

# *Non-Discrimination Demographic Analysis / Title VI Policy*

2025



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### HOCTC Resolution 2025 – 12

#### Approval of the HOCTC Environmental Justice/Title VI Analysis 2025

**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 U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) have historically implemented Environmental Justice as a 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 issue Environmental Justice requirements for States and MPOs; and

**WHEREAS,** the Herkimer-Oneida County Transportation Council (HOCTC) is a recipient of federal funding and is required to develop a Title VI program in accordance with the Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987; and

**WHEREAS,** the goal of Title VI/Nondiscrimination program is to ensure that people are not adversely impacted by programs or activities the HOCTC undertakes, regardless of race, color, sex, age, disability or national origin; and

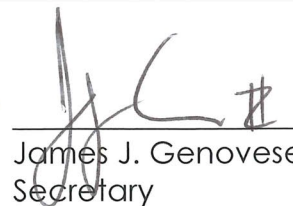
**WHEREAS**, the HOCTC Environmental Justice Analysis provides supporting data that assists with Title VI program monitoring and compliance within the MPO; and

**WHEREAS**, the previous HOCTC Environmental Justice Analysis, adopted in 2021, will be replaced with the HOCTC Environmental Justice/Title VI Analysis 2025; and

**NOW, THEREFORE BE IT RESOLVED**, that the GP&L Committee hereby adopts the HOCTC Environmental Justice /Title VI Analysis 2025, 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.

 6/10/25  
\_\_\_\_\_  
Anthony J. Picente Jr.      Date  
Vice-Chairperson

 6/10/25  
\_\_\_\_\_  
James J. Genovese II      Date  
Secretary

# I Introduction

## USDOT Incorporation of Environmental Justice/Title VI

The U.S. Department of Transportation (USDOT), The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) have historically implemented principles of Environmental Justice (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 were required 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

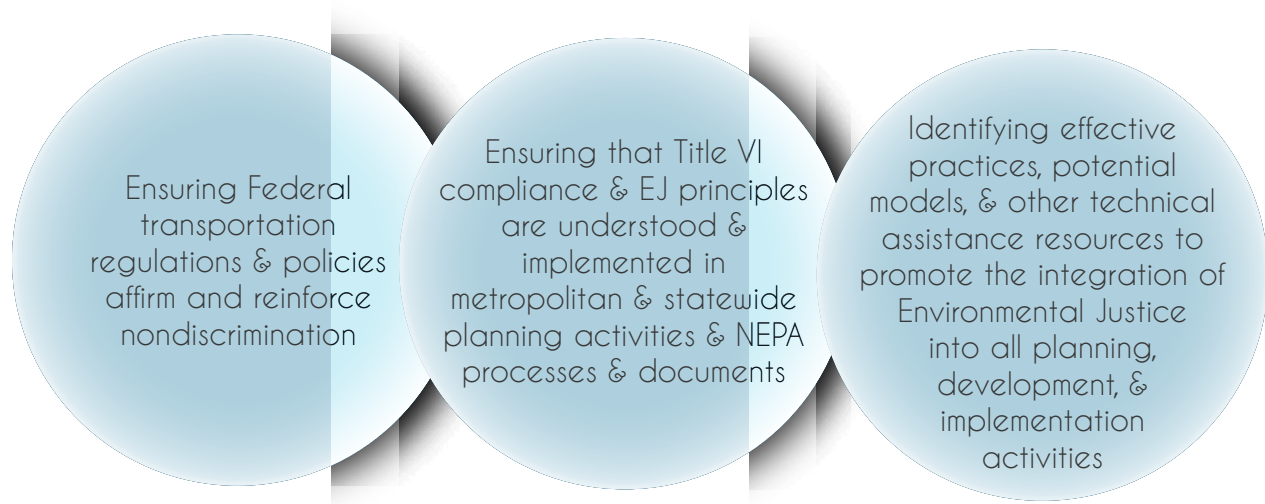
To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- 3

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. In recent years, EJ principals have been incorporated into:

Policy Decisions	Final Design Engineering
Systems Planning	Right-of-Way
Metropolitan and Statewide Planning	Construction
Preliminary Design	Operations and Maintenance
Project Development and Environmental Review under the National Environmental Policy Act (NEPA)	

In the recent past, FHWA and FTA have issued substantial guidance to State DOTs, Metropolitan Planning Organizations (MPOs), transit providers, and other local agencies to ensure:



The FHWA and FTA have released numerous resources including reference guides including a 2012 Environmental Justice Policy Guidance for the FTA Circular and April 2015 Environmental Justice Reference Guide.

## Herkimer-Oneida Counties Transportation Council (HOCTC)

### ***INCORPORATION OF ENVIRONMENTAL JUSTICE/TITLE VI POLICY***

Within Herkimer and Oneida Counties the Governmental Policy and Liaison (GP&L) Committee has been designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuous, and coordinated transportation planning process for the approved Urban Areas and rural Herkimer and Oneida Counties. This process is staffed, and tasks are carried out by the Herkimer-Oneida Counties Transportation Council (HOCTC) which serves as the 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. HOCTC reports on the utilization of DBE entities to deliver the planning and capital program. The HOCTC UPWP includes tasks to ensure compliance with state and federal regulations.

### ***LONG RANGE TRANSPORTATION PLAN (LRTP): GOING PLACES 2045***

EJ was a guiding principle in all five of HOCTC LRTP goals concerning the nature of transportation planning. One goal, Mobility and Accessibility directs the MPO to “Use a strategic approach to provide mobility and accessibility opportunities” Another priority area, Environmental Impacts states to “Avoid and/or mitigate negative environmental impacts while protecting the region’s transportation infrastructure from environmental threats.” Safety in Transportation Choices “proactively addresses existing safety deficiencies and strategically integrates safety elements into future projects for all roadway users.” The final two goals, Coordination of Transportation with Land Use Planning and System Preservation account for EJ by attempting to provide and enhance connections between housing and economic development and employment areas utilizing public transit options or other forms of transportation. 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 2025-2029, 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.

## 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 and the Americans with Disabilities Act of 1990 regarding regulations relevant 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; and related reports, documents, meetings, 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 the sub-recipients will be required to use NYSDOT's Title VI non-discrimination contract provisions and develop a procedure to monitor and to review the third tier vendors, consultants and contractors.

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, 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/Title VI Policy **TRANSPORTATION PLANNING PROCESS**

Although EJ is not a new concern in regard to transportation, it has evolved with greater emphasis. Impacting processes, programs, and products of transportation planning, including project development.

The National Environmental Policy Act (NEPA) defined 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" was defined as 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 the self-certification of compliance with Title VI rendered at approval of 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.

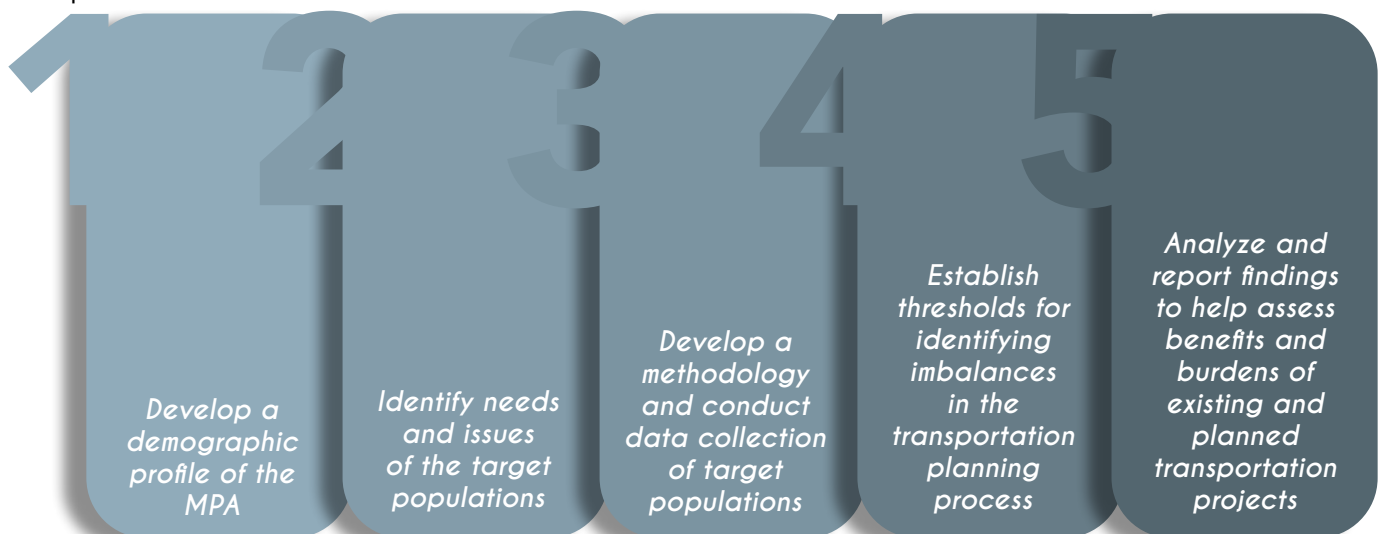
The FTA's circular, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* was issued on August 15th, 2012. The FTA circular contained recommendations for State DOTs, MPOs, and transit providers on:

- ◆ 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/TITLE VI POLICY/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:



# II.

## Definitions

HOCTC uses the following definitions throughout the plan in an effort to maintain consistency with current state and federal regulations and guidance:

### **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.

### **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. Census tracts generally have a population size between 1,200 and 8,000 people.

### **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.

### **Disadvantaged Community -**

A group of people who experience a combination of social, economic, and environmental challenges. These challenges can include poverty, pollution, and discrimination.

Federal agencies use a combination of factors to determine if a community is disadvantaged. These factors can include:

Poverty

Unemployment

Air and water pollution

Exposure to hazardous wastes

Access to water

Climate change

### **Disproportionately High and Adverse Effects -**

Adverse effects on minority and low-income communities 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.

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".

### **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 time frame 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 -**

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.

### **Underserved -**

Groups of people or geographic areas that have been denied full participation in society. An underserved community is a group of people who have limited access to resources or are otherwise disadvantaged. These communities may face barriers to accessing health care, education, housing, and food.

Factors that define underserved communities:

- ◆ **Income:** Low income or poverty
- ◆ **Location:** Rural areas or geographic isolation
- ◆ **Education:** Limited English proficiency or lack of education

- ◆ *Race*: People of color, ethnic minorities, or national origin minorities
- ◆ *Disability*: People with disabilities or other access and functional needs
- ◆ *Gender*: Women and children
- ◆ *Age*: Seniors or elderly people

### **Urban Area -**

Collective term referring to urbanized areas and urban clusters. Urban Areas comprise a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This includes adjacent territory containing non-residential urban land uses. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or have a population of at least 5,000.

### **Urbanized Area (UA) -**

A geographic area consisting of densely developed territory that contains 50,000 or more people.

### **Urban Cluster (UC) -**

A geographic area consisting of densely developed territory that contains at least 2,500 and less than 50,000 people.

Note: All definitions were added from the United States Census Bureau: <https://www.census.gov/glossary/> and were accessed from January to May 2025.



# III. Demographic Analysis

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 four Urban Areas of Utica, Rome, Oneida, and Ilion-Herkimer. Oneida County contains 45 municipalities (3 cities, 16 villages, and 26 towns). Herkimer County contains 30 municipalities (1 city, 10 villages, and 19 towns).

## **DATA SOURCES AND METHODOLOGY**

The demographic profile of the MPA is comprised of a two-county area including Herkimer and Oneida Counties. The profile uses 2019 through 2023 5-year American Community Survey (ACS) datasets and 2020 Decennial Census. Decennial Census data provides historical trends on population density for earlier years. The data identifies changes in the prevalence of several target populations over time. HOCTC examined Herkimer County and Oneida County individually and the two-county region as a whole. Topics examined include population characteristics, social and cultural background, education, economy, and transportation. The measures that were analyzed include population density, poverty, disability, veteran status, minority status, limited English proficiency (LEP) populations (those who speak English less than very well), age, vehicle access, education, and unemployment.

## **DEMOGRAPHIC OVERVIEW**

HOCTC conducted a demographic analysis of disadvantaged populations in the two-county MPA. Of the two counties, Oneida County is more populated with a notably larger minority population and more limited English speakers. Herkimer County has a higher percentage of residents aged 65+ and lower percentage with less than a 9th grade education.

# DEMOGRAPHIC OVERVIEW

(based on 2023 ACS 5-Yr Estimates)

Topic	Measure	Base	Herkimer County	Oneida County	New York State	Total
Population Characteristics	Population	Population	59,932	229,645	19,872,319	289,577
Population Characteristics	Age: 65+	Population	21.6% 12,945	19.4% 44,536	17.4% 3,461,186	19.8% 57,481
Population Characteristics	Age: <5	Population	4.9% 2,912	5.5% 12,713	5.6% 1,102,961	5.4% 15,625
Social/Cultural Background	Minority: (1) non-white and/or (2) Hispanic or Latino	Population	8.4% 5,012	20.5% 47,008	17% 5,364,825	18% 52,020
Social/Cultural Background	Limited English Proficiency (LEP): Speaks English less than Very Well	Household	0.5% 134	2.5% 2,342	13.8% 2,562,078	2.1% 2,476
Education						
Education	Education: Less than 9 <sup>th</sup> Grade	Population ages 25+	2.5% 1,070	4.8% 7,434	6.0% 836,124	4.2% 8,504
Economy	Poverty Status: Below Poverty Threshold	Population for whom poverty status is determined	13.3% 7,826	14.6% 32,026	14.2% 2,702,955	14.3% 39,852
Economy	Employment Status: Unemployed	Population ages 16+ in civilian labor force	2.7% 5,059	2.6% 1,291	3.1% 506,633	2.7% 6,350
Mobility	Vehicle Availability: No Vehicle	Household	9.1% 2,320	11% 10,399	29% 2,226,323	10.6% 12,719
Mobility	Disability	Total civilian noninstitutionalized population	15.8% 9,393	15.1% 33,755	12.2% 2,394,964	15.2% 2,394,964
Mobility	Veteran Disability	Total civilian noninstitutionalized population	31.6% 1,142	32.2% 4,157	28.7% 179,162	32.1% 5,299

Table 1 - Demographic Overview for HOCTC MPA

## Population

The population in the two-county region peaked at nearly 341,000 in the 1970 Census and stood at 299,397 at the 2010 Census. According to the 2020 Census count, the population of Oneida County is 232,125 and the population of Herkimer County is 60,139, for a two-county population of 292,264. This is a 2.54% decrease from 2010-2020. There has been a continual decrease in population for the two-county region at each Census.

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 2000 population. The population loss is more pronounced in Herkimer County (6.7% drop in population since 2000) than in Oneida County (1.4% drop in population since 2000).

### Decennial Census Population 1910-2020 Herkimer & Oneida Counties

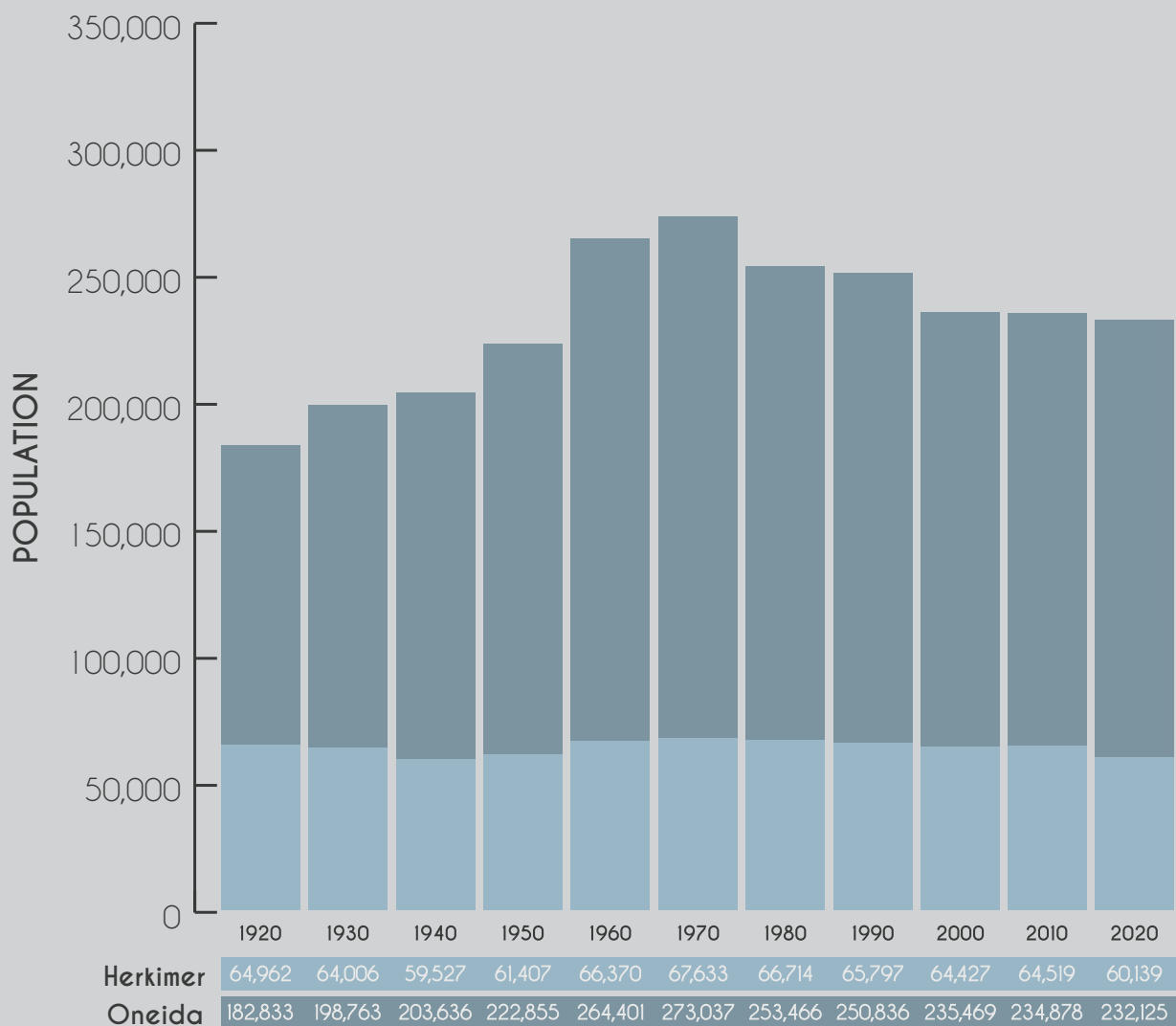


Figure 1 - Decennial Census Population Trend in HOCTC MPA

## Age (under 5 & 65+)

The MPA population over the age of 65 years has increased from 18.8% (54,758) in 2019 to 19.8% (57,481) of the overall population in 2023. Inversely, the percentage of the population under the age of 5 years old has remained stable over the past five years. The median age for the two counties is 42.7 years and is relatively unchanged over the past five years. This median age is older than that of New York State (39.6) and the United States (38.7) in 2023.

### Population by Age (under 5 & 65+) HOCTC MPA

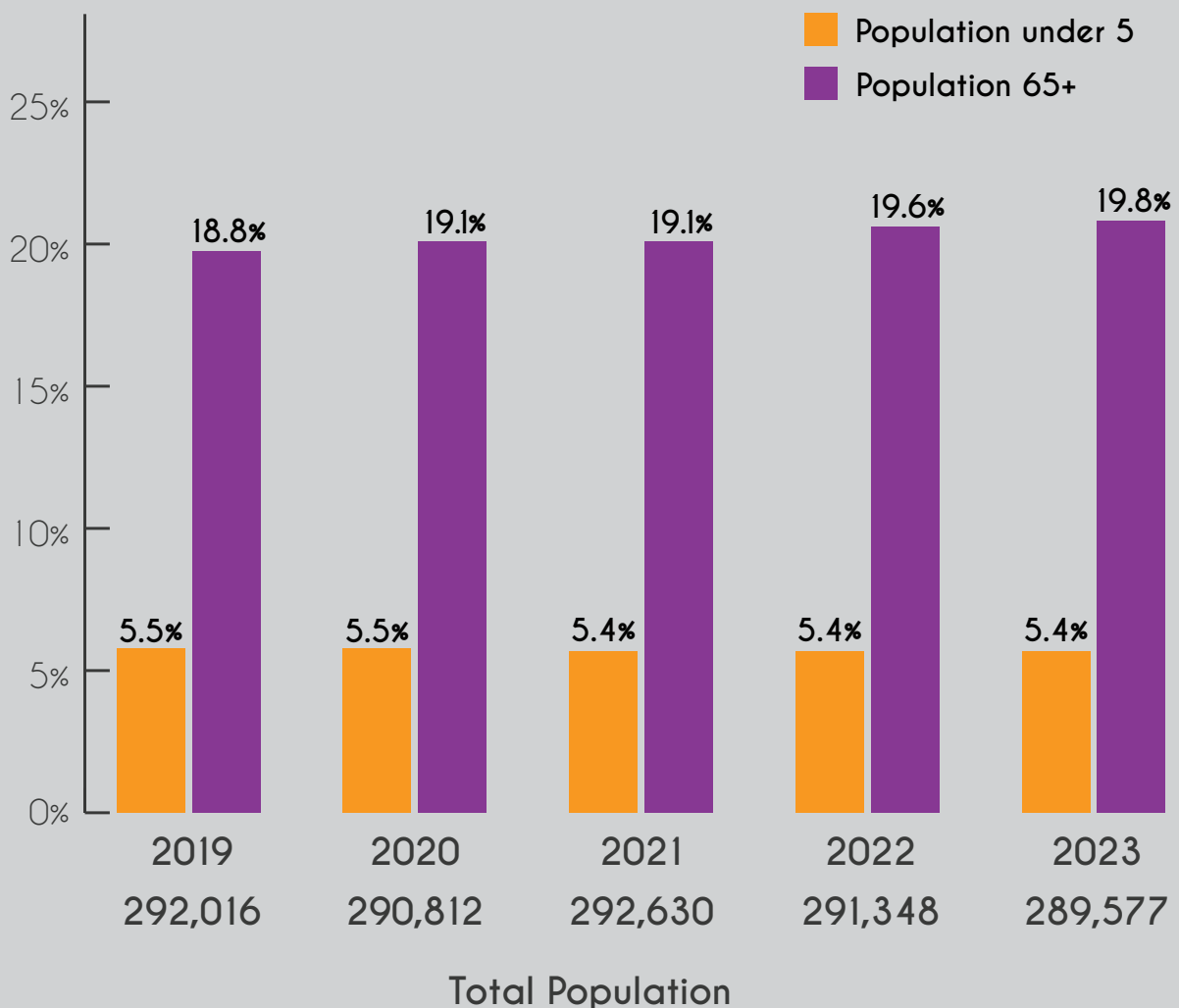


Figure 2 - Population of Age (under 5 and 65+) in HOCTC MPA

## Minority (Race & Ethnicity)

The minority population in the MPA is anyone that identifies as non-white, Hispanic, and/or Latino. This population was 52,020 (18.0%) in 2023, which is an increase from 2019 when the minority population was 44,773 (15.3%) in 2019.

The percent of the MSA population identifying as White, Non-Hispanic, or non-Latino has decreased to 82.0% in 2023, from 84.7% in 2019. The percent of the population identifying as Hispanic or Latino has increased from 5.0% (14,616) of the population in 2019 to 6.2% (18,088) in 2023. The percent of the population identifying as Asian has decreased slightly to 3.6% (10,445) of the population in 2023, from 3.9% (11,343) in 2019. There has been an overall steady increase in the minority population in the HOCTC region over the last five years. The population identifying as Black or African American has increased from 6.8% (19,589) of the population in 2019, to 7.1% (20,484) in 2023.

### Non-White, Hispanic, and/or Latino Population HOCTC MPA

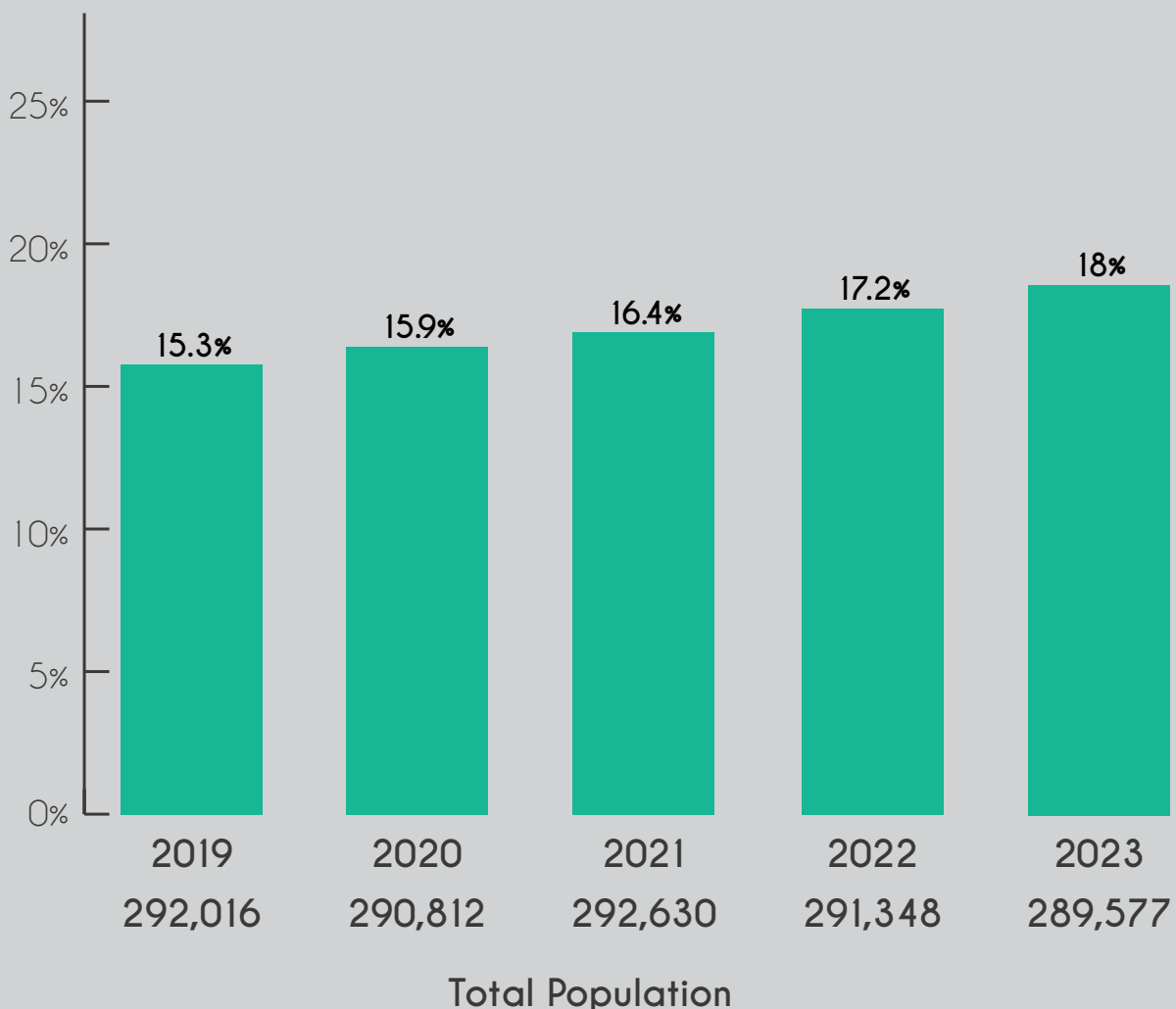


Figure 3 - Population Identifying as Not White, Hispanic and/or Latino in HOCTC MPA

## Limited English Proficiency (LEP)

The US Census ACS Tables defines Limited English Proficiency (LEP) as ability to speak English “less than very well”. LEP populations are determined by total occupied households. The MPA has a LEP population of 2,476 which represents 2.1% of the overall population. This percentage has remained stable over the past five years. The majority of those who speak English “less than very well” primarily speak an Asian or Pacific Island language. According to the 2023 ACS data, the three most spoken languages other than English within the MPA are Other Indo-European Languages (such as Bosnian) (5.0%), Spanish (3.5%), and Asian and Pacific Islander Languages (such as Karen) (2.6%).

### Limited English Proficiency Household HOCTC MPA

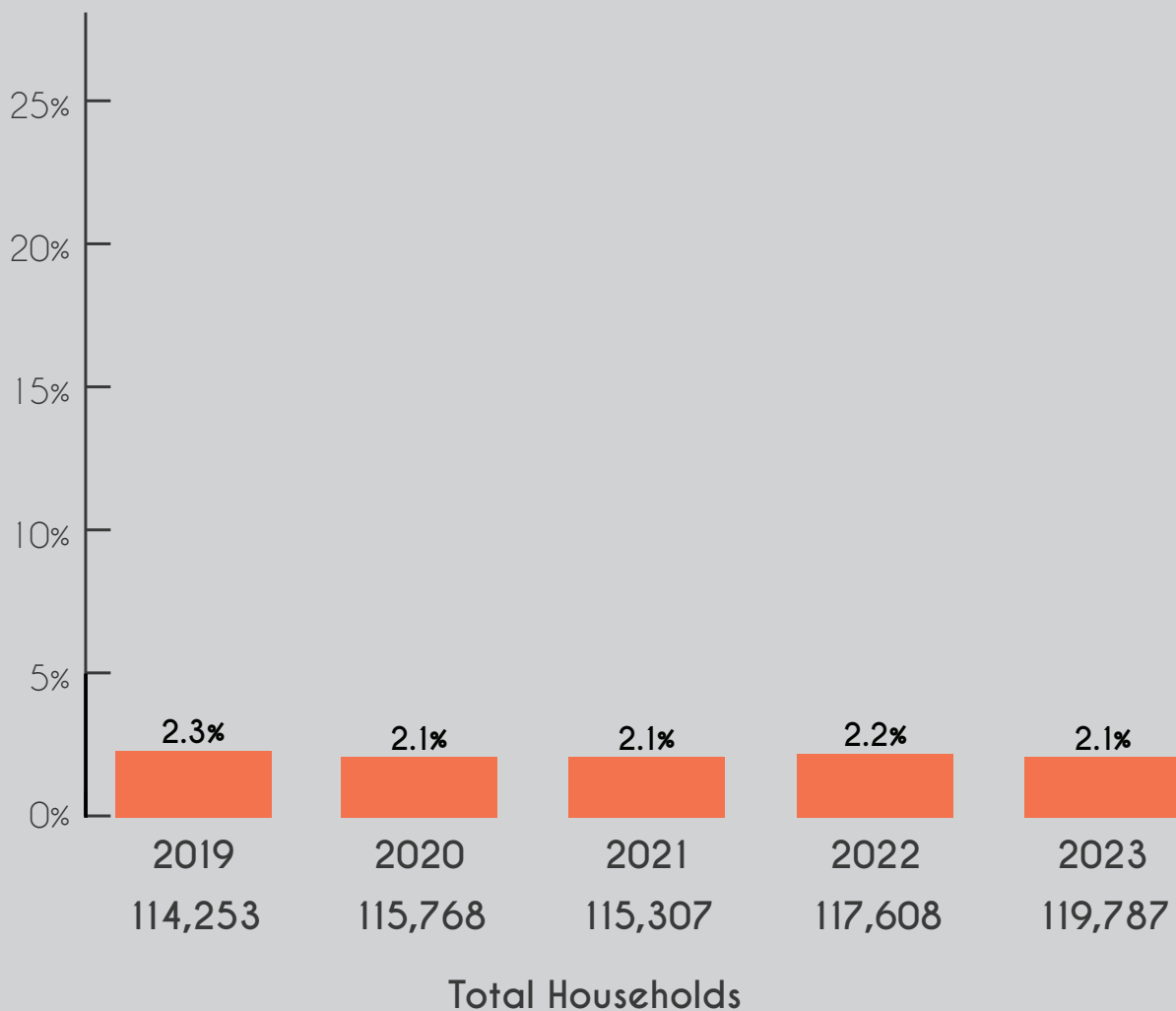


Figure 4 - Households with Limited English Proficiency in HOCTC MPA

## Education

In 2023, the percentage of the overall MPA population over 25 years of age that has less than a 9th grade education is 4.2% (8,504). In Herkimer County, the percent of adults with less than a 9th grade education has decreased from 3.3% (1,452) in 2019 to 2.5% (1070) in 2023. Oneida County saw a slight increase from 4.4% (7,034) in 2019 to 4.7% (7,434) in 2023.

### Adults with less than a 9th Grade Education (25+) HOCTC MPA

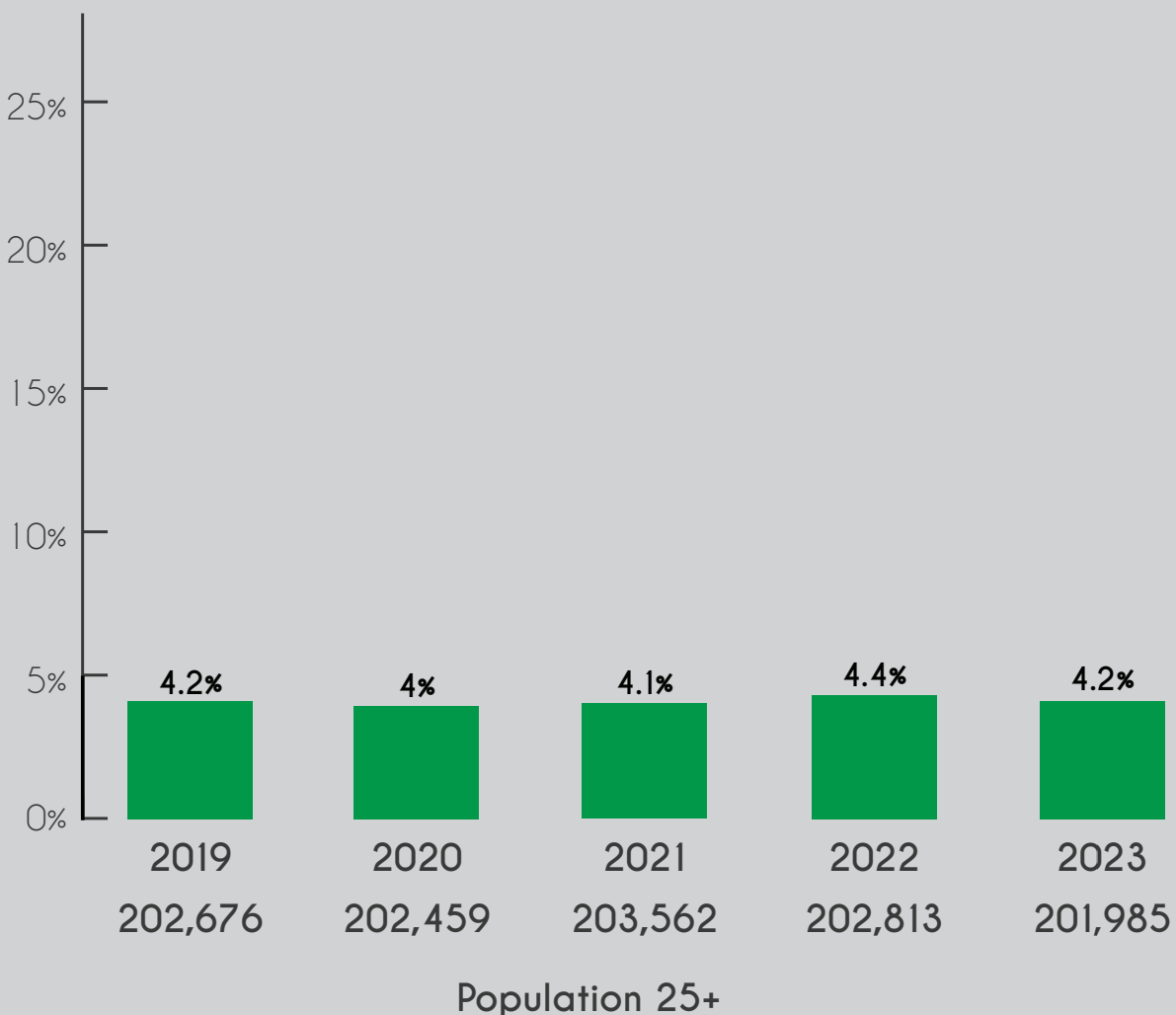


Figure 5 - Adults with Less than 9<sup>th</sup> Grade Education (age 25+) in HOCTC MPA

## Poverty

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then all individuals in that family or unrelated individual is considered in poverty.

Because of this measurement, the population in poverty varies from the total population. The total population in 2023 for the MPA was 289,577. Those excluded from poverty determination are those in institutional quarters, such as prisons and nursing homes, college dormitories, military barracks, or without conventional housing.

The 2023 ACS data used determined poverty status within the previous 12 months. Within the MPA, 14.3% (39,582) of the population lives in poverty as of 2023. This has decreased from 15.1% (42,022) in 2019. 21.2% (3,257) of children under five and 9.6% (5,306) of the elderly (ages 65+) live in poverty. Since 2019, poverty among children has decreased 5.9% from 27.1% (4,261) to 21.2% (3,257). The poverty rate among the elderly has increased slightly from 8.2% (4,291) to 9.6% (5,306). In Oneida County, 14.6% (32,026) of the population lives in poverty, and in Herkimer County, 13.3% (7,826) of the population lives in poverty. Poverty is primarily concentrated in denser urban areas.

### Population in Poverty HOCTC MPA

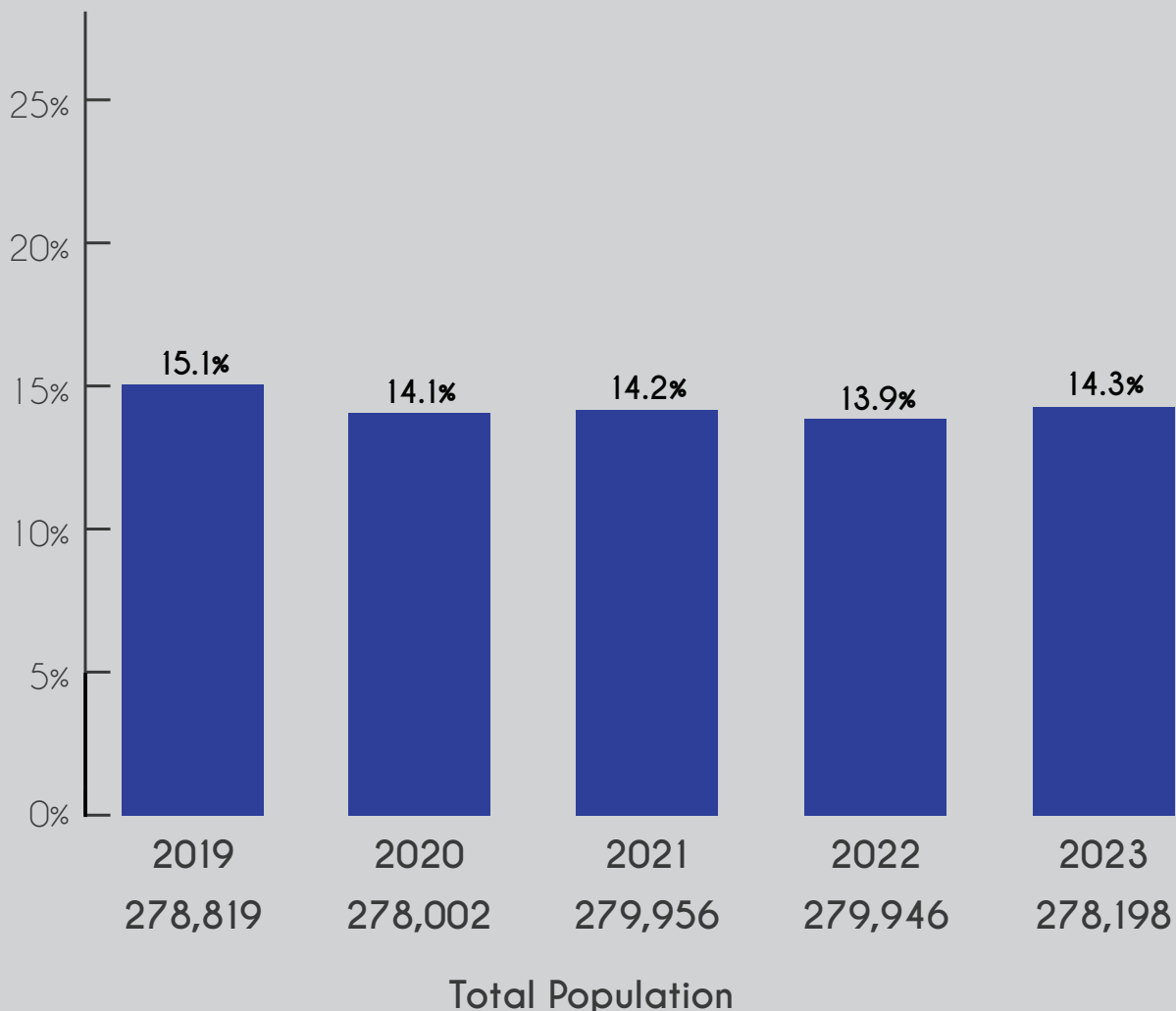


Figure 6 - Population in Poverty in HOCTC MPA

## Unemployment

Unemployment in the MPA is currently at 2.7% and has been stable over the past five years. This is similar to unemployment totals for New York State and the U.S.

### Unemployed Civilian Labor Force (age 16+) HOCTC MPA

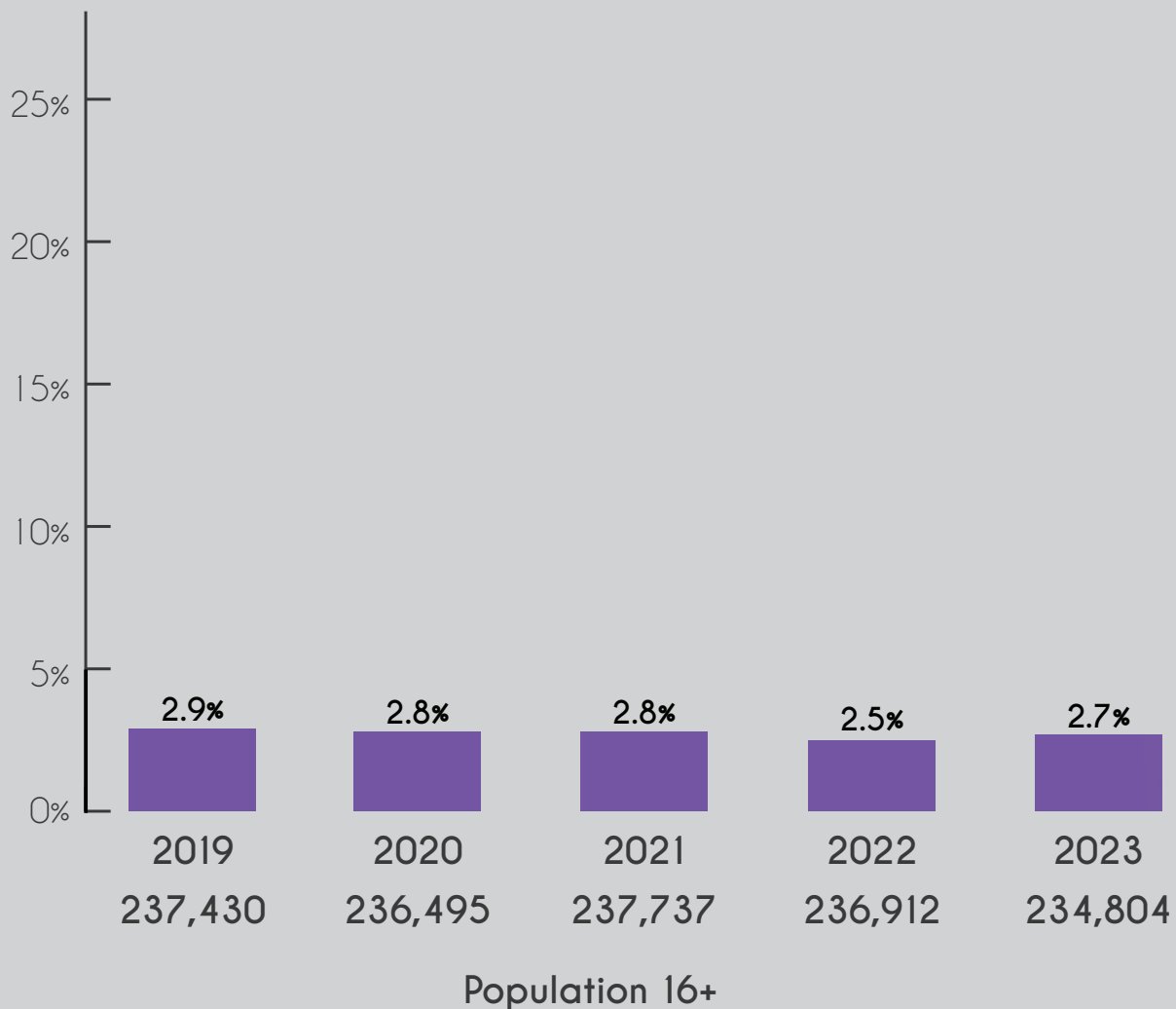


Figure 7 - Unemployment among Civilian Labor Force (age 16+) in HOCTC MPA

## Vehicle Access

The percentage of total occupied households with no vehicle access in the MPA has remained stable over the past five years and is at 10.6% (12,719) as of 2023. This is higher than the U.S. total of 8.3%.

### Households with No Vehicles Available HOCTC MPA

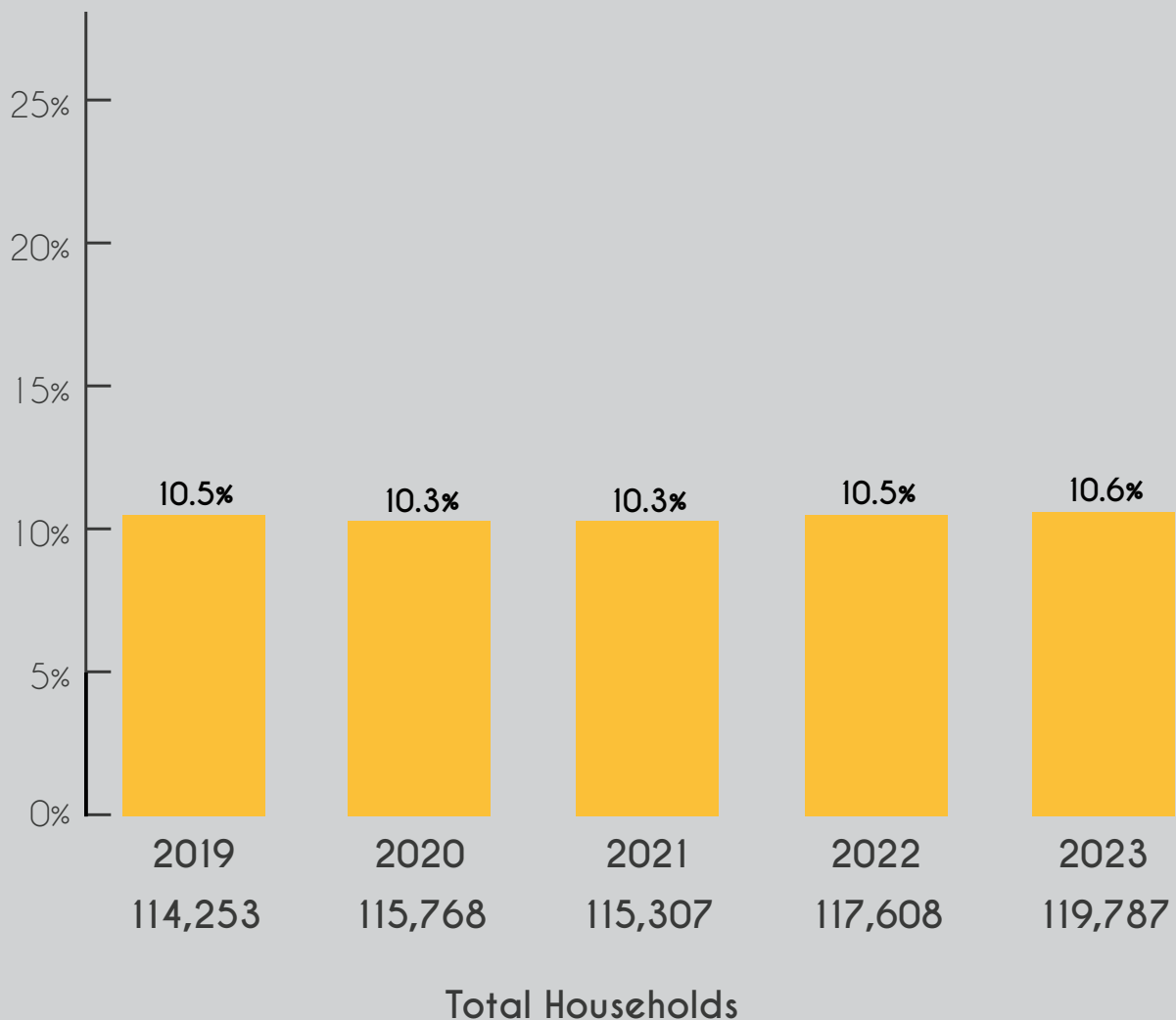


Figure 8 - Households with No Vehicle Available in HOCTC MPA

## Disability

This 2023 ACS table measured the civilian noninstitutionalized population, defined as all U.S. civilians not residing in institutional group quarters facilities such as correctional institutions, juvenile facilities, skilled nursing facilities, and other long-term care living arrangements. Within the MPA, 15.2% (43,148) of the population identifies as having a disability in 2023. This includes an estimated 33,755 people (15.1%) in Oneida County and 9,393 (15.8%) in Herkimer County.

### Population with a Disability HOCTC MPA

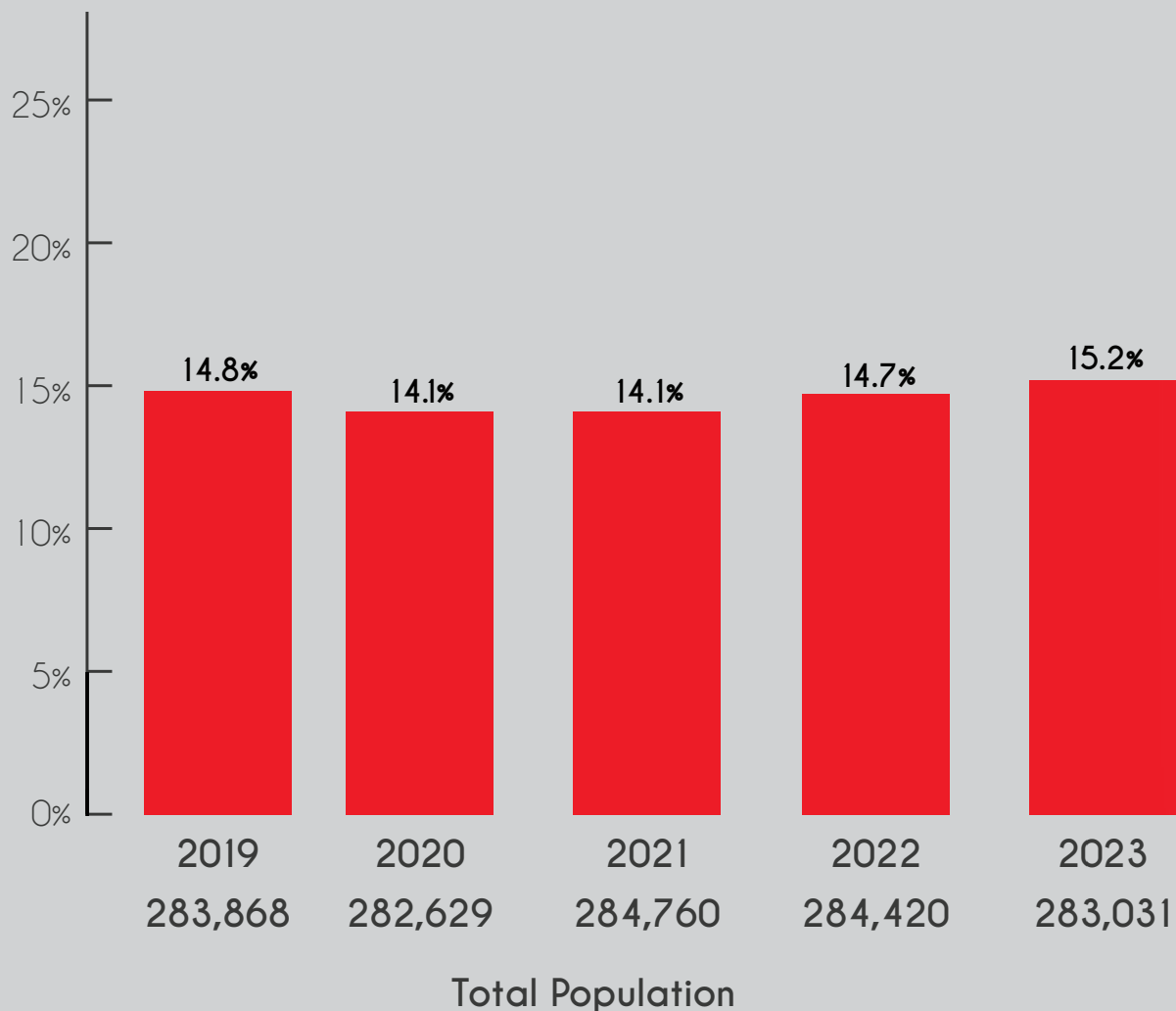


Figure 9 - Population Identifying as Having a Disability in HOCTC MPA

## Veteran Disability

Within the MPA, 32.1% ( 5,299) of the Veteran population identified as having a disability in 2023. This includes 32.2% (4,157) in Oneida County and 31.6% (1,142) in Herkimer County. The rate has increased since 2019 when 28.2% (5,378) of the Veteran population identified as having a disability.

### Veteran Population with Disability HOCTC MPA

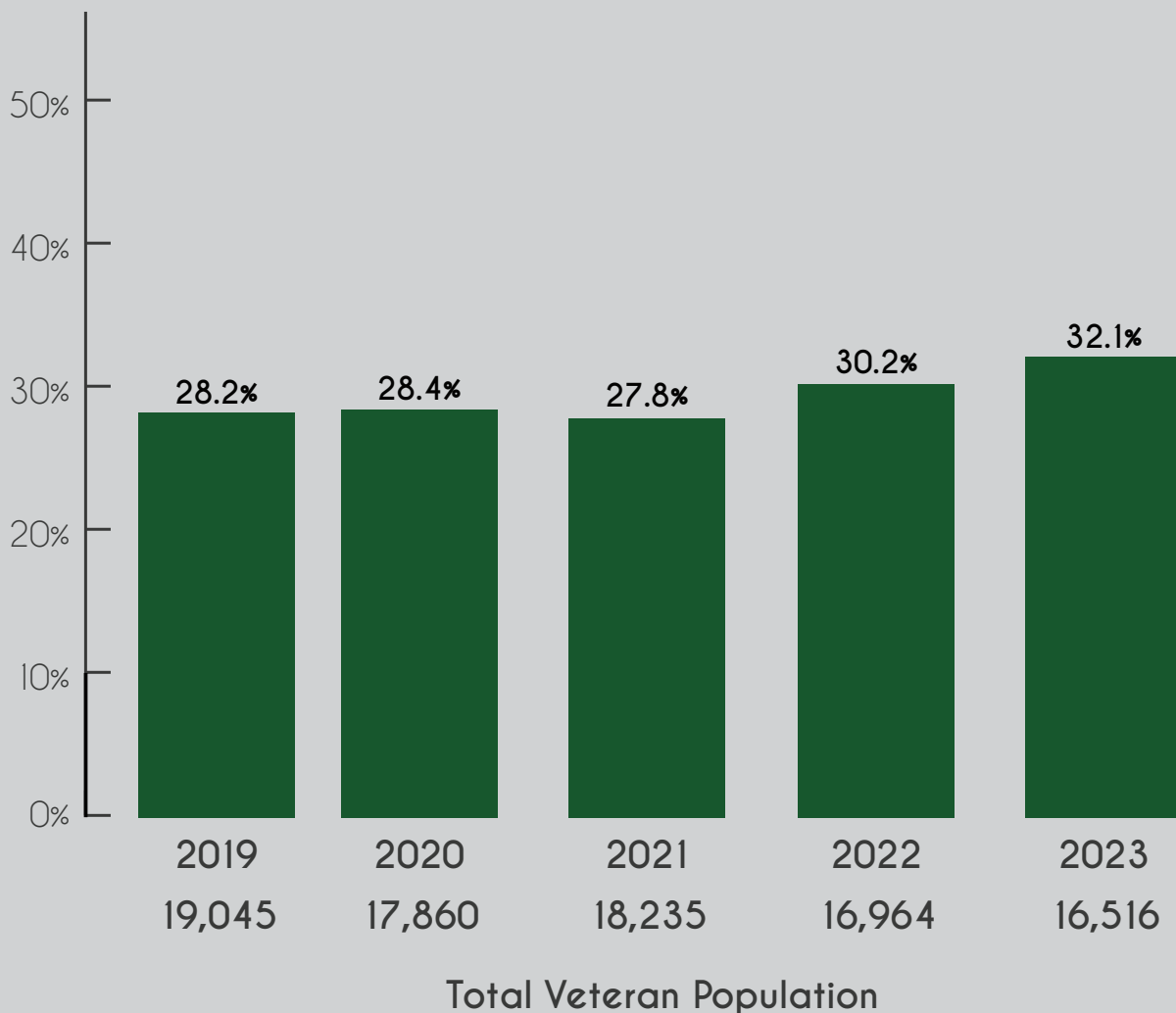
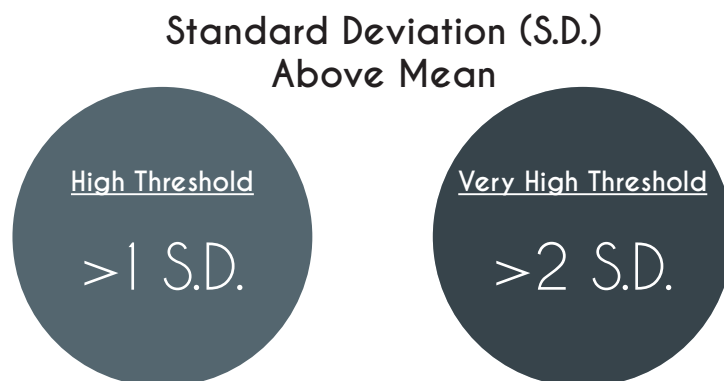


Figure 10 - Veteran Population Identifying as Having a Disability in HOCTC MPA

# IV Spatial Analysis

## Data Sources and Methodology

HOCTC produced a series of maps spatially representing 2018-2022 U.S. Census ACS 5-Yr Estimates for environmental justice metrics. Herkimer and Oneida Counties were analyzed by census block groups (or tract in the case of vehicle availability). Each block group (or tract) was compared to the mean of all block groups (or tracts) across the two-county MPA. Standard deviation was calculated for each metric and used to identify high and very high thresholds for analyzing the presence of disadvantaged populations.



An aggregate needs map combined various metrics based on a unique methodology. Block groups were scored 0, 1, or 2 for select metrics (see Geographic Overview Chart for selected metrics). For each metric, a score of 0 was assigned to block groups less than 1 standard deviation above the mean. A score of 1 was assigned to block groups more than 1 standard deviation but less than 2 standard deviations above the mean. A score of 2 was assigned to block groups more than 2 standard deviations above the mean. Across 6 metrics, the highest possible score is 12 and the lowest possible score is 0. All block groups fall between 2 points and 9 points when scored across the 6 metrics.

# GEOGRAPHIC ANALYSIS METRICS

(based on 2022 ACS 5-Yr Estimates)

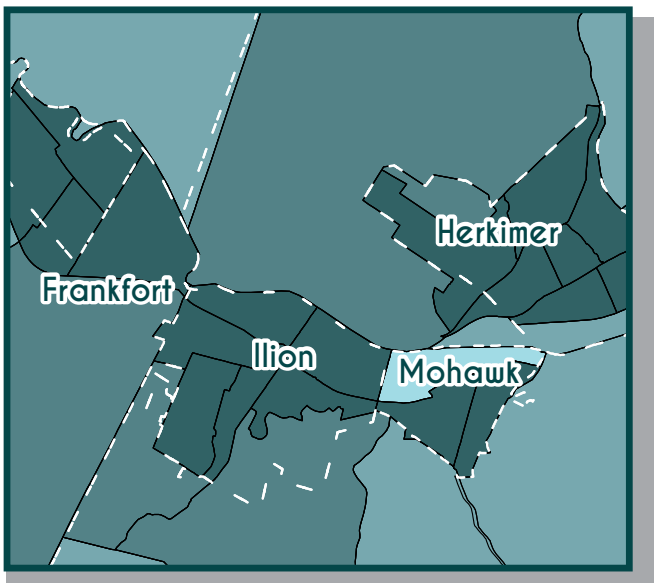
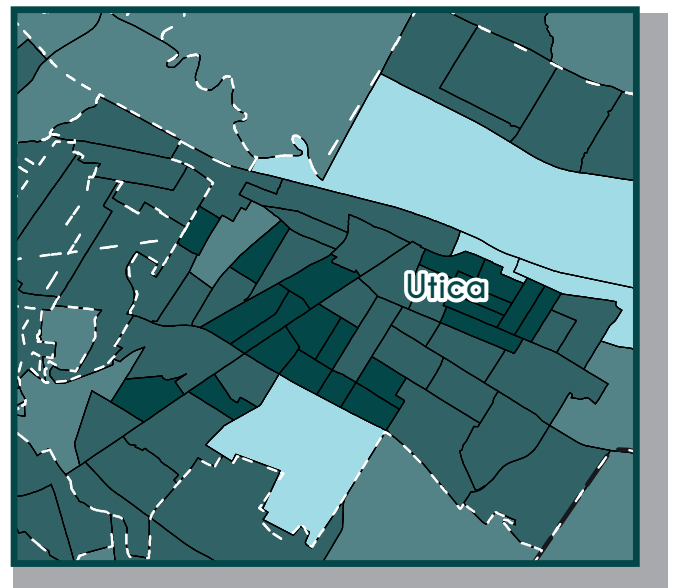
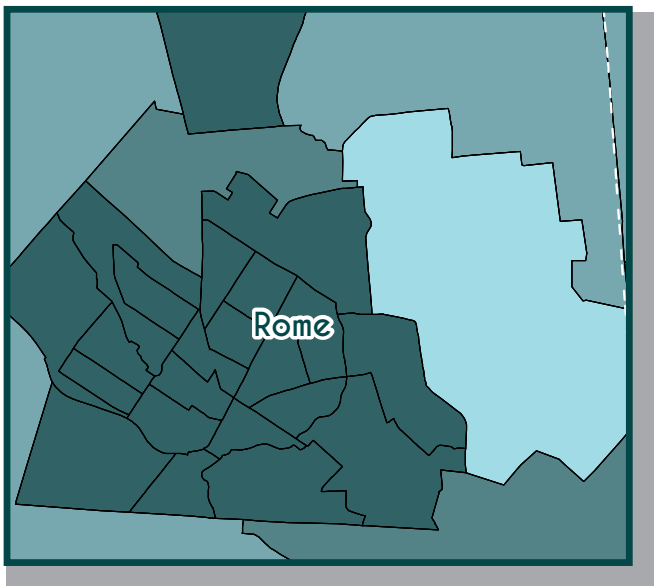
Topic	Map	Base	Mean	High Threshold ≥ 1 S.D. Above Mean	Very High Threshold ≥ 2 S.D. Above Mean	Aggregate Needs Map Component
Population Characteristics	Population Density	1 sq. mi. land area	Various population thresholds See Map for Details			
Population Characteristics	Age: 65+	Population	21%	27%+	38%+	X
Population Characteristics	Age: <5	Population	5%	8%+	12%+	X
Social/Cultural Background	Minority: (1) non-white and/or (2) Hispanic or Latino	Population	17%	28%+	48%+	X
Social/Cultural Background	Limited English Proficiency (LEP): Speaks English less than Very Well	Household	2%	12%+	N/A	X
Education	Education: Less than 9 <sup>th</sup> Grade	Population ages 25+	11%	29%+	40%+	
Economy	Poverty Status: Below Poverty Threshold	Population for whom poverty status is determined	30%	41%+	61%+	X
Economy	Employment Status: Unemployed	Population ages 16+ in civilian labor force	3%	10%+	15%+	
Mobility	Vehicle Availability: No Vehicle	Household	11%	29%+	N/A	
Mobility	Disability	Total civilian noninstitutionalized population	16%	27%+	66%+	X
Mobility	Walkability	Block group area	Various population thresholds See Map for Details			

Table 2 - Map Overview for HOCTC MPA

# Environmental Justice / Title VI Population Maps

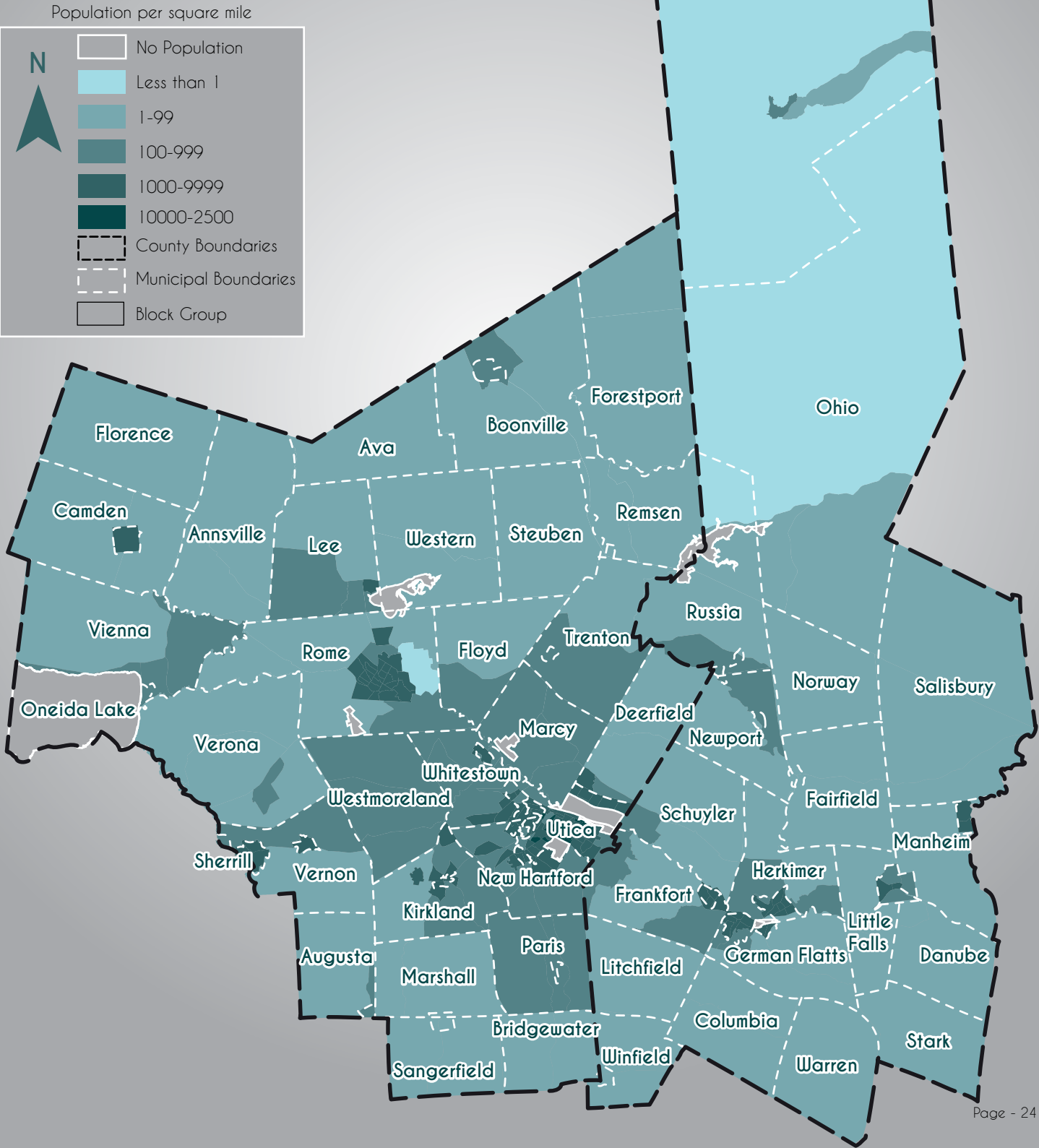
## Population Density

Oneida County is much more densely populated than Herkimer County. The four Urban Areas in the MPA are Utica, Rome, Oneida, and Ilion-Herkimer. Additional areas of population density include outlying Villages such as Camden, Vernon, Boonville, Dolgeville, and cities such as Sherrill and Little Falls.



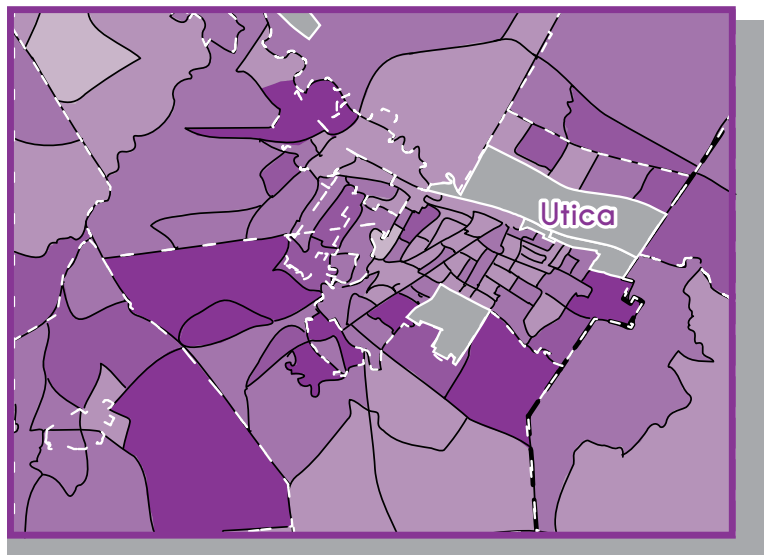
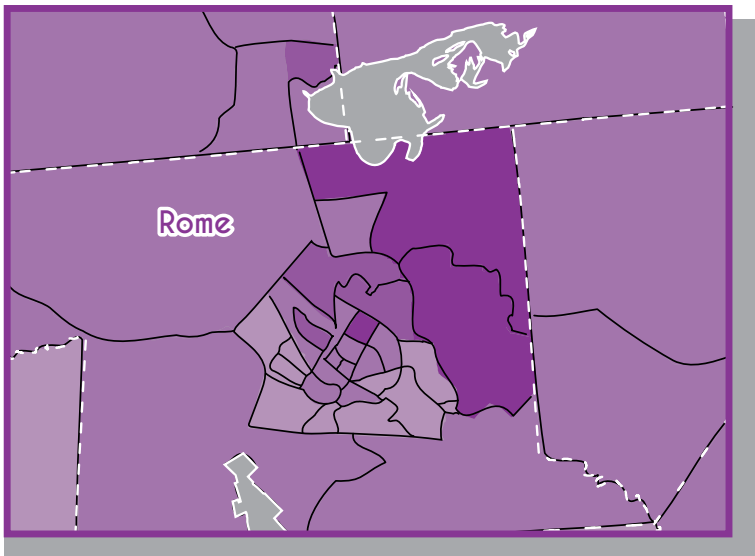
# Oneida-Herkimer Counties

## Population Density



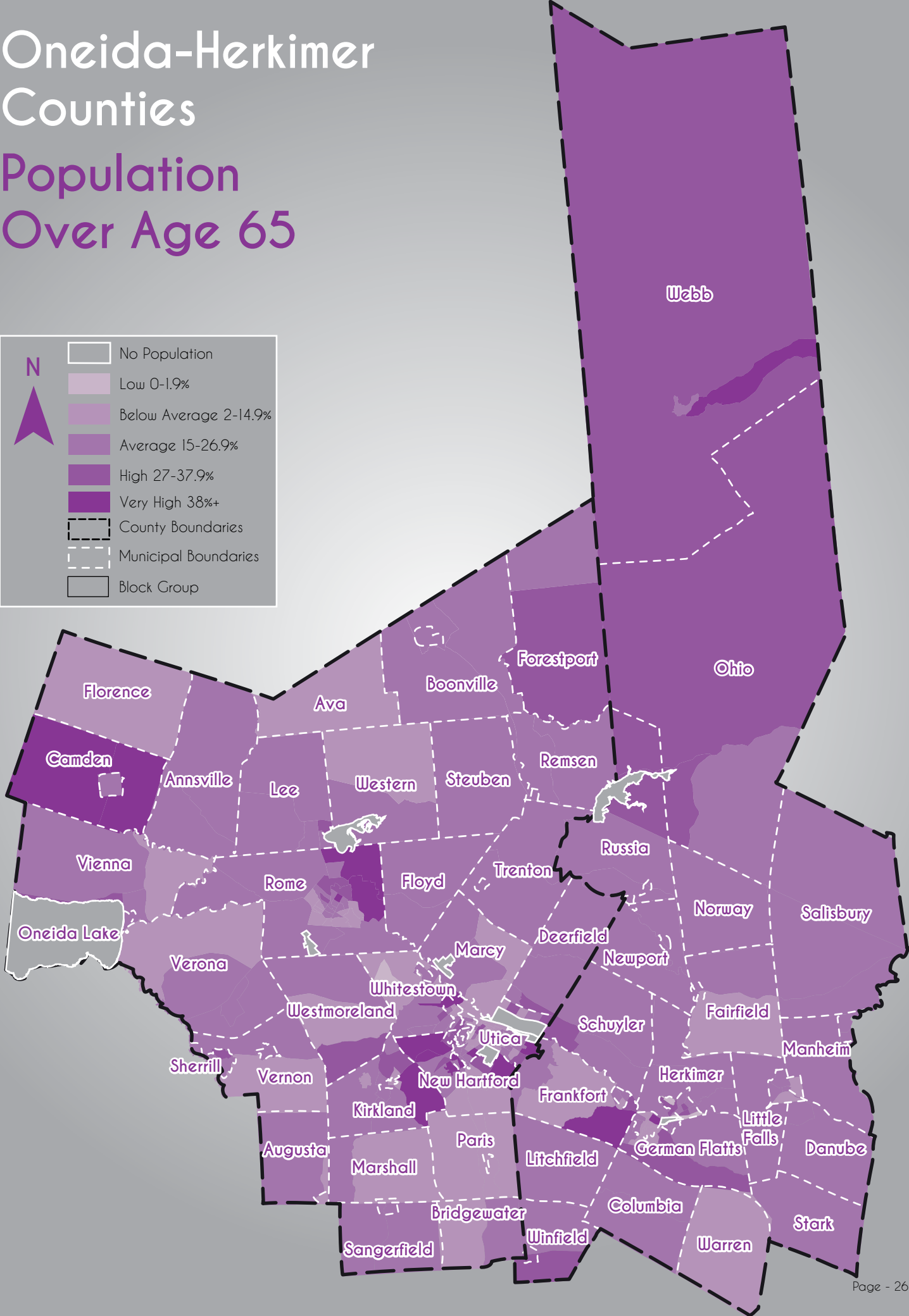
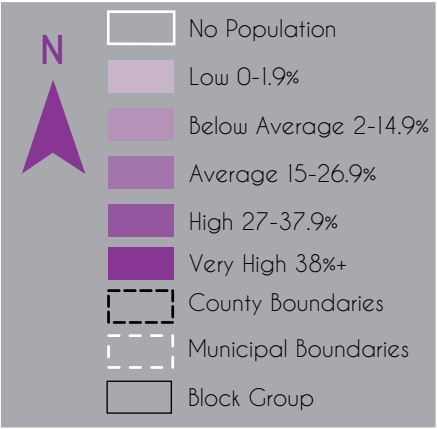
## Age - 65+

The highest concentrations of those ages 65+ can be found outside the Urban Areas in Camden and Webb and inside the Urban Areas of Rome, Frankfort and New Hartford. In contrast to the other analyzed 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. Aging populations face unique transportation challenges, particularly when they reside in more remote areas of the MPA because services tend to be scarcer.



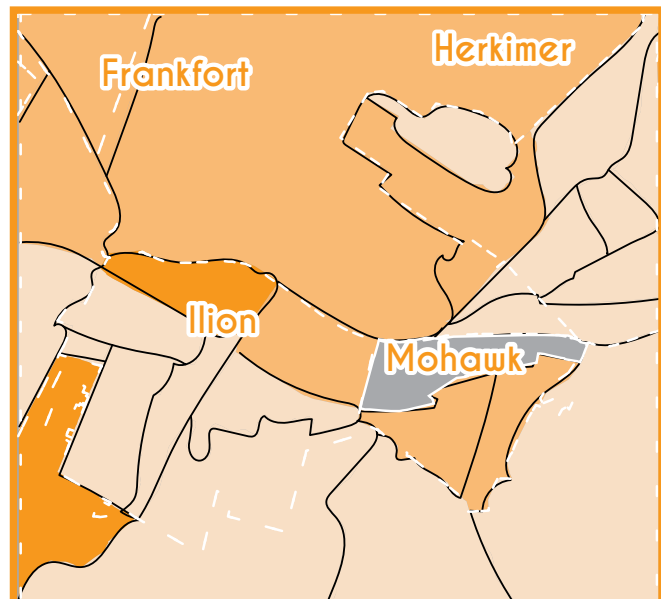
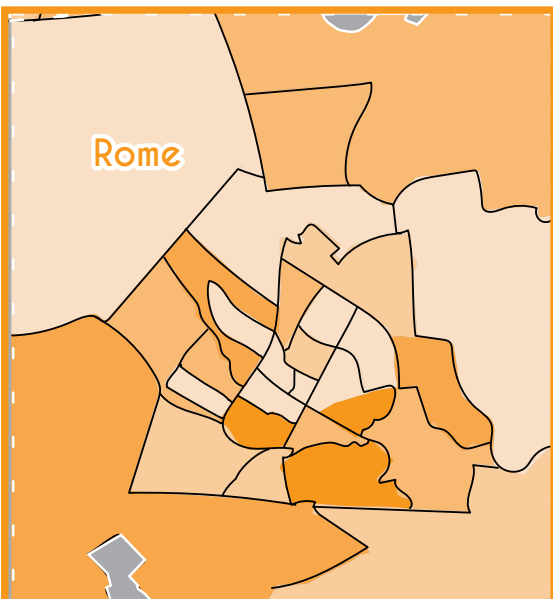
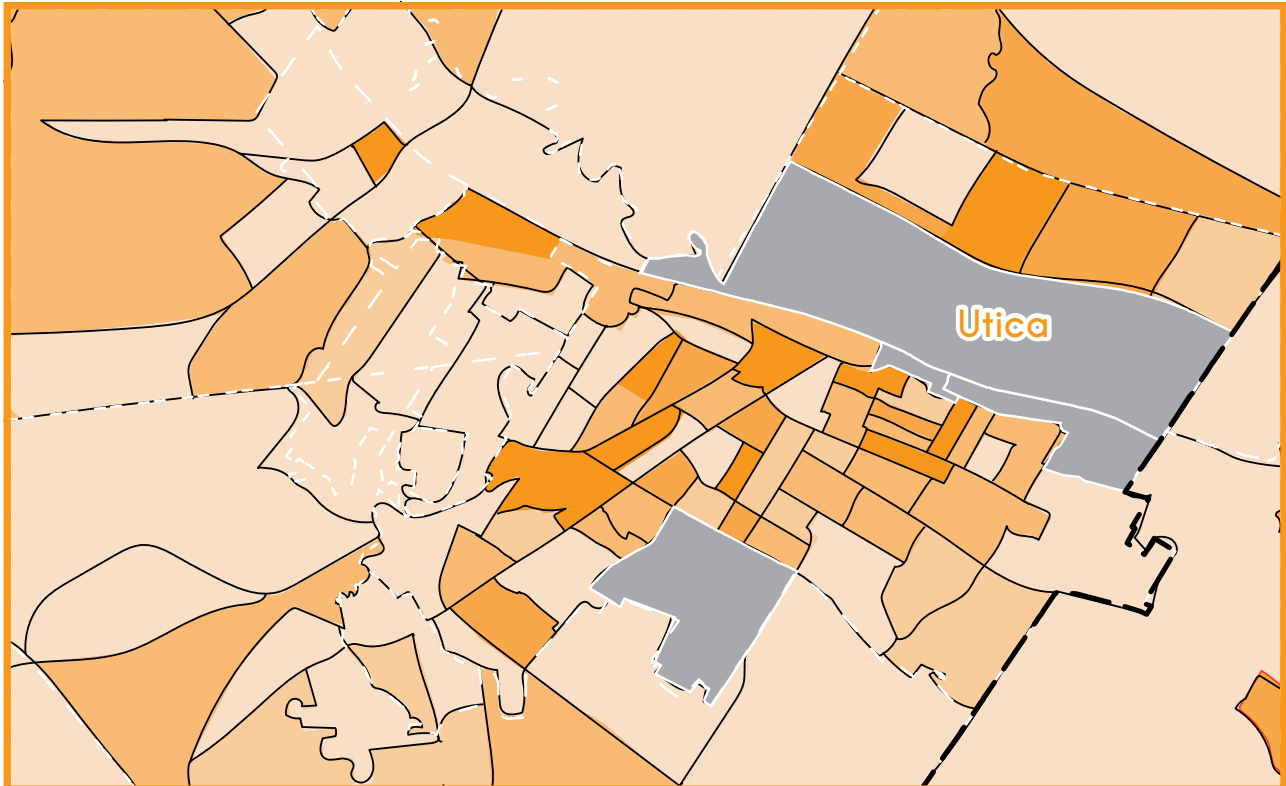
# Oneida-Herkimer Counties

## Population Over Age 65



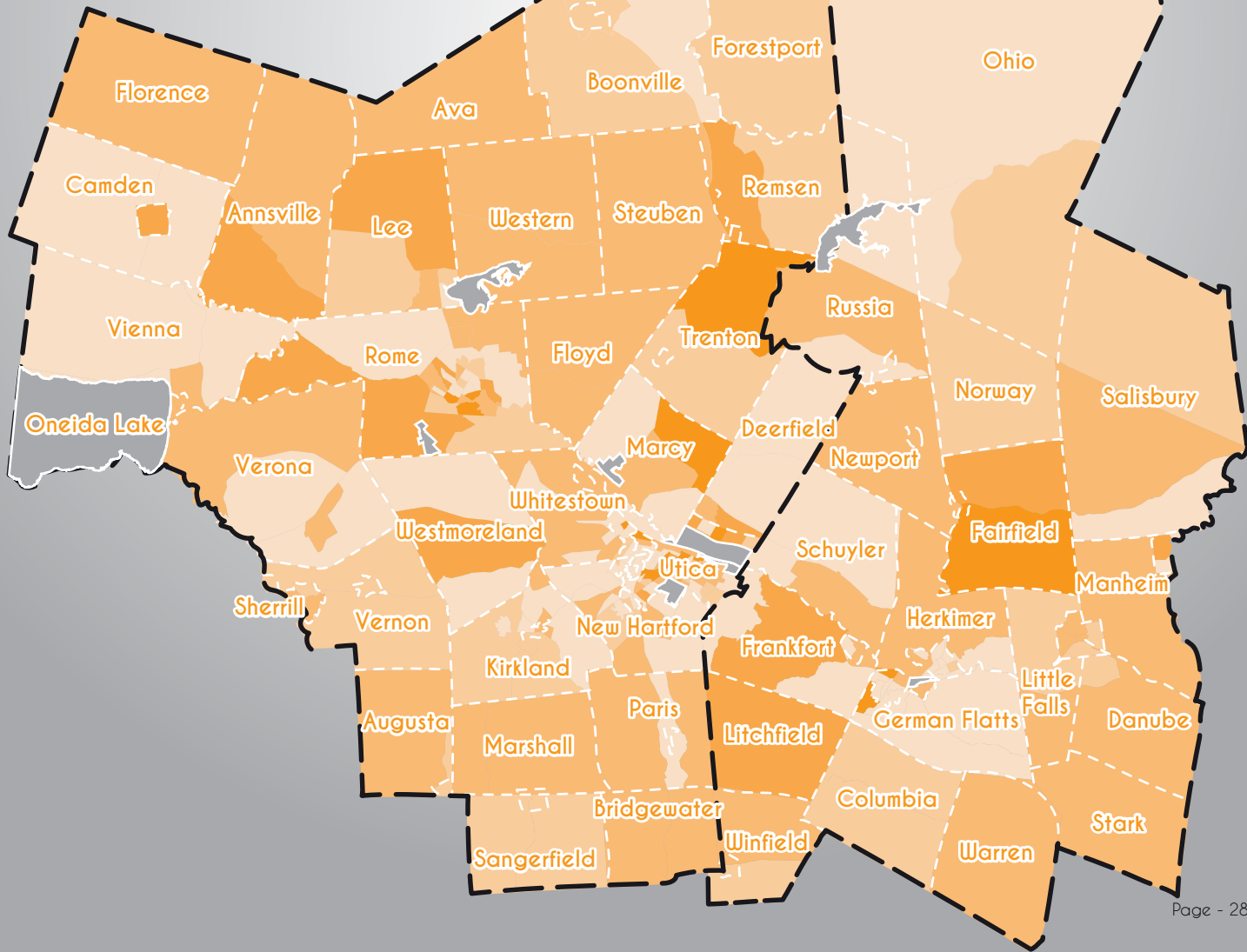
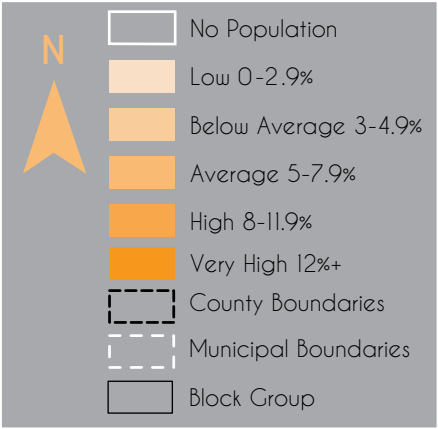
## Age - Under 5

Block groups with the highest population of those under 5 tend to be in the Urban Areas in places such as Utica, Rome, and Ilion. There is also a high concentration of children in eastern Marcy.



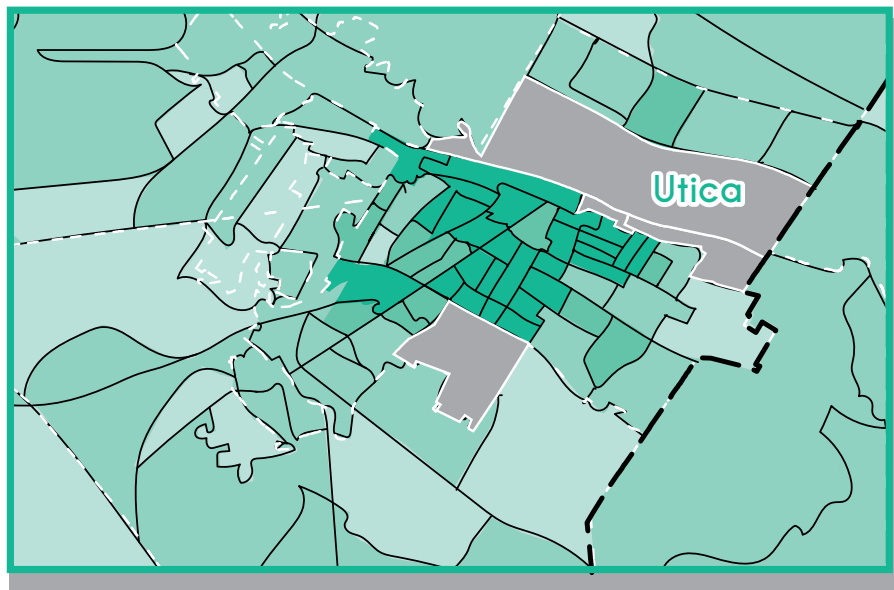
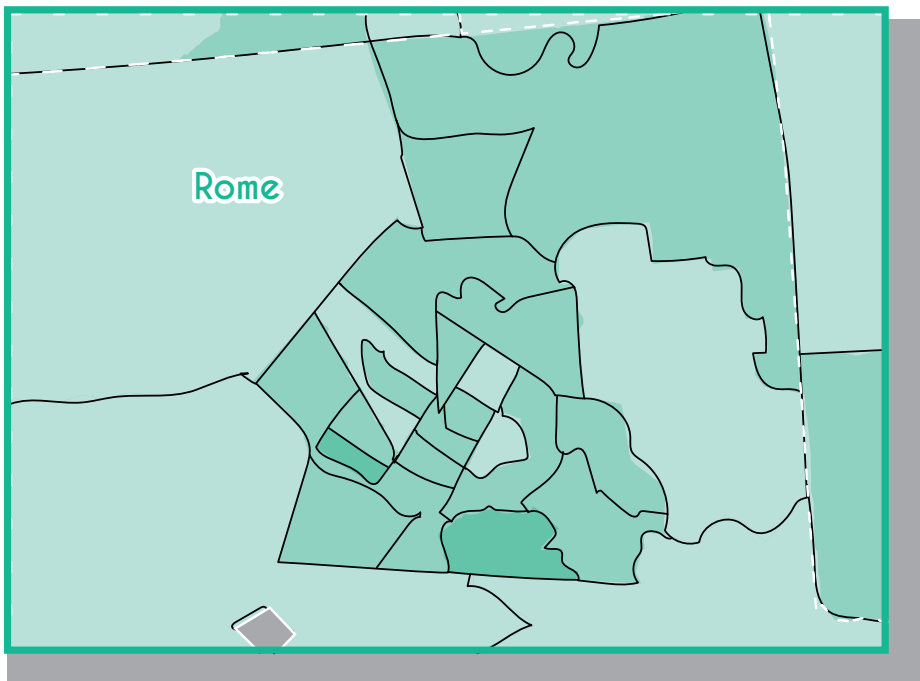
# Oneida-Herkimer Counties

## Population Under Age 5



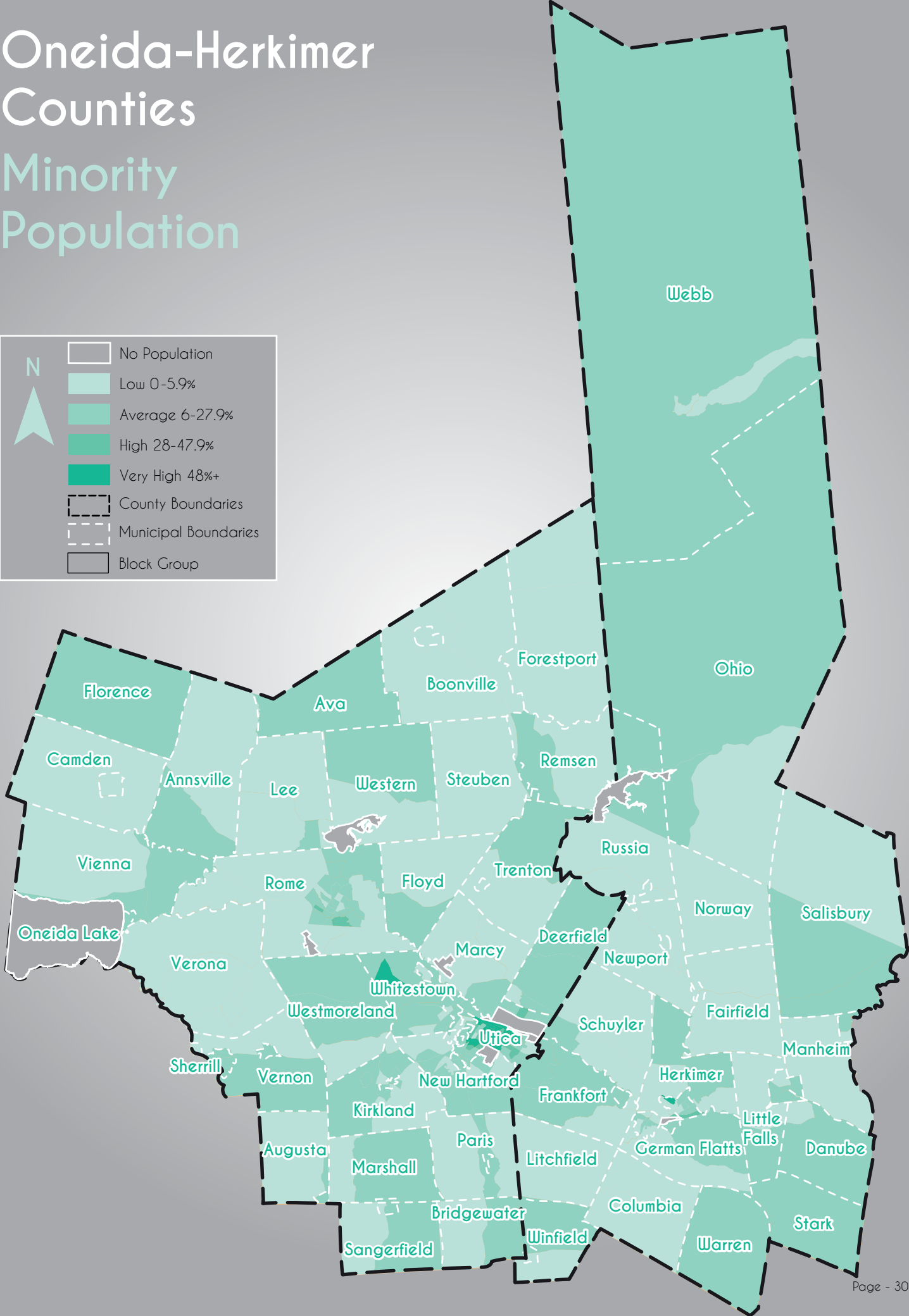
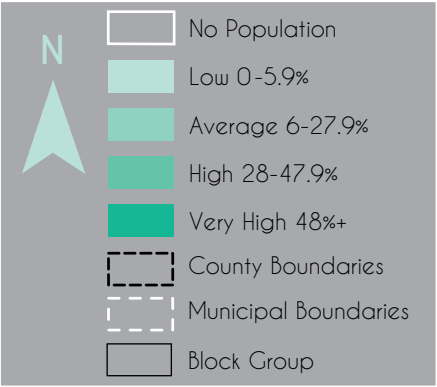
## Minority (Race & Ethnicity)

Oneida County is home to many more minority residents than Herkimer County. According to the 2023 ACS Five-Year Estimates, 20.5% of the population in Oneida County and 8.4% of the population in Herkimer County is part of a minority group. This includes anyone that identifies as non-White, Hispanic and/or Latino. Nearly all block groups with high populations of racial or ethnic minorities are found in urban areas of the MPA along the Mohawk River. Areas of Utica including the Cornhill neighborhood, West Utica, and Bleeker Street have high the greatest concentration of minorities in the MPA, along with parts of Herkimer, Rome, and Whitestown.



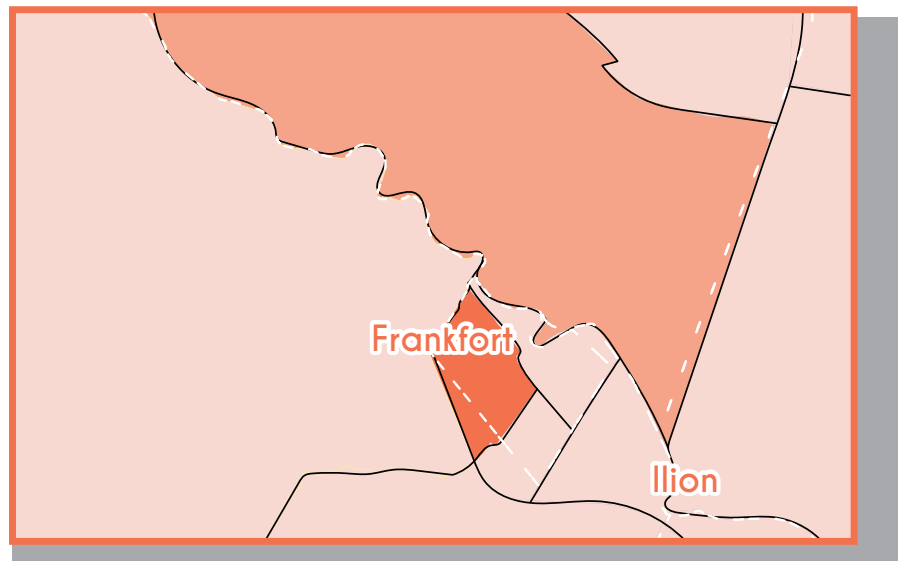
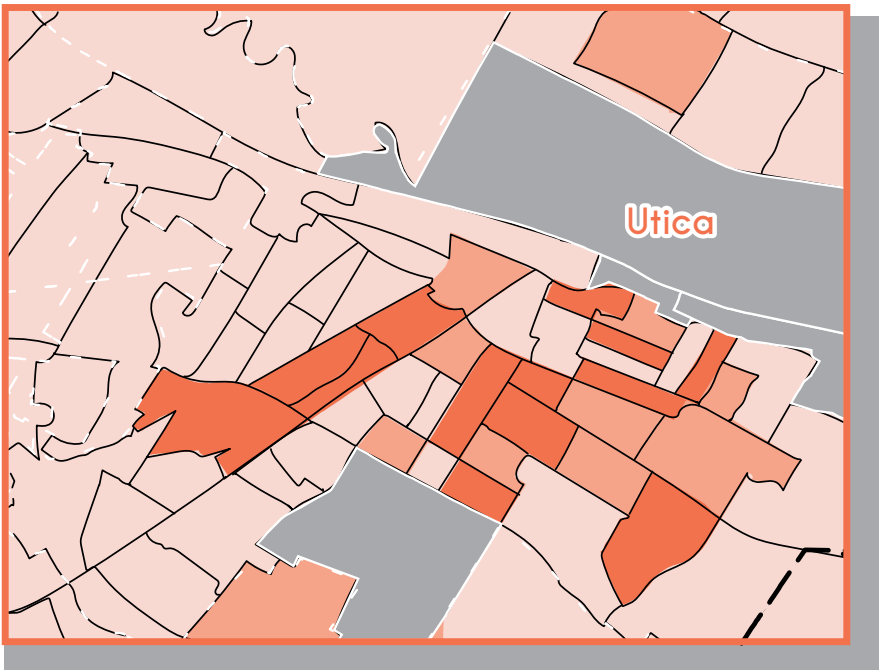
# Oneida-Herkimer Counties

## Minority Population



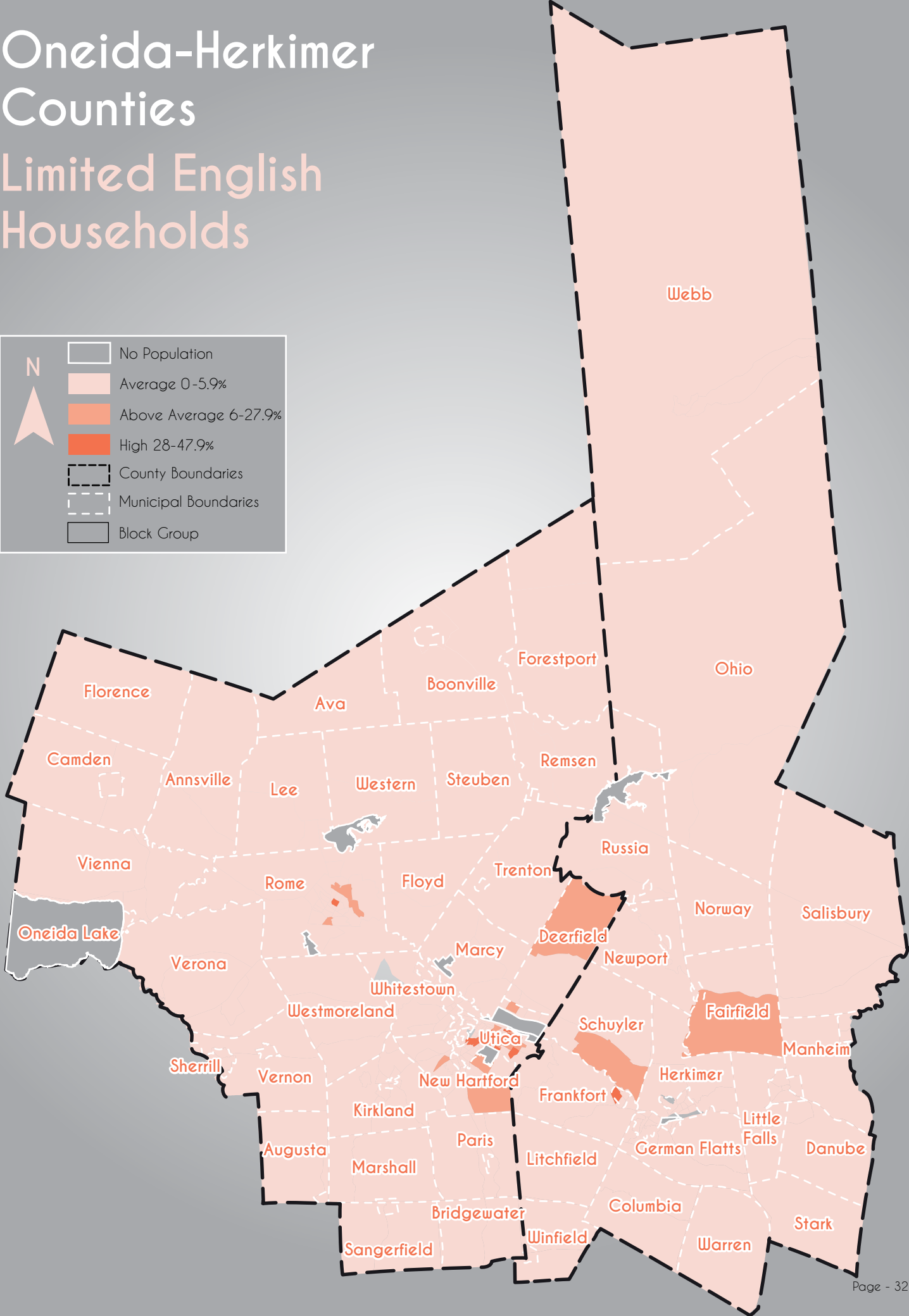
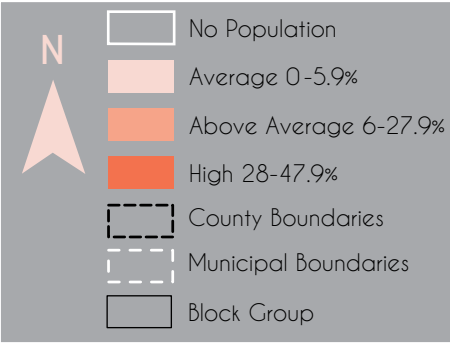
## Limited English Proficiency (LEP)

The two-county region has 2,476 Limited English households. LEP is a self-reported statistic reported to the Census Bureau, and LEP represents households made up of individuals who speak English less than very well. Utica, Rome, and Frankfort are home to high percentages of LEP households. In Utica, the Cornhill neighborhood, West Utica, and the Bleeker Street area have the greatest concentration of LEP households. Utica is a United Nations designated refugee resettlement city. The cultural differences and language barriers of the immigrant/refugee populations create barriers for securing employment, accessing public transportation, and obtaining personal transportation.



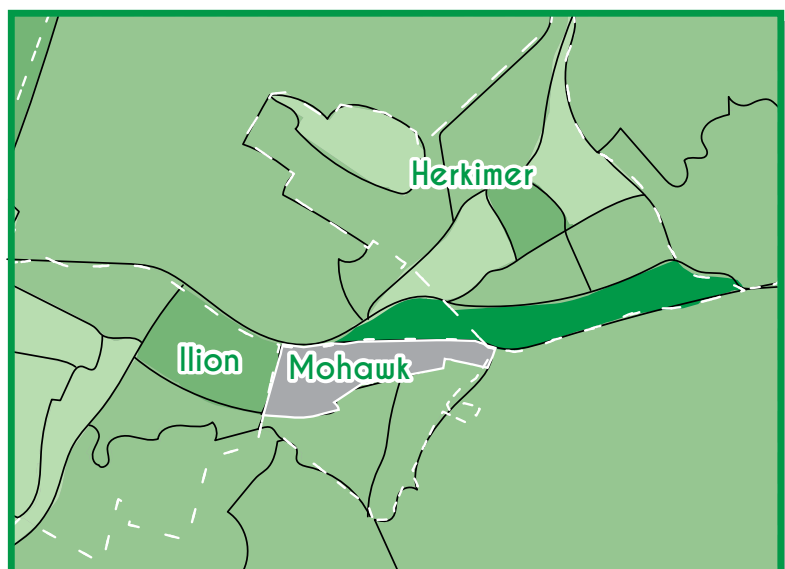
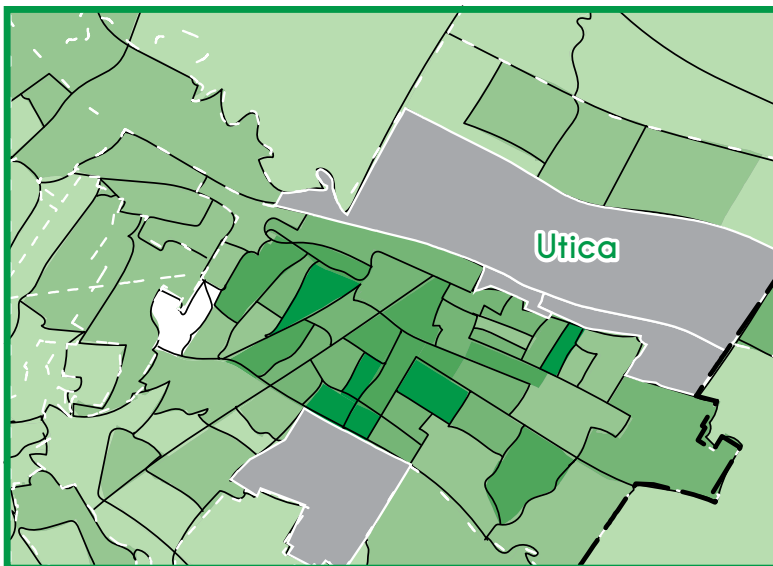
# Oneida-Herkimer Counties

## Limited English Households



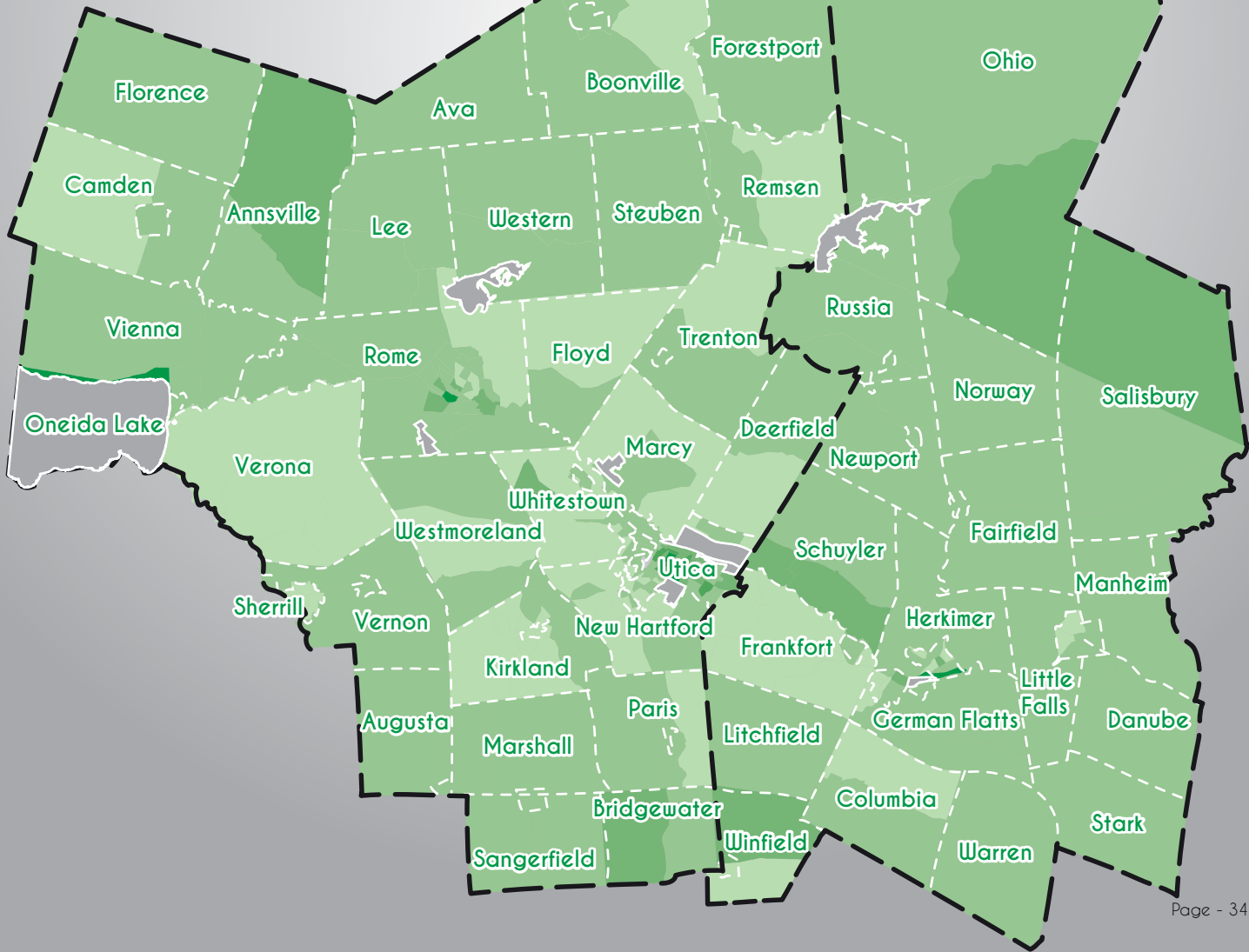
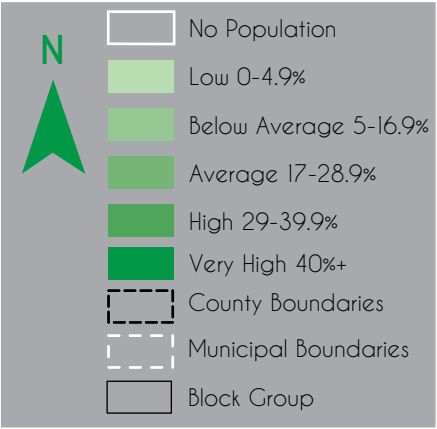
## Education

In the MPA, 4.2% of residents ages 25+ have less than a 9th grade education. Areas where this is most pronounced include parts of Utica, Rome, Vienna, Ilion, and Herkimer. Additional areas with low educational attainment include parts of Annsville, Winfield, and Schuyler. It is important to note that areas with high proportions of resettled immigrants may have lower levels of educational attainment due to varying education standards between country of origin and migration destination.



# Oneida-Herkimer Counties

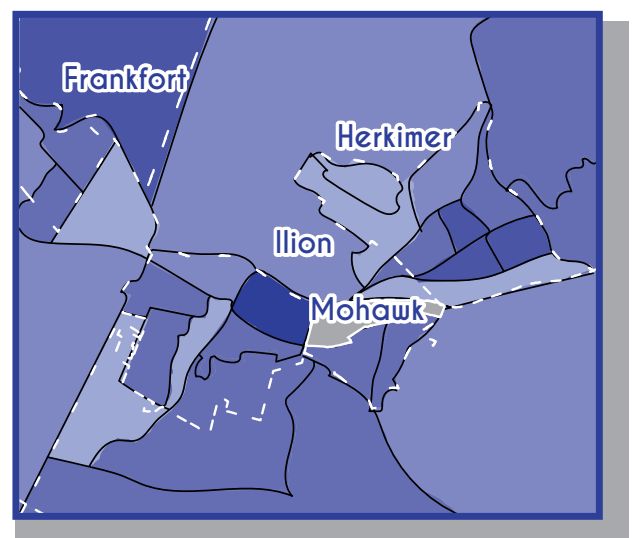
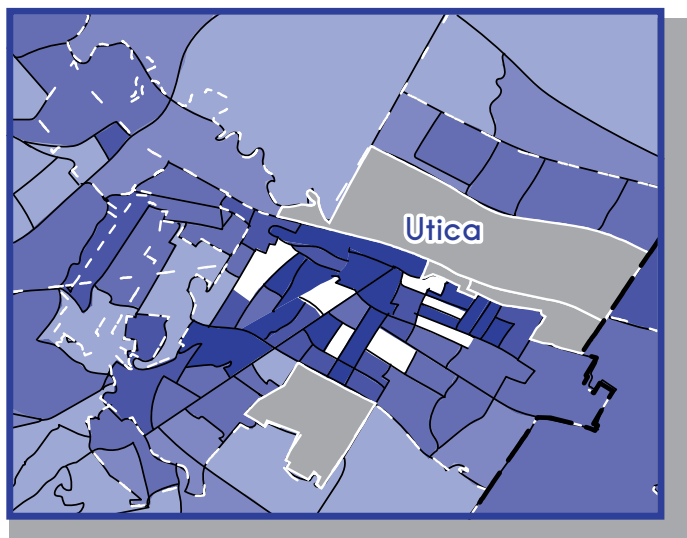
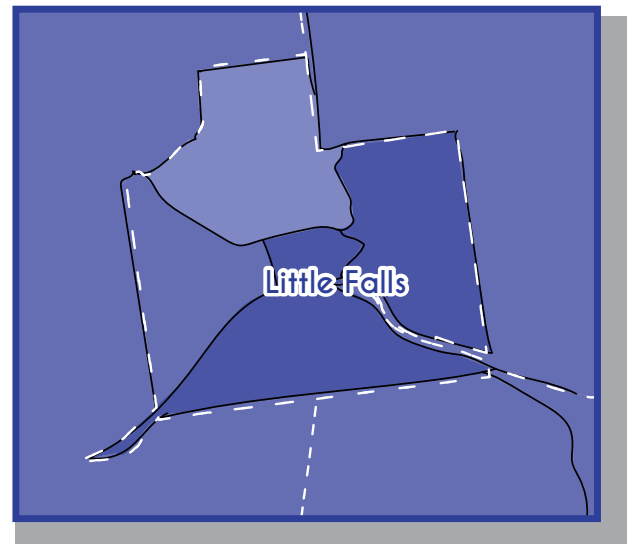
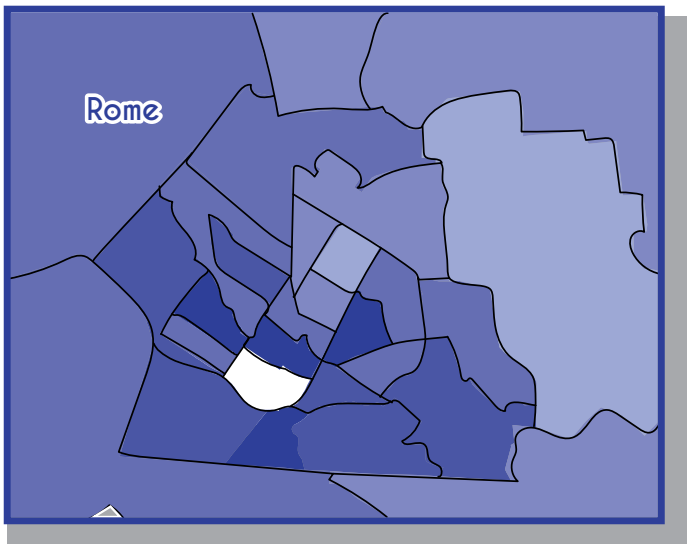
## Population with Less than High School Education



## Poverty

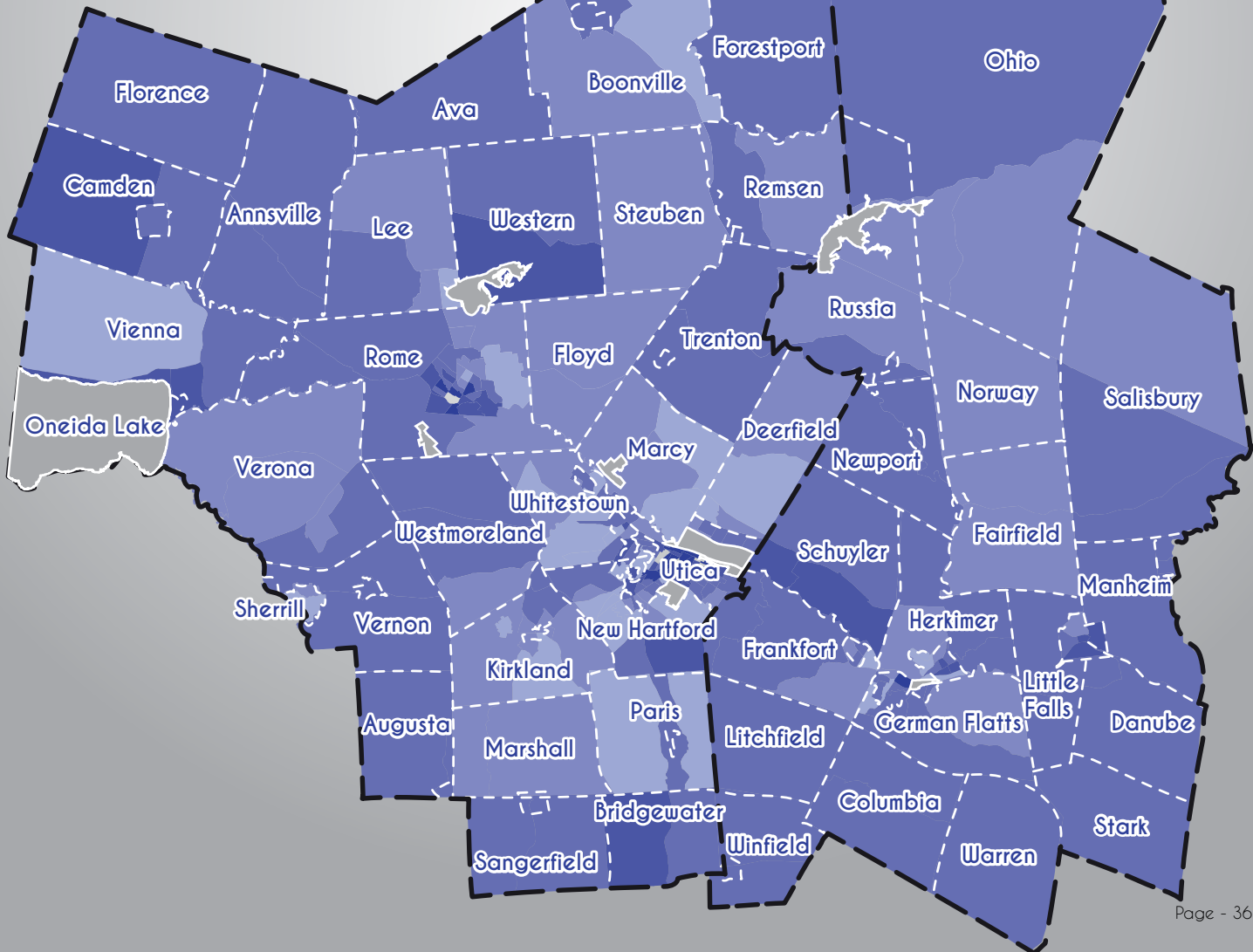
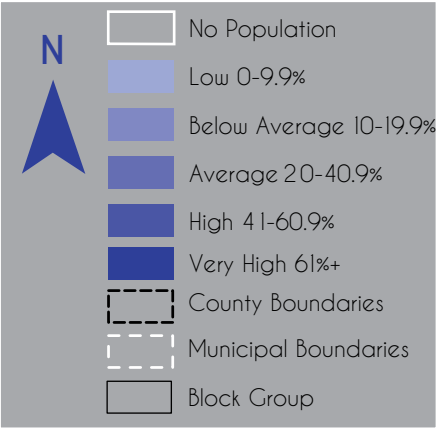
Combined, the MPA has 14.3% (39,852) of its population living below the poverty line in 2023. Since the 2019 Environmental Justice Analysis, the overall percentage of people in poverty throughout the MPA has declined from 15.1% (42,022).

The highest poverty block groups are primarily found within Urban Areas of the MPA. Most Utica block groups (excluding North and South Utica neighborhoods) and central areas in Rome show elevated concentrations of poverty. Additional high poverty areas are present in parts of the City of Little Falls, Camden, Vienna, Western, Bridgewater, Schuyler, and New Hartford.



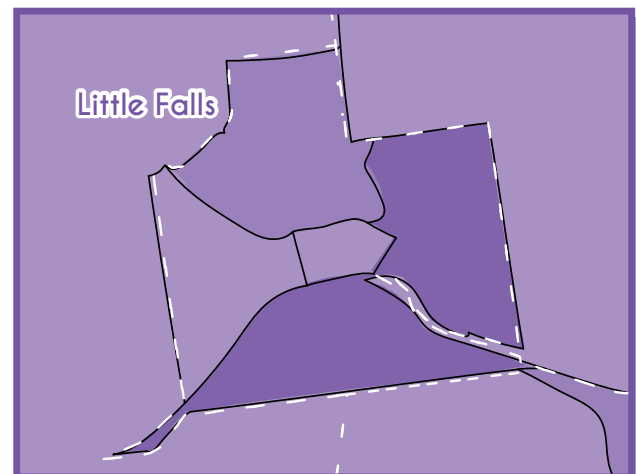
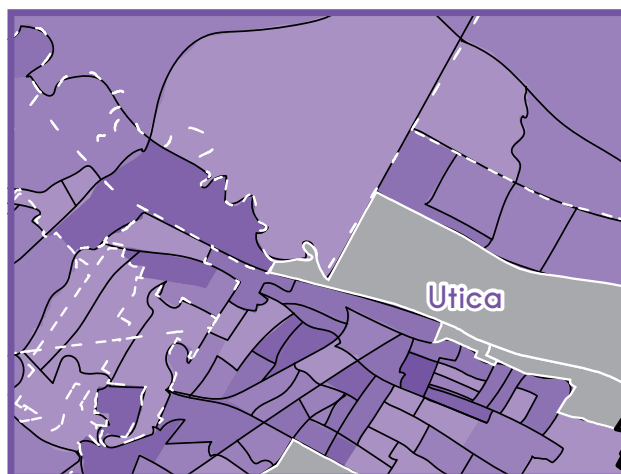
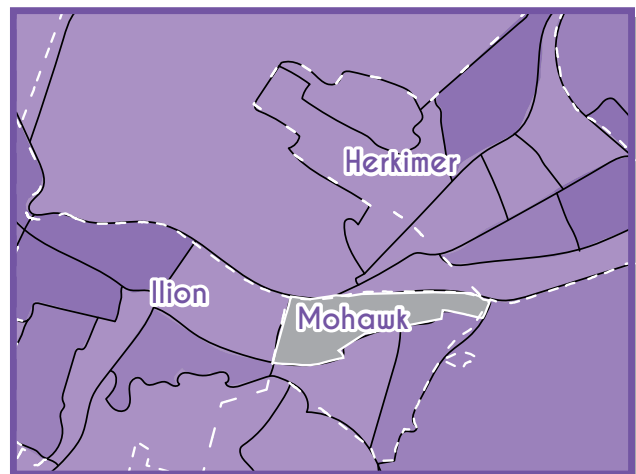
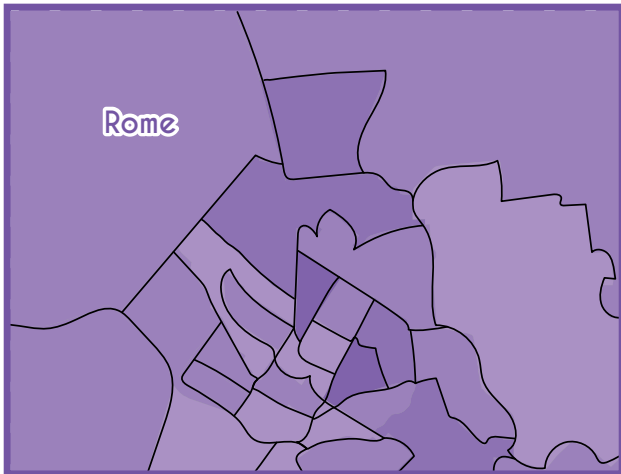
# Oneida-Herkimer Counties

## Population below the Poverty Threshold



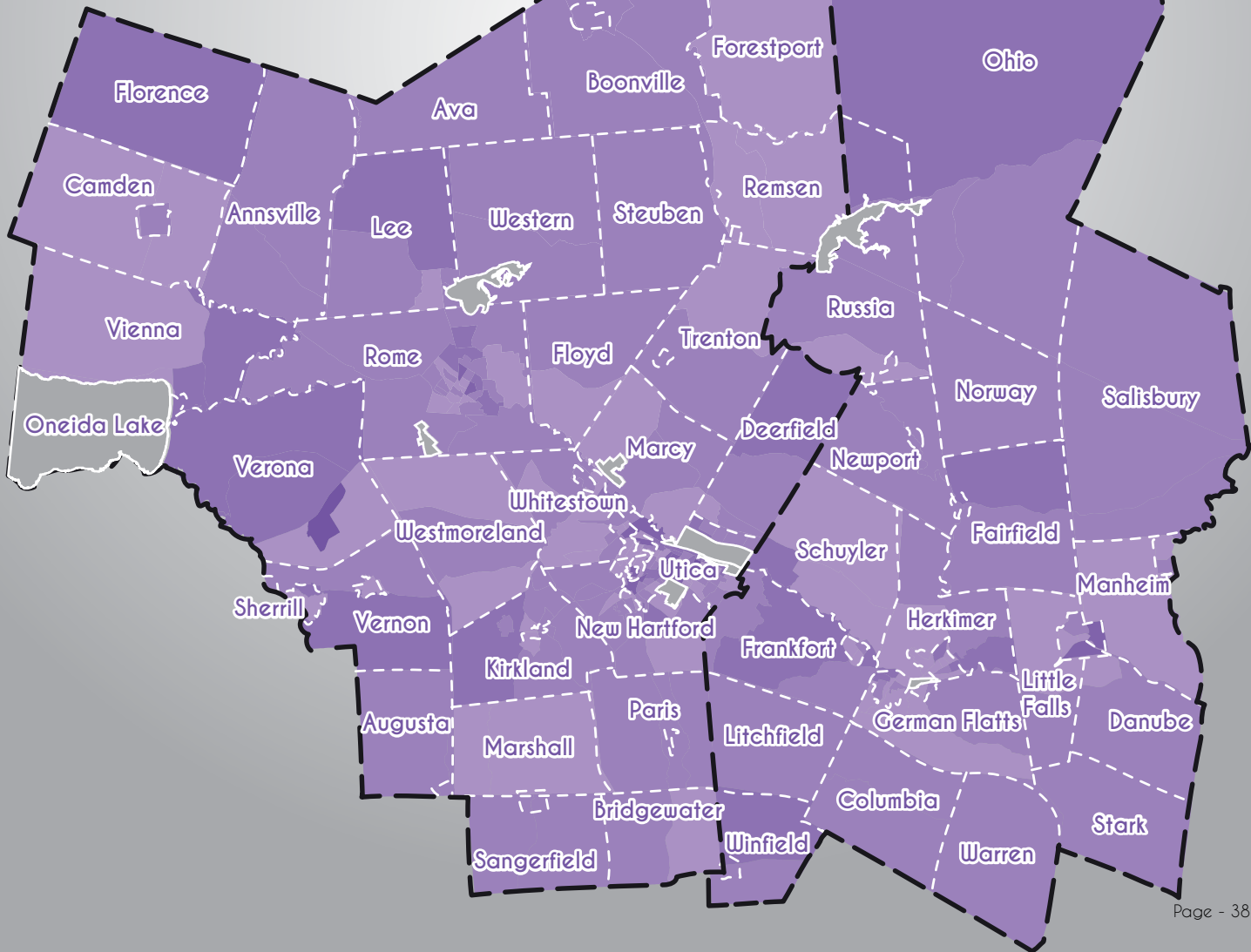
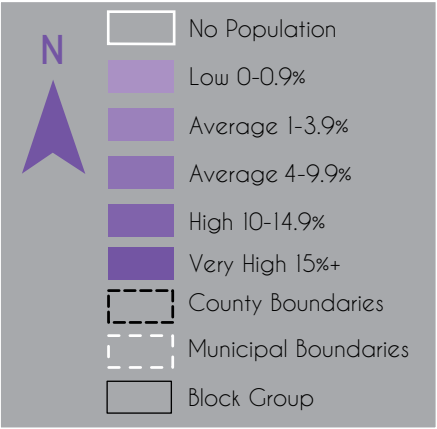
## Unemployment

According to the 2023 ACS Five-Year Estimates, there are just over 6,350 people in our region or 2.7% unemployed in the civilian labor force. The percentage of unemployment in the MPA is similar to that of New York State and the United States. Parts of Rome, Utica, Verona, Herkimer, and the City of Little Falls show very high levels of unemployment compared to the rest of the MPA. The entirety of Webb and much of Ohio are also high unemployment areas; these are also very remote places with limited employment opportunity.



# Oneida-Herkimer Counties

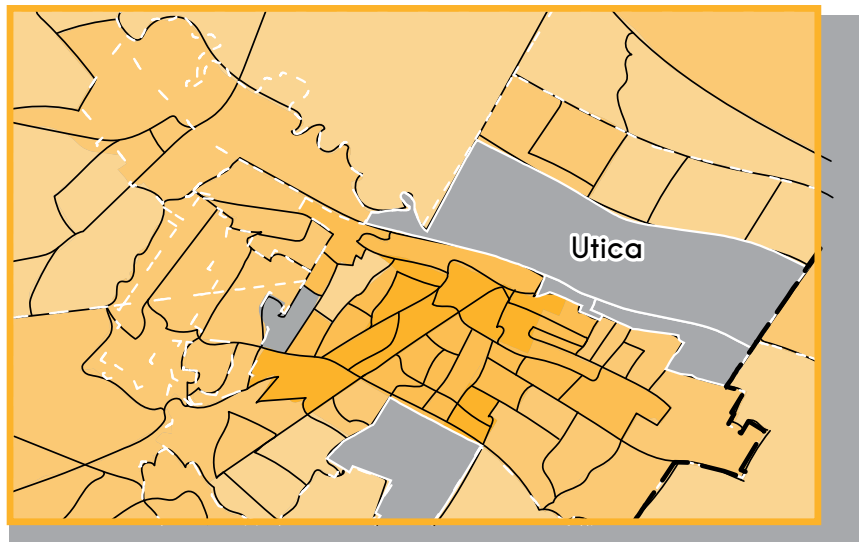
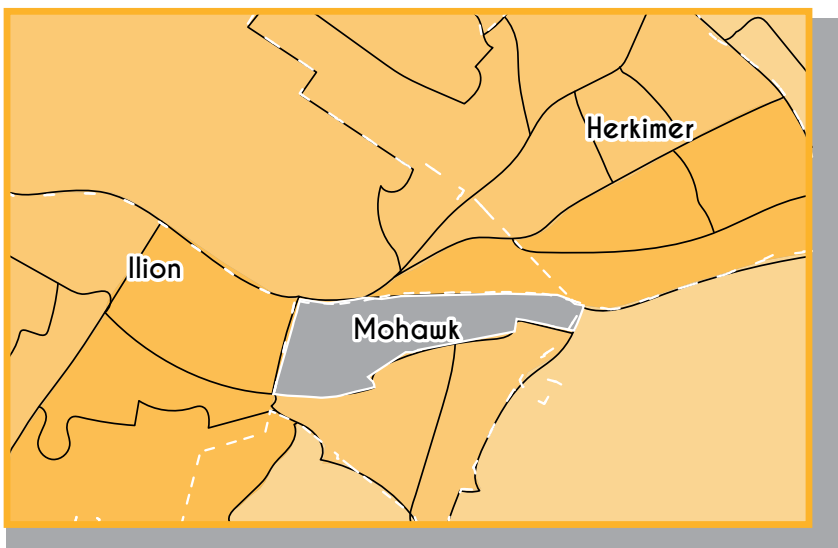
## Unemployed Population



## Households without Vehicles

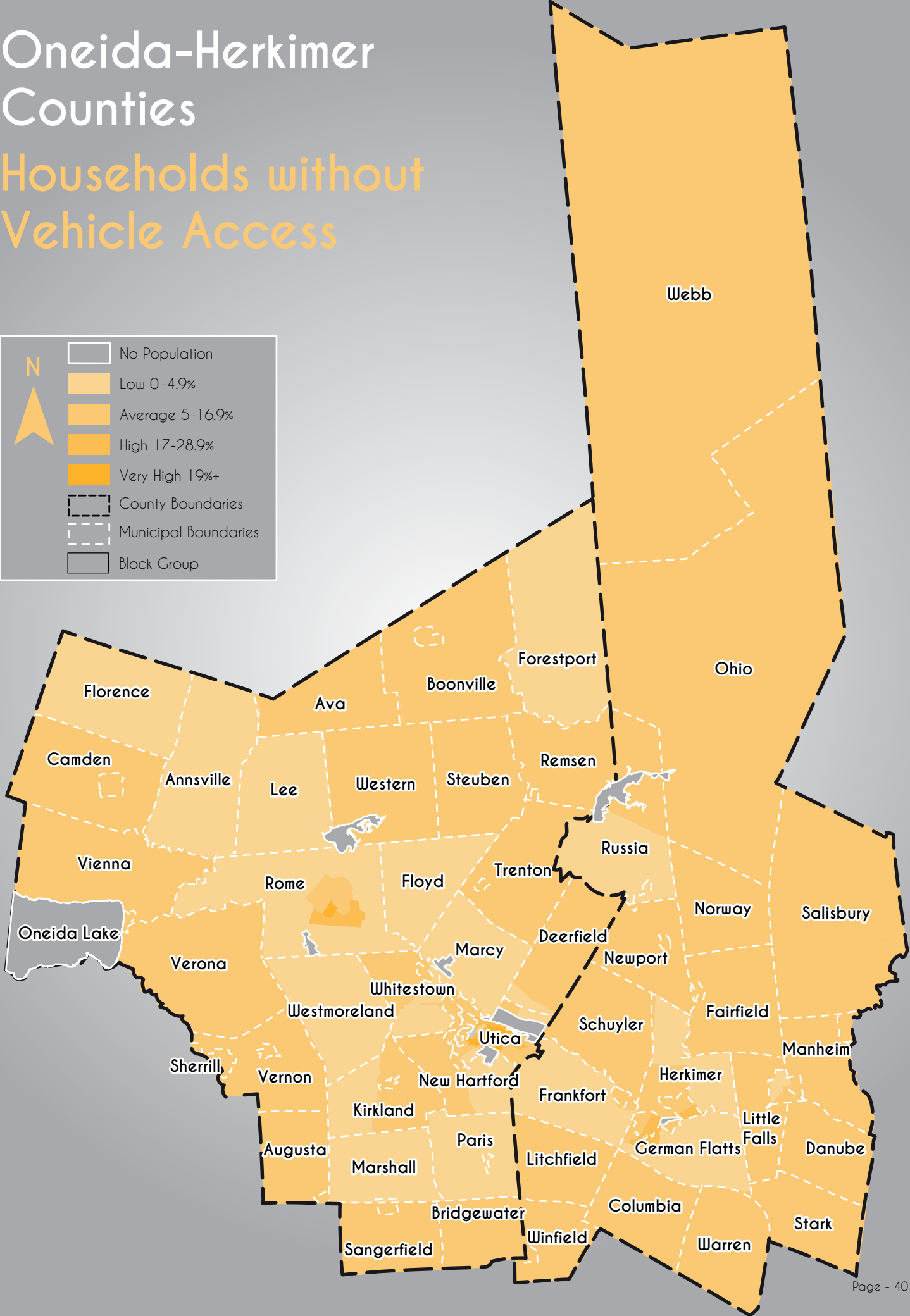
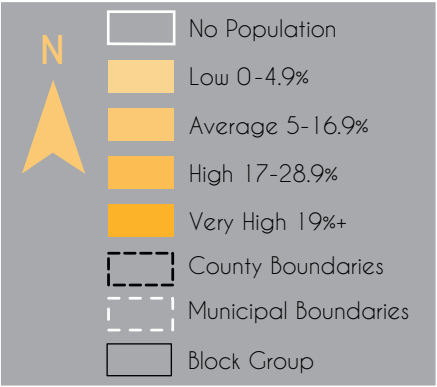
The percentage of households with no vehicle access in the MPA is 10.6% (12,719) as of 2023 and is higher than the U.S. total of 8.3% for the same period. In Herkimer County, 9.1% of households do not own a vehicle and in Oneida County, 11.0% of households lack a vehicle. Lack of personal transportation and poverty often are correlated, especially in areas such as the MPA, where rideshare services (such as Uber and Lyft), public transportation, and multimodal transportation options are just beginning to emerge.

The areas of the MPA with most limited access to personal transportation are the urbanized areas, with the central business districts of Rome and Utica having a very high prevalence of households without vehicles. Other parts of Utica and the Ilion-Herkimer area also have high concentrations of households lacking access to personal vehicles.



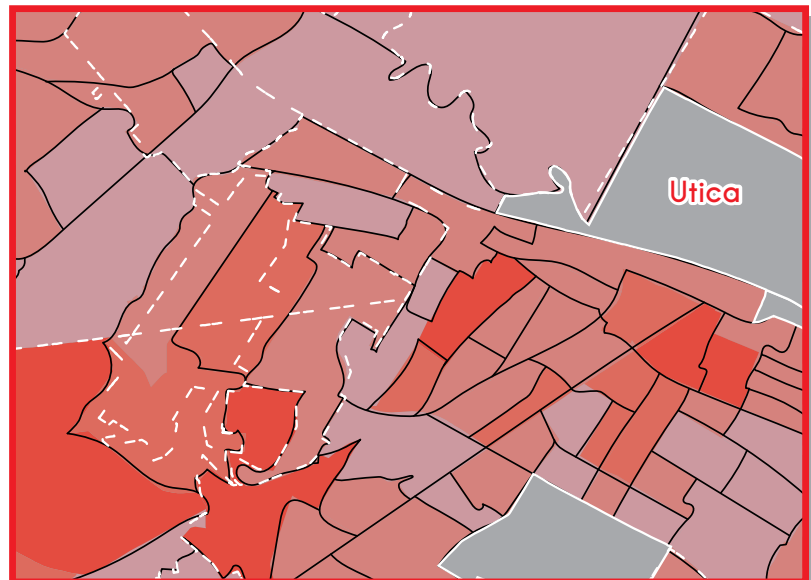
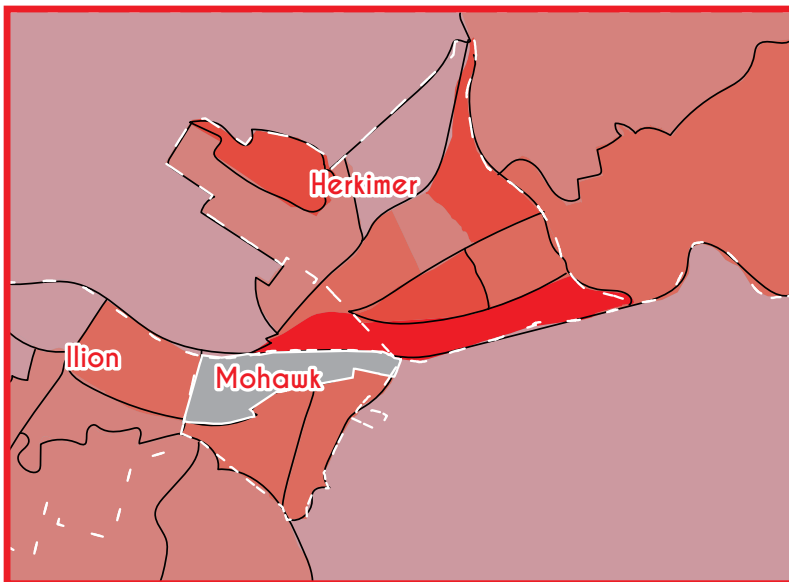
# Oneida-Herkimer Counties

## Households without Vehicle Access



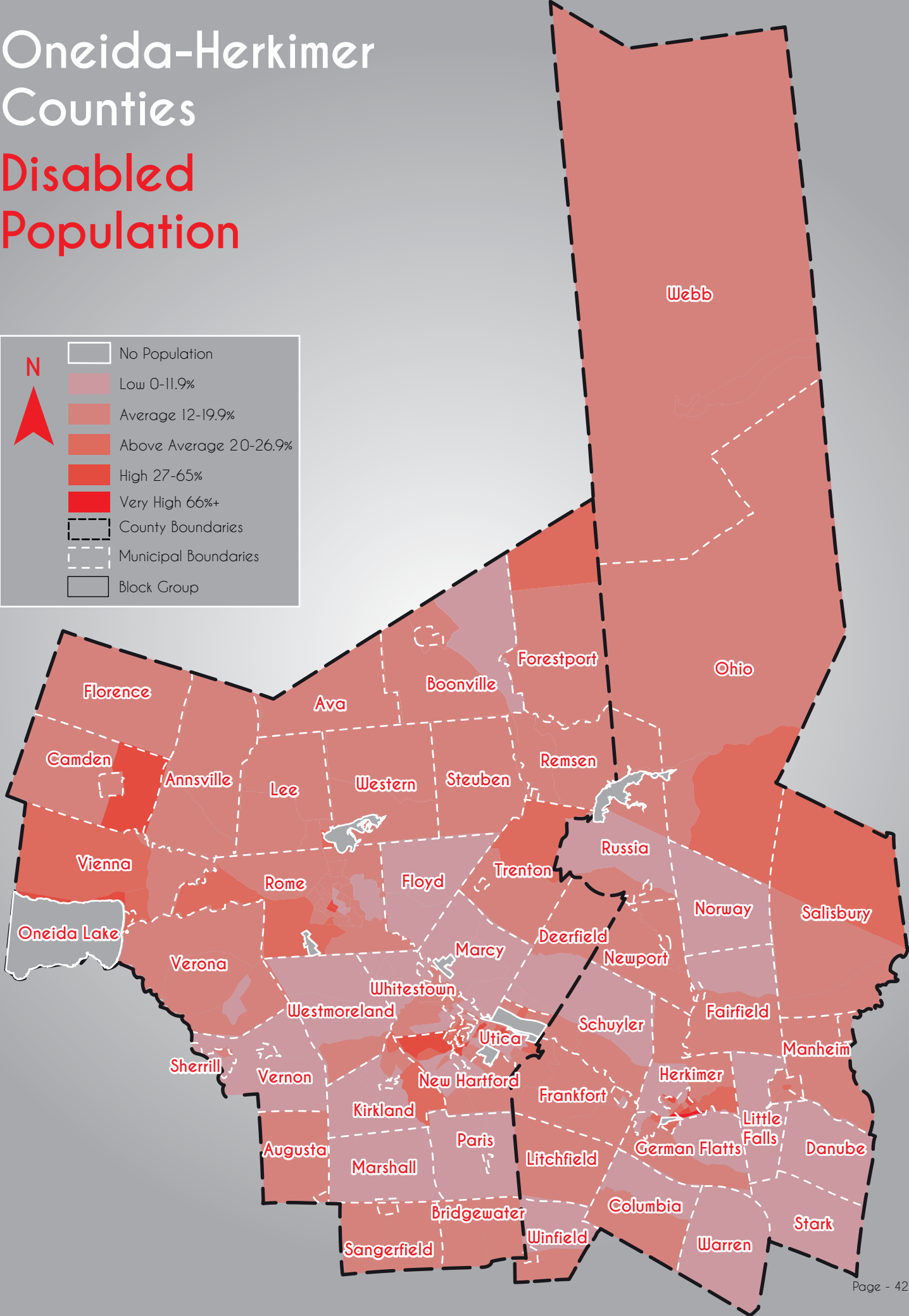
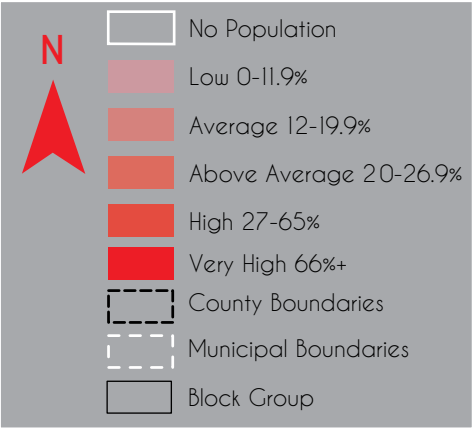
## Disability

Using U.S. census definitions, individuals with disabilities have self-identified hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulties. Areas with the highest prevalence of disabled populations are not necessarily near services catering to their needs. Block groups in the Urban Areas of Utica, New Hartford, Mohawk, and Herkimer are home to many individuals with disabilities, and services tend to be concentrated in such areas. Camden, Vienna, Forestport, Trenton, Salisbury, and Manheim are more remote places with fewer resources for their high concentrations of those with disabilities.



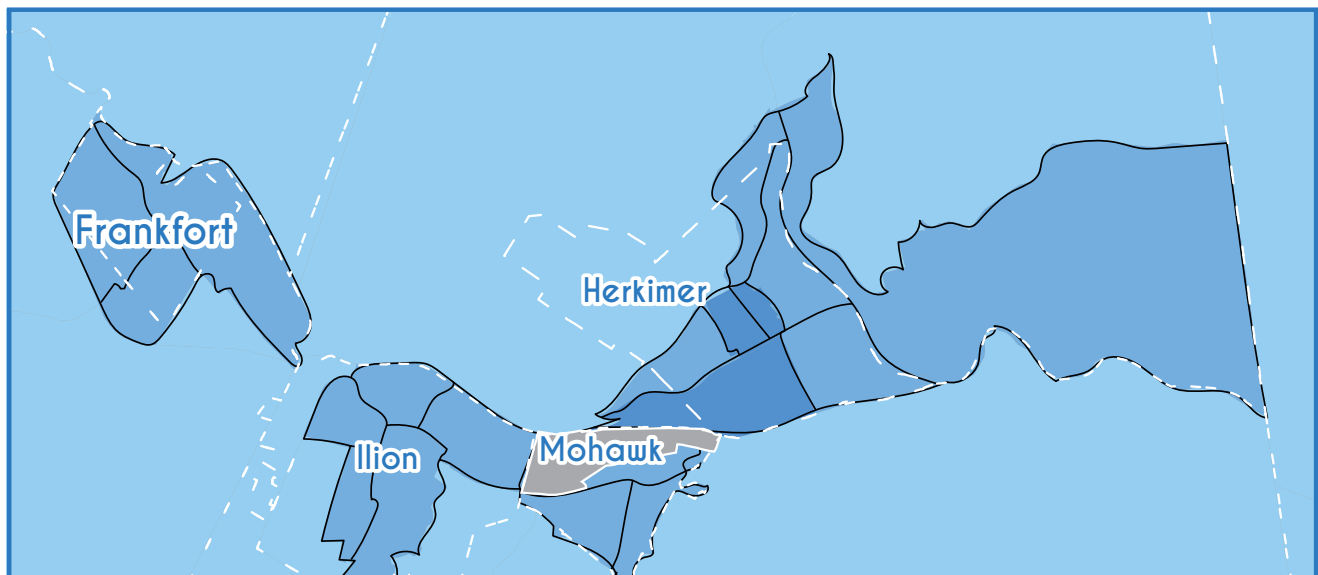
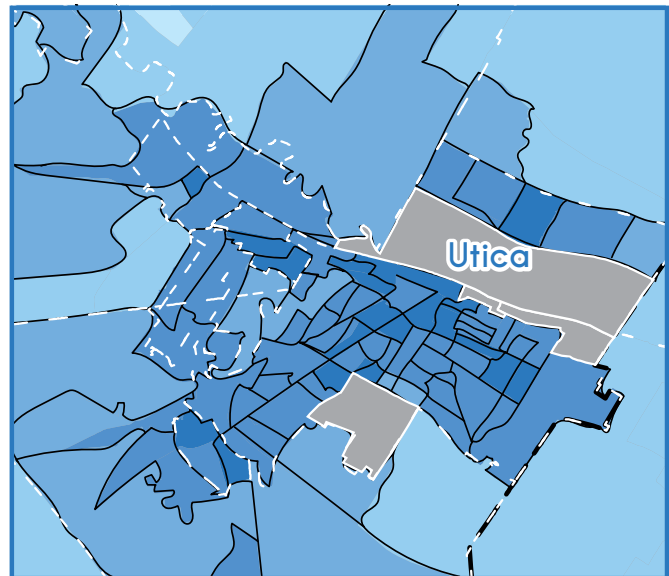
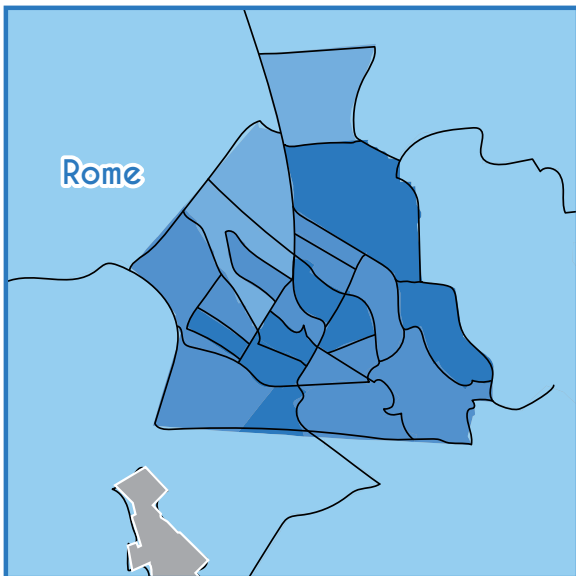
# Oneida-Herkimer Counties

## Disabled Population



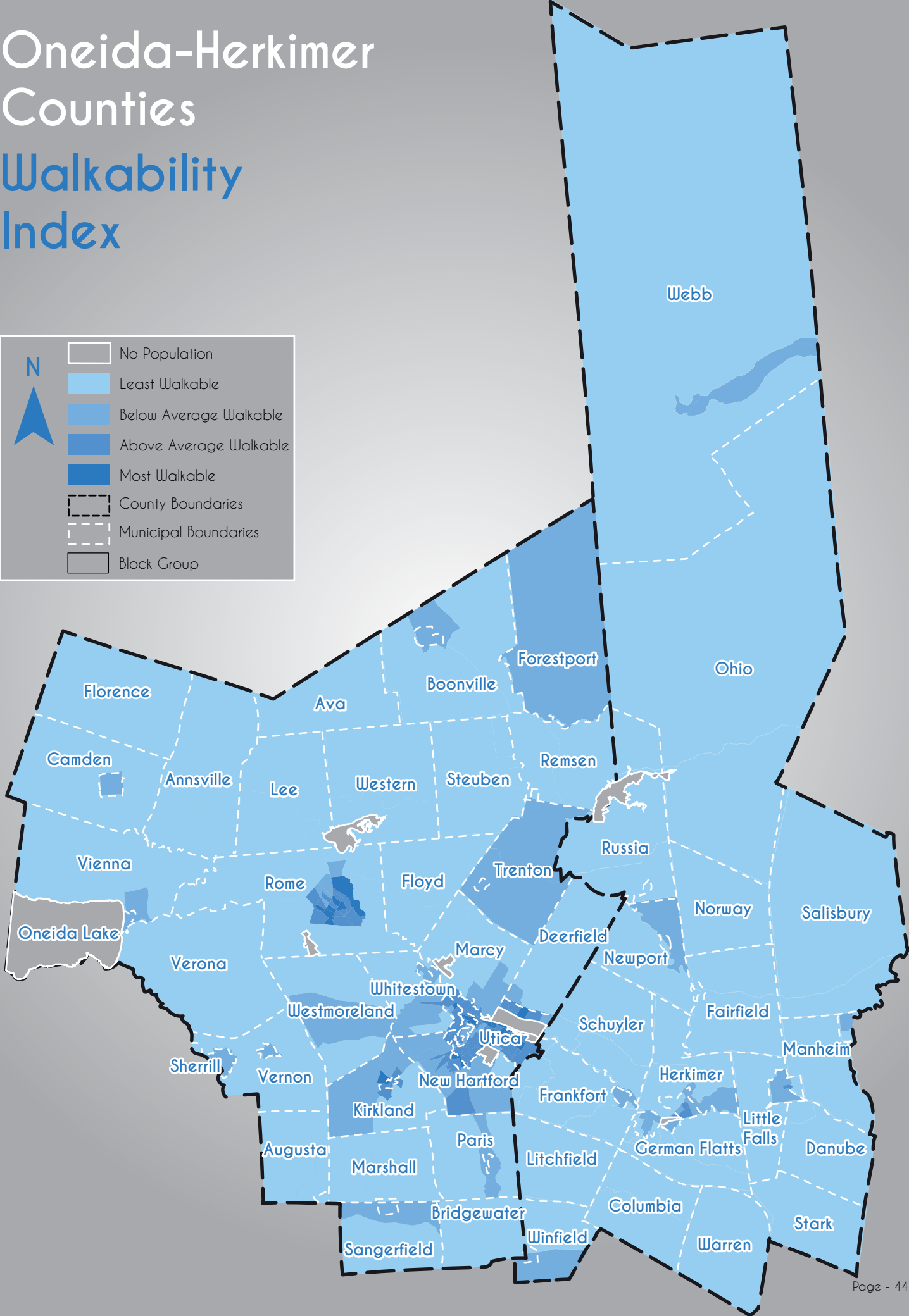
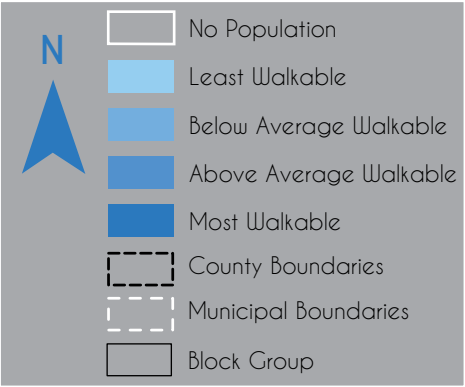
## Walkability

The U.S. EPA's Walkability Index was used map to pedestrian-friendliness of block groups in the MPA. Perhaps unsurprisingly, walkability is correlated with urbanization as Rome, Utica, and surrounding suburbs are the most walkable places in the MPA. Many rural Villages (Camden, Boonville, Holland Patent, Clinton, Waterville, and Newport) have some walkability due to their historical development as compact centers, especially in comparison to the poorer walkability found in surrounding rural Town areas.



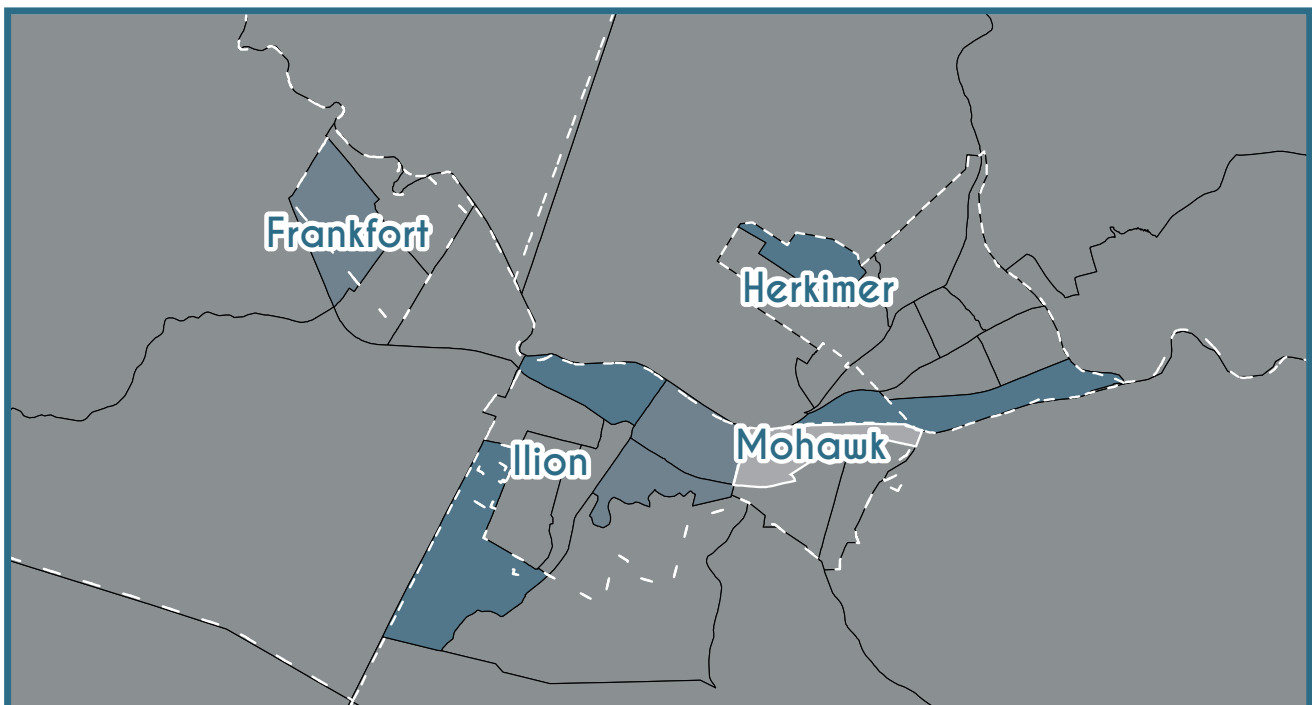
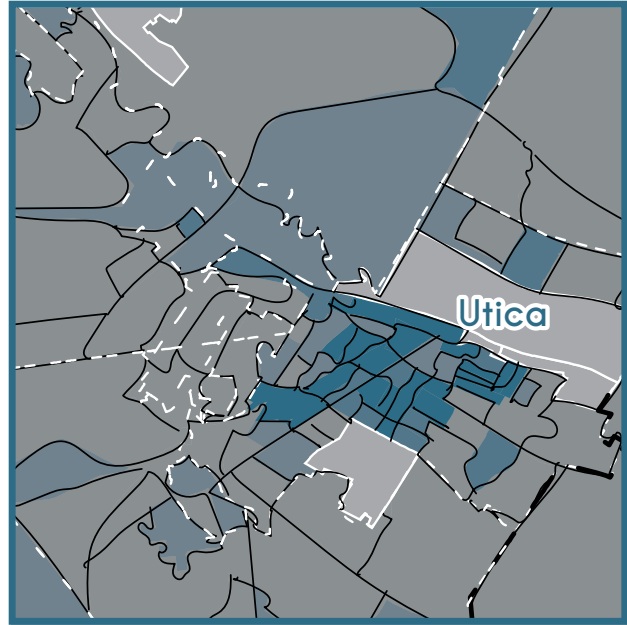
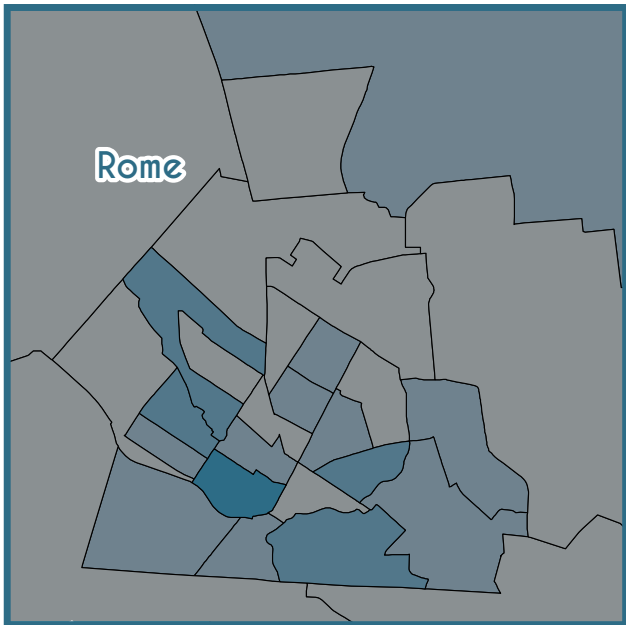
# Oneida-Herkimer Counties

## Walkability Index



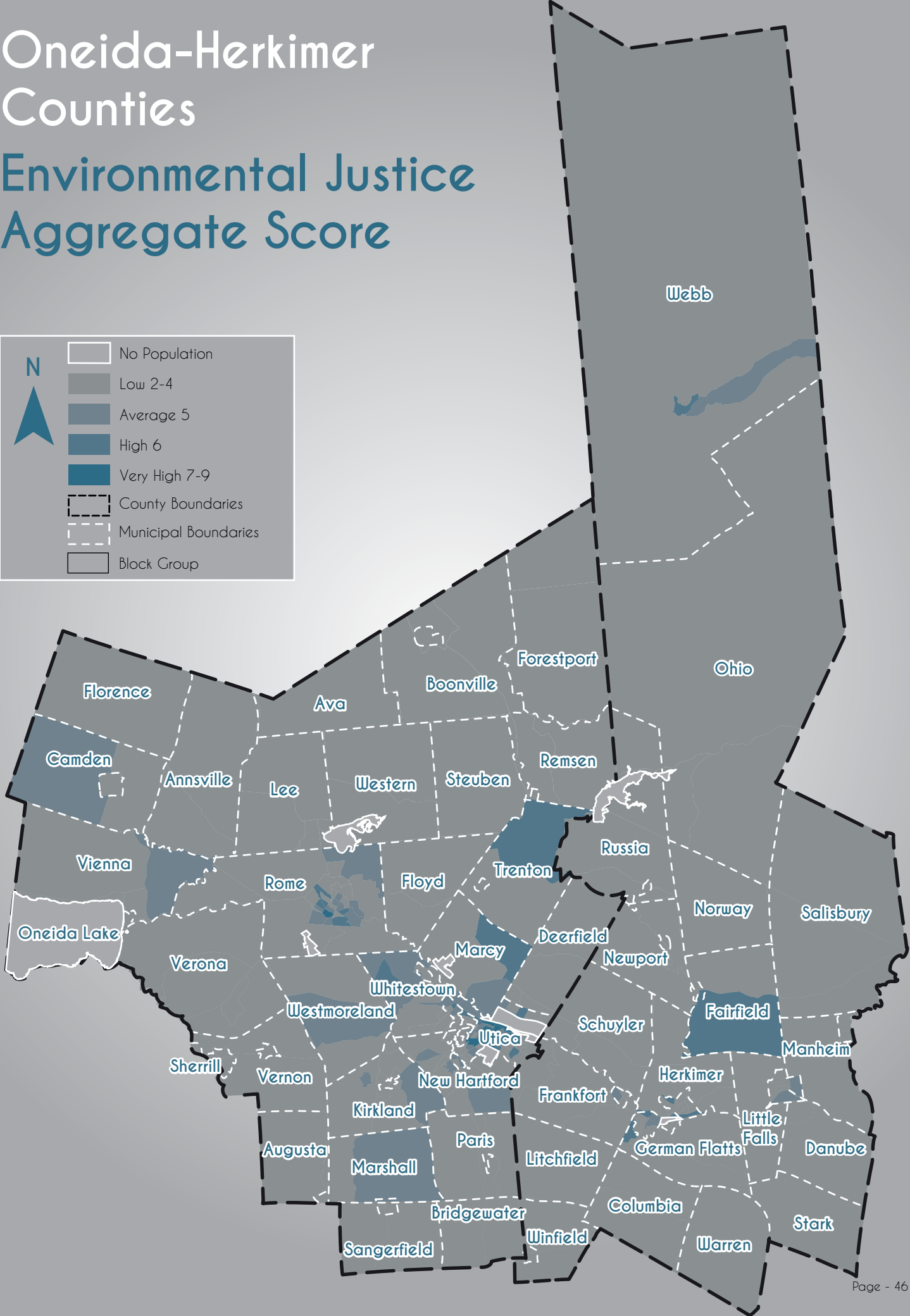
## Aggregate Greatest Needs in MPA

A geographic analysis was conducted to illustrate aggregate greatest need areas in both Herkimer and Oneida Counties. In Oneida County, the Cities of Utica and Rome exhibit the highest aggregate need. In Herkimer County, the highest need areas are in the Villages of Ilion and Herkimer. These Urban Areas were associated with the highest levels of environmental justice concerns across multiple metrics. Certain places with aggregate high needs (Trenton, Marcy, Fairfield, and Webb) were not often callouts on individual metrics. However, the aggregate needs map illuminates these areas for environmental justices concerns as they exhibit slightly elevated scores across many different metrics.



# Oneida-Herkimer Counties

## Environmental Justice Aggregate Score



## HEALTH OUTCOMES

FHWA Order 6640.23A defined adverse health outcomes to include 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) using their PLACES tool. This online mapping resource allows local health departments and jurisdictions to better understand the burden and geographic distribution of health-related outcomes in their areas and assist in planning public health interventions. The CDC also administers the National Environmental Health Tracking Program to understand trending adverse health issues. These two sources and the FHWA Order, informed HOCTC's adverse health outcomes analysis which analyzed: stroke, chronic obstructive pulmonary disease (COPD), coronary heart disease, asthma, and reports of experiencing poor physical health. The below table summarizes places in the MPA experiencing elevated levels of these adverse health outcomes.

Adverse Health Outcome	Notable Locations with Elevated Levels in MPA
<i>Asthma</i>	<i>Herkimer, Little Falls, Rome, Schuylers, Utica</i>
<i>COPD</i>	<i>Herkimer, Little Falls, Rome, Schuylers, Utica</i>
<i>Depression</i>	<i>Herkimer, Kirkland Rome, Utica (West)</i>
<i>Heart Disease</i>	<i>Forestport, Herkimer, New Hartford, Ohio, Rome, Schuylers, Utica, Webb</i>
<i>Obesity</i>	<i>Augusta, Bridgewater, Herkimer, Little Falls, Rome, Schuylers, Utica</i>
<i>Stroke</i>	<i>Herkimer, Little Falls, Rome, Schuylers, Utica</i>
<i>Poor General Health</i>	<i>Herkimer, Little Falls, Rome, Utica</i>

In the MPA adverse health outcomes correlate with many of the EJ measures. Areas of concern based on minority status, poverty, unemployment, and poor vehicle access were concentrated in the same urban areas as adverse health outcomes such as asthma, COPD, Obesity, Stroke, and Poor General Health. Despite the strong correlation in urban areas, additional places outside these urban areas were highlighted on the Aggregate Greatest Need Map (Fairfield, Marcy, Trenton, and Webb), but were not notable locations of adverse health outcomes.





# Public Outreach

## Public Participation Process

Public involvement is an integral part of transportation planning and project development decision making. Continuous involvement of all parties of the community in the transportation planning process is vital to the outcome of the plan. Furthermore, it ensures that the public has an equal opportunity to provide input and express their opinions on current transportation issues affecting Herkimer and Oneida Counties. 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 throughout the HOCTC planning process. These outreach efforts were in-person public events, a survey (both digital and paper), and lastly interagency engagement presentations.

In-person public events were selected based on potential attendance by the public, accessibility to all mobilities and areas of need identified by the Aggregate Greatest Needs Analysis. The two events were located in Oneida County in high need areas. The events attended took place at the Oneida County Public Market at Union Station in Utica on April 19, 2025 and the Greater Utica Chamber of Commerce Annual Meeting 2025 and Small Business Expo at the Hart's Hill Inn in Whitesboro on April 30, 2025.

## ***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 place a dot onto one board identifying the mode of transportation that they use the most. This activity is meant to engage attendees of all ages. The majority of people used a personal vehicle to get to and from their destinations. Attendees were also asked to fill out comment cards to formally submit their feedback. Attendees at both events described the transit schedule as inconvenient and not aligning with the needs of the public to get to and from work or college campuses. Paper surveys and QR codes linking visitors to a digital format of the survey were provided. The QR code was printed on a one page flyer, so attendees could complete the survey later, or share it with others.

The Transportation Needs Survey consisted of 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, analysis, and results of this survey are located in Appendix B4.

## **OUTCOME OF PUBLIC OUTREACH**

The 2025 Transportation Impacts Survey for the Herkimer Oneida Counties Transportation Council (HOCTC) Environmental Justice/Title VI Analysis was utilized as a tool to help identify issues and opportunities related to the Herkimer and Oneida Counties transportation network. The survey asked demographic questions in addition to travel routine patterns, difficulty traveling in the MPA region, and about future transportation improvements. There was more engagement utilizing the survey instrument in 2025 than in 2021, indicating that there may be increasing interest in transportation issues. Of the 274 respondents that completed the 2025 survey, a strong majority (93%) utilize their own vehicle as a primary mode of transportation. Similarly to the 2021 survey results, around 90% indicated that they drove a personal vehicle. Out of the 274 respondents, 92% traveled daily to their place of employment, 86.5% travel weekly to shop for food/groceries, and 77.3% travel monthly to medical facilities. While most primary destinations are easily accessible, respondents utilizing all modes of transportation answered that places such as food/grocery (16.76%) and other shops (18.38%) and medical facilities (19.5%) are somewhat difficult to get to. Reasons cited for the difficulty included: road conditions made it difficult to travel, people did not feel safe utilizing roadways or bicycle/pedestrian accommodations in their current conditions and there is a lack of availability of public transportation. Of the 274 respondents, when asked how their mode of transportation performs, 17.3% replied poorly to their transportation promoting a healthy and active lifestyle. This could be attributed to 92% of respondents using a personal vehicle as their primary mode of transportation. The primary focus areas for future transportation investment remained consistent with public feedback received from the HOCTC Transportation Needs Survey in 2024 for the Long Range Transportation Plan (LRTP) and Safe Streets for All (SS4A) Safety Action Plan, as well as the 2021 Environmental Justice Analysis survey. Priorities for future improvements include local roads, highways, and sidewalk/pedestrian paths and other amenities such as safety upgrades and better sidewalk conditions. In 2021, the primary concerns noted in the survey feedback 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. Similarly, in 2025, the primary concerns were roadway conditions, transit options, access to transportation options for people with a disability, and safety issues. Other comments from the 2025 public outreach included issues with affordability and congestion.

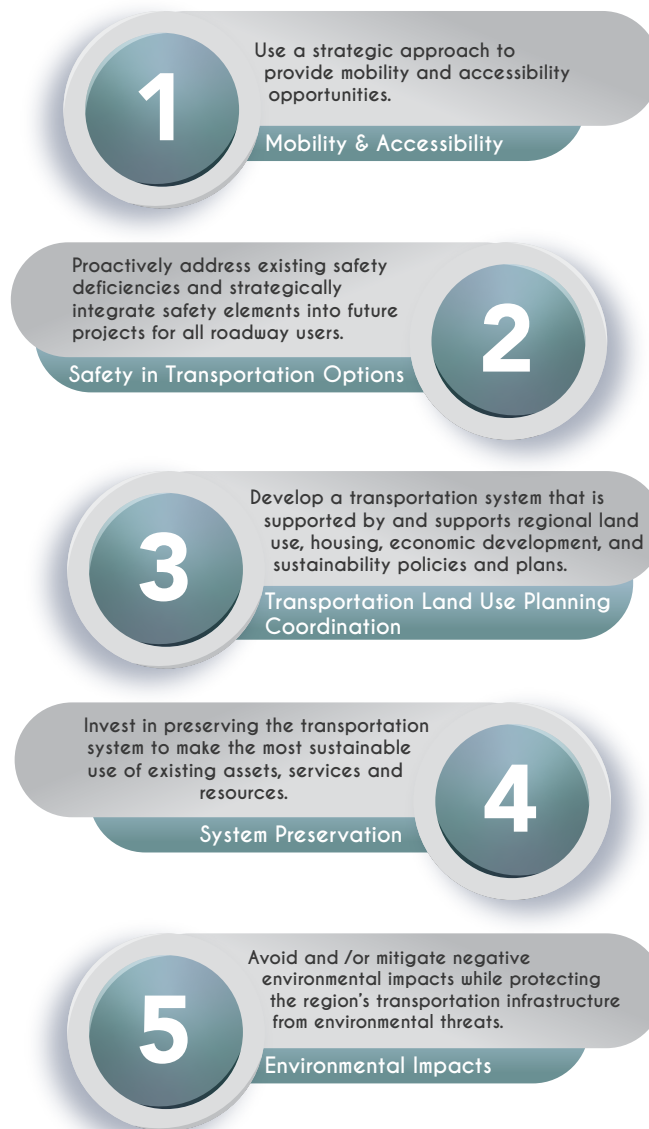
# HOCTC Transportation Planning Process for Environmental Justice/ Title VI Compliance

## Long-Range Transportation Plan (LRTP)

The *HOCTC 2025-2045 Long Range Transportation Plan: Going Places 2045* 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 planning horizon of 2045 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, Infrastructure Investment and Jobs Act (IIJA). 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 IIJA 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:



## Existing Transit Operations & Planning

Within the HOCTC region, Centro serves as the primary provider of public transportation services, with a focus on serving the urban areas of Utica and Rome in Oneida County. Currently, Oneida County contracts with Central New York Regional Transit Authority (CNYRTA) for urban transit (FTA Section 5307) service in Oneida County. Centro operates 17 fixed routes in Utica and three fixed routes in Rome, including local routes serving urban areas and routes connecting rural areas to urban areas. The primary transit hub in the region is the Centro Transit Hub located in downtown Utica. This facility is the main transfer point for numerous bus routes that traverse the city and surrounding areas. Additionally, it facilitates access to broader transportation networks through the Boehlert Transportation Center at Union Station, where passengers can connect to regional rail and bus services, including those offered by Amtrak and Greyhound.

The rural transit service (FTA Section 5311) was launched in October 2024 by Centro. The line is called UT33 and runs on weekdays between Utica, Rome, and the Turning Stone Resort Casino. All Centro buses are ADA compliant. The 2025 EJ Analysis of Oneida and Herkimer Counties will be used to better serve vulnerable and disadvantaged 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.

Beyond fixed route and inter-city services, the MOVE service, launched in early March 2024, is an addition to Centro's transit services in Rome. This innovative micro transit solution marks a shift towards more flexible and efficient shared rides. Using app-based technology, MOVE dynamically matches riders moving in the same

direction into a single vehicle, optimizing the travel experience by offering a more responsive and convenient alternative to traditional bus services.

Although there is no designated public transit system in Herkimer County, the HOCTC MPO staff is in continual conversations with Herkimer County 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, as noted in the Human Services Transportation Plan 2025-2028 and the 2025-2045 Long-Range Transportation Plan: Going Places 2045. 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.

## Current Public Participation Process

### **PUBLIC PARTICIPATION PLAN 2024 UPDATE**

HOCTC most recently updated its Public Participation Plan (PPP) in 2024. In this latest plan update, objectives and measurable outcomes were developed to support the following goals: educate, outreach, engagement, connections.

The process to update the PPP ensures ongoing public involvement opportunities in the development and review of MPO transportation planning documents, plans, programs, and projects, and for the completion, adoption, and implementation of these documents. Federal funding for transportation projects and planning continues under the Bipartisan Infrastructure Law which was signed into law by President Biden on November 15, 2021. The purpose of the PPP is to ensure that the HOCTC public involvement process is carried out according to all current federal guidelines and to ensure equal opportunity for the 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.

Created in 1963, under federal legislation, The Herkimer-Oneida Counties Transportation Council (HOCTC) is the designated Metropolitan Planning Organization (MPO) responsible for regional transportation planning in the approved Urban Areas and approved Metropolitan Planning Areas as well as the remainder of the area encompassed in Oneida and Herkimer Counties. The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) is the policy board of HOCTC. HOCTC is designated to carry out the metropolitan transportation planning process and directs the regional transportation planning process as it relates to the use of federal funds. The transportation planning process is carried out by HOCTC staff and in consultation with the Transportation Planning Committee (TPC), an advisory committee of the GP&L. 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.

### **OPPORTUNITIES TO INCREASE PUBLIC PARTICIPATION**

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 strives 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 providing general announcements for public involvement to public involvement participants and the media 10 days in advance of all meetings; holding meetings in facilities that are accessible to persons with disabilities, and locations accessible by public transportation; and providing meeting materials electronically at [www.hoctc.org](http://www.hoctc.org) which can be translated in languages supported by Google Translate.

## **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. 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 MPA has a LEP population of 2,476 which represents 2.1% of the overall population. The Census classifies people who speak English "less than very well" as the Limited English Proficiency population. The majority of the LEP population in the MPA primarily speak an Asian or Pacific Island language. According to the 2023 ACS data, Herkimer County's LEP population dropped from 0.7% from 2019-2022 to just 0.5%. Oneida County has a higher number of LEP households, but the number dropped slightly from 2.8% in 2019 to 2.5% in 2023. The three most spoken languages other than English within the MPA are Other Indo-European Languages, such as Bosnian (5.0%), Spanish (3.5%), and Asian and Pacific Islander Languages, such as Karen (2.6%).

## Methods for Identifying/Addressing Imbalances

### **HOCTC TRANSPORTATION IMPROVEMENT PLAN (TIP) FFY 2025-2029 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 the HOCTC GP&L Committee, the draft TIP is made available to the public. 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 clause in the TIP adoption 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 2025-2029 TIP would be through a combination of analysis and mapping. GIS mapping of target populations will be correlated with HOCTC FFY 2025-2029 TIP projects. The TIP Viewer can be found here: [TIP Data Viewer](#).

Projects that must be on the TIP include highway, bridge, transit (capital and operating), bikeway, pedestrian improvements, and enhancement projects within the urban areas 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.

### **COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN 2025-2028**

The locally developed 2025-2028 Coordinated Human Services Transportation Plan builds upon subsequent Coordinated Plans will continue to be centered on the required four FTA planning elements identified in the FTA Circular C 9070.1H: November 1, 2024. The purpose of the Plan is to address the needs of individuals with disabilities, seniors, low-income populations, and other Oneida and Herkimer County residents with enhanced mobility needs by improving the transportation system of viable coordinated mobility options to targeted populations as well as to the general public. The focus strategy areas for the 2025-2028 Coordinated Plan that will best serve the identified needs include developing a mobility coordination committee, a joint driver recruitment and training program, and the exploration of micro transit models that best meet the needs of the community.

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 and will serve as the Mobility Coordination Committee for 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 incorporation of active transportation within its policies.

The *HOCTC Bicycle and Pedestrian Trail Guide* was updated in 2024 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. At least 15 maps that illustrate the wide variety of bicycle and pedestrian trails that are available throughout Herkimer and Oneida Counties. In the HOCTC's two-county area there has been noticeable progress in improving and increasing the number of bicycle and pedestrian facilities. An online companion will also be released in 2025.

## **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 1) Analyzing both current and potential future freight transportation demand, considering factors such as growth projections and evolving industry requirements; 2) Examining the needs generated by the region's industrial development strategies, supply chain operations, and the broader logistics industry within the HOCTC planning area and determining how these dynamics will influence freight movement 3) Develop actionable recommendations to enhance the efficiency, safety, and sustainability of the network, ultimately promoting its growth and resilience. This phase of freight planning will require collaboration with agency stakeholders, developing partnerships, identifying potential project needs and priorities consistent with stakeholder input. HOCTC uses the 2024 New York State Freight Transportation Plan developed by NYSDOT as a key resource for initiatives involving freight planning.

# Conclusions and Recommended Strategies for Future Monitoring

## **TARGETING TRANSPORTATION INVESTMENT**

Supplementary analyses including identification of aggregate need, predictors of adverse health outcomes, and incorporating public outreach allows a more robust understanding of the need to plan for mitigating negative environmental impacts in the MPAs disadvantaged communities. HOCTC's comprehensive approach to analyzing needs allows for strategic planning for high-need populations and to serve residents of Herkimer and Oneida Counties in the most targeted and effective manner.

## **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 2025-2045 LRTP; in the programming of the 2025-2026 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 2024 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. These documents can be found in Appendix A. 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 ensures compliance with Environmental Justice and Title VI provisions by reviewing all independent Public Participation Plans developed for consultant-assisted planning projects before project initiation. All required MPO documents will be reviewed for compliance during their normal update cycles. HOCTC will reevaluate this analysis, at the minimum of once every four years (from date of adoption), and by reviewing new U.S. 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/>
- ◆ Federal Executive Order 12898 of February 11, 1994  
<http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf>
- ◆ Federal Executive Order 13166 of August 11, 2000  
<https://www.federalregister.gov/documents/2000/08/16/00-20938/improving-access-to-services-for-persons-with-limited-english-proficiency>
- ◆ Federal Highway Administration: Environmental Justice Reference Guide, April 1, 2015.
- ◆ Federal Highway Administration: Order 6640.23A
- ◆ Federal Highway Administration: Preventing Discrimination in the Federal-Aid Highway Program: A Systematic Interdisciplinary & Integrative Approach Reference Manual, March 27, 2002
- ◆ Federal Transit Administration Circular: FTA C 4703.1
- ◆ HOCTC. Bicycle and Pedestrian Trail Guide 2024  
<https://hoctc-hoccpp.hub.arcgis.com/>
- ◆ HOCTC. Coordinated Public Transit-Human Services Transportation Plan for Herkimer and Oneida Counties 2025-2028
- ◆ HOCTC. Long Range Transportation Plan Update 2045
- ◆ HOCTC. Public Participation Plan 2024 Update
- ◆ HOCTC. Transportation Improvement Program FFY2025-2029
- ◆ HOCTC. Unified Planning Work Program April 1, 2025 – March 31, 2026
- ◆ US Census Bureau.  
[www.census.gov](http://www.census.gov)
- ◆ US Department of Health & Human Services. Poverty Guidelines,  
<https://www.hhs.gov/guidance/document/2025-federal-poverty-level-standards>
- ◆ US Department of Transportation. Environmental Justice: An Overview of Transportation and Environmental Justice
- ◆ 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,
- ◆ 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>
- ◆ US Environmental Protection Agency. Walkability Index, February 25, 2025  
<https://catalog.data.gov/dataset/walkability-index8>

# Appendix A

A1 - County of Oneida Title VI Policy Statement and Program

A2 - Title VI Complaint Notice

A3 - Title VI Data Collection and Analysis Policy

# A1 - County of Oneida Title VI Policy Statement and Program

## **Oneida County Title VI Policy Statement**

As a recipient of federal and state funds, Oneida County is subject to the requirements and provisions of the Title VI of the Civil Rights Act of 1964, as amended. The provisions include but not limited to, prohibiting discrimination on the grounds of race, color or national origin (being denied the benefits of, or being otherwise subjected to discrimination under any program or activity administered by federal or state assisted programs, services and activities). Non compliance with this mandate can affect federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and consultants, whether such programs and activities are federally assisted or not.

Oneida County assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. Oneida County's Commissioner of Personnel or his/her designee is responsible for monitoring the Title VI activities for Oneida County.

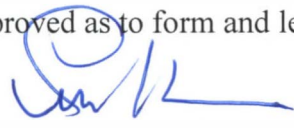
  
\_\_\_\_\_  
Anthony Picente, Oneida County Executive

9/1/10  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Oneida County Commissioner of Personnel

9/1/10  
\_\_\_\_\_  
Date

Approved as to form and legality:

  
\_\_\_\_\_  
Oneida County Attorney

9/1/10  
\_\_\_\_\_  
Date

## **Oneida County Title VI Program**

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Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. Section 2000d).

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and consultants, whether such programs and activities are federally assisted or not.

Oneida County assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. Oneida County's Commissioner of Personnel or his/her designee is responsible for monitoring the Title VI activities for Oneida County.

Oneida County is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.A.

## **Public Notification Process**

### **Title VI Information Dissemination**

Title VI information posters shall be prominently and publicly displayed in the Oneida County's facilities. The name of the Title VI coordinator is available on the Oneida County's website, at [www.ocgov.net](http://www.ocgov.net). Additional information relating to nondiscrimination obligation can be obtained from Oneida County's Commissioner of Personnel or his/her designee.

Title VI information shall be disseminated to Oneida County's employees annually, via the Employee Education form in payroll envelopes. This form reminds employees of Oneida County's policy statement, and of their Title VI responsibilities in their daily work and duties.

### **Title VI Complaint Procedures**

#### ***How to file a Title VI Complaint?***

The complainant may file a signed, written complaint up to thirty (30) days from the date of the alleged discrimination. The complaint should include the following information:

- Name of complainant, mailing address, and how to contact the complainant (i.e., telephone number, email address, etc.)
- How, when, where and why the complainant believes he or she was discriminated against. The complainant shall include the location, names and contact information of any witnesses.
- Other information that deemed significant by the complainant.

The Title VI Complaint Form (see Appendix A) may be used to submit the complaint information. The complaint may be filed in writing with Oneida County at the following address:

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501

NOTE: Oneida County encourages all complainants to certify all mail that is sent through the U.S. Postal Service and/or ensure that all written correspondence can be tracked easily. For complaints originally submitted by facsimile, an original, signed copy of the complaint must be mailed to the Oneida County Commissioner of Personnel or his/her designee as soon as possible, but no later than thirty (30) days from the alleged date of discrimination.

#### ***What happens to the complaint once it is submitted?***

All complaints alleging discrimination based on race, color or national origin in a service or benefit provided by Oneida County will be directly addressed by Oneida County. Oneida County shall also provide appropriate assistance to complainants, including those persons with

disabilities, or who are limited in their ability to communicate in English. Additionally, Oneida County shall make every effort to address all complaints in an expeditious and thorough manner.

A letter of acknowledging receipt of complaint will be mailed within seven days (Appendix B). Please note that in responding to any requests for additional information, a complainant's failure to provide the requested information may result in the administrative closure of the complaint.

***How will the complainant be notified of the outcome of the complaint?***

Oneida County shall send a final written response letter (see Appendix C or D) to the complainant. In the letter notifying complainant that the complaint is not substantiated (Appendix F), the complainant is also advised of his or her right to 1) appeal within seven calendar days of receipt of the final written decision from Oneida County, and/or 2) file a complaint externally with the U.S. Department of Transportation and/or the Federal Transit Administration. Every effort will be made to respond to Title VI complaints within 60 working days of receipt of such complaints, if not sooner.

In addition to the complaint process described above, a complainant may file a Title VI complaint with the following offices:

Federal Transit Administration Office of Civil Rights  
Attention: Title VI Program Coordinator  
East Building, 5th Floor – TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

## **Community Outreach**

As an agency receiving federal financial assistance, Oneida County makes the following community outreach efforts:

1. The public is invited to attend and participate in the legislative process.
2. Title VI statements are posted in all County facilities for public viewing. (Appendix E)
3. Oneida County has a user friendly website to enhance community relation efforts. Oneida County's Title VI plan is/will be available to the community on the website.

## APPENDIX A

### TITLE VI COMPLAINT FORM

Title VI of the 1964 Civil Rights Act requires that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” If you feel you have been discriminated against, please provide the following information in order to assist us in processing your complaint and sent it to:

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501

Please print clearly:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code:  
\_\_\_\_\_

Telephone Number: \_\_\_\_\_ (home) \_\_\_\_\_ (cell) \_\_\_\_\_ (message)

Person discriminated against:  
\_\_\_\_\_

Address of person discriminated against:  
\_\_\_\_\_

City, State, Zip Code:  
\_\_\_\_\_

Please indicate why you believe the discrimination occurred:

\_\_\_\_\_ race or color  
\_\_\_\_\_ national origin

What was the date of the alleged discrimination?

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Where did the alleged discrimination take place?

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Please describe the circumstances as you saw it:

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Please list any and all witnesses' names and phone numbers:

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What type of corrective action would you like to see taken?

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Please attach any documents you have which support the allegation. Then date and sign this form.

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Your signature

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Print your name

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Date

Page 2 of 2

Page 6 of 12

**APPENDIX B**

**Letter Acknowledging Receipt of Complaint**

(Today's Date)

(Ms. Jo Doe  
1234 Main St.  
Somewhere, Any State ZIP)

Dear Ms. Doe:

This letter is to acknowledge receipt of your complaint against Oneida County alleging

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An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by telephoning (315) 798-5726, or write to me at this address.

Sincerely,

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501

## APPENDIX C

### Letter Notifying Complainant that the Complaint Is Substantiated

Today's Date

(Ms. Jo Doe  
1234 Main St.  
Somewhere, Any State ZIP)

Dear Ms. Doe:

The matter referenced in your letter of \_\_\_\_\_ (date) against Oneida County alleging Title VI violation has been investigated.

(An/Several) apparent violation(s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter (was/were) identified. Efforts are underway to correct these deficiencies.

Thank you for calling this important matter to our attention. You were extremely helpful during our review of the program. *(If a hearing is requested, the following sentence may be appropriate.)* You may be hearing from this office, or from federal authorities, if your services should be needed during the administrative hearing process.

Sincerely,

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501

## APPENDIX D

### Letter Notifying Complainant that the Complaint Is Not Substantiated

Today's Date

(Ms. Jo Doe  
1234 Main St.  
Somewhere, Any State ZIP)

Dear Ms. Doe:

The matter referenced in your complaint of \_\_\_\_\_ (date) against Oneida County alleging \_\_\_\_\_ has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964 had in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving federal financial assistance.

Oneida County has analyzed the materials and facts pertaining to your case for evidence of the County's failure to comply with any of the civil rights laws. There was no evidence found that any of these laws have been violated.

I therefore advise you that your complaint has not been substantiated, and that I am closing this matter in our files.

You have the right to appeal this decision within seven calendar days of receipt of this final written decision from Oneida County, and/or 2) file a complaint externally with the U.S. Department of Transportation and/or the Federal Transit Administration at

Federal Transit Administration Office of Civil Rights  
Attention: Title VI Program Coordinator  
East Building, 5th Floor - TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to call me.

Sincerely,

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501

## APPENDIX E

### **Samples of Narrative to be included in Posters to be Displayed in Revenue Vehicles and Facilities**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. Section 2000d).

Oneida County is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.A. **If you feel you are being denied participation in or being denied benefits of the transit services provided by Oneida County, or otherwise being discriminated against because of your race, color or national origin, you may contact our office at:**

Oneida County  
Attn: Commissioner of Personnel or his/her designee  
800 Park Avenue  
Utica, New York 13501  
Telephone: (315) 798-5726

For more information, visit our website at [www.ocgov.net](http://www.ocgov.net).

## **APPENDIX F**

### **Employee Annual Education Form**

#### **Title VI Policy**

No person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All employees of Oneida County are expected to consider, respect, and observe this policy in their daily work and duties. Citizen questions or complaints shall be directed to the Commissioner of Personnel or his/her designee of Oneida County.

In all dealings with citizens, use courtesy titles (i.e. Mr., Mrs., Ms., or Miss) to respectfully address them without regard to race, color or national origin.

## **APPENDIX G**

### **Acknowledgement of Receipt of Title VI Program**

I hereby acknowledge the receipt of Oneida County's Title VI Plan. I have read the plan and am committed to ensuring that no person is excluded from participation in, or denied the benefits or services delivered by Oneida County on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.A.

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Employee signature

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Print your name

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Date

## A2 – Title VI Complaint Notice



### **METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station  
321 Main Street, Utica, NY 13501  
Phone: 315.798.5710  
E-mail: [transplan@oneidacountyny.gov](mailto:transplan@oneidacountyny.gov)

### *Title VI Notice*

The Herkimer-Oneida County Transportation Council (HOCTC) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, gender, age, disability or economic status as provide by Title VI of the Civil Rights Act of 1964 and related statutes. If you believe you have been subjected to discrimination under Title VI, you may file a complaint with the HOCTC by sending your written complaint to their host agency Attention:

Oneida County, Commissioner of Personnel, 800 Park Avenue Utica, New York 13501 or to [personnel@oneidacountyny.gov](mailto:personnel@oneidacountyny.gov). For more information, visit [www.oneidacountyny.gov](http://www.oneidacountyny.gov).

Complaints may also be filed directly with the Federal Highway Administration, at FHWA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

If information is needed in another language, contact 315-798-5710.

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### *Aviso del Título VI*

El Consejo de Transporte del Condado de Herkimer-Oneida (HOCTC) se compromete a garantizar que ninguna persona sea excluida de participar ni se le nieguen los beneficios de su proceso de planificación del transporte metropolitano por motivos de raza, color, origen nacional, género, edad, discapacidad o situación económica, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964 y leyes relacionadas. Si cree haber sido objeto de discriminación en virtud del Título VI, puede presentar una queja ante el HOCTC enviando su queja por escrito a la agencia anfitriona. Atención:

Condado de Oneida, Comisionado de Personal, 800 Park Avenue, Utica, Nueva York 13501, o a [personnel@oneidacountyny.gov](mailto:personnel@oneidacountyny.gov). Para obtener más información, visite [www.oneidacountyny.gov](http://www.oneidacountyny.gov).

También puede presentar quejas directamente ante la Administración Federal de Carreteras (FHWA), Oficina de Derechos Civiles de la FHWA, 1200 New Jersey Avenue SE, Washington, DC 20590.

Si necesita información en otro idioma, llame al 315-798-5710.

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### Naslov VI Obaveštenje

Vijeće za transport okruga Herkimer-Oneida (HOCTC) posvećeno je osiguravanju da nijedna osoba ne bude isključena iz sudjelovanja u njegovom procesu planiranja gradskog prijevoza ili da mu se uskrate pogodnosti na osnovu rase, boje kože, nacionalnog porijekla, spola, starosti, invaliditeta ili ekonomskog statusa kao što je predviđeno Naslovom VI Zakona o građanskim pravima i povezanim statutima iz 1964. Ako smatrate da ste bili podvrgnuti diskriminaciji prema Glavi VI, možete podnijeti žalbu HOCTC-u tako što ćete svoju pismenu žalbu poslati njihovoj agenciji domaćinu Pažnja:

Oneida County, povjerenik osoblja, 800 Park Avenue Utica, New York 13501 ili na [personnel@oneidacountyny.gov](mailto:personnel@oneidacountyny.gov). Za više informacija posjetite [www.oneidacountyny.gov](http://www.oneidacountyny.gov).

Pritužbe se također mogu podnijeti direktno Federalnoj upravi za autoputeve, u Uredu za građanska prava FHWA, 1200 New Jersey Avenue SE, Washington, DC 20590.

Ako su potrebne informacije na drugom jeziku, kontaktirajte 315-798-5710.

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### Title (လံာ်အမံ) VI လံာ်ဘိးဘဉ်သုဉ်ညါ

The Herkimer-Oneida County Transportation Council (ဟဉ်ကံမဉ်-အိဉ်နဲဒဉ်ကီဉ်ရဉ် တၢ်စိဉ်ဆုၤတၢ်ဆူလီၢ်ဂၤကီဉ်ကးကရၢ) (HOCTC) အၢဉ်လီၤသးလၢ ကမၤလီၤတံၢ်လၢ ပုၤနီတဂၤမး တဘဉ်တၢ်ဟံတုၢ်လၢ ကဟံဃုာ်မၤသကိးတၢ်, မ့တမ့ၢ်တဘဉ်တၢ်ဂ့ၢ်လီၢ်တၢ်အဘျးတဖဉ်လၢ, အဝဲဝဲခိဉ်အတၢ်စိဉ်ဆုၤတၢ်ဆူလီၢ်ဂၤ တၢ်တိာ်ကျဲၤအကျိၤအကျဲၤလၢ ခီဖျိလၢအကလုာ်, ဖံးဘဉ်အလွဲၢ်,

ထံကီၢ်အိၣ်ထံး, မုၢ်/ခွါ, သးနီၣ်, တၢ်တသ့တဘၣ်မ့တမ့ၢ် မုၢ်ကျိၤဝဲၤကွၢ်တၢ်ကူၣ်သ့ အတၢ်အိၣ်သး  
ဒ်အဟ့ၣ်လီၤအသိး ဒီဖျိ Title (လံာ်အမံၤ) VI လၢ Civil Rights Act (ထံဖိကီၢ်ဖိအခွဲးအယာ် အတၢ်ပၤတၢ်)  
လၢ ၁၉၆၄ ဒီးတၢ်အိၣ်သးလၢ အဘၣ်ဃးလိာ်သးတဖၣ်န့ၣ်လီၤ. နမ့ၢ်န့ၣ်လၢန့ၣ်  
ဘၣ်တၢ်နီၤဖးအဒုၣ်အဆၢဒ် Title (လံာ်အမံၤ) VI အဖီလၢန့ၣ်, နဆၢထီၣ်လံာ်လၢကအုၣ်တၢ်ဆူ HOCTC  
ဒီဖျိတၢ်ဆၢဟ့ၣ်န့ၣ်လံာ်လၢကအုၣ်တၢ်လၢ ဘၣ်တၢ်ကွဲးအီၤ ဆူအဝဲသ့ၣ်ခါၣ်စးကရၢသ့ဝဲလီၤ. Attention  
(တၢ်ကန့ၣ်တၢ်/ တၢ်ဆၢလီၤဆူ )-

Oneida County, Commissioner of Personnel, 800 Park Avenue Utica, New York 13501 မ့တမ့ၢ်ဆူ  
[personnel@oneidacountyny.gov](mailto:personnel@oneidacountyny.gov). လၢတၢ်ဂ့ၢ်တၢ်ကျိၤအဂၤအဂီၢ်န့ၣ်, လဲၤထီၣ်ကွၢ်လၢ  
[www.oneidacountyny.gov](http://www.oneidacountyny.gov) တက့ၢ်.

တၢ်ကအုၣ်တၢ်တဖၣ်န့ၣ် ဘၣ်တၢ်ဟံးကွဲးနီၣ်ဃာ်အီၤ လိၤလိၤဘျၢဘျၢဃုာ်ဒီး Federal Highway  
Administration (ဖဲဒရၢၣ်ကျဲမုၢ်ဒိၣ် တၢ်ပၤတၢ်ဆၢ), ဖဲ FHWA ဝဲၤဒါးလၢထံဖိကီၢ်ဖိအခွဲးအယာ်, 1200  
New Jersey Avenue SE, Washington, DC 20590 လီၤ.

နမ့ၢ်လိာ်ဘၣ်ဝဲတၢ်ဂ့ၢ်တၢ်ကျိၤလၢ ကျိၣ်အဂၤန့ၣ်, ဆဲးကျိး 315-798-5710 တက့ၢ်.

# A3 - Title VI Data Collection and Analysis Policy



## **METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station

321 Main Street, Utica, NY 13501

Phone: 315.798.5710

E-mail: [transplan@oneidacountyny.gov](mailto:transplan@oneidacountyny.gov)

## **Title VI Data Collection and Analysis Policy**

### **1. Policy Statement**

In accordance with Federal Title VI/Nondiscrimination regulations, the Herkimer-Oneida Counties Transportation Council (HOCTC) is required to have a policy in place to collect and analyze statistical Title VI data on the population within its Metropolitan Planning Area. Specifically, Title VI data includes information on Environmental Justice (EJ), Limited English Proficiency (LEP) and the Americans with Disabilities Act (ADA).

HOCTC is required to collect and analyze Title VI data for the purpose of:

- Measuring and monitoring the Department's delivery of programs consistent with Title VI;
- Aiding in community outreach as part of the transportation planning and project development process;
- Analyzing programmatic trends and impacts; and
- Identifying opportunities to avoid and mitigate unlawful discrimination in project planning, project design and project construction.

### **2. Policy and Guidance**

Title VI of the Civil Rights Act of 1964 and subsequent statutes, regulations and executive orders require recipients of Federal financial assistance to ensure that no person shall be excluded from participation in, denied the benefits of, or be subject to unlawful discrimination in, the operation, implementation, access and use of the recipients' programs, activities and facilities based on race, color, national origin, sex, age, disability, or low income or limited-English proficiency.

The purpose of this policy is to inform HOCTC staff, whose responsibilities include public outreach during the different phases of the planning process, to be aware of how their decisions and actions must comply with Title VI (nondiscrimination) regulations. The type and extent of

Title-VI data collected and utilized may differ depending on the special emphasis program area. Nonetheless, HOCTC is mandated to, at a minimum, collect and analyze Title VI data to understand community demographics and facilitate the equitable distribution of the beneficial effects of transportation planning and project development activities, and minimize the adverse impacts.

The Herkimer-Oneida County Transportation Council shall collect statistical data on numerous aspects of the Metropolitan Planning Area's population. The data to be collected includes but is not limited to:

- Regional population and growth rates
- Regional ethnic composition
- Age distribution by race
- Number of households by income group
- Median household by income
- Percent of persons below poverty line
- Percent of persons by age group with mobility limitations
- Percent of elderly persons
- Percent of disabled by types of disability
- Languages spoken
- Percent of Population without Vehicle Access

The Herkimer-Oneida County Transportation Council will utilize a variety of resources to collect and compile the aforementioned data. These resources include but are not limited to:

- U.S. Census Data
- American Communities Survey
- Population Estimates Program
- Other Population Data Websites (i.e. NHGIS)
- School Districts within the Metropolitan Planning Area
- Transit Ridership Surveys
- Management Systems (Pavement and Congestion)
- Land Use Plans
- Geographic Information Systems (GIS)
- Transportation Models
- Information from other County Departments (i.e. Health and Social Services)

Upon completion of data compilation various tools will be used to analyze the data and apply it to the Metropolitan Planning Area so as to identify vulnerable populations. These tools will include ESRI ArcPro Geographic Information Systems and its statistical analysis capabilities. These

programs will be used to identify and map out the vulnerable populations in the area. Throughout the planning and project development process, HOCTC staff are required to consult this information to ensure that vulnerable populations are benefiting from any MPO programs and that these populations are not being adversely affected by any actions of the MPO. The data collected should be refreshed as new and updated data becomes available from data sources and used to support the Herkimer-Oneida Counties Transportation Council's policies, programs and activities. At a minimum, data should be monitored yearly and updated upon discovery of new statistics and information.

# Appendix B

B1 – Public Outreach Spreadsheet

B2 – Transportation Impacts Survey Public Outreach Flyer

B3 – Public Engagement Tabling Event Summaries

B4 – Survey Results

# B1 – Public Outreach Spreadsheet

OUTREACH DATE	OUTREACH EVENT	OUTREACH LOCATION	OUTREACH ADDRESS	OUTREACH TYPE	STAFF INVOLVED	OUTREACH DESCRIPTION
3/13/2025	Housing Market Study Results event	MVCC thINCubator	326 Broad St. Utica, NY 13501	Flyer distribution	Josh	Staff to hand out flyers and asked attendees of the presentation to take the EJ Analysis survey.
4/1/2025	Oneida County Youth Services Council	Email	Online	Flyer distribution and survey link	Maya	Staff requests that a multiagency listserv distribute the survey link and flyer to their clients and/or agency partners
4/1/2025	HOCTC Committees - GP&L, TPC, TCC and interested parties	Email	Online	Flyer distribution and survey link	Amy	Staff requests that members and interested parties of the transportation planning and governing committees distribute the survey link and flyer to their relative agencies and partners
4/2/2025	Herkimer County Department of Social Services Meeting	Herkimer County Offices	109 Mary St. Herkimer, NY 13350	Flyer distribution, announcement, and event inquiries	Barb	Staff requests that the people attending the meeting take the survey and distribute it to their clients and/or agency partners. Staff asked the meeting if there were any opportunities for public engagement in Herkimer County.
4/2/2025	All Oneida County Employees	Email	Online	Flyer distribution and survey link	Department of Planning	Staff requests that any interested Oneida County employee participate in the survey in addition to sharing the survey and flyer to their partner agencies
4/3/2025	Municipal Town Clerks for Oneida and Herkimer Counties	Email	Online	Flyer distribution and survey link	Amy	Staff requests that municipal clerks distribute the survey link and flyer within their municipality
4/7/2025	Centro	Email	Online	Flyer distribution and survey link on Centro Oneida buses	Amy	Staff requests that Centro add the flyers to the inside of buses in an attempt to capture feedback from the transit-riding population
4/9/2025	Teen Accountability Court Meeting	SUNY Polytechnic Institute	100 Seymour Rd. Utica, NY 13502	Announcement and flyer distribution	Maya	Staff requests that the people attending the meeting take the survey and distribute it to their clients and/or agency partners
4/10/2025	Youth Services Council Meeting	BOCES	4747 Middle Settlement Rd. New Hartford, NY 13413	Announcement and flyer distribution, contact with MVCC	Maya	Staff requests that the people attending the meeting take the survey and distribute it to their clients and/or agency partners. Specifically, staff will reach out to a director at MVCC for flyer distribution at the college.
4/15/2025	Mohawk Valley Stormwater Coalition meeting	Oneida County DPW	5999 Judd Rd. Oriskany, NY 13424	Flyer distribution	Josh	Staff requests that the people attending the meeting take the survey and distribute it to their clients and/or agency partners
4/19/2025	Oneida County Public Market	Union Station	321 Main St. Utica, NY 13501	Tabling Event	Zack, Madalyn	In person tabling event with 2 staff members seeking feedback, with flyers, encourage survey. Explain background of project.
4/30/2025	Greater Utica Chamber of Commerce Annual Meeting and Symposium	Hart's Hill Inn	135 Clinton St. Whitesboro, NY 13492	Tabling Event	Grace, Madalyn, Zack	In person tabling event with 3 staff members seeking feedback, with flyers, encourage survey. Explain background of project.



### Transportation Impacts Survey- Public Outreach 2025

Herkimer-Oneida Counties Transportation Council (HOCTC) is in the process of updating our regional Environmental Justice analysis. Past versions have evolved based on state and federal guidance and best practices in transportation planning. The analysis is periodically updated to inform transportation decision-making to ensure avoidance and mitigation of negative environmental impacts on disadvantaged populations. HOCTC's Environmental Justice analysis aims to:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on minority and low-income populations
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

HOCTC is working to ensure effective transportation decision-making based on an understanding of Herkimer and Oneida Counties, their unique assets, and needs of the many different sociodemographic groups across the region. The purpose of this survey is to help us uncover issues and opportunities related to the two-county transportation network. This work aims to support the development and maintenance of transportation facilities best serving the need of our region's residents.

**Visit the Survey Monkey link to share any transportation issues you have encountered.**

<https://www.surveymonkey.com/r/EJPlan2025>



## B3 – Public Engagement Tabling Event Summaries

### Environmental Justice/Title VI Analysis Public Engagement Summary Oneida County Public Market April 19<sup>th</sup>, 2025 9:00 AM – 1:00 PM

#### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the market manager for the Oneida County Public Market, facilitated a tabling event.

HOCTC staff Madalyn De Carr and Zachary Zupan held a tabling event at the Oneida County Public Market on Saturday, April 19th, at 321 Main Street, Utica, NY. The market invites vendors and local businesses to share information and products with attendees. HOCTC staff highlighted the scope of the Environmental Justice Analysis.



The tabling event taught the public about the Environmental Justice initiatives. The community was encouraged to engage with HOCTC staff to provide transportation-related opinions and views on future improvements and enhancements to meet a diverse community's needs.

Attendees were encouraged to highlight transportation challenges that their local neighborhood members face. HOCTC staff provided attendees with comment cards and a dots activity to record their transportation experiences and collect feedback for the plan. Attendance volume was as expected. The HOCTC staff interacted with more than 15 residents, resulting in conversations highlighting new concerns and viewpoints.

#### Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation needs/concerns. Some who inquired about the program filled out comment cards, while others asked the staff to write down their remarks. HOCTC staff included the residents'

names and/or contact information where permitted. A total of four (4) comment cards were completed, and recommended the following:

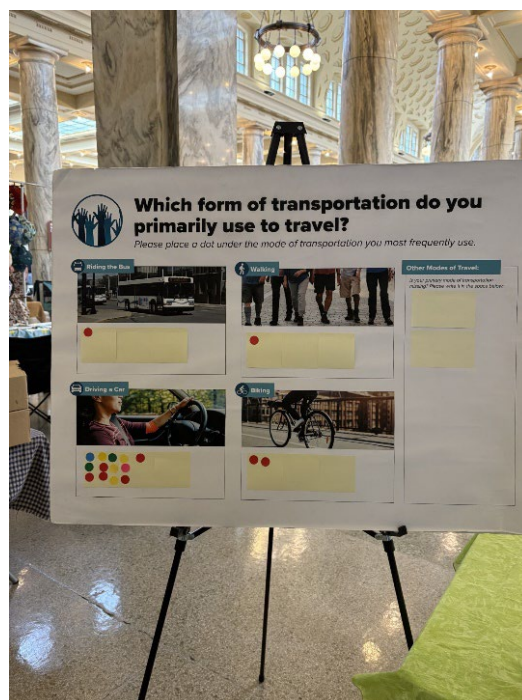
- Watch “Not Just Bikes” on YouTube – the channel offers transportation-related information regarding bike and pedestrian safety.
- The intersection of Warren Street and Route 12 has a camera but appears to have been tampered with, leaving its functionality up to speculation. Accidents happen regularly at this location, as well as suspected illicit drug use.
- Buses do not run on Sunday or after 10 pm, making it accessible to those who work 2<sup>nd</sup> and 3<sup>rd</sup> shifts or on the weekend.
- The bus schedule has large gaps between returning to the same bus stop, which is especially inconvenient for MVCC students who depend on the buses to get to class.

Those who did not fill out a comment card took informational handouts on Environmental Justice initiatives and were informed of the survey link and a website link.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate their primary mode of transportation. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of seventeen (17) attendees participated in the activity. Thirteen (13) attendees indicated that driving a car was their primary mode of transportation, and two (2) showed that riding a bike was their primary mode. We also had (1) participant use the bus and (1) pedestrian.



# Environmental Justice/Title VI Analysis

## Public Engagement Summary

### Utica Chamber of Commerce

April 30<sup>th</sup>, 2025  
4:00 PM – 7:00 PM

### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the executive director for the Greater Utica Chamber of Commerce Annual Meeting 2025 and Small business expo, facilitated a tabling event.

HOCTC staff Madalyn De Carr, Zachary Zupan and Grace Whiffen held a tabling event at the Greater Utica Chamber of Commerce Annual Meeting 2025 and Small Business Expo on Wednesday, April 30th, at 135 Clinton Street Whitesboro, New York, 13492. The event invited vendors and local businesses to share information with attendees. HOCTC staff highlighted the scope of the Environmental Justice Analysis. The tabling event taught the public about the Environmental Justice initiatives. The community was encouraged to engage with HOCTC staff to provide transportation-related opinions and views on future improvements and enhancements to meet a diverse community's needs.



Attendees were encouraged to highlight transportation challenges that their local neighborhood members face. HOCTC staff provided attendees with comment cards and a dots activity to record their transportation experiences and collect feedback for the plan. Attendance volume was as expected. The HOCTC staff interacted with more than 8 residents, resulting in conversations highlighting new concerns and viewpoints. One attendee discussed how he believed that there should be more bus routes from Herkimer to Oneida since there are students who need to get to MVCC campuses, and he also stated that since Chobani is coming to Rome there will be more people who will need to ride the bus from Herkimer to Oneida.

### Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation needs/concerns. Some who inquired about the program filled out comment cards, while others asked the staff to write down their remarks. HOCTC staff included the residents' names and/or contact information where permitted. A total of zero (0) comment cards were

completed. Those who did not fill out a comment card took informational handouts on Environmental Justice initiatives and were informed of the survey link and a website link.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate their primary mode of transportation. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of 6 attendees participated in the activity. All attendees indicated that driving a car was their primary mode of transportation.

**Which form of transportation do you primarily use to travel?**  
*Please place a dot under the mode of transportation you most frequently use.*

**Riding the Bus**  
  
☐

**Walking**  
  
☐

**Driving a Car**  
  
☒

**Biking**  
  
☐

**Other Modes of Travel:**  
*Is your primary mode of transportation missing? Please write it in the space below:*

# Transportation Impacts Survey Analysis

## 1. Overview

Environmental justice plans emphasize the importance of involving communities in the development and implementation of environmental policies and projects. As such, Herkimer Oneida Counties Transportation Council (HOCTC) has prepared a survey to support the development and maintenance of transportation facilities best serving the needs of the area's residents.

HOCTC launched the Transportation Impacts Survey on March 13, 2025, to assist HOCTC staff in uncovering issues and opportunities related to the two-county transportation network. HOCTC is working to ensure effective transportation decision-making based on an understanding of the two-county region, its unique assets, and needs of the many different sociodemographic groups across the region.

### Survey Accessibility

The survey was accessible online through Survey Monkey. The survey was made available on the Transportation Planning Hub, [HOCTCentral](#) and was sent out to committee members and interested parties, municipal clerks for Herkimer and Oneida Counties, the Youth Services Council list serv, and all Oneida County employees via email. HOCTC distributed flyers with a link and a QR code to the survey for public events and committee meetings. These included the Housing Market Study Results presentation, Herkimer County Social Services meeting, the Teen Accountability Court meeting, the Youth Services Council meeting, and the Mohawk Valley Storm Water Coalition meeting. The flyer was also available on Centro buses, in addition to the two public engagement tabling events.

### Survey Promotion

The survey was promoted through the following methods:

- Email blasts
- Flyers
- Chamber of Commerce public event
- Farmers market public event
- Centro buses in Oneida County

### Survey Period

The survey was open from March 13, 2025 through May 5, 2025.

## **Survey Responses**

The community survey received a total of 274 responses. Out of the 274 completed responses, 82.12% live in Oneida County. 15.33% live in Herkimer County and the remaining 2.55% live in another county.

## **Survey Analysis**

After asking the respondents to list any major transportation issues they have encountered in the past year, HOCTCs analyzed the results and found that the top 4 issues were:

1. Roadway conditions, potholes were identified the most.
2. Public transportation not available/accessible due to limited bus routes and limited schedules.
- 3.) Safety issues while driving.
- 4.) Affordability of owning a vehicle, accessing other transportation options, and parking.

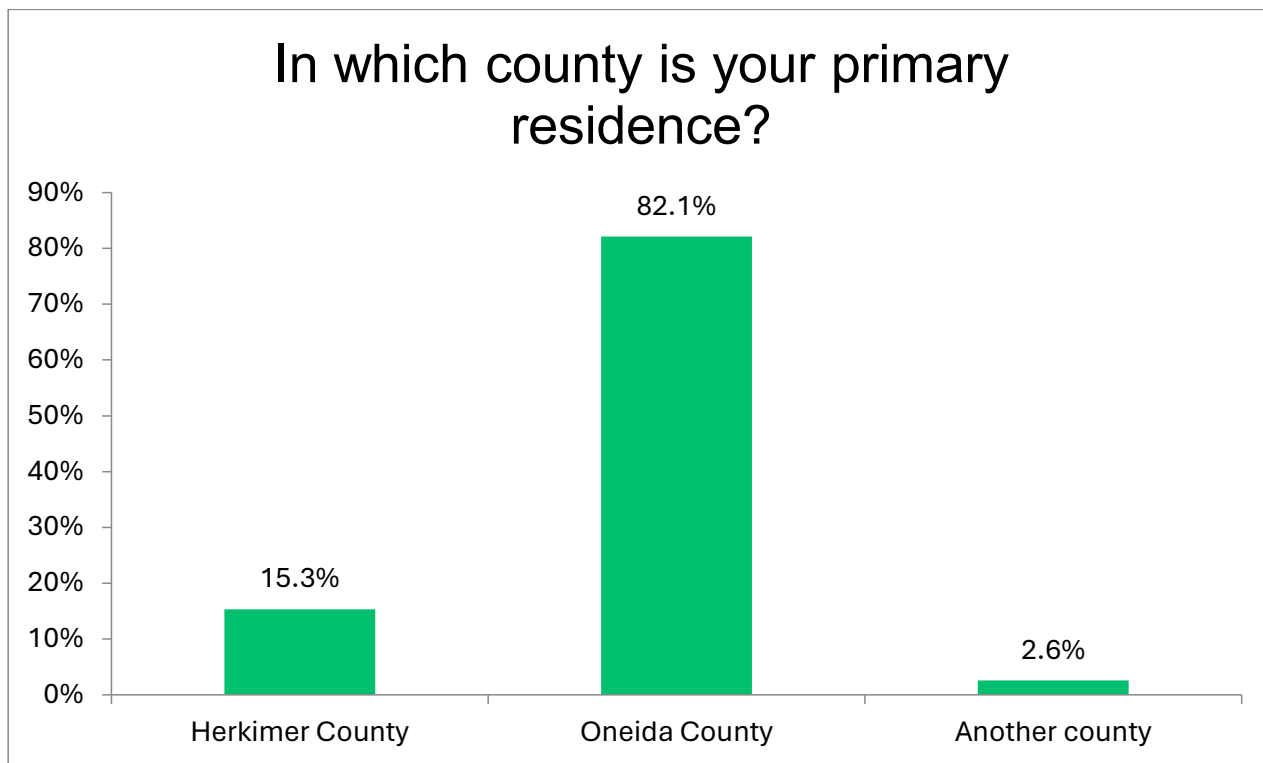
## **2. Key Takeaways**

The majority of respondents live in Oneida County and own their own vehicle. Most survey respondents agree that local roads are areas to focus on for future transportation improvements. Many respondents also noted what challenges they faced and the top 4 issues that were discussed were potholes, public transportation not being available/accessible, traffic/ traffic light issues and limited bus routes.

### 3. Survey Analysis

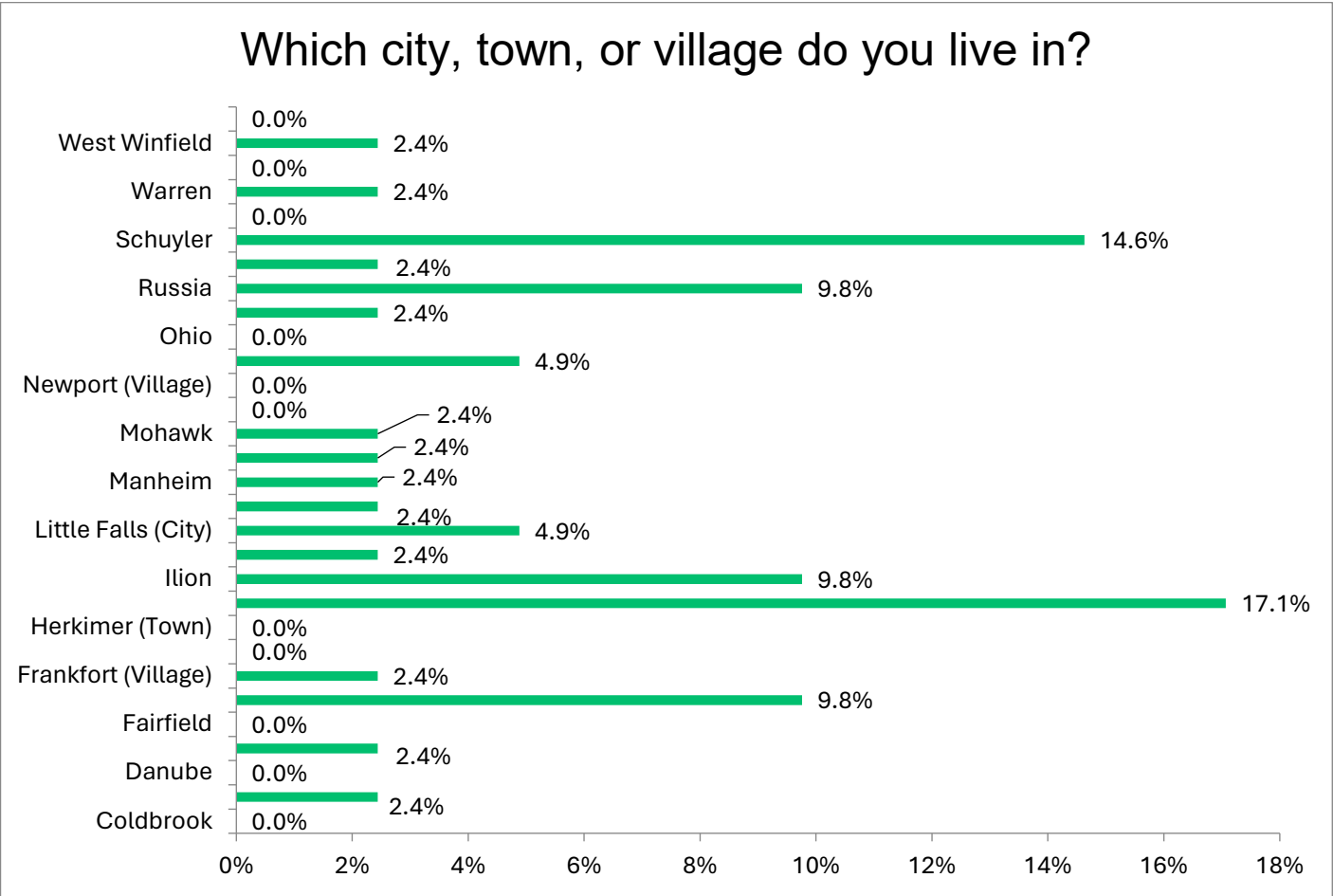
Q1. In which county is your primary residence?

Of the 274 responses, 82.12 % of respondents live in Oneida County, 15.33% of respondents live in Herkimer County and 2.55% of respondents live in another county.



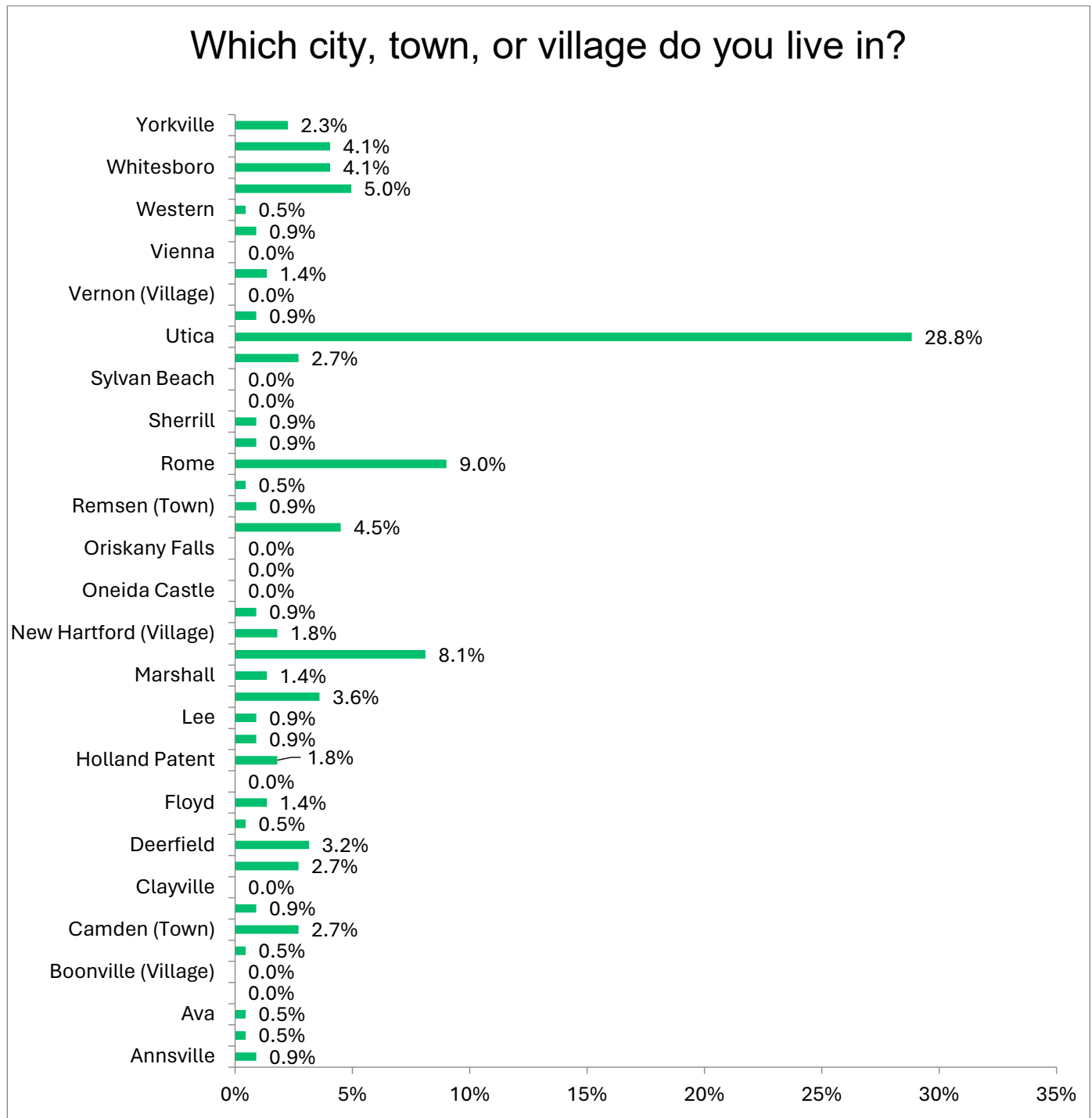
Q2. Which city, town, or village do you live in?

Of the 15.33% respondents that live in Herkimer County, 17% live in the Village of Herkimer and 14.63% live in the Town of Schuyler.



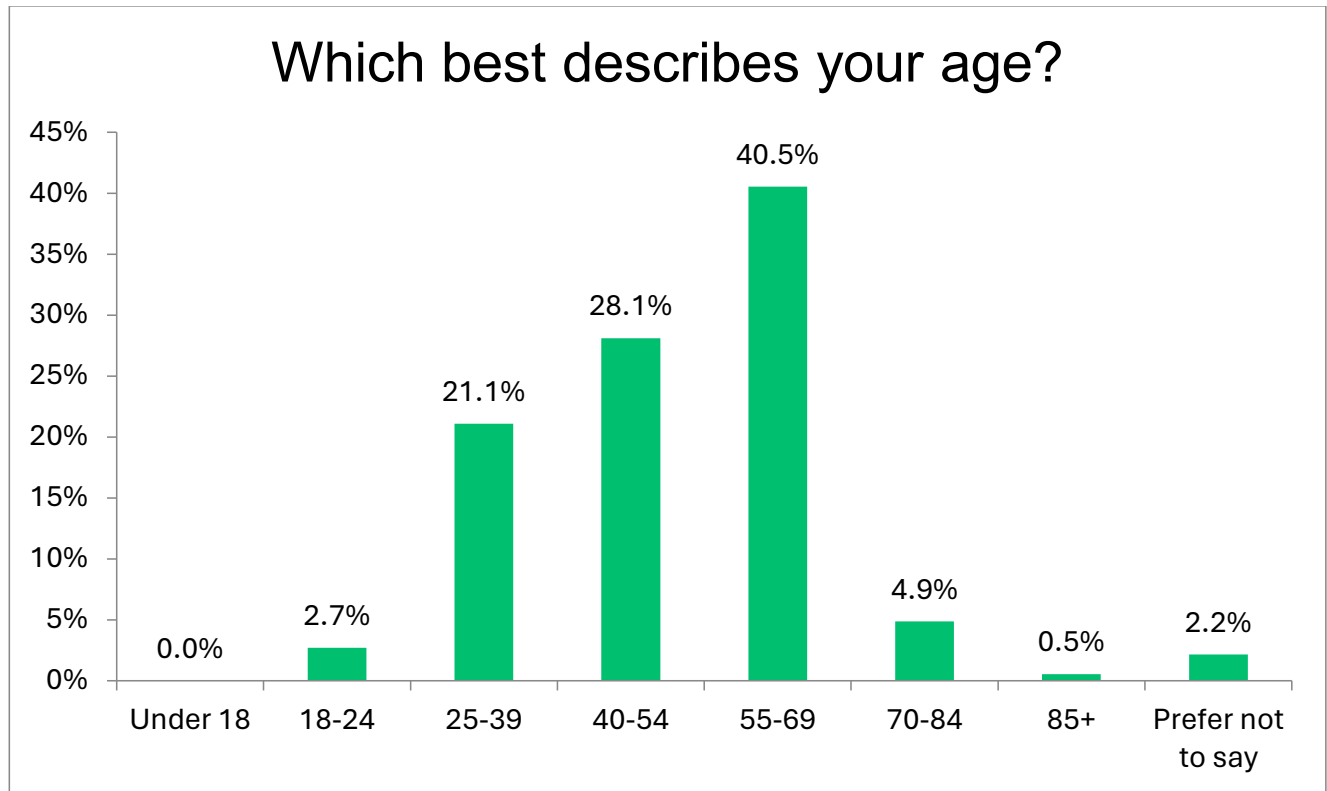
### Q3. Which city, town, or village do you live in?

Of the 82.12 % respondents that live in Oneida County, 28.83% live in the City of Utica and 9.01% live in the City of Rome. 8.11% live in the Town of New Hartford.



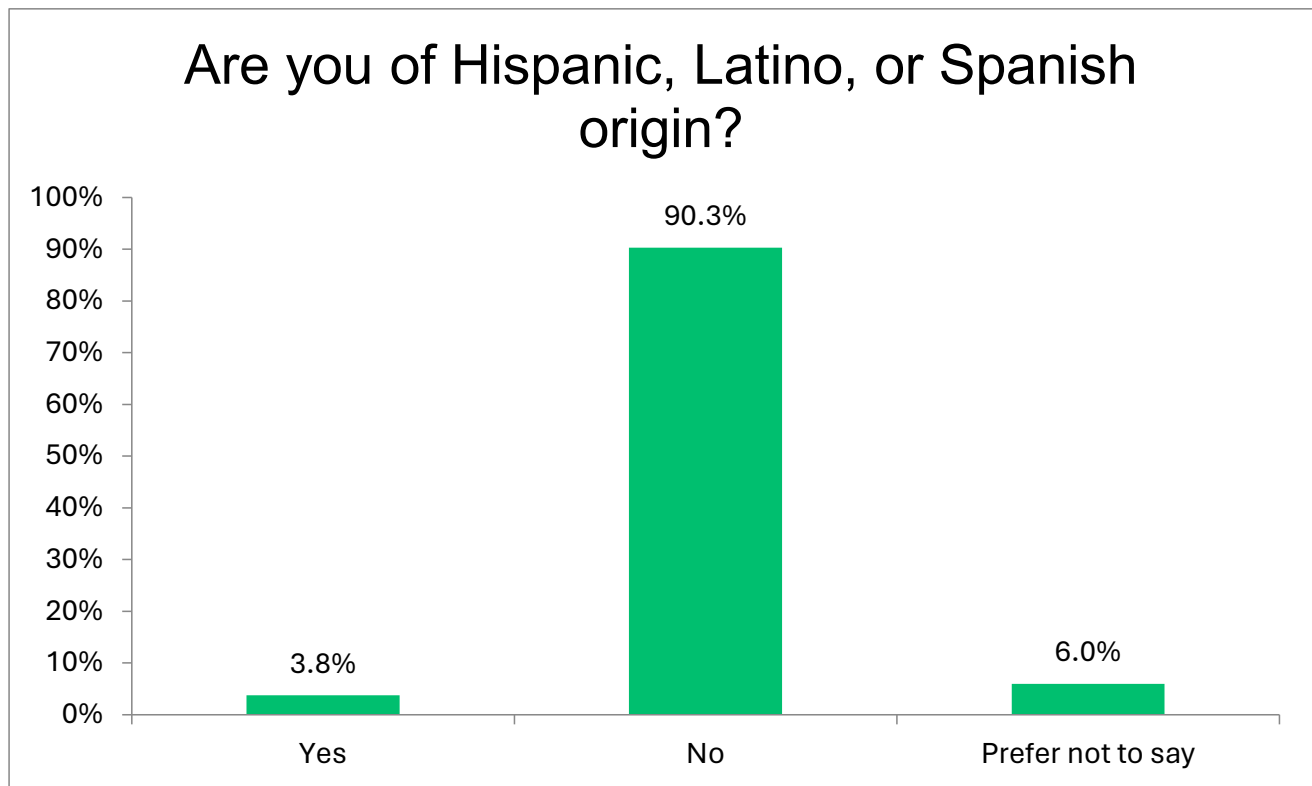
#### Q4. Which best describes your age?

40.54% of the respondents replied that they were in the 55-69 age group. The age group that had the 2<sup>nd</sup> most responses was in the 40-54 age group with 28.11%.



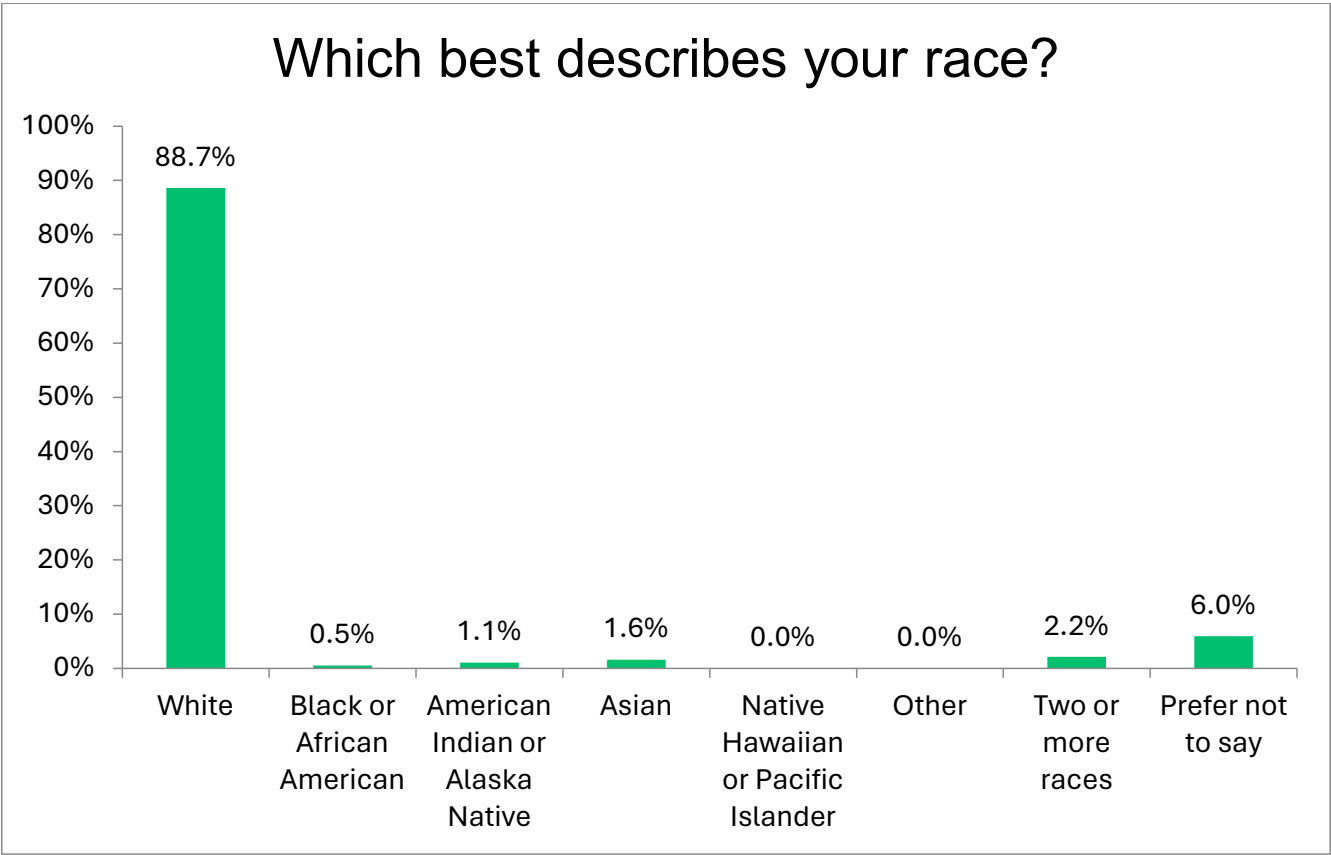
Q5. Are you of Hispanic, Latino, or Spanish Origin?

90.76% of respondents replied they weren't Hispanic, Latino, or of Spanish Origin.



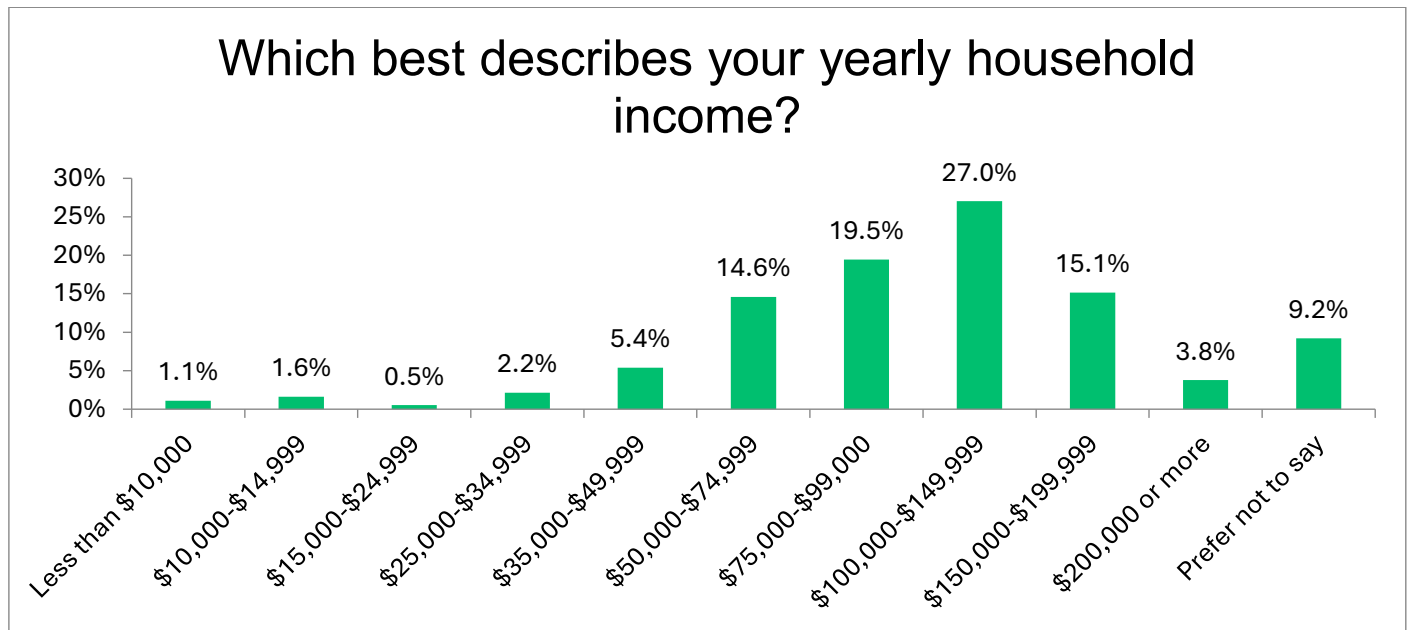
Q6. Which best describes your race?

88.65% people responded saying that they are “white” and 5.95% responded with “prefer not to say”.



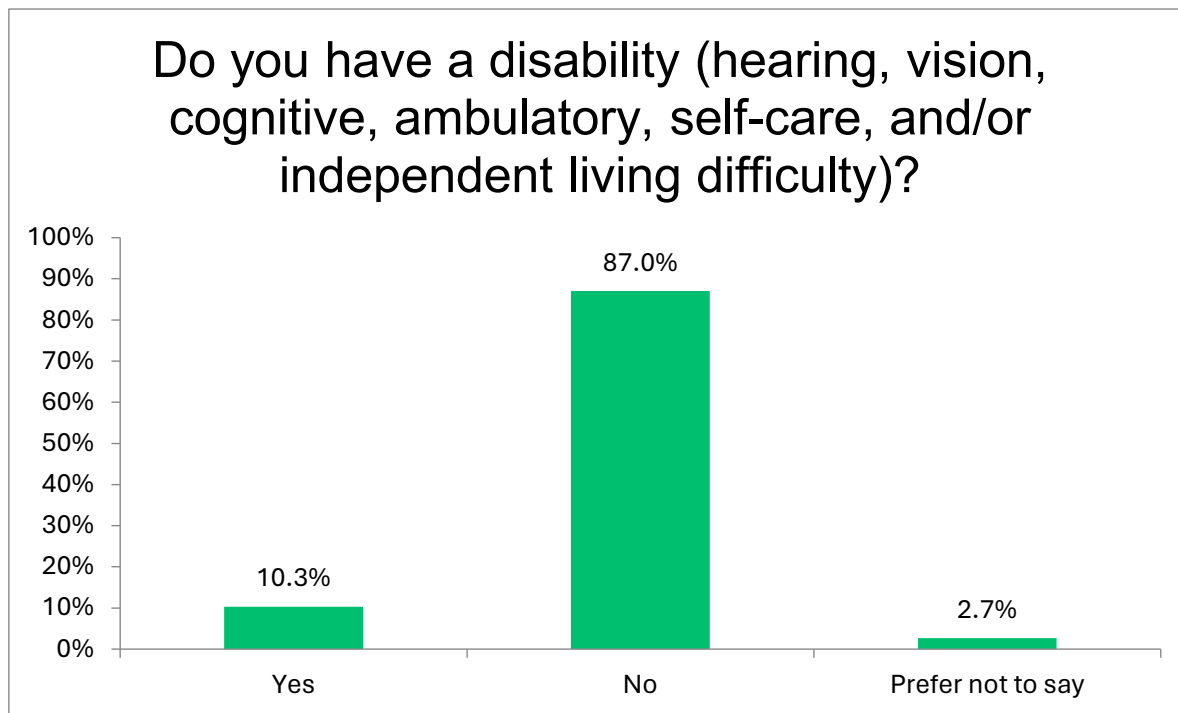
Q7. Which best describes your yearly household income?

27.03% recorded \$100,000-\$149,999, while 19.46% recorded \$75,000-\$99,000.



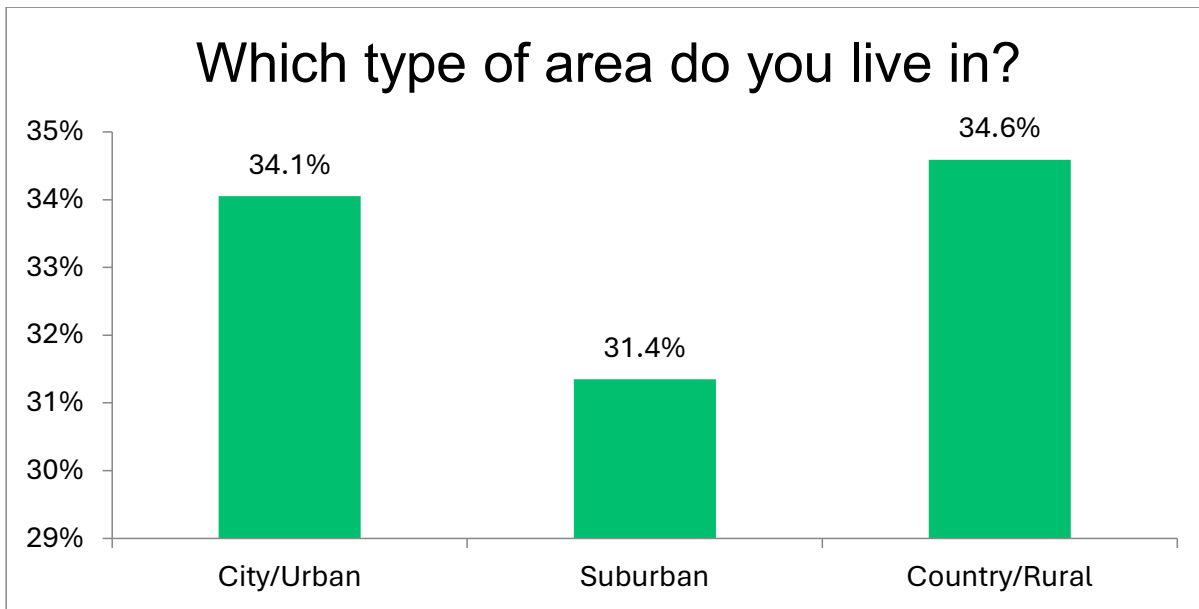
Q8. Do you have a disability (hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulty)

87.03% of respondents said they do not have a disability.



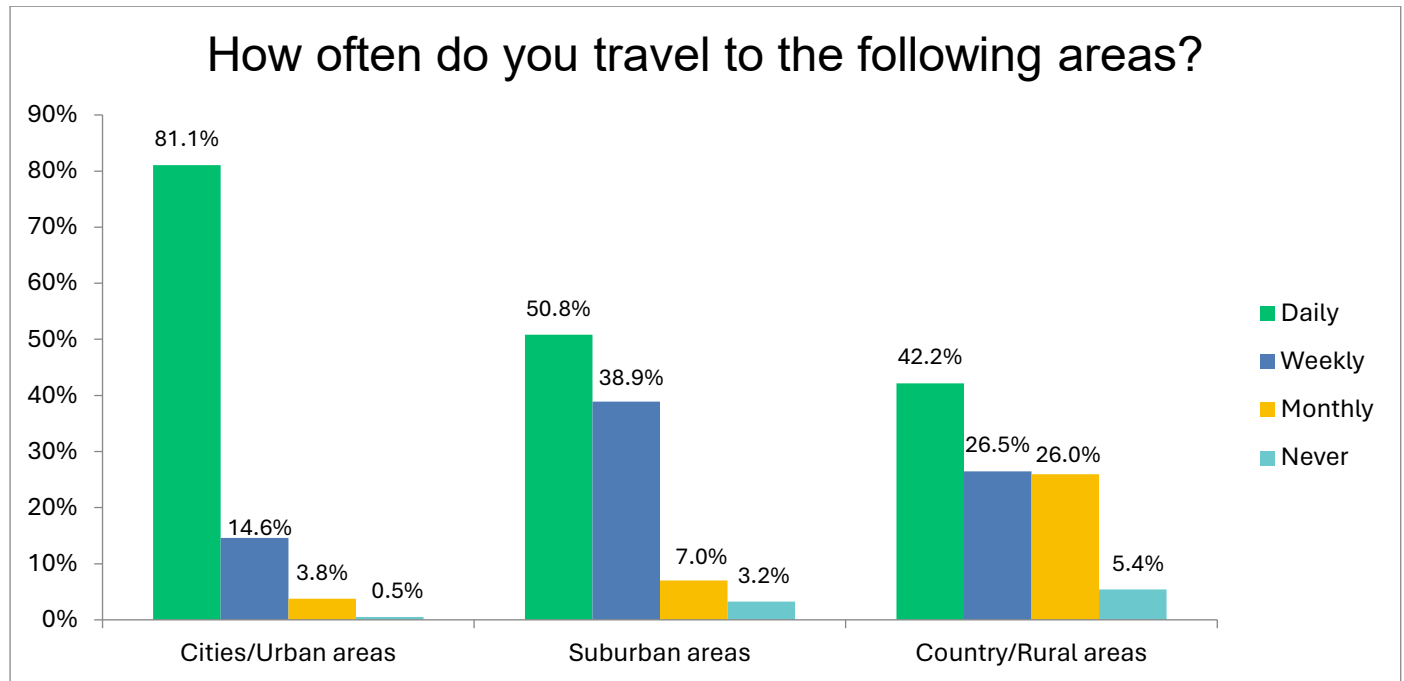
### Q9. Which type of area do you live in?

Responses were about equal with 34.05% saying they live in City/Urban, and 34.54% respondents say they live in Country/Rural. 31.35% of respondents say they live in suburban area.



Q10. How often do you travel to the following areas.

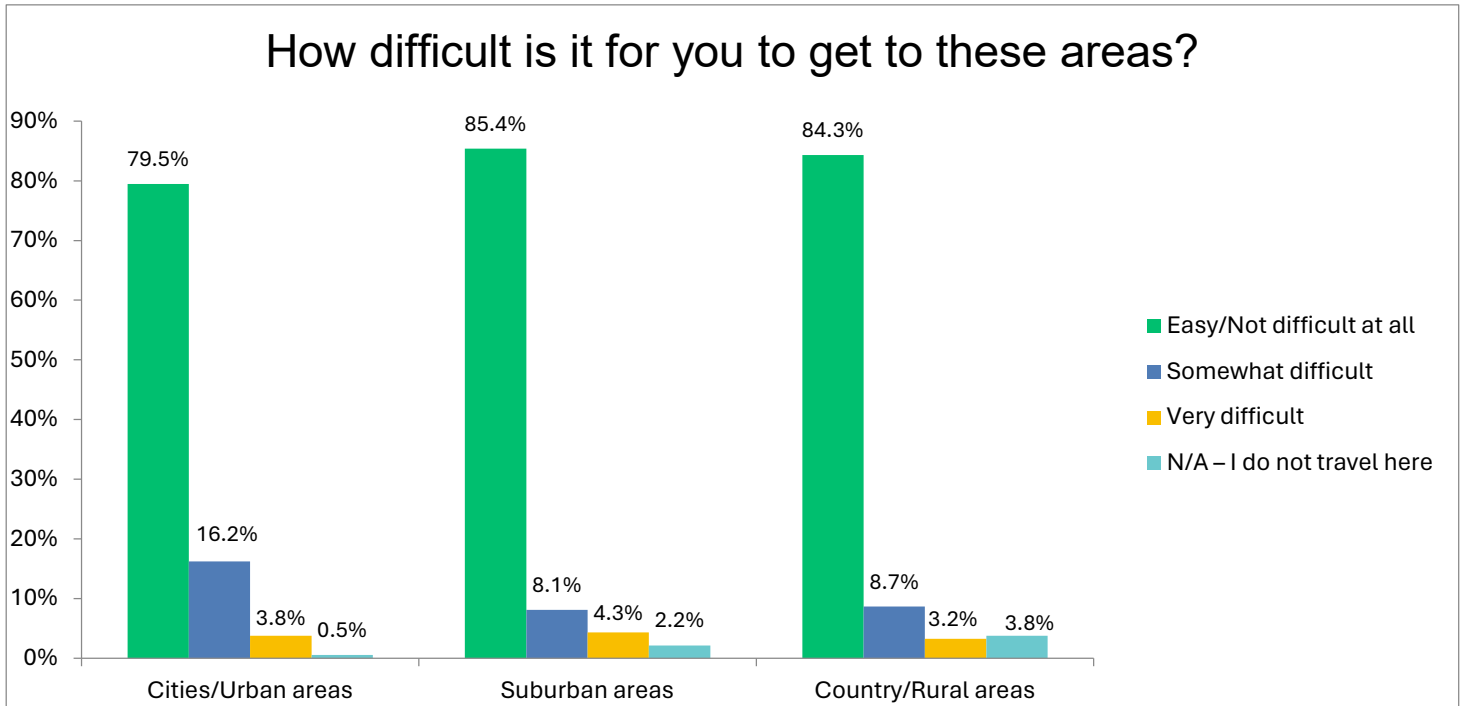
81.08% of the 185 responses travel to cities/urban areas daily.



Q11. How difficult is it for you to get to these areas:

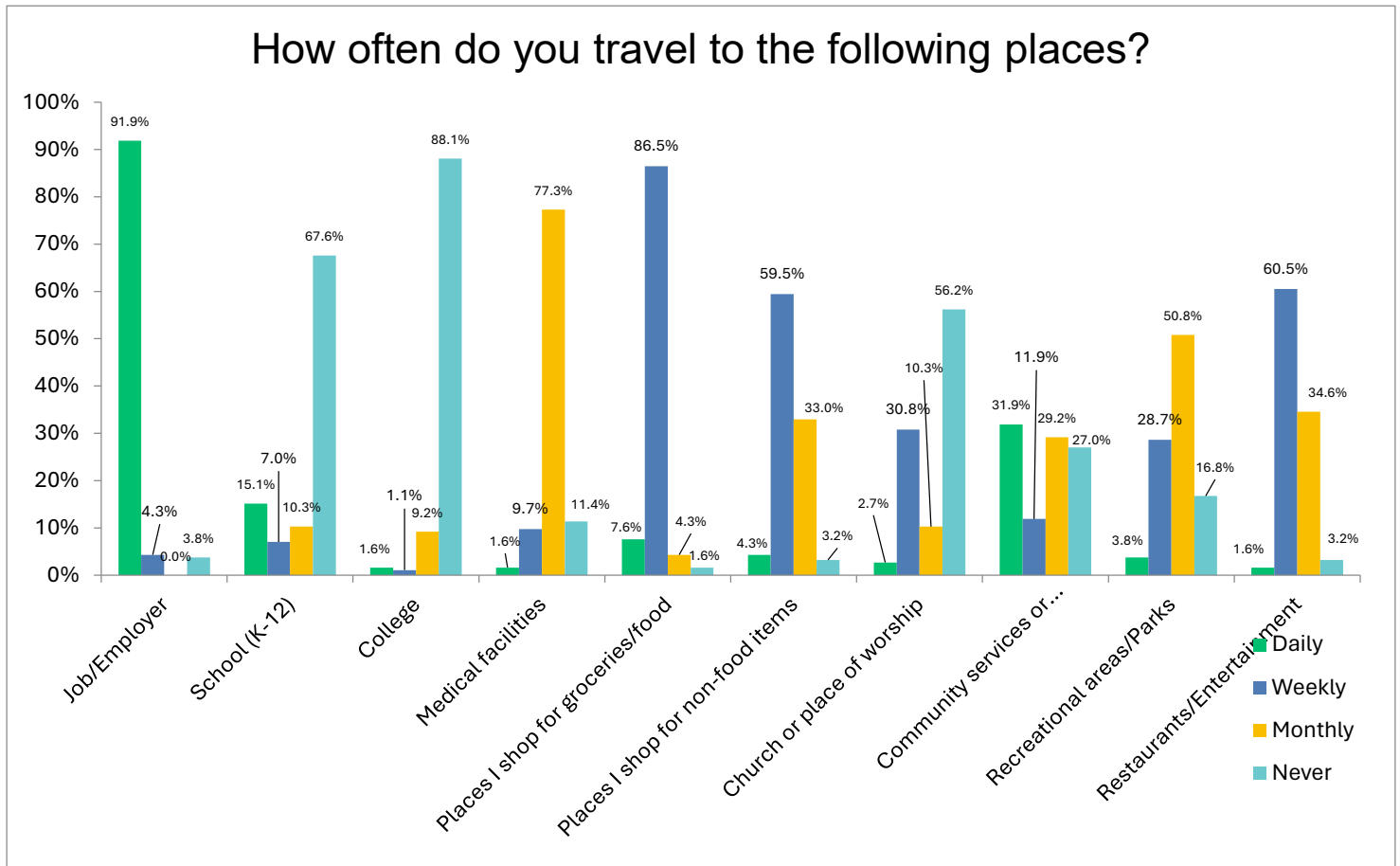
- A. Cities/Urban Areas
- B. Suburban Areas
- C. County/Rural Areas

80%-85% responded that none of these areas are difficult to get to, while between 3.24% and 4.32% find it difficult to get to any of these areas.



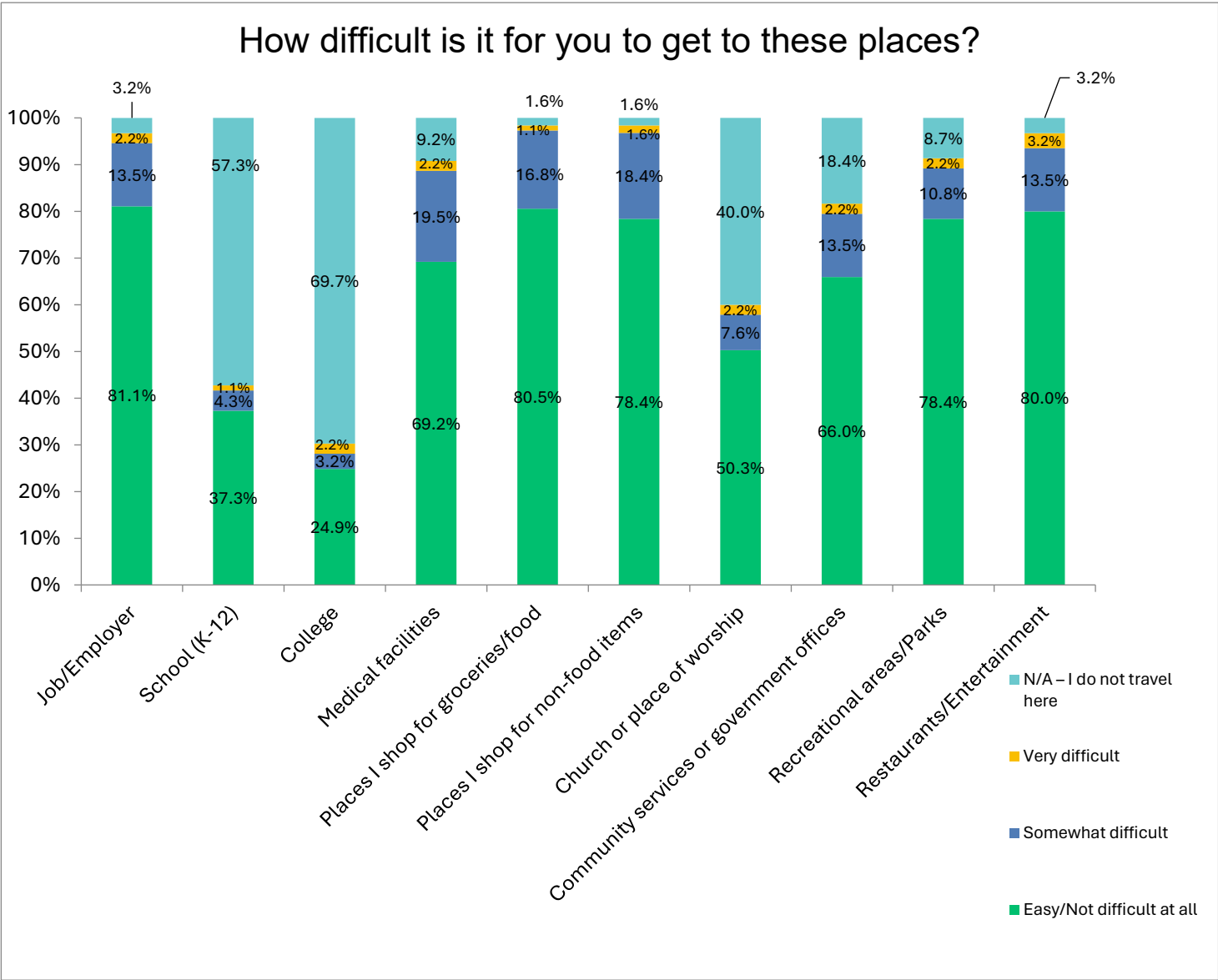
## Q12. How often do you travel to the following places?

Out of the respondents, 91.89% say they go to Job/Employer daily. 86.50% of respondents go to places to shop for groceries on a weekly basis. 77.30% go to medical facilities monthly.



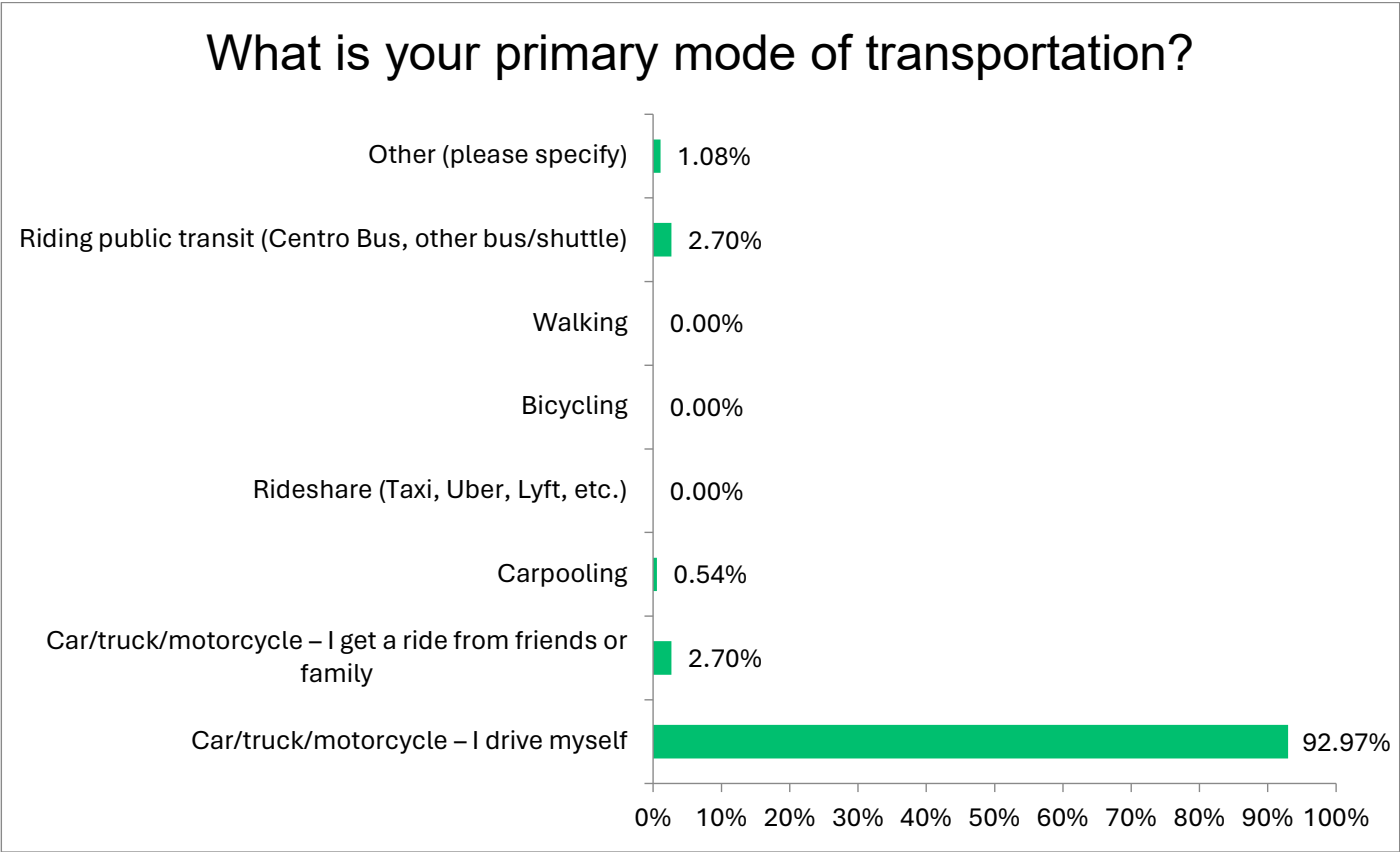
Q13. How difficult is it for you to get to these places?

Not many respondents found it very difficult to go to the places listed in the previous questions but 3.24% found it very difficult to get to Restaurants/Entertainment. 2.16% say it's very difficult to travel to Job/Employer, College, Medical Facilities, Community services or government offices, and Recreational areas/Parks.



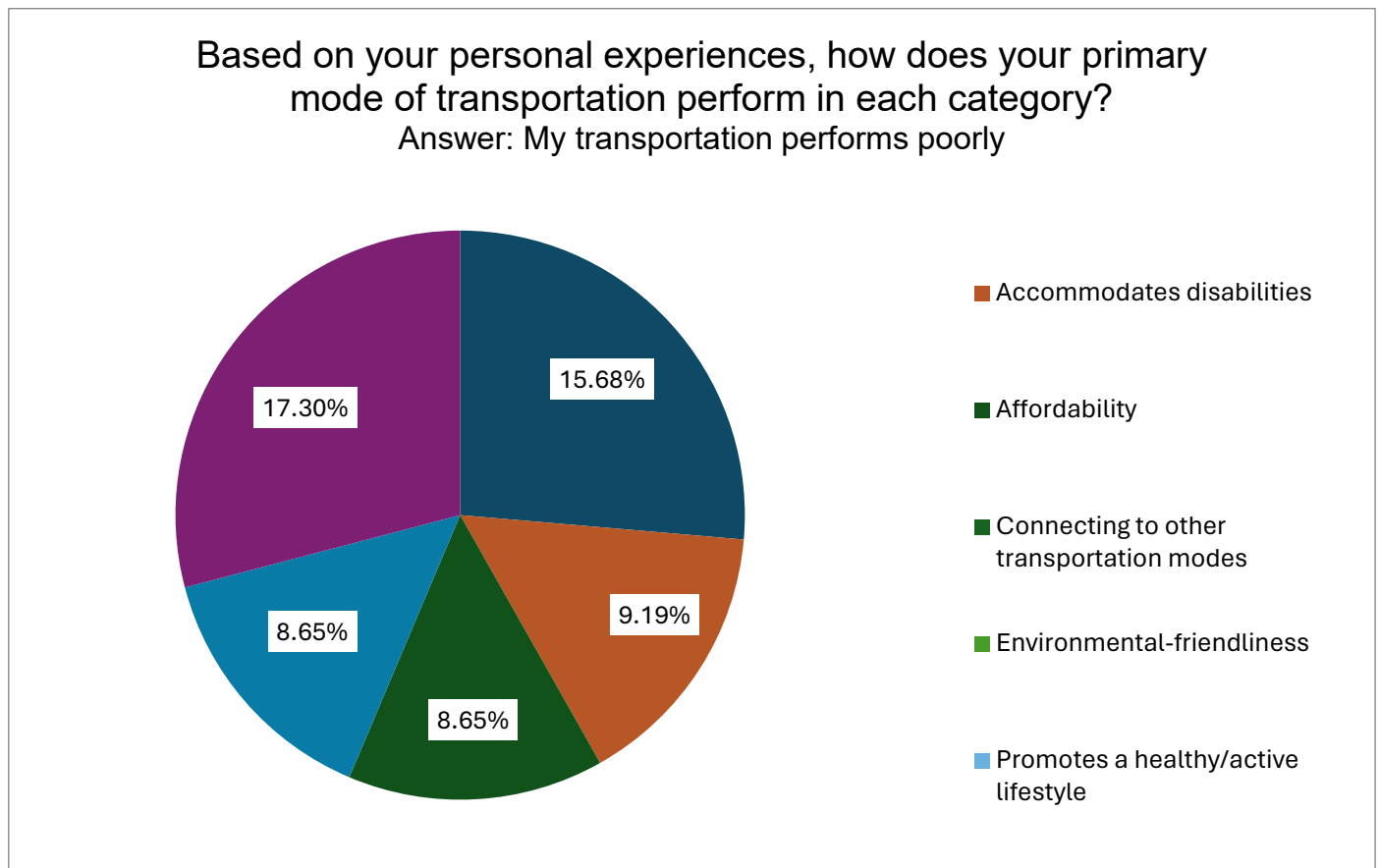
Q14. What is your primary mode of transportation?

93% of respondents say that their primary mode of transportation is driving themselves by car/truck/motorcycle. 2.70% of people get rides from friends or family and 2.70% of respondents use public transit.



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

17.3% of the respondents say that their primary mode of transportation performs poorly in promoting a healthy/active lifestyle. 15.68% of the respondents say that their primary mode of transportation performs poorly regarding accommodating disability and 9.2% of respondents say that affordability and 8.65% connecting to other transportation modes and environmental friendliness perform poorly using their primary mode of transportation.



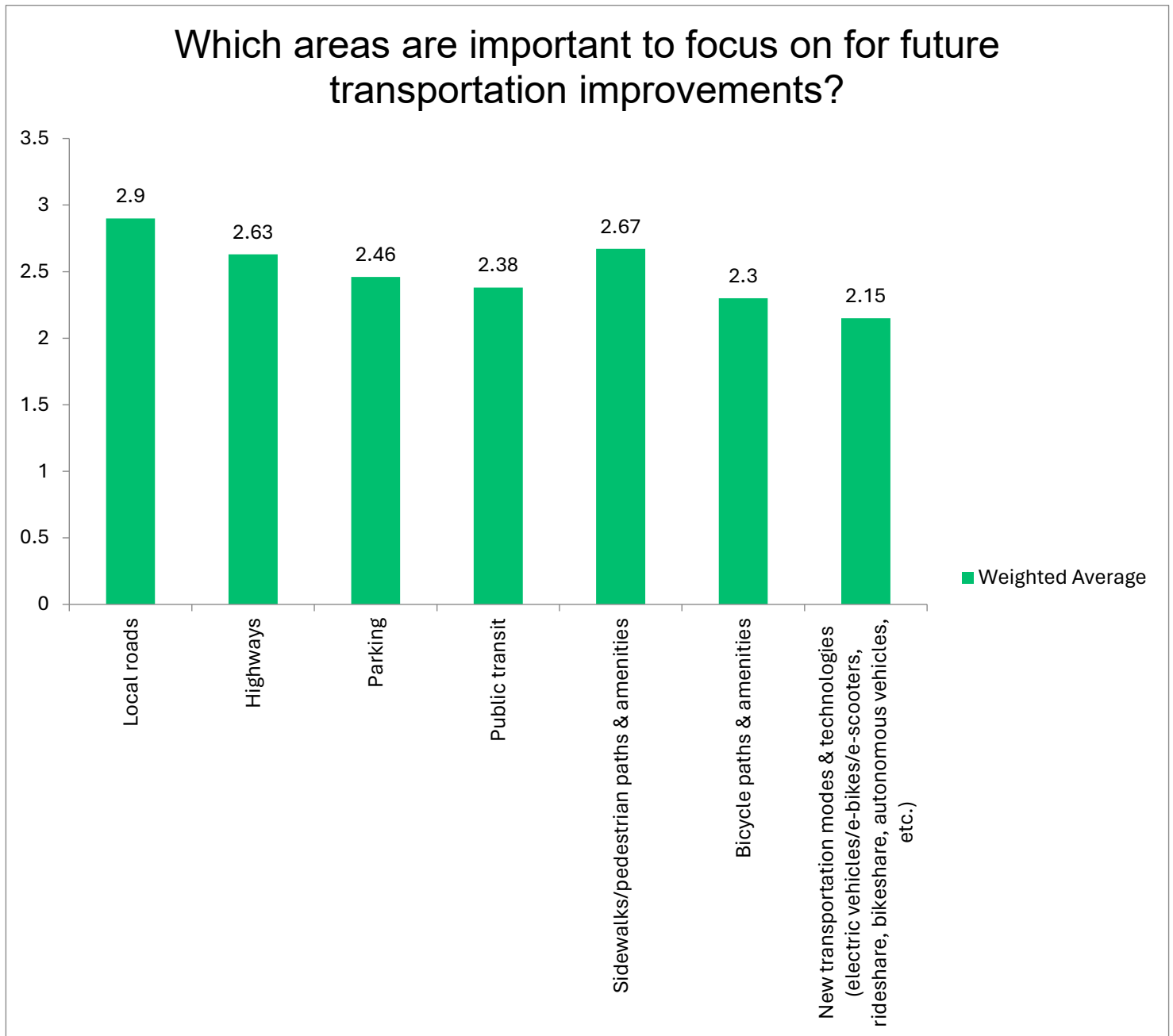
Based on your personal experiences, how does your primary mode of transportation perform in each category?							
	My transportation performs poorly		Mixed - There are some pluses and some minuses		My transportation performs well		Total
Accommodates all ages	2.16%	4	12.97%	24	84.86%	157	185
Accommodates disabilities	15.68%	29	35.68%	66	48.65%	90	185
Affordability	9.19%	17	42.16%	78	48.65%	90	185
Appearance	2.70%	5	19.46%	36	77.84%	144	185
Avoiding traffic/crowds	4.32%	8	38.38%	71	57.30%	106	185
Cleanliness	2.16%	4	18.92%	35	78.92%	146	185
Comfort	1.62%	3	12.97%	24	85.41%	158	185
Connecting to destinations	2.16%	4	15.68%	29	82.16%	152	185
Connecting to other transportation modes	8.65%	16	18.38%	34	72.97%	135	185
Convenience	2.70%	5	10.81%	20	86.49%	160	185
Ease of use	1.62%	3	10.27%	19	88.11%	163	185
Environmental-friendliness	8.65%	16	37.84%	70	53.51%	99	185
Fitting my schedule	2.70%	5	10.27%	19	87.03%	161	185
Noise	2.16%	4	20.54%	38	77.30%	143	185
Minimizes physical demands	3.78%	7	12.97%	24	83.24%	154	185
Promotes a healthy/active lifestyle	17.30%	32	29.73%	55	52.97%	98	185
Promotes independence	3.78%	7	8.11%	15	88.11%	163	185
Reliability	3.78%	7	12.43%	23	83.78%	155	185
Safety	2.16%	4	11.35%	21	86.49%	160	185
Travel time	2.16%	4	14.59%	27	83.24%	154	185
Weather protection	2.70%	5	12.43%	23	84.86%	157	185

**Answered: 185**

**Skipped: 89**

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

The top 3 areas respondents chose to focus on for future transportation improvements are local roads (90.8%), sidewalks/pedestrian paths (69.19%) and highways (65.95%).



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

HOCTC received 82 comments and provided an overview of emerging themes in the table below.

THEME	COUNT
Roadway conditions including pothole complaints, overall condition of local roadways	35
Affordability including vehicle costs, repairs and maintenance, Uber/Lyft fees, and parking fees	7
Transit options or lack thereof including lack of routes, accessibility, timing of routes	10
Accessibility for people with a disability	5
Safety issues while driving	8
Lack of safe and available multimodal options	4
Congestion	5

## Open-Ended Comments and Responses to Question 17

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

- 1. As mentioned above, please consider instituting an EXPRESS BUS service from Utica to the airport in Syracuse (SYR). Thank you*
- 2. I saw a bus stop once*
- 3. I don't go out much because my options are limited because some things are after bus hours*
- 4. The closest route to my home was fully deleted/canceled! This included service to our local Amtrak station! Also left an entire section of the town without public transportation!*
- 5. Roads all over the county need improvement and better maintenance. The potholes, dips, salt etc are costing me a fortune in repairs*
- 6. When your car breaks down and you can't get to work*
- 7. So many potholes and patch jobs on roads and areas where train tracks cross roads*
- 8. Taking well over an hour to go about 4 miles which I could have walked more quickly due to waiting 20-30 minutes 2 times for a bus*

9. *Potholes*
10. *Walking on Ray Hill trail you have to cross in front of the Wal Mart entrance, which is very dangerous since cars turn in not wanting to wait.*
11. *Price of new/used vehicles and gas*
12. *potholes everywhere*
13. *None*
14. *Public transportation not available or accessible*
15. *None*
16. *Public or MAS transportation of youth to service providers*
17. *Transportation to professional opportunities to achieve independence is especially important. Having seen the going on of the nonprofit world, I can easily say that transportation is one of the biggest barriers to independence.*
18. *Some roads are in terrible condition & need repair-holes to the middle of the earth are not acceptable.*
19. *Major Potholes throughout the city, limited parking with minimal maintenance or upkeep and limited providers for medical transport*
20. *City of Utica roads and infrastructure is deplorable and obsolete ...has been for decades*
21. *Bus routes from utica to any surrounding rural area is unreliable and confusing*
22. *Bad potholes on 49 off ramp to genesee south/ thruway*
23. *There should be lifts to help people up and down. Seats are too small*
24. *Limited bus routes and inconvenient schedules*
25. *I own my own vehicle*
26. *Cost of Uber, safety on buses/stops, buses are dirty, additional travel time, dependence on others, cost of vehicle*
27. *Bicyclist and pedestrians on the roads - They can be difficult to see and maneuver*
28. *None*
29. *Local potholes, some extremely larger ones...obviously always after the winter season.*
30. *N/A*
31. *Correctional Facility inmate release - limited access to transportation. Complicated by Mental Health or medical issues. Do not meet assistance needs or lack assistance programs & unable to return to those offerings. Leaves w/ no transportation/housing.*
32. *road condition*
33. *Maintenance issues of local city/town roads.*
34. *Potholes*
35. *road conditions have deteriorated to the point of damaging my vehicle*
36. *I owe a lot of my vehicle still and it isn't reliable. Spent a lot in repairs/maintenance the past year or so.*
37. *None*
38. *The pot holes are awful right now*
39. *Lack of public transport and lack of affordable ride share opportunities like taxis or Uber/ Lyft*

*40. POTHOLES EVERYWHERE*

*41. There is an urgent need for public transportation*

*42. None*

*43. DC fast chargers for electric vehicles are few and far between.*

*44. None*

*45. roads have pot holes everywhere*

*46. I have a new 2024 car that is very reliable. However the roads in my area are often plagued with deep, damage causing pot holes making it more difficult to travel at times.*

*47. Motorists need to follow the established rules and regulations.*

*48. Pot holes everywhere and no warning, some traffic lights on Genesee street not needed, people need to know how to drive in traffic circles, maybe some education on that, and of course not enough parking spaces*

*49. It seems there is more traffic and the roads are clogged and the city streets need repairs badly. ALL of them in both Rome and Utica*

*50. Potholes!*

*51. Parking space is pricy.*

*52. n/a*

*53. parking near the medical facilities as well as the bumpy roads*

*54. The downtown area of Utica is horrendous to get out of. It takes an average of 15-30 minutes to drive away from the gridlock. The traffic and number of vehicles have increased exponentially since the hospital and Nexus Center were brought into downtown area.*

*55. Poor condition of sidewalks, obstructions on sidewalks, lack of pedestrian & bike connectivity, excessive & underutilized parking facilities, unsafe pedestrian & bike crossings*

*56. lots of potholes*

*57. Traffic can be difficult. Drivers do not pay attention to the traffic laws and construction laws.*

*58. Potholes; turn signals not working; traffic lights in general. Biggest issue is drivers running red lights - distracted drivers!*

*59. Road closures affecting transportation to and from work as well as to and from my home was really rough due to months and months of road work*

*60. POOR CITY STREET MAINTENANCE*

*61. Speeding in the county is a safety issue. Little is done to correct. The town officials say it is a state controlled issue.*

*62. Ilion Village Roads are HORRIBLE. Potholes everywhere!*

*63. When I was with my cousin in Herkimer, NY we were driving to Walmart and on the main road (W. State Street) she had hit a huge pot hole, with it being 10pm she couldn't see the pothole to avoid it and she got a flat tire and we had to it towed*

*64. Congestion*

*65. to many people driving to aggressively (speeding, cutting people off ect.) and not enough police pulling them over.*

*66. Pot holes and horrid traffic light schedules, I keep getting stopped at the next light constantly when it could be designed in a way to allow the flow of traffic in between cycles*

*for certain intersections. Or at least have schedules for the weekdays compared to weekends*

*67. pot holes bad roads*

*68. City of Utica roads are horrible*

*69. Traffic circle dangers/accidents.*

*70. CONSTRUCTION DURING PEEK HOURS*

*71. The bike path on Genesee Street that resulted in the delivery trucks parking in the middle of the road caused a backup of traffic in multiple instances when I accessed that area.*

*72. overall condition of the roads, pot holes, crumbling roads. overall conditional is terrible in most places.*

*73. local roads need repairs*

*74. POT HOLES!!!!*

*75. The wheelchair transportation for our residents is very limited and very expensive. When residents need to go outside of Utica/Rome for specialty services and require wheelchair transportation, the cost is prohibitive and services are very limited.*

*76. TERRIBLE DRIVERS*

*77. POT HOLES!*

*78. Large Pot Holes causing severe damage to vehicle*

*79. Parking lots that are a free-for-all design. People parked near intersection make it impossible to safely go through intersection in car or on foot.*

*80. finding available parking in urban/city areas*

*81. Own my own vehicle. Cost of repairs and maintenance excessive.*

*82. Potholes destroying my own car*