HOCTC

Coordinated Public Transit-Human Services Transportation Plan

2021-2024

HOCTC
HERKIMER-ONEIDA COUNTIES
TRANSPORTATION COUNCIL

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1. Introduction

Background

Metropolitan Planning Organizations (MPOs) were created, in compliance with the Federal Highway Act of 1962, to establish regional transportation goals and objectives for Urbanized Areas with a population greater than 50,000. The Herkimer-Oneida County Transportation Study (HOCTS) was created in 1963 by corresponding resolutions of Herkimer County and Oneida County. To conduct this activity for the Metropolitan Planning Area (MPA). HOCTS formally updated their name as of January 1, 2021, to the Herkimer-Oneida County Transportation Council. The name was changed to better reflect the organizational goals and mission of the MPO. The MPA encompasses the Utica Urbanized Area (UZA), Rome, Sylvan Beach, Little Falls, Oneida (portion) and Ilion-Herkimer Urban Clusters, and the surrounding area within Herkimer and Oneida Counties. HOCTC shares responsibility with the New York State Department of Transportation (NYSDOT) to develop cooperative transportation plans and programs for the two-county area and provides a public forum for the identification of transportation needs. Currently, funding is provided for HOCTC by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) via federal transportation legislation.

The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) is the governing body of HOCTC. The GP&L directs the regional transportation planning process as it relates to the use of federal transportation funds in Herkimer and Oneida Counties. The GP&L has final approval and authority on all major transportation decisions, policies, and programs developed through the HOCTC planning process. The GP&L is composed primarily of locally elected and appointed officials that represent the interests of the citizens of Herkimer and Oneida Counties, officials from the state of New York, transit providers, social service agencies, and other stakeholders. HOCTC serves as staff to the GP&L to carry out the transportation planning process and works cooperatively with local, state, and federal agencies to conduct transportation planning activities in Herkimer and Oneida Counties. Under federal legislation, MPOs are responsible for the planning and programming of federal transportation funds within the designated MPO MPA.

HOCTC is responsible for producing and maintaining three core products. The foundation document Going Places: The 2020-2040 Long-Range Transportation Plan for the Herkimer-Oneida Counties Transportation Study. Updated in five-year increments, the LRTP sets the course for future transportation system investments by detailing a vision of the desired direction and evolution of the transportation system as described by area residents, business, and municipal leaders. The priorities and projects identified within this plan are incorporated into a capital program in the form of a four-year Transportation Improvement Program (TIP), and an annual work plan in the form of the Unified Planning Work Program (UPWP).

The HOCTC LRTP update is guided by principles that support its vision, goals, and objectives. The principles are related to public transit and human service transportation and the populations they serve:

- Transportation plans and programs will seek to maintain the established and varied setting that makes the area an attractive place to live, work and visit while bringing positive changes to the natural and built environments that outweigh the associated costs.
- Maintaining and operating an integrated transportation system that considers safety for all users and all modes.

- Coordination of land use planning, economic development, and transportation planning activities is essential to maximize the region's potential.
- Improving the scope and coordination of the transit system will enhance mobility options for those that cannot or will not rely solely on the automobile; in turn, it will help reduce the physical, environmental, and capital costs associated with the transportation network.
- Regional issues require the cooperation of municipalities and organizations that transcend established jurisdictional boundaries.
- A continued commitment to public participation will be upheld to ensure HOCTC is planning with the people and considers them as the customers of the system.

In addition, the LRTP is organized around six general priority areas that are reflective of the planning factors defined in the current federal transportation legislation. The priority areas guide infrastructure investment, the LRTP goals outline the focus of the HOCTC programming and identify strategies necessary to obtain the goals. Two priority areas related to the coordination of public transit and human service transportation programs are:

1

Mobility & Accessibility

A coordinated approach to developing a transportation network that meets the existing and growing needs of all users. Society today is more mobile than ever before. Planning for this has to be interwoven in all aspects of the LRTP through addressing accessibility and mobility. Accessibility is the degree to which the transportation network is made available to as many people as possible; where mobility is the movement of people from place to place. The joint application of these two independent elements within the transportation network is key to further developing a holistic and sustainable network.

GOAL

Provide mobility management-based strategic approach that provides mobility and accessibility opportunities to address the transportation needs and gaps in the network.

2

System Preservation

Focus on transportation projects that preserve and enhance existing transportation facilities and/or build from the existing facilities. Regional long-range planning efforts must continue to focus on the preservation, repair, and restoration of existing infrastructure. System preservation helps provide for a safe and efficient transportation system while making the most efficient use of limited resources.

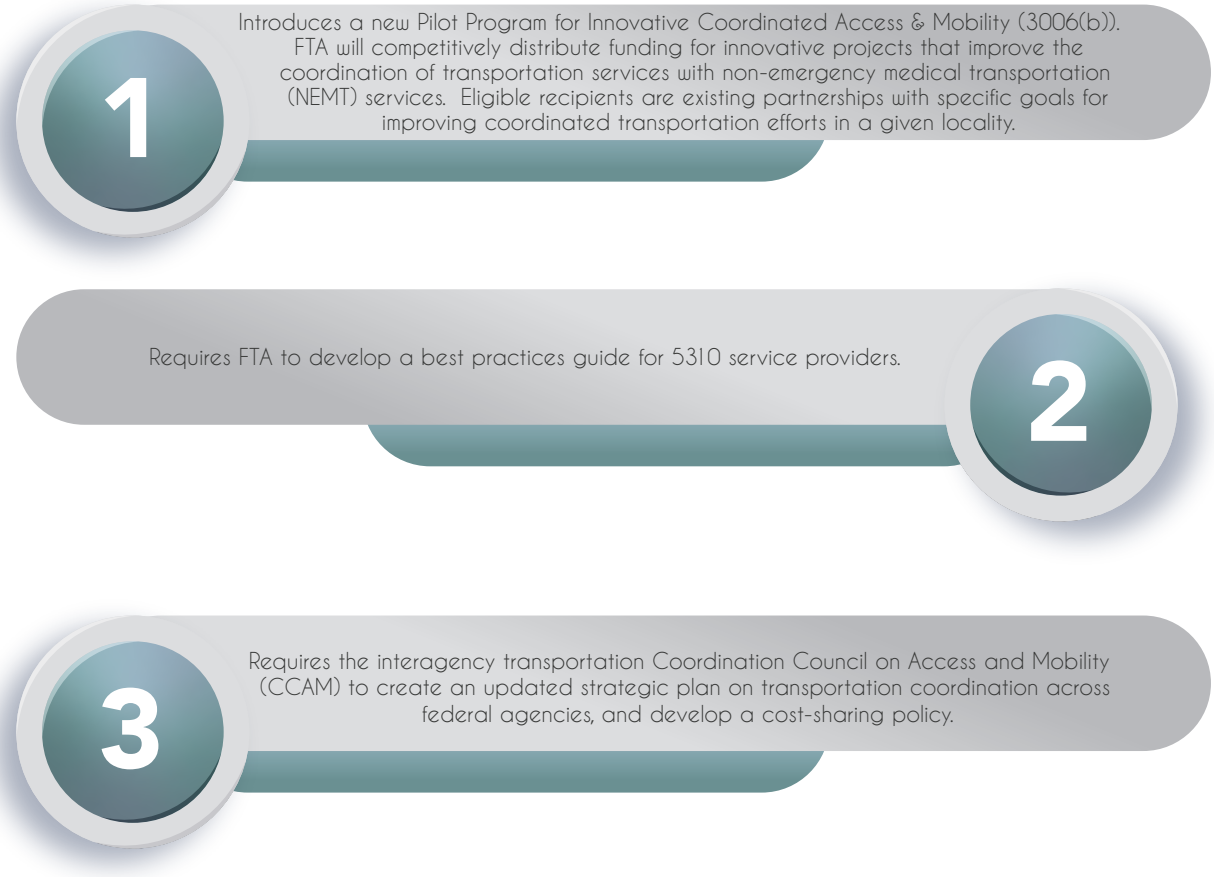
GOAL

Ensure that capital investment in the transportation system makes the most efficient use of existing facilities, services, and resources and prepare for future investments.

Federal Legislation for establishing a Coordinated Plan

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The current federal transportation legislation, Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. It carries forward requirements established originally by the 2005 legislation Safe, Affordable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), updated and continued by the 2012 Moving Ahead for Progress in the 21st Century (MAP-2)1 legislation. The FAST Act authorizes transportation programs for five years effective October 1, 2015, through September 30, 2020. The FAST Act continues the coordination requirements of SAFETEA-LU and MAP-21, but also expands the Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program in regards to coordination. These changes include:



Although there were changes from MAP-21 to FAST Act, the human service agencies-public transit-use transportation grant programs, the Section 5307 Urban Area Formula Program, the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program, and the Section 5311 Rural Area Formula Program will continue to be the core FTA grant programs and the focus of HOCTC's coordination efforts.

LIMITED ENGLISH PROFICIENCY (LEP)

The enactment of Executive Order 13166: Improving Access to Services for Persons With Limited English Proficiency (LEP) August 16, 2000, was to clarify Title VI of the Civil Rights Act of 1964 by ensuring accessibility to all federally conducted programs and activities to individuals whom English is not their primary language and who might have a limited ability to read, speak, write or understand English. The Executive Order 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.

According to the Civil Rights Office at the U.S. Department of Transportation (USDOT), individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English

are LEP. These individuals may be entitled to language assistance for a particular type of service, benefit, or encounter. To comply with the Civil Rights Office, HOCTC further defined LEP as all persons who fall below the level of speaking English well when self-reporting to the Census Bureau. Due to the nuance, personal perspective of self-reporting, and the known refugee and minority population in the MPA, HOCTC determined that all ACS respondents who self-identified as speaking English less than well, was a more comprehensive measure.

Federal Funding Programs with Required Coordination Efforts

SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

Under the FTA, the Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. As directed by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as a requirement, the FTA apportioned the funds among the states by a formula for distribution to local agencies. ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance encouraged and required coordination of the program with other federal human service transportation programs.

The Transportation Equity Act for the 21st Century (TEA–21) enacted in 1998, reauthorized the Section 5310 program, increased program funding levels, but made no significant program changes. In 2005, Congress enacted SAFETEA–LU as the new transportation bill which introduced the requirement that projects funded with 5310 funds be derived from a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan). This requirement continued under MAP-21; the FAST Act extended it with the additional requirement that Section 5310 applicants/grantees projects must be listed in the current MPO's Coordinated Plan as well. Eligible projects include both traditional capital investment and non-traditional capital beyond the Americans with Disabilities Act (ADA) complementary paratransit services: Under MAP-21, Mobility Management (MM) became an eligible project activity. The MAP-21 and FAST Act changes resulted in additional communication and coordination between local human service agencies and transit operators, and also increased participation in and activity within the HOCTC Transportation Coordination Committee (TCC).

In New York State, the NYSDOT is the agency designated by the Governor of New York State to administer the Section 5310 program with oversight from FTA. The Section 5310 program, as amended by MAP-21, incorporates significant changes in the apportionment of funds and the eligible activities. Funds are no longer distributed directly to the New York State and administered exclusively by the NYSDOT. Under MAP-21, funding is now sub-allocated to large urbanized areas, small urbanized areas, and to New York State for rural areas.

Although NYSDOT retains the administrative responsibility for the 5310 programs, the MAP-21 changes give the MPO a more active role in the review, scoring, and ranking of local Section 5310 application projects that give weightier recommendations to NYSDOT for final approval. Another MAP-21 requirement is that Section 5310 grantee projects must now be listed in the current MPO's Coordinated Plan, and the projects must address the needs, gaps, and/or implement one or more strategies found in the local Coordinated Plan.

FAST Act changes related to coordination are under the Section 5310 program where the introduction of a new Pilot Program for Innovative Coordinated Access & Mobility (3006(b)). FTA will competitively distribute funding for innovative projects that improve the coordination of transportation services with Non-Emergency Medical Transportation (NEMT) services. Eligible recipients are existing partnerships with specific goals outlined for improving coordinated transportation efforts in a given locality.

SECTION 5311 RURAL AREA FORMULA PROGRAM

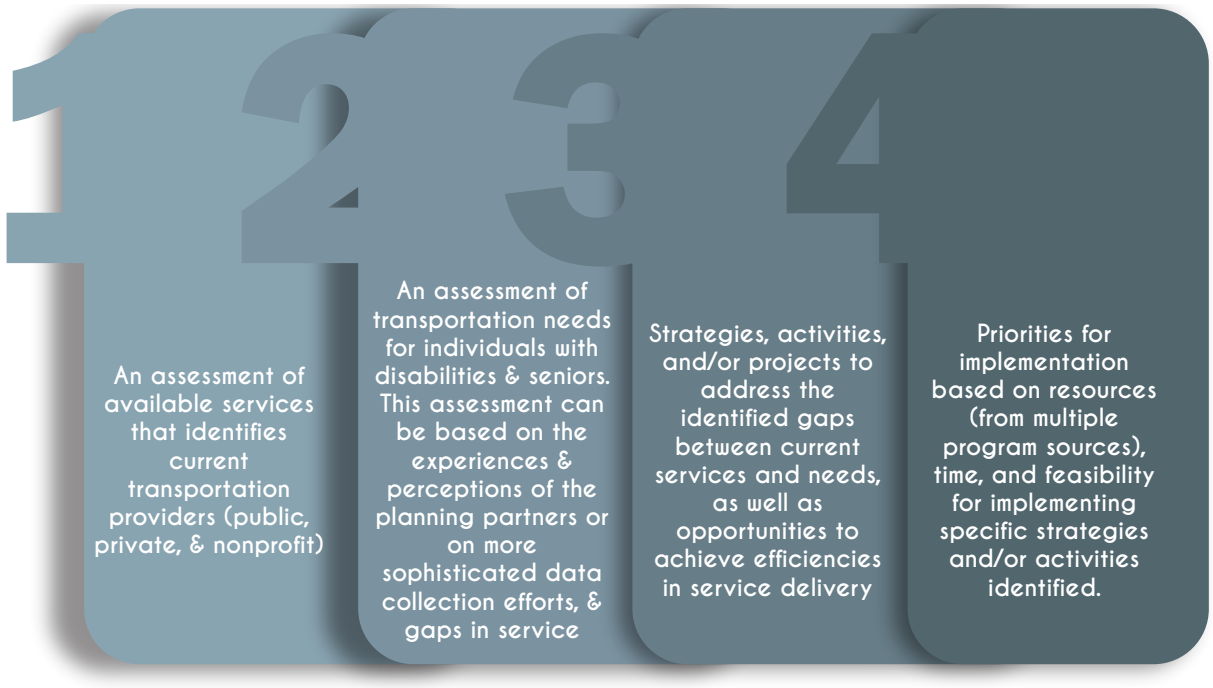
The FTA Section 5311 program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. The federal share for the capital program is 80% and the remaining 20% from state and local governments. The federal share for operating assistance is 50% with the remaining 50% from the state and local share. Lastly, the federal share for ADA non-fixed-route paratransit service is 80% with the state and local covering the remaining 20%.

SECTION 5307 URBANIZED AREA FORMULA PROGRAM

Incorporated areas with a population of 50,000 or more that are designated as UZAs by the U.S. Department of Commerce, Bureau of the Census (BOC). The Section 5307 program makes federal resources available to urbanized areas and Governors for transit capital and operating assistance, and for transportation-related planning in UZAs. Eligible activities include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul, and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, all preventative maintenance and some ADA complementary paratransit services costs are considered capital costs. For UZAs with populations, less than 200,000 operating assistance is an eligible expense.

Federal Coordinated Plan Guidance and Requirements

MPOs are guided in the development, planning, and changes of coordinated plans by FTA circulars. The most recent guidance is FTA Circular C 9070.1G, which went into effect on July 7, 2014. According to the updated Circular, four elements are required in the Coordinated Plan:



Federal transit law requires that projects selected for funding under the Section 5310 program be "included in a locally developed, coordinated public transit – human services transportation plan" and the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public." FTA maintains flexibility in how projects appear in the coordination plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan. Plans will vary based on the availability of resources and the existence of populations served under these programs within each planning area.

As it pertains to HOCTC, projects identified in the coordinated planning process and selected for FTA funding must be incorporated into both the TIP and State Transportation Improvement Plan (STIP) UZAs with populations of 50,000 or more and incorporated into STIP for rural areas fewer than 50,000 in population. At a minimum, plans should be updated every four years.

Acronyms and Definitions

American Community Survey (ACS) -

Source of publicly available demographic, social, economic, and housing information about the US population. Collected yearly by the US Census Bureau to inform the distribution of federal and state funds. (Source: US Census Bureau)

Americans with Disabilities Act (ADA) -

Signed by President Bush in 1990 as comprehensive civil rights legislation to prohibit discrimination based on disability and guarantee the opportunity for people with physical or mental impairment. (Source: ADA.gov, US Department of Justice)

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."

Bureau of the Census (BOC) -

Also referred to as the US Census Bureau. The mission is "to serve as the nation's leading provider of quality data about its people and economy." Produces data used to assign Congressional seats to states, make planning decisions about community services, and distribute federal funds to local, state, and tribal governments. (Source: US Census Bureau)

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."

Coordination Council on Access and Mobility (CCAM) -

A federal inter-agency council that works to coordinate funding and provide expertise on human service transportation for three targeted populations: people with disabilities, older adults, and individuals of low income. (Source: FTA)

Central New York Regional Transit Authority (CNYRTA) -

Also referred to as "Centro". The public transportation provider for Onondaga, Oswego, Cayuga, and Oneida counties, including the cities of Syracuse, Oswego, Fulton, Auburn, Rome, and Utica. The mission is "to be responsive to the transportation needs of the Central New York community by providing services which are safe, convenient, reliable, and environmentally responsible with a goal of maximizing the taxpayers' return on investment." Serves approximately 11,000,000 passengers annually and 42,000 per weekday. (Source: CNYRTA)

Community Solutions for Transportation (CST) -

Helped eligible recipients with employment-related transportation services for a limited time.

Designated Recipient (DR) -

Made by Governors (or state DOTs, if delegated the authority) designating local governments or other agencies to apply directly for, receive, and manage grants for specified FTA formula programs. (Source: FTA).

Department of Social Services (DSS) (Now DFCS) -

The mission of the Oneida County Department of Social Services is to provide financial and social services to eligible residents of Oneida County per federal, state, and county laws. These services shall be provided in a manner that reflects respect for each individual and concern for enhancing family functioning, reducing dependency, and maintaining children and adults in the community where possible. Now it is the Department of Family and Community Services (DFCS). (Source: Oneida County)

Environmental Justice (EJ) -

The fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level concerning the development, implementation, and enforcement of environmental laws, regulations, and policies. (Source: USDOT)

Environmental Protection Agency (EPA) -

Federal agency established in 1970 by President Nixon to consolidate the many environmental responsibilities of the federal government. The current mission is to "protect human health and the environment." (Source: EPA)

Fixing America's Surface Transportation Act (FAST) -

Signed by President Obama in 2015 to reauthorize federal surface transportation programs through the fiscal year 2020. (Source: FTA)

Federal Highway Administration (FHWA) -

An agency within the USDOT that supports state and local governments in the design, construction, and maintenance of the nation's highway system. (Source: FHWA)

Federal Transit Administration (FTA) -

An agency within the USDOT that assists transit agencies in all states and U.S. territories. Provides financial and technical assistance to local public transit systems, oversees safety measures, and helps develop next-generation technology research. (Source: FTA)

Geographic Information Systems (GIS) -

A framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes. With this unique capability, GIS reveals deeper insights into data, such as patterns, relationships, and situations—helping users make smarter decisions. (Source: ESRI)

Governmental Policy & Liaison Committee (GP&L) -

The GP&L, designated by the governor of New York, serves as the MPO for the Oneida-Herkimer Counties area. As the MPO, the GP&L is responsible, in cooperation with state and transit operators, for carrying out the transportation process as it relates to the use of federal transportation funds.

Herkimer - Oneida Counties Transportation Council (HOCTC) -

HOCTC (formerly HOCTS) was created in 1963 to establish transportation goals and objectives on a local basis. A cooperative effort by local, state, and federal agencies for conducting transportation planning activities in Herkimer and Oneida Counties.

Herkimer - Oneida Counties Transportation Study (HOCTS) -

See HOCTC

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) -

In December 1991, President Bush signed the Intermodal Surface Transportation Efficiency Act of 1991 providing authorizations for highways, highway safety, and mass transit for the next six years. Total funding of about $155 billion was available over fiscal years 1992-1997. The purpose of the Act was enunciated in its statement of policy: "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner." (Source: FHWA)

Intelligent Transportation Systems (ITS) -

Use of modern computers and communications to make travel smarter, faster, safer, and more convenient. Includes intelligent traffic control, automatic tolling, traveler information systems, advanced transit capabilities, and in-vehicle systems (personal and commercial features for guidance, safety, and facilitating the movement of goods). (Source: NYSDOT)

Job Access and Reverse Commute Program (JARC) -

Former program established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. (Source: FTA)

Limited English Proficiency (LEP) -

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. These individuals may be entitled to language assistance concerning a particular type of service, benefit, or encounter under Title VI of the Civil Rights Act of 1964 and the Title VI regulations. (Source: LEP.gov, US Department of Justice) Long-Range Transportation Plan (LRTP): Transportation plan at a unit, statewide, multi-state regional, or national scale that serves as the foundation for the development of regionally-administered TIPs. Traditionally communicates a 20-year planning vision and prioritizes transportation needs and investments across all travel modes and facilities. (Source: FTA)

Moving Ahead for Progress in the 21st Century Act (MAP-21) -

Signed by President Obama in 2012 to reauthorize federal surface transportation programs through the fiscal year 2014. (Source: FTA)

Mobility Management (MM) -

Is an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. MM focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers to achieve a more efficient transportation service delivery system. (Source: FTA)

Metropolitan Planning Area (MPA) -

Boundary established by each local MPO according to the federal metropolitan planning regulations. Includes, at a minimum, the approved FHWA Urban Area Boundary, plus the adjacent area that the MPO anticipates may become urbanized during the life of the 20-year timeframe of the regional LRTP. (Source: NYSDOT)

Metropolitan Planning Organization (MPO) -

The policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas with populations over 50,000. MPOs are designated by agreement between the governor and local governments that together represent at least 75% of the affected population (including the largest incorporated city, based on population) or following procedures established by applicable state or local law. (Source: FTA)

Mohawk Valley Resource Center for Refugees (MVRCR) (DBA: The Center) -

The policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas with populations over 50,000. MPOs are designated by agreement between the governor and local governments that together represent at least 75% of the affected population (including the largest incorporated city, based on population) or following procedures established by applicable state or local law. (Source: FTA)

Non-Emergency Medical Transportation (NEMT) -

Non-emergency medical transportation (NEMT) is an important benefit for people who need assistance getting to and from medical appointments.

National Environmental Policy Act (NEPA) -

The first major environmental law in the United States, enacted by President Nixon in 1970. NEPA established a national policy for the environment and requires federal agencies to assess the environmental effects of proposed major federal actions before making decisions. (Source: Department of Energy Office of Environment, Health, Safety, and Security)

New York State Department of Transportation (NYSDOT) -

Formed in 1967 to coordinate operation of transportation facilities and services in New York State including highway, bridges, railroad, mass transit, port, waterway, and aviation facilities. Its mission is to "ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system." (Source: NYSDOT)

Oneida County Rural Transit (OCRT) -

Bus service operating in rural areas of Oneida County.

Public Participation Plan (PPP) -

Strategy for engaging the public and obtaining input to inform project development and decision-making.

Safe, Affordable, Flexible, and Efficient Transportation Equity Act – A Legacy for Use (SAFETEA-LU) -

Strategy for engaging the public and obtaining input to inform project development and decision-making.

Statewide Transportation Improvement Program (STIP) -

A staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and planning processes. Each state is required to develop a STIP covering at least four years in cooperation with the MPO, public transit providers, and any Regional Transportation Planning Organizations in the state. STIPs must be compatible with the TIPs for the state's metropolitan areas. (Source: FTA)

The System-Wide Analysis for Transit Based Transportation Connections (SWA for TBTC) -

The purpose of the SWA for TBTC study is focused on the re-organization of OCRT System for building system efficiency, providing a higher level of service, increasing ridership, and obtaining a greater return on investment of public transit dollars in Oneida County.

Temporary Assistance for Needy Families (TANF) -

The TANF program, which is time-limited, assists families with children when the parents or other responsible relatives cannot provide for the family's basic needs. The Federal Government provides grants to states to run the TANF program. (Source: HHS.gov)

Transportation Coordination Committee (TCC) -

Coordinates mobility options in Herkimer and Oneida Counties. Comprised of representatives of public, private, and non-profit transportation and human services providers.

Transportation Equity Act for the 21st Century (TEA-21) -

The Transportation Equity Act for the 21st Century was enacted June 9, 1998, as Public Law 105-178. TEA-21 authorizes the federal surface transportation programs for highways, highway safety, and transit for the 6 years 1998-2003. The TEA 21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. (Source: FHWA)

Transportation Improvement Program (TIP) -

A list of upcoming transportation projects for at least the next four years. Developed by each MPO in cooperation with state and public transit providers. Includes all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan. (Source: FTA)

Unified Planning Work Program (UPWP) -

Annual or biennial statement of work identifying the planning priorities and activities to be carried out within the MPA. Describes planning work and resulting products, responsible parties, time frames, costs, and funding sources. Required of MPOs to govern work programs for the expenditure of FHWA and FTA planning funds. (Source: FTA)

United States Department of Transportation (USDOT) -

Established by an act of Congress in 1966. Its mission is to "ensure America has the safest, most efficient and modern transportation system in the world, which boosts our economic productivity and global competitiveness and enhances the quality of life in communities both rural and urban." (Source: USDOT)

Urban Cluster -

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

Urbanized Area (UZA) -

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

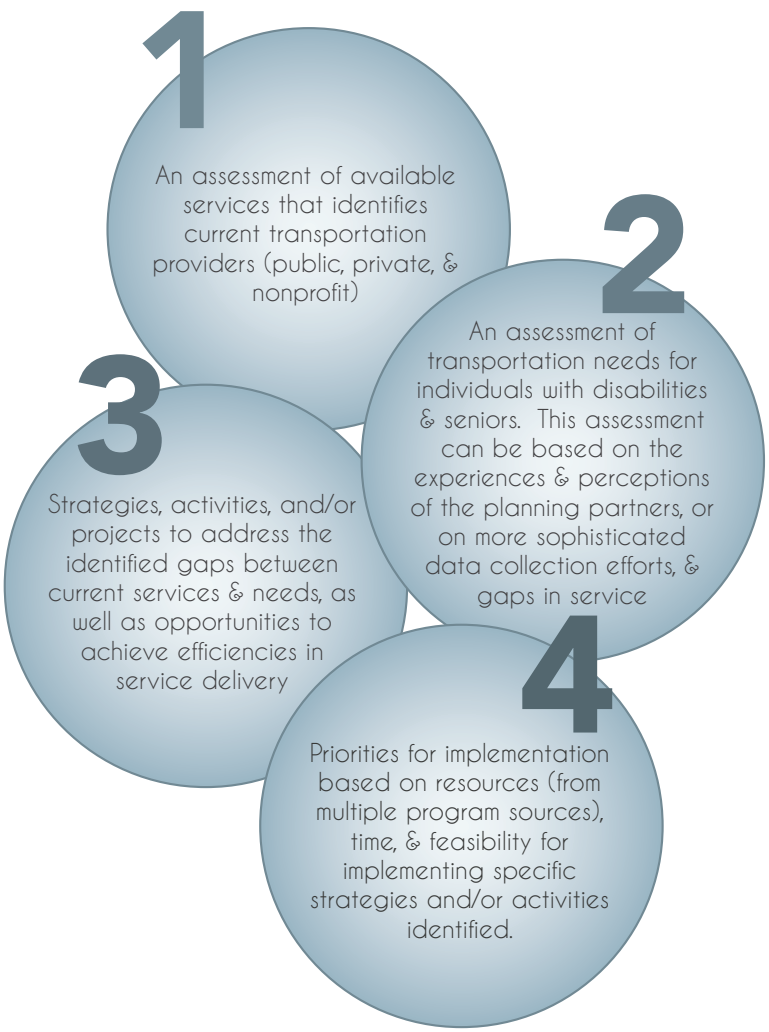
Utica Transit Authority (UTA) -

Former transit authority of Utica. Now CNYRTA assumed all operations.

II. Plan Methodology and Process

Methodology

This 2021-2024 Coordinated Plan builds on the previous HOCTC Coordinated Plans and takes into consideration the impact of the pandemic effects on transit systems and human service agencies. It will continue to be centered on the required four FTA planning elements identified in the FTA Circular C 9070.1G: July 7, 2014:



Mission Statement

Provide citizens a seamless transportation system of coordinated mobility options to under served populations, as well as, the general public.

Plan Goals

- Identify and assess areas of gaps and/or redundancy related to the selected populations or the general public, providing data, maps, and summaries.
- Solicit any additional input concerning transportation needs, gaps, and potential strategies.
- Inventory current available transportation services, capital, and routes.
- Document past and current transit and human services transportation coordination efforts.
- Develop realistic strategies that address the needs in transportation service for the target populations and the general public.
- Identify coordination projects and actions to eliminate or reduce duplication of services and strategies for more efficient and effective utilization of resources resulting in a seamless mobility network.
- Encourage new partnerships to advance projects through the appropriate funding sources under the coordinated planning process.
- Identify performance measures and evaluation tools as FAST Act guidance becomes available.
- Identify implementation strategies.

Process For Plan Update

1. Review of the HOCTC 2017-2020 Coordinated Plan and previous Coordinated Plans as resources for the 2021-2024 Coordinated Plan Update.
2. Research Best Practices from a wide variety of other Coordinated Plans, related documents, and websites to glean best practices and supportive information to enhance the 2021-2024 Update Plan.
3. Use more current Census data and in-house Geographic Information System (GIS) mapping services to identify the vulnerable populations and related pertinent data.
4. Plan outreach efforts in both Herkimer and Oneida Counties for public input using demographic data derived from the most current U.S. Census data available, which was also used in the Environmental Justice Analysis (EJ) update.
5. Review the 2021 Transportation Needs Questionnaire summary and comments.
6. Reaffirm and/or add to the core needs and gaps from the 2017-2020 Coordinated Plan.
7. Release the 2021 Transportation Needs Questionnaire to the public and partner agencies.
8. Gather input from TCC members at the Sept. 1, 2021 meeting through discussion questions regarding additional unmet needs or gaps due to the pandemic; and the impact of the pandemic on member agencies' transportation programs.

9. Request from TCC members anticipated 2022 Section 5310 projects to be included in the project list (Appendix 1) of the Coordinated Plan (Agencies who plan on applying for the next round of Section 5310 funds are required to have their anticipated Section 5310 project narratives included in the Coordinated Plan update).

10. Distribute draft 2021-2024 Coordinated Plan for 30-day Public Review, according to the HOCTC's Public Participation Plan (PPP).

11. Recommend the 2021-2024 Coordinated Plan to the TPC for review, and request the GP&L committee to review and approve.

12. Forward approved 2021-2024 Coordinated Plan to NYSDOT and upload to HOCTC website.

III. Regional Profile

Demographics

The update to the demographic data from the 2010-2014 American Community Survey (ACS) 5-Year Estimates is a fundamental component of the Coordinated Plan update. This data was gathered, mapped, and analyzed during the 2021 EJ analysis. The 2021 EJ Analysis was undertaken concurrently with this plan update. As such data was able to be developed and shared between both planning efforts. The data is based on 2014-2019 ACS 5-Year Estimates Decennial and includes the Census 2020 general population count data, where applicable. The federally-funded grant programs of the Coordinated Plan focus on the selected populations of Low-Income (Poverty), Elderly (65+), and Individuals with Disabilities. For a more comprehensive profile of the MPA, this update also includes the population groups of Limited English Proficiency (LEP) and Households without Vehicles.

REGIONAL OVERVIEW

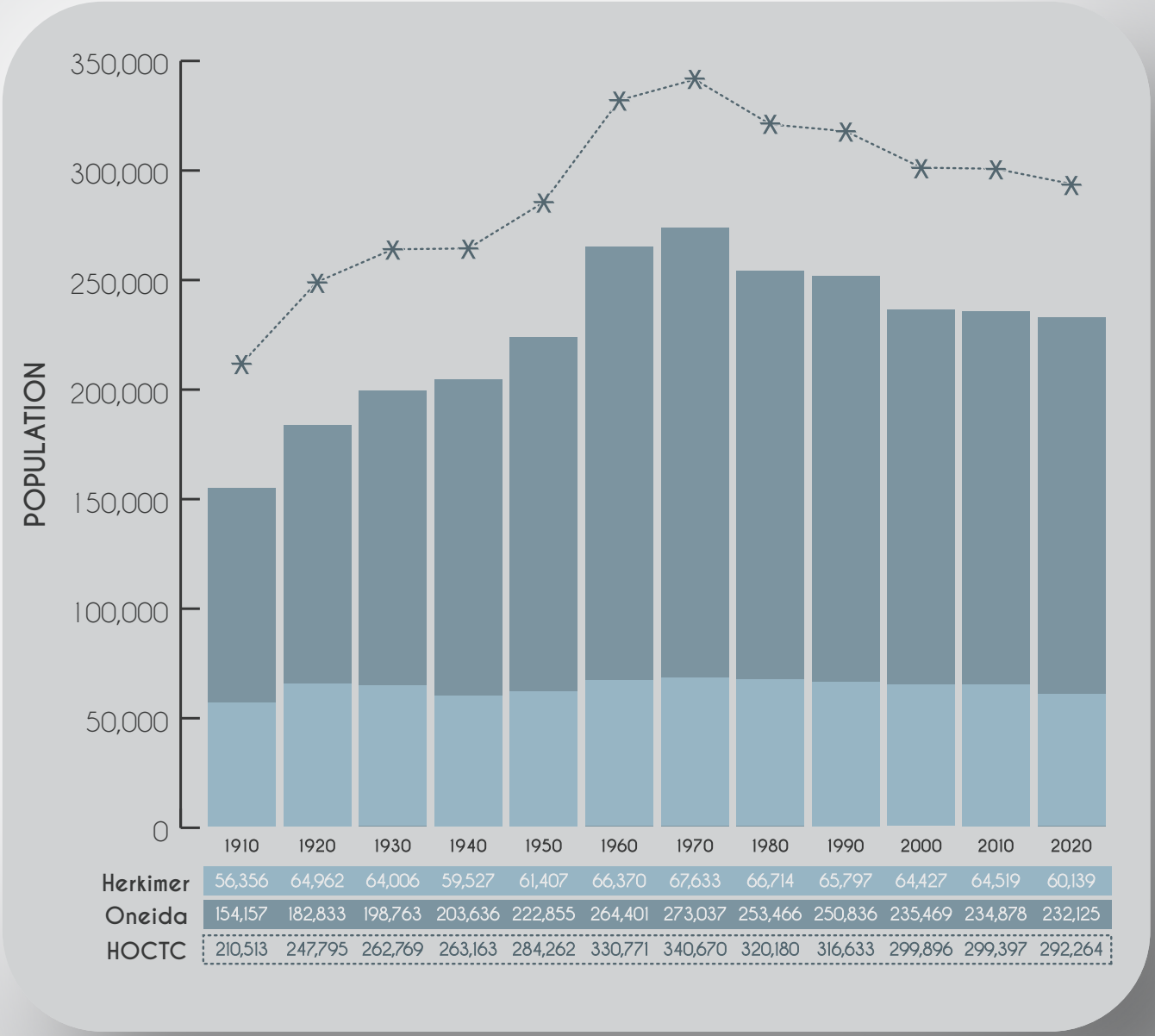
The Utica UZA and surrounding Herkimer and Oneida Counties are situated between Syracuse (approximately 50 mi. to the west) and Albany (approximately 80 mi. to the east). The region's population centers are oriented primarily along the east-west Mohawk River Valley corridor. The two counties are each nearly the same physical size (Oneida is 1,412 sq. mi. and Herkimer is 1,213 sq. mi.), 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. Oneida County contains 45 municipalities (3 cities, 16 villages, and 26 towns). Herkimer County contains 30 municipalities (1 city, 10 villages, and 19 towns).

Population

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

Decennial Census Population 1910-2020

Herkimer & Oneida Counties



	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Herkimer	56,356	64,962	64,006	59,527	61,407	66,370	67,633	66,714	65,797	64,427	64,519	60,139
Oneida	154,157	182,833	198,763	203,636	222,855	264,401	273,037	253,466	250,836	235,469	234,878	232,125
HOCTC	210,513	247,795	262,769	263,163	284,262	330,771	340,670	320,180	316,633	299,896	299,397	292,264

Figure 1 - Decennial Census Population Trend in MPA

Poverty

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

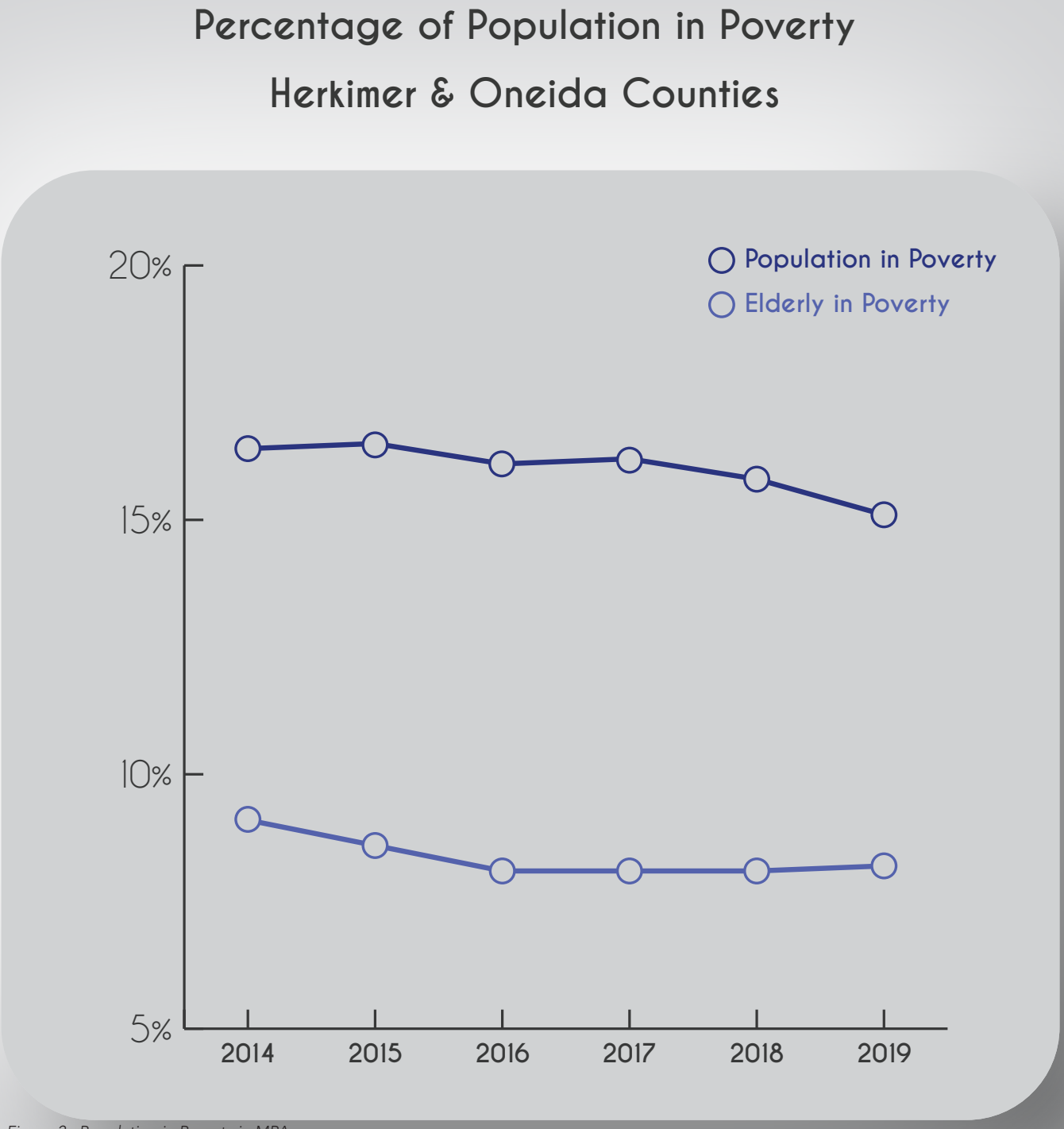
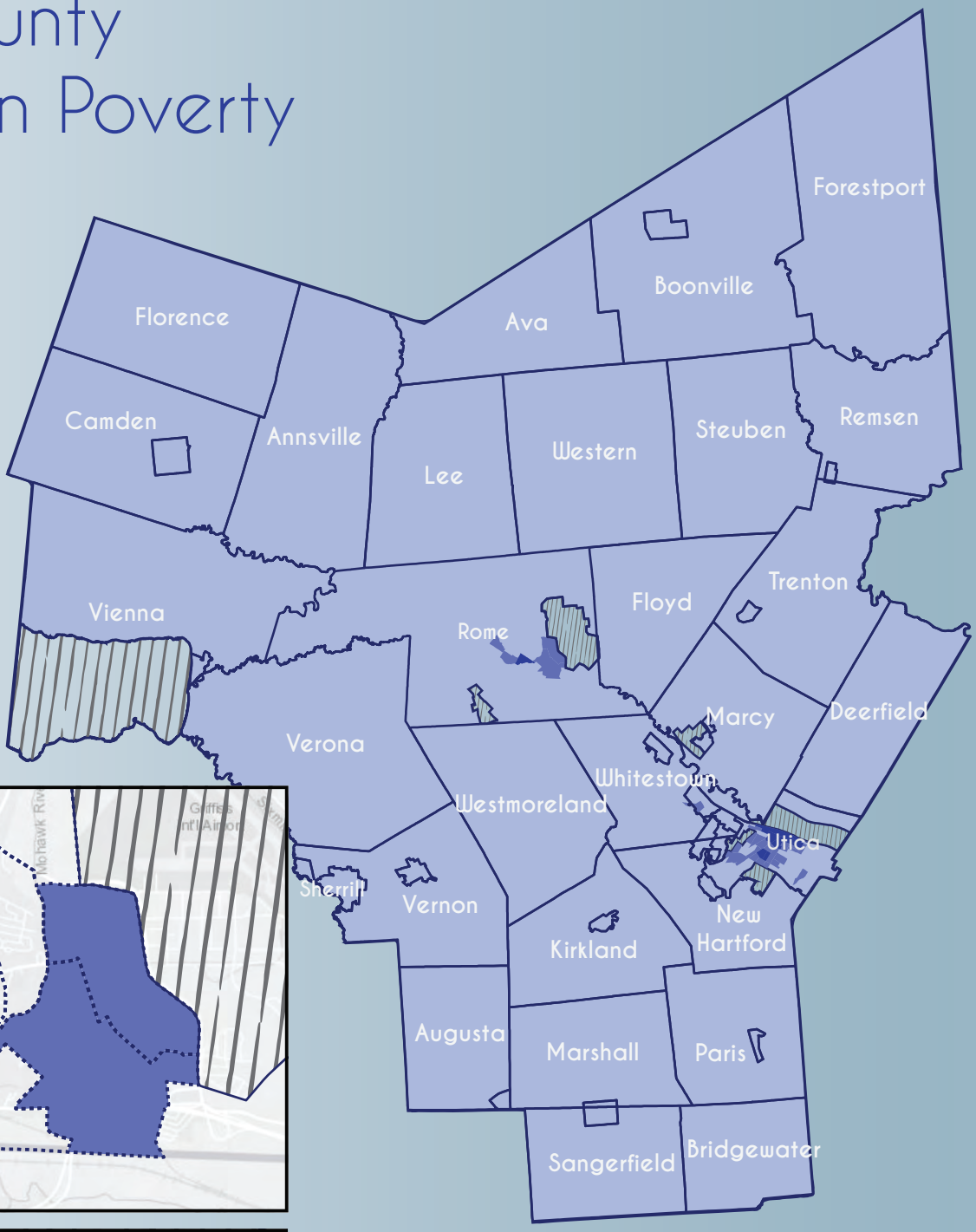
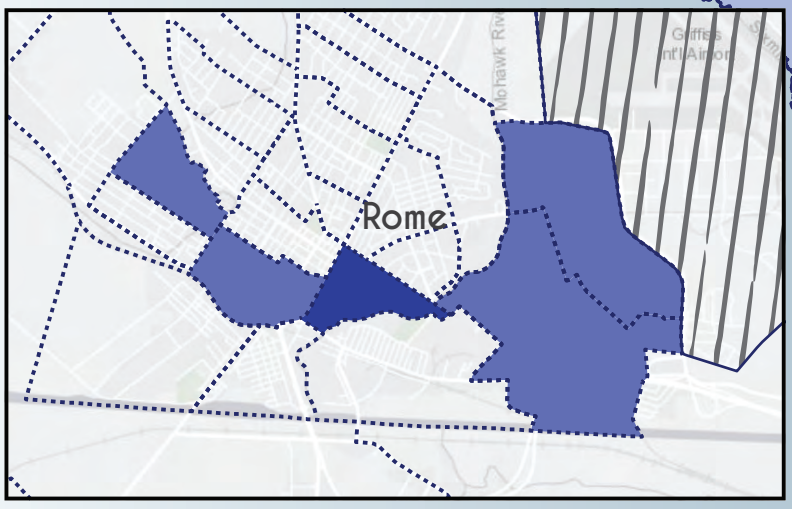
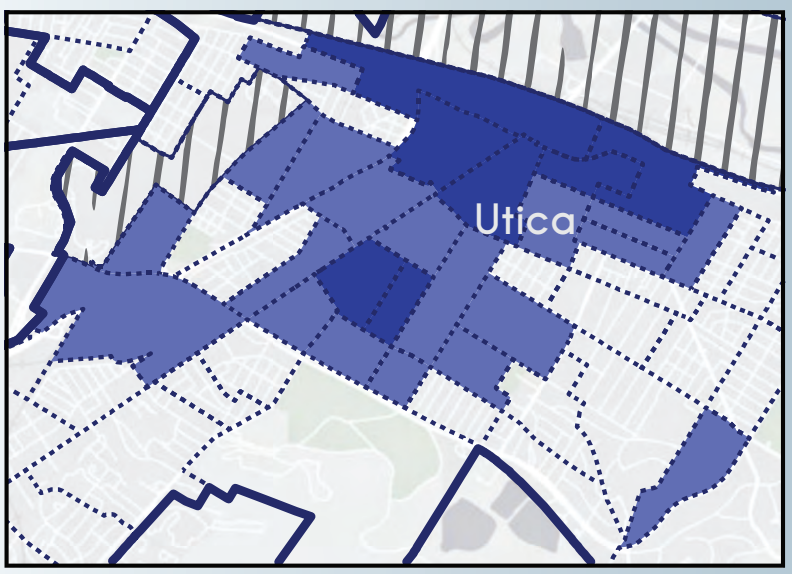


Figure 2 - Population in Poverty in MPA

Oneida County
Population In Poverty







Very High Concentration

High Concentration

Zero Population/State Prison

Block Groups

Municipal Boundaries

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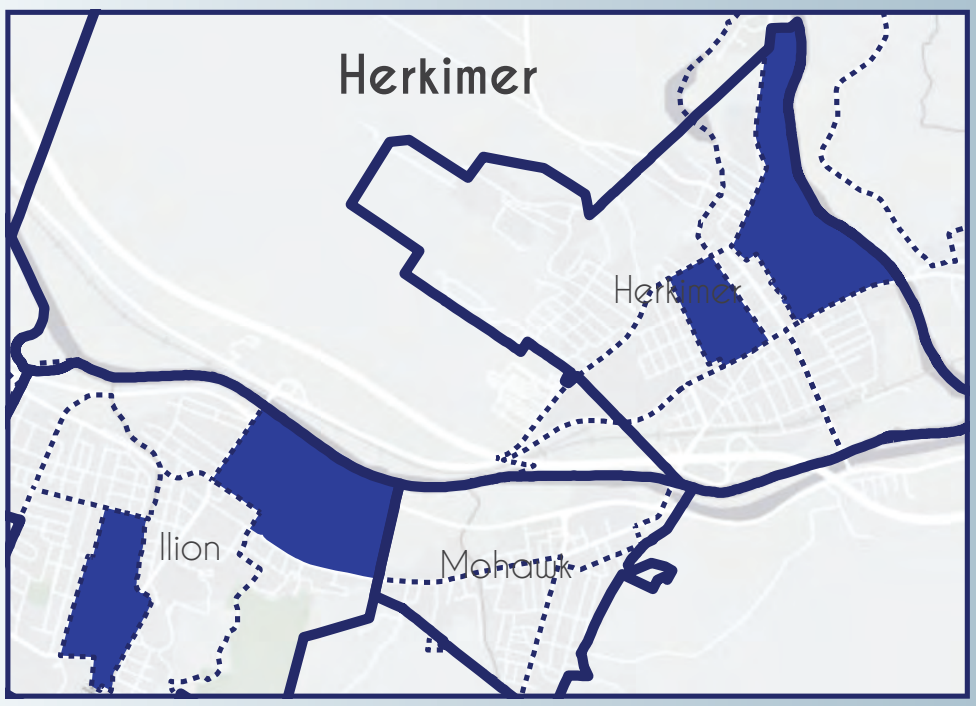
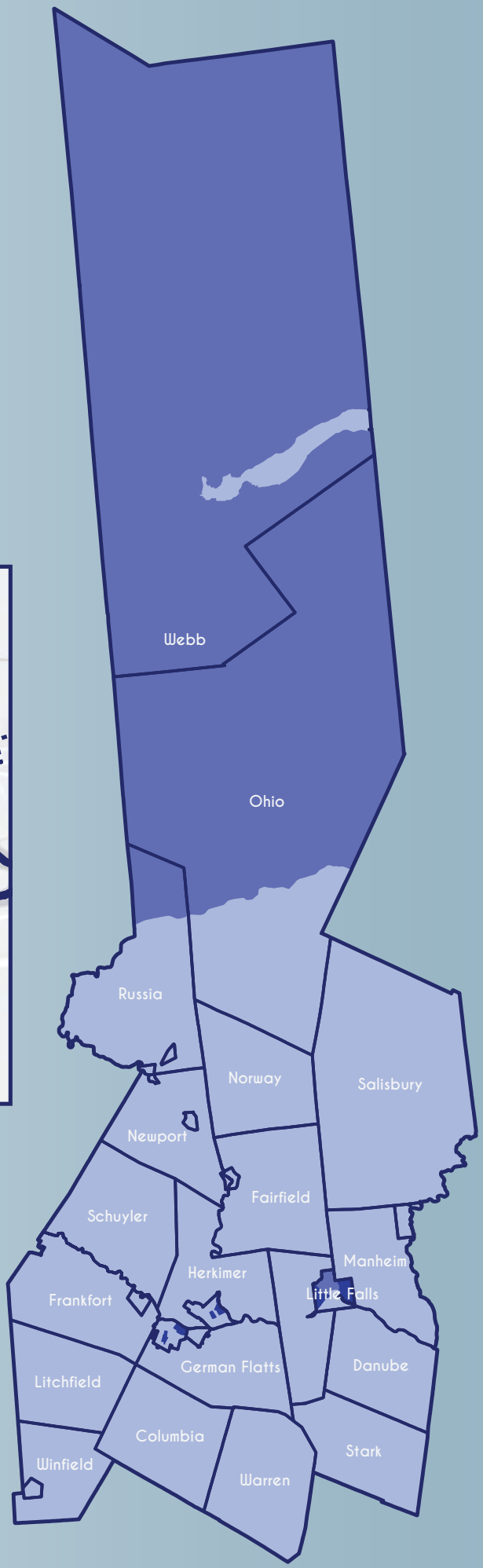
Map 1 - Population in Poverty - Oneida County

Herkimer County
Population In Poverty





- Very High Concentration
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- Municipal Boundaries

Map 2 - Population in Poverty - Herkimer County

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Elderly (over age 65)

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

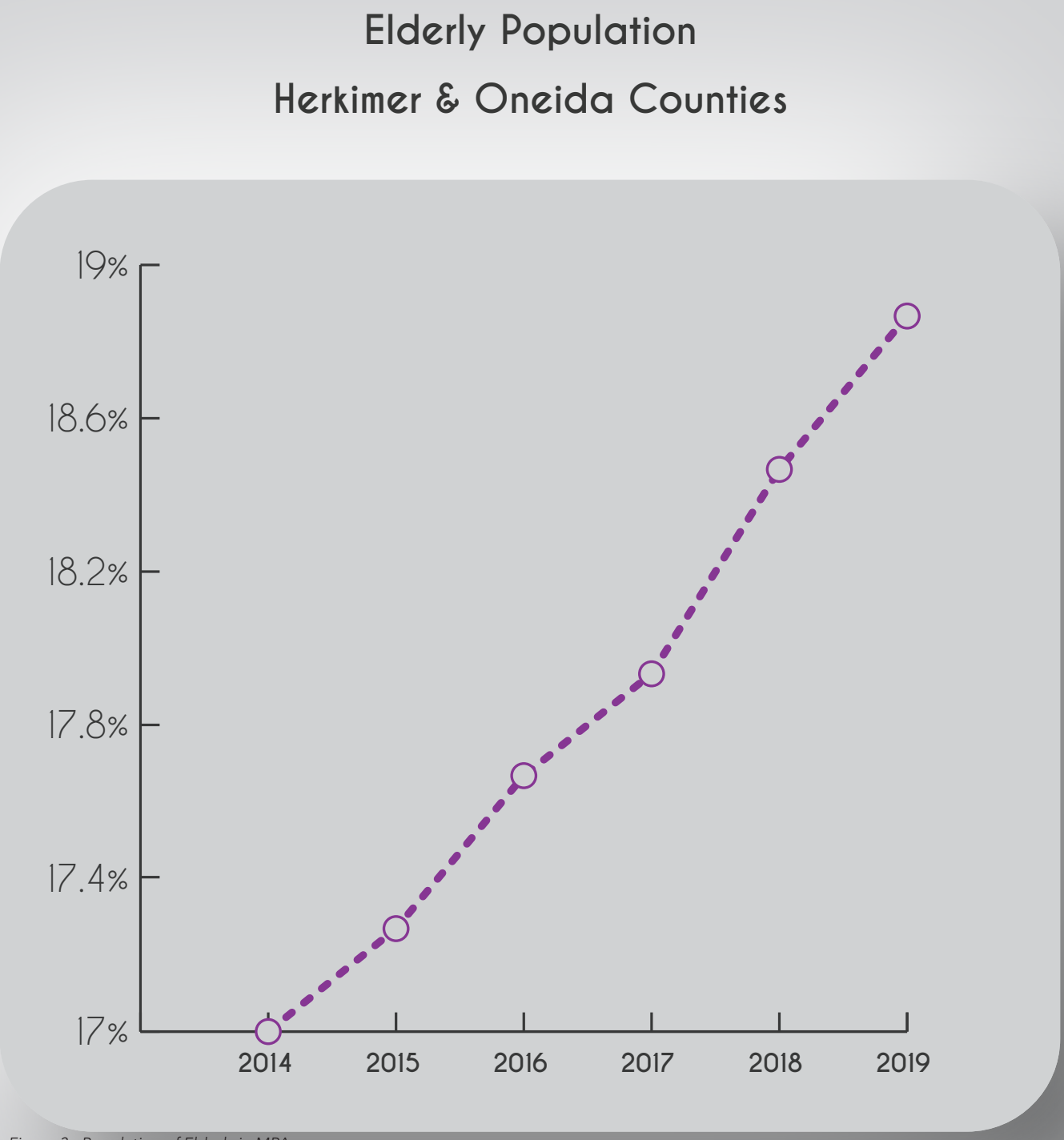
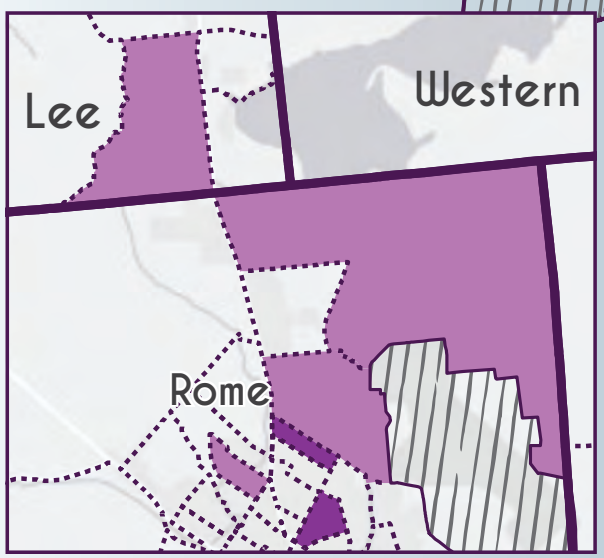
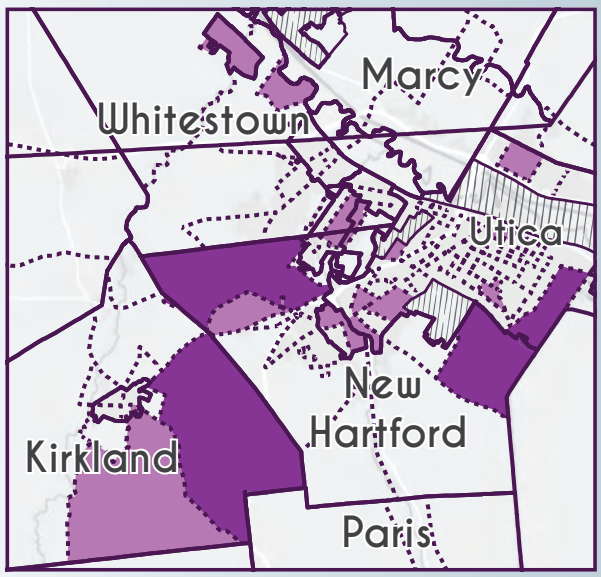


Figure 3 - Population of Elderly in MPA

Oneida County
Elderly Populations





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

Map 3 - Elderly Population - Oneida County

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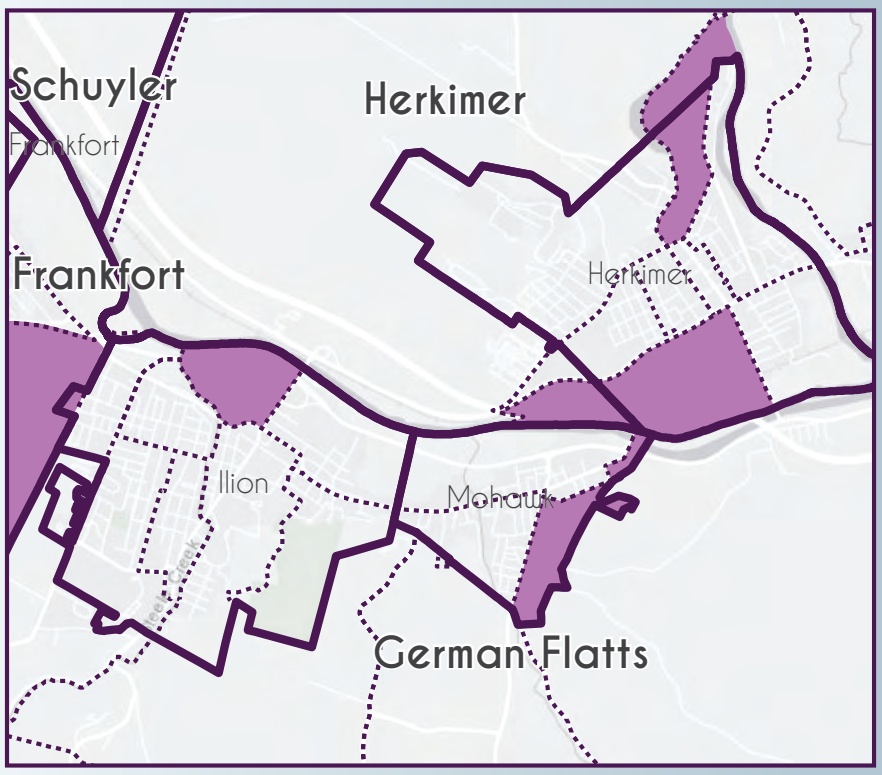
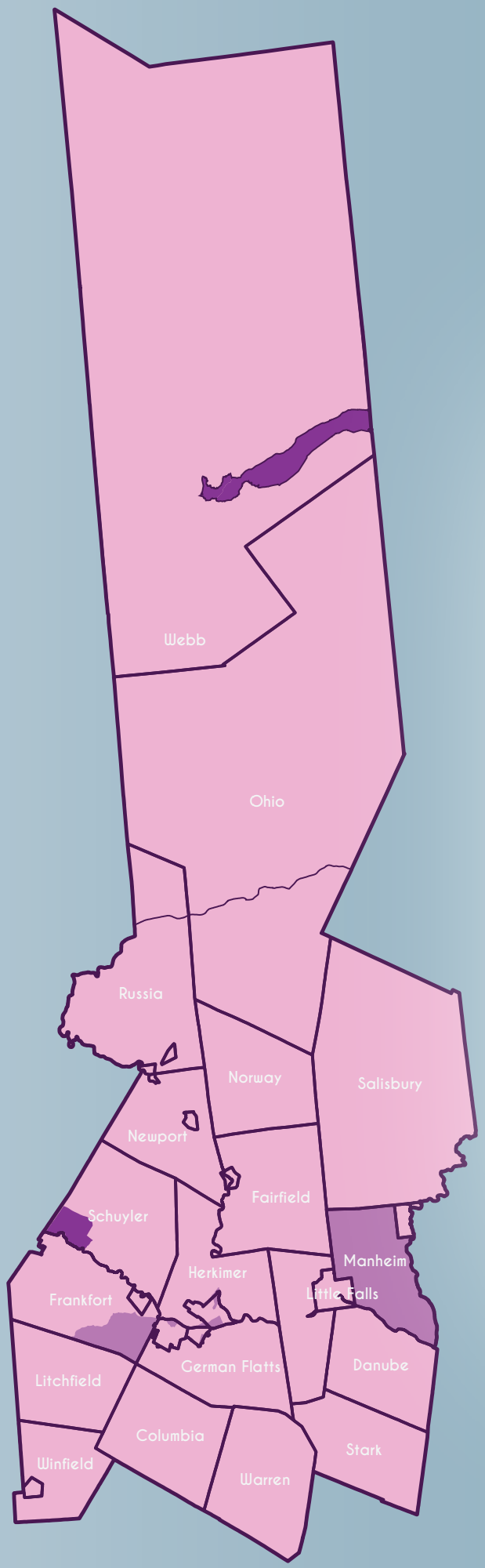
Herkimer County
Elderly Populations





- Very High Concentration
- High Concentration
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- Block Groups
- Municipal Boundaries

Map 4 - Elderly Population - Herkimer County

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Disability

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

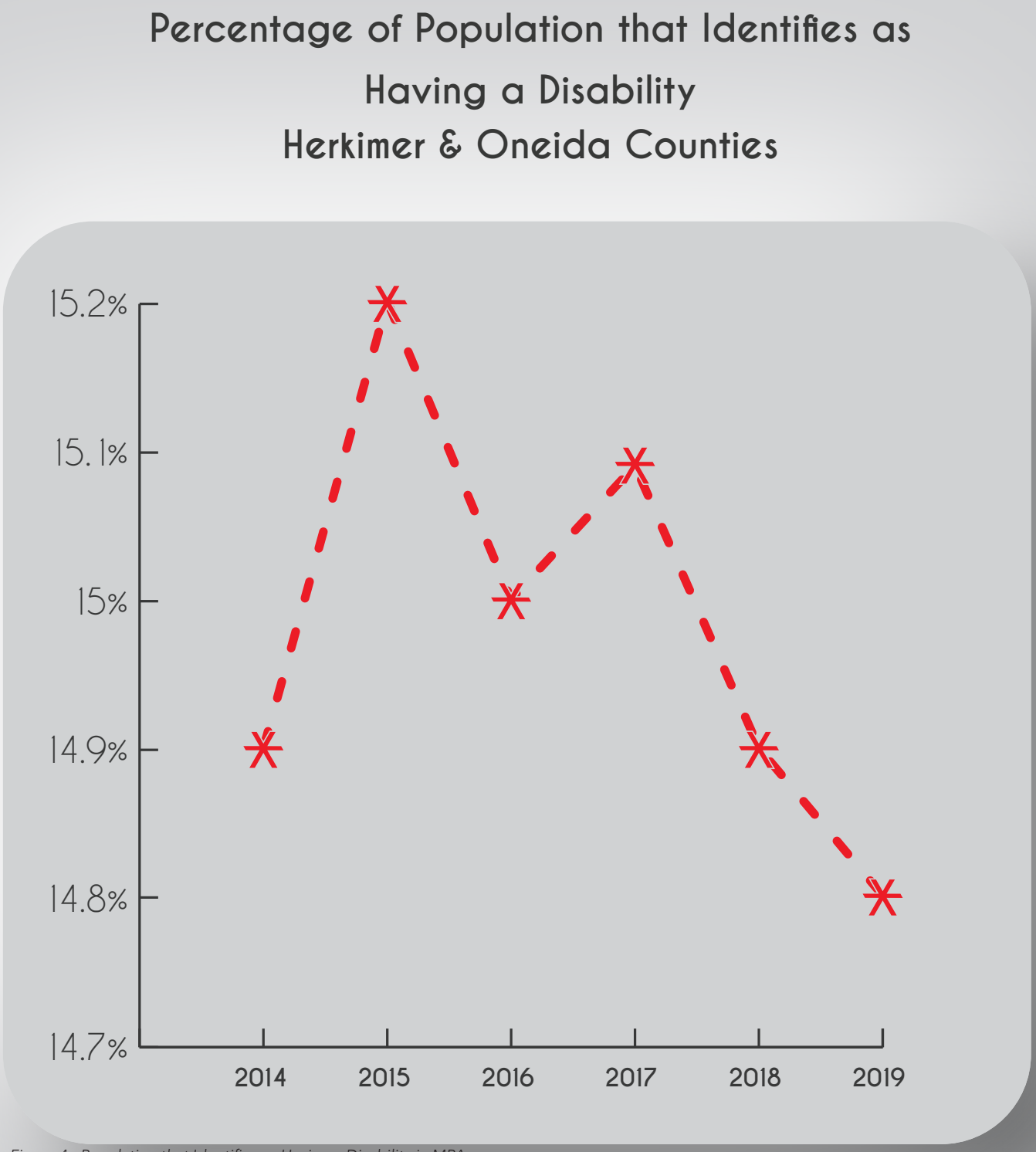
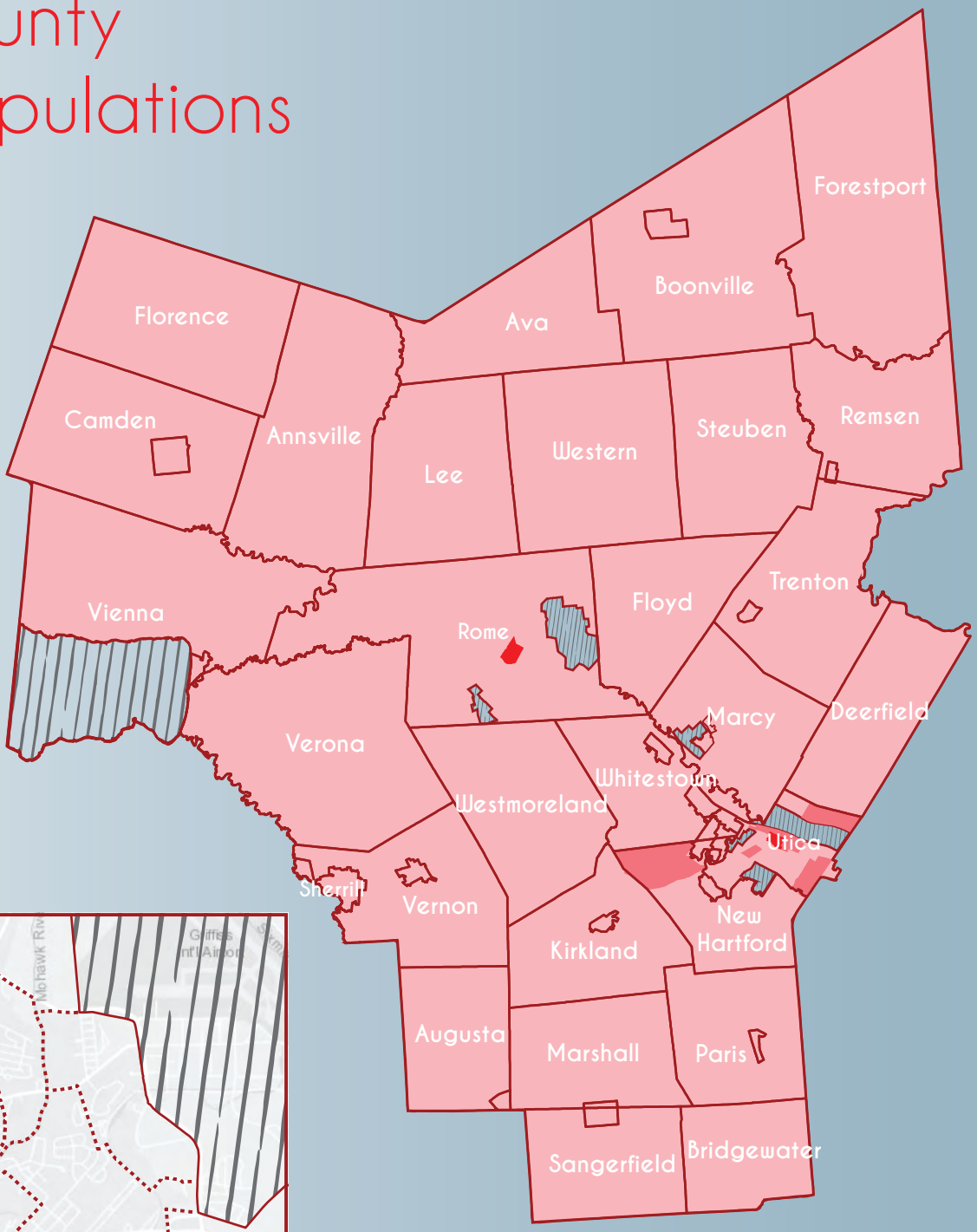
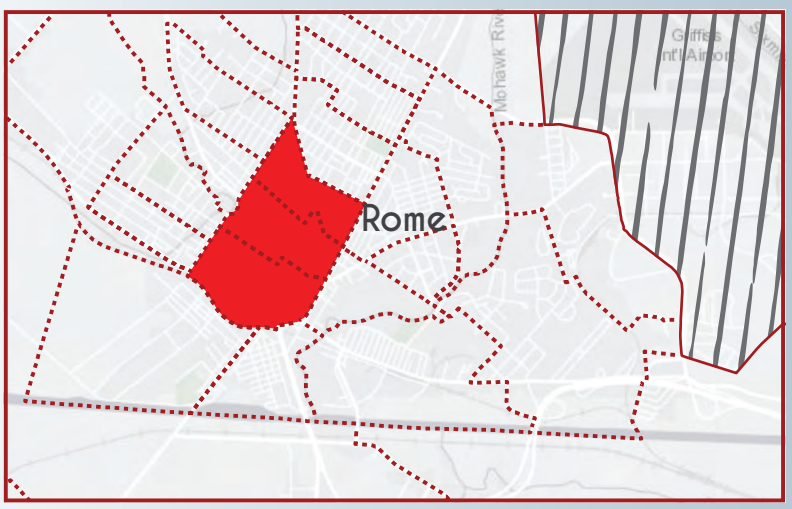
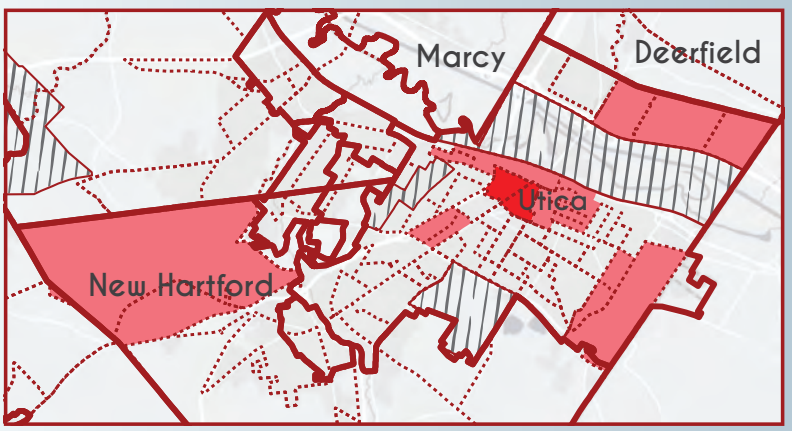


Figure 4 - Population that Identifies as Having a Disability in MPA

Oneida County
Disabled Populations







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

Map 5 - Disabled Population - Oneida County

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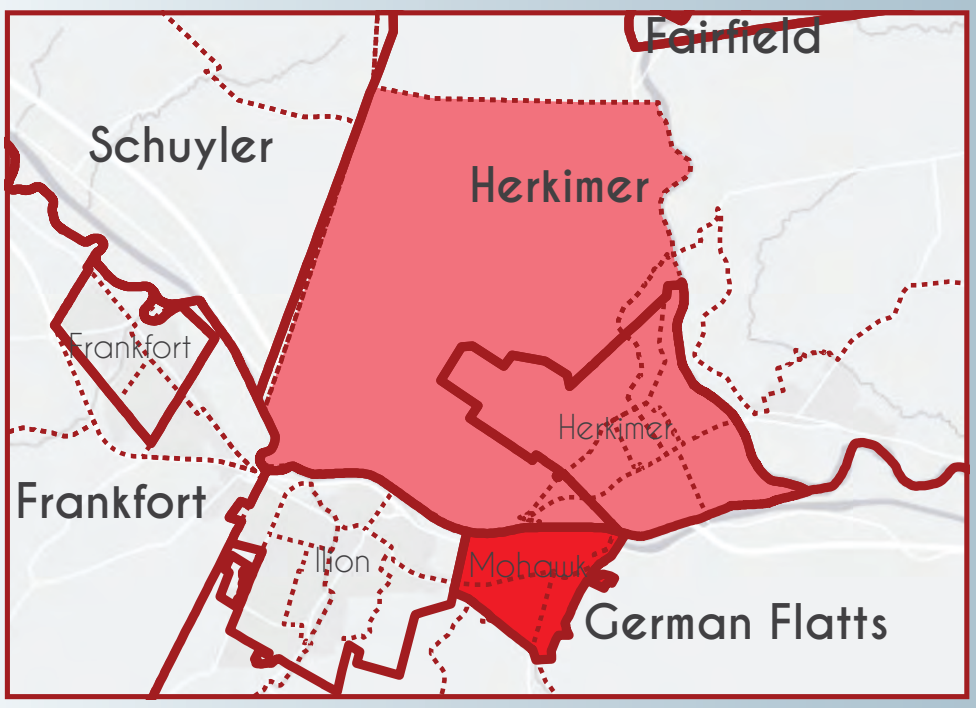
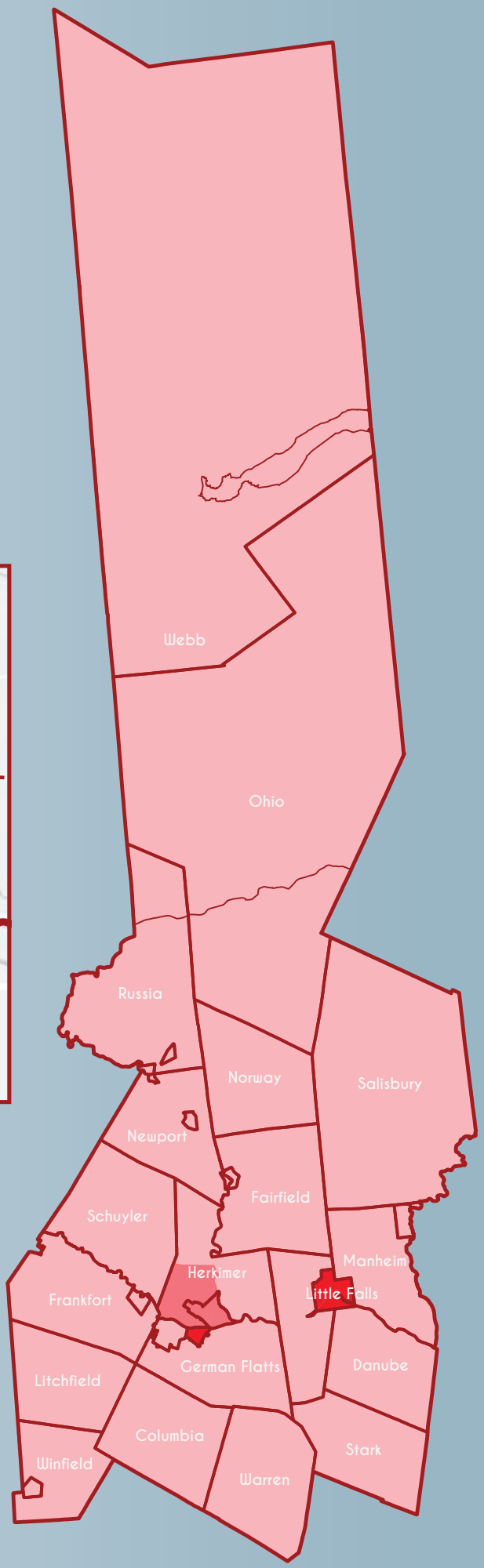
Herkimer County
Disabled Population





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

Map 6 - Disabled Population - Herkimer County

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Limited English Proficiency (LEP)

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

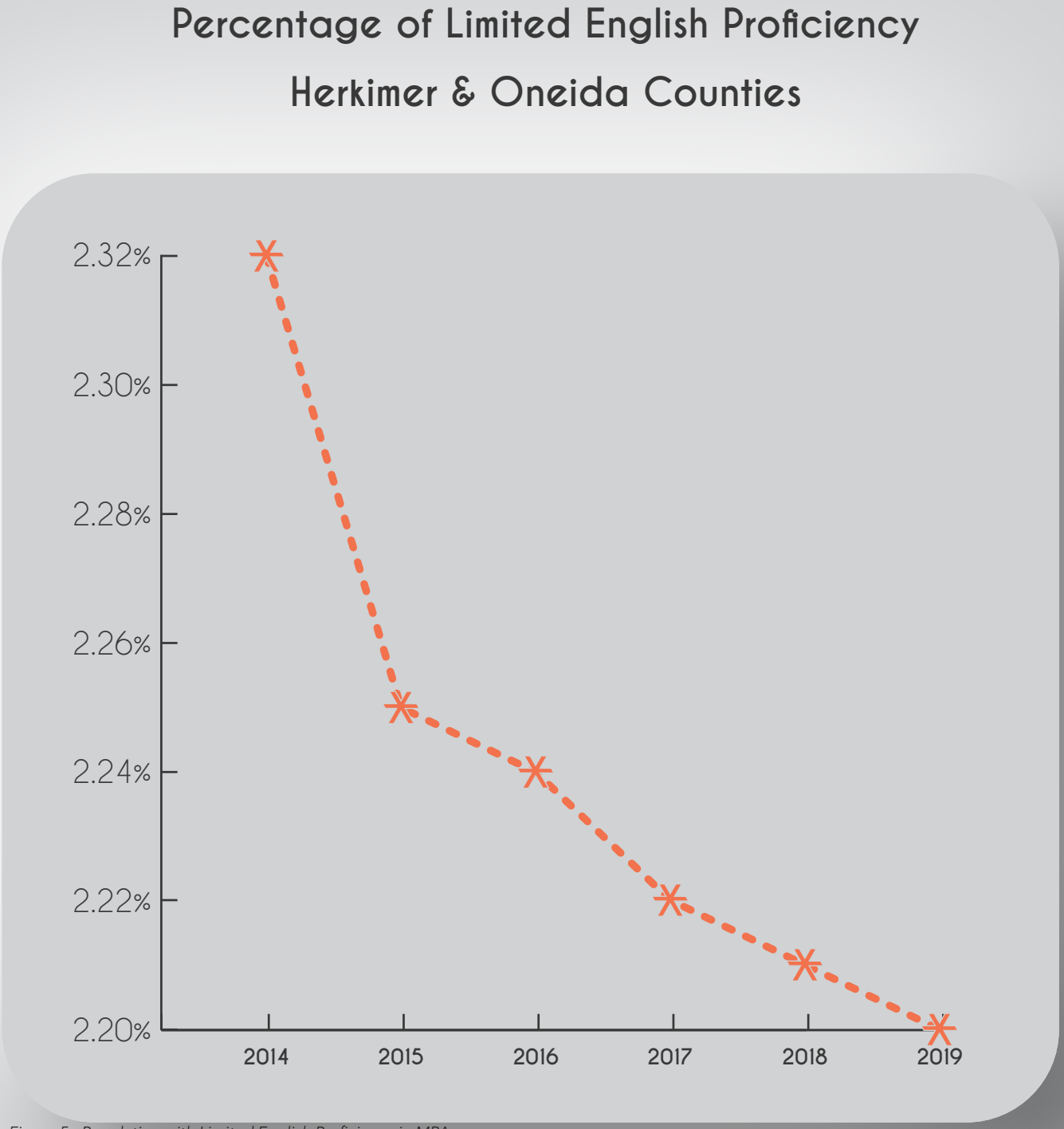
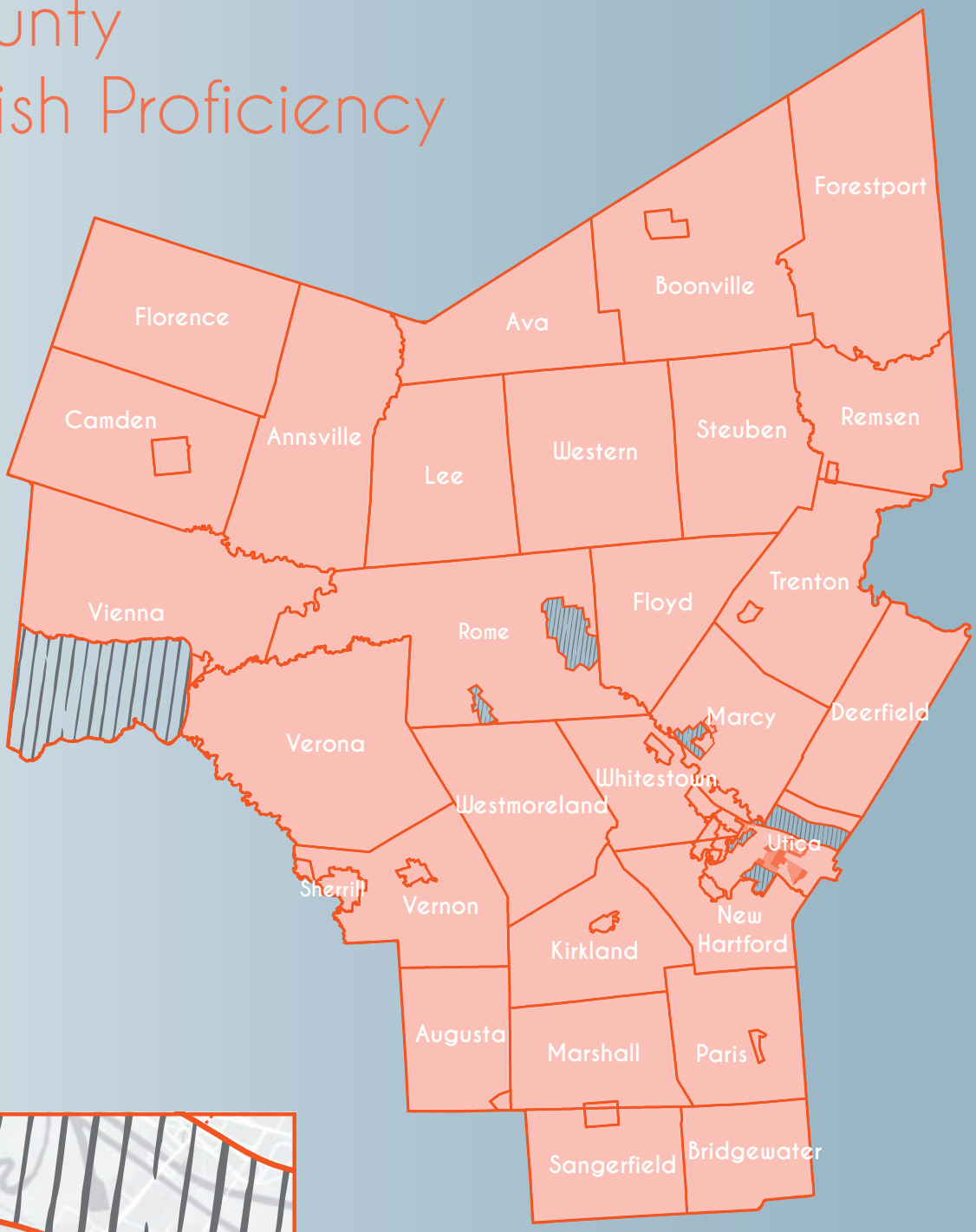
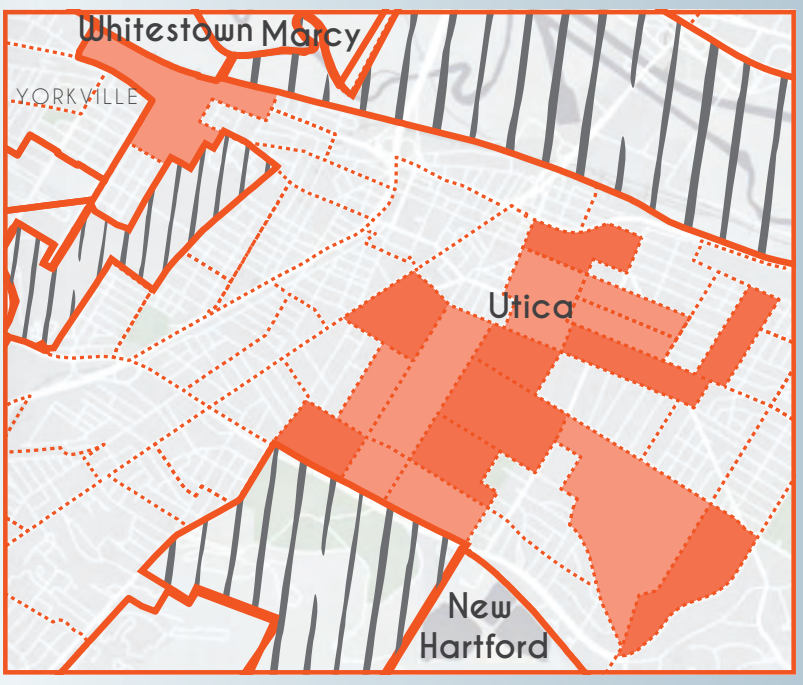


Figure 5 - Population with Limited English Proficiency in MPA

Oneida County Limited English Proficiency Populations





- Very High Concentration
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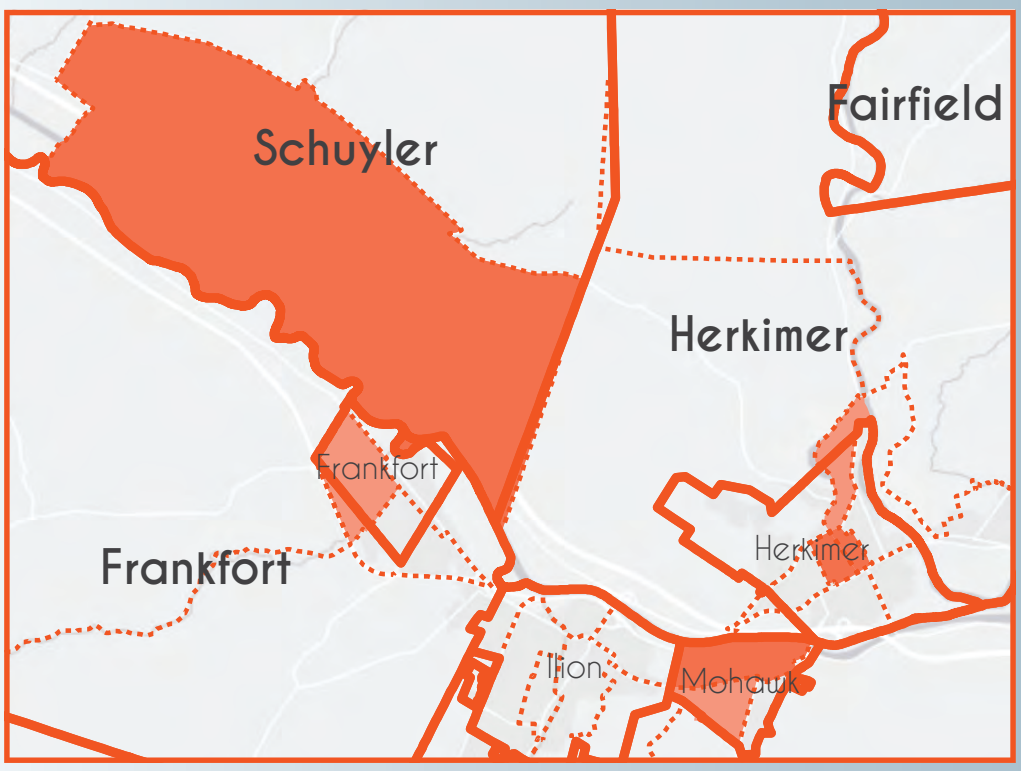
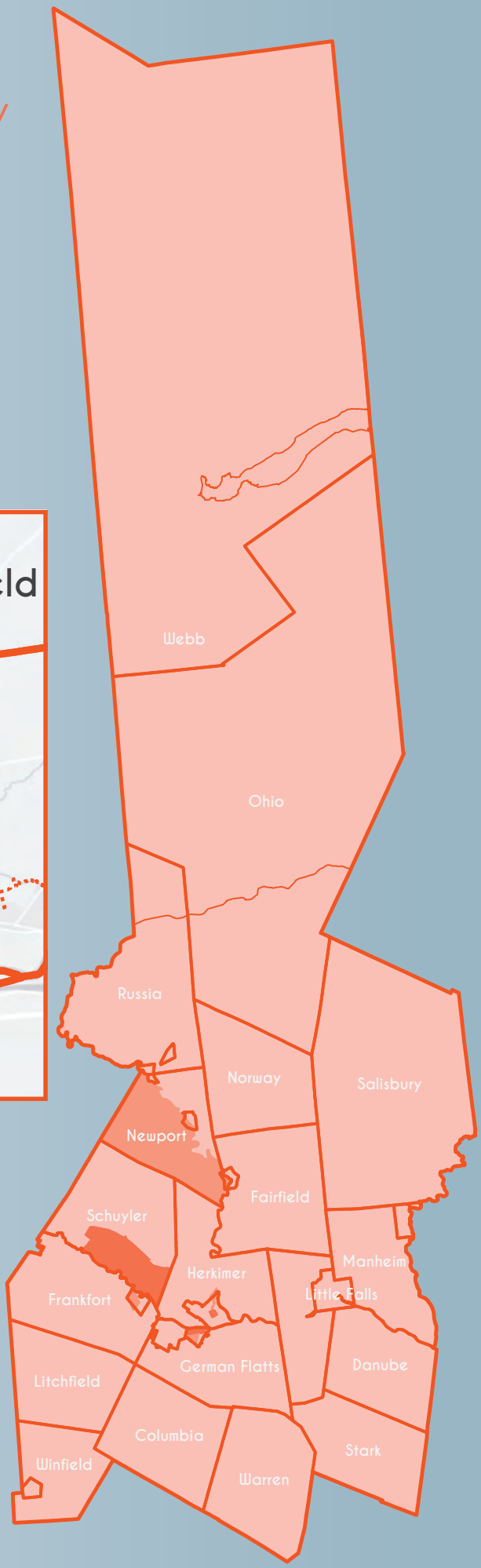
Map 7 - LEP Population - Oneida County

Herkimer County Limited English Proficiency Populations





- Very High Concentration
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- Block Groups
- Municipal Boundaries

Map 8 - LEP Population - Herkimer County

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Zero-Vehicle Households

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

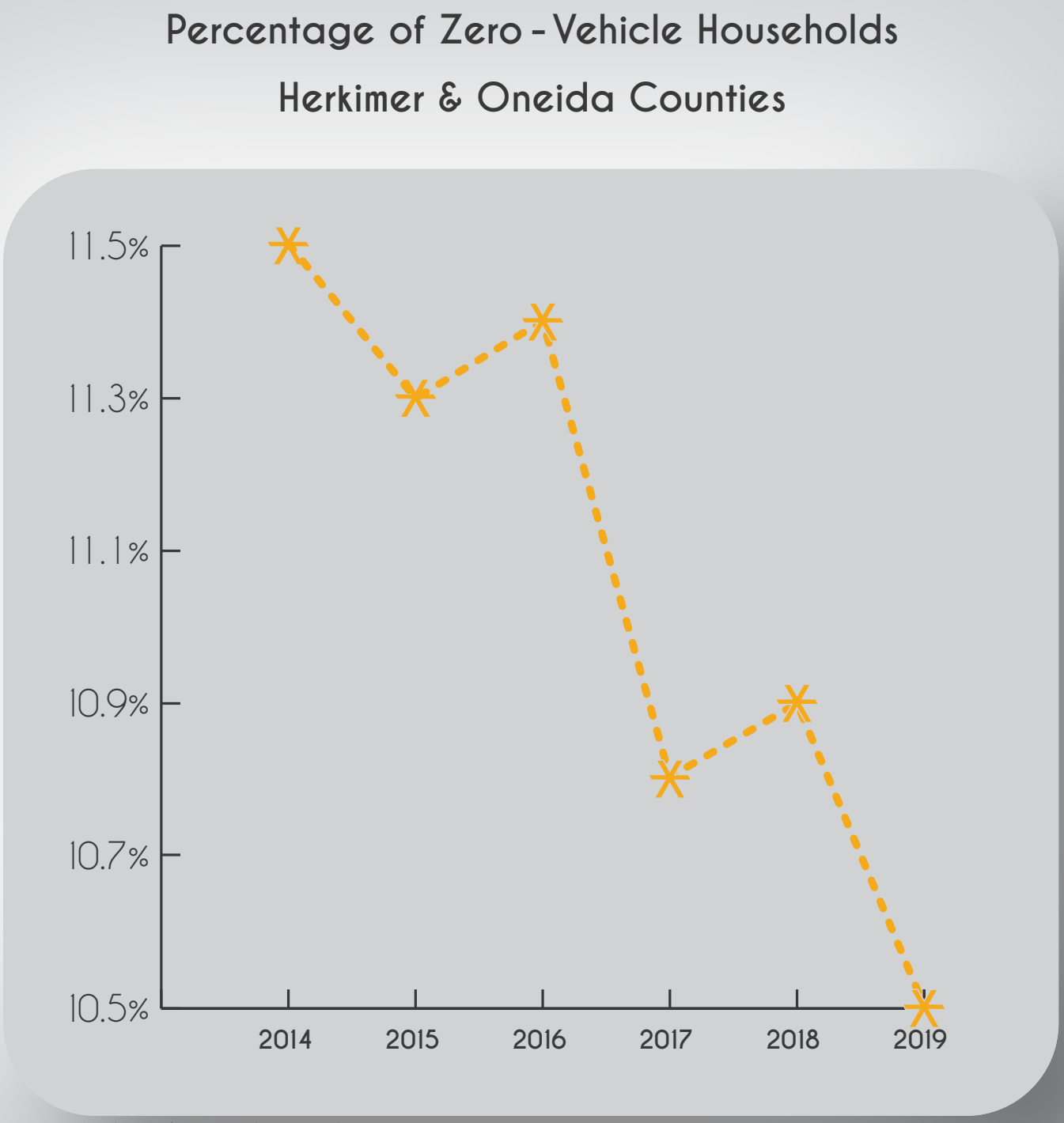
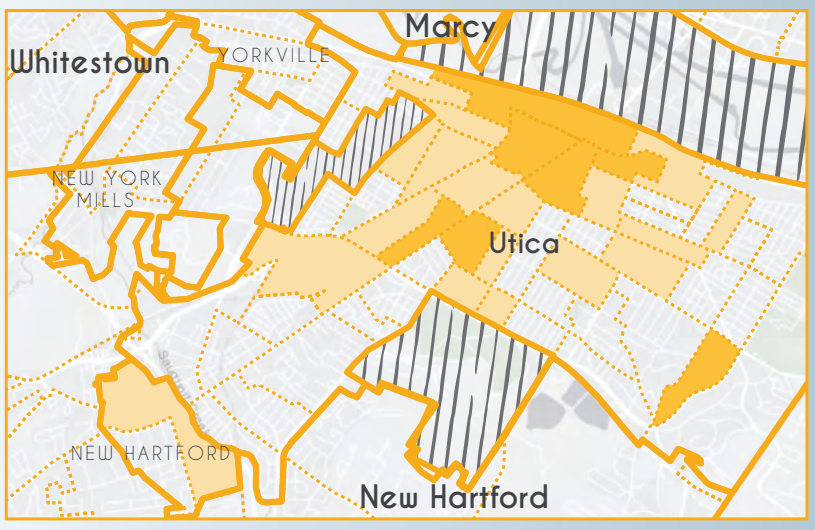


Figure 6 - Population of Zero-Vehicle Households in MPA

Oneida County
Zero Vehicle Households



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

Map 9 - Zero Vehicle Households - Oneida County

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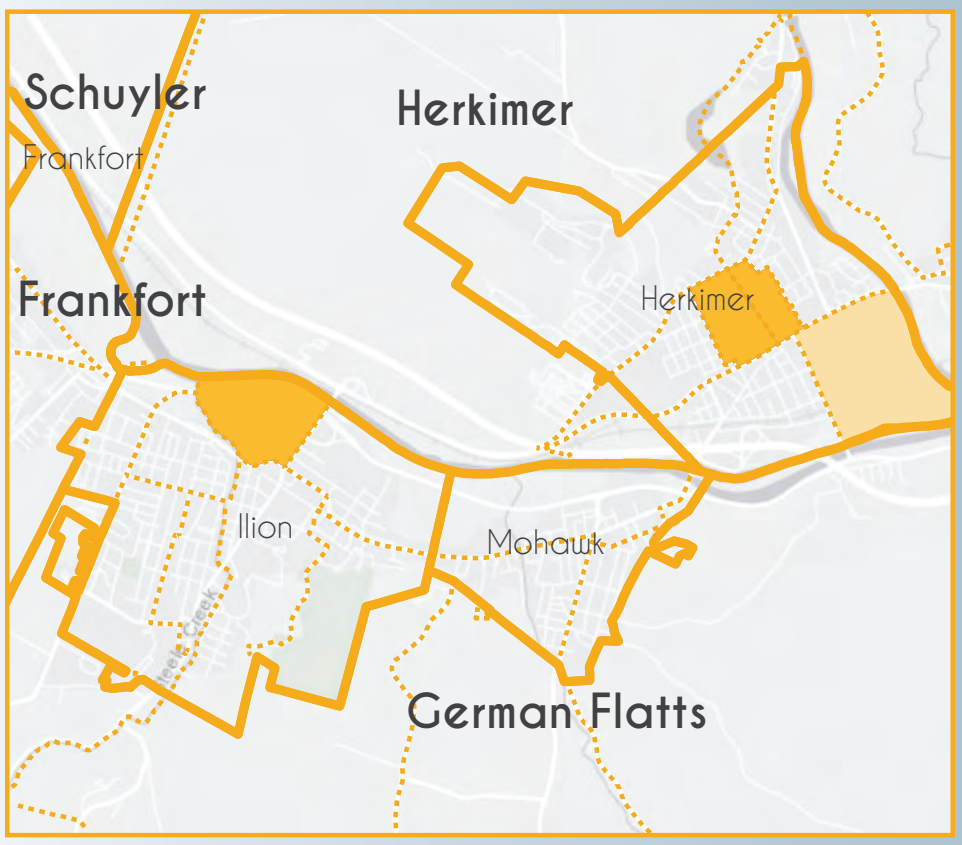
Herkimer County
Zero Vehicle Households



Very High Concentration

High Concentration

Zero Population/State Prison

Block Groups

Municipal Boundaries

Map 10 - Zero Vehicle Household - Herkimer County

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Travel Characteristics

Figure 7 uses U. S. Census Bureau data from 2010 to 2019 to compare travel characteristics and illustrates how the population travels in Herkimer and Oneida Counties.

Herkimer County	Change 2010-2019		Oneida County	Change 2010-2019
Characteristic	2010 ACS 5-Year Estimates	2019 ACS 5-Year Estimates	2010 ACS 5-Year Estimates	2019 ACS 5-Year Estimates
Drove Alone	81.4%	81.3%	82.3%	81.9%
Carpooled	9.0%	8.6%	8.6%	8.2%
Public Transportation	0.6%	0.7%	1.4%	1.0%
Bicycled	0.1%	0.0%	0.3%	0.1%
Walked	3.6%	4.2%	3.3%	3.5%
Work from Home	4.8%	3.9%	3.3%	4.5%

Figure 7 - Mode Characteristic Comparison 2010-2019

A nine-year versus ten-year comparison was done due to the 2020 Census not being available at the time of publishing. The comparison of the data presented in Figure 1 revealed that four out of six modes of travel (Drove Alone; Carpooled; Public Transportation; Bicycled) declined slightly in both Herkimer and Oneida County. Interestingly, the number of people who walked increased in both counties. Work from Home is where the two counties differ as people in Herkimer County were less likely to work from home in 2019 compared to 2010. In Oneida County people were more likely to work from home using the same time frame. The time frame of comparison did not indicate that any change could be labeled as significant or outside the margin of error HOCTC will review these results after the 2020 Census is fully published (estimated 2023). It will be worthwhile to see if the trends in Figure 1 will continue, especially as long-term COVID-19 impacts are better understood.

IV. Inventory of Existing Transit Services

Public Transit

The public transit system of the MPA is a vital element and backbone of the two-county regional transportation system. It is a system of public and private operators working jointly to provide transit service to the region's consumers. A well-utilized and accessible public transit system is part of a complete transportation network. It is critical to connecting people to employment centers, educational centers, the medical community, and quality of life functions, as well as, access to other modes of transportation. Public transit provides a vital link to those in the community who do not have access to a car or those who are physically or economically disadvantaged.

The diverse geography of the MPA, with urban and rural areas, necessitates creating quality linkages to allow people to move between these areas. Expansion of rural transit opportunities, re-organization of urban systems, tie-ins to seasonal and tourism-based activity centers, and populations looking for alternatives to the automobile all create an opportunity for growth. Mobility is a driving priority of this plan, the transit system as outlined above is poised to be the mechanism that makes mobility a reality within the MPA.

ONEIDA COUNTY

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

Currently, Oneida County contracts with Central New York Regional Transit Authority (CNYRTA) for urban transit (FTA Section 5307) service in Oneida County. The rural service is striving to implement the recommendations of the SWA for TBTC to better serve the rural Oneida County. The 2021-2024 Coordinated Plan will be used to better serve vulnerable and under served populations. The analysis presented in this document will provide insight and guide plans and programs that respond to transit needs in the MPA.

HERKIMER COUNTY

HOCTC is in continual conversations with Herkimer County staff regarding transit needs.Currently, a regional four county bus travels through Herkimer County providing some connection east and west 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 on the HOCTC's TCC. Herkimer County has a documented need for rural transit services. The small population, significant geography, and widespread population distribution provide challenges for implementing rural transit beyond agency or program-specific options. Responding to transit needs through partnerships between government, human-service agencies, and HOCTC will continue to evaluate potential transit options and assist Herkimer County in addressing needs.

URBAN TRANSIT OPERATOR - CENTRO

On April 1, 2005, Oneida County joined CNYRTA, which assumed all operations of the Utica Transit Authority (UTA) and established Centro of Oneida-Utica. The following October, CNYRTA assumed the operations of the Rome VIP Transportation, providing transit services for the City of Rome and established Centro of Oneida-Rome. At that time, the state of New York provided significant capital assistance to immediately rehabilitate the transit bus fleet and maintenance facility, which had fallen into a state of disrepair. Centro of Oneida, Inc., as a wholly-owned subsidiary of CNYRTA, shares the Authority's mission and challenges.

CENTRO OF ONEIDA - UTICA

Centro of Oneida's Utica operation consists of fixed-route and demand-response services in the city of Utica and the towns of New Hartford, Whitestown, and Kirkland. The fixed route system is comprised of eleven routes operating in a pulsed, time-transfer system with schedules coordinated at Centro's Transit Hub located between Bleecker and Elizabeth Streets in downtown Utica. Complementary Centro Call-A-Bus demand-responsive service is provided to individuals with disabilities who are unable to use the regular route transit system and who meet the criteria established by the ADA. Both the regular route and demand-responsive services are based at the Centro maintenance and operations facility located at 185 Leland Avenue in Utica.

Centro of Oneida - Utica's fleet is comprised of 30 vehicles, including twenty-four 35-foot transit coaches, Six 22-foot vehicles used in Call-A-Bus service. Centro of Oneida - Utica transportation provides nearly 900,000 rides annually in fixed-route and demand-responsive service in over 900,000 revenue miles of service.

CENTRO OF ONEIDA - ROME

Centro of Oneida's Rome operation consists of fixed-route and demand-responsive services in the City of Rome. The fixed route system consists of six routes operating in a pulsed, time-transfer system with schedules coordinated at Centro's George Street terminal at 225 Liberty Street. Complementary Centro Call-A-Bus demand-responsive service is provided to individuals with disabilities who are unable to use Centro's regular route transit system and who meet the criteria established by the ADA. Centro's maintenance facility is located on Race-Martin Street Station in Rome. The Centro of Oneida - Rome fleet comprises six vehicles, including five transit coaches larger than 26-feet and one 22-foot long demand-responsive vehicle. Centro of Oneida - Rome transports 130,000 riders annually in fixed-route and demand-responsive service in over 211,000 revenue miles of service.

In 2013/2014 the Authority installed a new Intelligent Transportation System (ITS) on all buses in its two Oneida County garages. The purpose of this project is to provide cellular mobile voice and data communications between the Authority's operations centers and buses in the field. This will assist in the management of Centro's fixed-route and demand-responsive operations, allowing the Authority to fine-tune service and quickly identify and respond to operating anomalies. Information regarding anticipated bus arrival times at bus stops can now be provided to customers on a real-time basis. Other benefits include the provision of real-time arrival information at strategically placed dynamic message signs in public places and on the internet, automated vehicle stop announcements, vehicle performance monitoring, and automated passenger counters.

In February 2013, Centro of Oneida opened a new transit hub in downtown Utica at 15 Elizabeth Street in collaboration with the City of Utica. This facility replaces the Authority's main bus stop on Genesee Street in downtown Utica, which exposed transit passengers to all weather-related elements and heavy street traffic. The new facility provides a climate-controlled waiting area with restrooms, customer service information, dynamic messaging signs, fare media vending kiosks, bicycle racks, and space for Centro dispatching. Covered platforms allow assignment of specific routes to dedicated platforms permitting passengers a greater degree of comfort in completing their trips. Overall, the facility has enhanced the users' comfort and safety, ultimately complementing the Centro operation.

Major federal and state structural deficiencies in transit operating and capital funding seriously impact future public transit services in upstate New York. Future federal and state transportation legislation needs to address the public transit funding needs in upstate New York for public transit service to be a viable quality of life issue.

ADA Paratransit

Under Title II of the ADA, public transportation systems are required to provide ride services for people with disabilities when mobility limitations prevent them from using the transit bus. Such services are called Demand Responsive, as they typically are initiated by an individual request for service from the disabled customer. ADA regulations expressly define the types of service, the accessibility features required on all transit vehicles, the eligibility criteria and application processes, and parameters for scheduling rides.

Major ADA service criteria include:

- Definition of the Service Area – ¾ mile to either side of the bus route.
- Service Requests – requests taken during normal business hours with a min. of 24 hrs notice.
- Trips must be delivered within the scheduled time.
- Fares not to exceed twice the fixed route fare.
- Trip Purpose Restrictions trips cannot be prioritized based on purpose or type of disability.
- Hours and Days of Service to match that of the fixed-route service.
- Service Restrictions – it is illegal to limit transportation to an eligible customer for any of the following:
  - To limit the number of trips that a customer can request
  - To offer untimely pick-up times
  - To offer trips with excessive lengths or ride times
  - To deny an eligible trip
  - To create a waiting list for eligible customers who wish to use the service

Other Human Service Agency Transportation Providers

There are some human service agencies in both Herkimer and Oneida Counties that provide transportation via purchased vehicles through the NYSDOT administered Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. Some agencies house and maintain their own vehicle fleet to provide transportation for their clients. Most of these agencies are members of the HOCTC's TCC, which meets quarterly, and provides valuable input to help shape transportation plans to address service gaps and needs in the two-county planning area.

V. Coordinated Planning Efforts

History of Coordinated Efforts

HOCTC has been facilitating coordination efforts since the 1970s as new federal legislation began requiring such efforts of MPOs with local transit providers and human services agencies. These early efforts developed an advisory group to provide guidance to address transportation problems faced by disabled individuals which resulted in updates in the early 1980s to the Elderly and Handicapped Inventory documents.

In the late 1990s, HOCTC worked with the Oneida County Department of Social Services (DSS) and Oneida County Workforce Development (Workforce Development) in securing a Temporary Assistance for Needy Families (TANF) Transportation Grant for Herkimer and Oneida Counties. These funds were used to increase opportunities for recipients who lacked a means of transportation to get to and from work until a permanent solution could be achieved. HOCTC worked with local transportation providers to facilitate expanded hours and areas of service and with employers to create alternative transportation solutions.

In the early 2000s, HOCTC continued to work with DSS and Workforce Development with a new transportation-related grant, Community Solutions for Transportation (CST) which helped eligible recipients with employment-related transportation services for a limited time. In 2006, Oneida County became the Designated Recipient (DR) for two FTA funding programs, Job Access and Reverse Commute (JARC), and New Freedom.

Current Coordination Efforts

TRANSPORTATION COORDINATION COMMITTEE (TCC)

Established under the SAFETEA-LU requirement and continued under the FAST Act, the HOCTC's TCC was formed in 2007. The initial purpose of the committee was to foster cooperation and facilitate a coordinated process of comprehensive transportation planning on behalf of the target populations and assisted in the development of the 2008 Coordinated Public Transit-Human Services Transportation Plan for Herkimer and Oneida Counties. Its members included public and private transportation providers, not-for-profit transportation providers, human service providers, governmental social service agencies, transportation planning agencies, the general public, and other stakeholders.

Although the committee was still in the development stage, there was urgency from community member agencies for more transportation coordination and options, more transportation-related partnerships, and cost-cutting measures in the delivery of transportation services for customers. In 2011, the TCC started to meet quarterly to discuss and plan for a more holistic approach to transportation options and modes, allowing people to move about when and where they need to go. The TCC grew into a more formal setting bringing together transportation service providers and humans service agencies to identify transportation needs and brainstorm ways to address these service gaps in a coordinated planning effort. The focus was on a more comprehensive vision of coordination, sustainability, and desired future mobility options to address the Coordinated Plan's identified needs and gaps.

This holistic approach was found in the concept of Mobility Management (MM), which is one of the strategies of the HOCTC Coordinated Plans. The MM concept addresses the identified needs of a single point of access for all transportation options, public education of current transportation options, eliminating duplication of services, and more accessible transportation options. It connects individuals with unique mobility needs to the most appropriate transportation mode and provider. This increased MM effort will be a catalyst for future guidance of the committee and coordination activities.

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 MM as the focal mechanism in addressing transportation gaps and needs in Herkimer and Oneida Counties. The TCC has a membership that is very interested in working together to find solutions to get their customers, especially in rural areas, the needed transportation for medical appointments, employment, groceries, quality of life issues, and to deter isolation. As the TCC grows and has small successes, the membership is expected to grow. Ideally, the TCC will branch out to include linkages to other transit-using populations that have not been identified as special needs populations (i.e. college students, neighborhood residents, tourism sites). The TCC is viewed as the coordinating arm in the large context of mobility options in the two counties.

SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

The NYSDOT administers the Section 5310 program and the application requires any agencies who apply must have their Section 5310 project listed in the local Coordinated Plan to be eligible for funding. HOCTC staff annually solicits potential Section 5310 projects for the upcoming year from the TCC members. These project descriptions are included in the annual Coordinated Plan update in the Appendix. HOCTC, under the guidance of NYSDOT, also organizes a local Section 5310 Review Committee to review, score, rank, and recommend approved-eligible local applications from NYSDOT. Results of the Selection Committee are forwarded to NYSDOT for review and final selection.

RELATED MOBILITY TRANSPORTATION PLANNING

Mobility transportation planning opens the door to many projects which can be undertaken to increase the overall mobility within the transit system and through connections to other modes of transportation. One effort was the SWA for TBTC study, which focused on the re-organization of the OCRT system for building system efficiency, providing a higher level of service, increasing ridership, and obtaining a greater return on investment of public transit dollars in Oneida County. This study was previously mentioned in Chapter 4 under Public Transit.

Public Outreach

Public involvement is an integral part of transportation planning and project development decision-making. Continuous interaction between community members and transportation professionals provides for an inclusive, representative, and equal opportunity for two-way communication resulting inappropriate action that reflects this public involvement. Environmental Justice Analysis (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 EJ Analysis 2021 and to assist in the identification of potential needs and issues to be further addressed in the Coordinated Plan 2021-2024 update. Outreach efforts included in-person public events, a questionnaire (both digital and paper), and interagency engagement presentations. Public Outreach for the EJ and Coordinated Plan were conducted jointly due to the overlap of the selected populations, the similar public outreach requirements for each update, and concurrent timelines for each planning efforts.

In-person public events were conducted throughout the MPA. Events were selected based on potential attendance of the public, accessibility to all modes of mobility, and areas of need identified by the Greatest Needs Analysis completed in the EJ Analysis 2021. Three events were located in Oneida County in high need areas, and took place at the Oneida County Public Market in Utica on 8/14/21, the Whitesboro Farmers Market on 8/30/21, and the Utica Farmers Market on 9/1/21. The public event attended in Herkimer County was Local Fresh Thursdays in Little Falls on 9/2/21. Over 45 attendees were engaged during Outreach events.

IDENTIFIED NEEDS AND ISSUES THROUGH PUBLIC OUTREACH

Initial data from the EJ Analysis 2021 was presented on large format boards for public review and comment. Attendees were asked to fill out comment cards to formally submit their feedback. Paper surveys and QR codes linking visitors to a digital format of the survey were provided. The QR code was printed on a small business card-sized paper, so attendees could complete the survey later, or share it with others.

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

THE OUTCOME OF PUBLIC OUTREACH

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

VI. Unmet Transportation Needs

HOCTC has reviewed the transportation-related comments from surveys, round-table discussions, committee meetings, public outreach events related to the update of the following documents: the 2020-2040 LRTP: Going Places, the SWA for TBTC, and prior Coordinated Plan updates. HOCTC found that the summary of those transportation needs confirms the TCC's list of transportation needs.

Therefore, the 2021-2024 Coordinated Plan update reaffirms the Transportation Needs from the prior Coordinated Plan. It also focuses and further prioritizes the list to move forward in a post-pandemic environment.

TCC Members' Transportation Needs List

Improve public transit connectivity among private & public operators. This could reduce or better focus the need for shared vehicles & sharing of non-medical transportation services. There is a need for an integrated multi-modal system.

Develop adequate & accessible transportation in rural areas. Remote locations may be better served with coordinated routing & sharing of resources.

Increase coordination with medical services & develop a Coordinated Non-Emergency Transportation System. This would coordinate transportation for patients to/from hospitals & off-site medical facilities, doctor offices, skilled nursing facilities, assisted living facilities, to & from surgical procedures, dialysis, chemotherapy & rehab services, etc...

There is an overwhelming need for reasonably priced & reliable medical transportation services. Patient transport is a major challenge. Hospitals in the area tend to rely on taxi services very often due to a lack of good medical transportation services.

Improve recruitment & marketing of volunteer drivers for transportation services to serve the significant population of frail elderly in the MPA for medical, social, personal, & quality of life needs (shopping, visiting relatives, personal care, etc.)

Explore & expand community partnerships using community-use agreements for DOT-funded vehicles with assisted living, residence-skilled nursing facilities, human service agencies, & apartment buildings where the elderly & persons with disabilities live & receive services.

Consolidate transportation across agencies, and/or sharing of resources such as vehicles, drivers, & other transportation-related services. Working together to train drivers to allow for a sharing of costs & an expansion of available resources.

Increase the active transportation-related partners for this committee, which would help to understand & would help in craft mobility options & solutions unique to the MPA.

Identify service centers, resources, & housing that needs to be connected to the transit network.

Assess transportation destinations to find the highest prevalence service destination (i.e. is it medical needs, groceries, social centers, etc.) and create focus groups with those most visited service categories to improve understanding of actual needs.

An organized scheduling system involving the current availability of transportation from organizations could be developed.

Consolidate bus maintenance facilities, contracting out vehicle maintenance, cleaning, and fueling thus saving substantial dollars & eliminating duplication of services.

VI. Strategies and Priorities for Implementation

Strategies

HOCTC staff will continue to build and strengthen transportation-related partnerships to improve coordination and mobility services in the two counties.

The 2021-2024 Coordinated Plan will be used by the TCC as a guide to working towards the goals of the plan by taking action steps to implement the priorities. The plan will stand to meet the requirements for the NYSDOT administered Section 5310 application process. The Section 5310 project listing in the appendix of the plan, will be annually updated through a solicitation by HOCTC to TCC members for anticipated Section 5310 projects for the upcoming year. The TCC members will continue to provide input and guidance to HOCTC for transportation-related planning projects.

Priorities For Implementation

The 2021-2024 Coordinated Plan continues to hold the following priorities at its core and in all implementation activities of the plan

1 ORGANIZATIONAL & VISIONARY

This will be accomplished through the continuation of the TCC, facilitated by HOCTC.

- Encourage networking and foster agency partnerships to improve coordination.
- Foster and support innovative ways to address unmet needs and redundancies.
- Grow membership to include colleges and more human service agencies.
- Keep the membership informed of funding opportunities, HOCTC activities, MM project updates, NYSDOT and federal requirements, and any transportation initiatives.

2 CONSUMER-FOCUSED SERVICES

HOCTC continues the holistic approach of MM to improve the delivery of transportation services in the MPA, enhancing the quality of life for people of all ages, abilities, and income levels.

- Use available federal and state funding more efficiently, and leverage additional funding for a stable continuation of services.
- Expand transportation mobility services to assist people in getting to medical care, shopping, employment, and social activities.

- Encourage cooperation and coordination among local and regional transportation providers.
- Generate potential ideas for efficiencies in operation that can lead to an increased level of service.
- Monitor the feasibility of translating all transportation documents into multi-language translations using Google Translate or the Center (formerly the Mohawk Valley Resource Center for Refugees).

3 OPERATIONAL

HOCTC will continue to work with public transit operators to extend transit service to the rural areas of Oneida County.

- Develop a plan to market transit services.
- Review potential for urban and rural service coordination to expand the public transit network.
- Review urban and rural service routes and ridership with operators every quarter.

4 CURRENT RESOURCES

Maintain a current inventory of transportation service providers and their assets.

- Inventory and assess current transportation providers in the MPA.
- Develop a resource for transportation planners and agencies of assets that may be available to be shared.
- Address resources that exist within the public, private, agency, and educational domains to determine the appropriateness of sharing resources.

Appendix

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities: 2022 Project List

Appendix 1

2022 Section 5310 Project List
Enhanced Mobility of Seniors and Individuals with Disabilities

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1. Agency: **Senior Citizens Council Rome New York, Inc.**
(dba: Copper City Community Connection)

Requesting: Requesting one (1) 12 or 15passenger with one (1) wheelchair slot minibus/vehicle to meet our transportation needs in 2022. A wheelchair vehicle will allow the Center to be more responsive to the needs of our members and reduce the expenses of an aging vehicle.

Project Description: Copper City Community Connection has been in operation since 1959 serving the elderly of Rome New York and the surrounding areas. We offer many events and activities during the day and evenings to support and encourage seniors in Oneida County to be engaged in the community avoiding the loneliness and isolation that so often accompanies the aging process. The support of senior centers in our communities is the first line of defense in preventing more costly supports such as nursing homes.

Copper City Community Connection provides a social model adult daycare program for individuals with Alzheimer's, dementia, and other cognitive impairments. This program offers individuals active cognitive training and social stimulation to minimize the impact of their conditions. The social adult day care program also affords the care provider with the freedom to work and/or take care of personal errands such as personal health, banking, shopping, etc. One of the supports offered through our social model adult daycare program is transportation.

Currently, individuals or families must either drive themselves to the Center, we use private transport providers, and we use a 12-passenger van owned by CCCC. The cost of transporting individuals living beyond the Rome City limits is 14% of the operating expenses of the organization. Seniors attending the social model adult daycare program are provided transportation by outside contractors, which is very expensive especially when the senior uses equipment such as a wheelchair often so costly that we cannot accept them for services. The agency does have a 12-passenger van that is used to transport many of the participants in the daycare that is ambulatory. The van is a 2013 and not accessible for anyone with any type of ambulation difficulty. It is not safe for participants that need assistance or use adaptive equipment.

Coordination Efforts: The Copper City Community Connection is the only freestanding social adult day program in Oneida County. We are not affiliated with other facilities such as nursing homes however a vehicle would allow us to join in events and activities with other social model programs in Oneida County. The Vehicle will also allow us to take field trips with our participants something they have never done because transportation has not been available for individuals with ambulatory challenges. The Vehicle will allow us to visit the other social model programs meeting more friends and increasing our socialization efforts. Transportation will allow the Center to coordinate more with other senior community centers allowing more seniors in Oneida County to avail themselves of the offerings of the Copper City Community Connection.

Funding Comments: Copper City Community Connection has never received funding from Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. The operating costs associated with the vehicle will be covered by the savings we anticipate from the discontinuation of some if not all of the private vendors and the increase in attendance of members and participants due to the increase in transportation.

Contact Information: Susan Streeter, Executive Director
305 E. Locust Street
315-337-8230 sstreeter@coppercitycomunityconnection.com

2. Agency: **Herkimer County Chapter of NYSARC, Inc.**

Requesting: Herkimer County Chapter of NYSARC, Inc. will be applying for (3) Type IV or Lot K replacement buses in 2022. These buses will be used to transport individuals with intellectual or developmental disabilities within Herkimer County.

Project Description: Herkimer County Chapter of NYSARC, Inc. buses are used to transport individuals with intellectual or developmental disabilities within Herkimer County The buses that will be requested will be replacing buses that have been used beyond their useful life and will be operated primarily in the villages of Dolgeville, Little Falls, Poland, Newport, Middleville, Herkimer, Mohawk, Ilion, and surrounding areas.

Coordination Efforts: To address the coordination aspect, we provide transportation for individuals to various programs within Arc Herkimer as well as other employers and day program providers within Herkimer County. We also encourage individuals, who can do so, to ride the public transportation line that is available through the valley. Currently, we have available seating on the route coming from the area of Richfield Springs and the Newport / Middleville area and welcome the opportunity for other providers to contract with us for transportation from those areas and possibly others.

Funding Comments: Herkimer County Chapter of NYSARC, Inc. will be applying for Section 5310 funding once the application becomes available therefore would like to be included in the Herkimer / Oneida Counties Coordinated Transportation Plan update. As far as we know now, our scope of service and ridership should remain consistent over the next several years therefore we will not be requesting funding for any additions to our fleet, only replacements for vehicles that have exceeded their useful life as outlined in Section 5310 guidelines.

Contact Information: Dean Jones, Transportation Director
Arc Herkimer Transportation
P.O. Box 271, Herkimer, NY 13350
315-574-7980
djones@archerkimer.org

3. Agency: **Parkway Center**

Requesting: Parkway Center is seeking operating assistance funds for the continuation of the MM project in Herkimer and Oneida Counties for 2022. Parkway Center has developed a MM program that educates seniors, disabled, and low-income individuals about programs and services that allow individuals to use alternative forms of transportation, to be informed of transportation options where there are limited resources, and to advocate for increased options and partner collaborations.

Project Description: The goal of this program is to help communities and individuals create and manage their mobility options. It is an approach designed and delivering transportation services that starts and ends with the customer. Our key role in this program is to Understand and Advocate; Convene and Facilitate; and, Inform and Connect.

Understand and Advocate: MM begins and ends with a focus on transportation's many groups – current and potential riders; employers, economic development groups and local business associations; human service agencies and their clients; taxpayers and other funders; and local governments. To effectively plan a responsive and sustainable transportation network for all these customers, empathy and an unbiased understanding of their needs, environment, and goals are essential. The more we share our understanding of the customers with our partners, the more we can bring others to support the work of improving mobility options. Transportation is integral to almost all activities that take place within a community. The ability of people to reach needed destinations impacts the viability of businesses, health, and human services, economic development, local government, and more. Being able to articulate this relationship between transportation and success in other sectors is an important step in strengthening support for community transportation options. **(Outreach, Education, Advocacy, Assistance)**

Convene and Facilitate: MM staff cultivate partnerships and create or join collaborative efforts that include transportation providers, planners, and other community stakeholders. (Part of transportation committees, Vision 2020, Livable Communities, Mobility Management Association)

Inform and Connect: All MM activities point toward one goal: connecting customers to the transportation options that are most responsive to their needs. We stay informed about existing community transportation services, sharing that knowledge with customers, and helping customers connect the dots in using all appropriate services. **(Call Center and Outreach)**

The Parkway Center will continue its' MM Services including outreach, education, presentation, travel training, one-click call center, service coordination, referral, advocacy, and continuing the Way2Go program. The Parkway Center will continually update the transportation educational resources and make them available electronically resulting in more access for the resources to be shared among service providers. The project serves seniors, disabled and low-income individuals.

Coordination Efforts: The Mobility Manager has been reaching out to public, private, and nonprofit organizations that provide transportation services throughout Oneida and Herkimer counties.

Funding Comments: Funding will serve as leverage for the continuation of the MM project in Herkimer and Oneida Counties.

3. Agency: **Parkway Center** (Cont'd)

Contact Information:

Kari Johnson
Assistant Director

Parkway Center
220 Memorial Parkway
Utica, NY 13501
Phone 315-223-3973 / Fax: 315-223-3975

4. Agency: **Senior Network Health, LLC**

Requesting: We are requesting for 2022 two Transit XL vans and one twelve-passenger bus that can accommodate two wheelchairs. This request is to meet the overflow demands of the critical service of rising medical transportation requests of customers.

Project Description: Senior Network Health Transportation, as an affiliate of the Mohawk Valley Health System (MVHS) provides transportation for the entities of the system. MVHS is comprised of two acute care hospitals, a two hundred and two-bed skilled nursing facility, an Adult Day Medical Care Program, Senior Network Health a managed long term care plan, a cancer center, a dialysis center, and multiple primary care sites. Senior Network Health Transportation Department provides medical transportation to people who are chronically ill, elderly, and multicultural with prominent language barriers or disabled receiving services within the MVHS that reside in Oneida and Herkimer counties. Without this transportation service, many people would not be able to access the medical care that they require. Our transportation department coordinates all scheduled rides through an integrated software program to optimize the efficiency of our vehicles and drivers. In 2019 Senior Network Health Transportation provided 17,391 one-way rides and unfortunately had to decline 1,249 rides due to the limitation of the fleet and drivers. In 2019-2020 we were awarded funds from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. These funds assist with replacing vehicles currently in the fleet and adding to the fleet. We are requesting for 2021 two Transit XL vans and one twelve-passenger bus that can accommodate two wheelchairs so that we can continue to provide this vital service.

Coordination Efforts: Senior Network Health is a member of the Transportation Coordination Committee. We participate in the Oneida and Herkimer County Emergency Preparedness Coalition and coordinate transportation throughout all of Mohawk Valley Health System.

Funding Comments: Senior Network Health has supplemented the necessary funds provided from the 2019-2020 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program grant and will continue to be able to supplement monies if granted funding is awarded in 2021.

Contact Information: Sara Miller
1650 Champlin Ave
Utica, NY 13502
Phone: 315-624-4513
Email: Smiller4@mvhealthsystem.org

Survey Instrument

Transportation Needs Survey

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

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

1. In which county is your primary residence?

1	Herkimer County
2	Oneida County
3	Another county

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

_____

3. Which best describes your age?

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

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

1	Yes
2	No
3	Prefer not to say

5. Which best describes your race?

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

6. Which best describes your yearly household income?

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

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

1	Yes
2	No
3	Prefer not to say

8. Which type of area do you live in?

1	City/Urban
2	Suburban
3	Country/Rural

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

Select one per row.

		Daily	*Weekly*	*Monthly*	*Never*
1	Cities/Urban areas	1	2	3	4
2	Suburban areas	1	2	3	4
3	Country/Rural areas	1	2	3	4

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

Select one per row.

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

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

Select one per row.

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

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

Select one per row.

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

13. What is your primary mode of transportation?

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

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

Select one per row.

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

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

Select one per row.

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

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

Please limit your response to 50 words or less.

_____

_____

_____

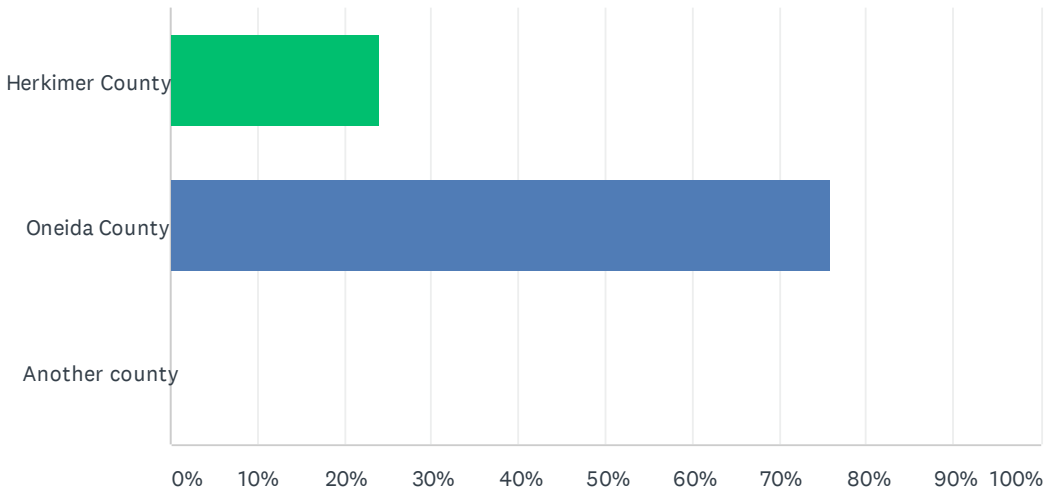
_____

_____

Summary of Survey Responses

Q1 In which county is your primary residence?

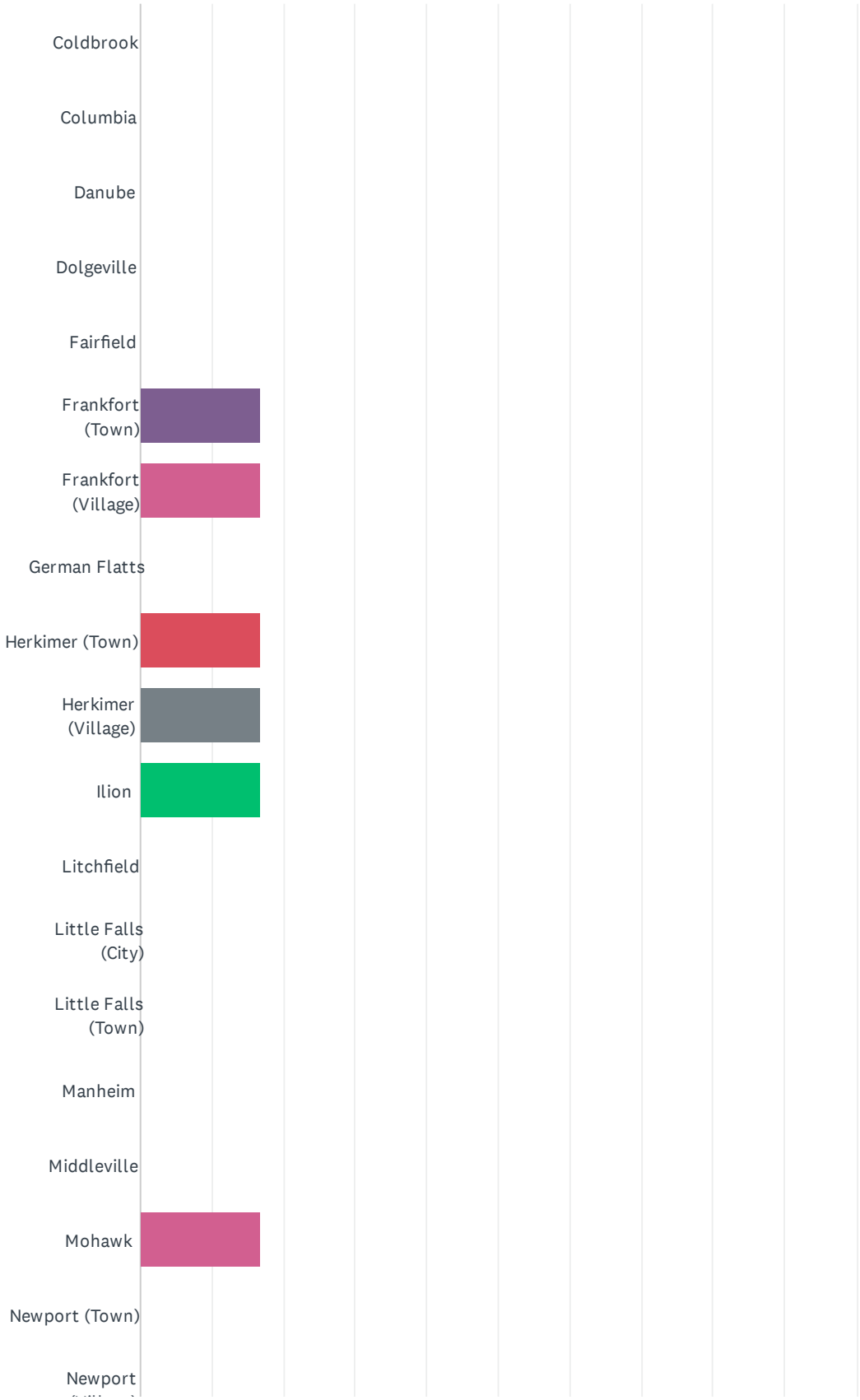
Answered: 25 Skipped: 0

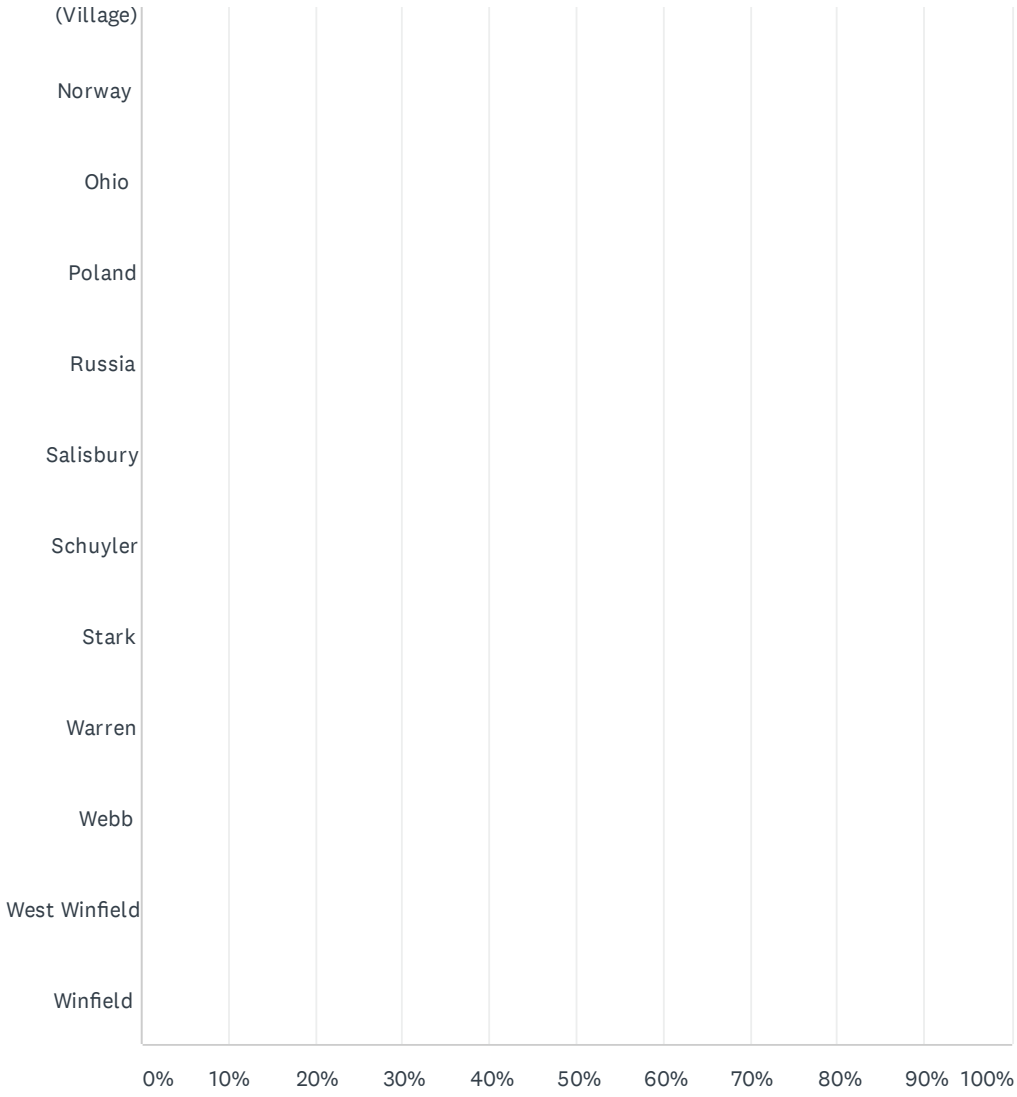


ANSWER CHOICES	RESPONSES	
Herkimer County	24.00%	6
Oneida County	76.00%	19
Another county	0.00%	0
TOTAL		25

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

Answered: 6 Skipped: 19

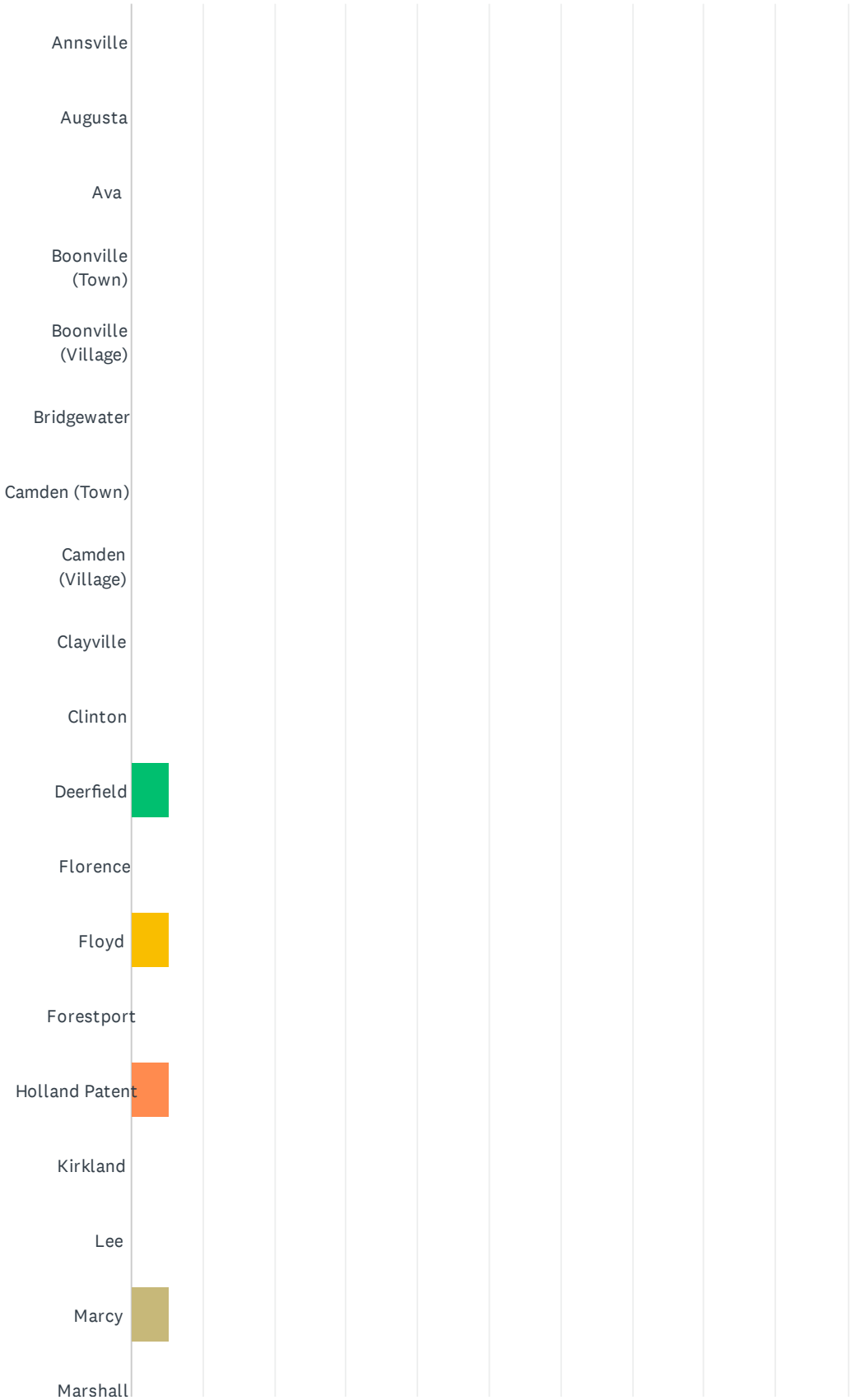


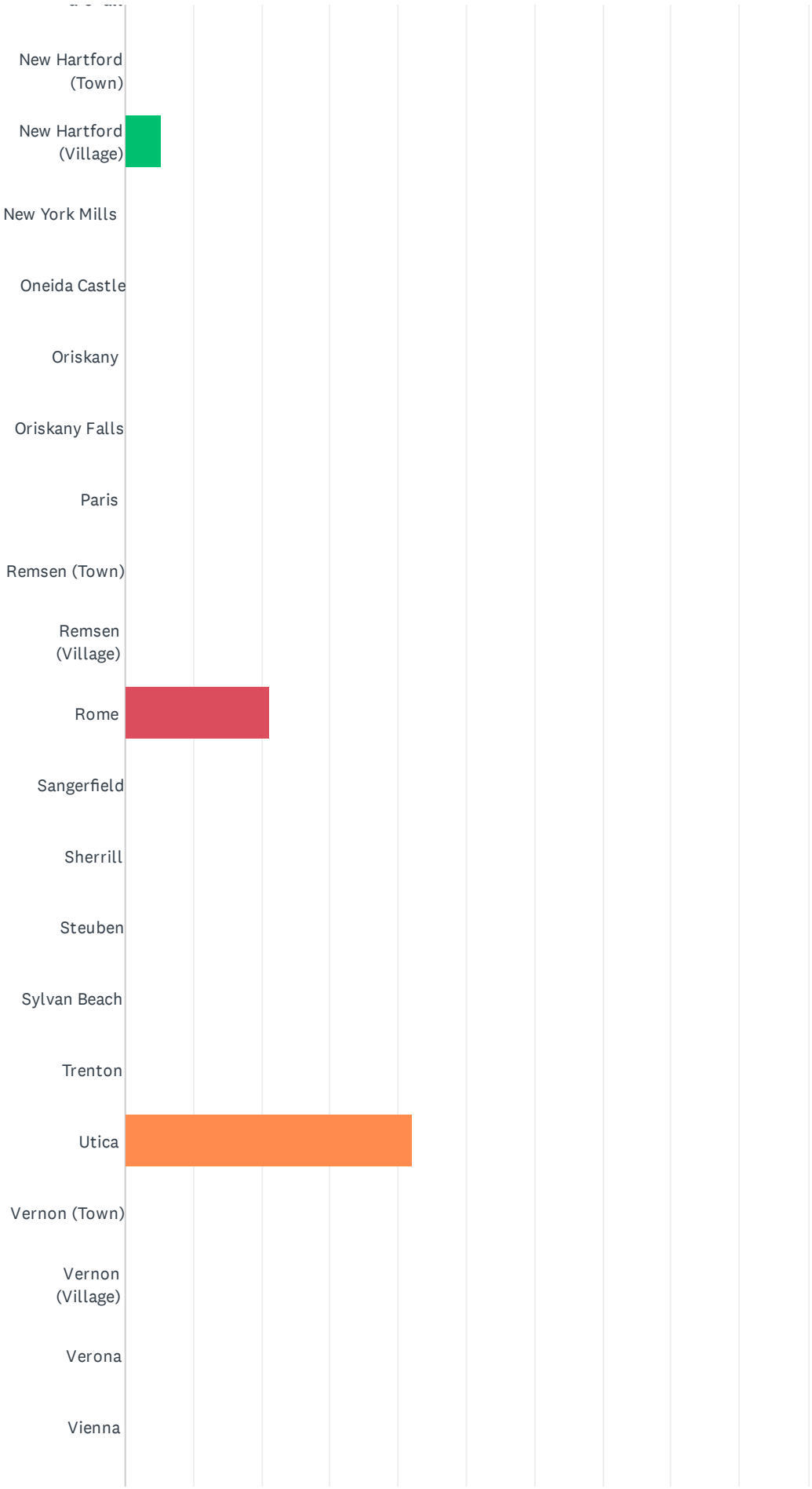

(Village)
Norway
Ohio
Poland
Russia
Salisbury
Schuyler
Stark
Warren
Webb
West Winfield
Winfield
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

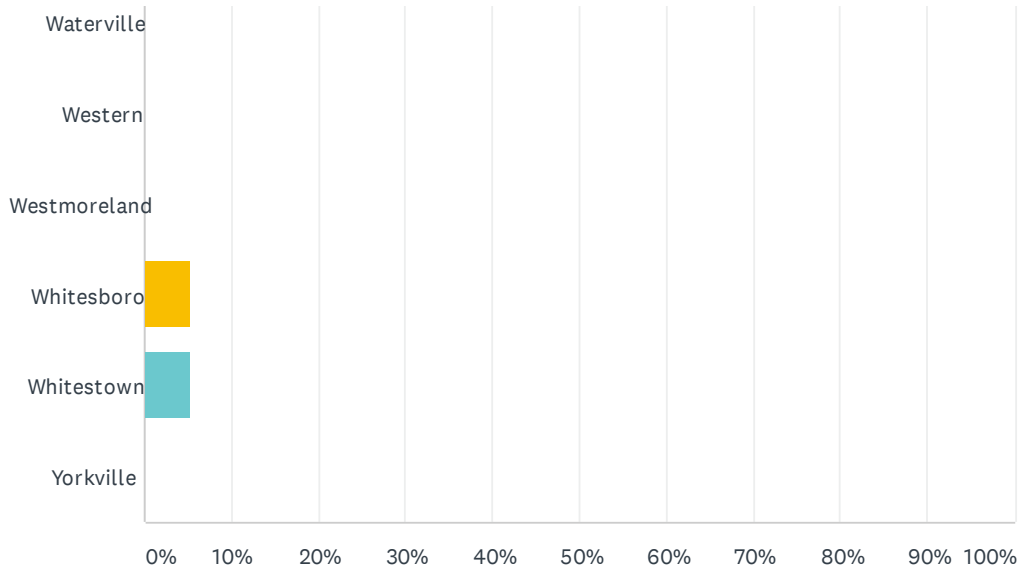
ANSWER CHOICES	RESPONSES	
Coldbrook	0.00%	0
Columbia	0.00%	0
Danube	0.00%	0
Dolgeville	0.00%	0
Fairfield	0.00%	0
Frankfort (Town)	16.67%	1
Frankfort (Village)	16.67%	1
German Flatts	0.00%	0
Herkimer (Town)	16.67%	1
Herkimer (Village)	16.67%	1
Ilion	16.67%	1
Litchfield	0.00%	0
Little Falls (City)	0.00%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

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

Answered: 19 Skipped: 6




New Hartford (Town)
New Hartford (Village)
New York Mills
Oneida Castle
Oriskany
Oriskany Falls
Paris
Remsen (Town)
Remsen (Village)
Rome
Sangerfield
Sherrill
Steuben
Sylvan Beach
Trenton
Utica
Vernon (Town)
Vernon (Village)
Verona
Vienna

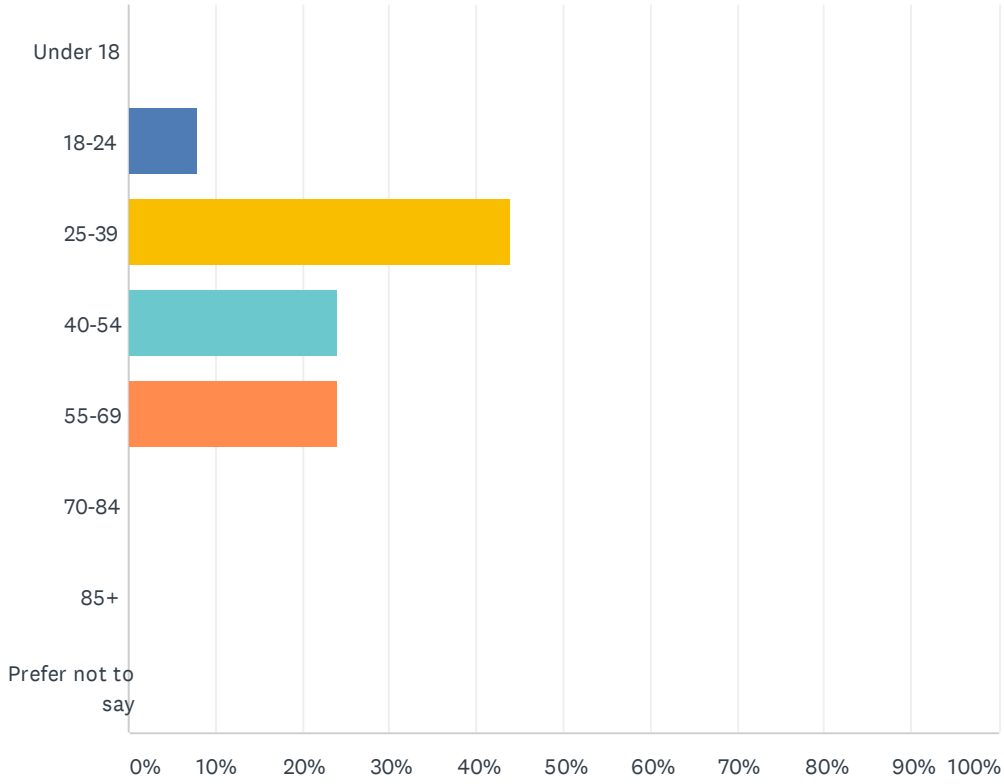

Waterville
Western
Westmoreland
Whitesboro
Whitestown
Yorkville
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

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

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

Q4 Which best describes your age?

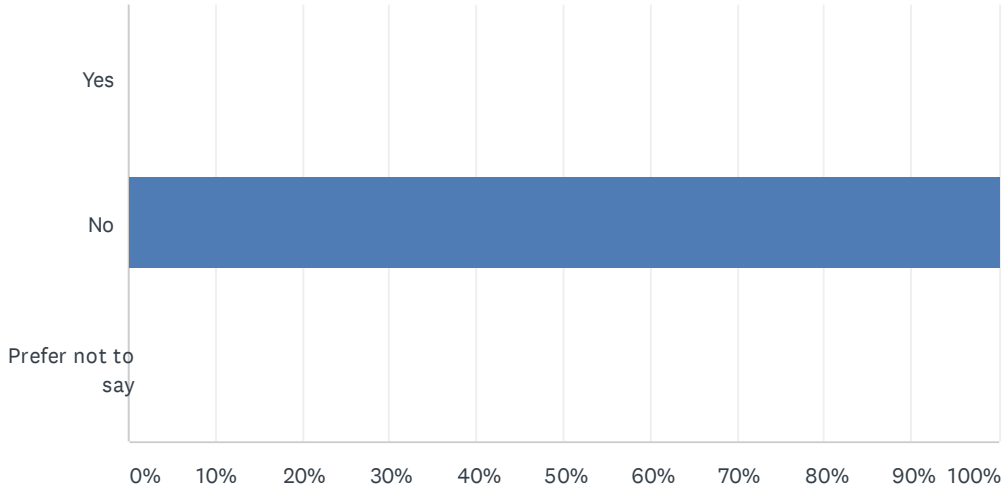
Answered: 25 Skipped: 0



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

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

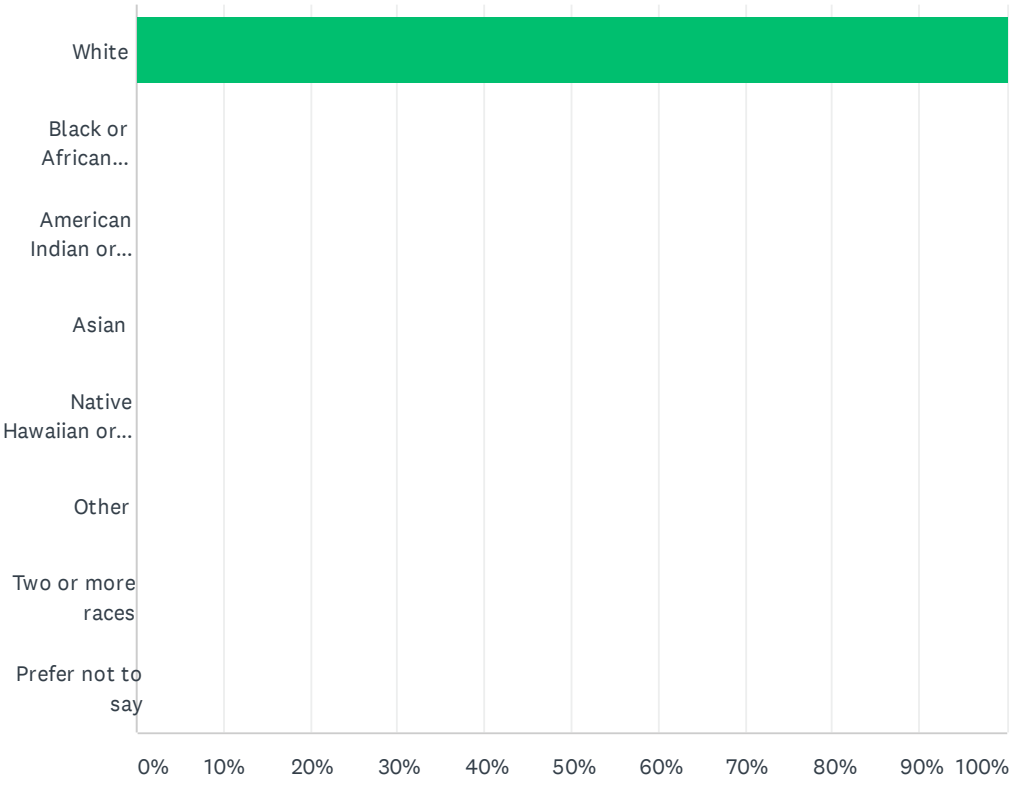
Answered: 25 Skipped: 0



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

Q6 Which best describes your race?

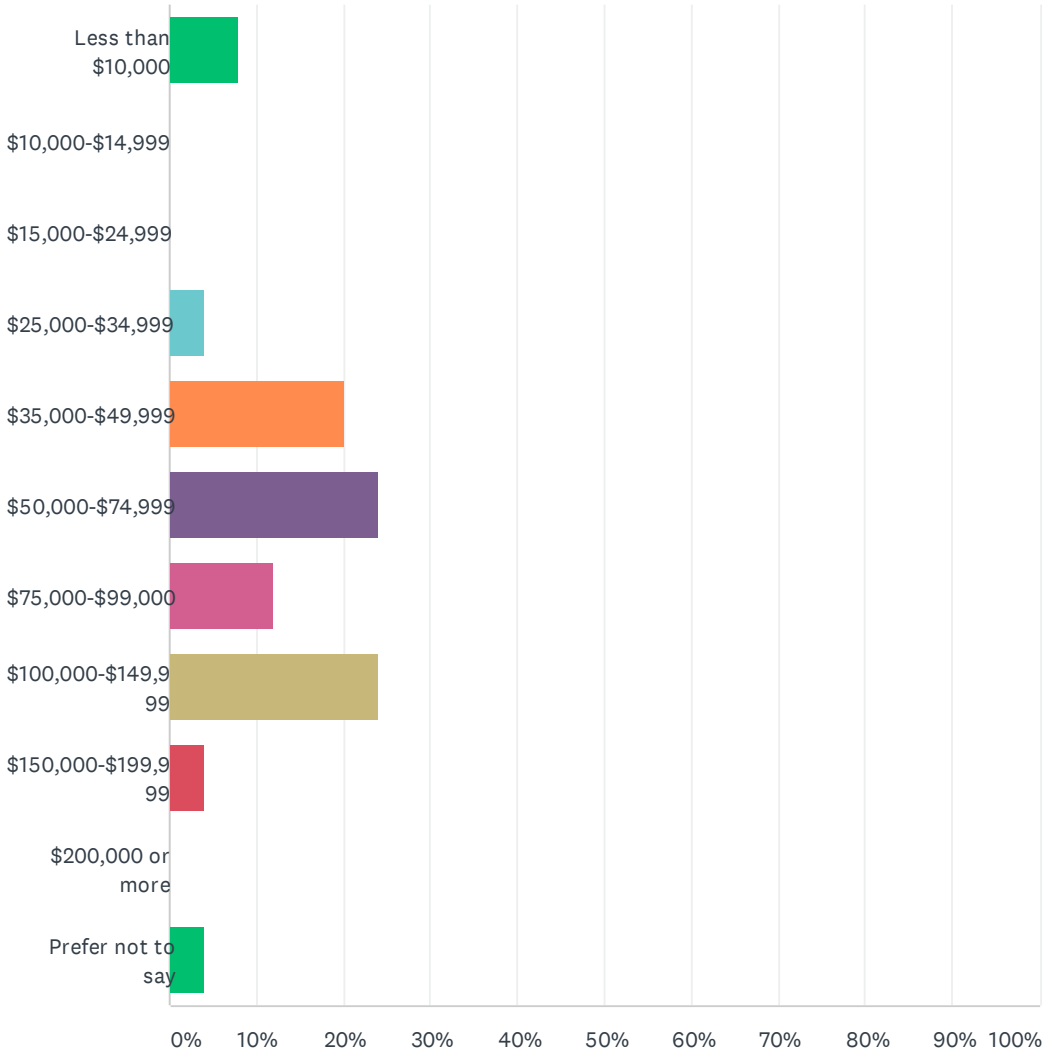
Answered: 25 Skipped: 0



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

Q7 Which best describes your yearly household income?

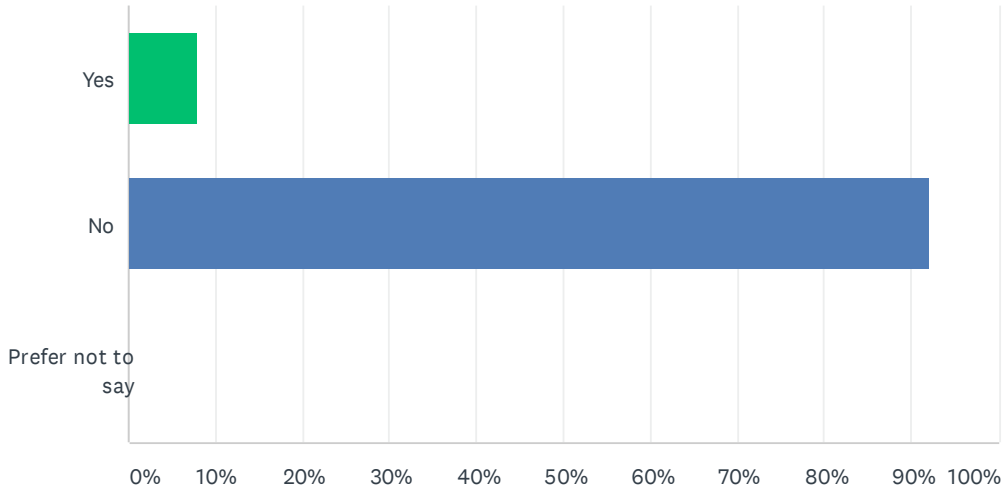
Answered: 25 Skipped: 0



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

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

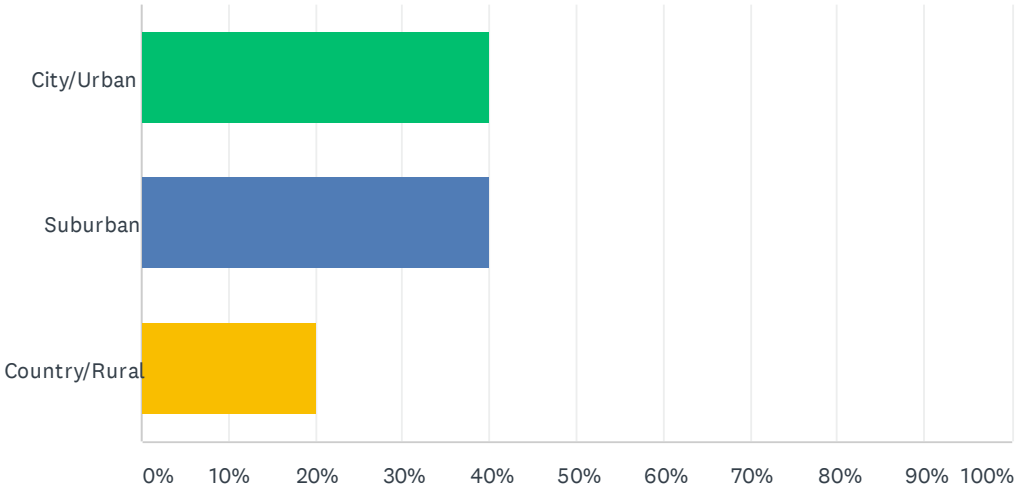
Answered: 25 Skipped: 0



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

Q9 Which type of area do you live in?

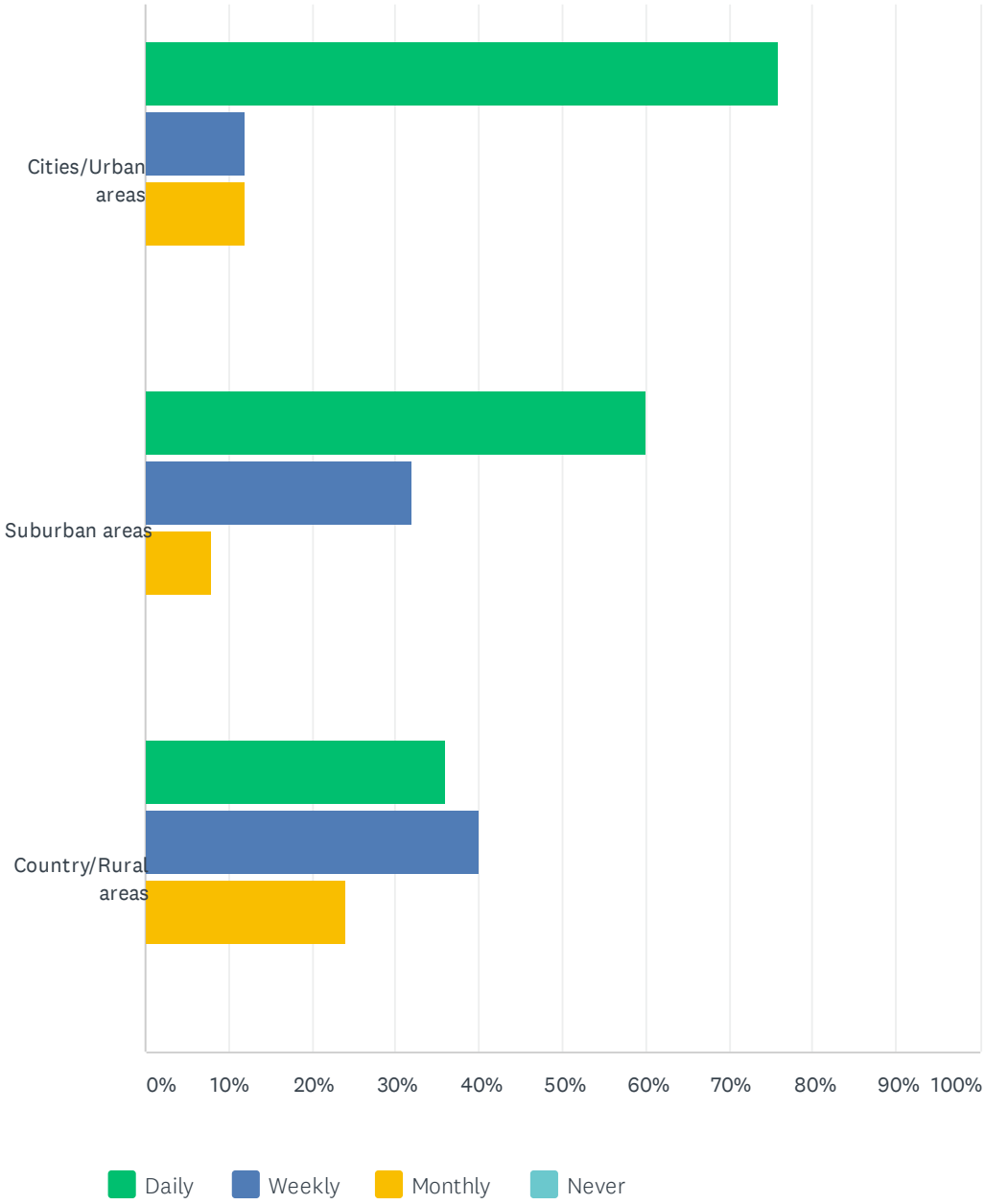
Answered: 25 Skipped: 0



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

Q10 How often do you travel to the following areas?

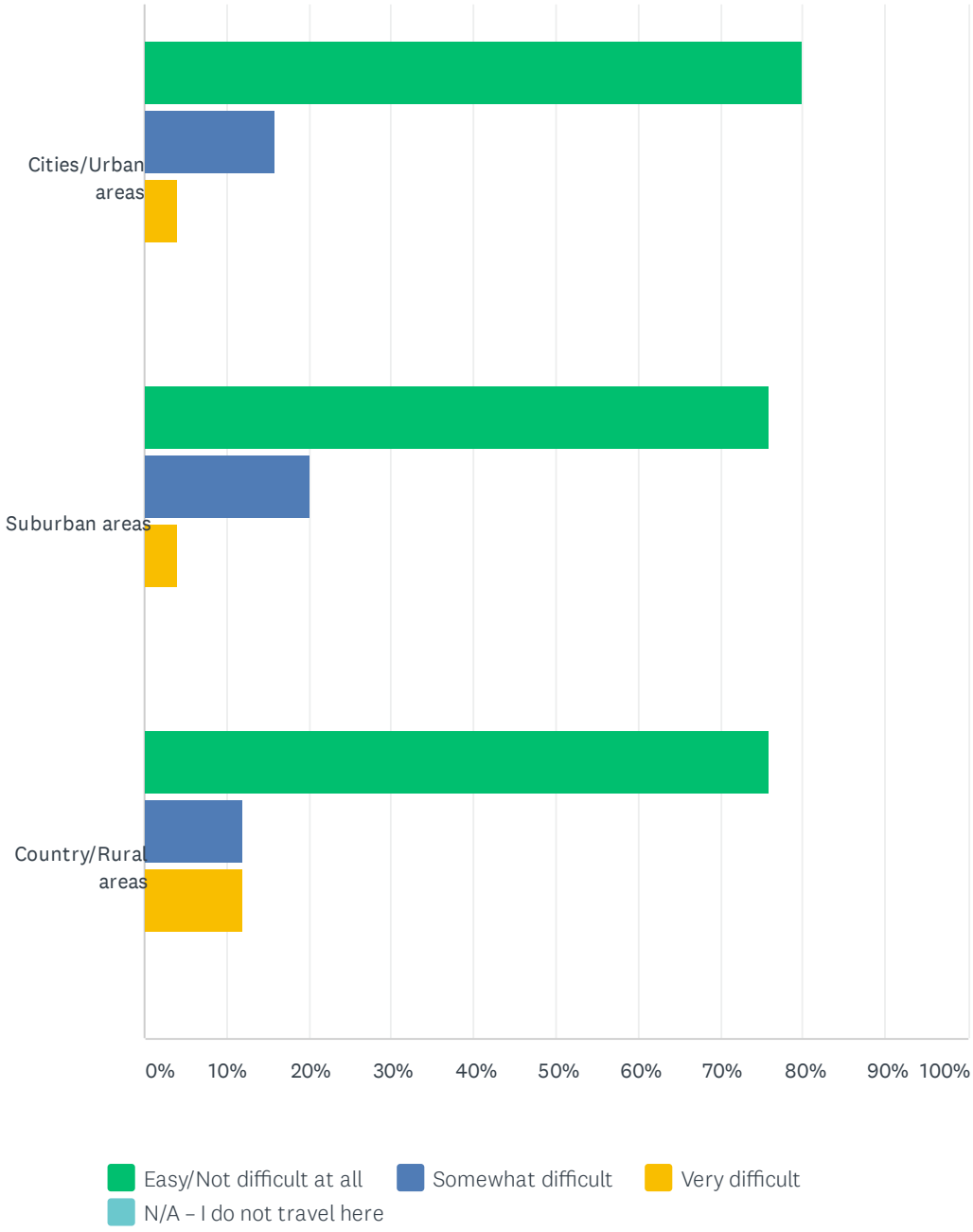
Answered: 25 Skipped: 0



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

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

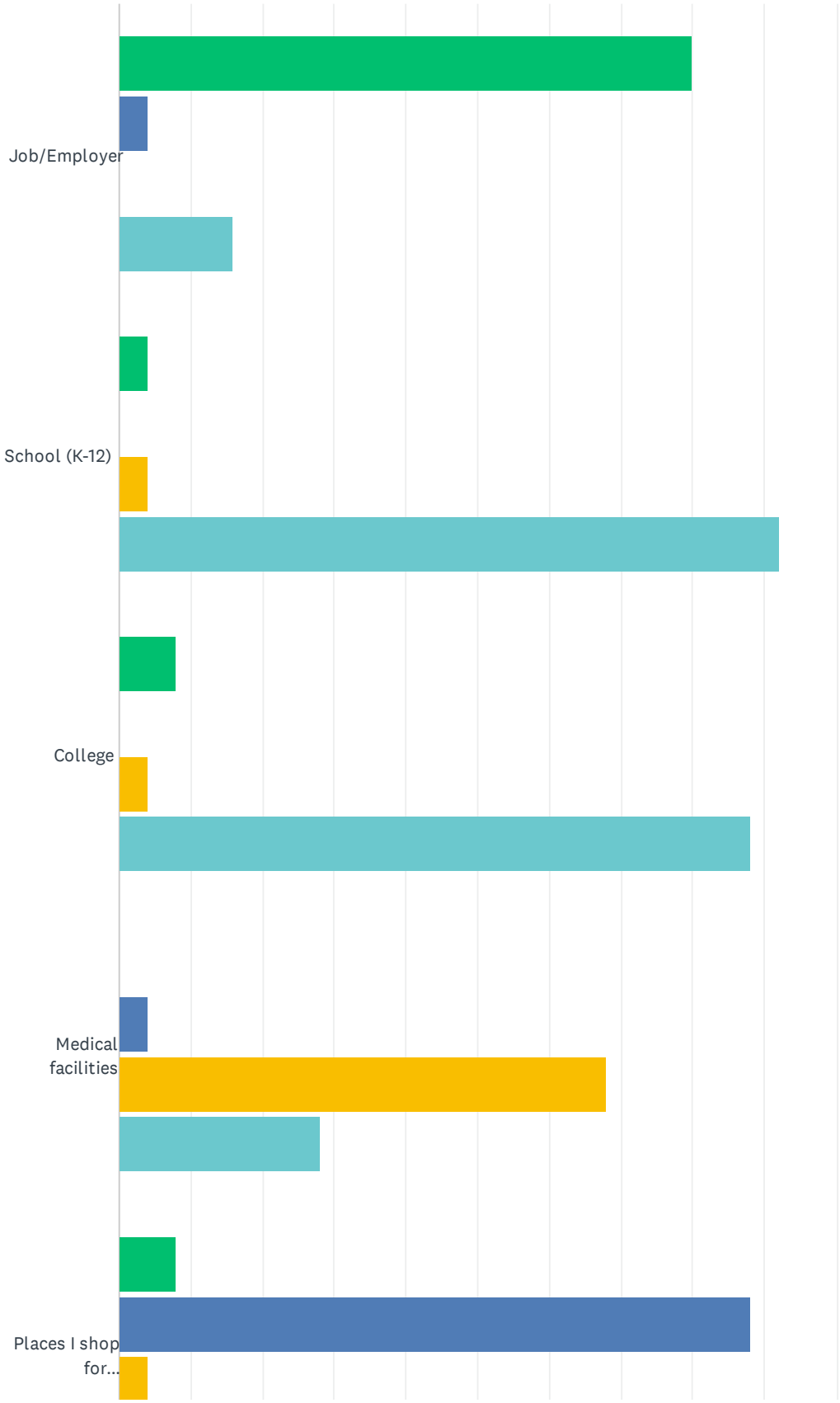
Answered: 25 Skipped: 0

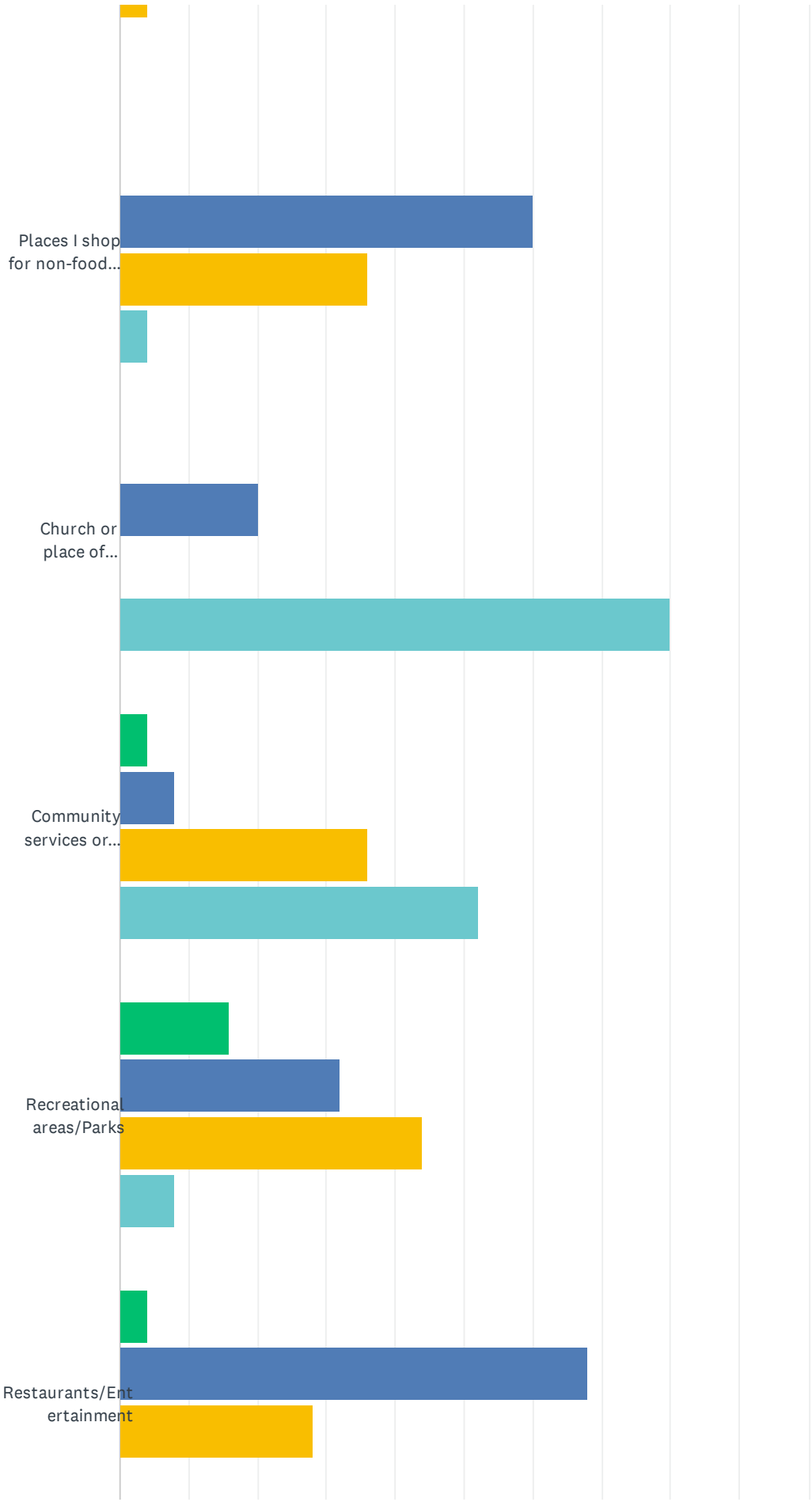


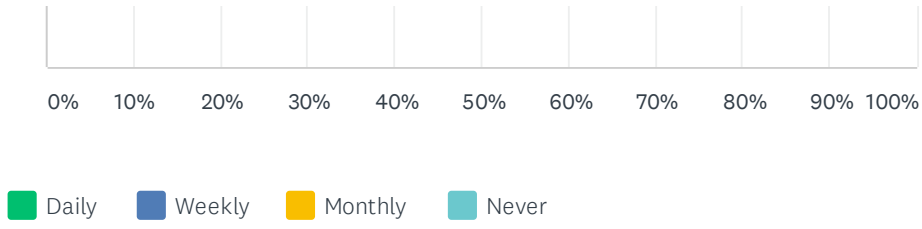
	EASY/NOT DIFFICULT AT ALL	SOMEWHAT DIFFICULT	VERY DIFFICULT	N/A – I DO NOT TRAVEL HERE	TOTAL
Cities/Urban areas	80.00% 20	16.00% 4	4.00% 1	0.00% 0	25
Suburban areas	76.00% 19	20.00% 5	4.00% 1	0.00% 0	25
Country/Rural areas	76.00% 19	12.00% 3	12.00% 3	0.00% 0	25

Q12 How often do you travel to the following places?

Answered: 25 Skipped: 0



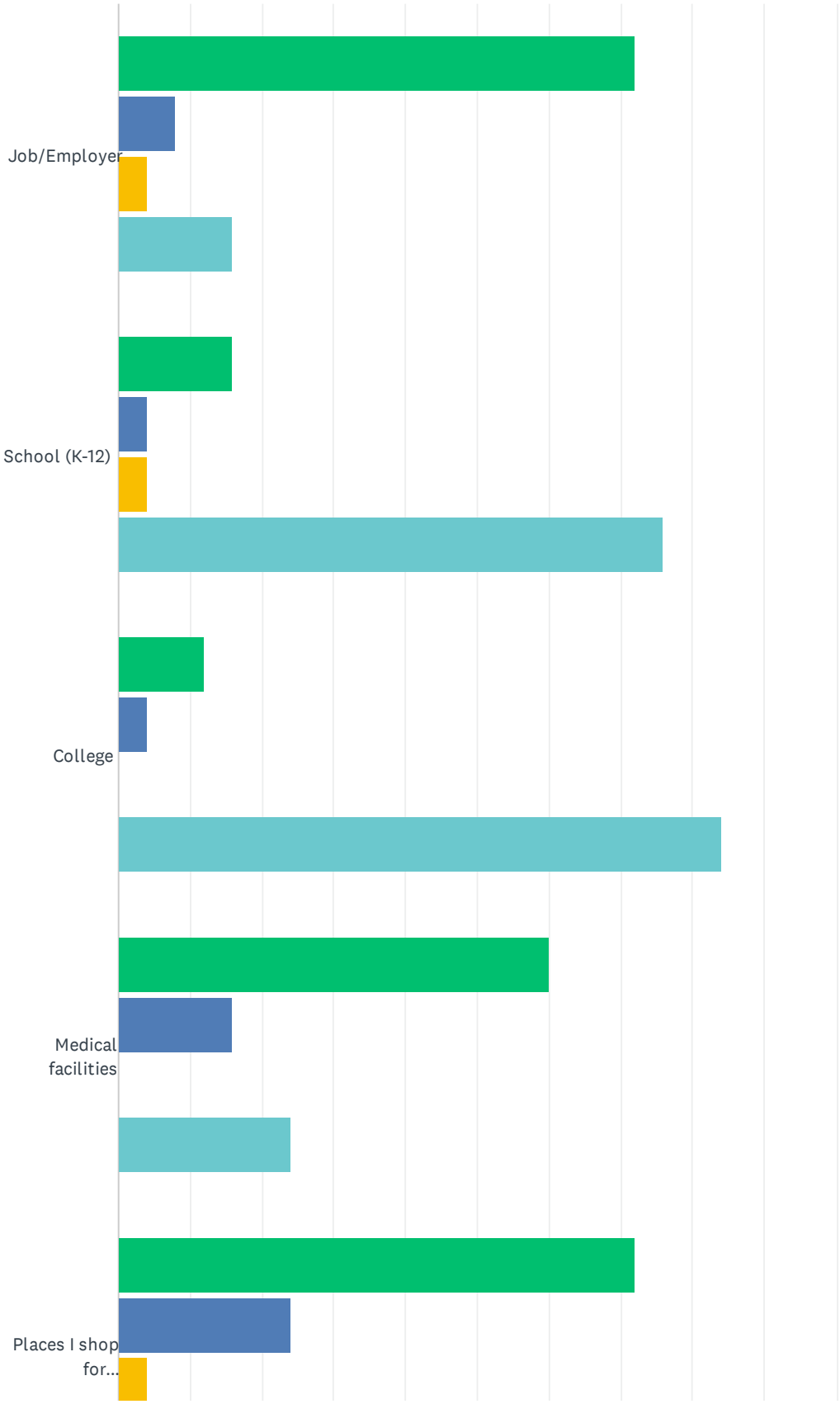

Places I shop for non-food...
Church or place of...
Community services or...
Recreational areas/Parks
Restaurants/Entertainment

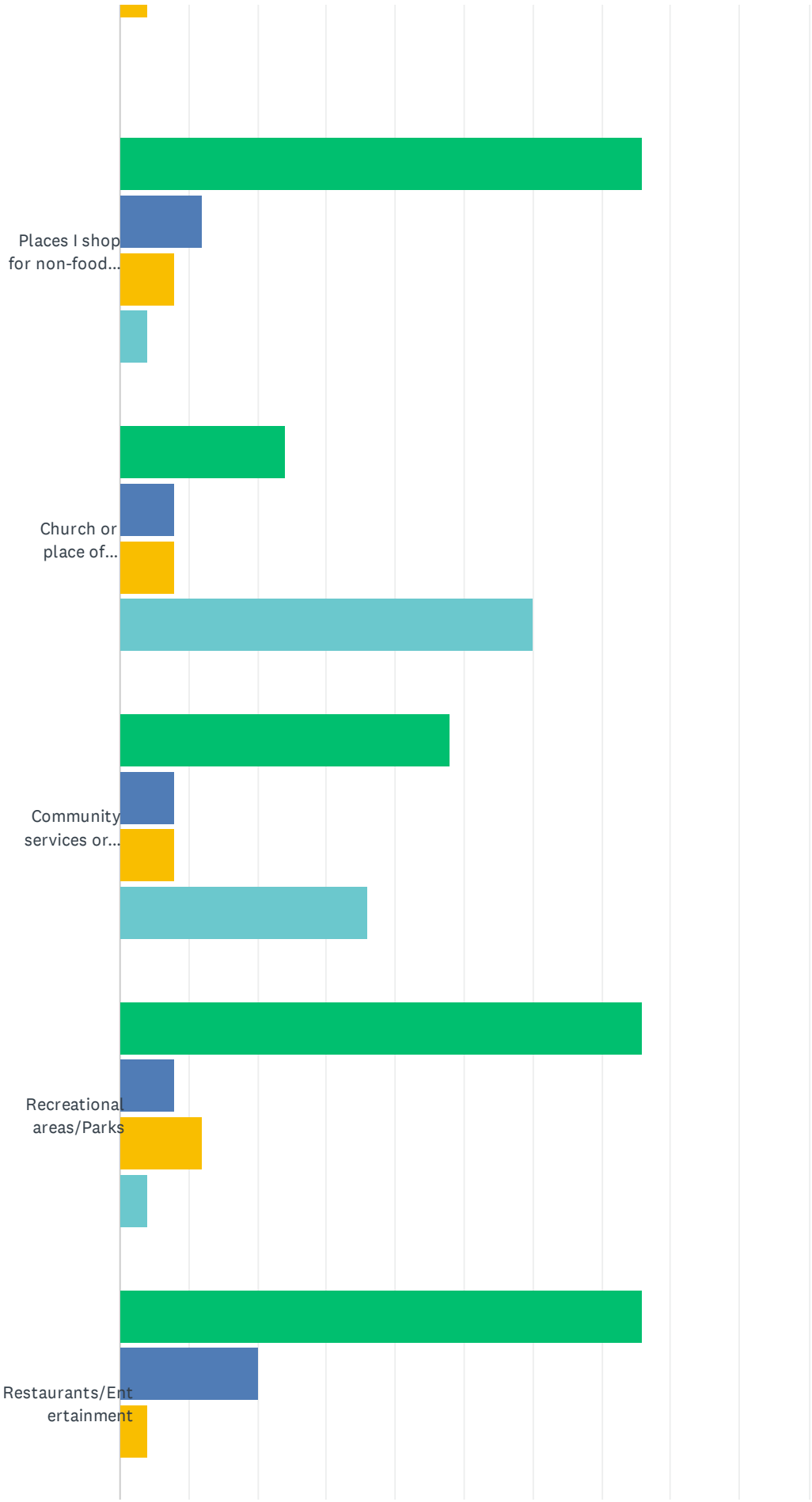


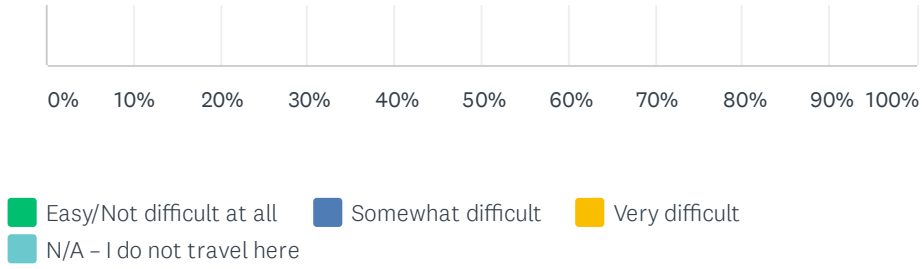
	DAILY	WEEKLY	MONTHLY	NEVER	TOTAL
Job/Employer	80.00% 20	4.00% 1	0.00% 0	16.00% 4	25
School (K-12)	4.00% 1	0.00% 0	4.00% 1	92.00% 23	25
College	8.00% 2	0.00% 0	4.00% 1	88.00% 22	25
Medical facilities	0.00% 0	4.00% 1	68.00% 17	28.00% 7	25
Places I shop for groceries/food	8.00% 2	88.00% 22	4.00% 1	0.00%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

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

Answered: 25 Skipped: 0



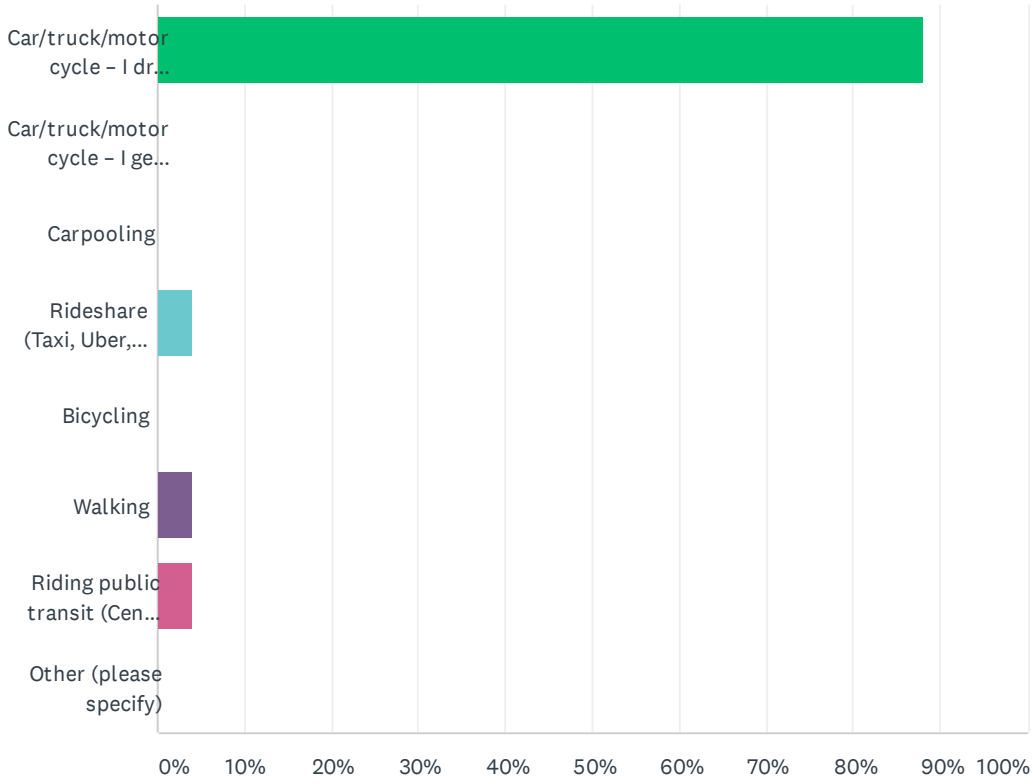

Places I shop for non-food...
Church or place of...
Community services or...
Recreational areas/Parks
Restaurants/Entertainment



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

Q14 What is your primary mode of transportation?

Answered: 25 Skipped: 0

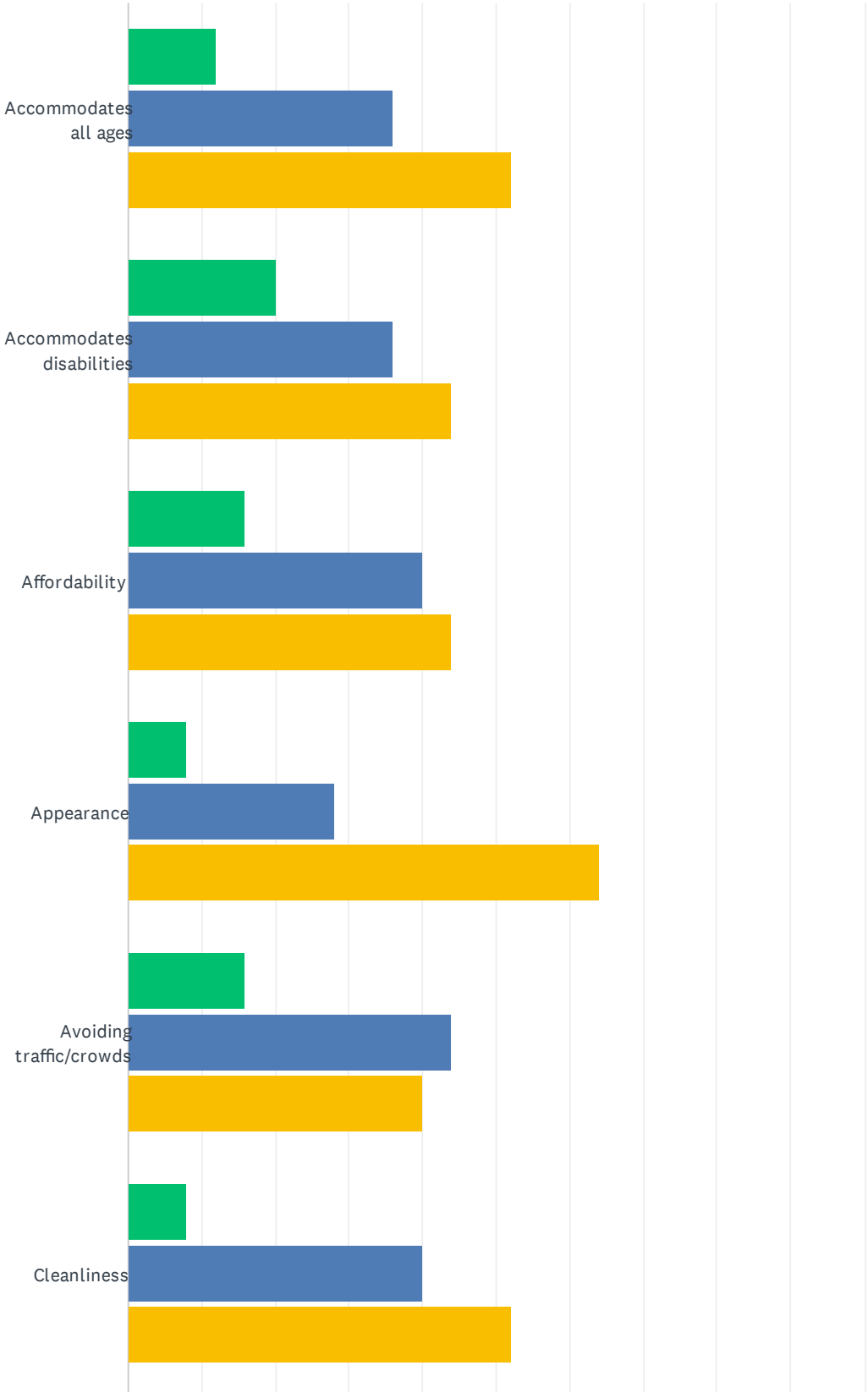


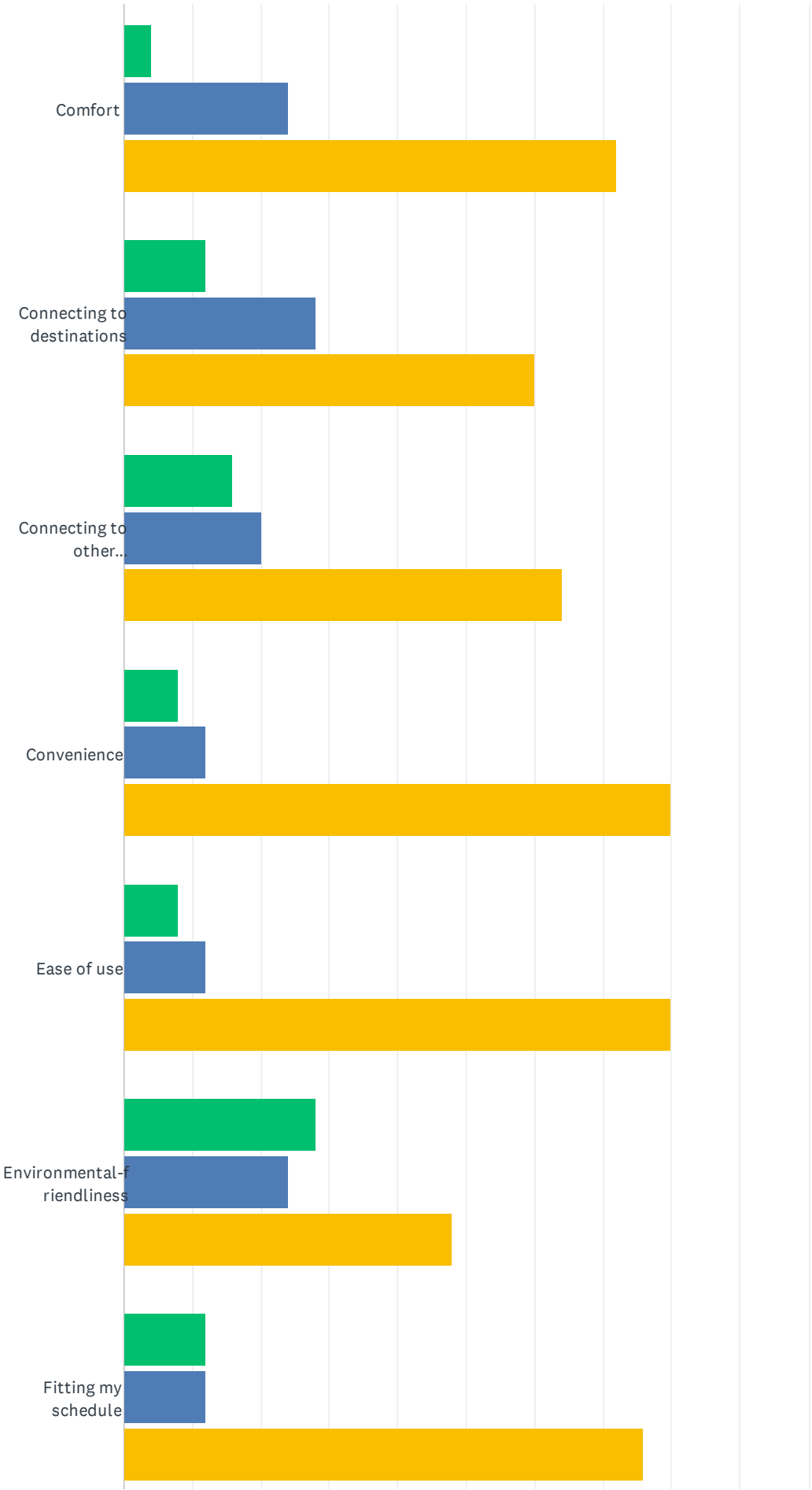
ANSWER CHOICES	RESPONSES	
Car/truck/motorcycle – I drive myself	88.00%	22
Car/truck/motorcycle – I get a ride from friends or family	0.00%	0
Carpooling	0.00%	0
Rideshare (Taxi, Uber, Lyft, etc.)	4.00%	1
Bicycling	0.00%	0
Walking	4.00%	1
Riding public transit (Centro Bus, other bus/shuttle)	4.00%	1
Other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

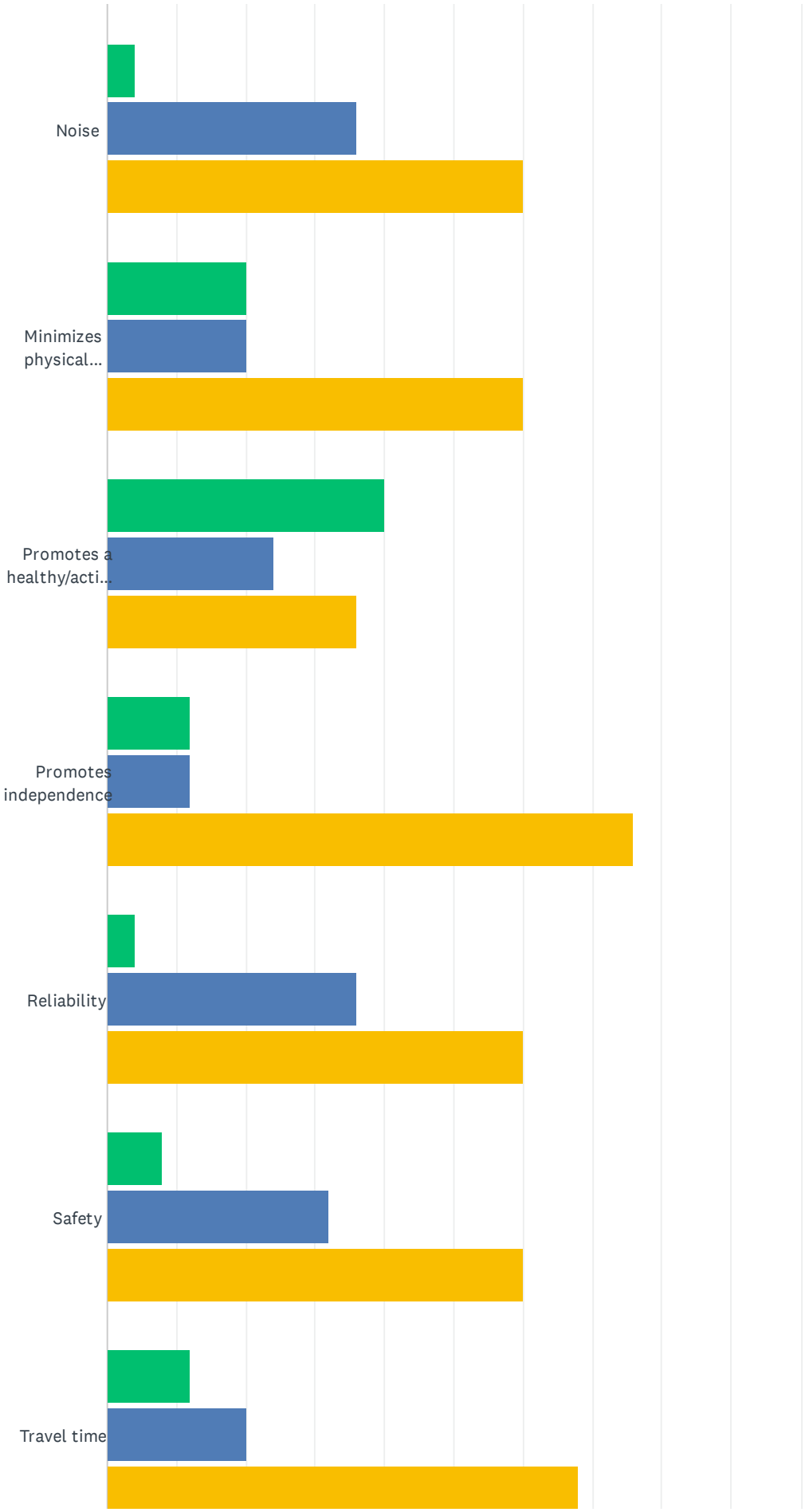
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

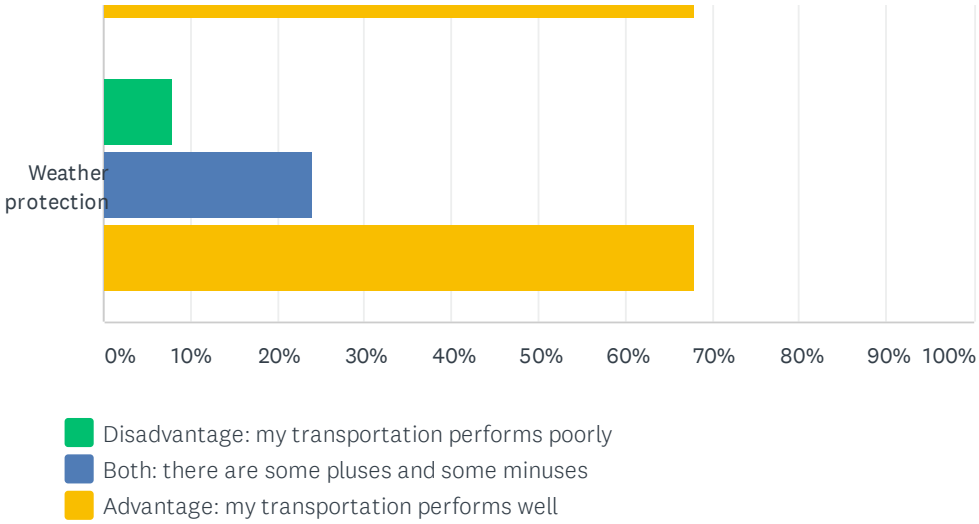
Q15 Based on your personal experiences, how does your primary mode of transportation perform in each category?

Answered: 25 Skipped: 0




Comfort
Connecting to destinations
Connecting to other...
Convenience
Ease of use
Environmental-friendliness
Fitting my schedule

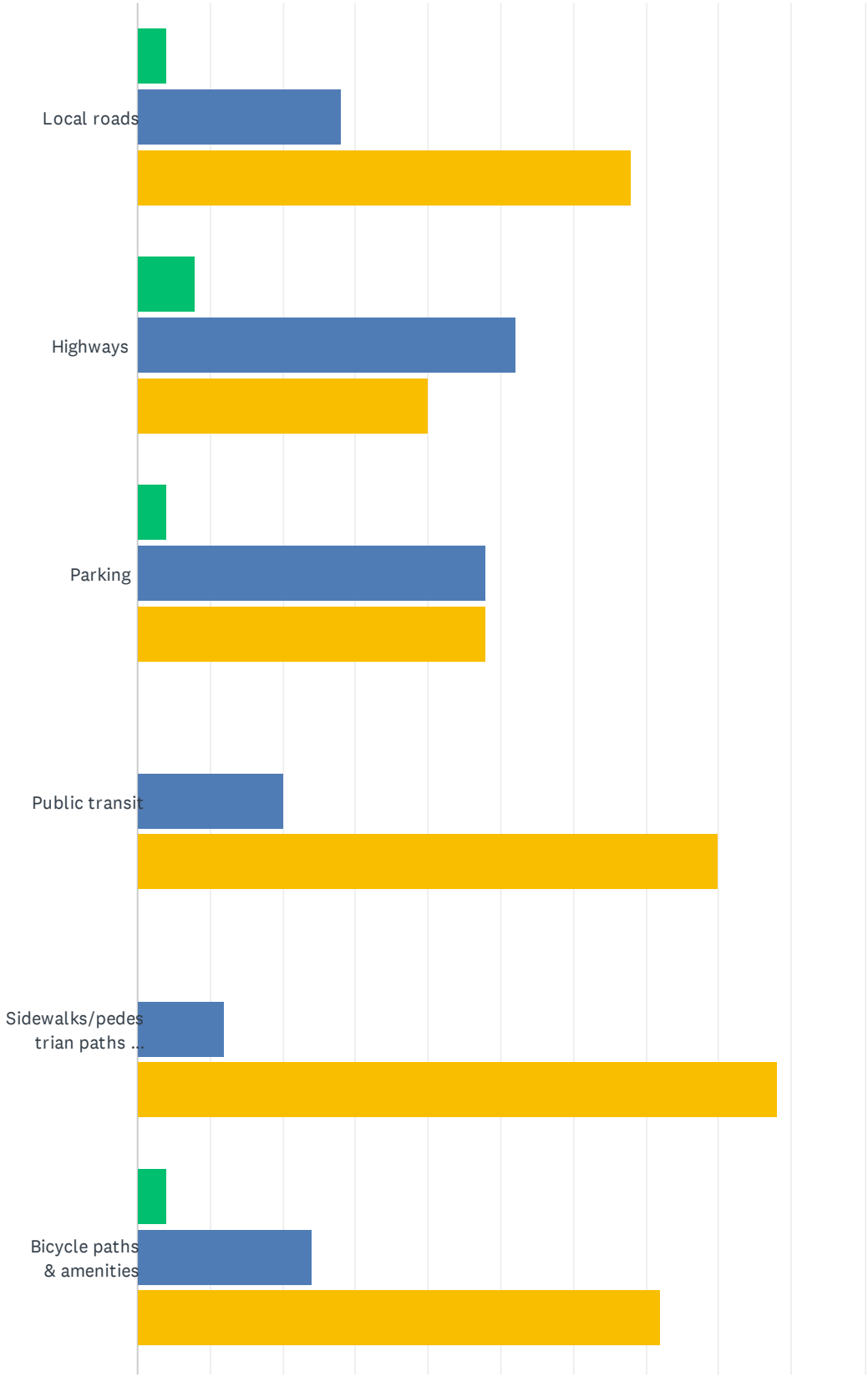

Noise
Minimizes physical...
Promotes a healthy/acti...
Promotes independence
Reliability
Safety
Travel time

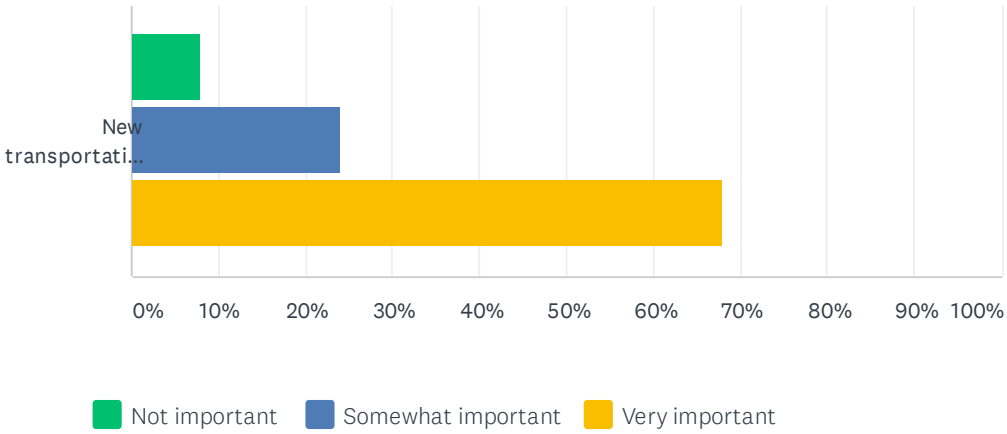

Weather protection
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Disadvantage: my transportation performs poorly
Both: there are some pluses and some minuses
Advantage: my transportation performs well

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

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

Answered: 25 Skipped: 0





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

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

Answered: 18 Skipped: 7

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

Written Comments

Comment Card

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

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

Your Name (optional): - Bart Carey

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

Little Falls does a great
job with Snow removal

Your Name (optional):

Rick Morgan

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

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

Your Name (optional):

Jayne Fitz

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

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

Your Name (optional):

Victoria

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

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

Your Name (optional):

Katie Drake

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

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

Your Name (optional):

Ron Klopfenstein

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Karen Dunn

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Rich Williams

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

CIMBRIA SONIA MARTINEZ

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Kathleen Dallas

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

Your Questions, Comments, or Suggestions:

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

Your Name (optional):

Betty Ryan-Goldych

Your Email Address (optional):

Your Phone Number (optional):

Comment Card

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

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

Your Name (optional):

Donna Dellanno

Your Email Address (optional):

Your Phone Number (optional):

Resolution of Adoption

HOCTC
HERKIMER-ONEIDA COUNTIES TRANSPORTATION COUNCIL

GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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

Chairperson, ANTHONY J. PICENTE, JR. Executive, Oneida County
Secretary, JAMES J. GENOVESE II, Commissioner, Oneida County Dept. of Planning
Vice-chairperson, VINCENT J. BONO, Chairman, Herkimer County Legislature
Clerk, DANA R. CRISINO, Director , Herkimer-Oneida Counties Transportation Council

HOCTC Resolution 2021 – 30

Approval of the HOCTC Coordinated Public Transit and Human Services Transportation Plan 2021 – 2024

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation reauthorization was signed into law on August 10, 2005 requiring federal grantees to "locally develop a coordinated transit-human services transportation plan" that directs the coordination among recipients of federal funds for human services transportation, and to update that Plan every four years; and

WHEREAS, the federal transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, and the current federal transportation legislation, Fixing America's Surface Transportation Act (FAST Act) as of December 2015, upheld and expanded the requirement of the locally developed coordinated plan; and

WHEREAS, the U.S. Department of Transportation requires the development of a Human Service Coordinated Transportation Plan for each urbanized area under the direction of a Metropolitan Planning Organization in accordance with 49 USC 5303; and

WHEREAS, the Herkimer-Oneida Counties Government Policy and Liaison Committee (GP&L) was designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for Herkimer and Oneida Counties, including the Utica Urbanized Area; and

WHEREAS, the Herkimer-Oneida Counties Transportation Council (HOCTC) has developed a locally derived coordinated transit-human services transportation plan through a process that included representatives for public, private, non-profit transportation

services, human service providers, interested parties, and the general public, and was approved by the GP&L in November 2016; and

WHEREAS, the HOCTC Transportation Coordination Committee (TCC), which includes representatives of public, private and non-profit agencies, and non-profit agencies and human services transportation providers, has reviewed, commented, and recommended approval of the Coordinated Public Transit - Human Services Transportation Plan 2021 - 2024; and

WHEREAS, the Coordinated Public Transit - Human Services Transportation Plan 2021 - 2024 will continue to focus on addressing the transportation service needs and gaps in the two-county transportation system, and on the core federal funding programs with required coordination efforts which are Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5311 Rural Area Formula Assistance, and Section 5307 Urbanized Area Formula; and

NOW, THEREFORE BE IT RESOLVED, that the GP&L Committee hereby approves the Coordinated Public Transit - Human Services Transportation Plan 2021 - 2024, as described above; and

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

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.

12-14-21

Anthony J. Picente, Jr. Date
Chairperson

12-14-21

James J. Genovese II Date
Secretary