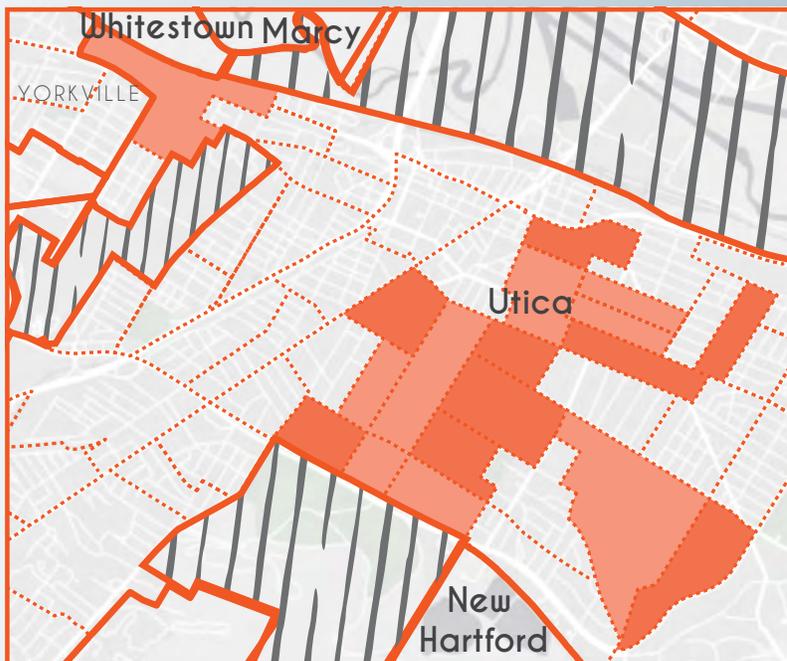
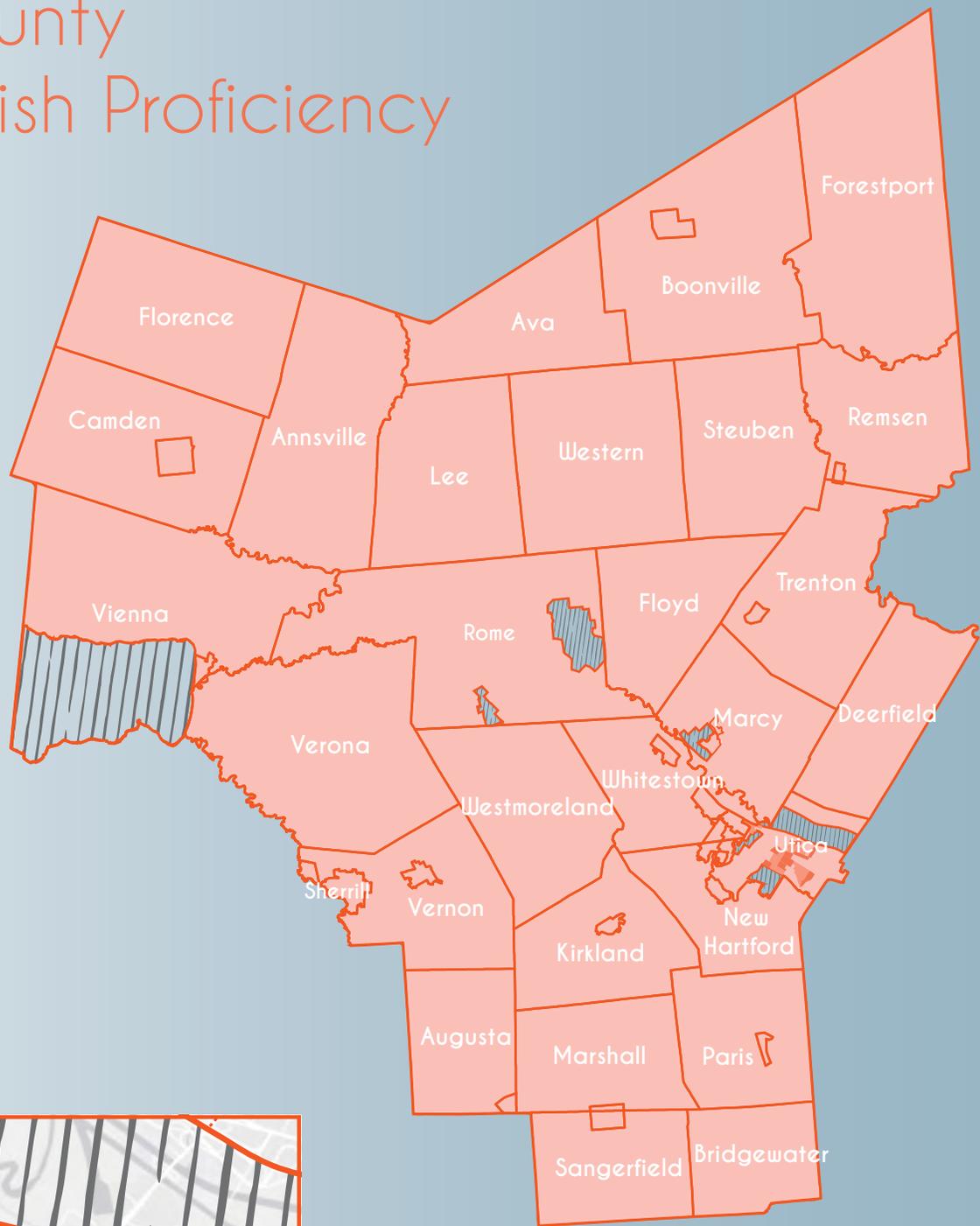
The two-county region has an LEP population of approximately 6,000 residents. Utica is a United Nations designated refugee resettlement city. The cultural differences and language barriers of the immigrant/refugee populations create significant barriers for securing employment, accessing public transportation, and obtaining personal transportation.

According to the 2019 ACS Estimates, 2.5% (5,705) of the total population in Oneida County consider themselves as having LEP. HOCTC defines LEP as all persons who fall below the level of speaking English well. This definition was derived through internal HOCTC staff discussions. LEP is a self-reported statistic reported to the Census Bureau, and the total population of LEP is all those who speak English less than very well. Due to the nuance, and personal perspective of self-reporting, HOCTC determined that all ACS respondents who self-identify as all those who speak English less than 'well' was a more stringent measure.

After applying an LEP threshold of 9% (6% above the mean), Map 7 identifies the City of Utica as being the only area in Oneida County that has a comparatively high concentration of LEP populations. In the City of Utica, the pockets where the residents show disproportionately high degrees of LEP are located in the Cornhill neighborhood, adjacent to Oriskany Boulevard in the eastern side of Utica, eastern Utica, and near Oriskany Boulevard at the Utica-Whitestown border.

In Herkimer County, 0.6% (355) of the total population consider themselves as having LEP. Map 8 identifies areas with the highest concentration of LEP populations in Herkimer County, using the threshold of 1.8% (1.2% above the mean). In Herkimer County, there are several areas with concentrations of residents with LEP that are above the threshold. These include parts of the Village of Herkimer, the Village of Mohawk, the western portion of the village of Frankfort, the southern portion of the Town of Schuyler, and the southern area of the Town of Newport. Despite being above the threshold, the total LEP populations in these areas are quite low.

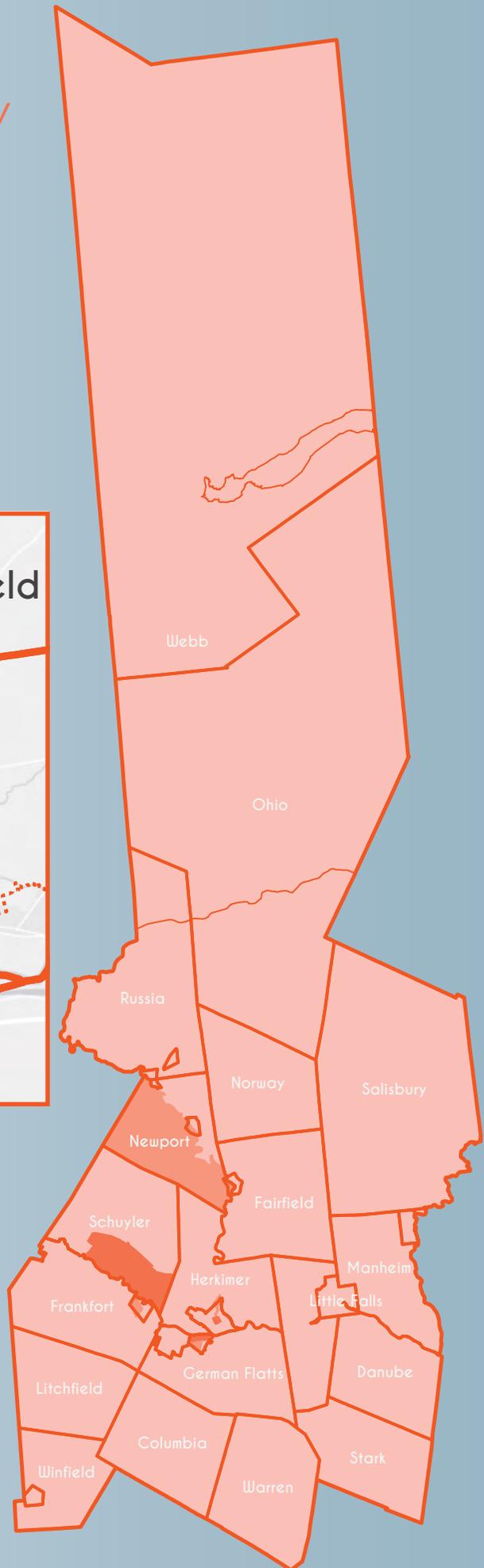
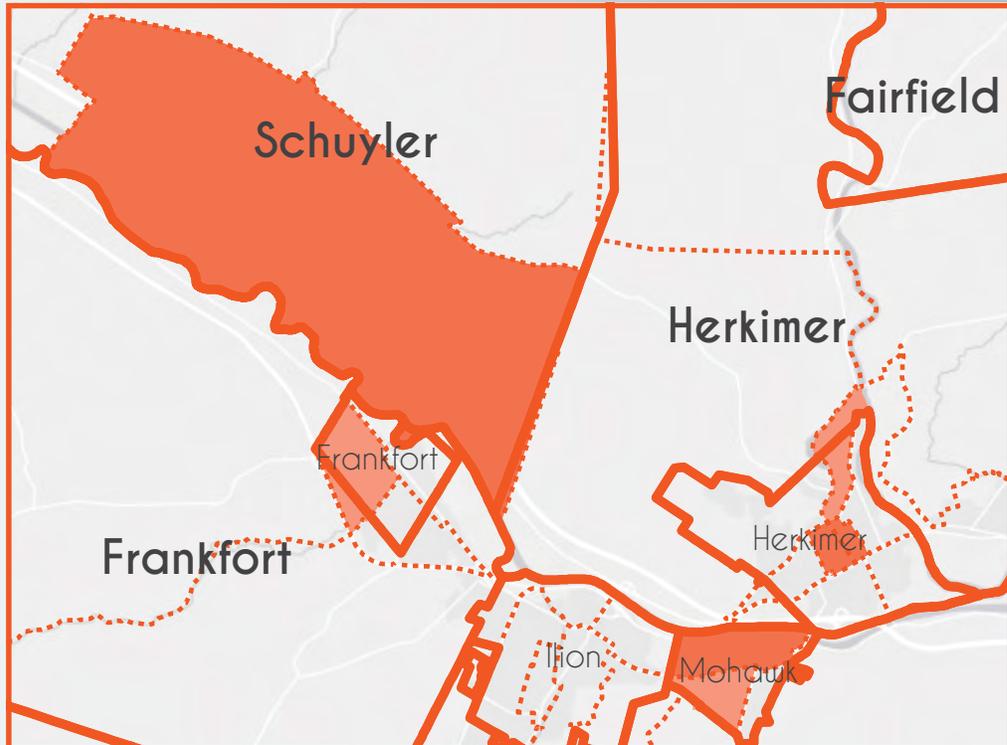
Oneida County Limited English Proficiency Populations



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Herkimer County Limited English Proficiency Populations



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

Map 8 - LEP Population - Herkimer County

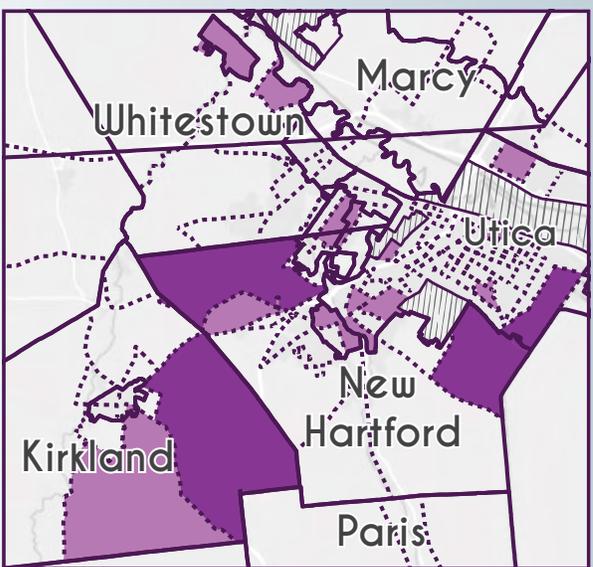
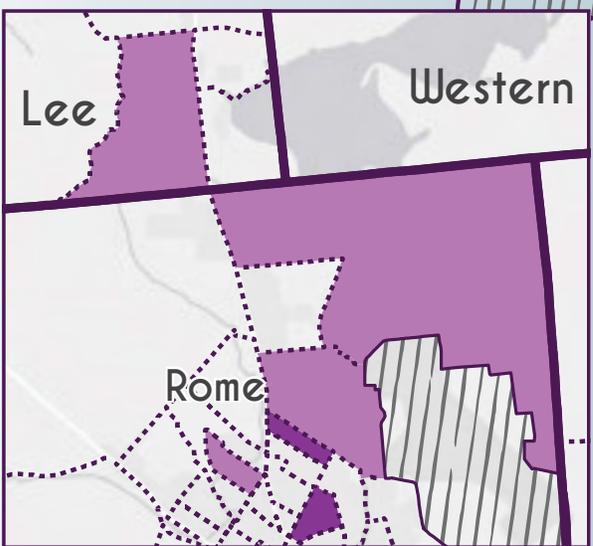
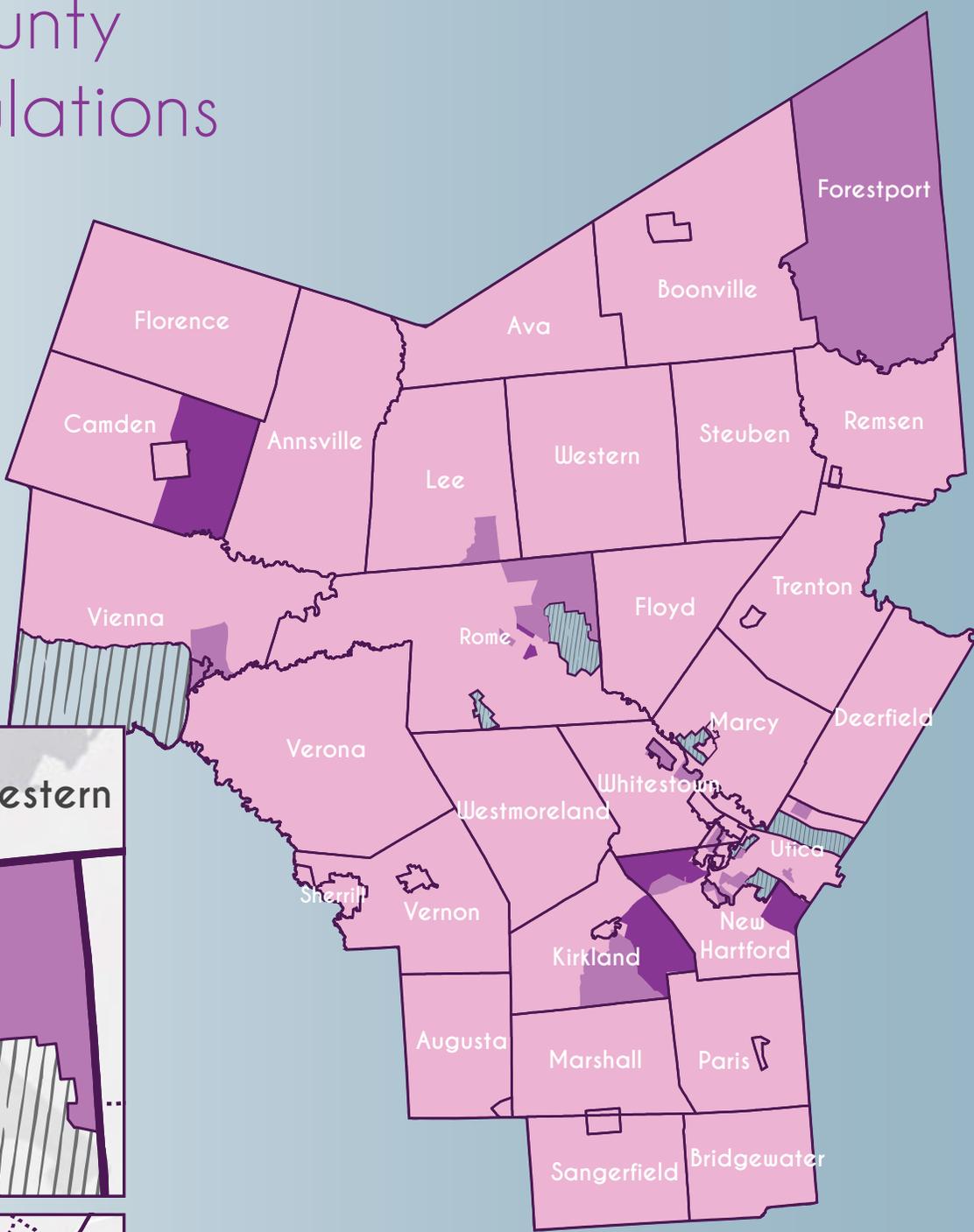
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As of 2019, the estimated median age in Oneida County is 41 and in Herkimer County is 44. While the estimated median age of Herkimer County has been steadily getting older, the median age of Oneida County has remained relatively unchanged within the past five years.

According to the 2019 ACS Estimates, 18.4% (42,275) of the total population in Oneida County is age 65 or older. This is an increase of approximately 3,000 residents from 16.8% (39,234) in 2014. Map 9 presents the areas with the greatest concentration of the elderly in Oneida County, using a threshold of 29% (Figure 10). In contrast to the other targeted populations, the elderly population is not as pronounced in urban areas. Block groups with high populations of the elderly are just as likely to be found in suburban and rural areas. While there are several areas with high elderly populations at the periphery of the City of Utica, very high concentrations can be found just outside the boundary in the Town of New Hartford. Rome has several very high and three high elderly concentrations, all towards the north part of the city. In rural areas, the elderly are more likely to be found in southeast Vienna, eastern Camden, Forestport, southern Lee, and in the eastern portion of the Town of Kirkland. The village of Oriskany and the Town of Whitestown also have areas with more elderly citizens than the county average. Many of the high concentration areas in the Towns of Kirkland, New Hartford, and Whitestown are attributed to senior living facilities. The same reasoning can be attributed to areas of Utica and Rome, as well as the Village of Oriskany.

In 2019, 20.1% (12,483) of the total population are age 65 or older in Herkimer County. This is an increase of over 1,000 elderly residents from 17.8% (11,457) in 2014. Map 10 identifies areas in Herkimer County where high concentrations of elderly reside based on a threshold of 31% (Figure 10). These areas of high concentration include the Town of Manheim, the south-eastern section of the Town of Frankfort, and multiple areas in the Towns of Herkimer and German Flatts. The western portion of the Town of Schuyler and the eastern portion of the Town of Webb is home to very high populations of the elderly. Similar to Oneida County, many of the high concentration areas of the elderly could be attributed to senior living facilities.

Oneida County Elderly Populations

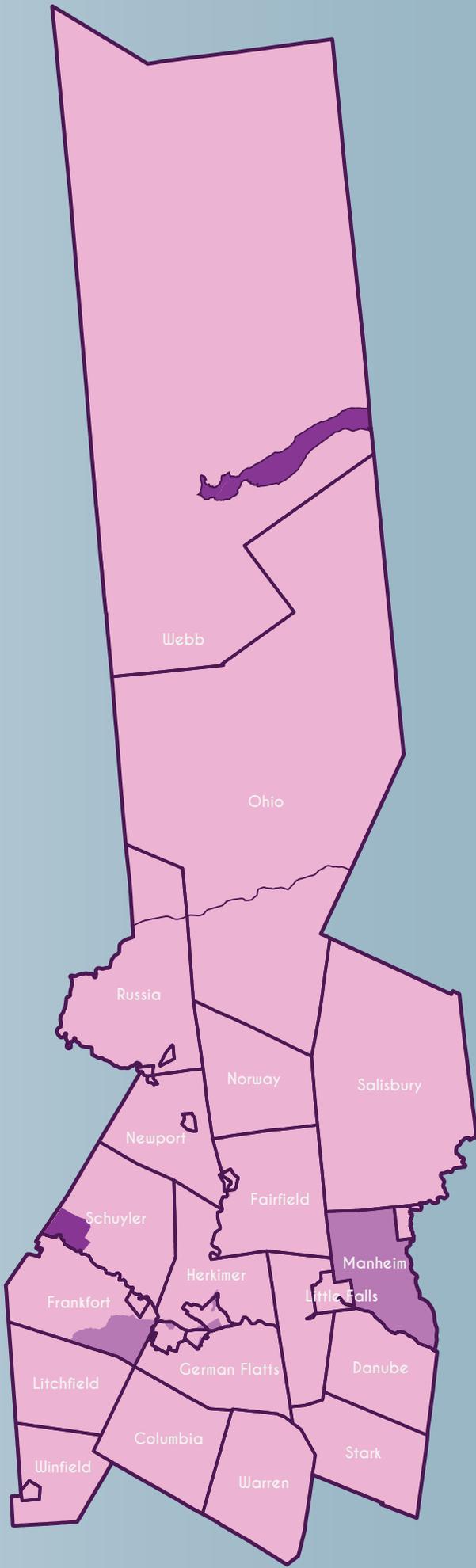
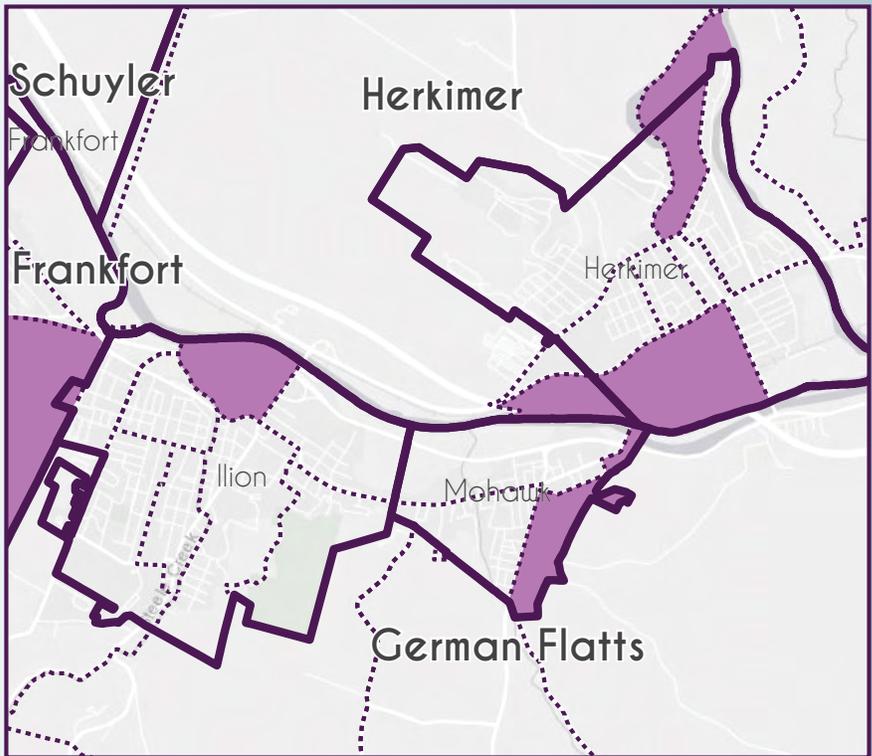


- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Map 9 - Elderly Population - Oneida County

Herkimer County Elderly Populations



-  Very High Concentration
-  High Concentration
-  Zero Population/State Prison
-  Block Groups
-  Municipal Boundaries

Map 10 - Elderly Population - Herkimer County

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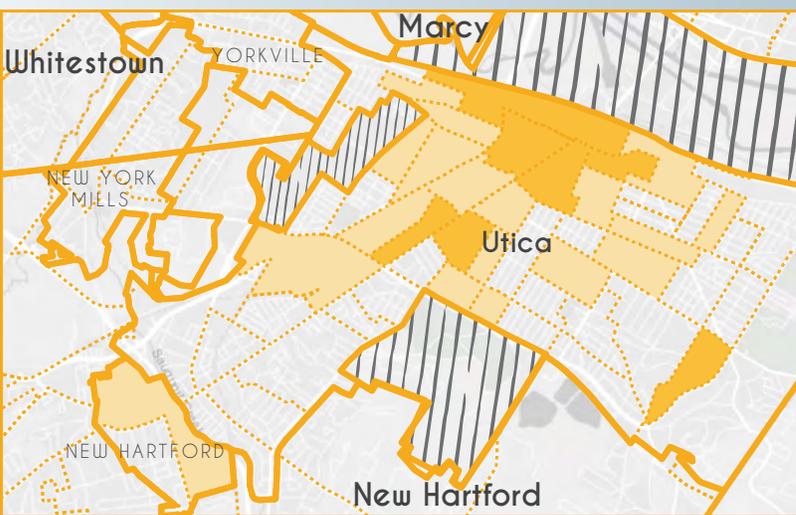
Zero-Vehicle Households

About 12,000 households in Herkimer and Oneida Counties lack a personal vehicle for transportation purposes according to the 2019 ACS data. Since 2014, the percentage of zero-vehicle households has decreased in both Herkimer and Oneida Counties. The percentage of zero-vehicle households in Oneida County is 10.7% (11.9% in 2014) and in Herkimer County 9.7% (10.4% in 2014). Historically zero-vehicle households are an indicator of poverty in the MPA. Block groups that show percentages of high poverty typically have high percentages of zero-vehicle households. Currently, this trend continues, however it will be important for HOCTC to consider the relevance of zero-vehicles as it relates to poverty. As on-demand car services such as Uber and Lyft, as well as multimodal transportation options, become more accessible and efficient, owning a vehicle may not represent a direct linkage to populations living in poverty.

According to the 2019 ACS Estimates, 10.7% (9,574) of the total households in Oneida County reported being zero-vehicle households. Map 11 identifies where the areas with the highest concentration of zero-vehicle households are located using a threshold of 26% (Figure 10). Map 11 depicts the City of Utica and the City of Rome as having high concentrations of zero-vehicle households. Specifically, within the City of Utica, very high populations without vehicles are concentrations of households located in central Utica alongside Oriskany Boulevard, Genesee Street, in east Utica, and West Utica. Also along Genesee Street within, the Village of New Hartford, there are areas where a greater number of households do not have a vehicle. In the City of Rome, the highest concentrations can be found in the south-central areas adjacent to Route 46, East Dominick Street, Floyd Avenue, and the centermost area of Rome.

In 2019, 9.7% (2,378) of the total households in Herkimer County reported not having a vehicle. Map 12 identifies areas with the greatest concentration of zero-vehicle households in Herkimer County using a threshold of 23% (Figure 10). Within Herkimer County, a very high presence of households without vehicles is evident in the northernmost portion of Ilion and parts of the Village of Herkimer. The southernmost part of the City of Little Falls also has a high number of households without vehicles.

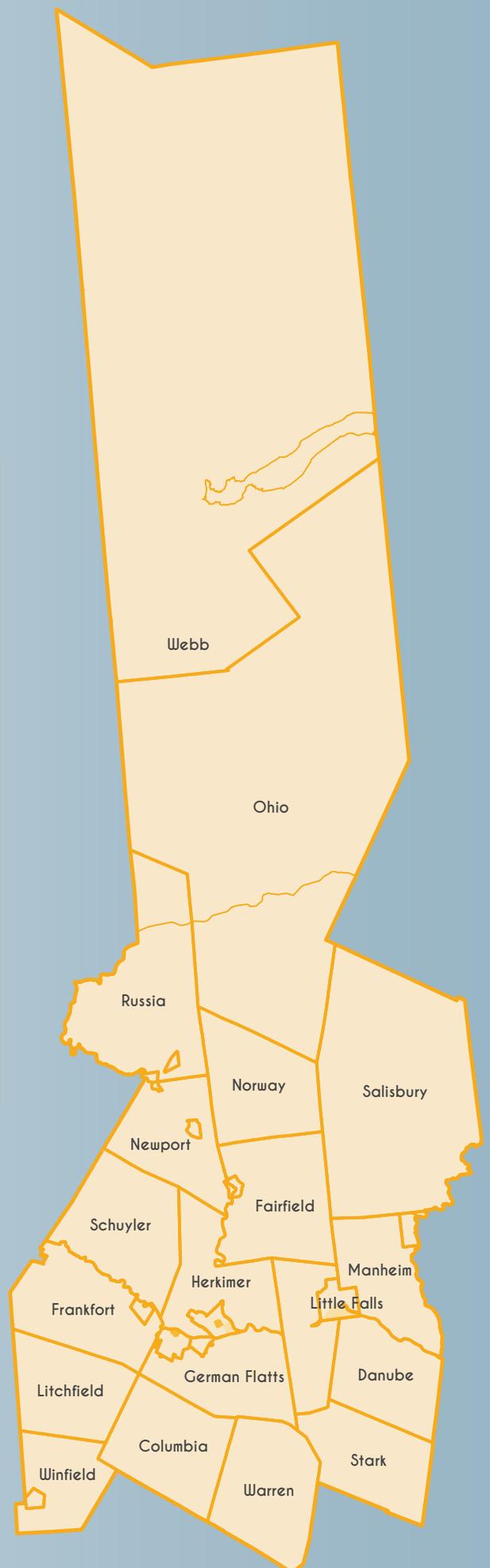
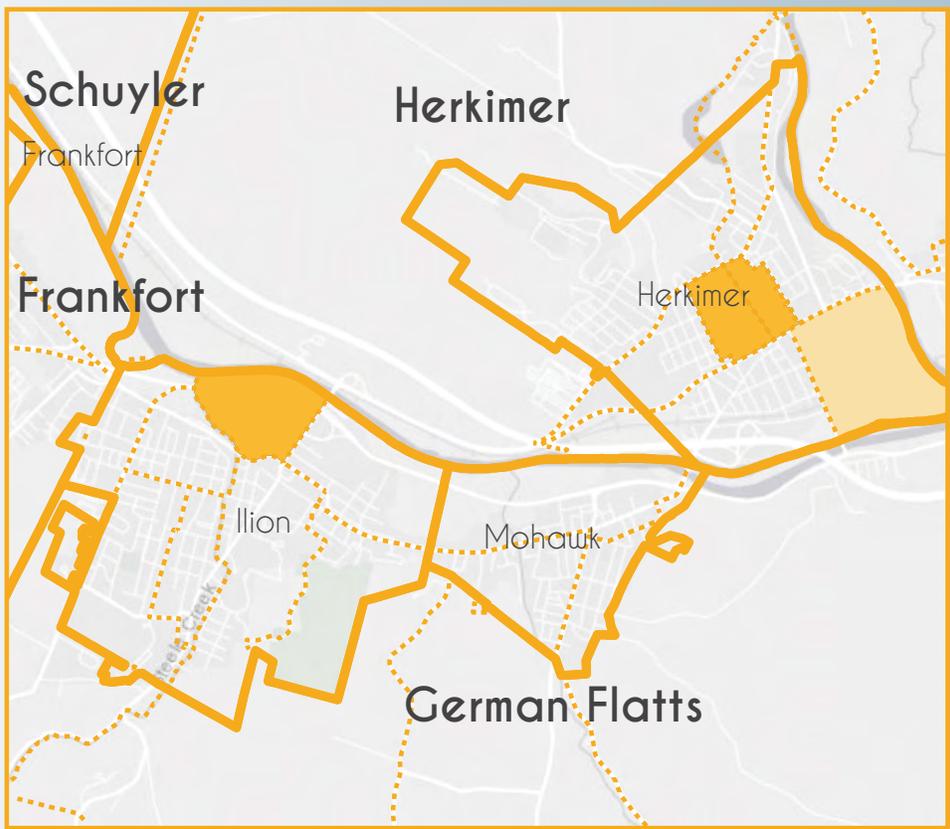
Oneida County Zero Vehicle Households



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Herkimer County Zero Vehicle Households



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

Map 12 - Zero Vehicle Household - Herkimer County

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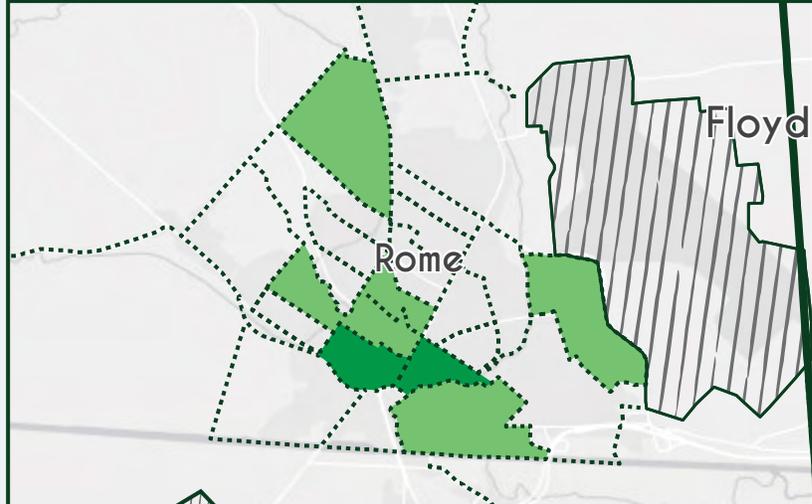
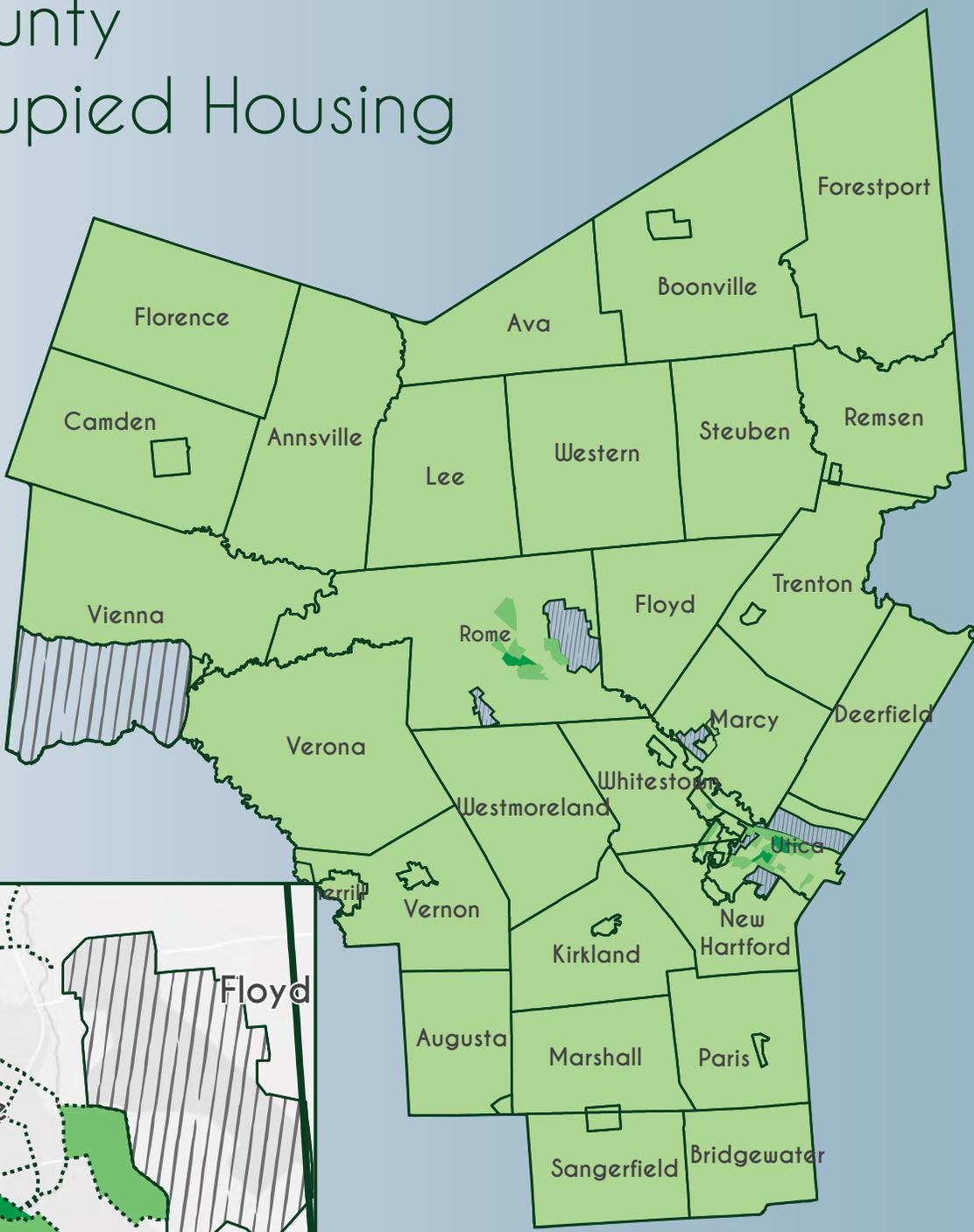
Renter-Occupied Housing

The HOCTC 2021 Environmental Justice Plan introduced Renter-Occupied Housing as a new variable to better identify where the areas of greatest need within the two-county area might be located. Additionally, a closer examination of renter-occupied households will support the identification of minority and low-income households as required for Title VI compliance and to meet existing EJ goals. A closer look at Map 1, Map 5, and Map 13, shows that there is a strong geographical correlation among these three variables. Similar to zero-vehicle households, Renter-Occupied Housing, though a typical indicator of poverty, may see changes when the next EJ update occurs. HOCTC staff will need to correlate this data again as homeownership trends change throughout the MPA, State, and Country.

Within Oneida County, approximately 33% (29,182) of households are occupied by renters. Map 13 identifies areas with the greatest concentration of renter-occupied households using a threshold of 61% (26% above the mean). These areas are scattered throughout the City of Utica and the City of Rome. In Utica, the Cornhill Neighborhood and the stretch of housing along Oriskany Boulevard from the western to the eastern side of the city is identified as having a high concentration of rented households. A very high prevalence of renter-occupied housing can be found in census blocks along Genesee Street. The east and southwest parts of Utica and portions of the Town of Whitestown also have sections with high renter-occupied household rates. Finally, there are eight block groups in the inner and outer parts of Rome that have a high rate of renter-occupied housing. Very high amounts of renter-occupied housing are located in the centermost part of Rome adjacent to West Liberty Street and Route 46.

In Herkimer County, approximately 26.4% (6,472) of households are renter-occupied. Map 14 identifies areas with the greatest concentration of renter-occupied households using a threshold of 49% (20% above the mean). Renter-occupied housing is concentrated in multiple block groups in the Village of Herkimer and this pattern extends west into the Villages of German Flatts and Frankfort. Very high concentrations of renter-occupancy are in the Village of Herkimer, Village of Ilion, and the southern portion of the City of Little Falls.

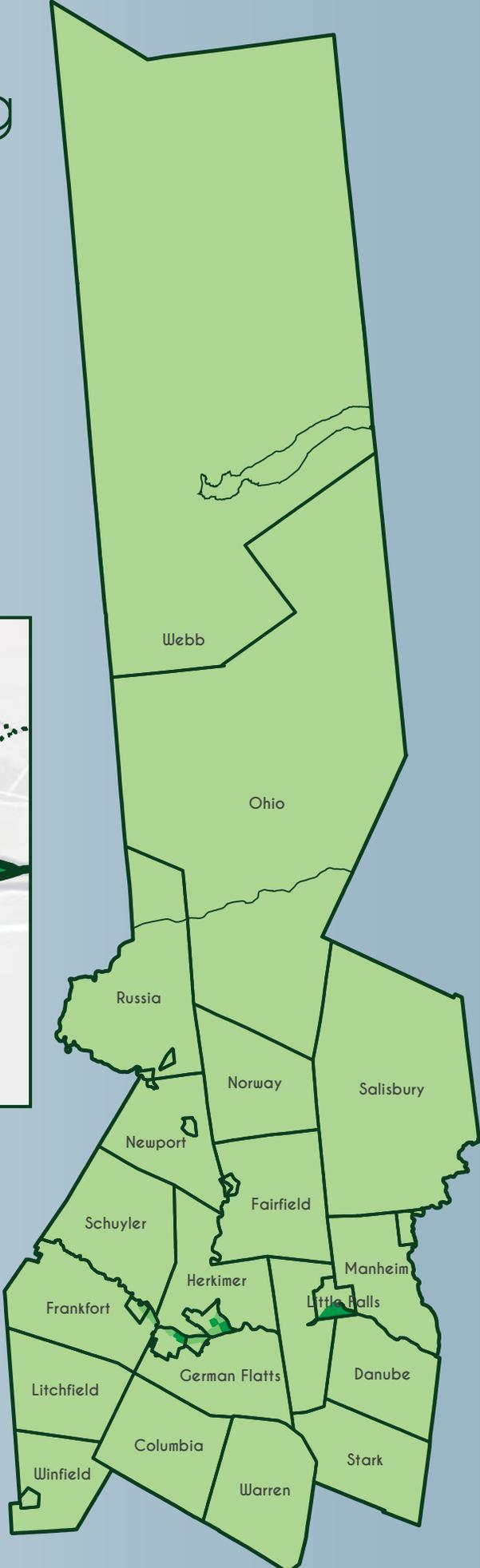
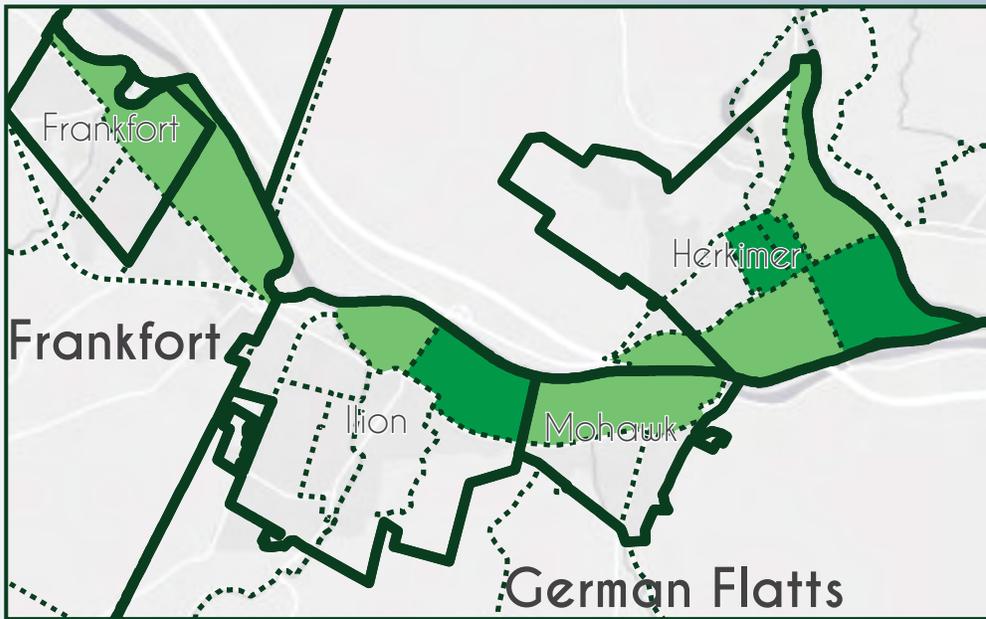
Oneida County Renter-Occupied Housing



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

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Herkimer County Renter-Occupied Housing



- Very High Concentration
- High Concentration
- Zero Population/State Prison
- Block Groups
- Municipal Boundaries

Map 14 - Renter-Occupied Housing - Herkimer County

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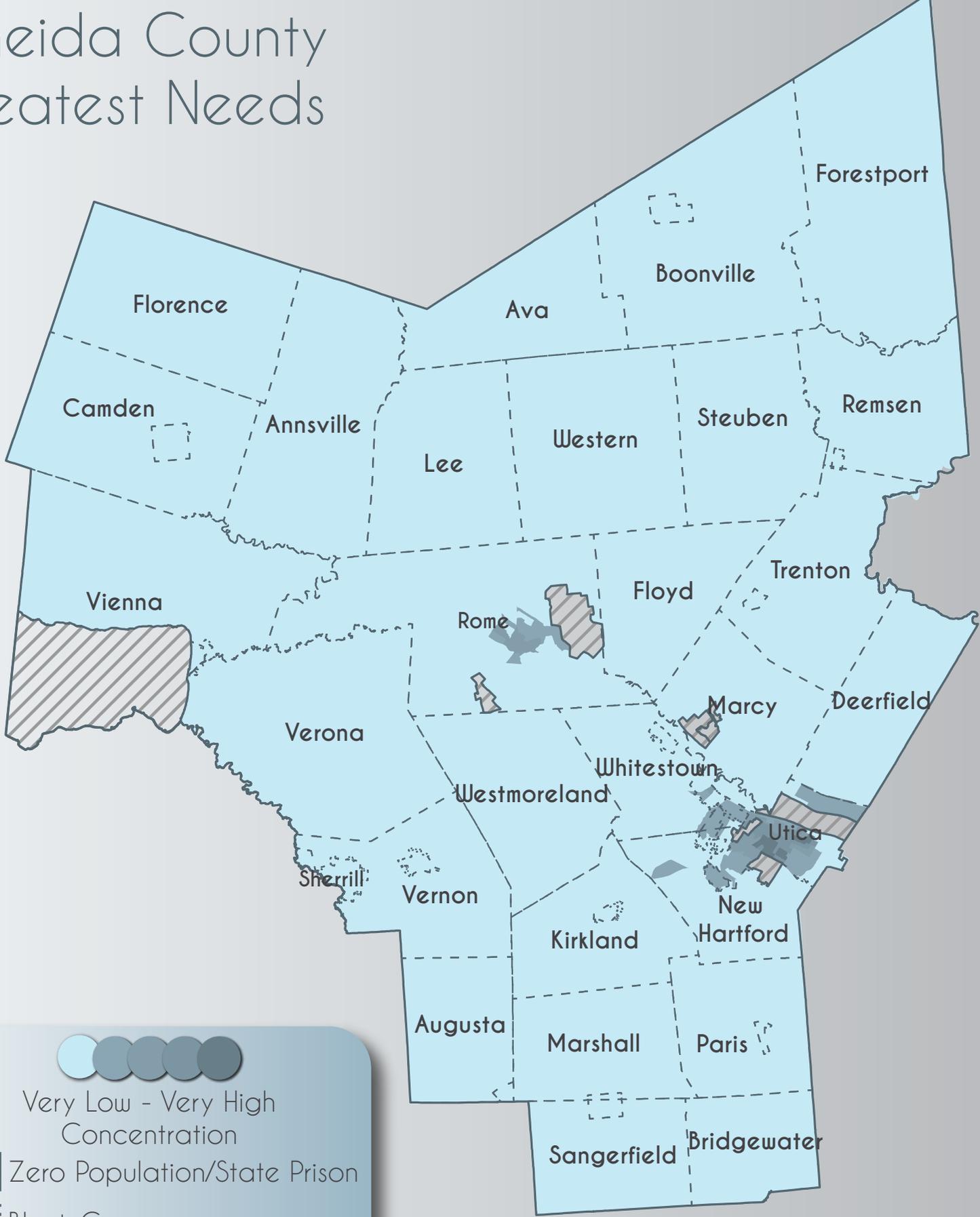
Greatest Needs Analysis

ONEIDA COUNTY

The HOCTC 2021 Environmental Justice Plan introduced Renter-Occupied Housing as a new variable to better identify where the areas of greatest need within the two-county area might be located. Additionally, a closer examination of renter-occupied households will support the identification of minority and low-income households as required for Title VI compliance and to meet existing EJ goals. A closer look at Map 1, Map 5, and Map 13, shows that there is a strong geographical correlation among these three variables. Similar to zero-vehicle households, Renter-Occupied Housing, though a typical indicator of poverty, may see changes when the next EJ update occurs. HOCTC staff will need to correlate this data again as homeownership trends change throughout the MPA, State, and Country.

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Oneida County Greatest Needs





 Very Low - Very High
 Concentration


 Zero Population/State Prison


 Block Groups


 Municipal Boundaries

Map 15 - Greatest Needs Population - Oneida County

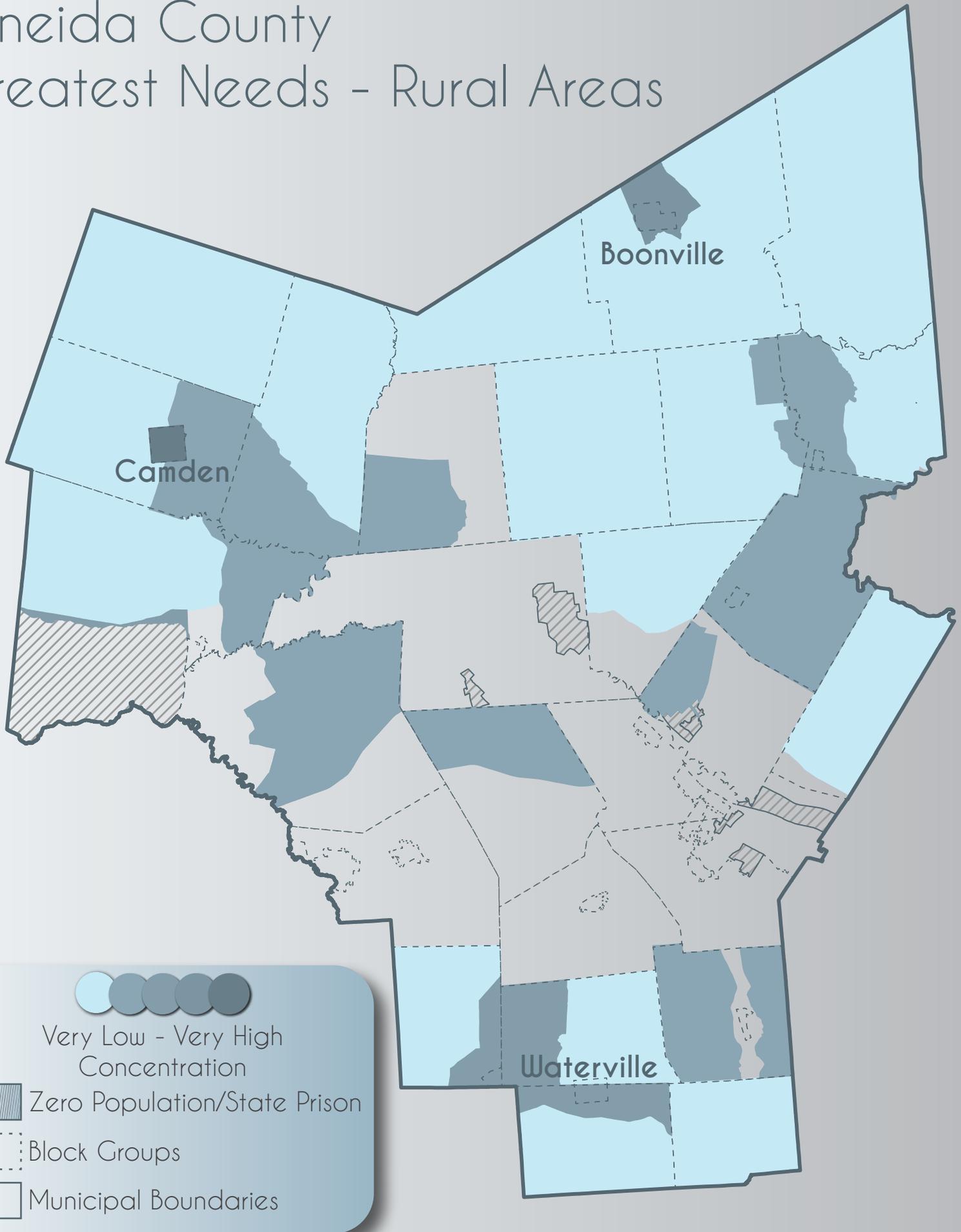
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RURAL NEED IN ONEIDA COUNTY

In Oneida County, identification of high need areas within and surrounding the cities of Utica and Rome was likely influenced by their disproportionately higher population densities compared to other parts of the county. To explore needs in the more rural parts of Oneida County, a secondary analysis excludes these higher population block groups within the MPA.

Map 16 identifies high need rural areas of Oneida County. Areas northeast and southwest of Utica display moderate need. Areas of highest rural need are in the Village of Camden (also identified in the countywide analysis), Village of Boonville, Town of Lee, and areas surrounding the Villages of Waterville and Oriskany Falls. The Villages of Boonville and Camden have very high rural needs. The former is home to the highest rate of renter-occupied and zero-vehicle households in rural Oneida County.

Oneida County Greatest Needs - Rural Areas



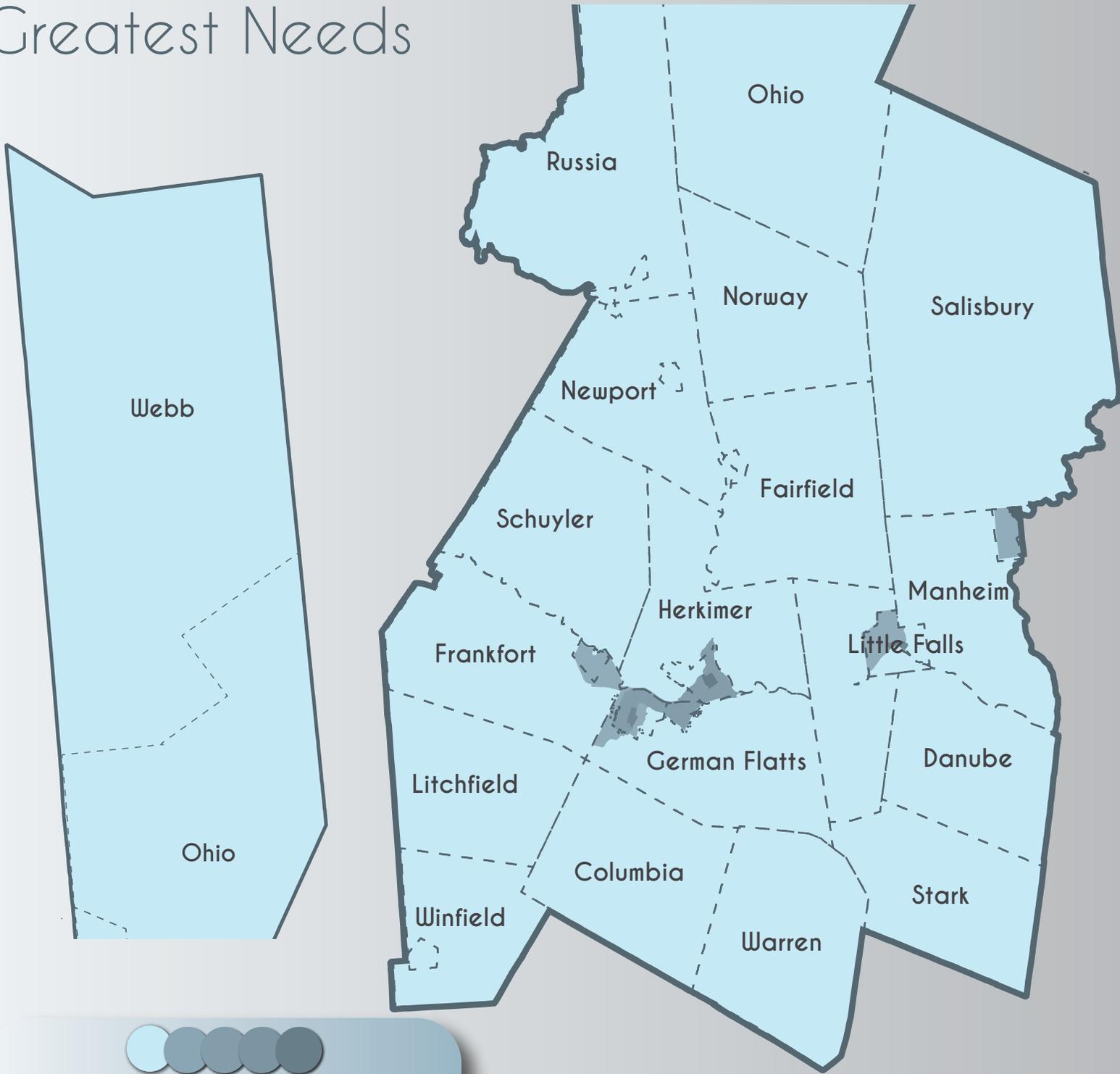
Map 16 - Greatest Needs Population - Oneida County

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HERKIMER COUNTY

Within Herkimer County, areas of greatest need are concentrated in the population centers of the county. This includes the Village of Ilion, the Village of Herkimer, and the City of Little Falls. The needs analysis does not identify any of the more rural pockets of the county, due to the vast geographical coverage of the rural block groups. Instead, the analysis identifies specific block groups within Herkimer County's densest population centers that have higher concentrations of persons over 65 that rent their houses, and are poor. Implementing transportation programs to neighborhoods with these demographics could provide the greatest level of service and reduce their aggregate level of need.

Herkimer County Greatest Needs



Very Low - Very High
Concentration

Zero Population/State Prison

Block Groups

Municipal Boundaries

Map 16 - Greatest Needs Population - Herkimer County

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HEALTH OUTCOMES

A final analysis was conducted, which measured the population's likelihood to experience adverse health outcomes, by census tract, based on that tract's vulnerable population percentage. The analysis was guided by FHWA Order 6640.23A that came out in response to Executive Order 12898. The definition of adverse health outcomes includes any bodily impairment, infirmity, and illness. Based on that definition HOCTC staff measured health outcomes outlined by the Centers for Disease Control and Prevention (CDC) This resource allows local health departments and jurisdictions, regardless of population size and urban-rural status, to better understand the burden and geographic distribution of health-related outcomes in their areas and assist in planning public health interventions. The CDC provides the National Environmental Health Tracking Program that tracks adverse health issues. Between these two sources and the FHWA Order, HOCTC chose to target: stroke, chronic obstructive pulmonary disease (COPD), coronary heart disease, asthma, and those who report experiencing poor physical health adverse health outcomes.

The independent variables that were measured against these health outcomes were the percent of minority populations, percent of housing that is renter-occupied, poverty rate, and percent of zero vehicle households. The rates for children, elderly, and disabled populations were excluded due to being confounding variables (variables that caused the estimate to differ from the true population value). LEP populations were excluded due to the potential overlap with the minority population, which could contribute to statistically inaccurate results. After selecting the variables, a linear regression was conducted to determine the impact that each target population had on adverse health outcomes.

Through this analysis, it was determined that percentage of zero-vehicle households and renter-occupied housing unities were the greatest indicators of identifying adverse health outcomes in a given area. Furthermore, it was determined that the Areas of Greatest Aggregate Needs Maps (Maps 16 and 17), which are weighted by density, are nearly identical to the locations that have the highest occurrence of populations experiencing adverse health outcomes. Put simply, the greatest needs analysis and mapping assist in identifying where adverse health conditions occur most frequently.

TARGETING TRANSPORTATION INVESTMENT

Supplementary analyses including identification of aggregate need, rural need, and predictors of adverse health outcomes allow a more robust understanding of the need in the MPA. Doing so provides a broader view as to how each of the target populations influences overall need in the MPA. To complement a more granular look at each target population, HOCTC's comprehensive approach to analyzing needs allows for strategical planning for high-need populations and to serve residents of Herkimer and Oneida Counties in the most targeted and effective manner.



Public Outreach

Public Participation Process

Public involvement is an integral part of transportation planning and project development decision making. Continuous interaction between community members and transportation professionals provides for an inclusive, representative, and equal opportunity for two-way communication resulting in appropriate action that reflects this public involvement. EJ should be considered in all aspects of planning and project decision making, including the design of both the public involvement plan and the proposed facility.

HOCTC staff conducted three types of public outreach efforts to educate the public regarding the Environmental Justice Analysis and to assist in the identification of potential needs and issues that could be further addressed in the Coordinated Public Transit-Human Services Transportation Plan for Herkimer and Oneida Counties 2021 update. These outreach efforts were in-person public events, a survey (both digital and paper), and lastly interagency engagement presentations.

In-person public events were conducted throughout the MPA. Events were selected based on potential attendance of the public, accessibility to all mobilities and areas of need identified by the Greatest Needs Analysis. Three were located in Oneida County in high need areas. The events attended took place at the Oneida County Public Market in Utica on 8/14/21, the Whitesboro Farmers Market on 8/30/21, and the Utica Farmers Market on 9/1/21. The public event attended in Herkimer County was Local Fresh Thursdays in Little Falls on 9/2/21. Over 45 attendees were engaged during these events.

IDENTIFIED NEEDS AND ISSUES THROUGH PUBLIC OUTREACH

Initial data from the Environmental Justice Analysis was presented on large format boards for public review and comment. Attendees were asked to fill out comment cards to formally submit their feedback. Paper surveys and QR codes linking visitors to a digital format of the survey were provided. The QR code was printed on a small business card-sized paper, so attendees could complete the survey later, or share it with others.

The Transportation Needs Survey was 17 questions that gathered demographic information, municipality information, transportation assessment questions, and an open transportation issues question. This survey was provided to the general public during public outreach events and HOCTC partner agencies. Paper and digital formats were made available, as well as a QR code for ease of in-person distribution of the digital copy. The survey instrument and results of this survey are located in the Appendix.

OUTCOME OF PUBLIC OUTREACH

The initial responders indicate that “transportation” did not apply to them as automobile users. It was frequently explained that vehicle drivers can also have input and the survey applies to users of any mode. Additionally, feedback has related to road conditions, sidewalk conditions, bike infrastructure, pedestrian safety, transportation access for those with disabilities, and access to public transportation systems in rural areas.

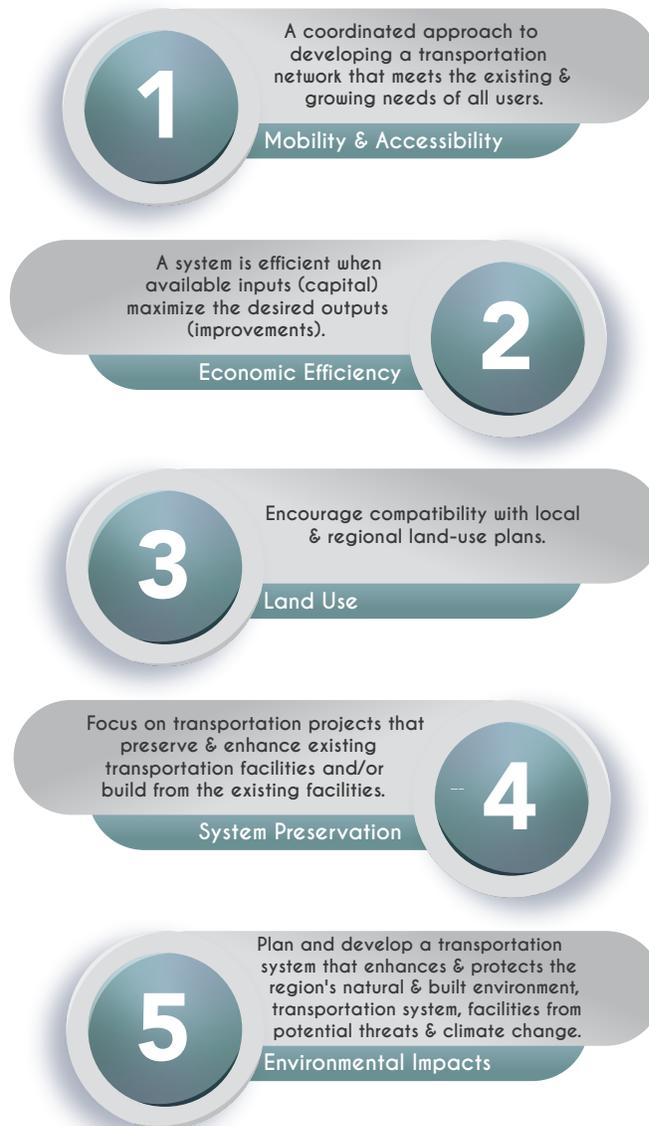


Evaluation of the HOCTC Transportation Planning Process for Environmental Justice Compliance

The HOCTC 2020-2040 Long-Range Transportation Plan fulfills the continuing requirement of the Federal-Aid Highway Act of 1962 for MPO's to establish "a continuing, comprehensive, transportation planning process carried on cooperatively by States and local communities." The update reflects a new plan horizon of 2040 to maintain the 20 year forecast period and reflects the status of previously proposed projects, changes in demographic travel needs, regional economic conditions, land use patterns, and additions or changes resulting from MAP-21 and the current transportation legislation, Fixing Americas Surface Transportation (FAST) Act. Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under the Fast Act, these planning factors remain unchanged. These planning factors strive to:

1	Support the economic vitality of the MPA, especially by enabling global competitiveness, productivity, and efficiency	2	Increase the safety of the transportation system for motorized and non-motorized users	3	Increase the security of the transportation system for motorized and non-motorized users
4	Increase the accessibility and mobility of people and freight	5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns	6	Enhance integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
7	Promote efficient system management and operation	8	Emphasize the preservation of the transportation system	9	Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
		10	Enhance travel and tourism		

The priority areas of the LRTP are:



Current Public Participation Process

PUBLIC PARTICIPATION PLAN 2020 UPDATE

The HOCTC Public Participation Plan (PPP) is the overriding document regarding public involvement with the MPO. The PPP outlines the process to ensure ongoing public involvement opportunities in the development and review of MPO transportation planning documents, plans, programs, projects, and for the completion, adoption, and implementation of these documents. Federal funding for transportation projects and planning continues under the Fixing America's Surface Transportation (FAST) Act which was signed into law by President Obama on December 4, 2015. The purpose of the PPP is to update the MPO public involvement process according to current federal guidelines and ensure equal opportunity for public involvement of all persons within the transportation planning process.

Transportation planning is a comprehensive and complex process that requires careful planning and decision making, which includes all modes of transportation. Therefore, engaging the public early and in all applicable stages of the transportation planning process is critical to the success of any transportation project, plan, or document. This process ensures the public has meaningful opportunities to participate in the transportation planning process.

Under federal legislation, the MPOs are responsible for planning and programming federal transportation funds

within the designated MPO planning area. The MPA is comprised of Herkimer and Oneida Counties, therefore, as the MPO for Herkimer and Oneida Counties, the GP&L directs the regional transportation planning process as it relates to the use of federal transportation funds. The transportation planning process is carried out by the HOCTC staff and in consult with the TPC, an advisory committee of the GP&L. The voting membership of the GP&L is composed of local elected officials and appointed officials that represent the interests of the citizens of Herkimer and Oneida Counties. However, recognizing that the public has a substantial interest in the planning of regional transportation policies and programs, the GP&L, TPC, and HOCTC have, and will continue to strongly encourage public participation in the planning process.

PUBLIC PARTICIPATION PLAN 2020 UPDATE

Public participation is an ongoing and evolving process that is federally required for the transportation planning process. HOCTC will continue to look for additional opportunities to reach diverse populations and to investigate innovative communication tools to maximize participation.

To ensure that all interested parties have reasonable opportunities to comment on transportation planning activities, HOCTC shall attempt to contact additional community and human services agencies such as The Center and the Resource Center for Independent Living for expanded outreach activities to include involving underrepresented groups in the HOCTC public participation process. Some efforts have included having Google Translate available on www.hoctslrtp.org for the LRTP and working with community groups that are ethnically organized or serve the specific ethnic population, to ensure inclusion and diversity in the transportation planning process.

LIMITED ENGLISH PROFICIENCY (LEP) SERVICES

According to the Civil Rights Office at the U.S. Department of Transportation, individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be part of the LEP population. These individuals may be entitled to language assistance concerning a particular type of service, benefit, or encounter. Executive Order 13166 ensures accessibility to all federally conducted programs and activities to individuals for whom English is not their primary language and who might have a limited ability to read, speak, write, or understand English. It applies to all federal agencies and all programs and all operations of entities that receive funding from the federal government, including state agencies, local agencies, and governments including the MPO, private and non-profit entities, and sub-recipients. HOCTC shall attempt to provide adequate translator services for LEP individuals when 24-hours advance notice is given. Every effort will be made to provide translator services at all public transportation planning meetings; this will include attempts to translate significant documents or project components to a language other than English. Translator services include foreign language and hearing impaired services and pertain to written and oral information available from the MPO. The five languages spoken most frequently in LEP households include Arabic, Russian, Serbo-Croatian, Spanish, and Vietnamese. According to the 2018 ACS 5-Year Estimates provided by the Census Bureau, 12.1% of the population (5 years and over) in Oneida County and 5.5% of the population (5 years and over) in Herkimer County, speaks a language other than English at home.

Methods for Identifying/Addressing Imbalances

HOCTC TRANSPORTATION IMPROVEMENT PLAN (TIP) FFY 2017-2021 PROJECTS

To review the distribution of FHWA and FTA funds, the locations of projects currently listed in the HOCTC TIP will be examined. The function of the TIP is to schedule the design and construction capital for federal aid-eligible transportation projects five years into the future. Prior to final adoption by HOCTC GP&L Committee, the draft TIP is made available to the public by distribution, internet, and through events. The purpose is to make the TIP available for public comment as the document is being developed. Comments received are reviewed by HOCTC and considered for incorporation into the final document. Self-certification of Title VI compliance is conducted during TIP updates. This includes a self-certification resolution that HOCTC is compliant and will complete performance reporting. All amendments to TIP follow the same public review process. It was determined that the method to be used to identify and evaluate the EJ compliance of the HOCTC FFY 2020-2024 TIP would be through a combination of analysis and mapping. GIS mapping of target populations will be correlated with HOCTC FFY 2020-2024 TIP projects.

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN 2021-2024

The locally developed 2021-2024 Coordinated Plan builds upon the 2014 Amended Coordinated Plan and the subsequent Coordinated Plans of 2008, 2012, and 2017. It will continue to be centered on the required four

FTA planning elements identified in the FTA Circular C 9070.1G: July 7, 2014. The purpose of the Plan is to improve the transportation service system for Oneida and Herkimer Counties which would provide its citizens a seamless transportation system of viable coordinated mobility options to targeted populations as well as to the general public. The focus strategy areas for the 2021-2024 Coordinated Plan will be the continuation of the four priority areas identified in the 2012 and 2017 Plans: 1) Organizational and Visionary: Transportation Coordination Committee, 2) Consumer-Focused Services: Mobility Management, 3) Operational: Transit Improvements, and 4) Current Resources: Inventory and Strategize Assets.

The continuation of the TCC will be a critical element to successfully growing the mobility options in the region, with public transit as the backbone of the system and Mobility Management as the focal mechanism in addressing transportation gaps and needs in Herkimer and Oneida Counties. The TCC is working to find solutions that get their customers, especially in rural areas, transportation for medical appointments, employment, groceries, and quality of life improvements. As the TCC grows and achieves small successes, the membership is expected to expand. Ideally, the TCC will branch out to include linkages to other transit-using populations that have not been identified but have specialized needs (i.e. college students, neighborhood residents, and tourism sites). The TCC is viewed as the coordinating arm in the overall context of mobility options in the two counties.

BICYCLE AND PEDESTRIAN PLANNING

Overall in NYS, interest in bicycling and pedestrian activities has increased due to an interest in healthier lifestyles, the development of new bicycle and pedestrian paths and trails, and the promotion of bicycle and pedestrian tourism. To accommodate this increase progress has been made to incorporate bicycle and pedestrian planning into comprehensive planning at the State level, within HOCTC, and within local municipalities with the adoption of complete streets policies.

The Herkimer-Oneida Counties Bicycle and Pedestrian Trail Guide was updated in 2019 based on GIS mapping and fieldwork along with assistance from partner agencies. The Trail Guide consists of NYS Bicycle Routes, Pedestrian and Bicycle Paths, and Multi-use Trails that allow non-motorized movement within the transportation network. Over 15 maps illustrate the wide variety of bicycle and pedestrian trails that are available throughout Herkimer and Oneida Counties. In HOCTC's two-county area there has been noticeable progress in improving and increasing the number of bicycle and pedestrian facilities.

FREIGHT/ ECONOMIC DEVELOPMENT

HOCTC recognizes the importance of freight movement by truck, rail, and aircraft to the economy of Herkimer and Oneida Counties. Populations that reside near airports, industrial parks, rail yards, or other freight transfer areas may be exposed to negative impacts, such as noise and air pollution, safety issues, and/or quality of life issues. One way to evaluate the impact of the movement of freight and to assess the benefits and burdens of the existing and proposed transportation systems is by using travel-demand forecasting models, which are developed using TransCad by the Oneida County Department of Planning GIS staff. Another way to evaluate the impact of the movement of freight is through public involvement. HOCTC uses two statewide surveys to gather initial public input. These are the "Statewide Attitudinal and Preference Survey" and the "MPO Freight Movement Survey", which addresses quality of life and freight concerns. HOCTC uses the 2019 New York State Freight Transportation Plan developed by NYSDOT as a key resource for initiatives involving freight planning.

Projects that must be on the TIP include highway, bridge, transit (capital and operating), bikeway, pedestrian improvements, and enhancement projects within the urbanized area that involve the expenditure of FHWA and/or FTA funds. Although all modes of freight movement are considered in HOCTC LRTP, freight movement by truck has the most impact. During the scoping of highway, bridge, and rail projects, any impediments to intermodal connections are considered by NYSDOT and remedied if possible.

Conclusions and Recommended Strategies for Future Monitoring

HOCTC TRANSPORTATION PLANNING PROCESS

The addressing of EJ regulations within the regional transportation planning process is an evolving process. HOCTC has incorporated Title VI/EJ regulations in its goals for the 2020-2040 LRTP; in the programming of the 2021-2022 UPWP and the self-certification process. HOCTC Public Participation Policy was initiated in 1992 by federal guidelines and established as a defined process outlining implementation as policy in 1994 by HOCTC. Most recently the HOCTC PPP 2020 was updated and ensures compliance with current federal legislation.

As a tangent effort, as of 2016 HOCTC has developed Title VI Notice, Data Analysis and Monitoring and

Compliance Policies and procedures. This set of documents helps to ensure HOCTC complies with Title VI, Civil Rights, Nondiscrimination, and ADA requirements governing federally funded programs and the metropolitan planning process. HOCTC also receives compliance reviews from the NYS Office of Civil Rights every two years to determine that the MPO remains compliant.

FUTURE MONITORING

The most effective method to ensure equitable and open participation in the transportation decision-making process is through engaging in a robust public participation process with all plans, programs, and projects to ensure all populations within the MPA are provided equal opportunity and consideration. Therefore, HOCTC shall conduct an annual review of its Public Participation Process for Environmental Justice compliance. Additionally, all MPO documents will be reviewed for compliance during their normal update cycles. HOCTC will reevaluate this analysis, at the minimum of once every five years (from date of adoption), and by reviewing new census data as it becomes available, and through continuous utilization of community input concerning current environmental justice issues.

Resources

- ◆ Centers for Disease Control and Prevention-Places: Local Data for Better Health
<https://www.cdc.gov/places/>
- ◆ Executive Order 12898 of February 11, 1994
<http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf>
- ◆ Federal Highway Administration: Preventing Discrimination in the Federal-Aid Highway Program: A Systematic Interdisciplinary & Integrative Approach Reference Manual, March 27, 2002
- ◆ Federal Highway Administration Order 6640.23A
<http://www.fhwa.dot.gov/legsregs/directives/orders/664023a.cfm>
- ◆ Federal Transit Administration Circular: FTA C 4703.1
- ◆ HOCTS Coordinated Public Transit-Human Services Transportation Plan for Herkimer and Oneida Counties 2021-2023
- ◆ HOCTS Long Range Transportation Plan Update 2040
- ◆ HOCTS Public Participation Plan 2020 Update
- ◆ HOCTS Transportation Improvement Program FFY2020-2024
- ◆ HOCTS Unified Planning Work Program April 1, 2020 – March 31, 2022
- ◆ US Census Bureau
www.census.gov
- ◆ US Department of Health & Human Services- Poverty Guidelines,
<http://aspe.os.dhhd.gov/poverty>
- ◆ US Department of Transportation - Environmental Justice: An Overview of Transportation and Environmental Justice
http://www.fhwa.dot.gov/environment/environmental_justice/overview/index.cfm
- ◆ US Department of Transportation Environmental Justice Strategy
http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/dot_ej_strategy/index.cfm
- ◆ US Department of Transportation, Federal Highway Administration, Federal Transit Administration – Transportation & Environmental Justice – December 2000, Publication No. FHWA-EP-01-010
- ◆ US Department of Transportation: FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- ◆ US Department of Transportation Memorandum, Action: Implementing Title VI Requirements in Metropolitan and Statewide Planning, October 7, 1999,
http://www.fhwa.dot.gov/environment/environmental_justice/legislation/ej-10-7.cfm

◆ US Department of Transportation Order 5610.2(a)

<https://www.transportation.gov/sites/dot.gov/files/docs/mission/transportation-policy/environmental-justice/339501/dot56102a.pdf>

Appendix

Survey Instrument



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



Thank you for your interest in taking our survey. The responses you provide will help us understand your local travel experiences and identify transportation opportunities in Herkimer and Oneida Counties.

1. In which county is your primary residence?

1	Herkimer County
2	Oneida County
3	Another county

2. Which city, town, or village do you live in?

3. Which best describes your age?

1	Under 18
2	18-24
3	25-39
4	40-54
5	55-69
6	70-84
7	85+
8	Prefer not to say

4. Are you of Hispanic, Latino, or Spanish origin?

1	Yes
2	No
3	Prefer not to say

5. Which best describes your race?

1	White
2	Black or African American
3	American Indian or Alaska Native
4	Asian
5	Native Hawaiian or Pacific Islander
6	Other
7	Two or more races
8	Prefer not to say



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



6. Which best describes your yearly household income?

1	Less than \$10,000
2	\$10,000-\$14,999
3	\$15,000-\$24,999
4	\$25,000-\$34,999
5	\$35,000-\$49,999
6	\$50,000-\$74,999
7	\$75,000-\$99,000
8	\$100,000-\$149,999
9	\$150,000-\$199,999
10	\$200,000 or more
11	Prefer not to say

7. Do you have a disability (hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulty)?

1	Yes
2	No
3	Prefer not to say

8. Which type of area do you live in?

1	City/Urban
2	Suburban
3	Country/Rural

9. How often do you travel to the following areas?

Select one per row.

		<i>Daily</i>	<i>Weekly</i>	<i>Monthly</i>	<i>Never</i>
1	Cities/Urban areas	1	2	3	4
2	Suburban areas	1	2	3	4
3	Country/Rural areas	1	2	3	4



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



10. How difficult is it for you to get to these areas?

Select one per row.

		<i>Easy/ Not difficult at all</i>	<i>Somewhat difficult</i>	<i>Very difficult</i>	<i>N/A – I do not travel here</i>
1	Cities/Urban areas	1	2	3	4
2	Suburban areas	1	2	3	4
3	Country/Rural areas	1	2	3	4

11. How often do you travel to the following places?

Select one per row.

		<i>Daily</i>	<i>Weekly</i>	<i>Monthly</i>	<i>Never</i>
1	Job/Employer	1	2	3	4
2	School (K-12)				
3	College	1	2	3	4
4	Medical facilities	1	2	3	4
5	Places I shop for groceries/food	1	2	3	4
6	Places I shop for non-food items	1	2	3	4
7	Church or place of worship	1	2	3	4
8	Community services or government offices	1	2	3	4
9	Recreational areas/Parks	1	2	3	4
10	Restaurants/Entertainment	1	2	3	4



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



12. How difficult is it for you to get to these places?

Select one per row.

		<i>Easy/ Not difficult at all</i>	<i>Somewhat difficult</i>	<i>Very difficult</i>	<i>N/A – I do not travel here</i>
1	Job/Employer	1	2	3	4
2	School (K-12)				
3	College	1	2	3	4
4	Medical facilities	1	2	3	4
5	Places I shop for groceries/food	1	2	3	4
6	Places I shop for non-food items	1	2	3	4
7	Church or place of worship	1	2	3	4
8	Community services or government offices	1	2	3	4
9	Recreational areas/Parks	1	2	3	4
10	Restaurants/Entertainment	1	2	3	4

13. What is your primary mode of transportation?

1	Car/truck/motorcycle – I drive myself
2	Car/truck/motorcycle – I get a ride from friends or family
3	Carpooling
4	Rideshare (Taxi, Uber, Lyft, etc.)
5	Bicycling
6	Walking
7	Public transit (Bus)
8	Other (specify) _____



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



14. Based on your personal experiences, how does your primary mode of transportation perform in each category?

Select one per row.

		<i>Disadvantage: my transportation performs poorly</i>	<i>Both: there are some pluses and some minuses</i>	<i>Advantage: my transportation performs well</i>
		-	=	+
1	Accommodates all ages	1	2	3
2	Accommodates disabilities	1	2	3
3	Affordability	1	2	3
4	Appearance	1	2	3
5	Avoiding traffic/crowds	1	2	3
6	Cleanliness	1	2	3
7	Comfort	1	2	3
8	Connecting to destinations	1	2	3
9	Connecting to other transportation modes	1	2	3
10	Convenience	1	2	3
11	Ease of use	1	2	3
12	Environmental-friendliness	1	2	3
13	Fitting my schedule	1	2	3
14	Noise	1	2	3
15	Minimizes physical demands	1	2	3
16	Promotes a healthy/active lifestyle	1	2	3
17	Promotes independence	1	2	3
18	Reliability	1	2	3
19	Safety	1	2	3
20	Travel time	1	2	3
21	Weather protection	1	2	3



Transportation Needs Survey

<https://www.surveymonkey.com/r/9DGFTVN>



15. Which areas are important to focus on for future transportation improvements?

Select one per row.

		<i>Not important</i>	<i>Somewhat important</i>	<i>Very important</i>
1	Local roads	1	2	3
2	Highways	1	2	3
3	Parking	1	2	3
4	Public transit	1	2	3
5	Sidewalks/pedestrian paths & amenities	1	2	3
6	Bicycle paths & amenities	1	2	3
7	New transportation modes & technologies (electric vehicles/e-bikes/e-scooters, rideshare, bikeshare, autonomous vehicles, etc.)	1	2	3

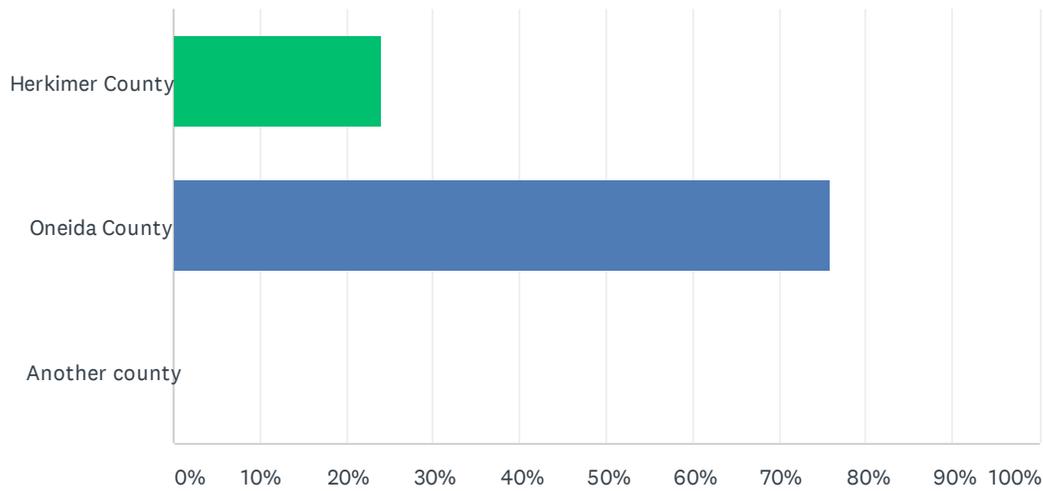
16. (Optional) Please list any major transportation issues you have encountered in the past year.

Please limit your response to 50 words or less.

Summary of Survey Responses

Q1 In which county is your primary residence?

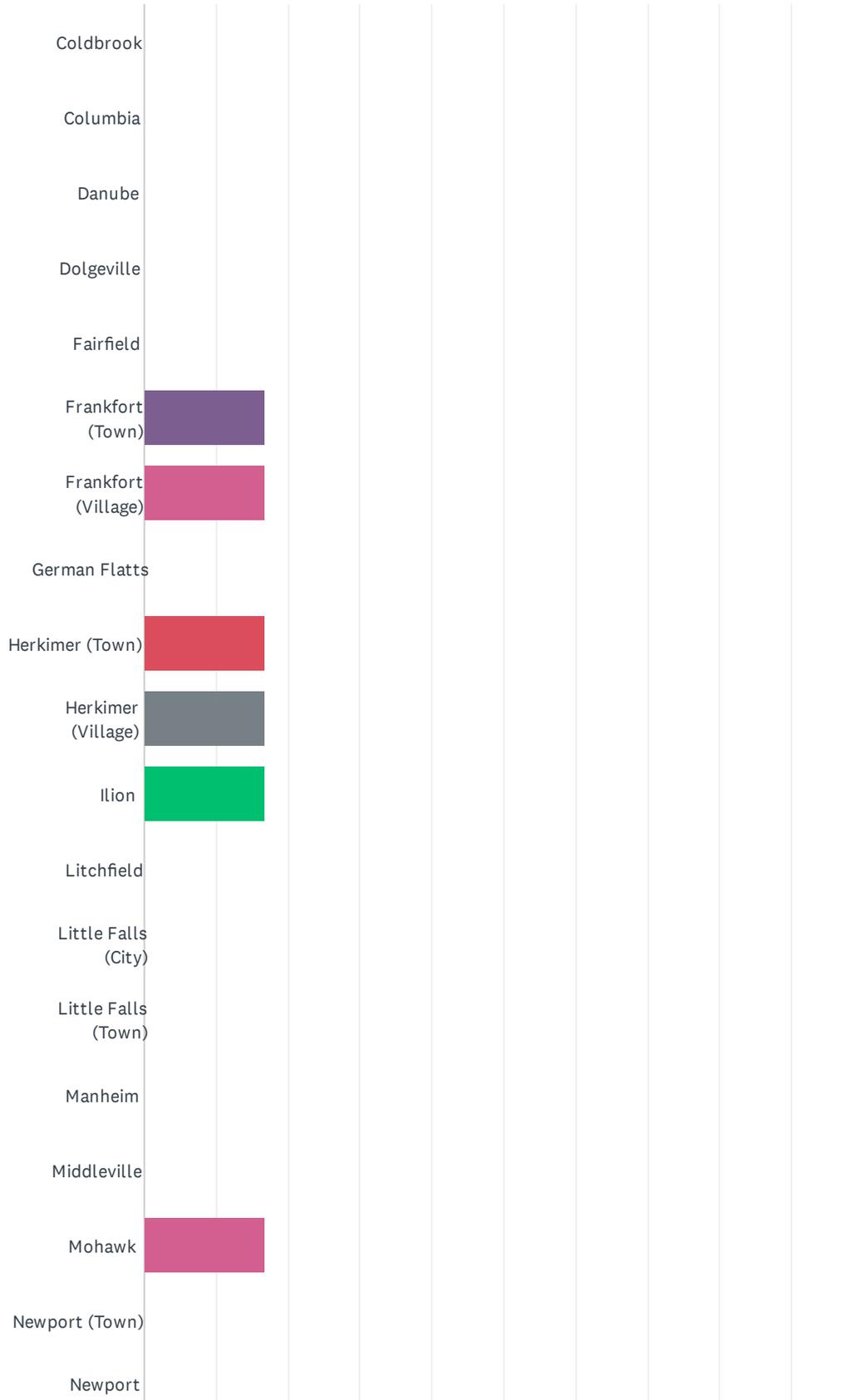
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES
Herkimer County	24.00% 6
Oneida County	76.00% 19
Another county	0.00% 0
TOTAL	25

Q2 Which city, town, or village do you live in?

Answered: 6 Skipped: 19



EJ & Coordinated Public Outreach 2021

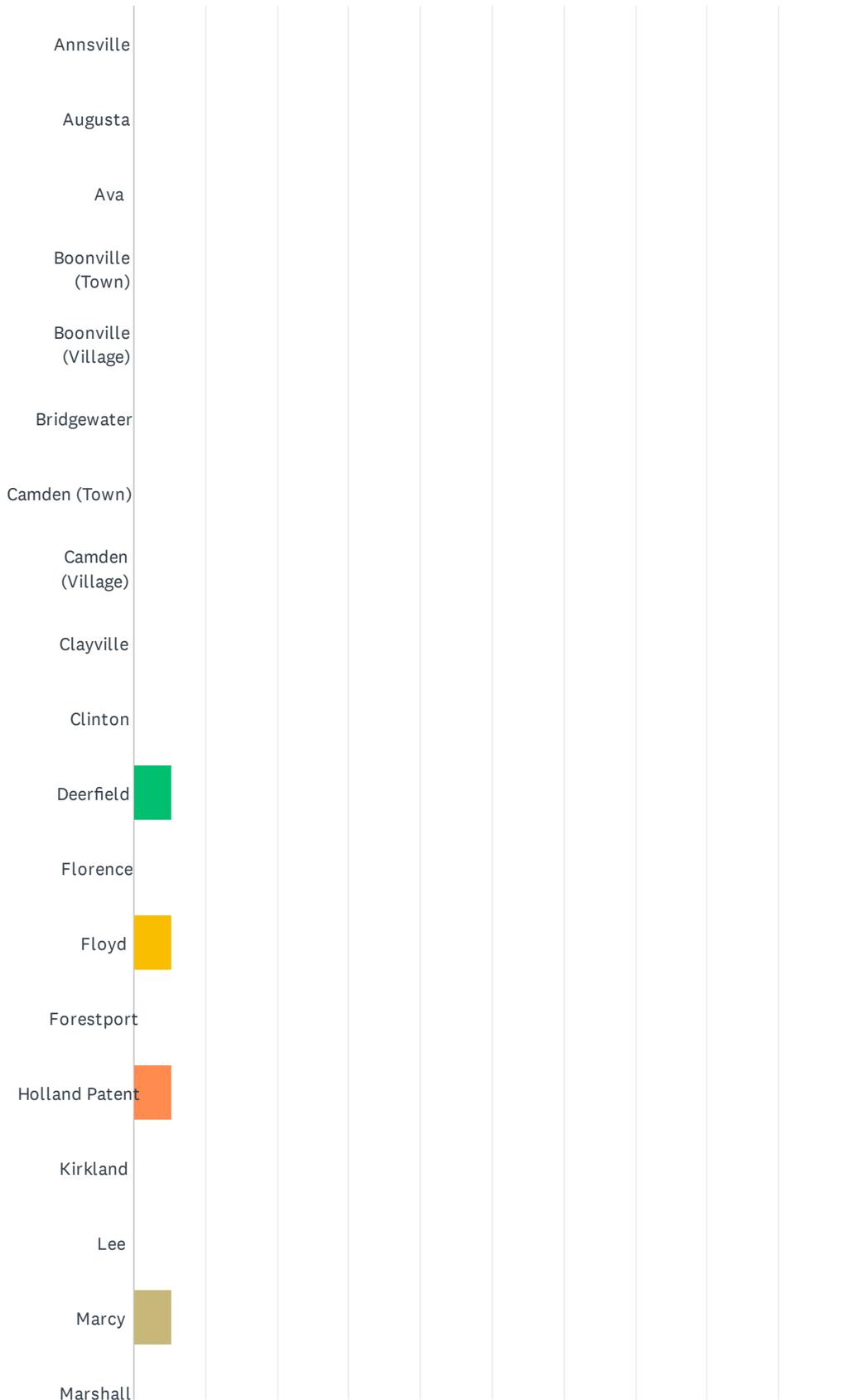


EJ & Coordinated Public Outreach 2021

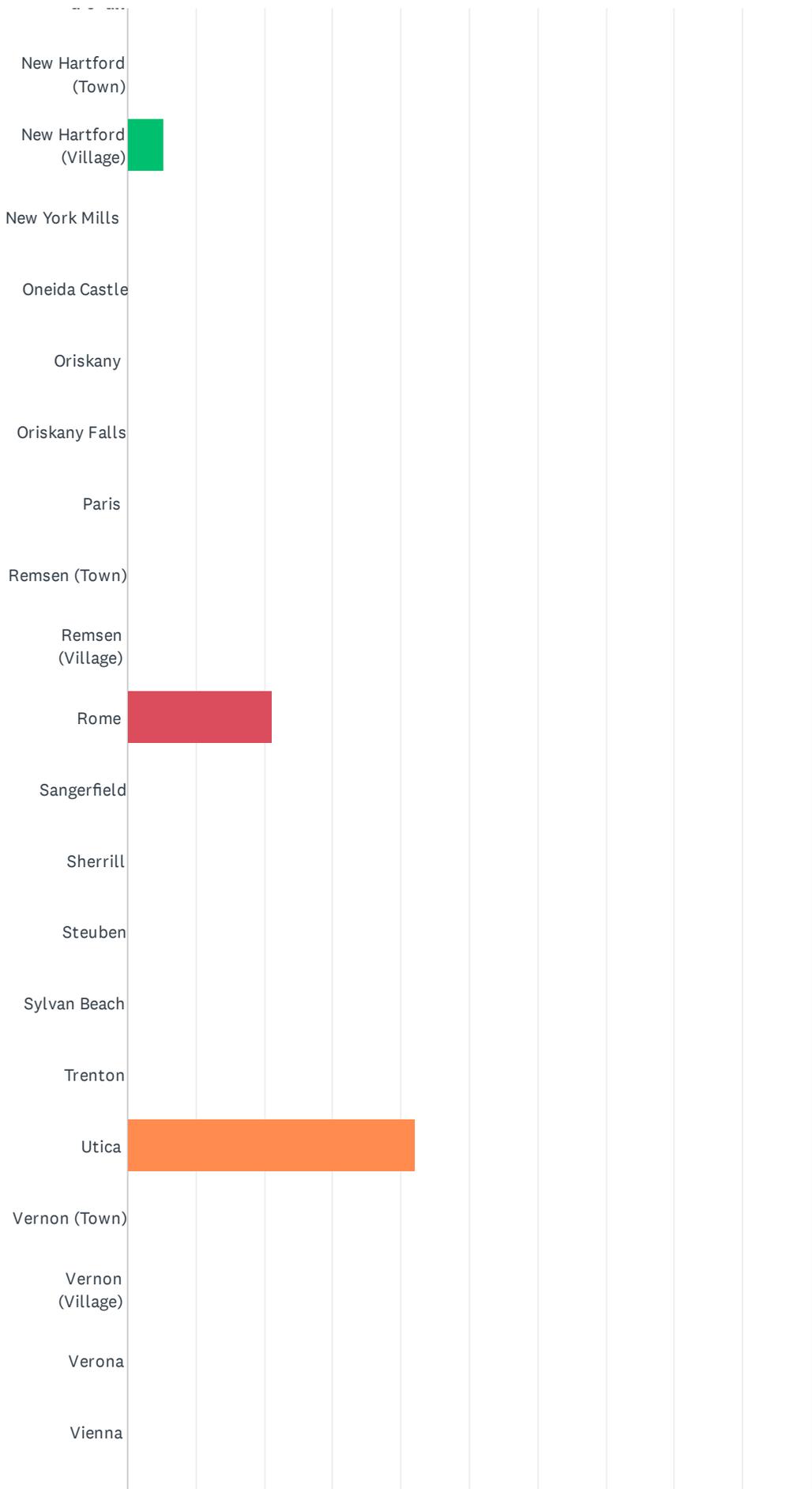
ANSWER CHOICES	RESPONSES	
Coldbrook	0.00%	0
Columbia	0.00%	0
Danube	0.00%	0
Dolgeville	0.00%	0
Fairfield	0.00%	0
Frankfort (Town)	16.67%	1
Frankfort (Village)	16.67%	1
German Flatts	0.00%	0
Herkimer (Town)	16.67%	1
Herkimer (Village)	16.67%	1
Ilion	16.67%	1
Litchfield	0.00%	0
Little Falls (City)	0.00%	0
Little Falls (Town)	0.00%	0
Manheim	0.00%	0
Middleville	0.00%	0
Mohawk	16.67%	1
Newport (Town)	0.00%	0
Newport (Village)	0.00%	0
Norway	0.00%	0
Ohio	0.00%	0
Poland	0.00%	0
Russia	0.00%	0
Salisbury	0.00%	0
Schuyler	0.00%	0
Stark	0.00%	0
Warren	0.00%	0
Webb	0.00%	0
West Winfield	0.00%	0
Winfield	0.00%	0
TOTAL		6

Q3 Which city, town, or village do you live in?

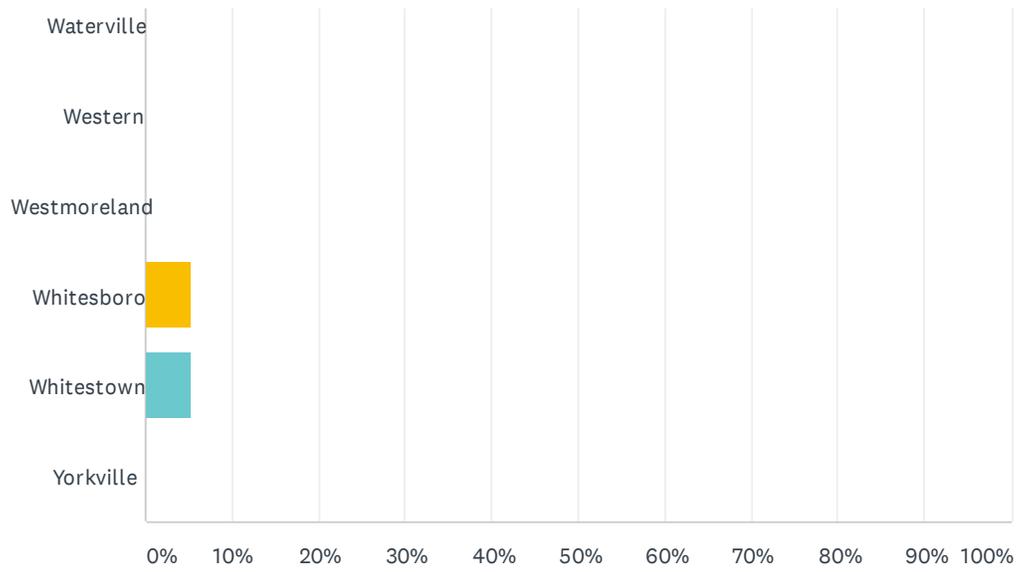
Answered: 19 Skipped: 6



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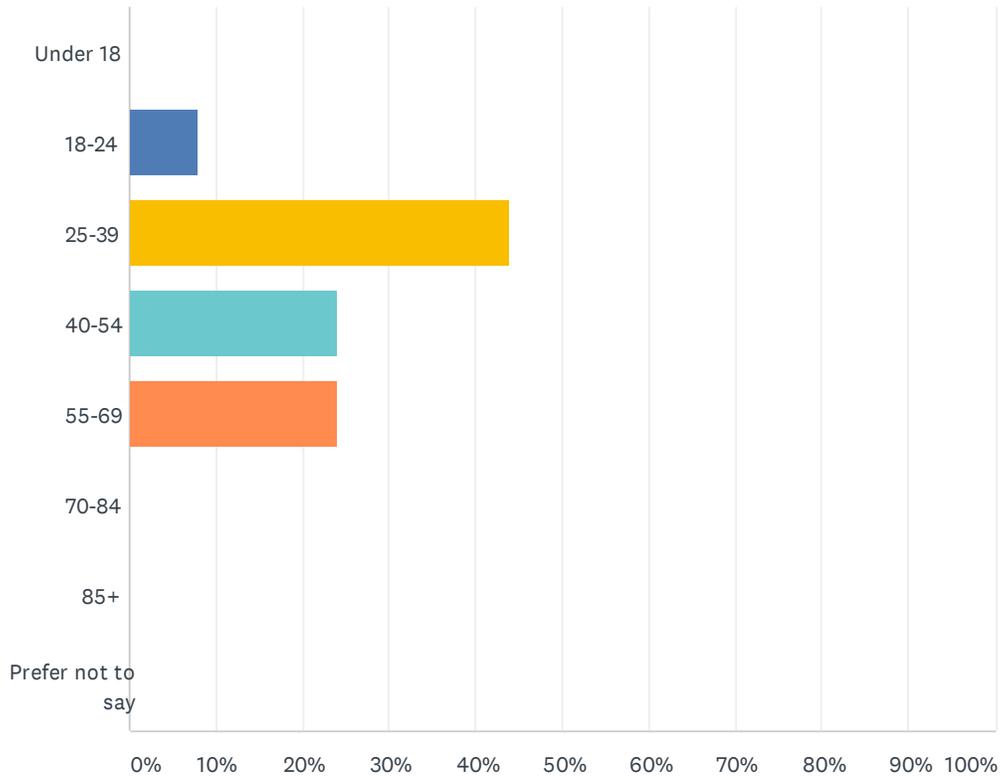
ANSWER CHOICES	RESPONSES	
Annsville	0.00%	0
Augusta	0.00%	0
Ava	0.00%	0
Boonville (Town)	0.00%	0
Boonville (Village)	0.00%	0
Bridgewater	0.00%	0
Camden (Town)	0.00%	0
Camden (Village)	0.00%	0
Clayville	0.00%	0
Clinton	0.00%	0
Deerfield	5.26%	1
Florence	0.00%	0
Floyd	5.26%	1
Forestport	0.00%	0
Holland Patent	5.26%	1
Kirkland	0.00%	0
Lee	0.00%	0
Marcy	5.26%	1
Marshall	0.00%	0
New Hartford (Town)	0.00%	0
New Hartford (Village)	5.26%	1
New York Mills	0.00%	0
Oneida Castle	0.00%	0
Oriskany	0.00%	0
Oriskany Falls	0.00%	0
Paris	0.00%	0
Remsen (Town)	0.00%	0
Remsen (Village)	0.00%	0
Rome	21.05%	4
Sangerfield	0.00%	0
Sherrill	0.00%	0
Steuben	0.00%	0

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Sylvan Beach	0.00%	0
Trenton	0.00%	0
Utica	42.11%	8
Vernon (Town)	0.00%	0
Vernon (Village)	0.00%	0
Verona	0.00%	0
Vienna	0.00%	0
Waterville	0.00%	0
Western	0.00%	0
Westmoreland	0.00%	0
Whitesboro	5.26%	1
Whitestown	5.26%	1
Yorkville	0.00%	0
TOTAL		19

Q4 Which best describes your age?

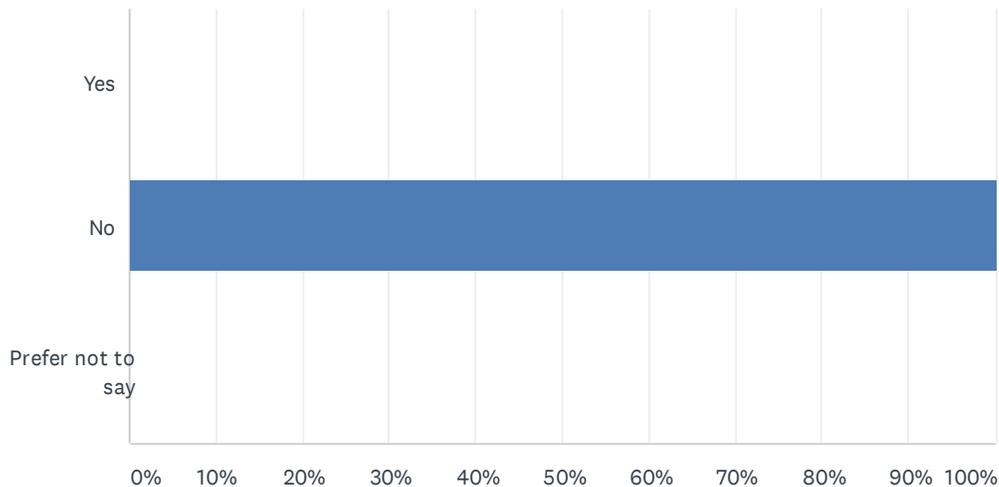
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	8.00%	2
25-39	44.00%	11
40-54	24.00%	6
55-69	24.00%	6
70-84	0.00%	0
85+	0.00%	0
Prefer not to say	0.00%	0
TOTAL		25

Q5 Are you of Hispanic, Latino, or Spanish origin?

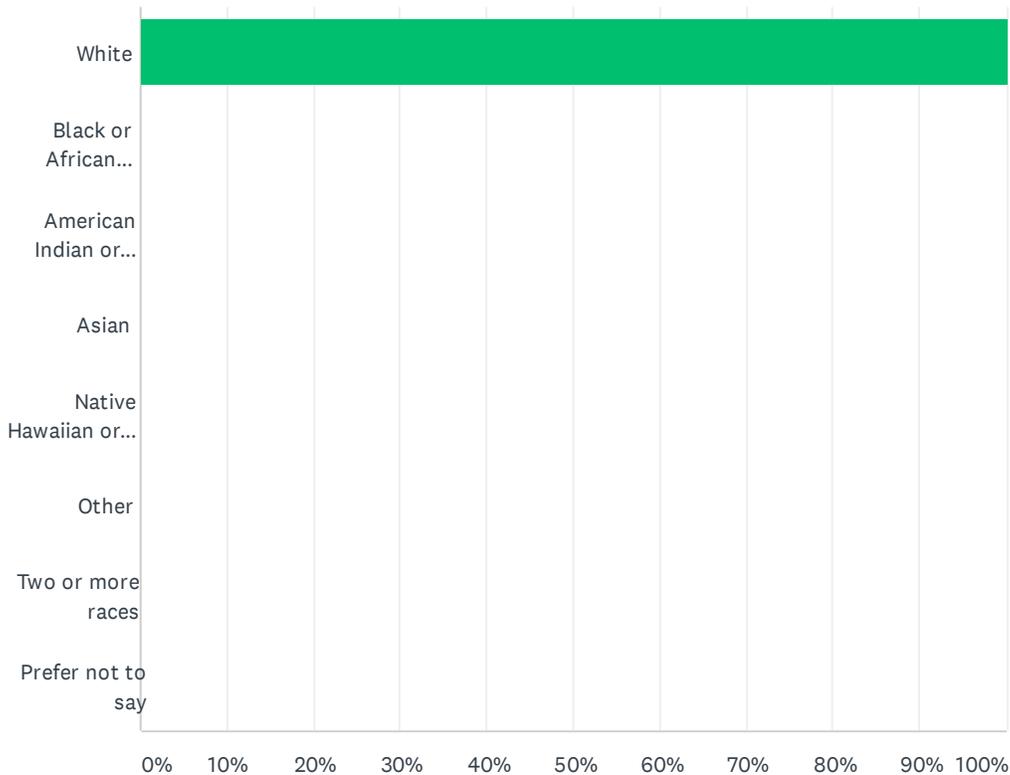
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	100.00% 25
Prefer not to say	0.00% 0
TOTAL	25

Q6 Which best describes your race?

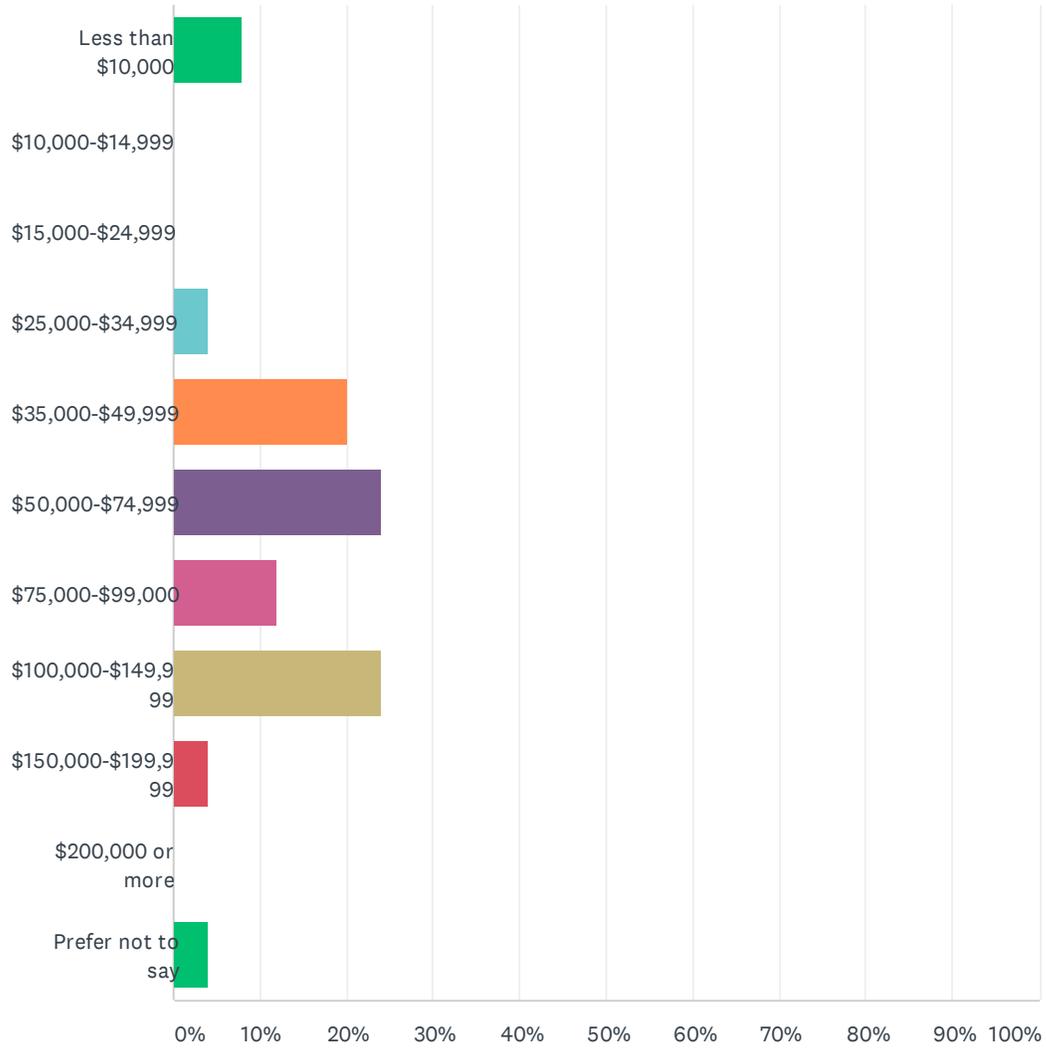
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
White	100.00%	25
Black or African American	0.00%	0
American Indian or Alaska Native	0.00%	0
Asian	0.00%	0
Native Hawaiian or Pacific Islander	0.00%	0
Other	0.00%	0
Two or more races	0.00%	0
Prefer not to say	0.00%	0
TOTAL		25

Q7 Which best describes your yearly household income?

Answered: 25 Skipped: 0

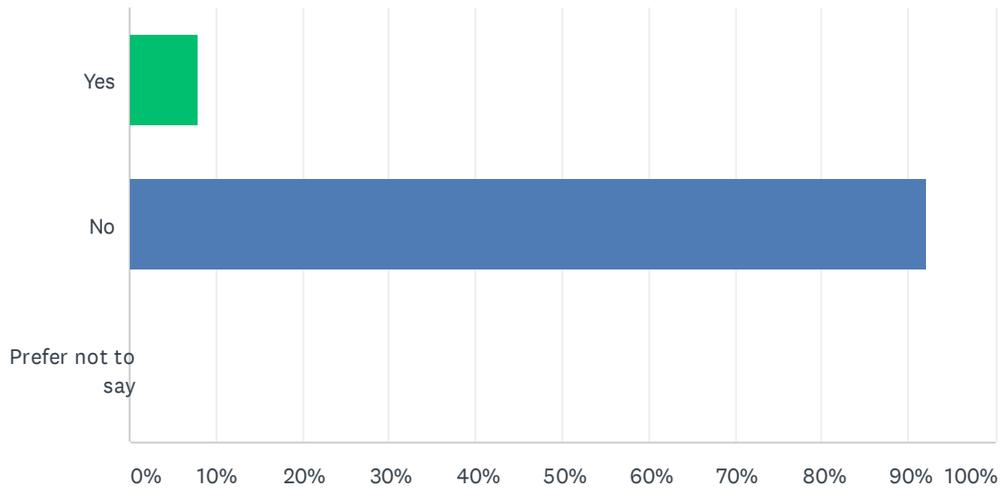


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ANSWER CHOICES	RESPONSES	
Less than \$10,000	8.00%	2
\$10,000-\$14,999	0.00%	0
\$15,000-\$24,999	0.00%	0
\$25,000-\$34,999	4.00%	1
\$35,000-\$49,999	20.00%	5
\$50,000-\$74,999	24.00%	6
\$75,000-\$99,000	12.00%	3
\$100,000-\$149,999	24.00%	6
\$150,000-\$199,999	4.00%	1
\$200,000 or more	0.00%	0
Prefer not to say	4.00%	1
TOTAL		25

Q8 Do you have a disability (hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulty)?

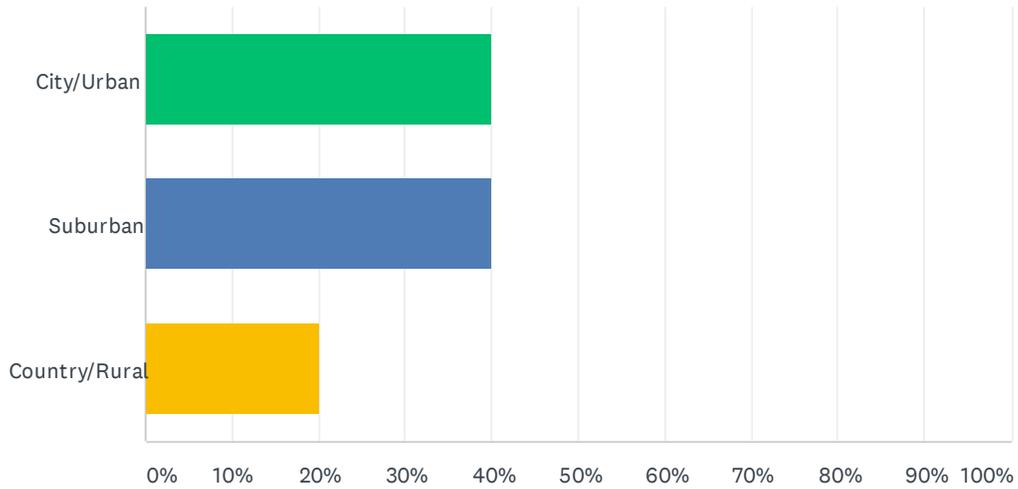
Answered: 25 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		8.00%	2
No		92.00%	23
Prefer not to say		0.00%	0
TOTAL			25

Q9 Which type of area do you live in?

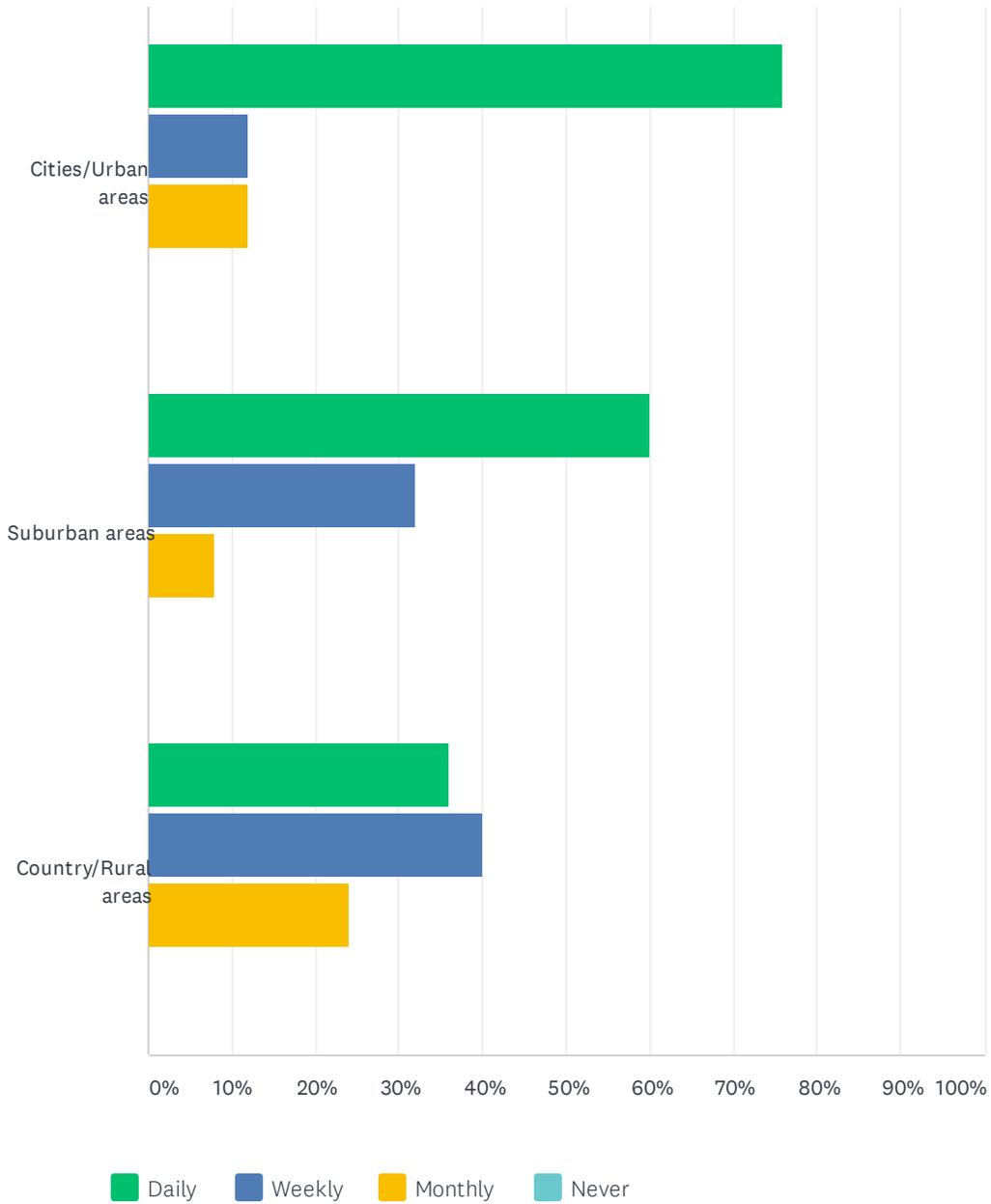
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
City/Urban	40.00%	10
Suburban	40.00%	10
Country/Rural	20.00%	5
TOTAL		25

Q10 How often do you travel to the following areas?

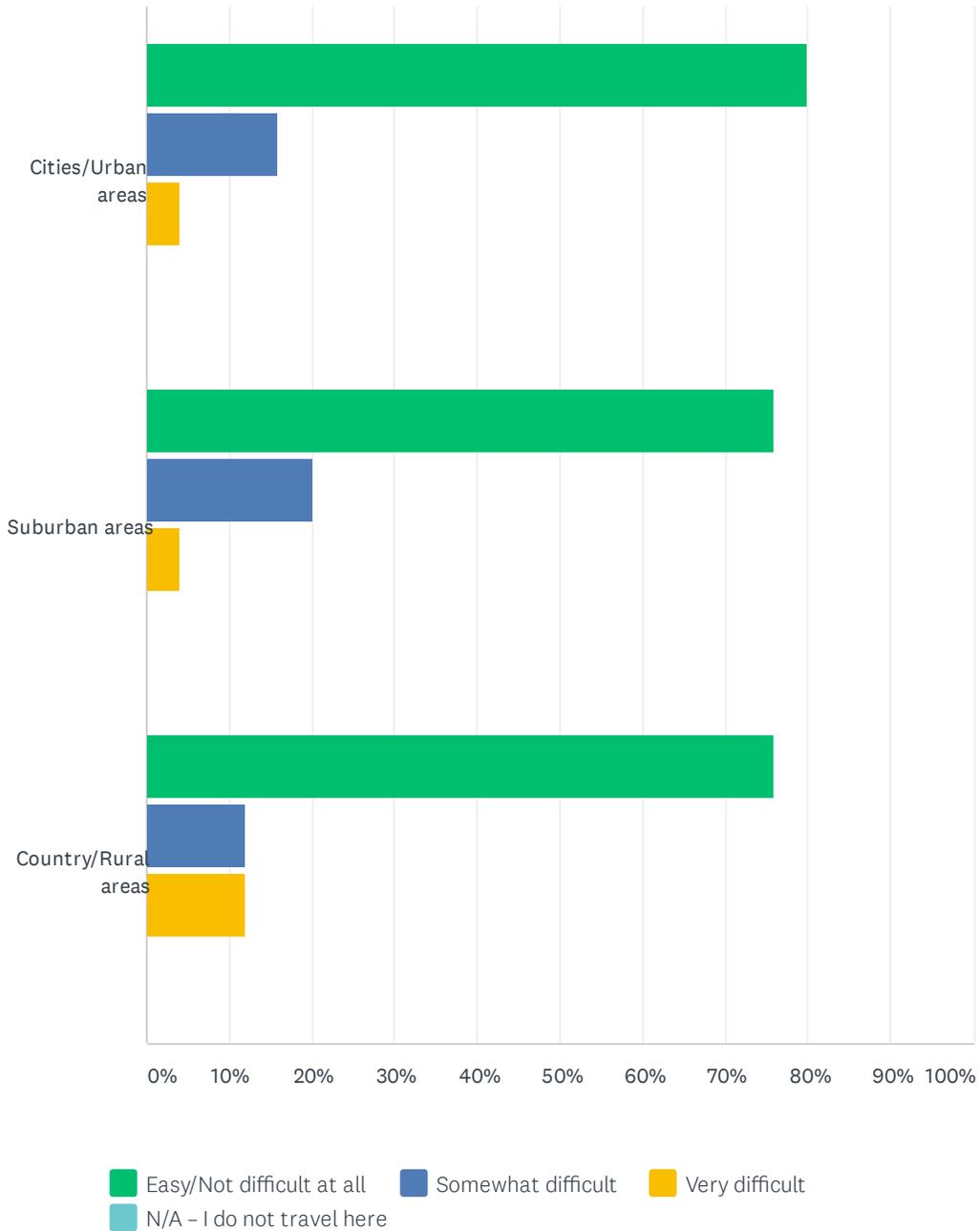
Answered: 25 Skipped: 0



	DAILY	WEEKLY	MONTHLY	NEVER	TOTAL
Cities/Urban areas	76.00% 19	12.00% 3	12.00% 3	0.00% 0	25
Suburban areas	60.00% 15	32.00% 8	8.00% 2	0.00% 0	25
Country/Rural areas	36.00% 9	40.00% 10	24.00% 6	0.00% 0	25

Q11 How difficult is it for you to get to these areas?

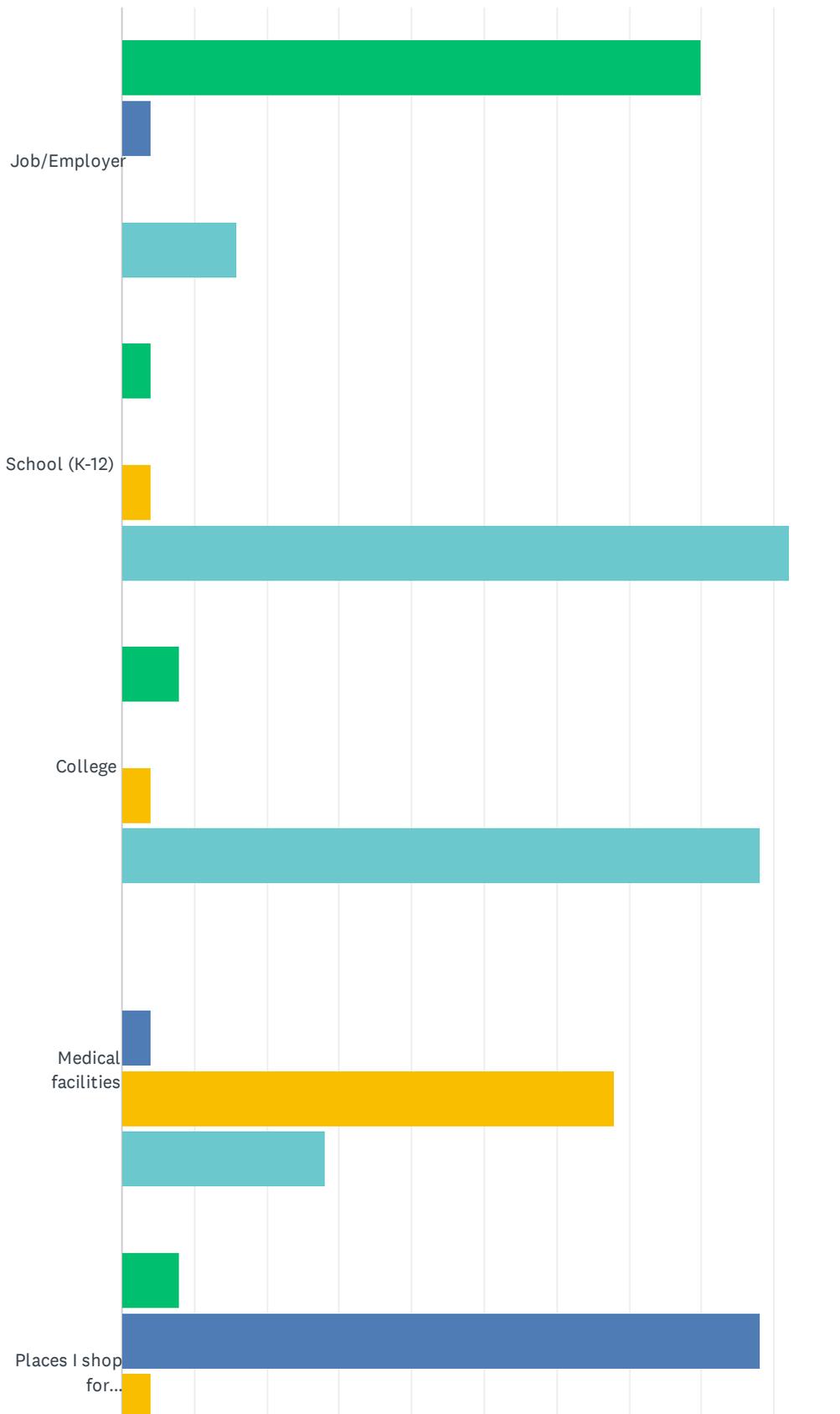
Answered: 25 Skipped: 0



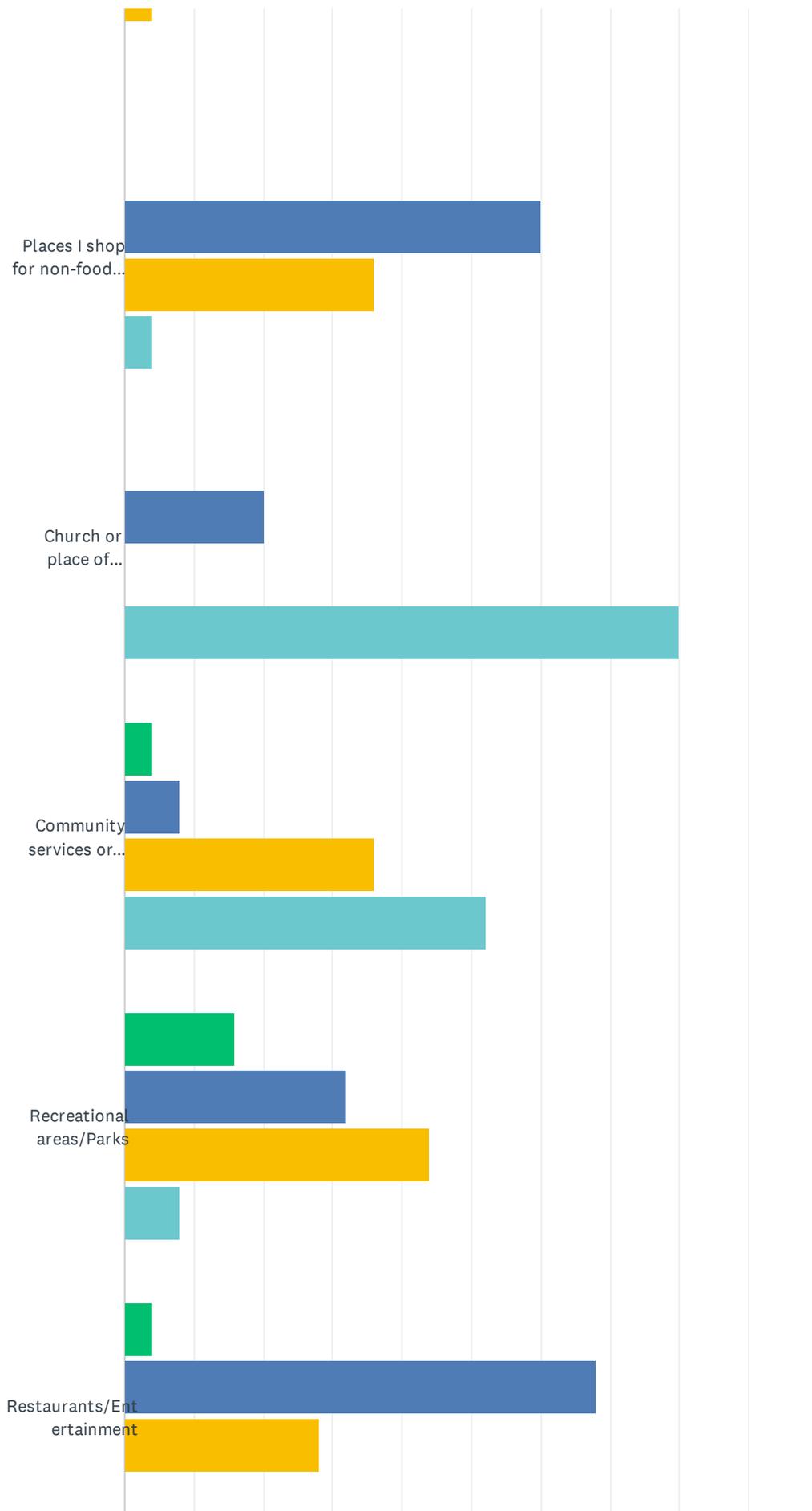
	EASY/NOT DIFFICULT AT ALL	SOMEWHAT DIFFICULT	VERY DIFFICULT	N/A - I DO NOT TRAVEL HERE	TOTAL
Cities/Urban areas	80.00% 20	16.00% 4	4.00% 1	0.00% 0	25
Suburban areas	76.00% 19	20.00% 5	4.00% 1	0.00% 0	25
Country/Rural areas	76.00% 19	12.00% 3	12.00% 3	0.00% 0	25

Q12 How often do you travel to the following places?

Answered: 25 Skipped: 0



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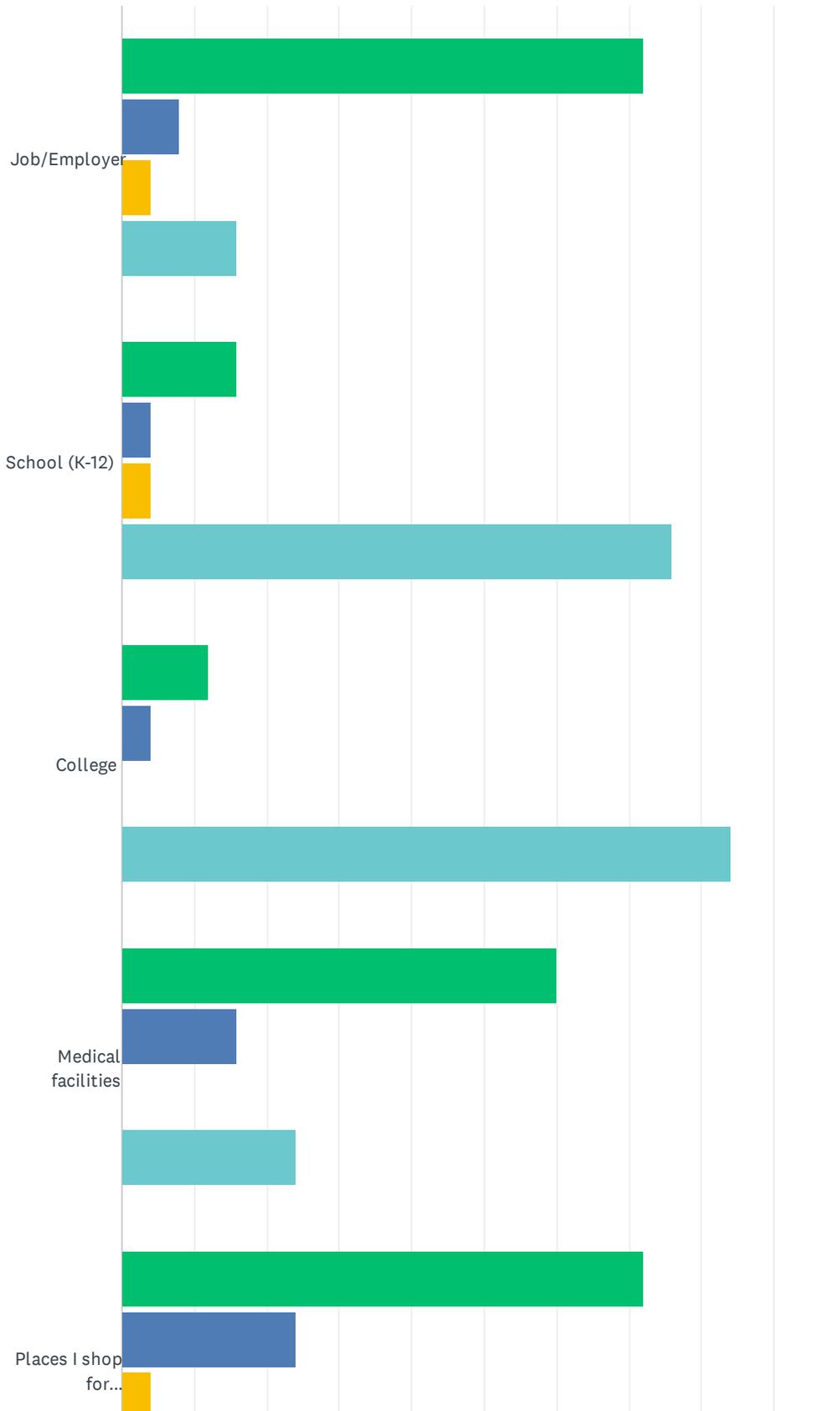


■ Daily
 ■ Weekly
 ■ Monthly
 ■ Never

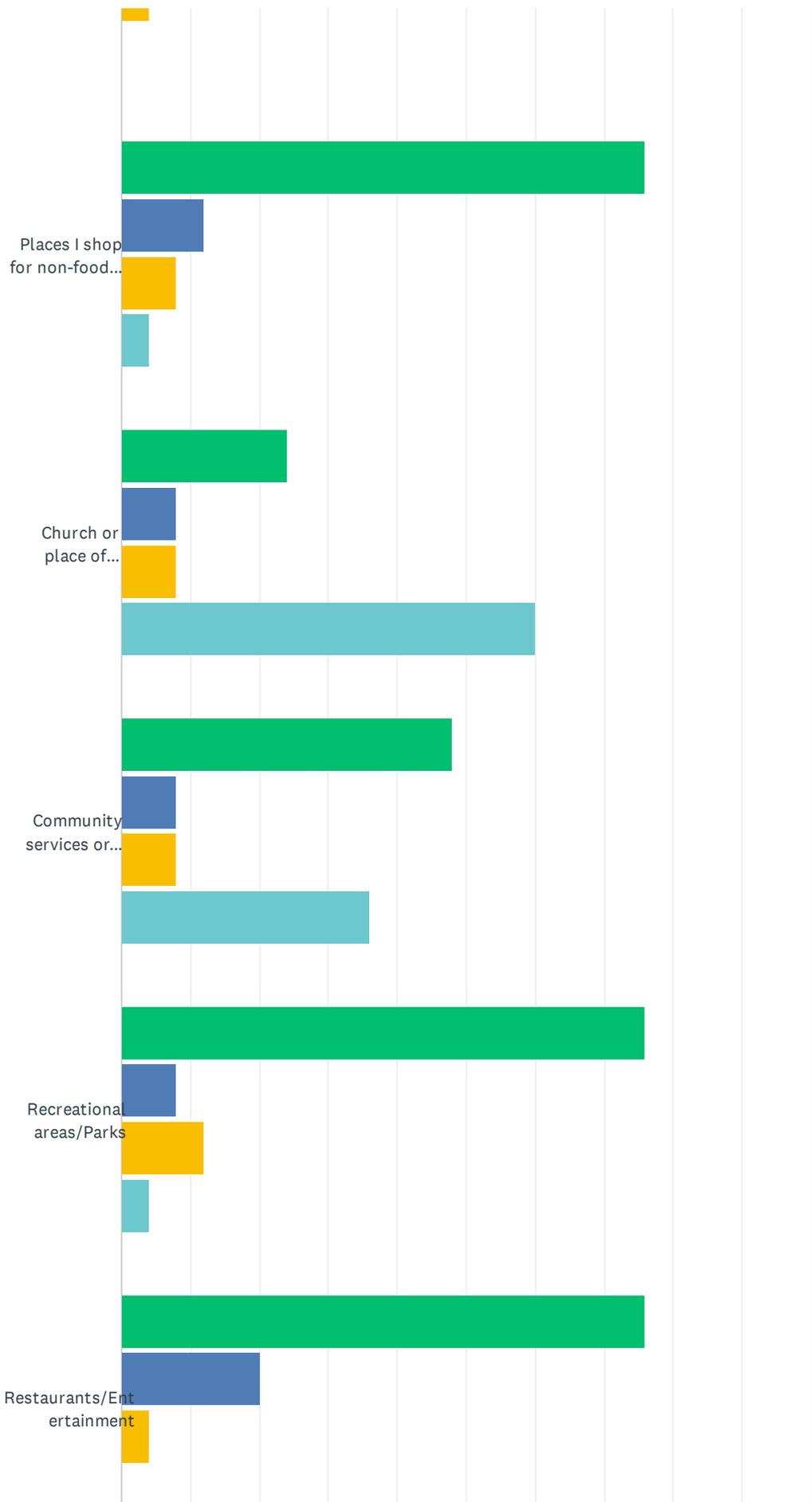
	DAILY	WEEKLY	MONTHLY	NEVER	TOTAL
Job/Employer	80.00% 20	4.00% 1	0.00% 0	16.00% 4	25
School (K-12)	4.00% 1	0.00% 0	4.00% 1	92.00% 23	25
College	8.00% 2	0.00% 0	4.00% 1	88.00% 22	25
Medical facilities	0.00% 0	4.00% 1	68.00% 17	28.00% 7	25
Places I shop for groceries/food	8.00% 2	88.00% 22	4.00% 1	0.00% 0	25
Places I shop for non-food items	0.00% 0	60.00% 15	36.00% 9	4.00% 1	25
Church or place of worship	0.00% 0	20.00% 5	0.00% 0	80.00% 20	25
Community services or government offices	4.00% 1	8.00% 2	36.00% 9	52.00% 13	25
Recreational areas/Parks	16.00% 4	32.00% 8	44.00% 11	8.00% 2	25
Restaurants/Entertainment	4.00% 1	68.00% 17	28.00% 7	0.00% 0	25

Q13 How difficult is it for you to get to these places?

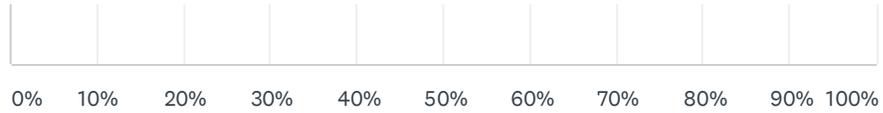
Answered: 25 Skipped: 0



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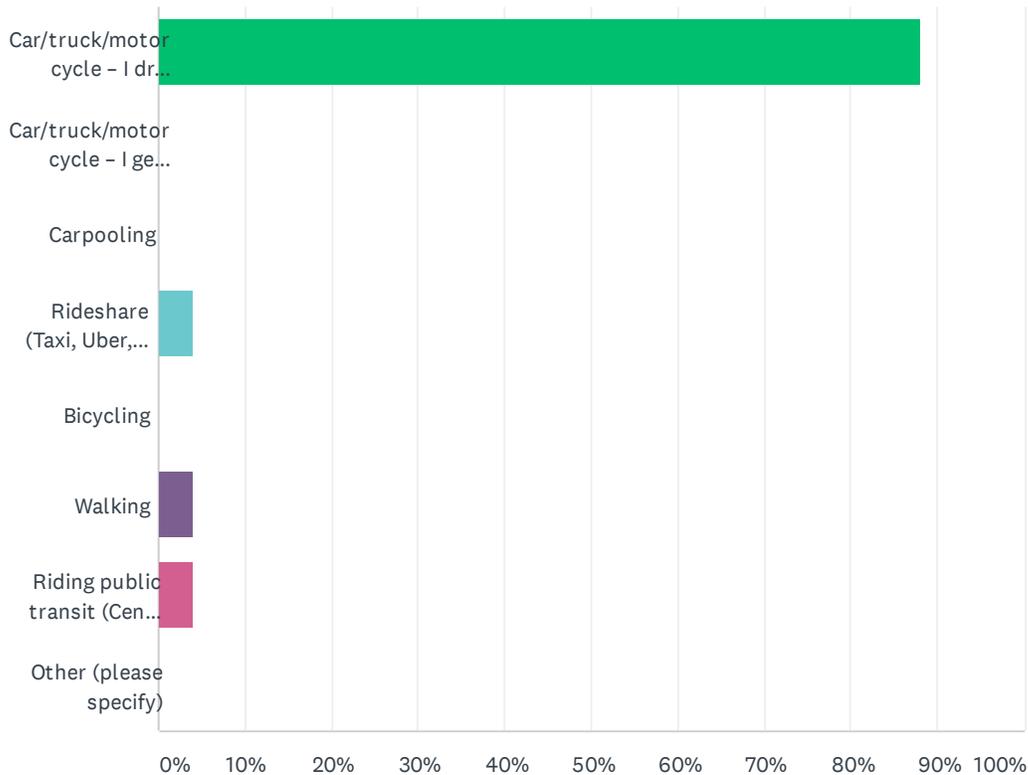


■ Easy/Not difficult at all
 ■ Somewhat difficult
 ■ Very difficult
■ N/A - I do not travel here

	EASY/NOT DIFFICULT AT ALL	SOMEWHAT DIFFICULT	VERY DIFFICULT	N/A - I DO NOT TRAVEL HERE	TOTAL
Job/Employer	72.00% 18	8.00% 2	4.00% 1	16.00% 4	25
School (K-12)	16.00% 4	4.00% 1	4.00% 1	76.00% 19	25
College	12.00% 3	4.00% 1	0.00% 0	84.00% 21	25
Medical facilities	60.00% 15	16.00% 4	0.00% 0	24.00% 6	25
Places I shop for groceries/food	72.00% 18	24.00% 6	4.00% 1	0.00% 0	25
Places I shop for non-food items	76.00% 19	12.00% 3	8.00% 2	4.00% 1	25
Church or place of worship	24.00% 6	8.00% 2	8.00% 2	60.00% 15	25
Community services or government offices	48.00% 12	8.00% 2	8.00% 2	36.00% 9	25
Recreational areas/Parks	76.00% 19	8.00% 2	12.00% 3	4.00% 1	25
Restaurants/Entertainment	76.00% 19	20.00% 5	4.00% 1	0.00% 0	25

Q14 What is your primary mode of transportation?

Answered: 25 Skipped: 0

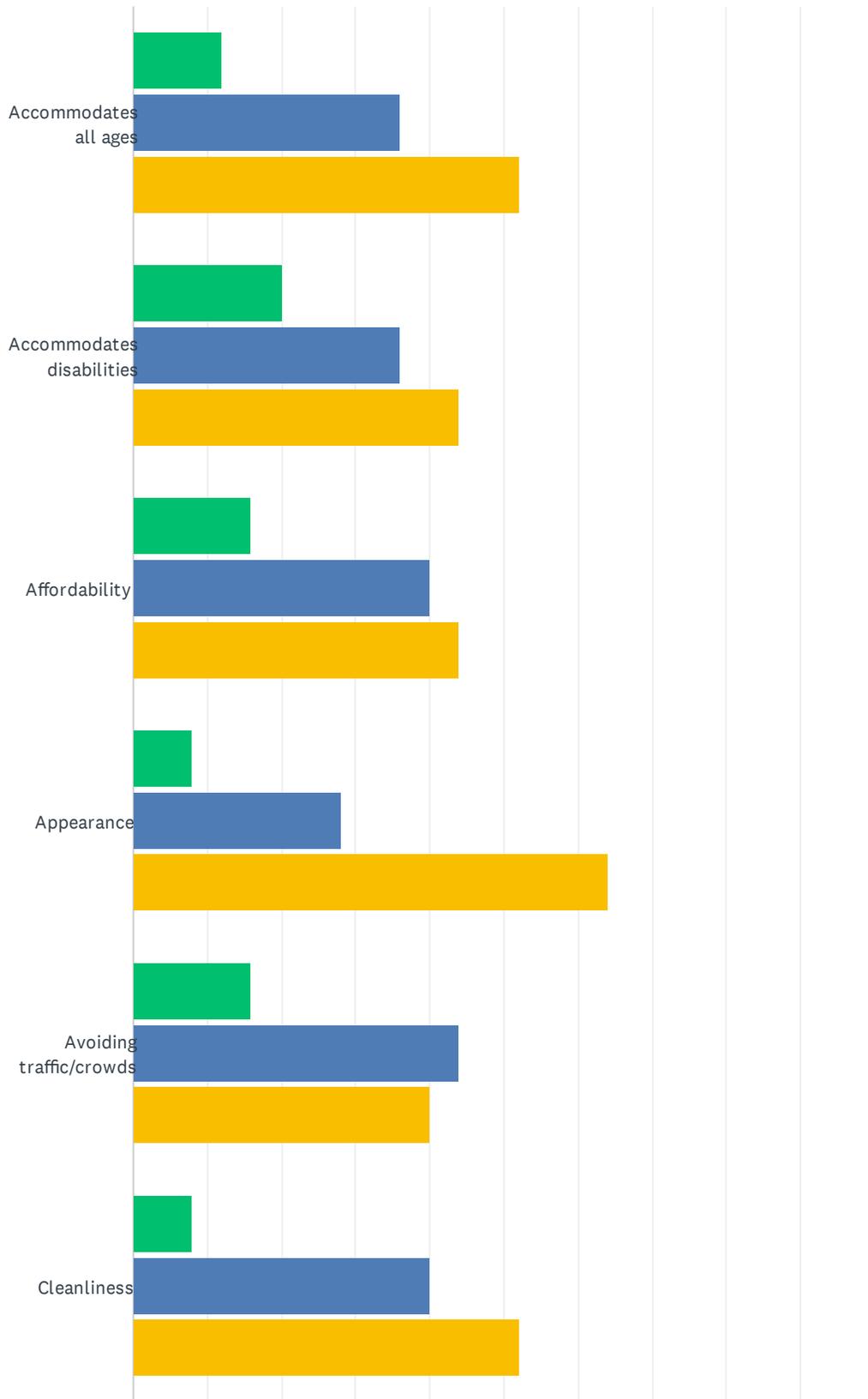


ANSWER CHOICES	RESPONSES	
Car/truck/motorcycle – I drive myself	88.00%	22
Car/truck/motorcycle – I get a ride from friends or family	0.00%	0
Carpooling	0.00%	0
Rideshare (Taxi, Uber, Lyft, etc.)	4.00%	1
Bicycling	0.00%	0
Walking	4.00%	1
Riding public transit (Centro Bus, other bus/shuttle)	4.00%	1
Other (please specify)	0.00%	0
TOTAL		25

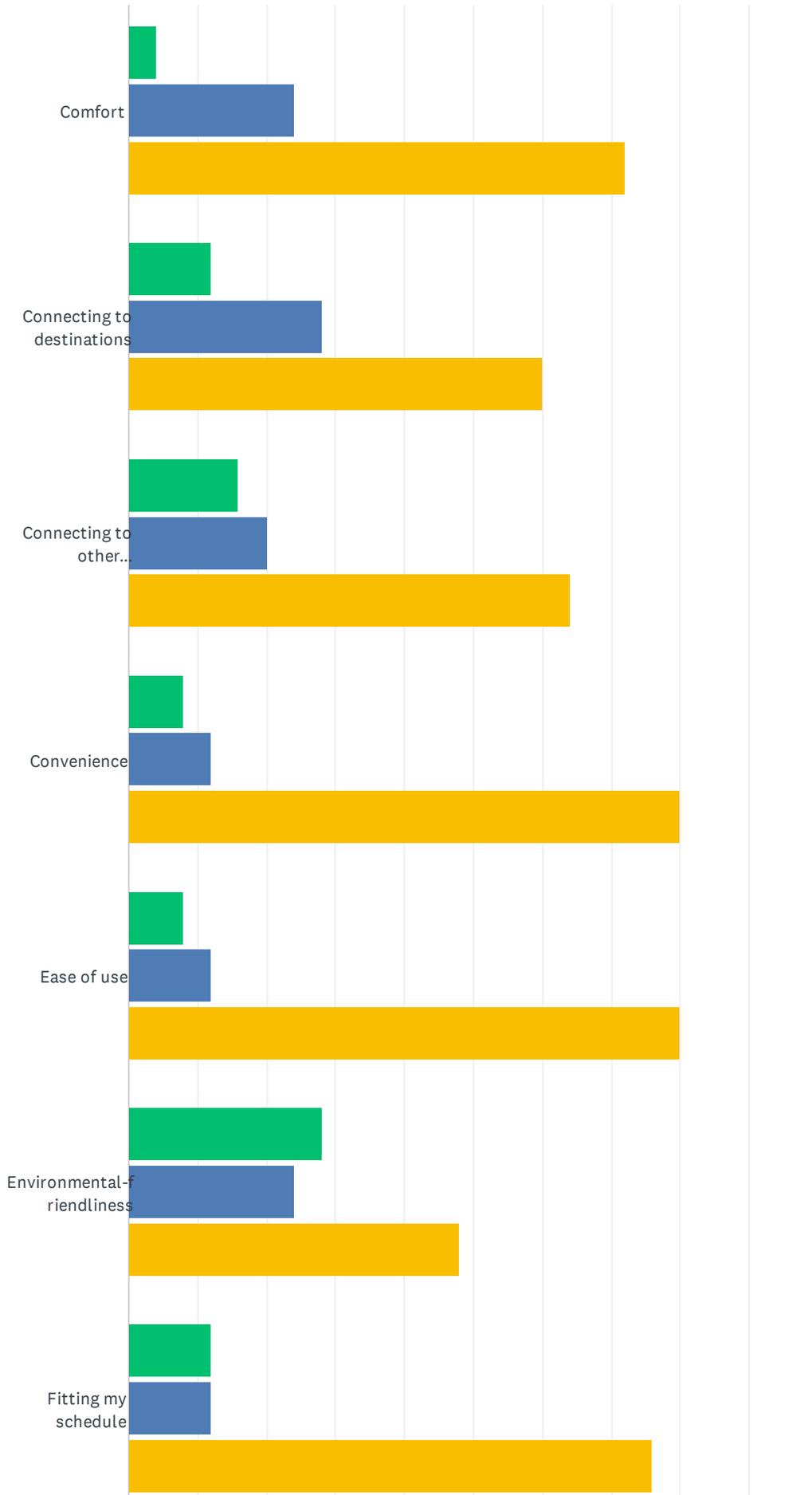
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

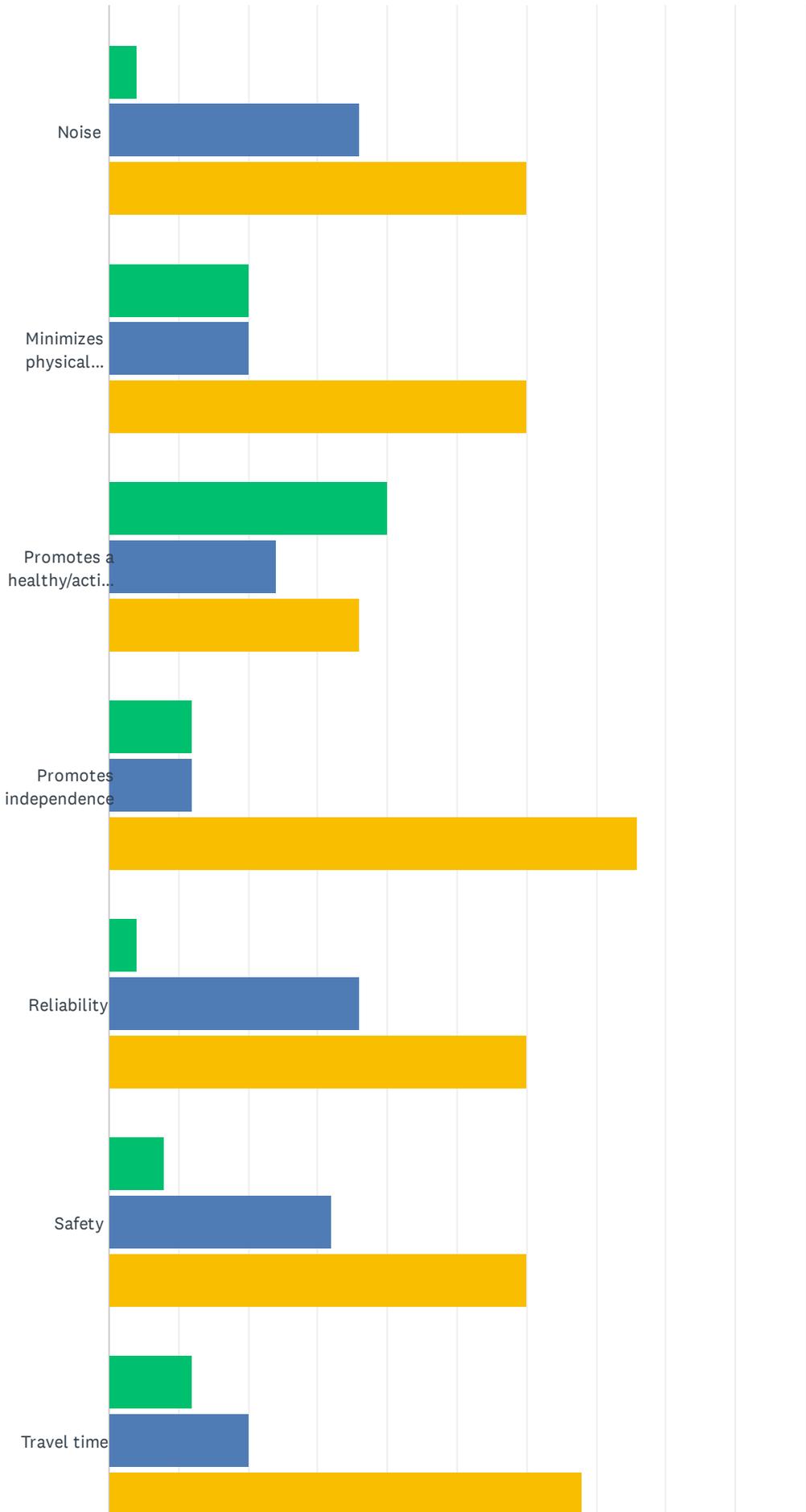
Q15 Based on your personal experiences, how does your primary mode of transportation perform in each category?

Answered: 25 Skipped: 0

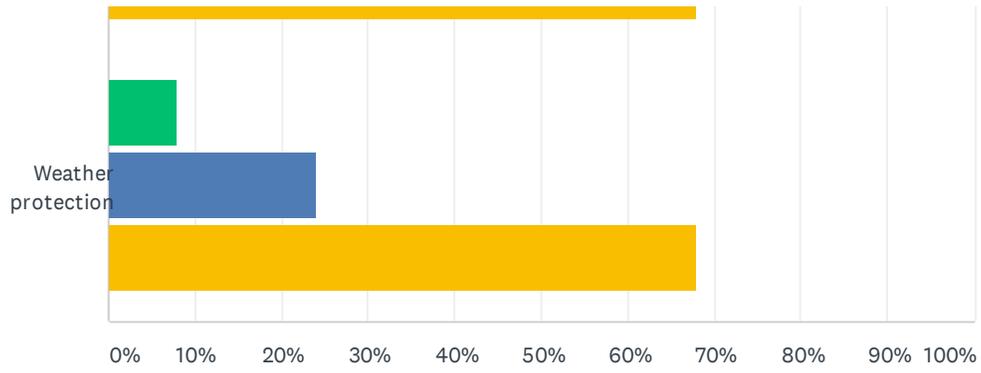


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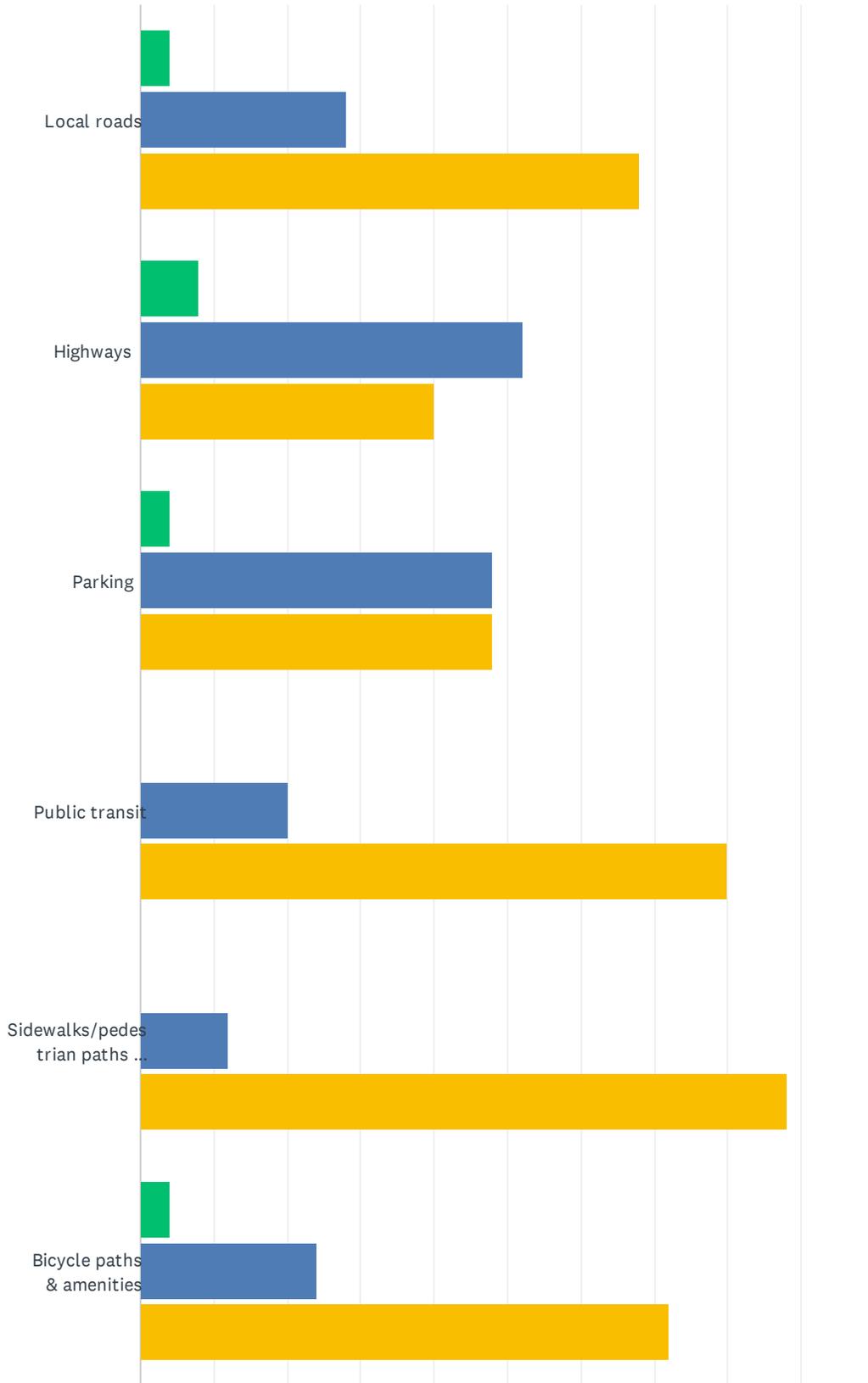
- Disadvantage: my transportation performs poorly
- Both: there are some pluses and some minuses
- Advantage: my transportation performs well

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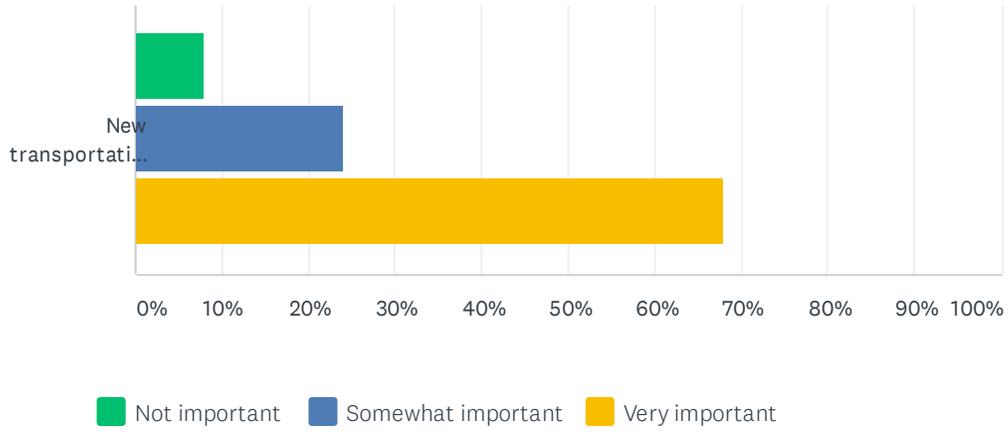
	DISADVANTAGE: MY TRANSPORTATION PERFORMS POORLY	BOTH: THERE ARE SOME PLUSES AND SOME MINUSES	ADVANTAGE: MY TRANSPORTATION PERFORMS WELL	TOTAL
Accommodates all ages	12.00% 3	36.00% 9	52.00% 13	25
Accommodates disabilities	20.00% 5	36.00% 9	44.00% 11	25
Affordability	16.00% 4	40.00% 10	44.00% 11	25
Appearance	8.00% 2	28.00% 7	64.00% 16	25
Avoiding traffic/crowds	16.00% 4	44.00% 11	40.00% 10	25
Cleanliness	8.00% 2	40.00% 10	52.00% 13	25
Comfort	4.00% 1	24.00% 6	72.00% 18	25
Connecting to destinations	12.00% 3	28.00% 7	60.00% 15	25
Connecting to other transportation modes	16.00% 4	20.00% 5	64.00% 16	25
Convenience	8.00% 2	12.00% 3	80.00% 20	25
Ease of use	8.00% 2	12.00% 3	80.00% 20	25
Environmental-friendliness	28.00% 7	24.00% 6	48.00% 12	25
Fitting my schedule	12.00% 3	12.00% 3	76.00% 19	25
Noise	4.00% 1	36.00% 9	60.00% 15	25
Minimizes physical demands	20.00% 5	20.00% 5	60.00% 15	25
Promotes a healthy/active lifestyle	40.00% 10	24.00% 6	36.00% 9	25
Promotes independence	12.00% 3	12.00% 3	76.00% 19	25
Reliability	4.00% 1	36.00% 9	60.00% 15	25
Safety	8.00% 2	32.00% 8	60.00% 15	25
Travel time	12.00% 3	20.00% 5	68.00% 17	25
Weather protection	8.00% 2	24.00% 6	68.00% 17	25

Q16 Which areas are important to focus on for future transportation improvements?

Answered: 25 Skipped: 0



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	NOT IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Local roads	4.00% 1	28.00% 7	68.00% 17	25	2.64
Highways	8.00% 2	52.00% 13	40.00% 10	25	2.32
Parking	4.00% 1	48.00% 12	48.00% 12	25	2.44
Public transit	0.00% 0	20.00% 5	80.00% 20	25	2.80
Sidewalks/pedestrian paths & amenities	0.00% 0	12.00% 3	88.00% 22	25	2.88
Bicycle paths & amenities	4.00% 1	24.00% 6	72.00% 18	25	2.68
New transportation modes & technologies (electric vehicles/e-bikes/e-scooters, rideshare, bikeshare, autonomous vehicles, etc.)	8.00% 2	24.00% 6	68.00% 17	25	2.60

Q17 (Optional) Please list any major transportation issues you have encountered in the past year.

Answered: 18 Skipped: 7

#	RESPONSES	DATE
1	Access to clear bus schedules is bad; walking is not safe because of poorly maintained sidewalks and extremely hazardous crossing situations, especially between downtown, Baggs Squares (both), and Oriskany Blvd.	9/20/2021 3:45 PM
2	One major issue that I have had friends struggle with is bus routes not running on Sundays. I think bike lanes should be permanently added to main roads. Many bikers I see either are on the wrong side or are riding on the sidewalks instead.	9/20/2021 3:11 PM
3	To access rural area of the county	9/20/2021 2:46 PM
4	I am privileged enough to own a car. I can't afford to be late so a public transit that is on time and available is important. If available, I would ditch my car.	9/20/2021 2:24 PM
5	Lack of public transportation routes	9/14/2021 1:25 PM
6	Construction issues with road closures. I also have an older vehicle (2009), which contributes to the appearance/reliability	9/14/2021 12:04 PM
7	Not finding any daily transportation for my disabled son from home to the city (rural to urban).	9/13/2021 12:14 PM
8	Sidewalks poorly maintained, lack of bike lanes/infrastructure	9/12/2021 5:56 PM
9	na	9/11/2021 9:05 AM
10	None	9/10/2021 6:15 PM
11	The roads are in need of repair. Sidewalks are worse, especially for walking or disabled people to navigate. Additionally trees, shrubs, plants blocking the sidewalks.	9/10/2021 4:58 PM
12	Getting hit by a car while walking or biking b/c no designated lanes.	9/10/2021 10:07 AM
13	Effect of covid on mass transit use	9/3/2021 10:01 PM
14	For me public transit is not needed. But there are many populations without cars or ways to get around affordIf I were disabled or had a surgery that temporarily prevented me from driving my car it would be a game changer as there are no supports in the community that I live .	9/2/2021 11:46 AM
15	I have several suggestions/concerns but cannot fit them in the 280 character limit--is there someone I can email?	9/1/2021 3:42 PM
16	I tried to click on the button for local roads very important ant the survey however I was clicked out repeatedly . Local roads are very important	9/1/2021 2:48 PM
17	Terrible condition of city streets! Roadwork on some has been started and never finished. Slows travel time down! I also split open a front tire from a raised man hole cover last week in Utica.	8/30/2021 2:44 PM
18	My husband is physically disabled and I have to take time off of work to get him to his medical appointments. I don't feel like there are other options that are available or affordable	8/14/2021 10:27 AM

Written Comments

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

Court System - Criminal Court/Treatment Court
Family Court
Significant issue for participants in rural
areas being able to attend programs, appearances

Your Name (optional):

Bart Canig

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

Little Falls does a great
job with snow removal

Your Name (optional):

Rick Morgan

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

Change traffic patterns to include more two way streets
Bicycle lanes and complete streets in Little Falls
Pedestrian walkway to connect to canal from south side
↑ connects the trail

Your Name (optional):

Jayne Pitz

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

Definitely need more transport! This will make it easier for
rural people and people living in poverty to get to doctors
offices, stores, and work places.

Your Name (optional):

Victoria

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

More public transportation. Enjoyed the commute to Oneida County from Little Falls. Want Amtrak Station in Little Falls.

Your Name (optional):

Katie Drake

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

A train stop in Little Falls that had transport to Utica, Albany, etc.

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

One way main street, if a tourist and couldn't find
I wouldn't come back around.
Other really dangerous spot Rt 167 near budge should
have light or 4 way stop.
Stop sign @ Ann Street + Albany St. Awful

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

It would be good to have a public
bus line in Westmoreland. I am
a journalist. I'd like to do a story
on it.

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

LIMITED OPTIONS FOR INTERNET !!
Frontier is only available on my road -
and it is not fast enough / reliable
enough to work full-time from our
house or to do school online. Very frustrating.

Your Name (optional):

Laren Dunn

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Potholes on Tilden Ave, Broad St, Erie St + other
various locations being fixed would reduce
the likelihood that our tires & rims get bent.

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Traffic Circles. NEED to be Eliminated
OR MADE LARGER. What we have now is
Terrible. Think Carrier Circle Also longer
ON Ramps 100-200 feet to merge on the Arterial
is Not Enough SPACE

Your Name (optional):

Rich Williams

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Please have the survey translated into
Spanish & other represented populations
(listed on poster) so the survey results are
representative MUKA can help

Your Name (optional):

CIMBRIT

SONIA MARTINEZ

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Transportation is greatest need for rural populous to commute to work. Buses are needed.

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Rural areas need access to transportation as much, if not more, than your cities

Your Name (optional):

Kathleen Dallos

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

Horse & Buggy & Farm Equipment should
NOT be allowed on Road

Your Name (optional):

Betty Ryan-Goldych

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions on the EJ or CP:

High gas tax + Car milage tax are a barrier
to driving.

Your Name (optional):

Donna Dellanno

Your Email Address (optional):

Your Phone Number (optional):

Resolution of Adoption



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.hocts.org

Chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning

Vice-chairperson, VINCENT J. BONO, Chairman, Herkimer County Legislature
Clerk, DANA R. CRISINO, Director, Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2021 – 29

Approval of the HOCTC Environmental Justice Analysis 2021

WHEREAS, the Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuous, cooperative transportation planning process for Herkimer and Oneida Counties; and

WHEREAS, the Executive Order 12898 of 1994 mandated that each Federal agency make Environmental Justice part of its policies and activities by identifying and addressing the effects of all programs, policies, and activities on minorities and low-income populations; and

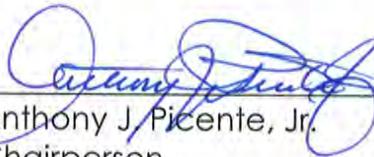
WHEREAS, the United States Department of Transportation (USDOT) issued its final Order on Environmental Justice in 1997 (DOT Order 5610.2) requiring the incorporation of Environmental Justice principals into all existing USDOT activities, policies and programs which required the Federal Highway Administration (FHWA) to issued Environmental Justice requirements for States and MPOs; and

WHEREAS, the previous Environmental Justice Analysis, adopted in 2016, will be replaced with the HOCTC Environmental Justice Analysis 2021; and

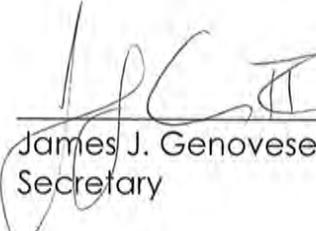
WHEREAS, the federal transportation legislations, MAP-21 and FAST Act, continues to mandate Environmental Justice requirements and updates; and

NOW, THEREFORE BE IT RESOLVED, that the GP&L Committee hereby adopts the HOCTC Environmental Justice Analysis 2021, as the standing compliance document; and

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



Anthony J. Picente, Jr. 12-14-21
Chairperson Date



James J. Genovese II 12-14-21
Secretary Date