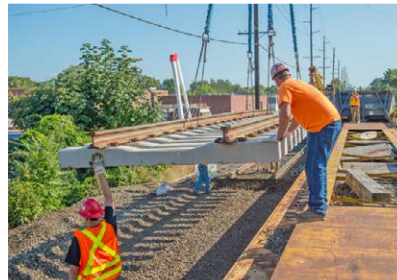
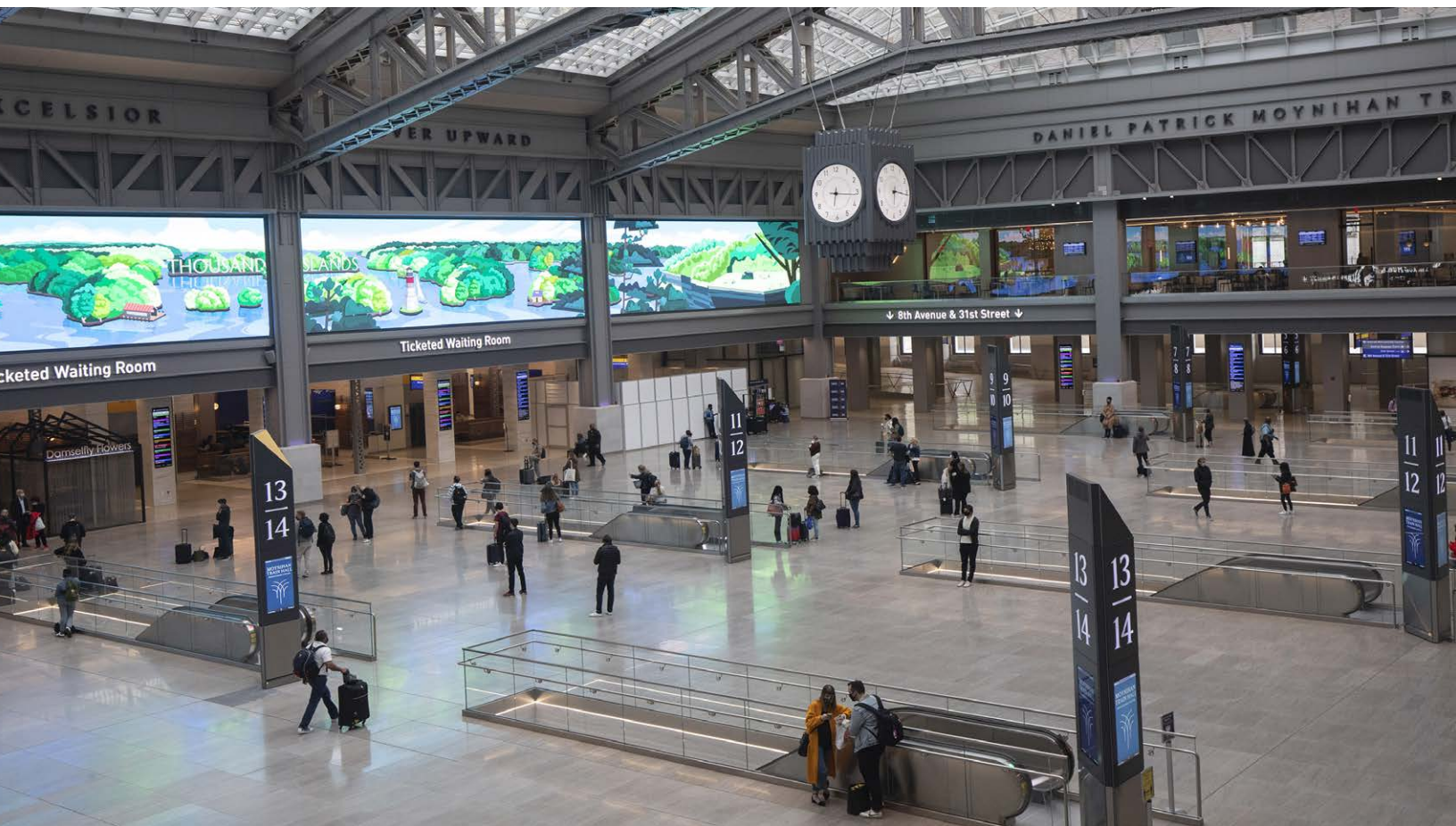




Moving Forward

Your Region, Connected



**New York Metropolitan Transportation Council
Regional Transportation Plan
Adopted on September 9, 2021**

Appendix D | Environmental Justice & Title VI Assessment

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INTRODUCTION

*Every day, millions of people from diverse communities are moving throughout the New York Metropolitan Transportation Council's (NYMTC) 2,334-square-mile region, commuting to their jobs, dropping children off at school, traveling to business meetings, or visiting family and friends. As set forth in **Chapter 1 of Moving Forward**, one of the main guiding principles of NYMTC is to consider the needs of all users across its planning area as a whole in the planning process. NYMTC's vision includes objectives that:*

- Promote equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income;
- Ensure that investments in existing physical assets protect the safety of, among others, travelers and freight; and
- Improve accessibility to the transportation system for users of all abilities.

Federal mandates have emphasized the importance of incorporating principles of non-discrimination and justice into all aspects of the transportation planning process.

These mandates require that recipients of federal aid, including metropolitan planning organizations (MPOs), comply with the policies set forth in Title VI of the Civil Rights Act and Environmental Justice directives that address the disproportionately high and adverse human health or environmental effects on minority and low-income populations. As the MPO for New York City, Long Island, and the Lower Hudson Valley, NYMTC must meet these requirements. This Environmental Justice and Title VI Assessment ensures compliance with statutes regarding non-discrimination and justice within the transportation planning and programming process for *Moving Forward*.

1.1 NYMTC'S TITLE VI PROGRAM AND LANGUAGE ACCESS OPERATING PROCEDURES

In mid-2018, NYMTC revised its Title VI Program and related Language Access Program. These programs establish a framework for efforts that NYMTC will undertake to ensure compliance with Title VI of the Civil Rights Act of 1964 and related statutes regarding non-discrimination and environmental justice. The Language Access Operating Procedure supports NYMTC's Public Involvement Plan and outlines procedures to accommodate limited English proficiency populations in the NYMTC planning area.

The NYMTC Title VI Program and Language Access Program provide a framework for what is to be considered during the development of this Environmental Justice and Title VI Assessment.

Both of these documents are available on NYMTC's website: www.nymtc.org.

1.2 WHAT IS INCLUDED IN THIS ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT?

Included in this report is an assessment of *Moving Forward* based on the federal regulations, statutes, executive orders, and NYMTC's Title VI Program and Language Access Operating Procedures. This assessment is organized in two sections:

Section 1: Assessment of *Moving Forward*, which describes the regional data used to identify communities of concern (COC) and the public involvement strategies used to reach to these COC for Plan input.

Section 2: Assessment of *Moving Forward Outcomes* as it relates to the chosen projects and programs for the Plan within COC.

2

SECTION 1: ASSESSMENT OF MOVING FORWARD

An Environmental Justice and Title VI data assessment and public involvement assessment of the metropolitan transportation planning process are conducted as part of the development of each NYMTC's regional transportation plan to evaluate how the burdens and benefits of transportation plans and programs impact communities across racial and socioeconomic groups. The data analysis assesses the impacts that plans, programs, and projects may have on low-income and minority residents and communities in such areas as transportation investments, project effects on residents' travel times, and access to transit. The public involvement analysis determines whether communities who have been traditionally underserved and underrepresented in the transportation planning process have been effectively involved in the public involvement process for the Plan.

2.1 DATA ASSESSMENT

Specific federal standards do not exist for conducting an Environmental Justice and Title VI assessment for an MPO's transportation planning and programming processes. For this purpose, NYMTC assessed the Title VI-related impacts of the transportation planning process outcomes on minority populations and low-income households, which are identified as COC.

First the minority and low-income populations in NYMTC's counties/boroughs, subareas, and its planning area are defined. This information is then applied to the COC parameters, described in detail below, to identify the prevalence of minority and low-income populations within census tracts located within the NYMTC planning area.

The following data assessment of the NYMTC planning area uses the U.S. Census 2014–2018 American Community Survey (ACS) Five-Year Estimates to identify COC within the NYMTC planning area. This assessment examines how the current transportation network benefits or disadvantages this population by examining their commuting patterns (travel time and mode to work) and how that affects which projects and programs are chosen for the Plan.

2.1.1 DEFINITIONS

For the purpose of this analysis, the following U.S. Department of Transportation definitions for minority and low-income will be used for a shared understanding of the terms.

MINORITY

Refers to a person's racial or ethnic identity. Minority is identified as a person who is:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

LOW-INCOME

Low-income refers to a person whose median household income is at or below the Department of Health and Human Services poverty thresholds. The Department of Health and Human Services poverty thresholds are provided each year by the Census Bureau. The thresholds are used mainly for statistical purposes (e.g., preparing estimates of the number of Americans in poverty each year).

2.1.2 POPULATION AND DENSITY

Of the nearly 19.45 million people in New York State, the total population of NYMTC's planning area represents roughly 65 percent of the state's total population. Comprising 10 adjacent counties, NYMTC's planning area includes the five boroughs of New York City, two counties in Long Island, and three counties in the Lower Hudson Valley totaling 2,334 square miles in land area.

According to the U.S. Census Bureau's 2014–2018 ACS Five-Year Estimates, the population of the NYMTC's planning area is almost 12.7 million people, at an average density of 5,434 people per square mile. The New York City population represents approximately two-thirds of the NYMTC's planning area's population (8.44 million people) followed by Long Island with 22 percent (2.84 million people), and the Lower Hudson Valley with 10.2 percent (1.39 million people). [Table D-2-1](#) provide population and density data for the planning area.

Table D-2-1

Population Density By County And Subregion

County	Total Population	Land Area (Square Miles)	Population Density (Persons/Sq. Mile)
Bronx	1,437,872	42.16	34,105
Kings (Brooklyn)	2,600,747	70.81	36,729
New York (Manhattan)	1,632,480	22.67	72,011
Queens	2,298,513	108.56	21,173
Richmond (Staten Island)	474,101	58.37	8,122
New York City Subtotal	8,443,713	302.57	27,907
Nassau	1,356,564	284.73	4,764
Suffolk	1,487,901	911.84	1,632
Long Island Subtotal	2,844,465	1,196.76	2,377
Putnam	99,070	230.31	430
Rockland	323,686	173.55	1,865
Westchester	968,815	430.52	2,250
Lower Hudson Valley Subtotal	1,391,571	834.38	1,668
NYMTC Region Total	12,679,749	2,333.52	5,434

2.1.3 MINORITY AND LOW-INCOME

Minority and low-income households generally experience more limited transportation options. Disruptions in the transportation system and changes in public transit service are more likely to affect these households because of limitations in personal mobility options.

In 2018, the NYMTC planning area’s minority population totaled 7.3 million. Representing 43 percent of the planning area’s total population, New York City had the largest percent of minority population with 62 percent, or nearly 5.7 million people. Long Island’s minority population constituted 1 million people, or 33 percent of its total population, and the Lower Hudson Valley had a minority population of 584,510 (approximately 34 percent).

With regard to household income, approximately 11 percent (1.8 million households) were living in households at or below the defined poverty level. Long Island had the lowest proportion of population below the poverty level with 6 percent (approximately 180,348), followed by the Lower Hudson Valley and New York City with 9 percent (approximately 138,018) and 17 percent (approximately 1,570,754), respectively. [Table D-2-2](#) and [Figures D-2-1](#) through [D-2-3](#) present the incidence of minority and low-income populations in NYMTC’s counties/boroughs, subregions, and its planning area generally.

Considering these factors in the transportation planning process allows NYMTC to support the development of a resilient and equitable transportation system that meets the needs of all users, and plans for the growing number of residents, workers, and commuters. Designing a transportation network for all users includes populations of people who may have particular needs when it comes to mobility. Populations identified as COC (detailed in the following section) are particularly dependent on the public transportation network.

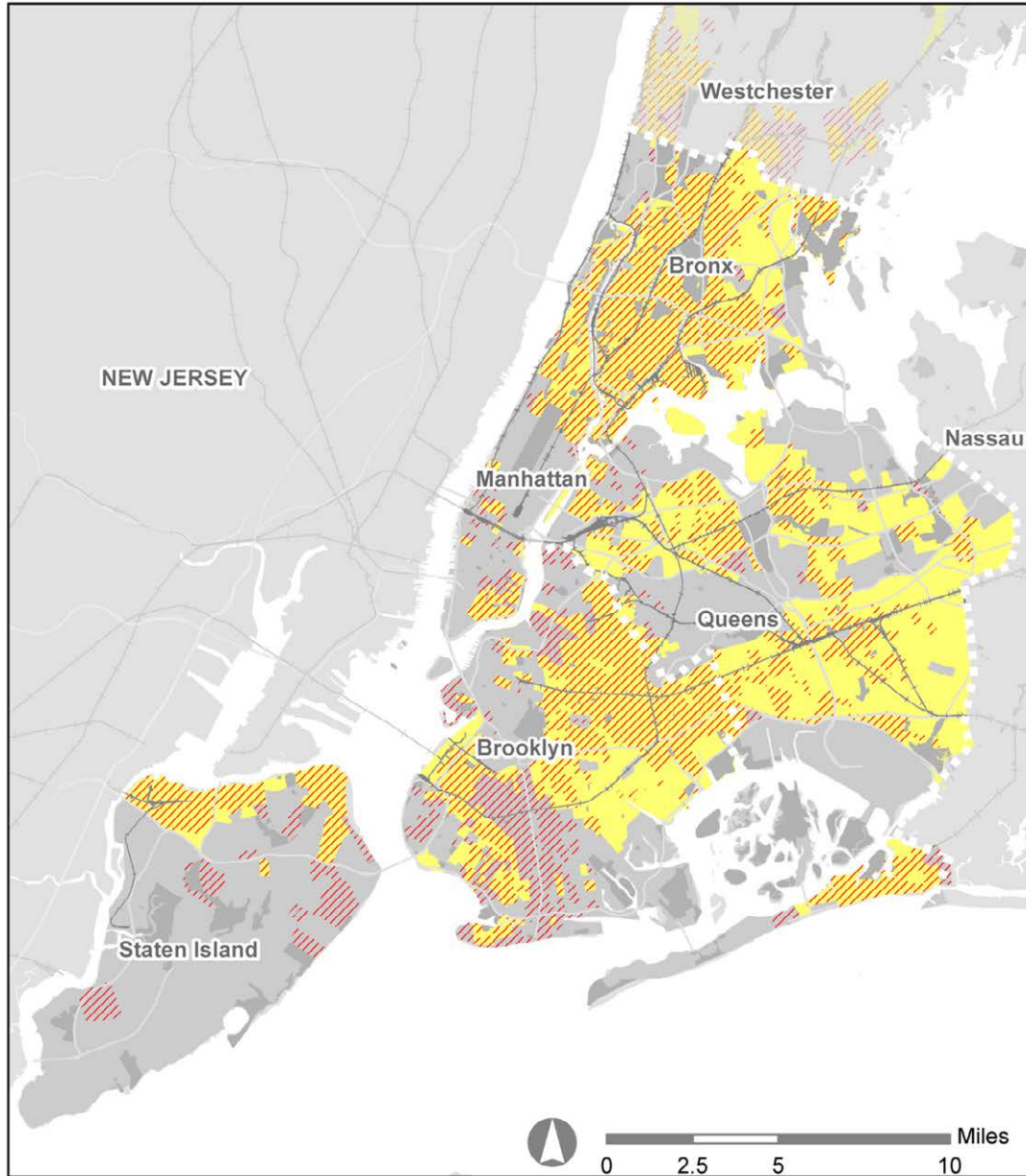
Table D-2-2

Minority Population and Population Below Poverty Level by County and Subregion

County	Minority Population	Percent Minority	Population Below Poverty Level	% of Population Below Poverty Level
Bronx	1,303,998	90%	407,528	28%
Kings (Brooklyn)	1,659,988	63%	544,622	20%
New York (Manhattan)	866,916	53%	263,413	16%
Queens	1,717,140	74%	295,165	12%
Richmond (Staten Island)	181,741	38%	60,026	12%
New York City Subtotal	5,729,783	67%	1,570,754	18%
Nassau	532,139	39%	76,461	5%
Suffolk	474,510	31%	103,887	7%
Long Island Subtotal	1,006,649	35%	180,348	6%
Putnam	20,325	20%	5,191	5%
Rockland	118,844	36%	45,613	14%
Westchester	445,341	46%	87,214	9%
Lower Hudson Valley Subtotal	584,510	42%	138,018	9%
NYMTC Region Total	7,320,942	57%	1,889,120	14%

Figure D-2-1

Low-Income and Minority Communities by Census Tract, New York City



 **Low-Income Community**

Tracts where 14% or more of the population earned an income in 2018 at or below the poverty level.

Data from the 2018 ACS, 5-year estimates.

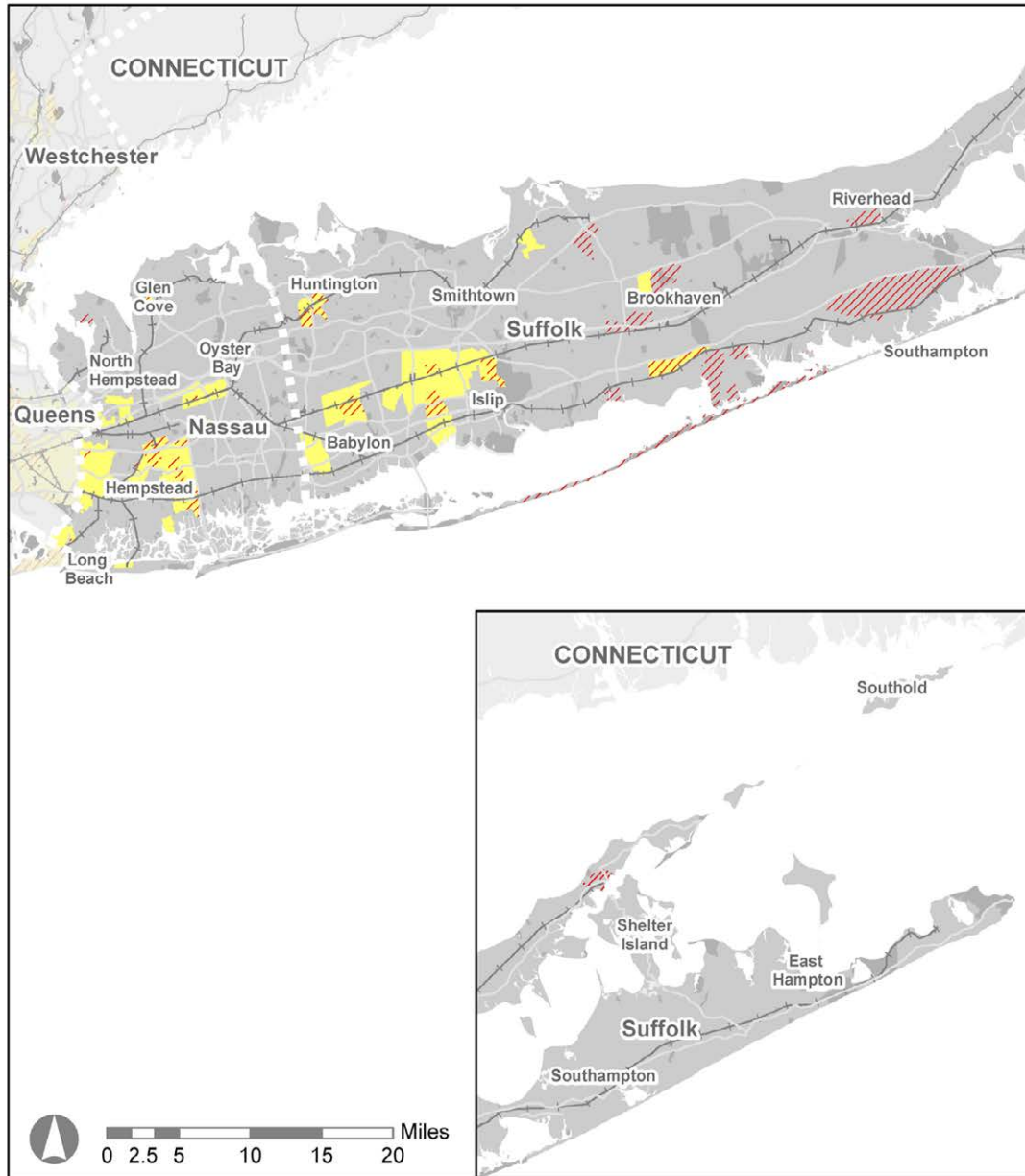
 **Minority Community**

Tracts where the minority population (all racial and ethnic groups excluding non-Hispanic Whites) in 2018 was 57% or more of the regional average.

Data from the 2018 ACS, 5-year estimates.

Figure D-2-2

Low-Income and Minority Communities by Census Tract, Long Island

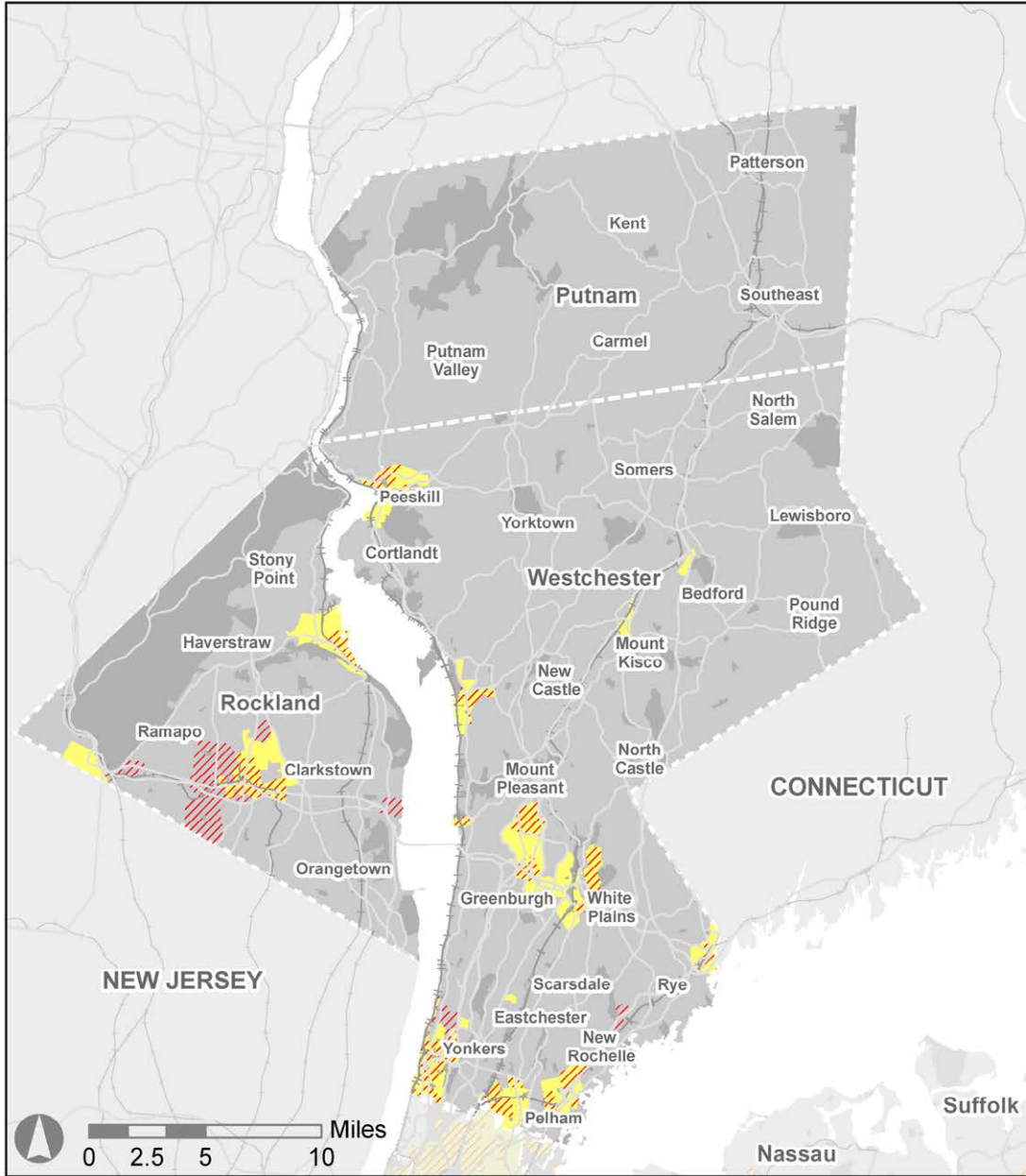


Low-Income Community
Tracts where 14% or more of the population earned an income in 2018 at or below the poverty level.
Data from the 2018 ACS, 5-year estimates.

Minority Community
Tracts where the minority population (all racial and ethnic groups excluding non-Hispanic Whites) in 2018 was 57% or more of the regional average.
Data from the 2018 ACS, 5-year estimates.

Figure D-2-3

Low-Income and Minority Communities by Census Tract, Lower Hudson Valley



Low-Income Community
 Tracts where 14% or more of the population earned an income in 2018 at or below the poverty level.

Minority Community
 Tracts where the minority population (all racial and ethnic groups excluding non-Hispanic Whites) in 2018 was 57% or more of the regional average.

Data from the 2018 ACS, 5-year estimates.

Data from the 2018 ACS, 5-year estimates.

2.1.4 COMMUNITIES OF CONCERN

NYMTC has developed the approach described below to determine the locations of minority populations and low-income households, which are collectively identified as COC. NYMTC's Title VI program, which includes this methodology, assesses the impacts of its planning projects on these populations.

For the purpose of this assessment, COC in NYMTC's planning area are defined as census tracts that meet both of the thresholds related to minority status and income:

- Minority population, as defined in the 2010 U.S. Census, makes up more than 57 percent (the NYMTC planning area average) of the tract population; and
- More than 14 percent (the NYMTC planning area average) of the total population live in households at or below the poverty level as defined in the 2010 U.S. Census.

All census tracts within the boundaries of the NYMTC planning area were analyzed using the parameters described above. Of the 3,081 census tracts in the NYMTC planning area, 31 percent were identified as being within COC, translating to 962 individual census tracts. These census tracts were found in every county and borough in the planning area except for Putnam County. New York City has the largest share of such tracts (885), while the Lower Hudson Valley and Long Island subregions have fewer (50 and 27 tracts, respectively). [Table D-2-3](#) and [Figures D-2-4](#) through [D-2-6](#) show the result when information from [Table D-2-2](#) is applied to the above parameters to identify COC based on the prevalence of minority and low-income populations within census tracts.

NEW YORK CITY

In the five boroughs of New York City, 885 census tracts—or 41 percent of the total number of tracts in the city—are within COC.

In the Bronx, 73 percent of the census tracts exceed the parameters, covering large swaths of the borough, particularly in the southwestern portion. In Manhattan, 37 percent of the census tracts within COC are primarily located in northern neighborhoods, including East Harlem, Hamilton Heights, and Washington Heights, but are also found in Chinatown and the Lower East Side in downtown Manhattan.

In Queens, 28 percent of the census tracts are within COC; most of which are located in the Flushing, Jamaica, and Corona neighborhoods. In Brooklyn, a large number of the 42 percent of census tracts that meet the parameters are located in the Bedford-Stuyvesant, Bushwick, East New York, and Sunset Park East neighborhoods, along with sizeable areas of the Borough Park, Williamsburg, Midwood, and Flatbush neighborhood populations that are living below the poverty level.

Staten Island has the lowest percentage of census tracts within COC in New York City, with 22 percent of census tracts meeting the parameters. These tracts are primarily located along the North Shore in the Saint George, Port Richmond, and Mariners Harbor neighborhoods. There is, however, an area of the Dongan Hills neighborhood with a large percent of the population living below the poverty level.

LONG ISLAND

On Long Island, only 4 percent of the total number of census tracts are within COC. In Nassau County, these tracts are primarily located in the town of Hempstead, specifically in the villages of Hempstead and Freeport. The unincorporated community of Elmont and the village of Valley Stream in western Nassau County also contain tracts.

Most census tracts within COC in Suffolk County are located in the western portion of the county, in the hamlets of Huntington Station and Wyandanch, and Brentwood. There are also census tracts in the hamlets of North Amityville and North Bay Shore.

LOWER HUDSON VALLEY

In the Lower Hudson Valley, 16 percent of census tracts are within COC, several of which are located in the southern Westchester County cities of Yonkers, Mount Vernon, and New Rochelle, and the village of Spring Valley in Rockland County. Putnam County does not contain any tracts that exceed the COC parameters.

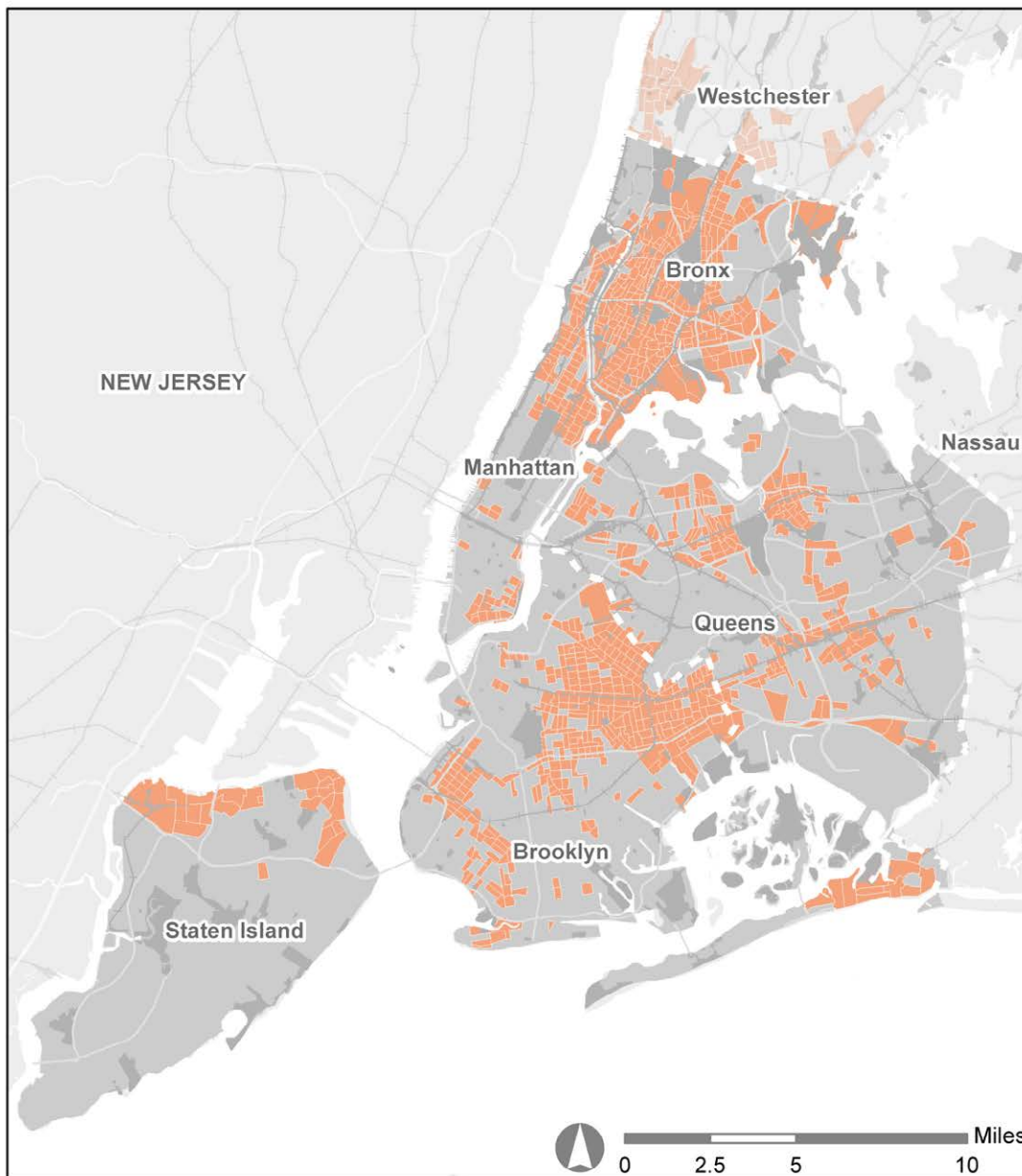
Table D-2-3

Communities of Concern by County and Subregion

County	Total # of Census Tracts	# of Census Tracts with over 57% Minority Population	# of Census Tracts with over 14% of Population Living Below Poverty Level	# of Census Tracts COC	% of Census Tracts that are COC
Bronx	339	301	253	249	73%
Kings (Brooklyn)	761	440	468	319	42%
New York (Manhattan)	288	118	130	106	37%
Queens	669	462	215	187	28%
Richmond (Staten Island)	110	28	35	24	22%
New York City Subtotal	2,167	1,349	1,101	885	41%
Nassau	284	63	19	17	6%
Suffolk	323	43	21	10	3%
Long Island Subtotal	607	106	40	27	4%
Putnam	19	0	0	0	0%
Rockland	65	13	19	7	11%
Westchester	223	75	46	43	19%
Lower Hudson Valley Subtotal	307	88	65	50	16%
NYMTC Region	3,081	1,543	1,206	962	31%

Figure D-2-4

Communities of Concern by Census Tract, New York City



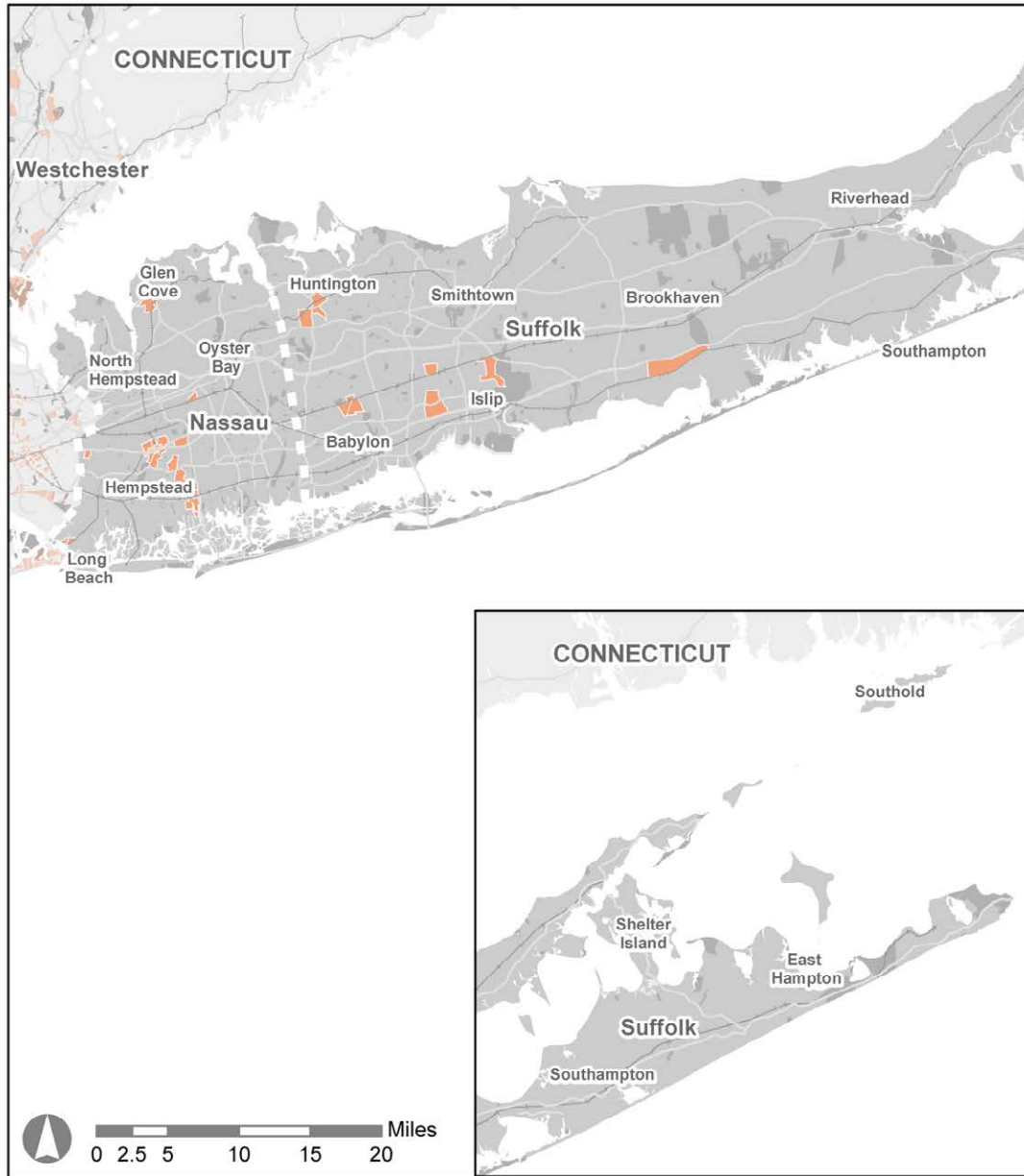
Communities of Concern

Defined as a census tract that is both a Minority Community and a Low-Income Community

Minority Community: The minority population of a census tract in 2018 was 57 (the regional average) or more percent of the population.

Low-Income Community: 14 percent (the regional average) or more of a census tract population earned an income in 2018 at or below the poverty level.

Figure D-2-5
Communities of Concern by Census Tract, Long Island



Community of Concern

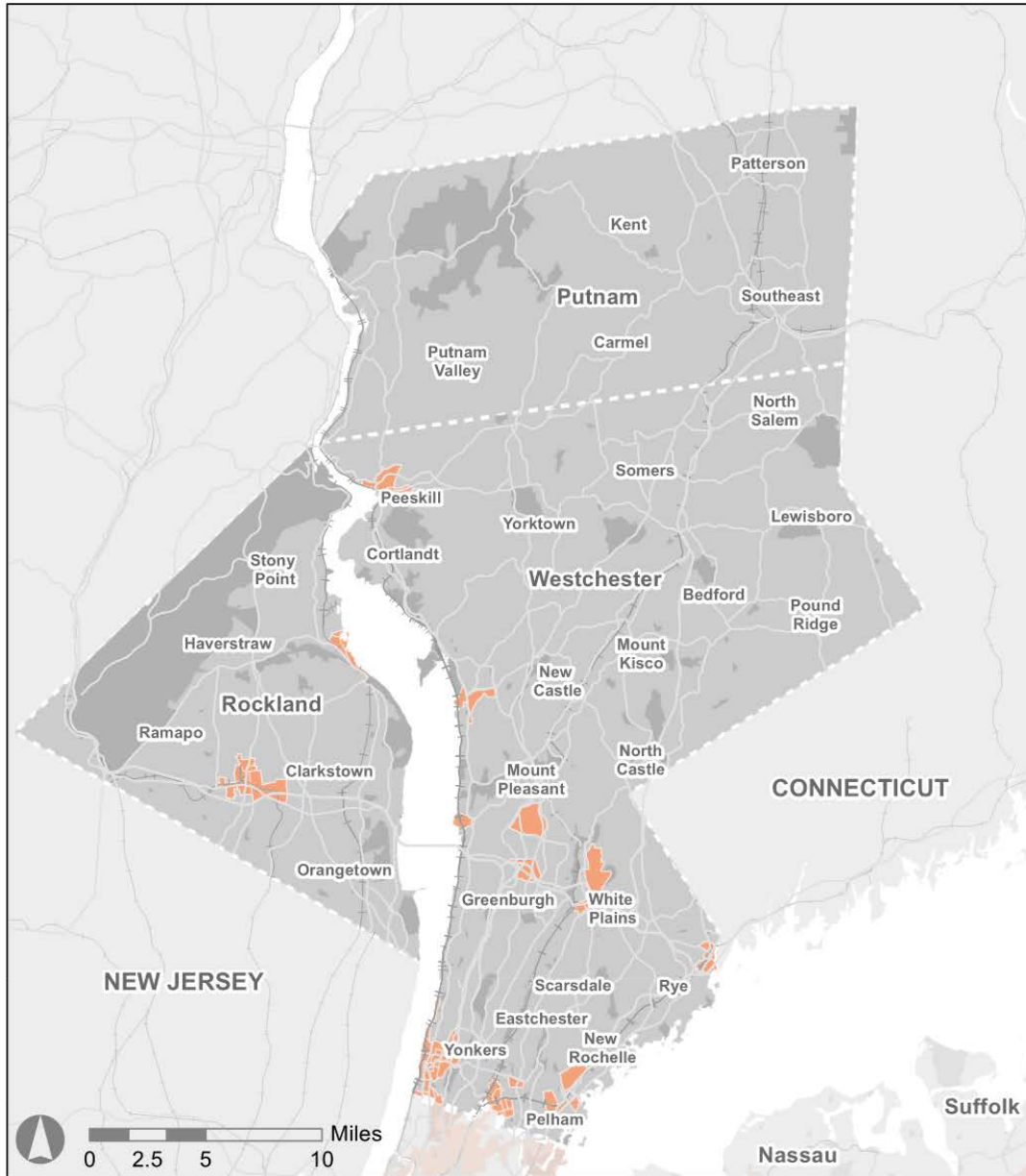
Defined as a census tract that is both a Minority Community and a Low-Income Community

Minority Community: The minority population of a census tract in 2018 was 57 (the regional average) or more percent of the population.

Low-Income Community: 14 percent (the regional average) or more of a census tract population earned an income in 2018 at or below the poverty level.

Figure D-2-6

Communities of Concern by Census Tract, Lower Hudson Valley



Community of Concern

Defined as a census tract that is both a Minority Community and a Low-Income Community.

Minority Community: The minority population of a census tract in 2018 was 57 (the regional average) or more percent of the population.

Low-Income Community: 14 percent (the regional average) or more of a census tract population earned an income in 2018 at or below the poverty level.

2.1.5 MEANS OF TRANSPORTATION TO WORK

Understanding how residents within COC use the transportation network reveals accessibility, resiliency, and reliability concerns in these communities. Those who live in a COC are typically less likely to own a vehicle or own fewer vehicles, have longer commutes, and have higher transportation cost burdens compared to residents of other areas. This analysis provides information on modes of transportation and travel time to work to better understand commuting patterns of COC compared to those of other communities in the region. This analysis also identifies vulnerable populations within COC and in the remainder of the region. Finally, this section assesses the rate of linguistic isolation in both COC and the remainder of region, which can help NYMTC's member agencies to better understand the language resources needed to effectively serve the populations for public involvement purposes. As in the case of the other sections of this analysis, the data source is the 2014–2018 ACS Five-Year Estimates.

[Tables D-2-4](#) and [D-2-5](#) show the modes people in COC and the remainder of the population in NYMTC's planning area use to get to work. Across the region, people living in COC are more likely to take transit than people living in other communities in the region. In COC, 60 percent of workers use public transportation to commute to work, compared to 34 percent of workers in the remainder of the region. Conversely, commuters residing in COC are less likely than commuters residing in the remainder of the region to use an auto, van, truck, or carpool to travel to work; 30 percent of workers in COC travel by one of these modes compared to 66 percent of commuters in the remainder of the region.

However, the rate of public transit usage in COC varies by subregion. In New York City, 64 percent of workers in COC and 51 percent of workers in the rest of the subregion use public transportation to commute to work. In contrast, in Long Island, only 15 percent of workers in COC and 11 percent of workers in the remainder of the subregion use public transportation as their primary mode of transportation to work. Improving public transportation is one of the key strategies in addressing the needs of COC for affordable and convenient travel. Throughout the NYMTC planning area, public transportation represents a significant share of how COC commute to work and is critical for meeting the mobility and accessibility needs of those populations.

[Figures D-2-7](#) through [D-2-9](#) show the proportion of the population in each census tract that typically commute to work using a particular means (i.e., public transit, carpooling, driving alone, other).

Table D-2-4

Means of Transportation to Work for Communities of Concern within a Subregion

County	Total # of Workers Over the age of 16	Car, Trucks, Vans, and Carpool*		Public Transit (Excluding Taxi)		Bicycle		Walked		Taxi, Motorcycle or Other Means		Work at Home	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	439,363	98,997	23%	283,187	64%	1,899	0%	35,108	8%	7,095	2%	13,075	3%
Kings	544,801	102,534	19%	364,813	67%	10,243	2%	40,087	7%	6,790	1%	20,356	4%
(Brooklyn)													
New York (Manhattan)	299,800	28,414	9%	203,033	68%	4,957	2%	41,447	14%	5,401	2%	16,554	6%
Queens	333,953	107,091	32%	184,578	55%	2,100	1%	28,628	9%	4,098	1%	7,426	2%
Richmond (Staten Island)	35,868	17,473	49%	15,128	42%	156	0%	1,586	4%	639	2%	891	2%
New York City	1,653,785	354,509	21%	1,050,739	64%	19,354	1%	146,856	9%	24,022	1%	58,302	4%
Nassau	42,084	30,102	72%	7,753	18%	332	1%	2,193	5%	382	1%	1,322	3%
Suffolk	27,051	22,616	84%	2,634	10%	219	1%	503	2%	361	1%	719	3%
Long Island	69,135	52,719	76%	10,387	15%	551	1%	2,696	4%	743	1%	2,041	3%
Putnam	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland	18,274	13,506	74%	2,290	13%	32	0%	898	5%	978	5%	563	3%
Westchester	84,362	48,443	57%	24,037	28%	254	0%	7,574	9%	1,787	2%	2,264	3%
Lower Hudson Valley	102,636	61,950	60%	26,327	26%	286	0%	8,471	8%	2,766	3%	2,827	3%
NYMTC Region	1,825,556	469,177	26%	1,087,453	60%	20,191	1%	158,023	9%	27,530	2%	63,170	3%

Source: 2019 5-year Estimates

Note: The Communities of Concern were identified based on 2018 5-year Estimates, however the data for Means of Transportation was downloaded for 2019 5-year Estimates

*ACS data do not include transportation network companies such as Uber or Lyft.

Table D-2-5

Means of Transportation to Work for the Remainder of the Region

County	Total # of Workers Over the age of 16	Car, Van, and Truck and/or Carpool*		Public Transit (Excluding Taxi)		Bicycle		Walked		Taxi, Motorcycle or Other Means		Work at Home	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	143,191	63,204	44%	64,906	45%	422	0%	7,885	6%	2,305	2%	4,445	3%
Kings (Brooklyn)	653,134	166,785	26%	368,856	56%	11,207	2%	63,746	10%	8,181	1%	34,364	5%
New York (Manhattan)	587,391	41,539	7%	318,522	54%	15,043	3%	139,750	24%	25,276	4%	47,285	8%
Queens	767,794	319,521	42%	378,913	49%	3,905	1%	35,204	5%	7,714	1%	22,534	3%
Richmond (Staten Island)	175,303	117,626	67%	47,526	27%	302	0%	3,902	2%	1,212	1%	4,743	3%
New York City	2,326,813	708,675	30%	1,178,723	51%	30,880	1%	250,487	11%	44,689	2%	113,370	5%
Nassau	633,618	478,494	76%	108,016	17%	1,271	0%	13,240	2%	5,349	1%	27,222	4%
Suffolk	712,390	623,371	88%	44,305	6%	1,430	0%	9,170	1%	6,829	1%	27,267	4%
Long Island	1,346,008	1,101,865	82%	152,320	11%	2,701	0%	22,411	2%	12,177	1%	54,488	4%
Putnam	49,793	42,884	86%	3,680	7%	103	0%	628	1%	233	0%	2,264	5%
Rockland	126,045	103,702	82%	9,398	7%	50	0%	3,920	3%	1,765	1%	7,231	6%
Westchester	387,363	259,724	67%	84,535	22%	815	0%	14,670	4%	4,169	1%	23,461	6%
Lower Hudson Valley	563,201	406,310	72%	97,612	17%	968	0%	19,218	3%	6,166	1%	32,956	6%
NYMTC Region	4,236,022	2,216,850	52%	1,428,655	34%	34,549	1%	292,116	7%	63,032	1%	200,815	5%

Source: 2019 5-year Estimates

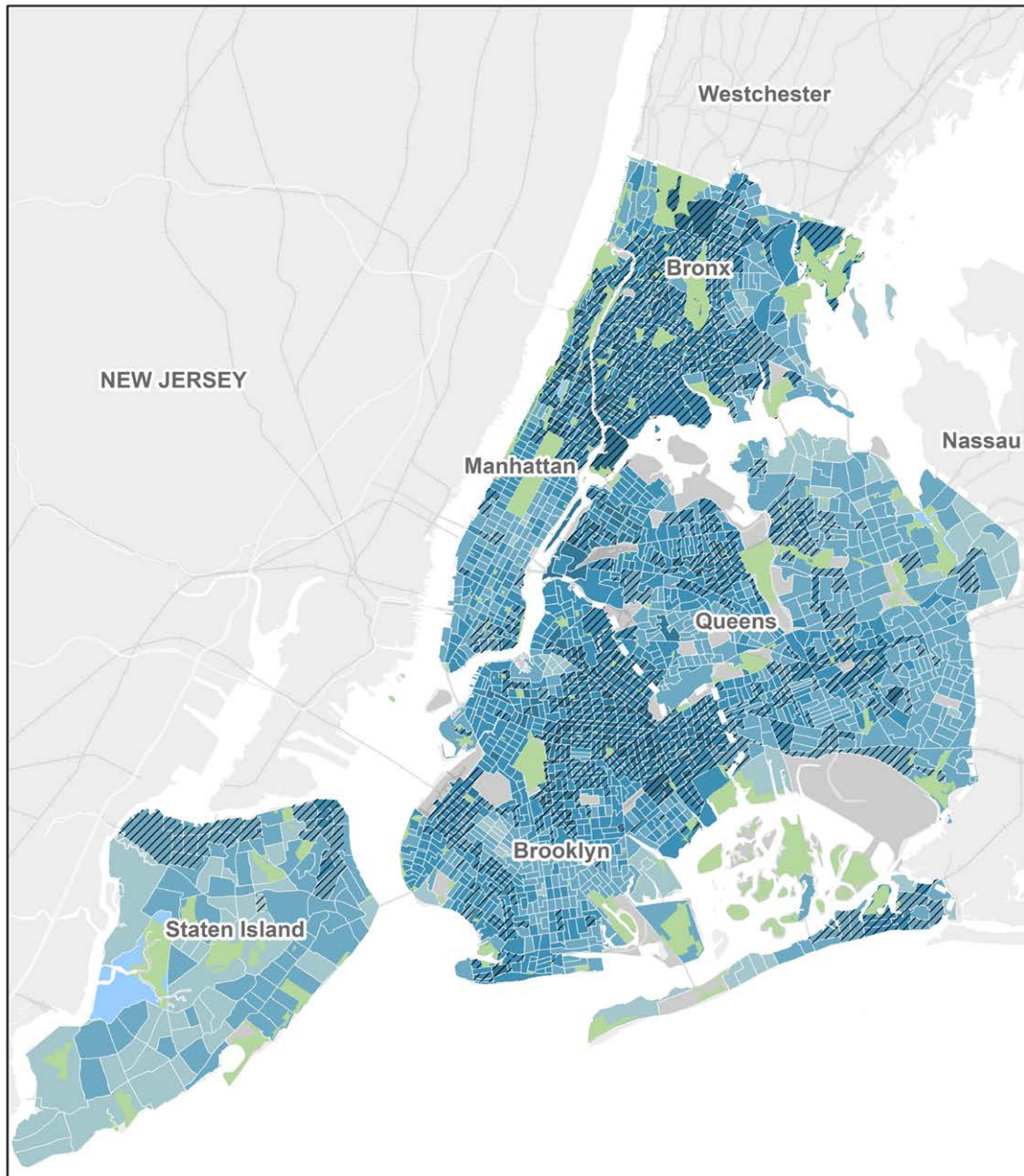
Note: The Communities of Concern were identified based on 2018 5-year Estimates, however the data for Means of Transportation was downloaded for 2019 5-year Estimates


*ACS data do not include transportation network companies such as Uber or Lyft.


Figure D-2-7a

Means of Transportation to Work, New York City


Source: Data from the 2014-2018 ACS Five-Year Estimates





 Parks


 Communities of Concern

Public Transit

 0% - 5%

 6% - 25%

 26% - 50%

 51% - 75%


 76% - 100%



Figure D-2-7b

Means of Transportation to Work, New York City

Source: Data from the 2014–2018 ACS Five-Year Estimates

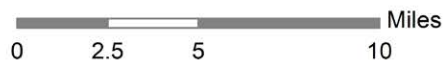
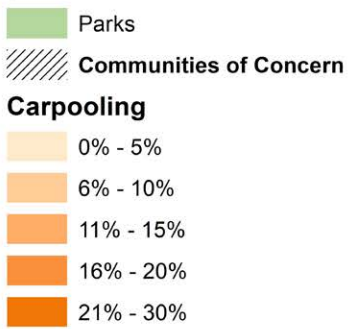
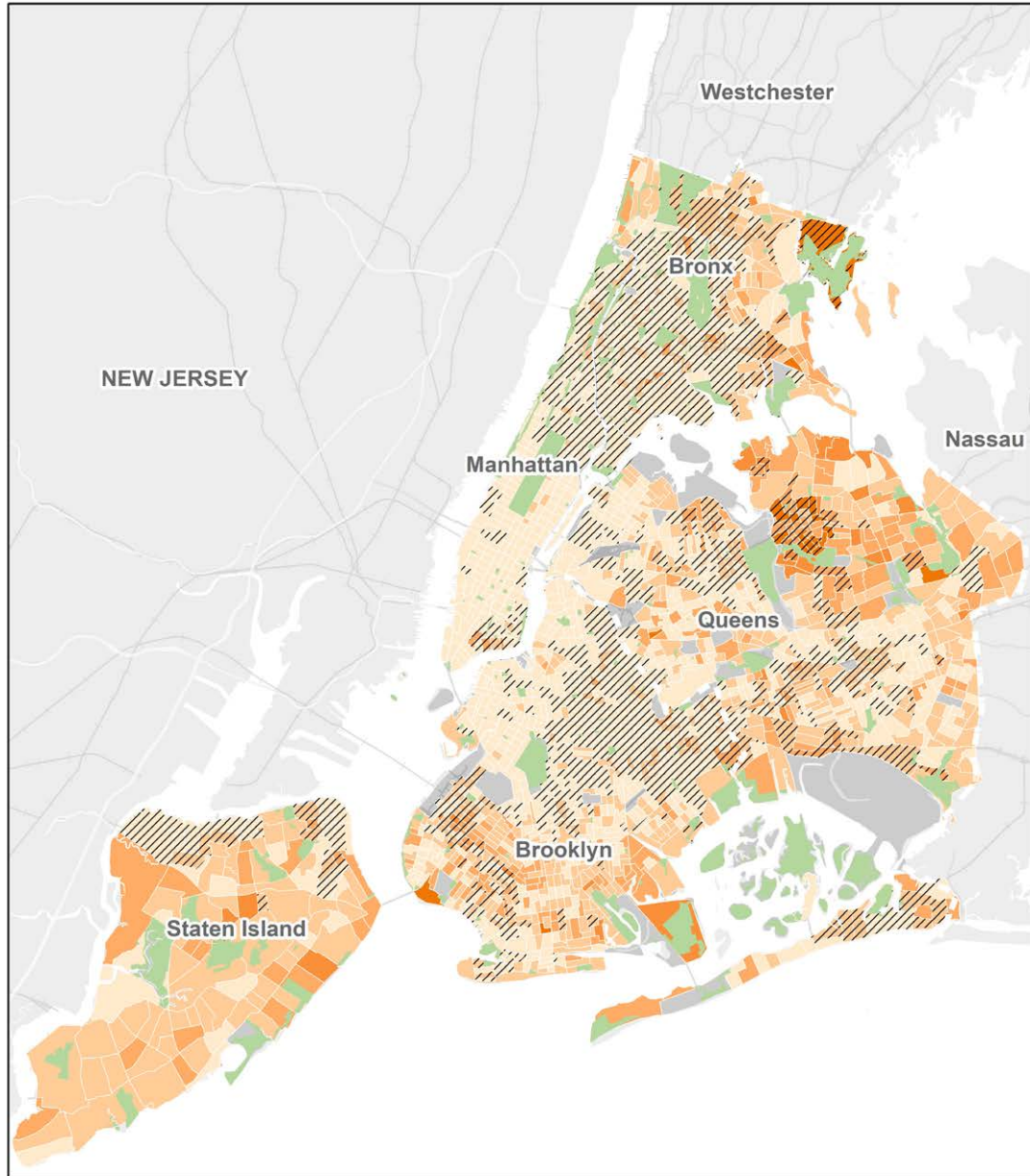


Figure D-2-7c

Means of Transportation to Work, New York City

Source: Data from the 2014–2018 ACS Five-Year Estimates

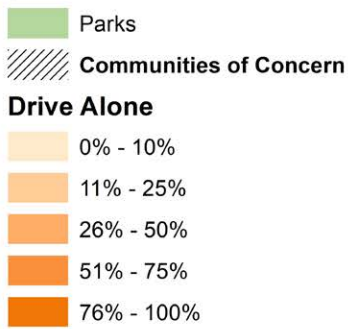
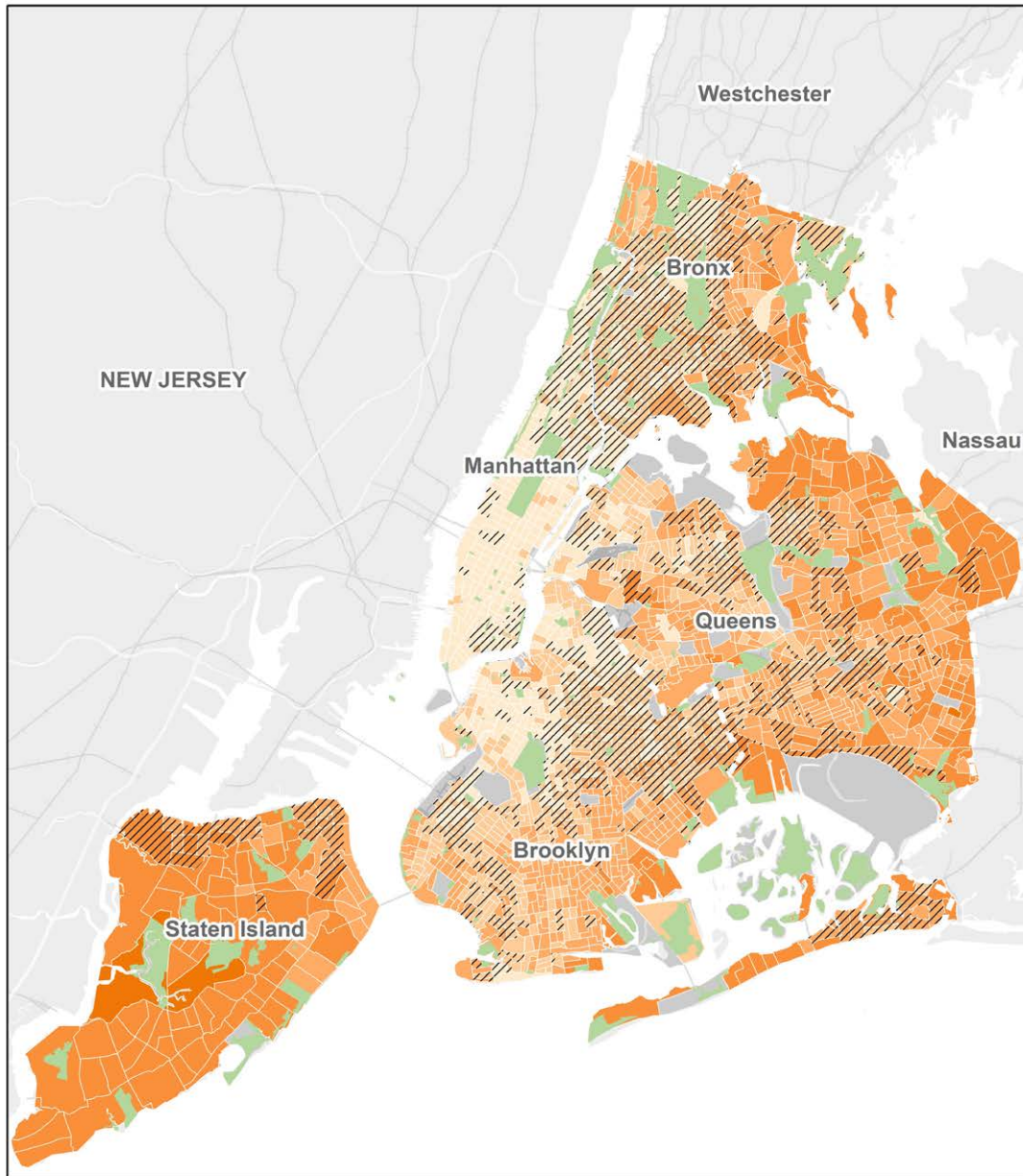
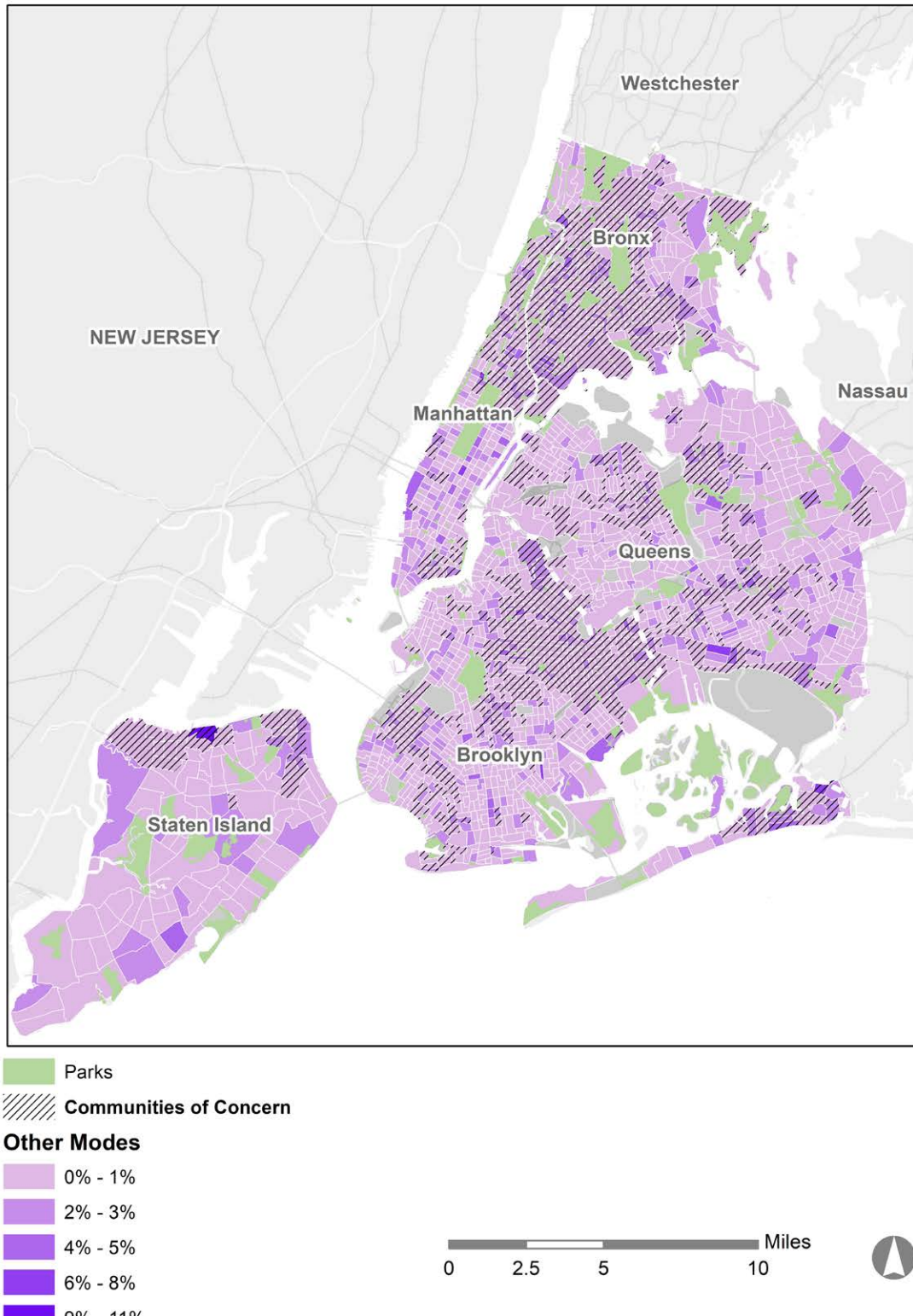


Figure D-2-7d

Means of Transportation to Work, New York City*

Source: Data from the 2014–2018 ACS Five-Year Estimates



*ACS data do not include transportation network companies such as Uber or Lyft.

Figure D-2-8a

Means of Transportation to Work, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates

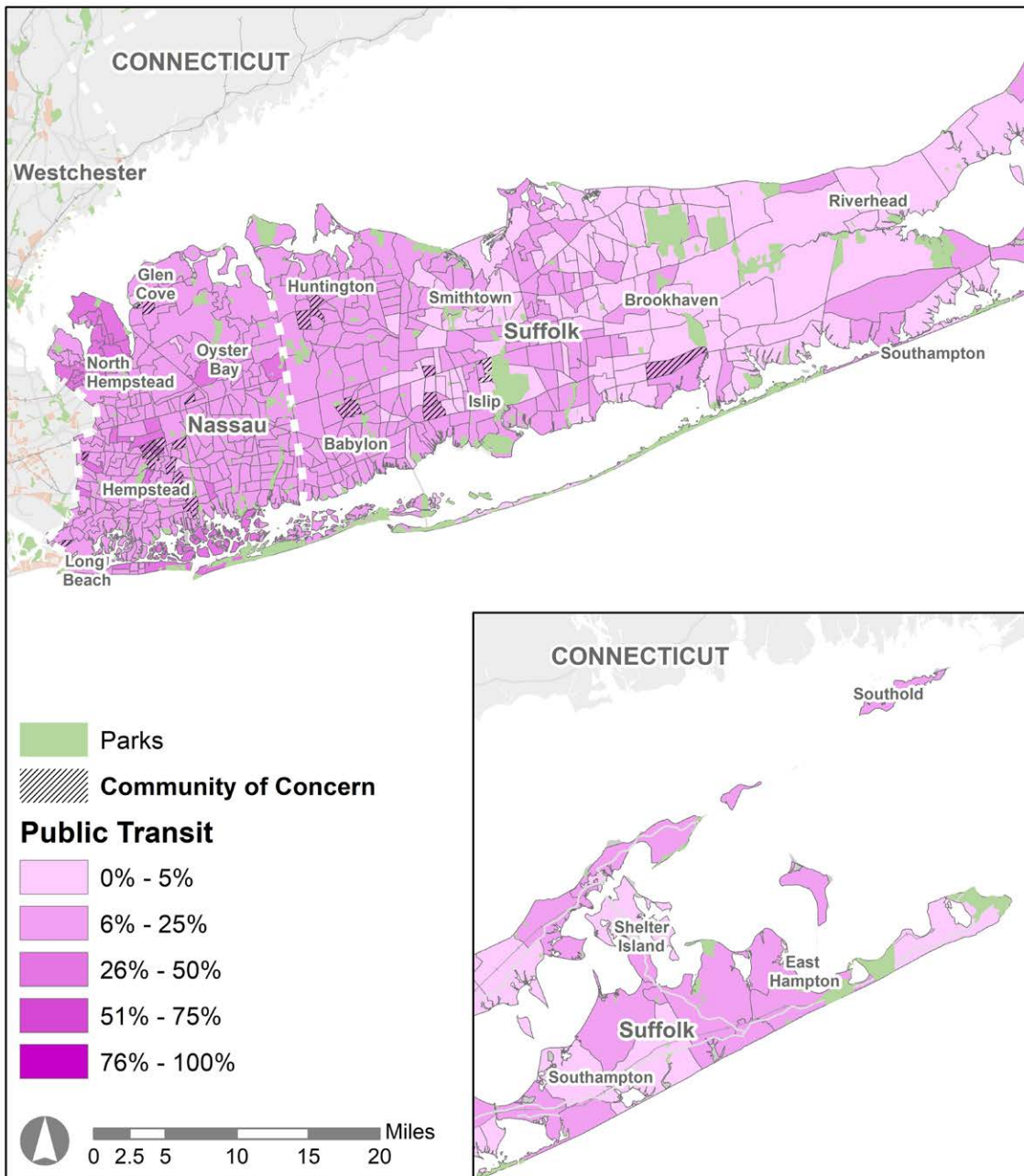


Figure D-2-8b

Means of Transportation to Work, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates

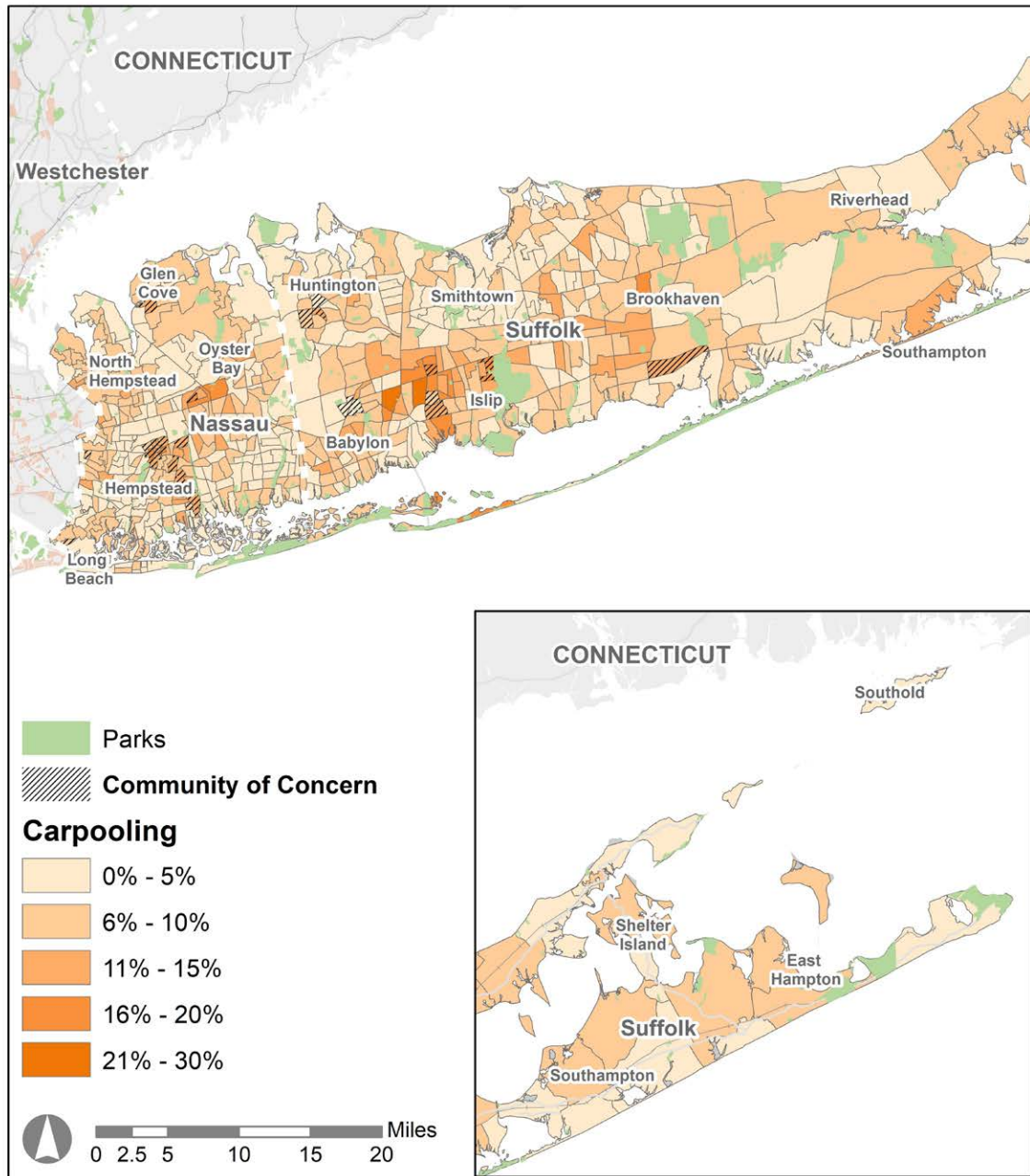


Figure D-2-8c

Means of Transportation to Work, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates

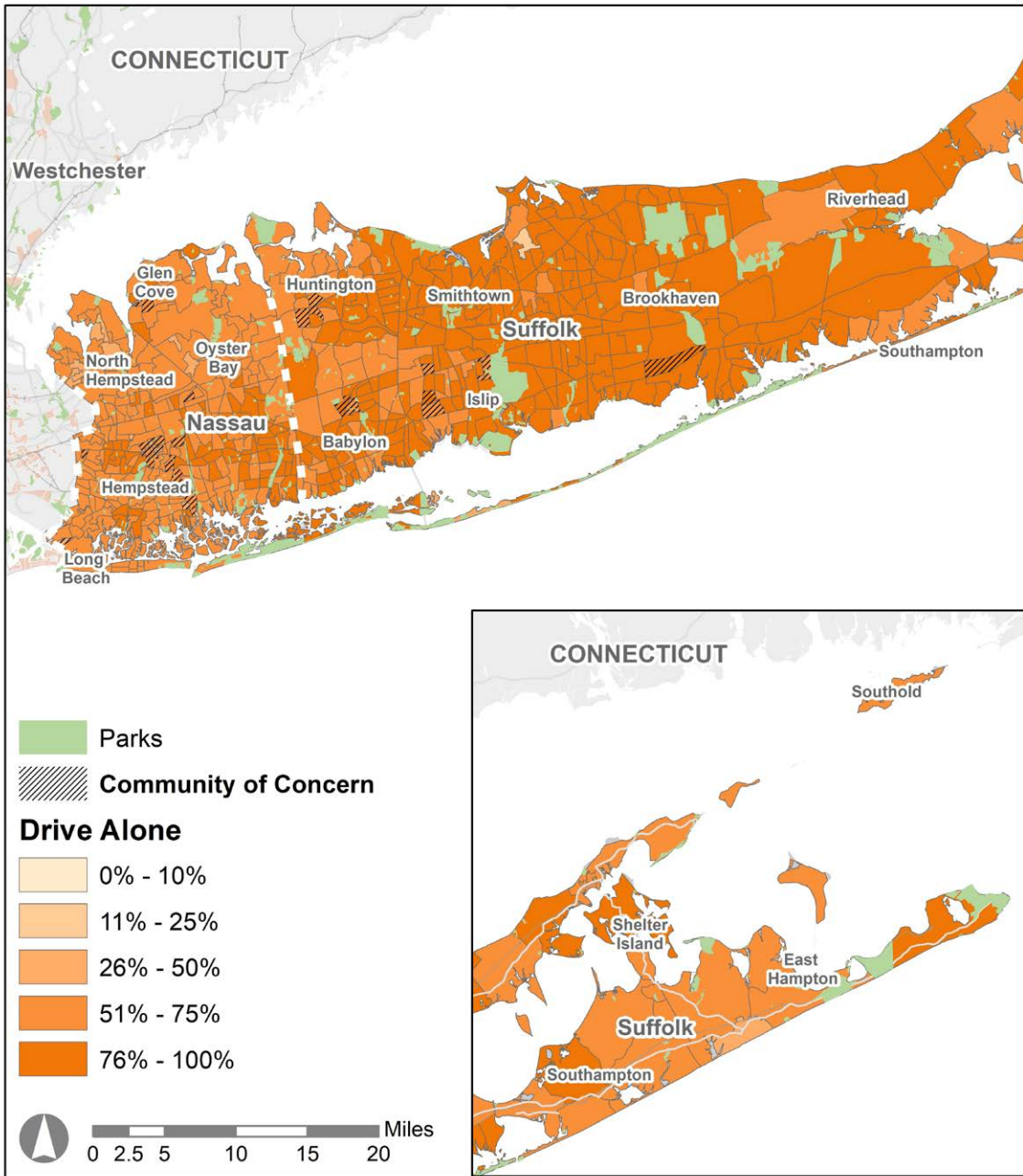
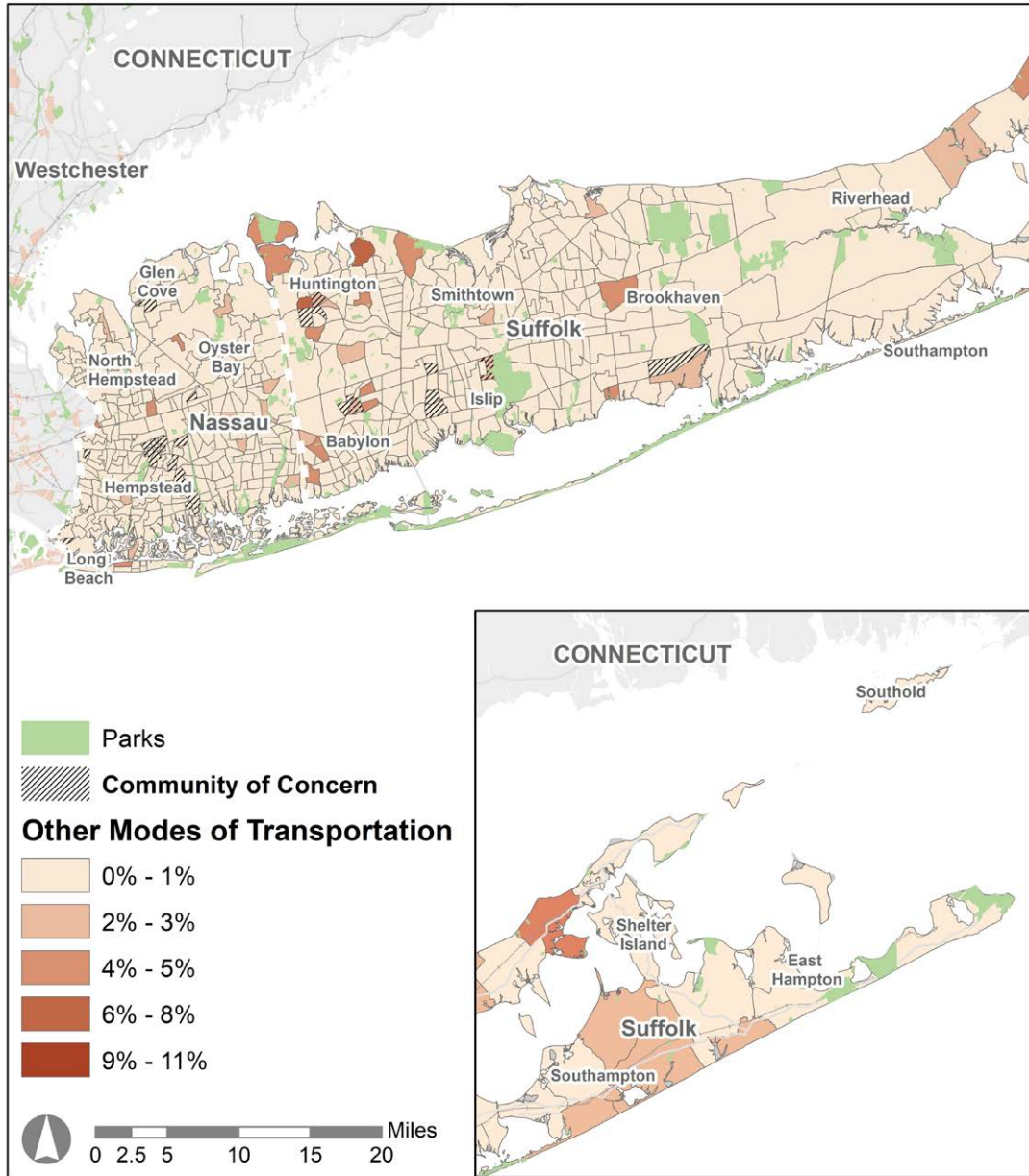


Figure D-2-8d

Means of Transportation to Work, Long Island*

Source: Data from the 2014–2018 ACS Five-Year Estimates



*ACS data do not include transportation network companies such as Uber or Lyft.

Figure D-2-9a

Means of Transportation to Work, Lower Hudson Valley

Source: Data from the 2014-2018 ACS Five-Year Estimates

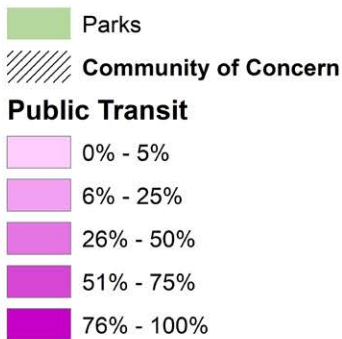
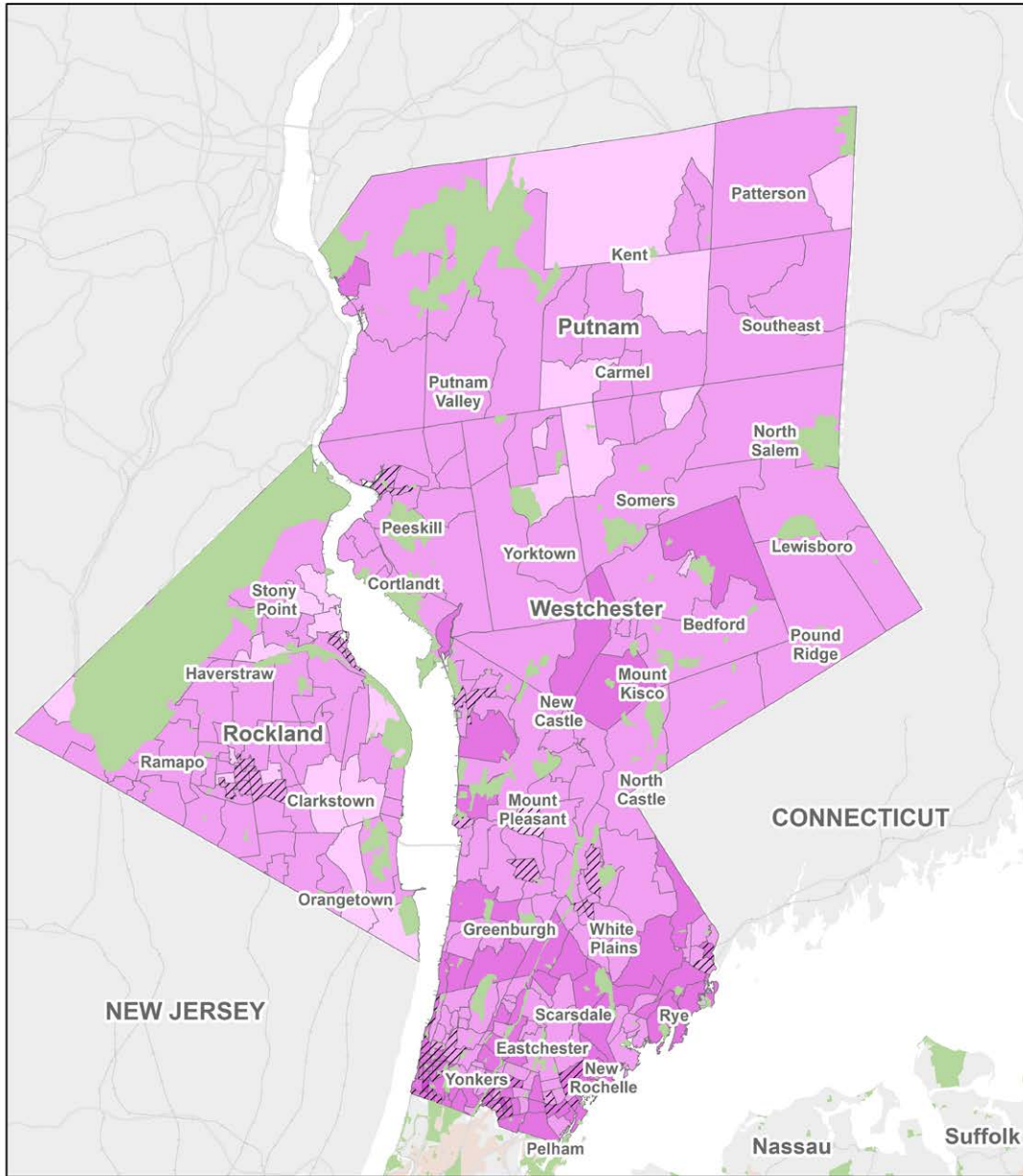
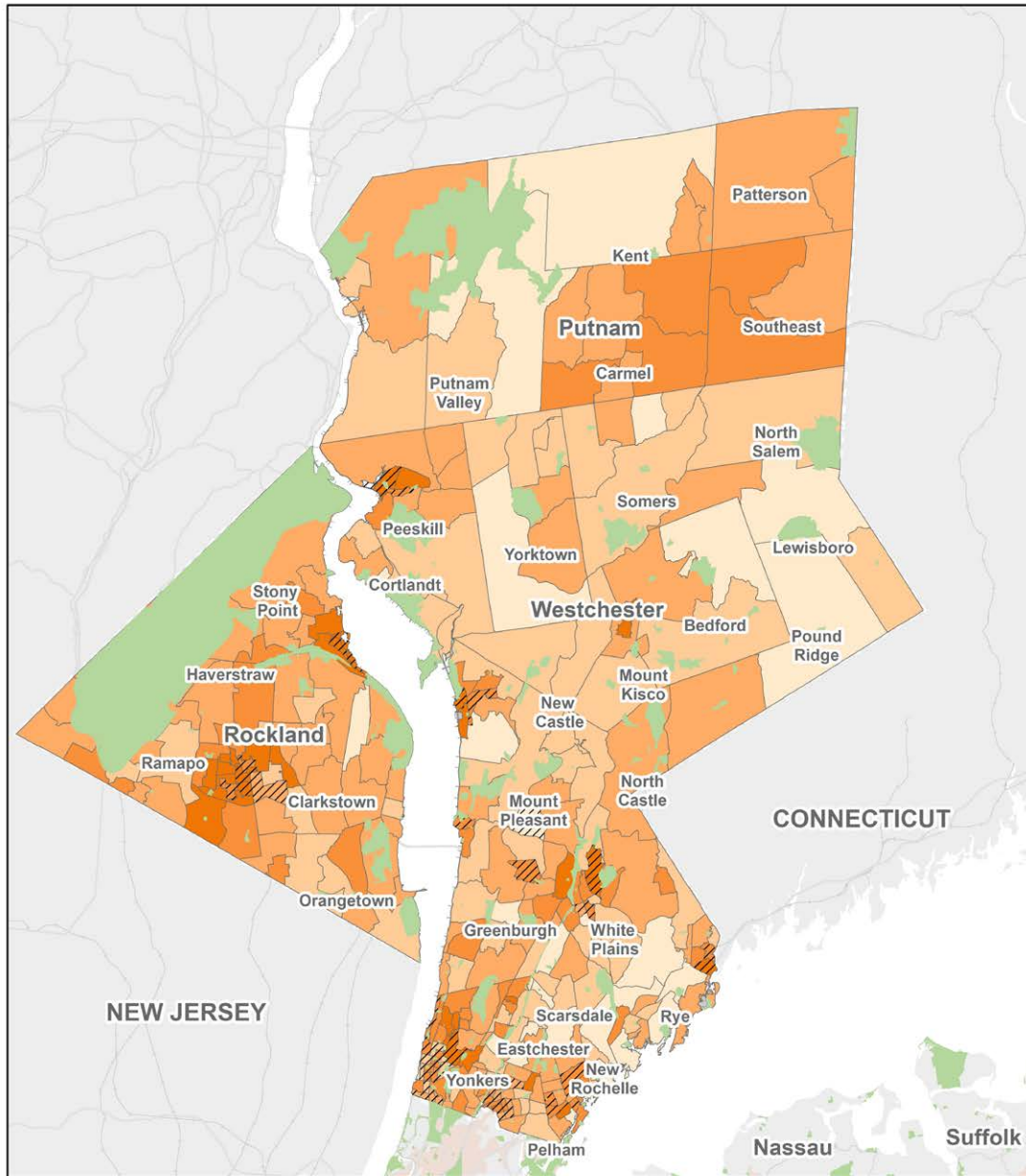


Figure D-2-9b

Means of Transportation to Work, Lower Hudson Valley

Source: Data from the 2014-2018 ACS Five-Year Estimates










-  Parks
-  Community of Concern
- Carpooling**
-  0% - 5%
-  6% - 10%
-  11% - 15%
-  16% - 20%
-  21% - 30%



Figure D-2-9c

Means of Transportation to Work, Lower Hudson Valley

Source: Data from the 2014-2018 ACS Five-Year Estimates

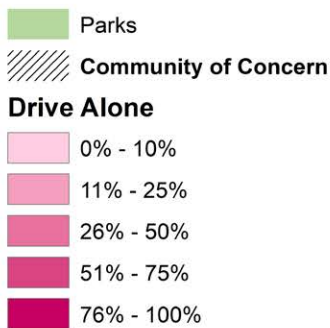
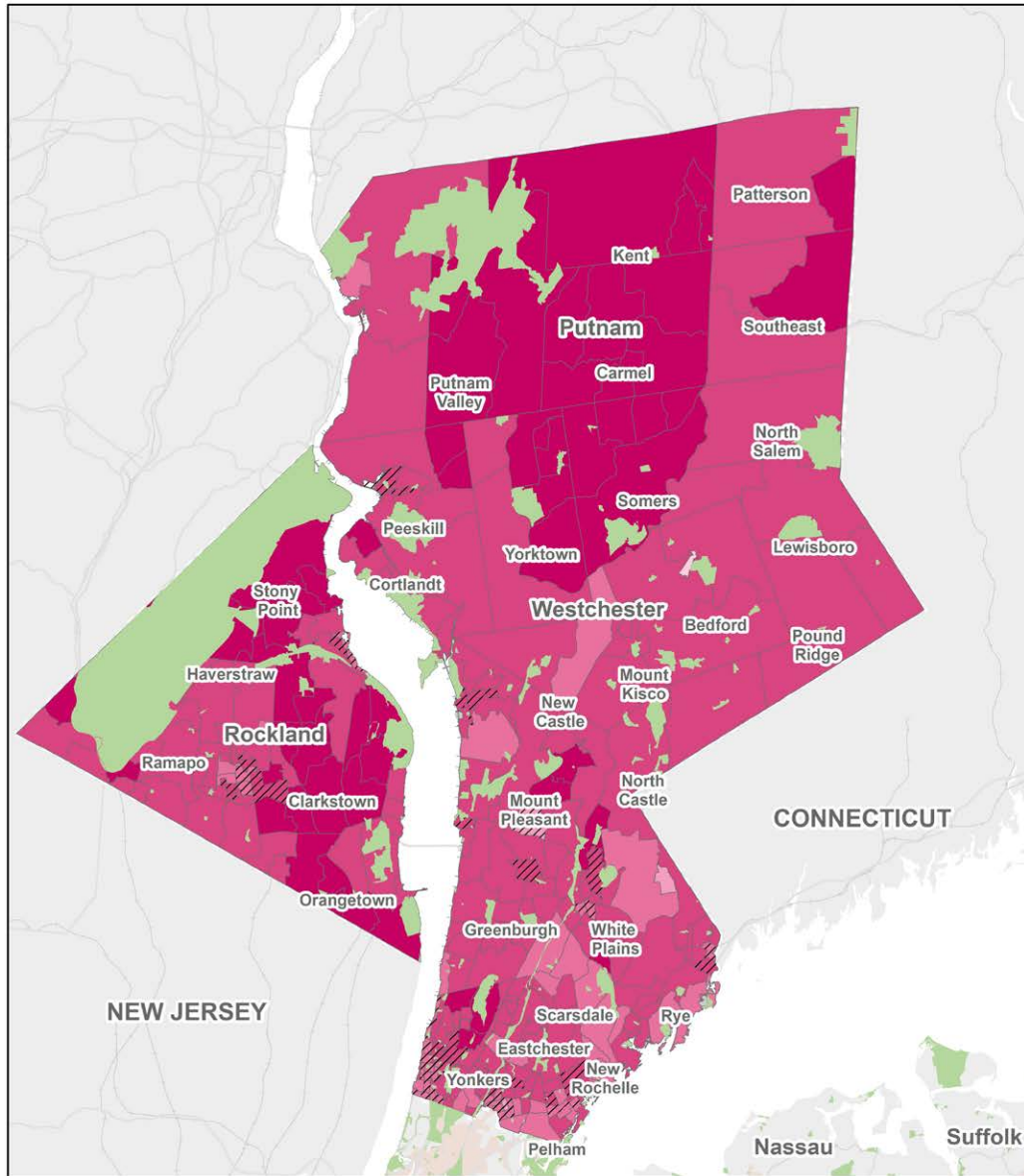
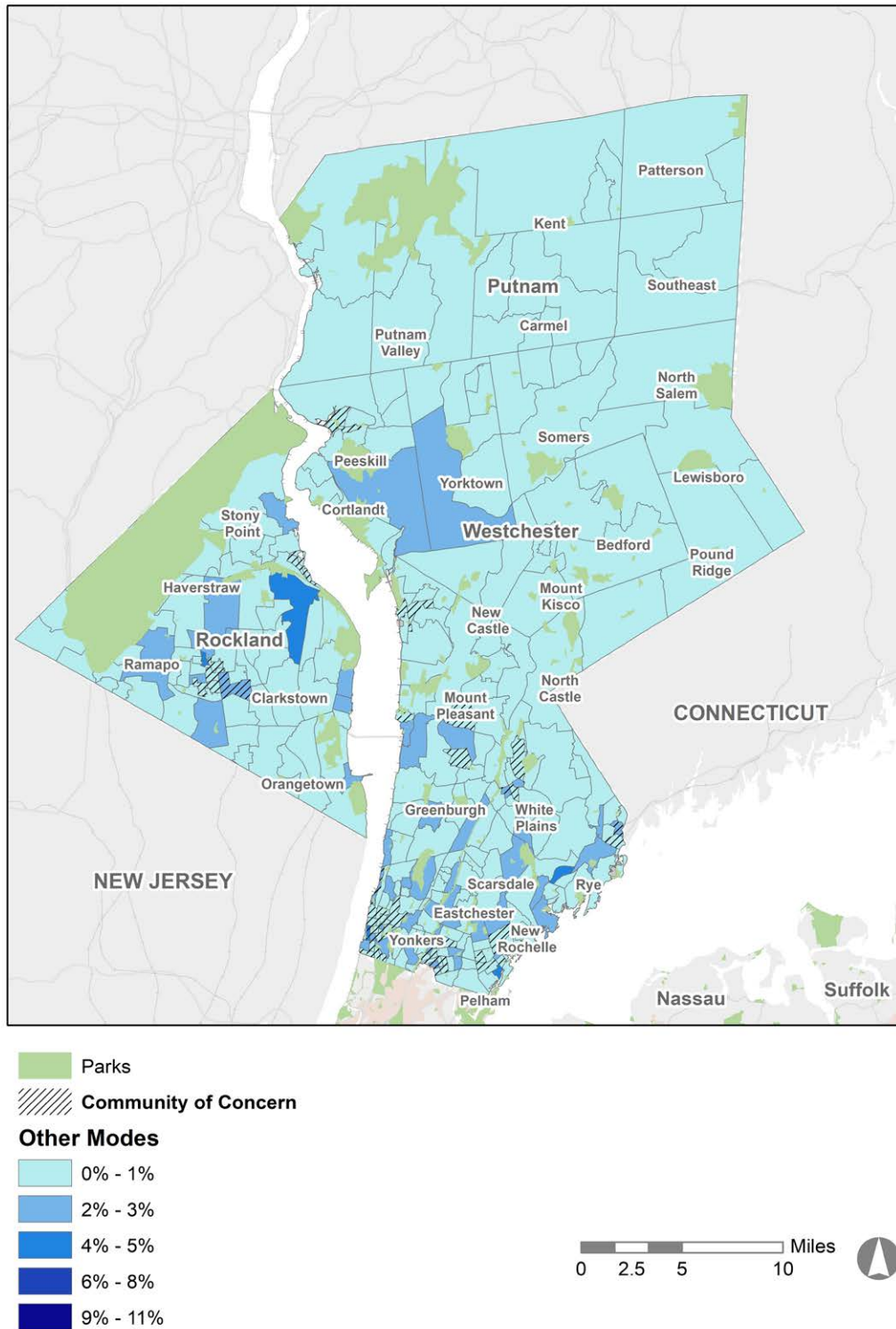


Figure D-2-9d

Means of Transportation to Work, Lower Hudson Valley*

Source: Data from the 2014-2018 ACS Five-Year Estimates



*ACS data do not include Transportation Network Companies such as Uber or Lyft.

2.1.6 TRAVEL TIME TO WORK

[Table D-2-6](#) and [Figures D-2-10](#) through [D-2-12](#) shows the travel time to work for the section of the population identified as COC in each borough/county; [Table D-2-7](#) shows the travel time to work for the remainder of the region.

The national average commuting time of 23 minutes falls within the 15–29 minute time span (category) used by the U.S. Census Bureau in the ACS. [Table D-2-6](#) shows the percentage of commuters falling into this category for COC in the NYMTC planning area: New York City at 17 percent (compared to 23 percent for the remainder of the subregion); Long Island with 36 percent (compared to 31 percent for the remainder of the subregion); and the Lower Hudson Valley at 30 percent (compared to the 28 percent for the remainder of the subregion).

The U.S. Census Bureau has also determined that nationally, 8 percent of all workers have a commute of more than one hour. In the NYMTC planning area, 37 percent of COC had a commute of more than one hour, while 30 percent of the remainder of the region had a commute time of more than one hour. When looking at short commutes (less than 30 minutes), COC are less likely to have shorter commutes than the remainder of the region; 24 percent of commuters in COC had commutes of less than 30 minutes, whereas this figure was 30 percent for the remainder of the region.

Table D-2-6

Travel Time to Work: Communities of Concern and Subregion

County	Total # of Workers	< 15 Min.		15-29 Min.		30-44 Min.		45-59 Min.		>59 Min.	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	419,926	36,455	9%	66,904	16%	97,878	23%	71,966	17%	184,509	44%
Kings (Brooklyn)	519,116	33,699	6%	76,387	15%	151,870	29%	108,320	21%	187,174	36%
New York (Manhattan)	280,725	24,379	9%	61,770	22%	94,091	34%	50,849	18%	60,730	22%
Queens	324,727	28,092	9%	50,606	16%	86,586	27%	56,864	18%	132,008	41%
Richmond (Staten Island)	34,386	4,144	12%	8,466	25%	5,858	17%	3,353	10%	18,203	53%
New York City	1,578,880	126,769	8%	264,133	17%	436,283	28%	291,352	18%	582,624	37%
Nassau	40,781	7,910	19%	14,008	34%	10,558	26%	2,552	6%	7,436	18%
Suffolk	26,103	6,000	23%	10,037	38%	4,993	19%	1,481	6%	5,272	20%
Long Island	66,884	13,910	21%	24,045	36%	15,551	23%	4,033	6%	12,708	19%
Putnam	-	-	-	-	-	-	-	-	-	-	-
Rockland	17,784	4,330	24%	6,947	39%	3,611	20%	928	5%	21,489	121%
Westchester	79,412	16,442	21%	22,184	28%	18,262	23%	7,240	9%	20,216	25%
Lower Hudson Valley	97,196	20,772	21%	29,131	30%	21,873	23%	8,168	8%	41,705	43%
NYMTC Region	1,742,960	161,451	9%	317,309	18%	473,707	27%	303,553	17%	637,037	37%

Table D-2-7

Travel Time to Work: Remainder of the Region

County	Total # of Workers	< 15 Min.		15-29 Min.		30-44 Min.		45-59 Min.		>59 Min.	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	139,916	15,053	11%	27,684	20%	26,142	19%	19,273	14%	65,820	47%
Kings (Brooklyn)	618,027	57,839	9%	110,254	18%	170,221	28%	111,154	18%	210,336	34%
New York (Manhattan)	538,662	73,127	14%	200,146	37%	171,527	32%	52,198	10%	54,262	10%
Queens	744,928	53,517	7%	135,671	18%	201,141	27%	126,175	17%	297,173	40%
Richmond (Staten Island)	168,525	22,380	13%	39,438	23%	30,232	18%	16,663	10%	84,067	50%
New York City	2,210,058	221,916	10%	513,193	23%	599,263	27%	325,463	15%	711,658	32%
Nassau	603,614	109,427	18%	167,124	28%	124,985	21%	54,884	9%	197,064	33%
Suffolk	678,247	145,428	21%	226,350	33%	144,860	21%	56,396	8%	158,030	23%
Long Island	1,281,861	254,855	20%	393,474	31%	269,845	21%	111,280	9%	355,094	28%
Putnam	47,148	7,968	17%	10,278	22%	10,571	22%	7,416	16%	15,326	33%
Rockland	119,782	30,729	26%	35,644	30%	19,981	17%	10,997	9%	31,019	26%
Westchester	363,886	70,996	20%	104,953	29%	71,138	20%	36,322	10%	104,299	29%
Lower Hudson Valley	530,816	109,693	21%	150,875	28%	101,690	19%	54,735	10%	150,644	28%
NYMTC Region	4,022,735	586,464	15%	1,057,542	26%	970,798	24%	491,478	12%	1,217,396	30%

Figure D-2-10

Travel Time to Work, New York City

Source: Data from the 2014-2018 ACS Five-Year Estimates

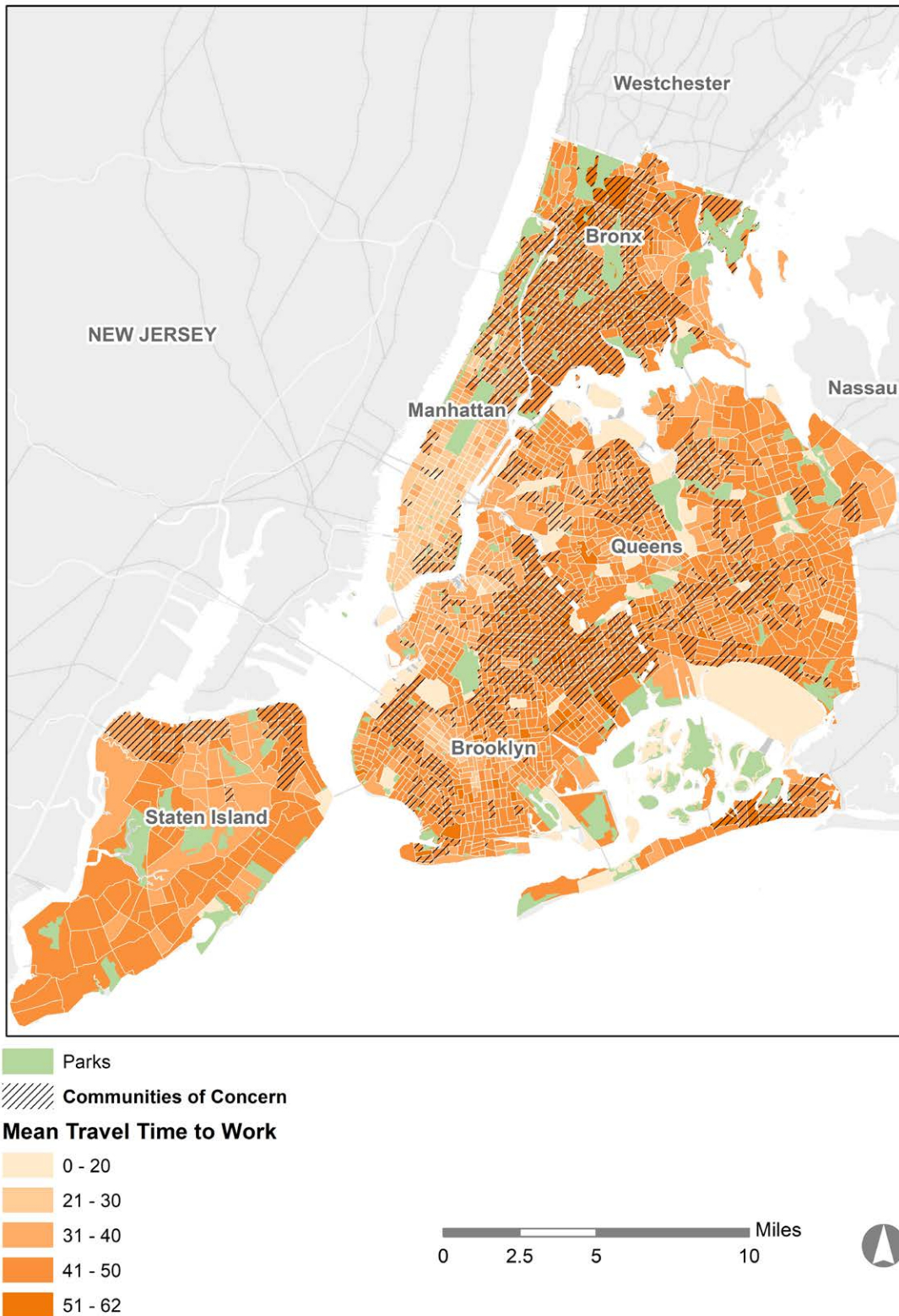


Figure D-2-11

Travel Time to Work, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates

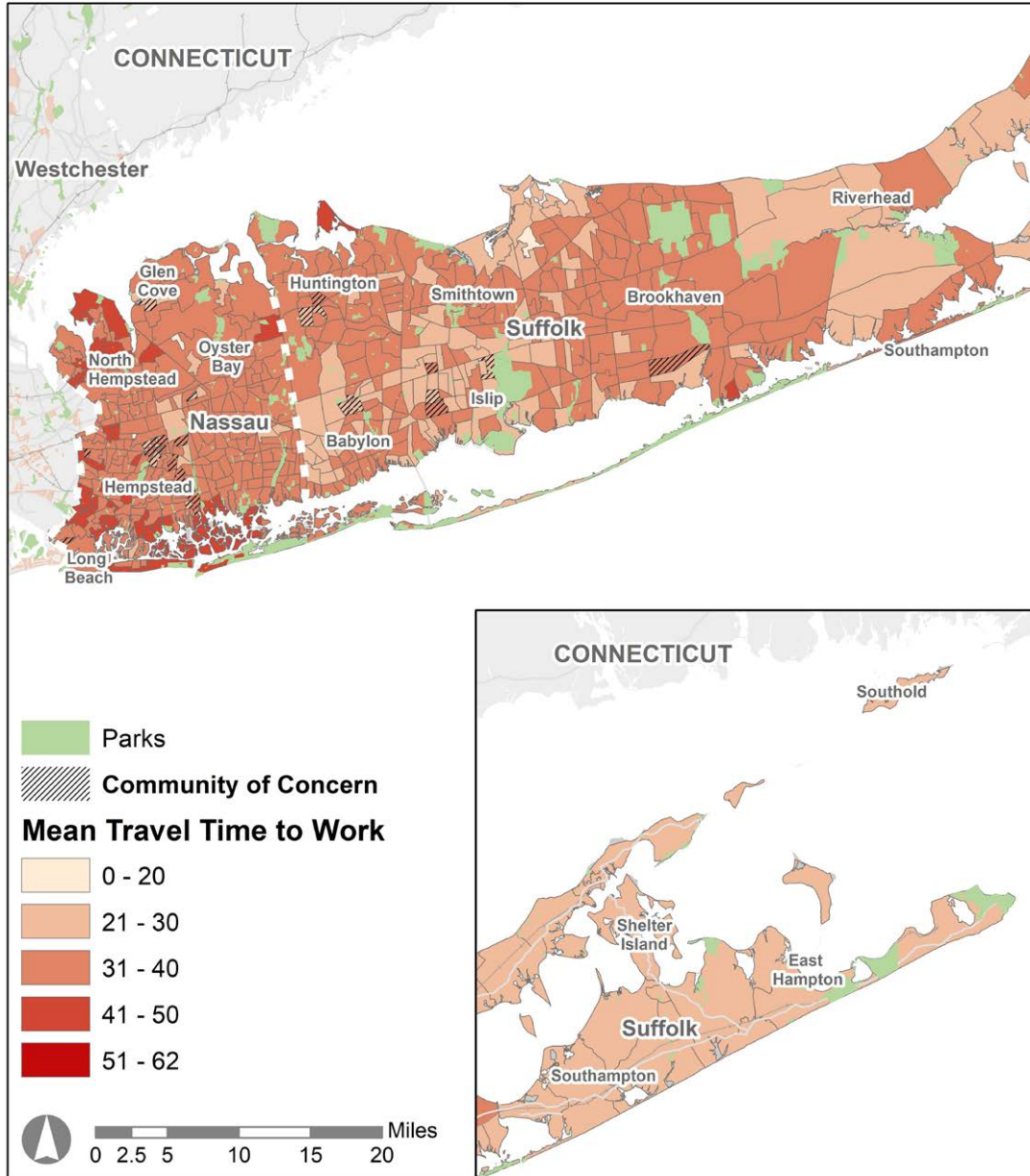
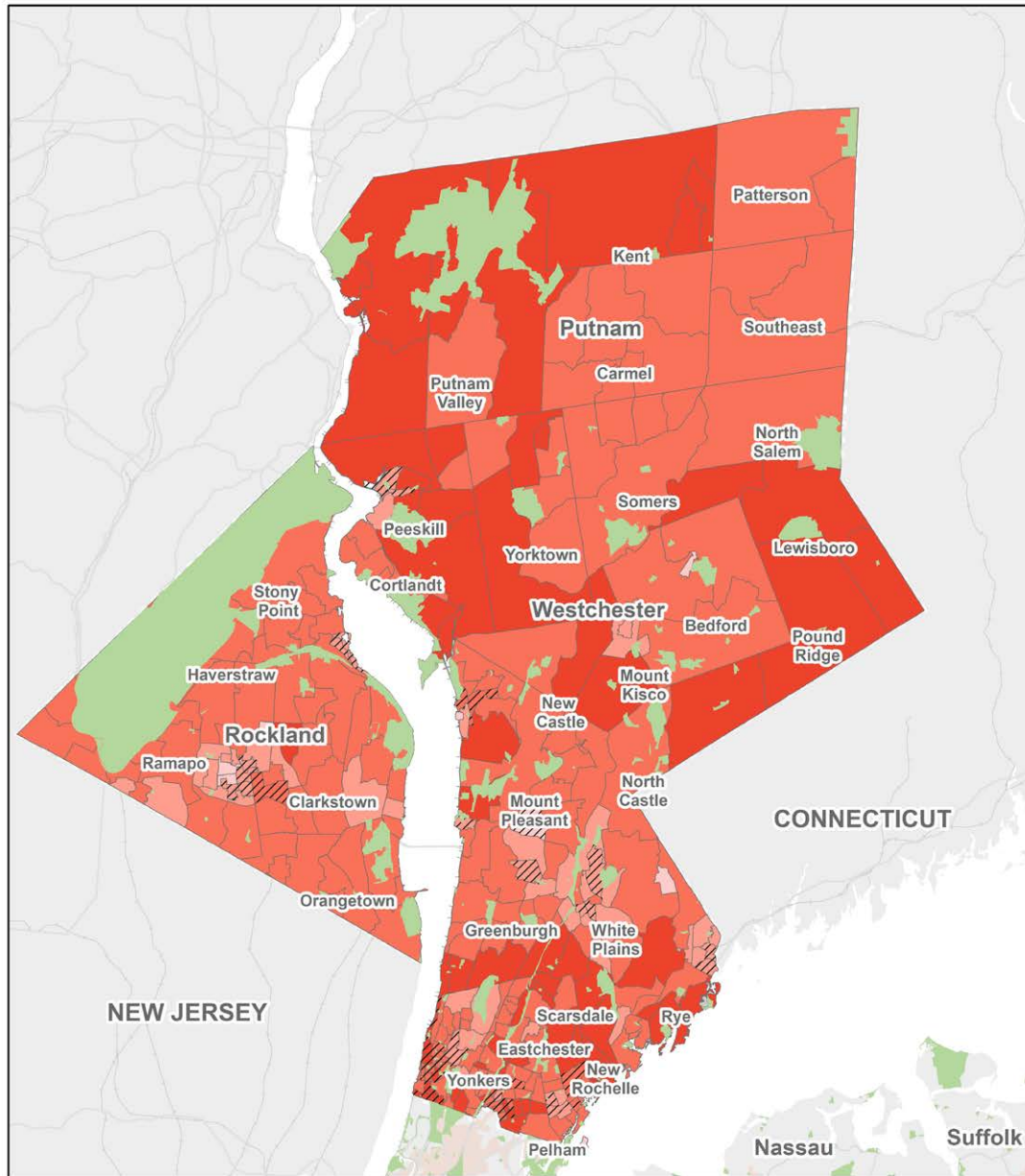


Figure D-2-12

Travel Time to Work, Lower Hudson Valley

Source: Data from the 2014–2018 ACS Five-Year Estimates



- Parks
- Community of Concern
- Mean Travel Time to Work**
- 0 - 20
- 21 - 30
- 31 - 38
- 39 - 48
- 49 - 62



2.1.7 LINGUISTICALLY ISOLATED HOUSEHOLDS

Linguistic isolation has important implications for transportation planning in the NYMTC planning area. Limited English proficiency in certain geographies should be considered when planning public engagement and communicating project or service notifications. This is particularly important for public transportation projects—modes that these communities rely on heavily. Tailoring communications based on a geographical language preference can help ensure greater public involvement and contribute to the development of a transportation network that is equitable and responsive to local needs.

The U.S. Census Bureau defines a linguistically isolated household as a household in which “no person 14 years old and over speaks only English and no person 14 years old and over who speaks a language other than English speaks English very well.”

While there are linguistically isolated communities throughout the NYMTC planning area, Figures D-14 through D-16 show a high geographic correlation between linguistic isolation and COC. Within COC in the NYMTC planning area, 617,660 (or 19 percent) are considered linguistically isolated in contrast to 7 percent of total households considered linguistically isolated in the remainder of the NYMTC planning area.

More than 90 percent of linguistically isolated households are found in New York City’s COC. The highest rates of linguistic isolation in COC were found in Queens, where 27 percent of households residing in COC are linguistically isolated, and in Rockland County (25 percent), the Bronx (18 percent), and Nassau County (20 percent). In both Long Island and the Lower Hudson Valley, 16 and 18 percent of total households, respectively, are linguistically isolated ([Table D-2-7](#)). In contrast, only 10 percent of New York City households are linguistically isolated. This figure is even lower in Long Island and the Lower Hudson Valley, where only 4 and 5 percent of households in the remainder of the subregion, respectively, are linguistically isolated ([Table D-2-8](#)).

Spanish is the language spoken by most linguistically isolated households in the NYMTC planning area’s COC. Asian and Pacific Island languages were prevalent in linguistically isolated households in Queens County in New York City, while other Indo-European languages were prevalent in linguistically isolated households in Rockland County in the Lower Hudson Valley.

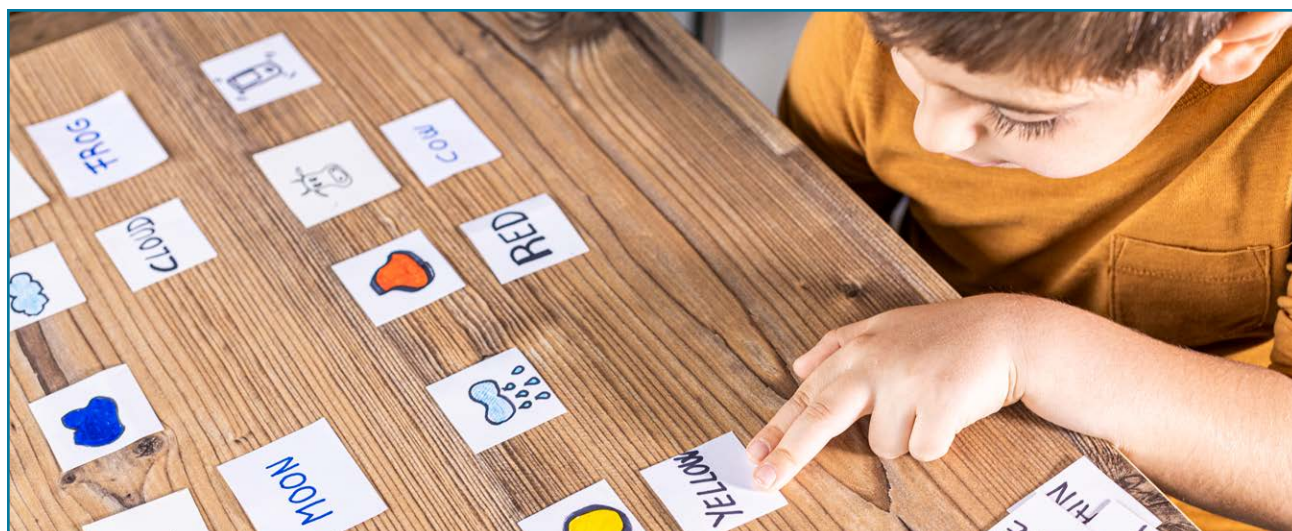


Table D-2-8

Household Language by Linguistic Isolation: Communities of Concern and Subregion*

County	Total # of Households	Spanish Language		Other Indo-European Languages		Asian and Pacific Island Languages		All Other Languages		Total Linguistically Isolated Households	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	819,127	124,781	15%	9,449	1%	2,796	0%	7,777	1%	144,803	18%
Kings (Brooklyn)	948,499	58,343	6%	25,931	3%	45,817	5%	3,768	0%	133,859	14%
New York (Manhattan)	542,316	58,343	11%	25,931	5%	45,817	8%	3,768	1%	133,859	25%
Queens	576,462	63,153	11%	23,498	4%	64,923	11%	1,467	0%	153,041	27%
Richmond (Staten Island)	67,987	3,093	5%	717	1%	941	1%	192	0%	4,943	7%
New York City	2,954,391	307,713	10%	85,526	3%	160,294	5%	16,972	1%	570,505	19%
Nassau	65,754	12,159	18%	897	1%	175	0%	64	0%	13,295	20%
Suffolk	41,080	3,585	9%	163	0%	51	0%	0	0%	3,799	9%
Long Island	106,834	15,744	15%	1,060	1%	226	0%	64	0%	17,094	16%
Putnam	-	-	-	-	-	-	-	-	-	-	-
Rockland	27,557	4,747	17%	2,036	7%	67	0%	124	0%	6,974	25%
Westchester	139,241	19,689	14%	1,798	1%	1,134	1%	466	0%	23,087	17%
Lower Hudson Valley	166,798	24,436	15%	3,834	2%	1,201	1%	590	0%	30,061	18%
NYMTC Region	3,228,023	347,893	11%	90,420	3%	161,721	5%	17,626	1%	617,660	19%

* Linguistically Isolated Households (No one age 14 or over speaks English only or speaks English "very well")

Table D-2-9

Household Language by Linguistic Isolation: Remainder of the Population*

County	Total # of Households	Spanish Language		Other Indo-European Languages		Asian and Pacific Island Languages		All Other Languages		Total Linguistically Isolated Households	
		Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Bronx	257,665	7,863	3%	4,107	2%	1,848	1%	498	0%	14,316	6%
Kings (Brooklyn)	1,052,489	20,115	2%	82,593	8%	30,382	3%	7,700	1%	140,790	13%
New York (Manhattan)	854,393	10,826	1%	7,065	1%	14,602	2%	859	0%	33,352	4%
Queens	1,256,593	58,143	5%	43,401	3%	61,119	5%	3,923	0%	166,586	13%
Richmond (Staten Island)	301,611	1,892	1%	6,947	2%	4,797	2%	558	0%	14,194	5%
New York City	3,722,751	98,839	3%	144,113	4%	112,748	3%	13,538	0%	369,238	10%
Nassau	995,705	20,718	2%	10,284	1%	10,054	1%	528	0%	41,584	4%
Suffolk	1,123,913	24,692	2%	6,174	1%	4,113	0%	304	0%	35,283	3%
Long Island	2,119,618	45,410	2%	16,458	1%	14,167	1%	832	0%	76,867	4%
Putnam	78,759	1,546	2%	517	1%	170	0%	50	0%	2,283	3%
Rockland	206,064	3,198	2%	4,986	2%	1,676	1%	415	0%	10,275	5%
Westchester	612,474	17,328	3%	5,955	1%	4,065	1%	738	0%	28,086	5%
Lower Hudson Valley	897,297	22,072	2%	11,458	1%	5,911	1%	1,203	0%	40,644	5%
NYMTC Region	6,739,666	166,321	2%	172,029	3%	132,826	2%	15,573	0%	486,749	7%

* Linguistically Isolated Households (No one age 14 or over speaks English only or speaks English "very well")

Figure D-2-13

Linguistically Isolated Households and COC, New York City

Source: Data from the 2014–2018 ACS Five-Year Estimates

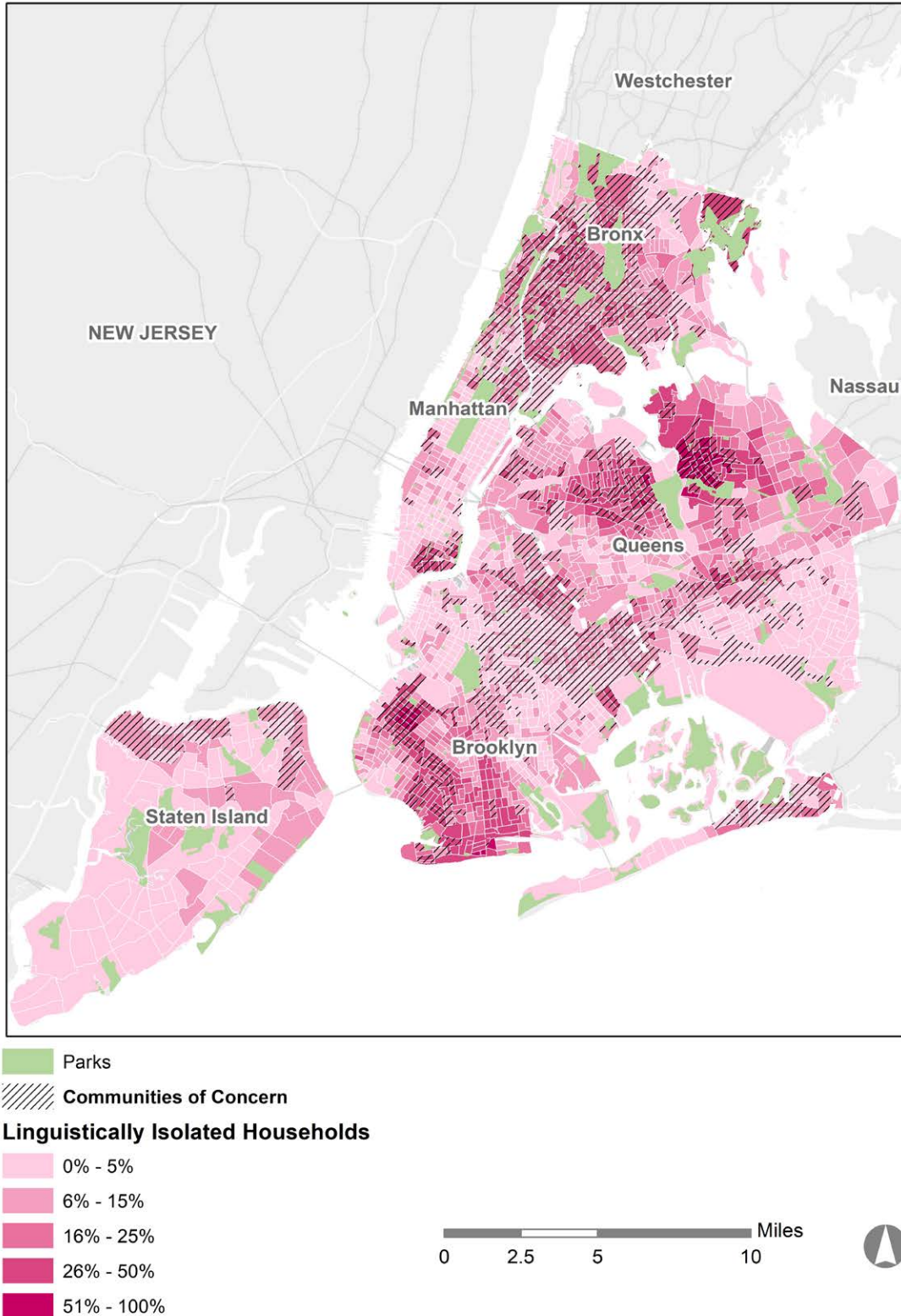


Figure D-2-14

Linguistically Isolated Households and Communities of Concern, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates

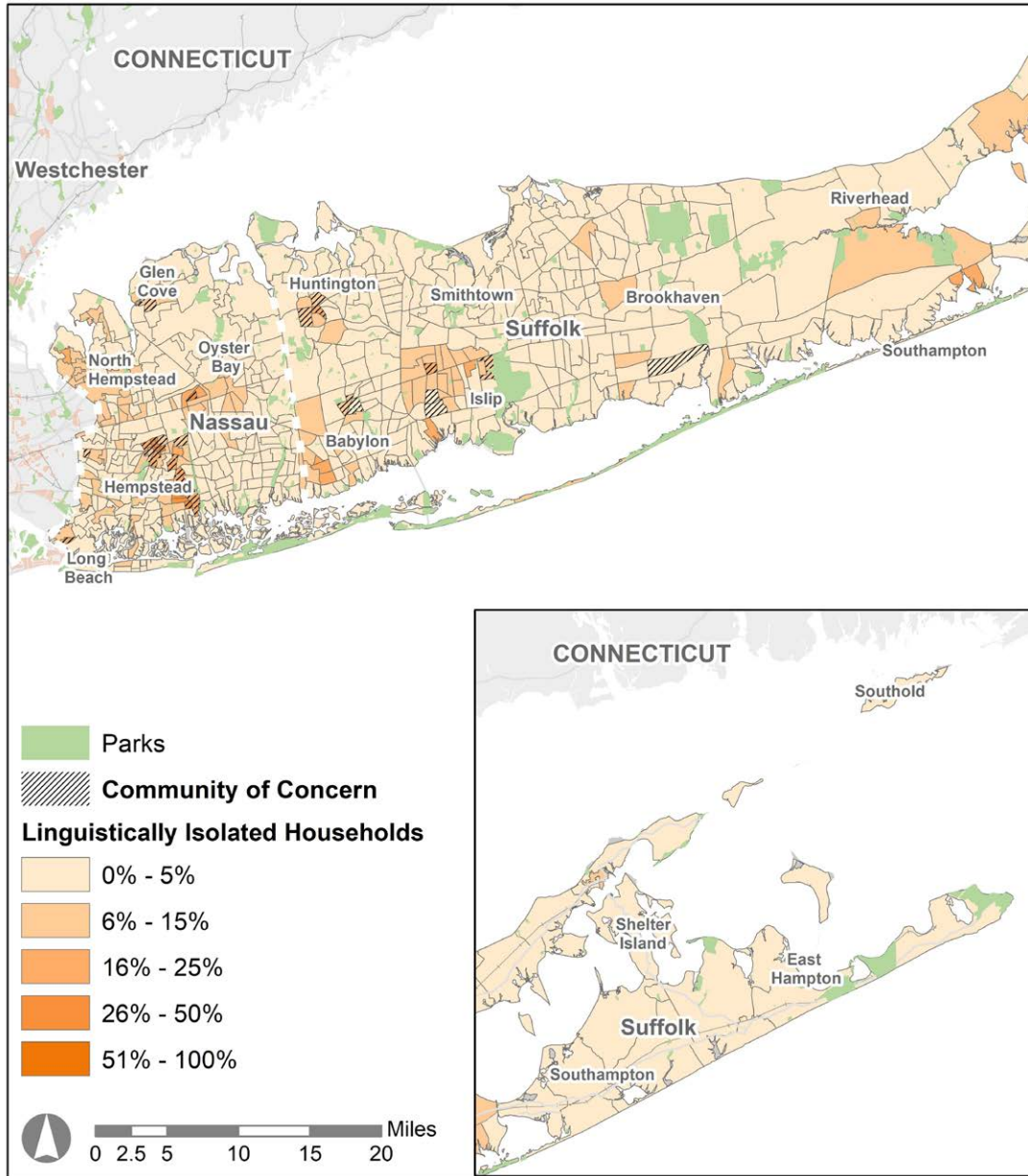
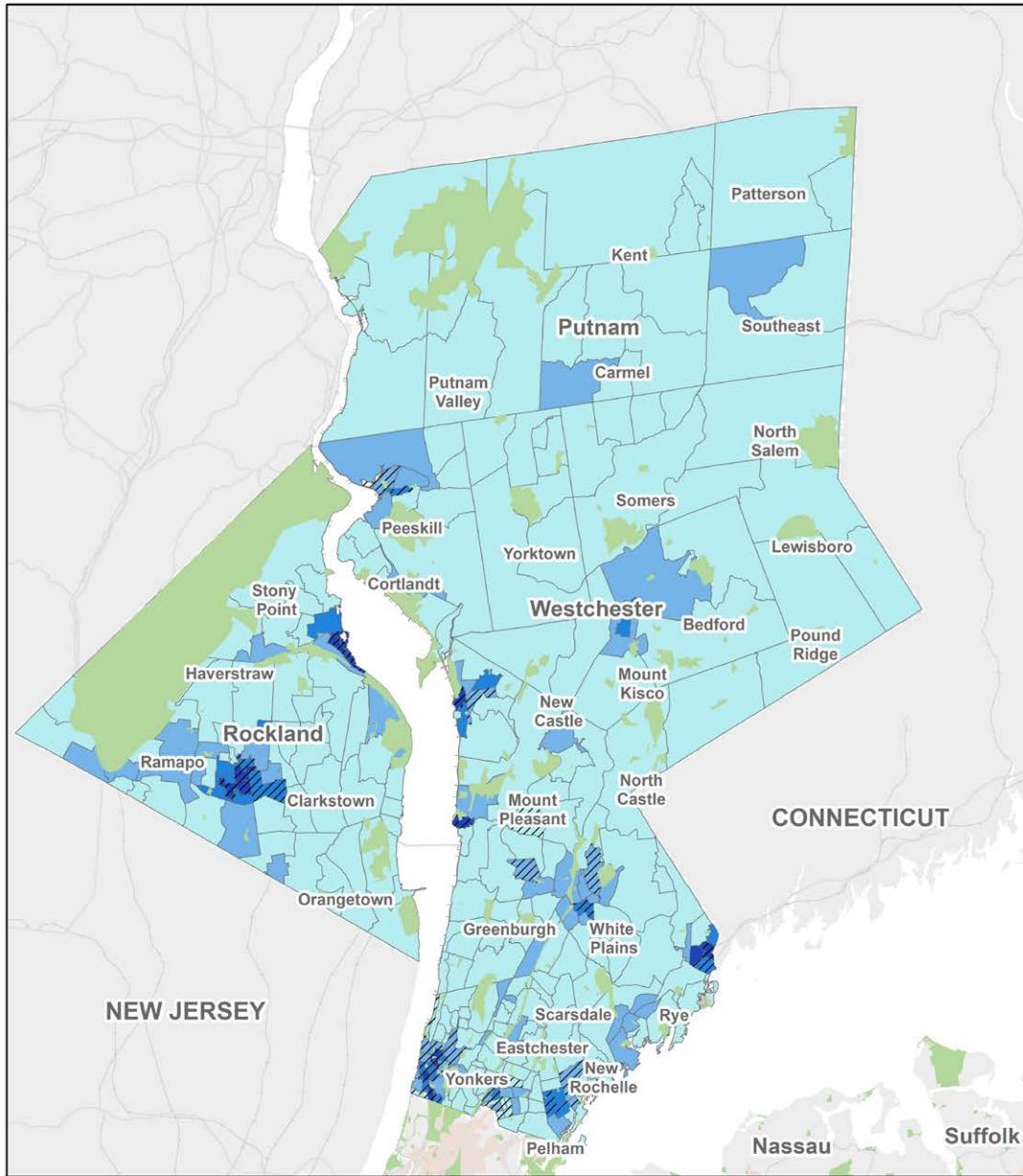


Figure D-2-15

Linguistically Isolated Households and Communities of Concern, Lower Hudson Valley

Source: Data from the 2014–2018 ACS Five-Year Estimates



Parks

Community of Concern

Linguistically Isolated Households

0% - 5%

6% - 15%

16% - 25%

26% - 50%

51% - 100%

0 2.5 5 10 Miles



2.2 COMMUNITIES OF CONCERN PUBLIC INVOLVEMENT ASSESSMENT

NYMTC's public engagement strategies for *Moving Forward* are guided by its Public Involvement Plan and its public participation operating procedures, which are both responsive to federal legislation and guidelines for MPO public outreach.

Public outreach is also guided by NYMTC's Title VI Program and Language Access Operating Procedures. The Public Involvement Plan includes specific procedures and strategies for meeting the desired goals and outcomes of the public involvement process and the various mandatory products and processes.

In addition to maximizing public involvement in the planning process, NYMTC seeks to remove language-related barriers to public involvement through its Language Access Program. Found in Appendix 3 of NYMTC's Title VI Program, the Language Access Operating Procedures identify languages primarily spoken in linguistically isolated households throughout the NYMTC region. These languages were used in written and oral media to communicate with and receive input from the public.

Moving Forward has been developed in part through a public involvement effort that has engaged various constituencies and key audiences in the NYMTC planning area. For a detailed description of the various public involvement efforts conducted for the Plan, see [Appendix G, Public Involvement Report](#), of the Plan.

Environmental justice (i.e., minority or low-income) and limited English proficiency populations were emphasized broadly in the outreach efforts for *Moving Forward*. To reflect NYMTC's Language Access Program, translation services for limited English proficiency populations were implemented for workshop publicity and in the online engagement platform modules for the Plan. Publicity materials included statements to promote accessibility and comply with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. Participants were provided telephone contact information to reach NYMTC if special accommodations were needed to participate in any of the workshops. These accommodations included translation services into Spanish, Russian, or Chinese, or American Sign Language. An overview of public involvement techniques to specifically reach COC in the NYMTC planning area for *Moving Forward* is described below. The overall Public Involvement Plan is included in [Appendix G](#) of the Plan.



2.3 METHODS AND TOOLS FOR REACHING COMMUNITIES OF CONCERN

NYMTC implemented a comprehensive program of public engagement in the development of *Moving Forward* using the techniques described below to gather input from COC, who are traditionally underserved. [Appendix G](#) of the Plan provides a detailed description of the various public involvement efforts conducted.

2.3.1 VIRTUAL FOCUS GROUPS

Outreach included six virtual focus groups conducted during the week of May 19, 2020, within the three NYMTC planning area geographies (New York City, Long Island, and the Lower Hudson Valley). The facilitated focus groups were conducted via a virtual platform that allowed each recruit and moderator to participate using their own video screen. For each geography, NYMTC held two focus groups: one made up of members of the environmental justice community, and one made up of members of the Coordinated Human Services community. The objective of the recruitment was to find diverse groups who live within the 10-county NYMTC planning area who identify with the topic categories and have an interest in explaining how existing transportation systems and services support their transportation needs and how they could be improved.

For the environmental justice sessions, the goal was to understand transportation issues, challenges, and needs for COC.

2.3.2 MOVING FORWARD WEBSITE

NYMTC employed an interactive website as a conduit for disseminating and gathering information during the Plan's development. Along with laptop and tablet compatibility, this website was also compatible with mobile smartphones, which are the primary source of internet connection for COC. The website provided an interactive exercise page for COC with active links to the engagement platform modules in the core languages (English, Spanish, Russian, Simplified and Traditional Chinese) of the NYMTC planning area.

2.3.3 INTERACTIVE EXERCISES VIA AN ONLINE ENGAGEMENT PLATFORM

From June 16 through September 20, 2020, NYMTC launched an interactive public engagement platform for *Moving Forward* using an online survey tool, MetroQuest, to gather feedback from the public on the Vision Goals for the Plan that include: ensuring safety and security; providing a system that is reliable and easy to use; planning for changing demand; reducing environmental impact; and resiliency. The modules were translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region. The interactive exercises were designed to engage diverse groups of people throughout the metropolitan area.

2.3.4 VIRTUAL PUBLIC WORKSHOPS

NYMTC convened virtual public workshops in July 2020 throughout the NYMTC planning area. Each workshop consisted of two daytime sessions for the planning area, which enabled numerous stakeholders to attend. An additional region-wide virtual workshop was conducted during the evening at 7:00 p.m. for those who could not attend a daytime event. Phone and email information was provided for participants requiring special assistance to let NYMTC know in advance of meetings. Sessions were recorded and archived, and presentations were made available to the public via the *Moving Forward* website. [Appendix G](#) of the Plan provides the flyers for the workshops flyers and presentations and summaries of the workshops.

2.3.5 OUTREACH TO COMMUNITY-BASED PARTNER ORGANIZATIONS

NYMTC collaborated with community-based partner organizations in the planning area. NYMTC staff identified organizations dedicated to community interaction and cooperation such as nongovernmental organizations, community organizations, and economic development corporations.

To broaden outreach efforts to COC, pilot outreach to mutual aid groups in the NYMTC planning area was conducted to understand if these organizations had capacity to publicize the ongoing development of *Moving Forward* and to ascertain which mechanisms of information sharing worked best for them. Outreach began in early September with phone calls and email follow-ups. Organizations including Opportunities for a Better Tomorrow, Henry Street Settlement, WIN (Women in Need) and Center for Family Life, a program of SCO Family of Services, as well as the Vital Brooklyn Initiative agreed to distribute information regarding the Plan, including an online link to a regional transportation issues survey based on questions from the virtual workshops. The Center for Family Life also agreed to help distribute online information for the Freight Topical Workshop in October 2020.

2.3.6 ONLINE SURVEY TO INFORM DEMOGRAPHIC/GEOGRAPHIC INFORMATION GAPS

After the virtual workshops for the Plan were completed, NYMTC determined from the compiled responses that there were possible gaps in the demographic groups and geographic areas that were represented. These groups included low-income, youth, African American, Hispanic, Asian, and female populations and various postal (zip) codes around the NYMTC planning area. To fill these gaps, NYMTC conducted an online survey using the Pollfish platform. The questions selected for use in the survey instrument were sourced from the virtual workshops that were held earlier in the outreach process. An additional question about transportation funding sources was added after this was determined to be an informational gap not covered in the virtual workshops. Nearly 1,000 people responded to the survey.



2.3.7 PAID SOCIAL MEDIA CAMPAIGN

To reach a wider audience across the NYMTC planning area, a paid social media component was incorporated into the outreach efforts. Paid advertising was placed on the Facebook advertising platform, which includes ad placements on Facebook and Instagram. The ads ran for 14 weeks to reach a variety of demographic groups who qualified as COC.

NYMTC's Public Involvement Plan and related operating procedures define three levels of public outreach and involvement: regional, subregional, and local. In a region of more than 12 million people, NYMTC's public involvement approach for *Moving Forward* is necessarily multifaceted to reach as many people as possible.



3

SECTION 2: ASSESSMENT OF *MOVING FORWARD* OUTCOMES

Section 2 of the **Moving Forward** Environmental Justice and Title VI Assessment will determine if the programmed transportation projects and proposed projects and studies reached populations that were most affected by transportation improvements. Analyses in two forms—a geospatial analysis to assess the distribution of programmed transportation projects and proposed projects and studies, and a programmatic assessment that included only programmed projects for which funding forecasts were available—are outlined below.

3.1 GEOSPATIAL ANALYSIS OF PLANNING PROCESS OUTCOMES

Moving Forward has been analyzed spatially to assess the distribution of programmed transportation projects and proposed programs and studies in relation to areas where COC are located within the NYMTC planning area.

The first component of this geospatial analysis displays the geographic location of transportation programs, projects, and studies relative to the COC in a series of maps (Figures D-3-1 through D-3-3). In total, the NYMTC planning area comprises 3,081 census tracts. Of those census tracts, 962 (31%) are within COCs and 2,112 (68%) are in the remainder of the region. Of the 962 COC census tracts that fall within the NYMTC planning area, 55% (532 census tracts) contain programmed transportation projects and proposed programs and studies. The remainder of the NYMTC planning area census tracts (2,112 census tracts) contain 32% (692 census tracts) of the programmed transportation projects and proposed programs and studies.

3.2 ASSESSMENT OF PROGRAMMED FUNDING FOR MOVING FORWARD

The second component of the analysis assesses the relative impacts of programmed transportation programs and proposed projects and studies chosen for the Plan in relation to the COC in terms of the amount of programmed funding for projects by location in relation to population size.

While the maps mentioned above include programmed projects and proposed projects and studies from *Moving Forward*, the programmatic assessment of the Plan includes only programmed projects for which funding forecasts are available.

[Table D-3-1](#) shows that the 903 census tracts (334 COC census tracts and 569 non-COC census tracts) containing projects for which funding forecasts are available reach 3.21 million of the NYMTC planning area population with a funding total of \$6.45 million. The total population (1.16 million) of the 334 COC census tracts for which funding forecasts are available is projected to received a total of \$1.18 million for programmed projects. The total population (2.05 million) of the 569 census tracts that contain programmed projects, programs, and studies, and do not fall within COCs (the remaining census tracts) is projected to receive a funding total of \$288,100. There are programmed projects within the NYMTC planning area that span across COC census tracts and non-COC census tracts that are forecast to receive funding totaling \$4.98 million.

Table D-3-1

Assessment of Programmed Funding for Moving Forward Based on Project Location

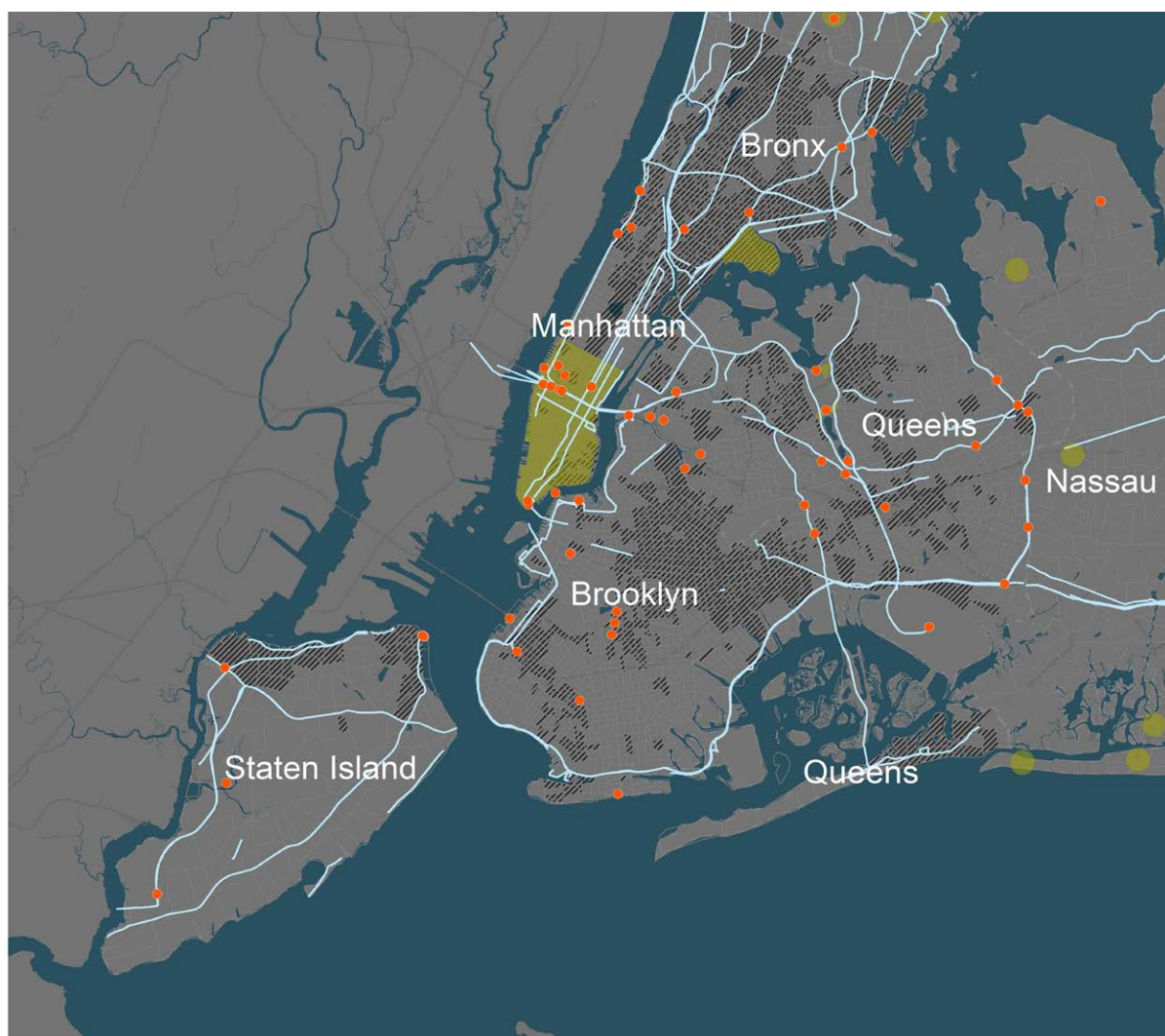
	COC	All Other Communities	Project Impacting Both Categories	Total
Population	1,163,984	2,047,763	N/A	3,211,747
% of Population	36%	64%	N/A	100%
Programmed Funding for Projects	\$1.18M	\$288,100	\$4.98M	\$6.45M
% of Total Plan Programmed Funding	18%	4%	77%	100%
Programmed Funding per Capita	\$1,013.19	\$140.73	\$1,550.28	\$2,704.2
Programmed Funding Per Capita (Including Projects that Impact Both Categories)	\$5,290.83	\$2,572.21		

[Table D-3-1](#) also shows that programmed funding for *Moving Forward* is at a higher level per capita for projects solely in COC census tracts compared to projects solely in non-COC census tracts, even though the per capita funding levels are lower in COC census tracts. However, most of the programmed funding in *Moving Forward* is for projects that impact both COC census tracts and non-COC census tracts. When that funding is added to the amounts for projects located solely within each of the categories, the per capita funding programmed that affects COC is almost twice as high as the per capita funding programmed for projects affecting the remaining census tracts.

Figure D-3-1

Programmed Transportation Projects, Programs, and Studies: Communities of Concern, New York City

Source: Data from the 2014–2018 ACS Five-Year Estimates and *Moving Forward*



Legend

- RTP 2050 Specific Location Projects, Programs, or Studies
- RTP 2050 Corridor Level Projects, Programs, or Studies
- RTP 2050 Area Wide Projects, Programs, or Studies

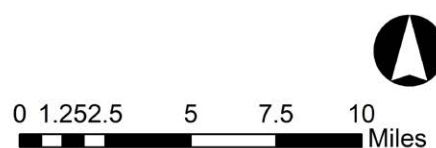
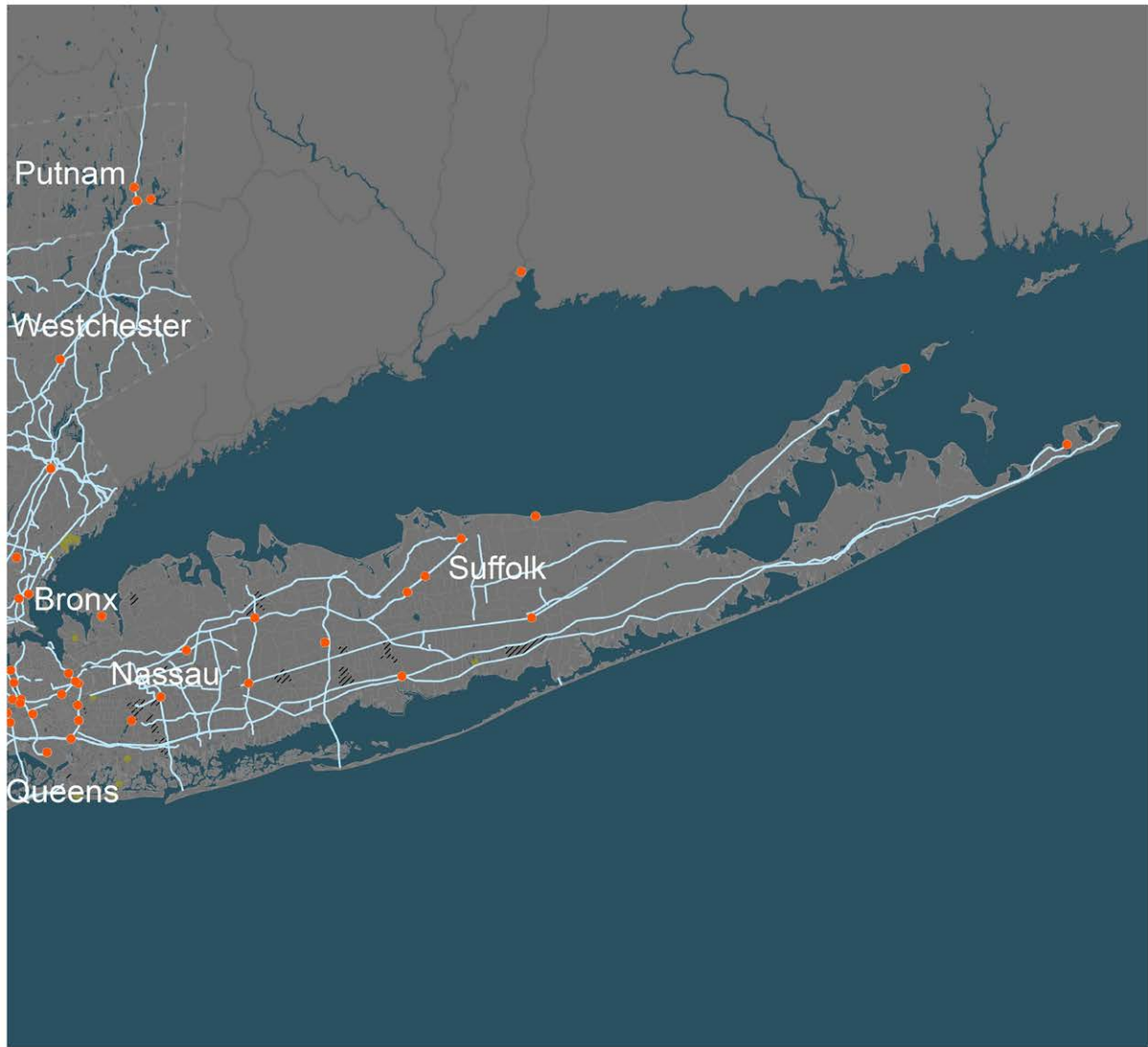


Figure D-3-2

Programmed Transportation Projects, Programs, and Studies: Communities of Concern, Long Island

Source: Data from the 2014–2018 ACS Five-Year Estimates and Moving Forward



Legend

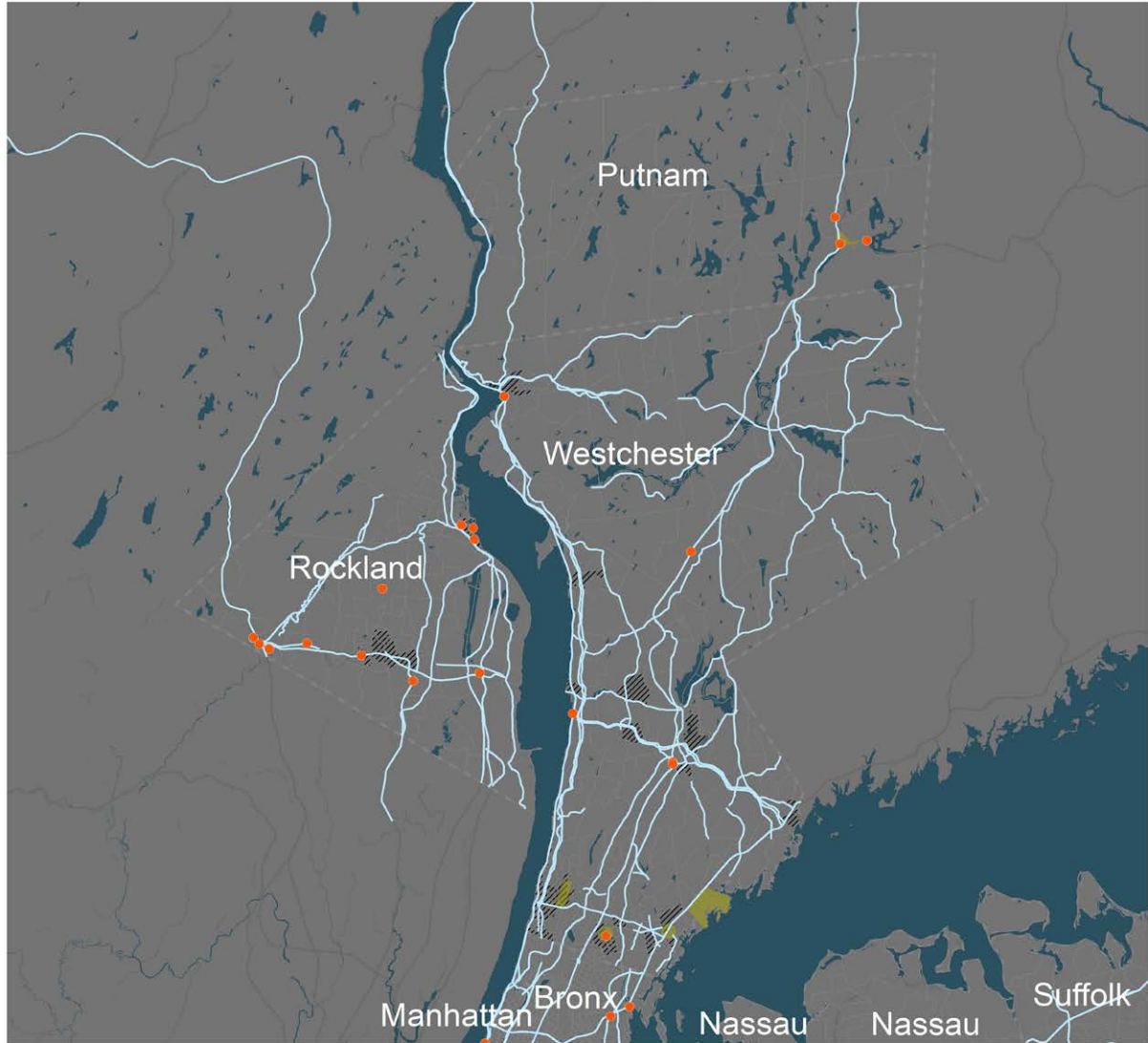
- RTP 2050 Specific Location Projects, Programs, or Studies
- RTP 2050 Corridor Level Projects, Programs, or Studies
- RTP 2050 Area Wide Projects, Programs, or Studies



Figure D-3-3

**Programmed Transportation Projects, Programs and Studies:
Communities of Concern, Lower Hudson Valley**

Source: Data from the 2014–2018 ACS Five-Year Estimates and Moving Forward



Legend

- RTP 2050 Specific Location Projects, Programs, or Studies
- RTP 2050 Corridor Level Projects, Programs, or Studies
- RTP 2050 Area Wide Projects, Programs, or Studies



ACRONYMS

ACS	American Community Survey
COC	Communities of Concern
MPO	Metropolitan Planning Organization
NYMTC	New York Metropolitan Transportation Council