

Moving Forward 2055

Connecting Communities, Creating Opportunities

APPENDIX G TITLE VI ASSESSMENT



NYMTC Regional Transportation Plan
Adopted on September 5, 2025

MOVING FORWARD 2055

APPENDIX G: TITLE VI ASSESSMENT

prepared by

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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LIST OF ACRONYMS

BOA	Brownfield Opportunity Area
FAST Act	Fixing America's Surface Transportation Act
GIS	Geographic Information System
MAP Forum	Metropolitan Area Planning Forum
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NYMTC	New York Metropolitan Transportation Council
OPRHP	(New York) Office of Parks, Recreation and Historic Preservation
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEQRA	State Environmental Quality Review Act

1

INTRODUCTION

Every day, millions of people from diverse communities are moving throughout the New York Metropolitan Transportation Council's (NYMTC) 2,430-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 2055*, one of the guiding principles of NYMTC is to consider the needs of all users across its planning area in the planning process. NYMTC's vision includes objectives that

- » Promote fair 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 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. As the MPO for New York City, Long Island, and the Lower Hudson Valley, NYMTC must meet these requirements. This Title VI Assessment ensures compliance with statutes regarding non-discrimination and justice within the transportation planning and programming process for *Moving Forward 2055*.

1.1 NYMTC'S TITLE VI/NON-DISCRIMINATION PROGRAM AND LANGUAGE ACCESS OPERATING PROCEDURES

In 2022, NYMTC revised its Title VI/Non-Discrimination Program and related Language Access Operating Procedures. The Title VI Program establishes 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. The Language Access Operating Procedures support 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 Title VI Assessment.

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

1.2 WHAT IS INCLUDED IN THIS TITLE VI ASSESSMENT

Section 1: Assessment of the Development of Moving Forward 2055, which describes the regional and the public involvement strategies used in the development of this Plan.

Section 2: Assessment of Moving Forward 2055 Outcomes as it relates to the identified projects and programs in the Plan.

2

ASSESSMENT OF *MOVING FORWARD 2055*

An assessment of regional data analyses and public involvement approaches used for the development of *Moving Forward 2055* was undertaken and is presented to evaluate how the burdens and benefits of transportation plans and programs impact communities and the access to the Plan development process provided to communities in the NYMTC planning area across racial and socioeconomic groups. The data analyses assess the impacts of the plans, programs, and projects identified in *Moving Forward 2055* on communities in terms of mobility differences and levels of transportation investment. The public involvement assessment measures the accessibility of the Plan development process to communities in the NYMTC planning area, including those populations protected under Title VI.

2.1 REGIONAL DATA ANALYSES

Specific federal standards do not exist for conducting a community-level assessment of a Plan development process in the context of protections under Title VI and in NYMTC's adopted Title VI/Non-Discrimination Program. For this purpose, NYMTC employed analyses of regional data to define and compare community-level characteristics and impacts from the development of *Moving Forward 2055*. Using the U.S. Census' American Community Survey (ACS) Five-Year Estimates. The data analyses were used to examine mobility characteristics based on commuting patterns (travel time and mode to work). The analyses also assessed the patterns of transportation projects and programs chosen for inclusion in the Plan.

2.1.1 POPULATION

The total population of NYMTC's planning area represents roughly 65 percent of New York State's total population (19.87 million people). 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 2,430 square miles.

According to the U.S. Census Bureau's 2019–2023 ACS Five-Year Estimates, the population of the NYMTC planning area is approximately 12.9 million people, at an average density of 5,519 people per square mile. The New York City population represents approximately two-thirds of the NYMTC planning area's population (8.52 million people) followed by Long Island with 23 percent (2.92 million people), and the Lower Hudson Valley with 11 percent (1.43 million people). Table 2.1 provides population and density data for the NYMTC planning area.

Table 2.1 Population Density by County and Subregion

County	Total Population	Land Area (Square Miles)	Population Density (Persons/Sq. Mile)
Bronx	1,475,429	42.31	34,875
Kings (Brooklyn)	2,754,543	70.54	39,052
New York (Manhattan)	1,697,586	23.65	71,776
Queens	2,416,898	109.03	22,167
Richmond (Staten Island)	495,678	58.13	8,528
New York City Subtotal	8,840,134	303.65	29,113
Nassau	1,390,323	287.61	4,834
Suffolk	1,513,891	919.87	1,646
Long Island Subtotal	2,904,214	1207.48	2,405
Putnam	96,280	245.99	391
Rockland	339,932	199.28	1,706
Westchester	1,006,292	473.18	2,127
Lower Hudson Valley Subtotal	1,442,504	918.45	1,571
NYMTC Region Total	13,186,852	2429.58	5,428

Source: 2023 5-year Estimates.

2.1.2 COMMUNITIES OF CONCERN

NYMTC's current Title VI/Non-Discrimination Program contains the following policy statement:

The New York Metropolitan Transportation Council (NYMTC) gives public notice of its nondiscrimination policy to ensure compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency and all other related non-discrimination statutes, rules, regulations, and executive orders identified in the NYMTC Title VI/Nondiscrimination Program. NYMTC assures that no person or group(s) of persons shall, on the grounds of race, creed, color, national origin, sex, marital status, disability, age, sexual orientation or income level, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally mandated metropolitan transportation planning process undertaken by NYMTC, whether the activities are federally funded or not.

It is also the policy of NYMTC to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the United States Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NYMTC will provide meaningful access to services for persons with limited English proficiency.

To assess the Plan in the context of this policy, Census data that corresponds to the classes described in the statement were used to generate a **Non-Discrimination Index** that identifies census tracts with an above average percentage of populations cited in the policy statement, which are then mapped as NYMTC's Communities of Concern (CoC). The CoC geography provides a framework to the Plan and its potential outcomes to ensure non-discrimination as defined in the policy statement.

The population characteristics, or factors, cited in NYMTC's policy statement (race, national origin, sex, disability, age, income level, marital status, sexual orientation, creed, color and limited English proficiency) were used to build the Non-Discrimination Index.

Table 2.2 Communities of Concern Factors

#	Population Characteristic (factor)	US Census data source	Definition
1	Race	DP05 - ACS Demographic and Housing Estimates	Minority Pop = Total Pop minus Not Hispanic or Latino - "White Alone"
2	National origin	B05002 - Place of Birth by Nativity and Citizenship Status	Foreign born Pop
3	Sex	DP05 - ACS Demographic and Housing Estimates	Female Pop
4	Disability	S1810 - Disability Characteristics	Pop with an identified disability
5-7	Age	DP05 - ACS Demographic and Housing Estimates	Pop by age: 0-5; 5-17; 65 and over
8	Income level	S1701 - Poverty Status in the Past 12 Months	Pop below poverty level
9	Limited English Proficiency	C16001: Language Spoken at Home	LEP Pop = Sum of each "speak English less than very well"
	Marital status	Not available	
	Sexual orientation	Not available	
	Creed	Not available	
	Color	Not available	

Census data was applied to the identified factors using US Census Bureau's 2023 ACS 5-Year Estimates at the census tract level for the NYMTC planning area. Index scores were built from these data for each of the population factors and aggregated into a composite score for each census tract in the NYMTC planning area. A statistical analysis of these tract composite scores was then used to designate CoCs, which are then mapped to conduct a geospatial analysis and comparison of communities. Table 3 presents a summary of the results of this indexing, while Figures 4, 5 and 6 present the CoCs geospatially. More information on the CoCs is available for viewing in the [Moving Forward 2055 Interactive Map](#).

Table 2.3 Communities of Concern by County and Subregion

County	Total # of Census Tracts	# of Census Tracts that are CoC	% of Census Tracts that are CoC	% of Total Population Living in CoC
Bronx	361	266	74%	81%
Kings (Brooklyn)	804	353	44%	47%
New York (Manhattan)	310	59	19%	22%
Queens	724	321	44%	51%
Richmond (Staten Island)	125	12	10%	9%
New York City Subtotal	2,324	1,011	44%	47%
Nassau	281	20	7%	8%
Suffolk	384	20	5%	6%
Long Island Subtotal	665	40	6%	7%
Putnam	24	0	0%	0%
Rockland	80	18	23%	20%
Westchester	241	42	17%	17%
Lower Hudson Valley Subtotal	345	60	17%	17%
NYMTC Region Total	3,334	1,111	33%	35%

Figure 2.1 Communities of Concern by Census Tract, New York City

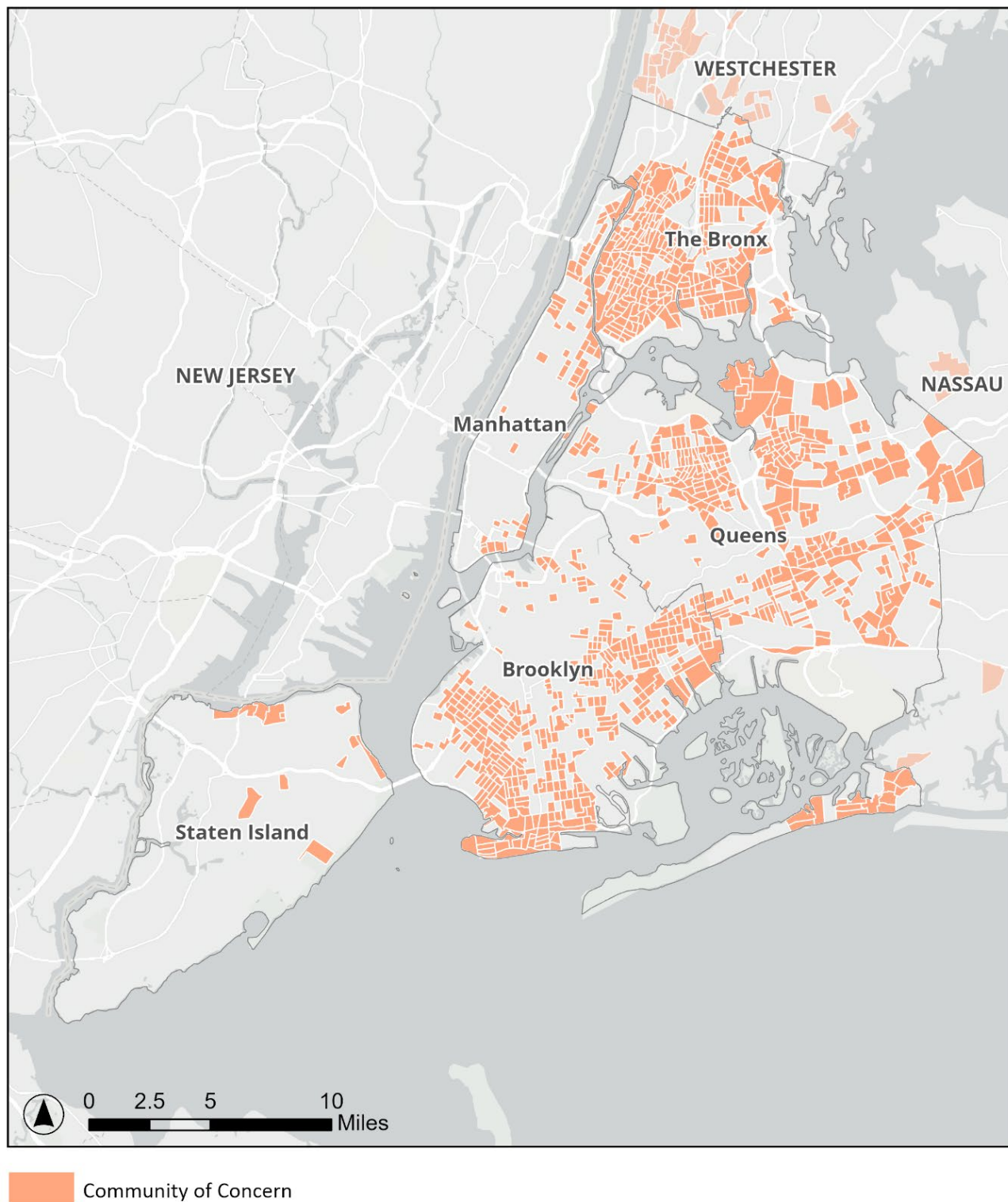


Figure 2.2 Communities of Concern by Census Tract, Long Island

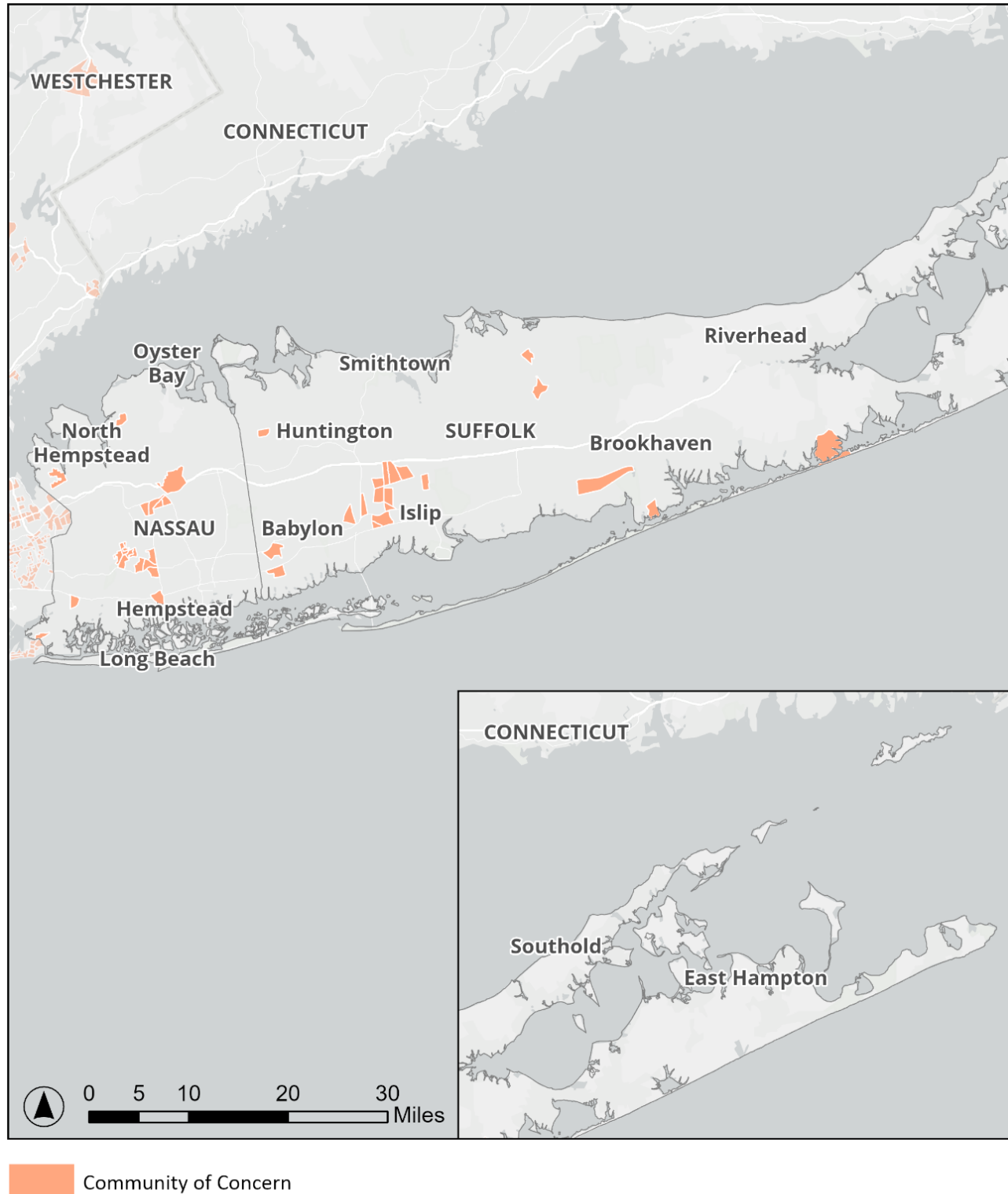
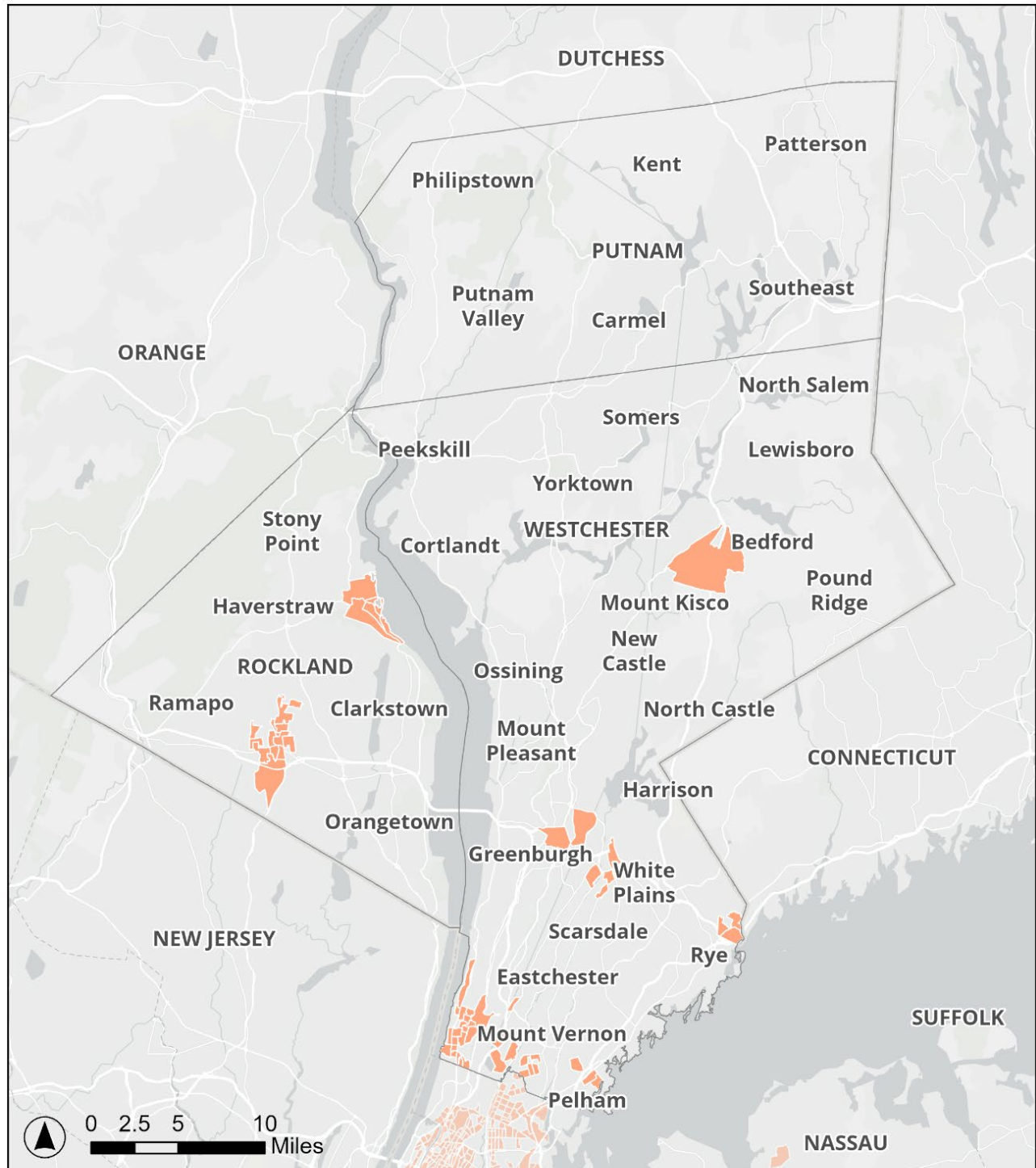


Figure 2.3 Communities of Concern by Census Tract, Lower Hudson Valley



Community of Concern

2.1.3 MEANS OF TRANSPORTATION TO WORK

Understanding how communities use the transportation network reveals accessibility, resiliency, and reliability concerns. A [comparison](#) of community mobility characteristics reveals that low-income households are typically less likely to own a vehicle or own fewer vehicles, have longer commutes, and have higher transportation cost burdens compared to residents in other communities. This analysis provides information on modes of transportation and travel time to work to better understand commuting patterns of communities in the region.

Table 2.4 and Table 2.5 present community comparisons in NYMTC's planning area in terms of mode used for travel to work. Across the planning area, people living in CoCs are more likely to take transit than people living in other communities in the region. In CoCs, 47 percent of workers use public transportation to commute to work, compared to 28 percent of workers in the remainder of communities. Conversely, commuters residing in CoCs are less likely than commuters residing in the remainder of communities to use an auto, van, truck, or carpool to travel to work; 32 percent of workers in a CoC travel by one of these modes compared to 46 percent of commuters in other communities.

The rate of public transit usage varies by subregion in the NYMTC planning area. In New York City, 51 percent of workers in CoCs and 42 percent of workers in other communities use public transportation to commute to work. In contrast, on Long Island, only 11 percent of workers in CoCs and 9 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 CoCs for affordable and convenient travel. Throughout the NYMTC planning area, public transportation represents a significant share of how residents in CoCs commute to work and is critical for meeting the mobility and accessibility needs of those populations. Figure 7 through Figure 18 show for each subregion 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 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 ¹		Public Transit (Excluding Taxi)		Bicycle or Walking		Taxi, Motorcycle, or Other Means		Work at Home	
		#	%	#	%	#	%	#	%	#	%
Bronx	433,817	101,790	23%	252,610	58%	36,801	8%	11,911	3%	30,705	7%
Kings (Brooklyn)	485,275	126,245	26%	239,508	49%	55,100	11%	11,143	2%	53,279	11%
New York (Manhattan)	147,552	14,302	10%	86,710	59%	22,787	15%	3,878	3%	19,875	13%
Queens	523,627	194,121	37%	230,913	44%	39,817	8%	9,944	2%	48,832	9%
Richmond (Staten Island)	15,092	8,589	57%	4,725	31%	459	3%	426	3%	893	6%
New York City	1,605,363	445,047	28%	814,466	51%	154,964	10%	37,302	2%	153,584	10%
Nassau	49,832	35,212	71%	7,477	15%	2,328	5%	947	2%	3,868	8%
Suffolk	30,567	25,614	84%	1,354	4%	568	2%	1,060	3%	1,971	6%
Long Island	80,399	60,826	76%	8,831	11%	2,896	4%	2,007	2%	5,839	7%
Putnam	-	-	-	-	-	-	-	-	-	-	-
Rockland	27,203	18,984	70%	2,850	10%	1,496	5%	1,866	7%	2,007	7%
Westchester	74,962	42,682	57%	18,488	25%	5,106	7%	2,021	3%	6,665	9%
Lower Hudson Valley	102,165	61,666	60%	21,338	21%	6,602	6%	3,887	4%	8,672	8%
NYMTC Region Total	1,787,927	567,539	32%	844,635	47%	164,462	9%	43,196	2%	168,095	9%

¹ ACS data do not include transportation network companies such as Uber or Lyft.

Source: 2023 5-year Estimates.

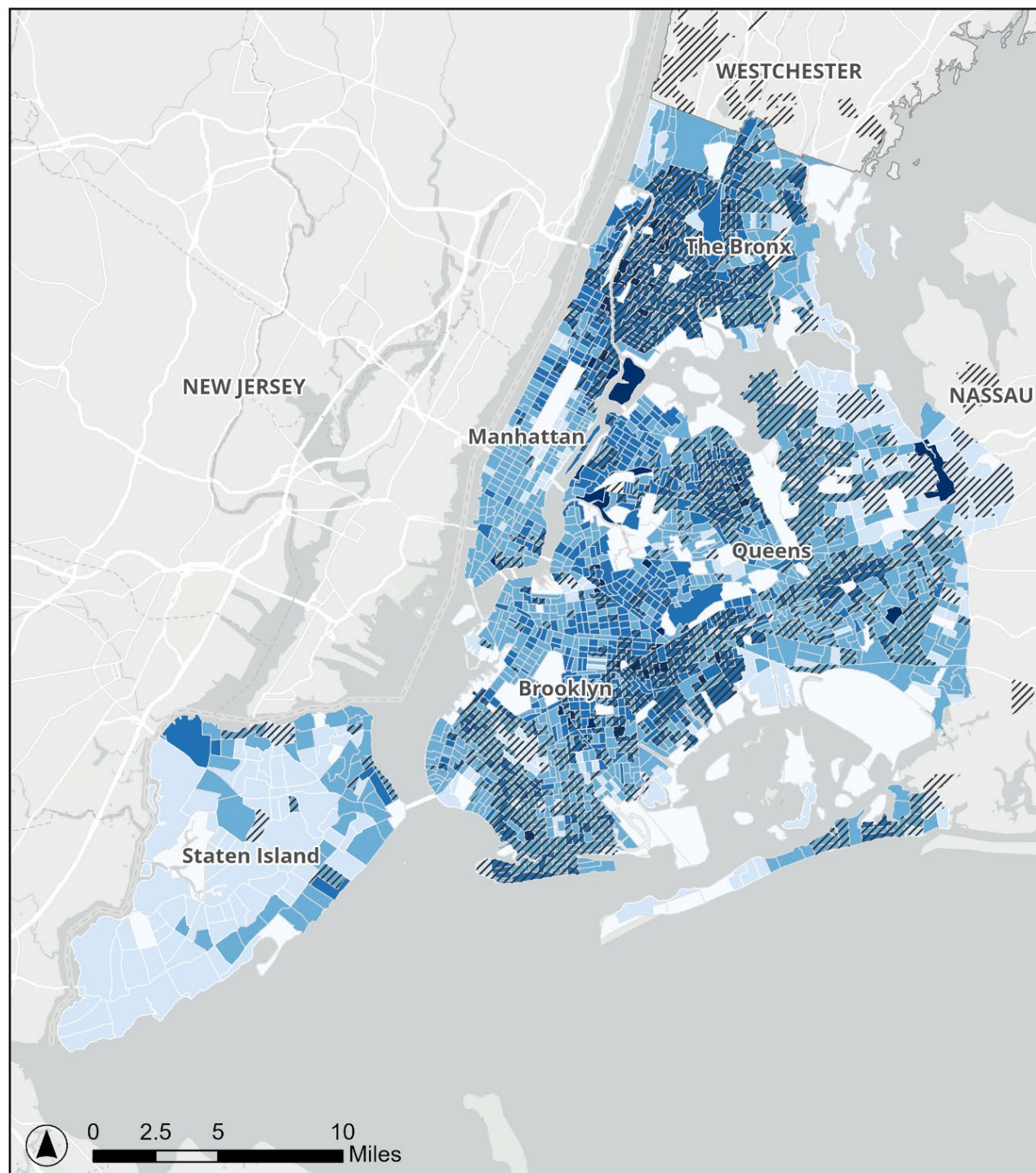
Table 2.5 Means of Transportation to Work for the Remainder of the Region

County	Total # of Workers Over the Age of 16	Car, Trucks, Vans, and Carpool ¹		Public Transit (Excluding Taxi)		Bicycle or Walked		Taxi, Motorcycle, or Other Means		Work at Home	
		#	%	#	%	#	%	#	%	#	%
Bronx	121,074	51,041	42%	45,277	37%	8,657	7%	2,739	2%	13,360	11%
Kings (Brooklyn)	728,595	138,727	19%	350,844	48%	71,930	10%	13,735	2%	153,359	21%
New York (Manhattan)	718,515	47,172	7%	307,366	43%	160,153	22%	24,826	3%	178,998	25%
Queens	575,039	225,492	39%	234,640	41%	29,749	5%	10,340	2%	74,818	13%
Richmond (Staten Island)	206,352	128,386	62%	49,076	24%	5,806	3%	2,841	1%	20,243	10%
New York City	2,349,575	590,818	25%	987,203	42%	276,295	12%	54,481	2%	440,778	19%
Nassau	632,891	438,870	69%	81,325	13%	13,153	2%	8,892	1%	90,651	14%
Suffolk	698,607	563,793	81%	36,293	5%	10,396	1%	9,101	1%	79,024	11%
Long Island	1,331,498	1,002,663	75%	117,618	9%	23,549	2%	17,993	1%	169,675	13%
Putnam	49,322	38,532	78%	2,790	6%	800	2%	457	1%	6,743	14%
Rockland	118,128	89,897	76%	6,253	5%	3,237	3%	2,134	2%	16,607	14%
Westchester	410,847	243,105	59%	67,533	16%	15,089	4%	7,605	2%	77,515	19%
Lower Hudson Valley	578,297	371,534	64%	76,576	13%	19,126	3%	10,196	2%	100,865	17%
NYMTC Region Total	4,259,370	1,965,015	46%	1,181,397	28%	318,970	7%	82,670	2%	711,318	17%

¹ ACS data do not include transportation network companies such as Uber or Lyft.

Source: 2023 5-year Estimates.

Figure 2.4 Means of Transportation to Work - Transit, New York City



Community of Concern

Public Transit

0% - 5%

5.1% - 25%

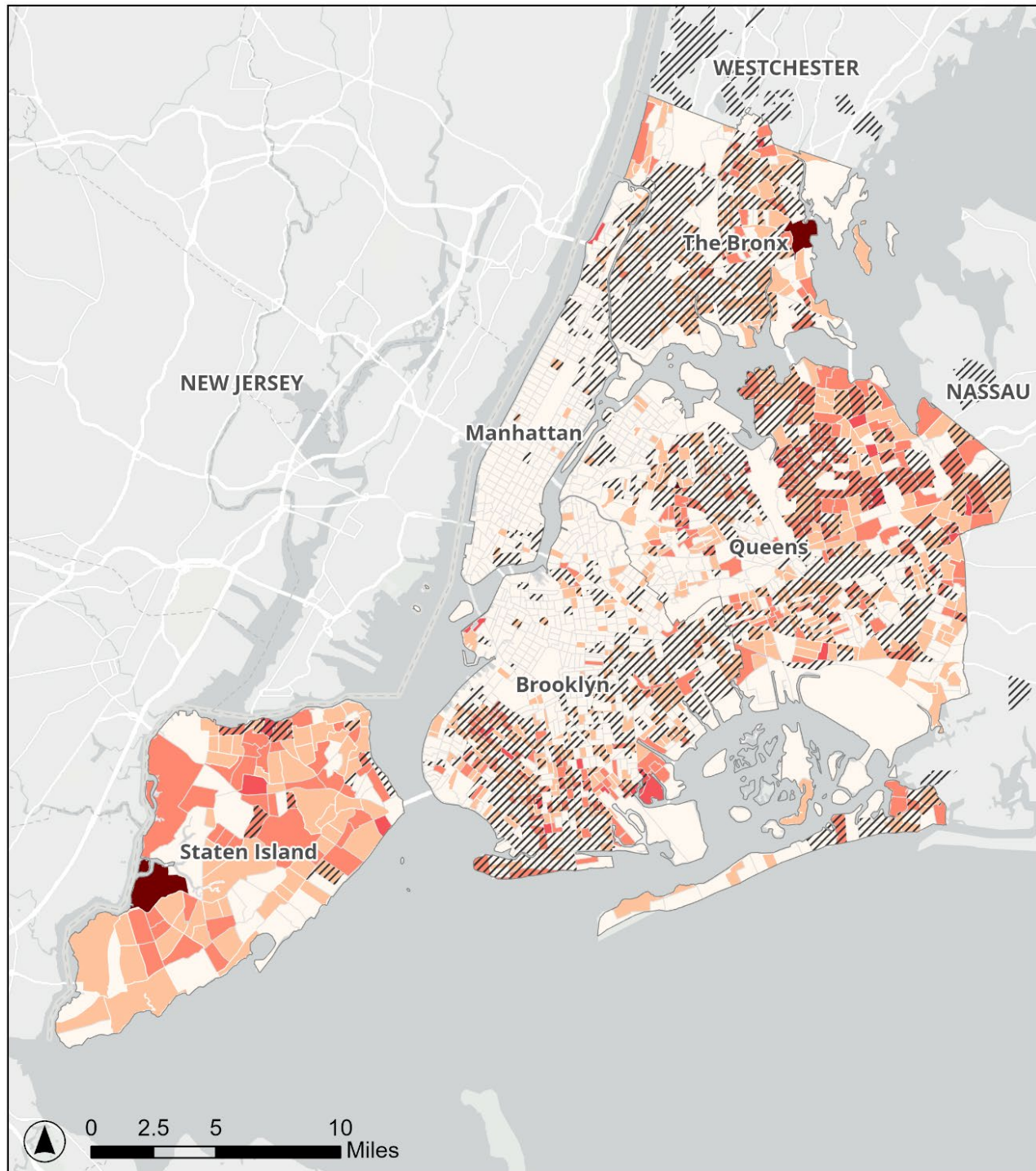
25.1% - 50%

50.1% - 75%

75.1% - 100%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.5 Means of Transportation to Work – Carpool, New York City



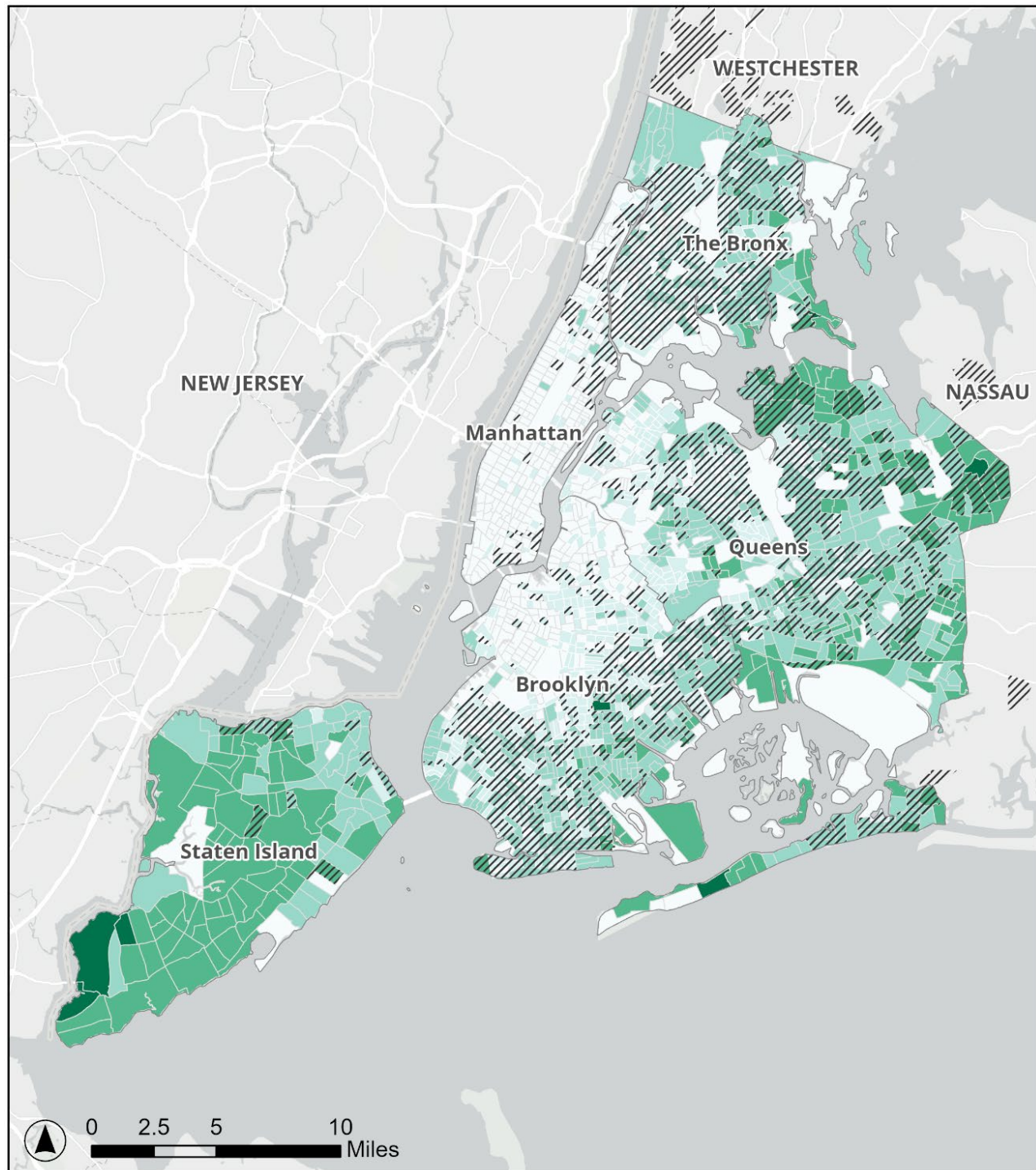
Community of Concern

Carpooling

- 0% - 5%
- 5.1% - 10%
- 10.1% - 20%
- 20.1% - 30%
- 30.1% - 70%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.6 Means of Transportation to Work – Drive Alone, New York City



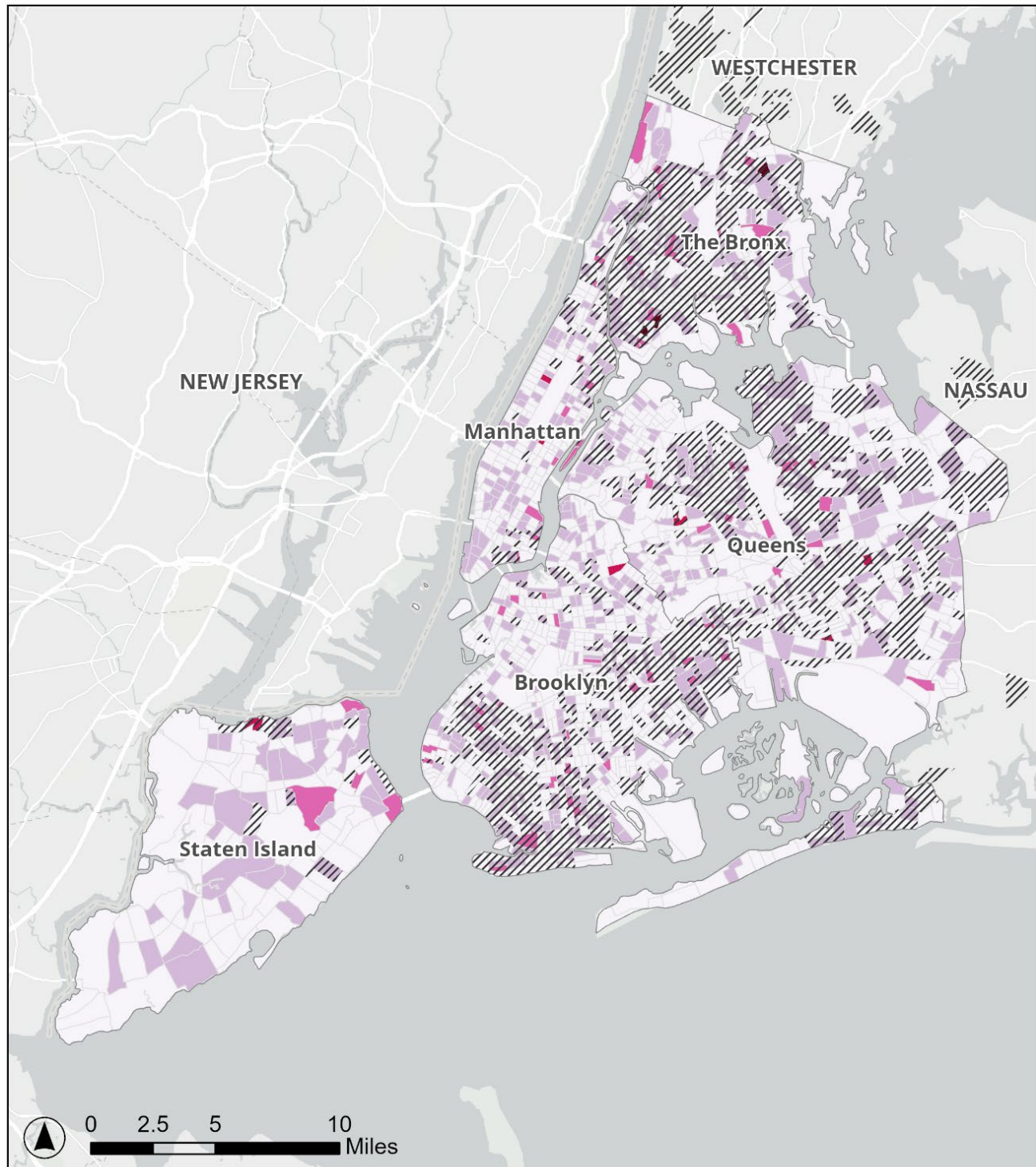
Community of Concern

Drive Alone

- 0% - 10%
- 10.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.7 Means of Transportation to Work – Other Modes, New York City*



Community of Concern

Other Modes

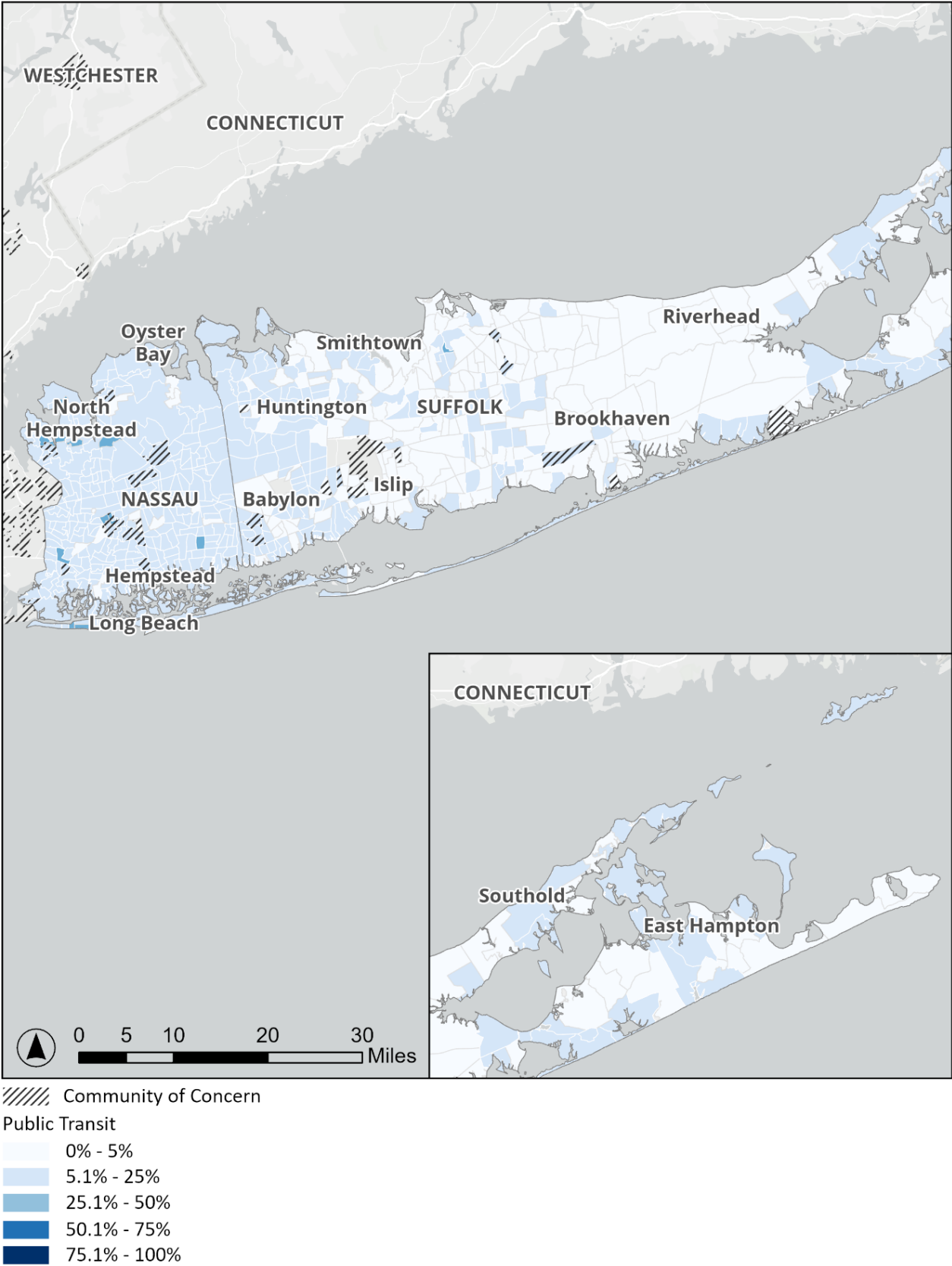
- 0% - 1%
- 1.1% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 30%

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

Source:

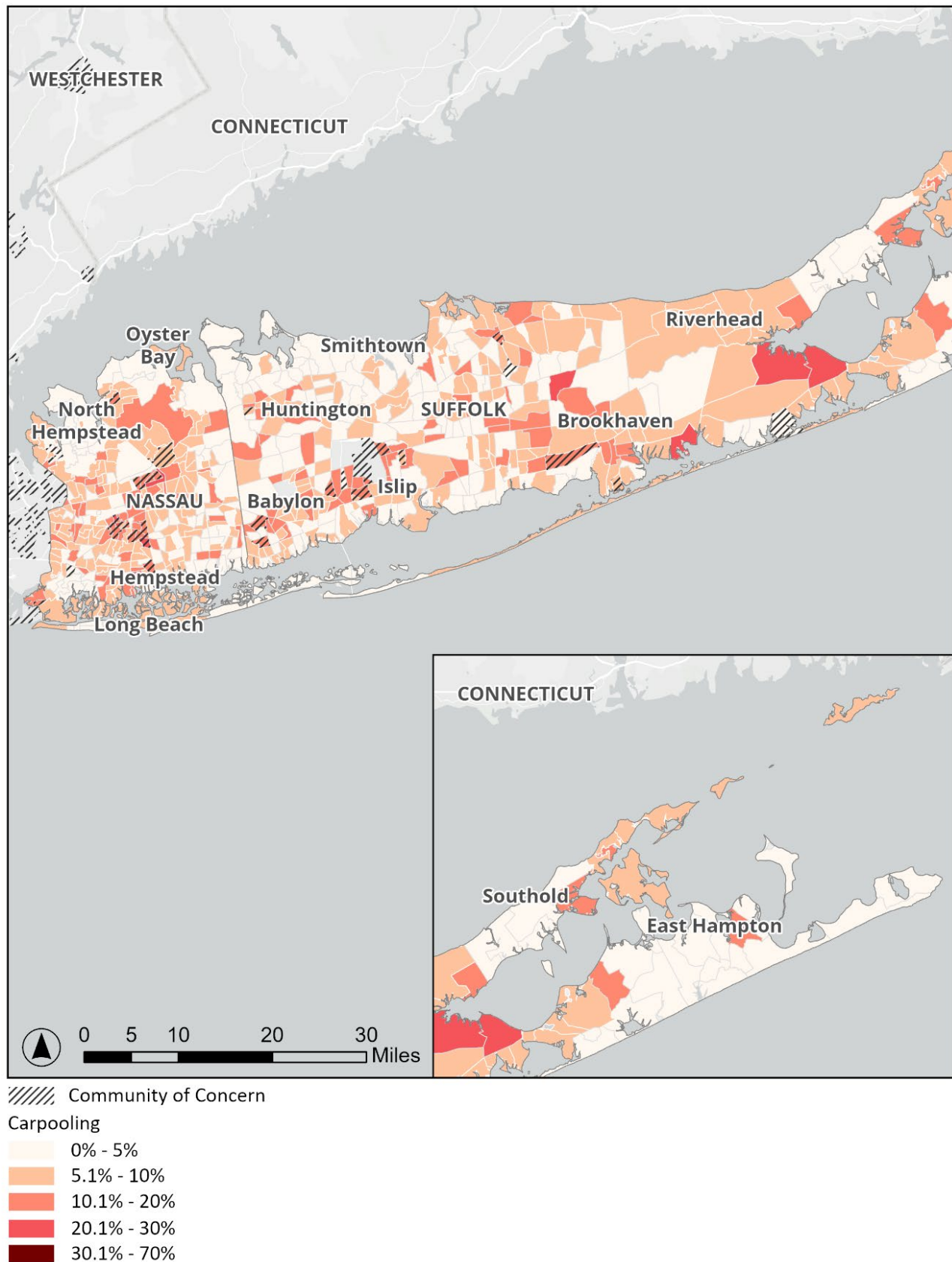
Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.8 Means of Transportation to Work - Transit, Long Island



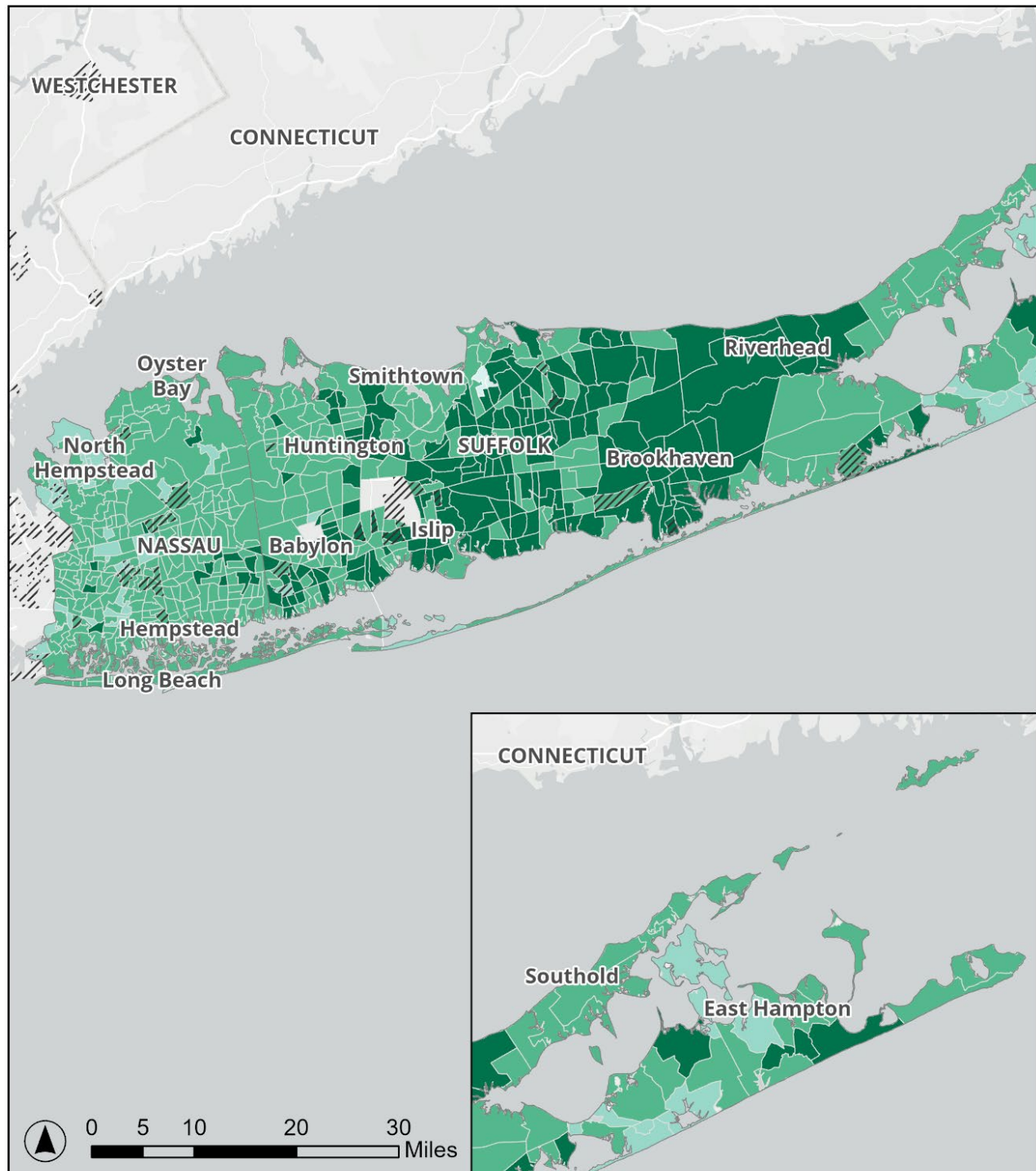
Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.9 Means of Transportation to Work—Carpool, Long Island



Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.10 Means of Transportation to Work – Drive Alone, Long Island



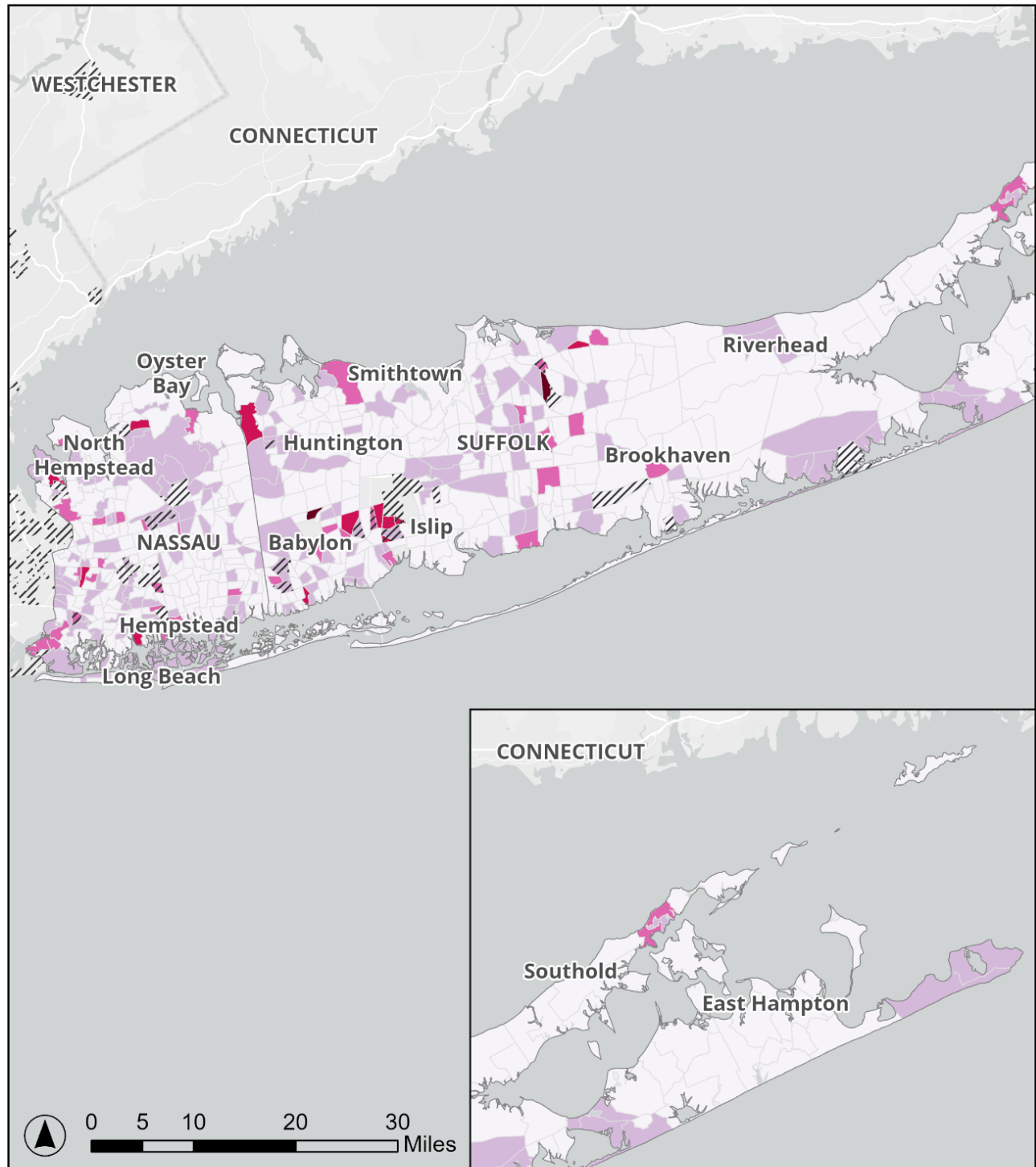
Community of Concern

Drive Alone

- 0% - 10%
- 10.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.11 Means of Transportation to Work – Other Modes, Long Island*



Community of Concern

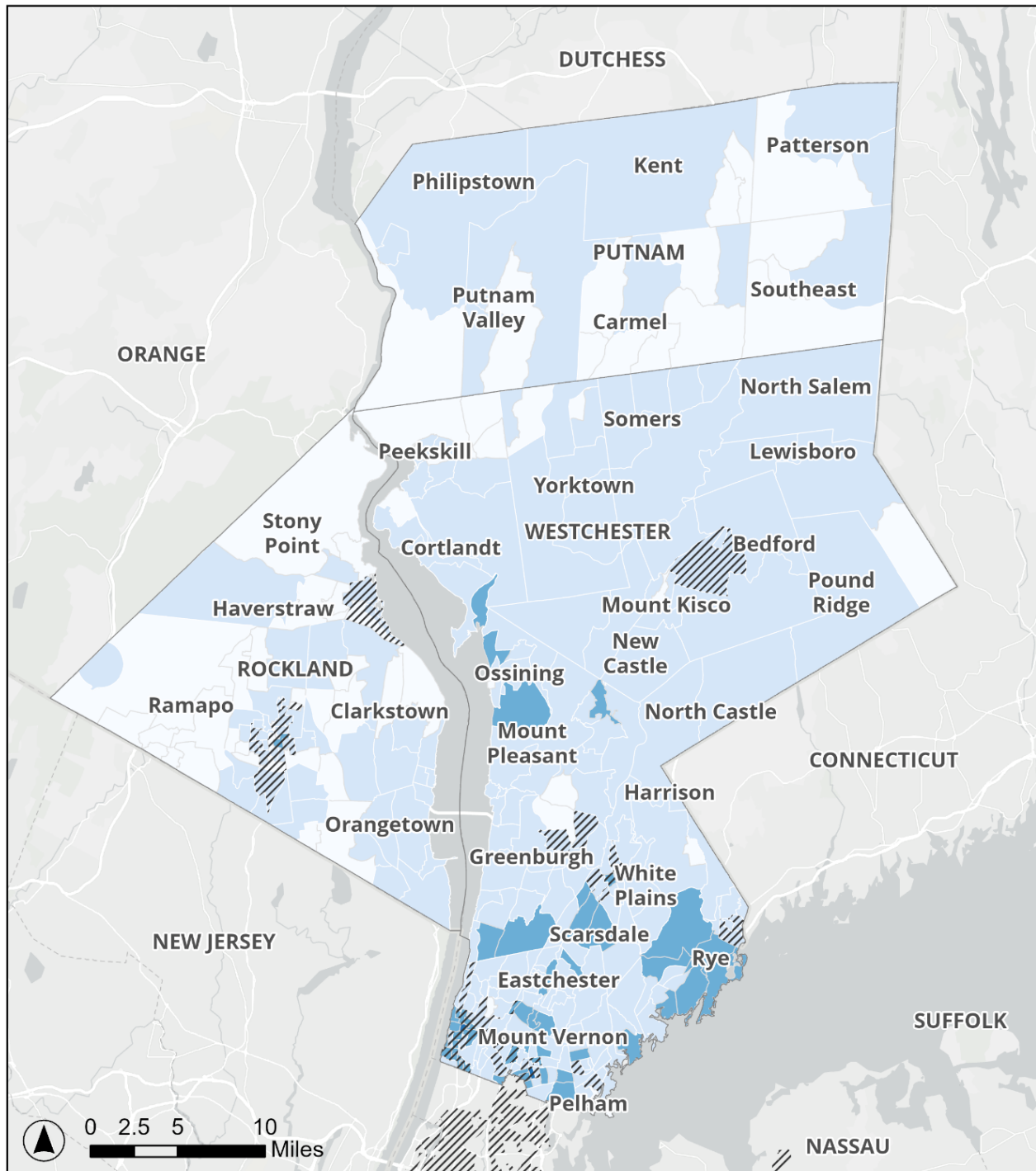
Other Modes

- 0% - 1%
- 1.1% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 30%

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

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.12 Means of Transportation to Work—Transit, Lower Hudson Valley



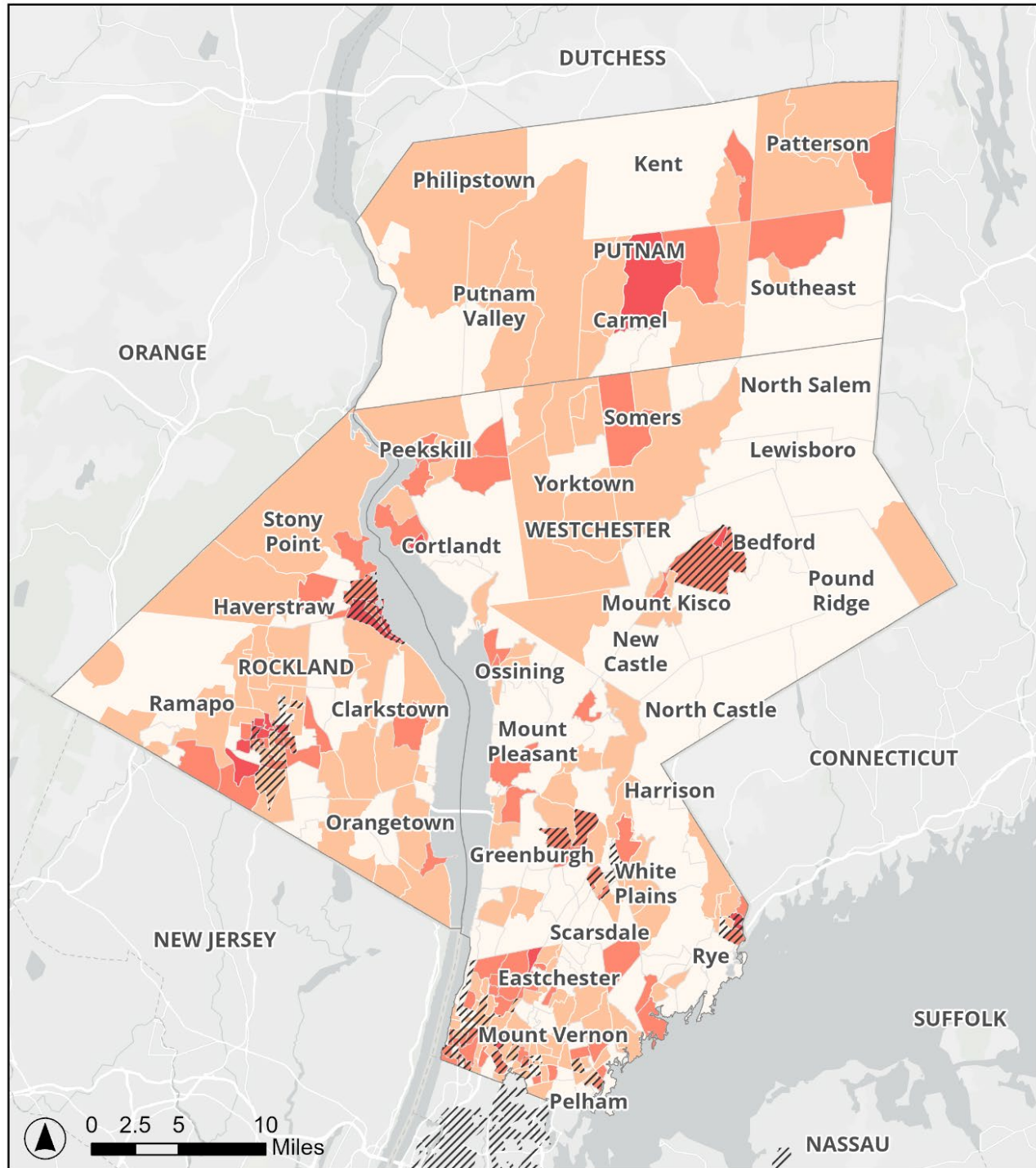
Community of Concern

Public Transit

- 0% - 5%
- 5.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

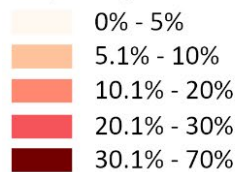
Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.13 Means of Transportation to Work - Carpool, Lower Hudson Valley



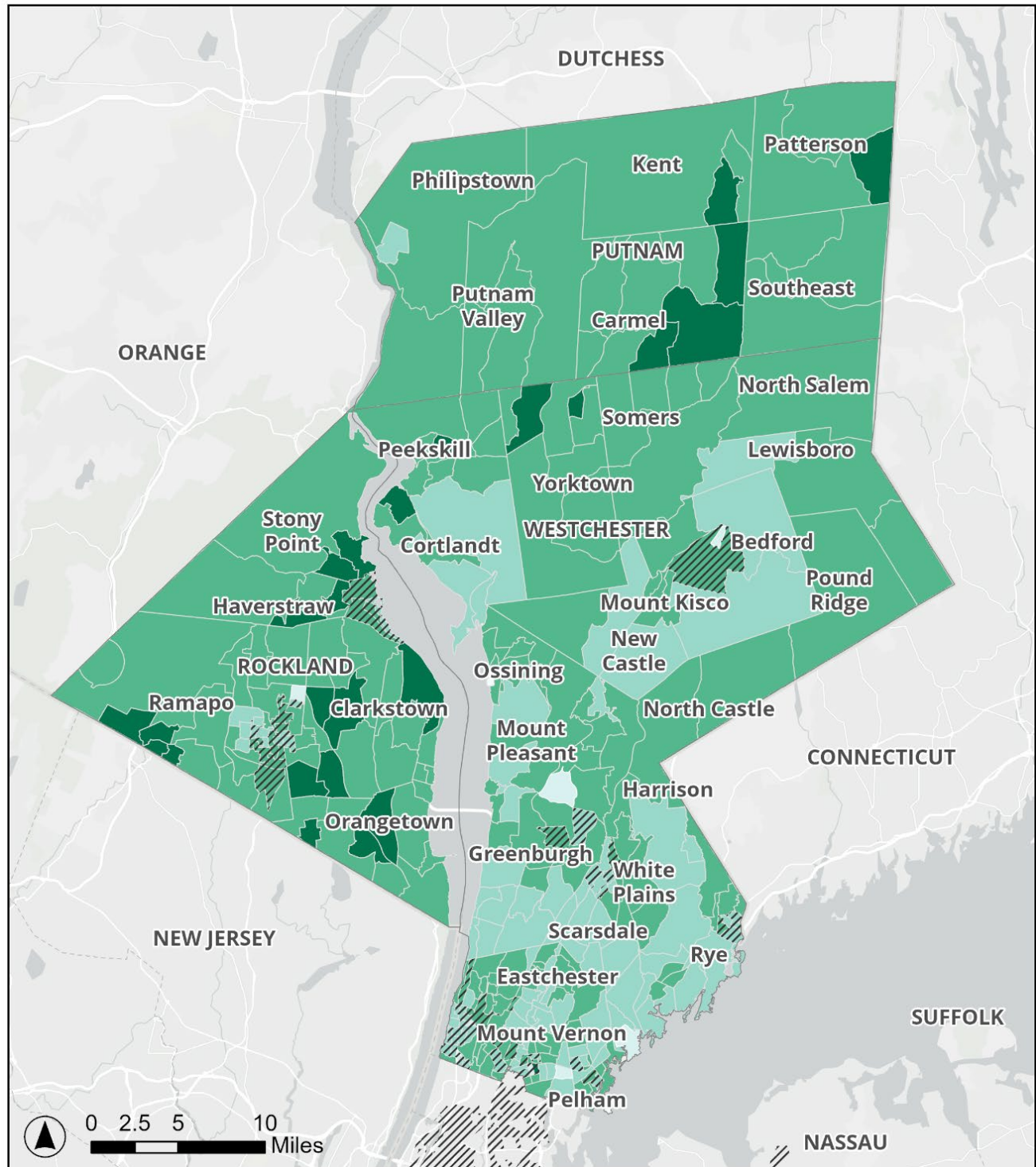
Community of Concern

Carpooling



Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.14 Means of Transportation to Work – Drive Alone, Lower Hudson Valley



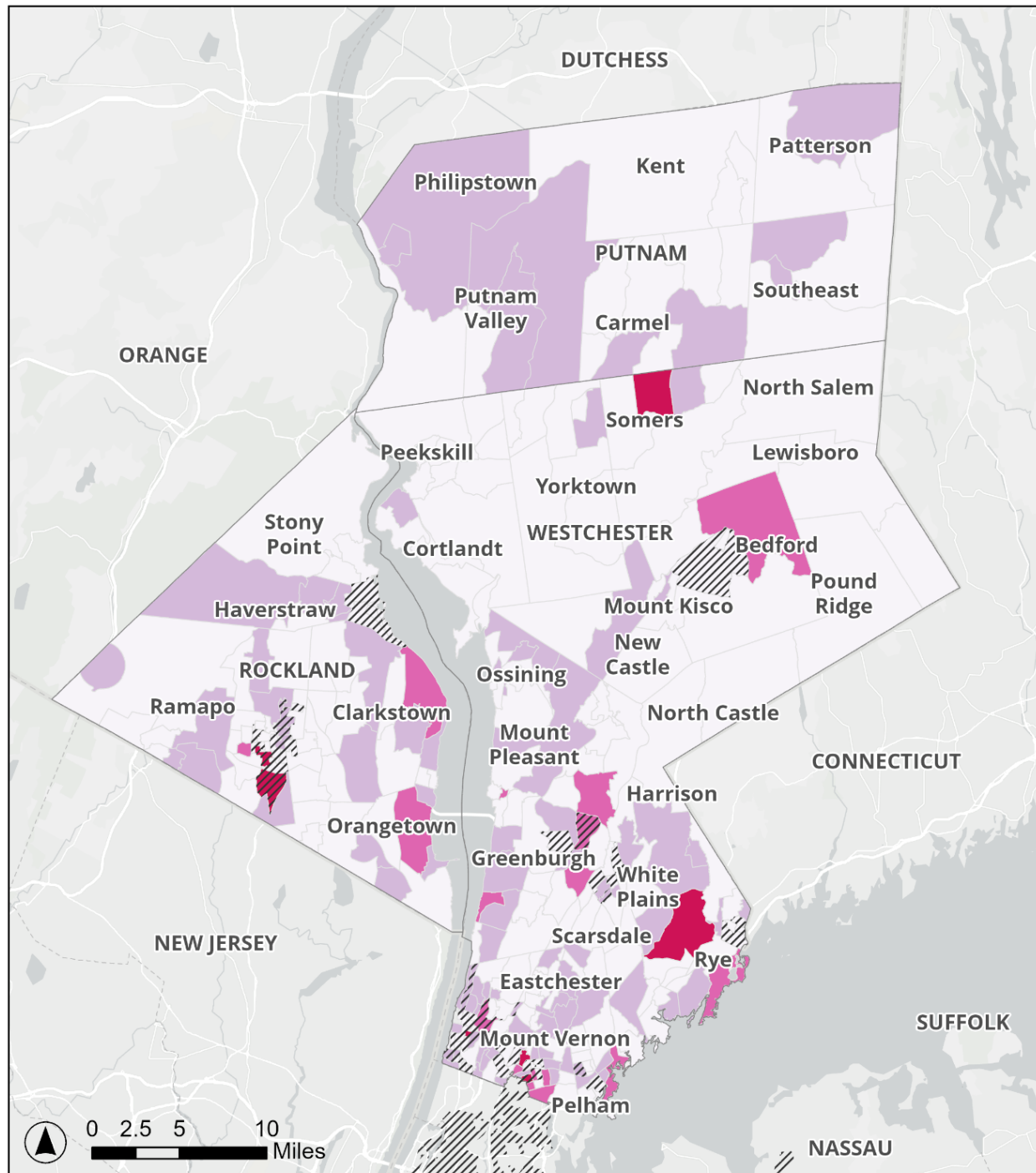
Community of Concern

Drive Alone

- 0% - 10%
- 10.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

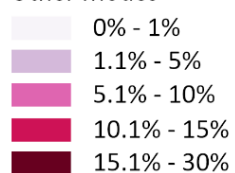
Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.15 Means of Transportation to Work – Other Modes, Lower Hudson Valley*



Community of Concern

Other Modes



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

Source: Data from the 2019–2023 ACS Five-Year Estimates.

2.1.4 TRAVEL TIME TO WORK

Table 2.6 and Figure 2.16, Figure 2.17, and Figure 2.18 show the travel time to work for the section of the population residing in areas identified as CoCs in each borough/county; Table 2.7 shows the travel time to work for the remainder of the region.

The national average commuting time of 27 minutes falls within the 15 to 29-minute time span (category) used by the U.S. Census Bureau. Table 2.6 shows the percentage of commuters in the 15-29 minute category for CoCs in the NYMTC planning area: New York City at 18 percent (compared to 24 percent for the remainder of the subregion); Long Island with 34 percent (compared to 30 percent for the remainder of the subregion); and the Lower Hudson Valley at 33 percent (compared to the 29 percent for the remainder of the subregion).

The U.S. Census Bureau has also determined that nationally, 9 percent of all workers have a commute of more than one hour. In the NYMTC planning area, 29 percent of workers in CoCs had a commute of more than one hour, while 21 percent of workers in the remainder of the region had a commute time of more than one hour. When looking at short commutes (less than 30 minutes), workers in CoCs are less likely to have shorter commutes than the remainder of the region; 30 percent of commuters in CoCs had commutes of less than 30 minutes, whereas this figure was 42 percent for workers in the remainder of the region.

Table 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.	
		#	%	#	%	#	%	#	%	#	%
Bronx	403,112	37,309	9%	70,324	17%	90,637	22%	70,631	18%	134,211	33%
Kings (Brooklyn)	431,996	39,644	9%	74,553	17%	102,971	24%	75,811	18%	139,017	32%
New York (Manhattan)	127,677	13,163	10%	26,989	21%	42,096	33%	21,459	17%	23,970	19%
Queens	474,795	42,342	9%	84,671	18%	122,472	26%	75,862	16%	149,448	31%
Richmond (Staten Island)	14,199	2,038	14%	3,088	22%	2,817	20%	1,930	14%	4,326	30%
New York City	1,451,779	134,496	9%	259,625	18%	360,993	25%	245,693	17%	450,972	31%
Nassau	45,964	8,930	19%	15,191	33%	11,251	24%	2,909	6%	7,683	17%
Suffolk	28,596	5,839	20%	10,359	36%	6,458	23%	2,134	7%	3,806	13%
Long Island	74,560	14,769	20%	25,550	34%	17,709	24%	5,043	7%	11,489	15%
Putnam	-	-	-	-	-	-	-	-	-	-	-
Rockland	25,196	6,813	27%	9,154	36%	4,684	19%	2,113	8%	2,432	10%
Westchester	68,297	12,304	18%	22,033	32%	16,859	25%	5,258	8%	11,843	17%
Lower Hudson Valley	93,493	19,117	20%	31,187	33%	21,543	23%	7,371	8%	14,275	15%
NYMTC Region Total	1,619,832	168,382	10%	316,362	20%	400,245	25%	258,107	16%	476,736	29%

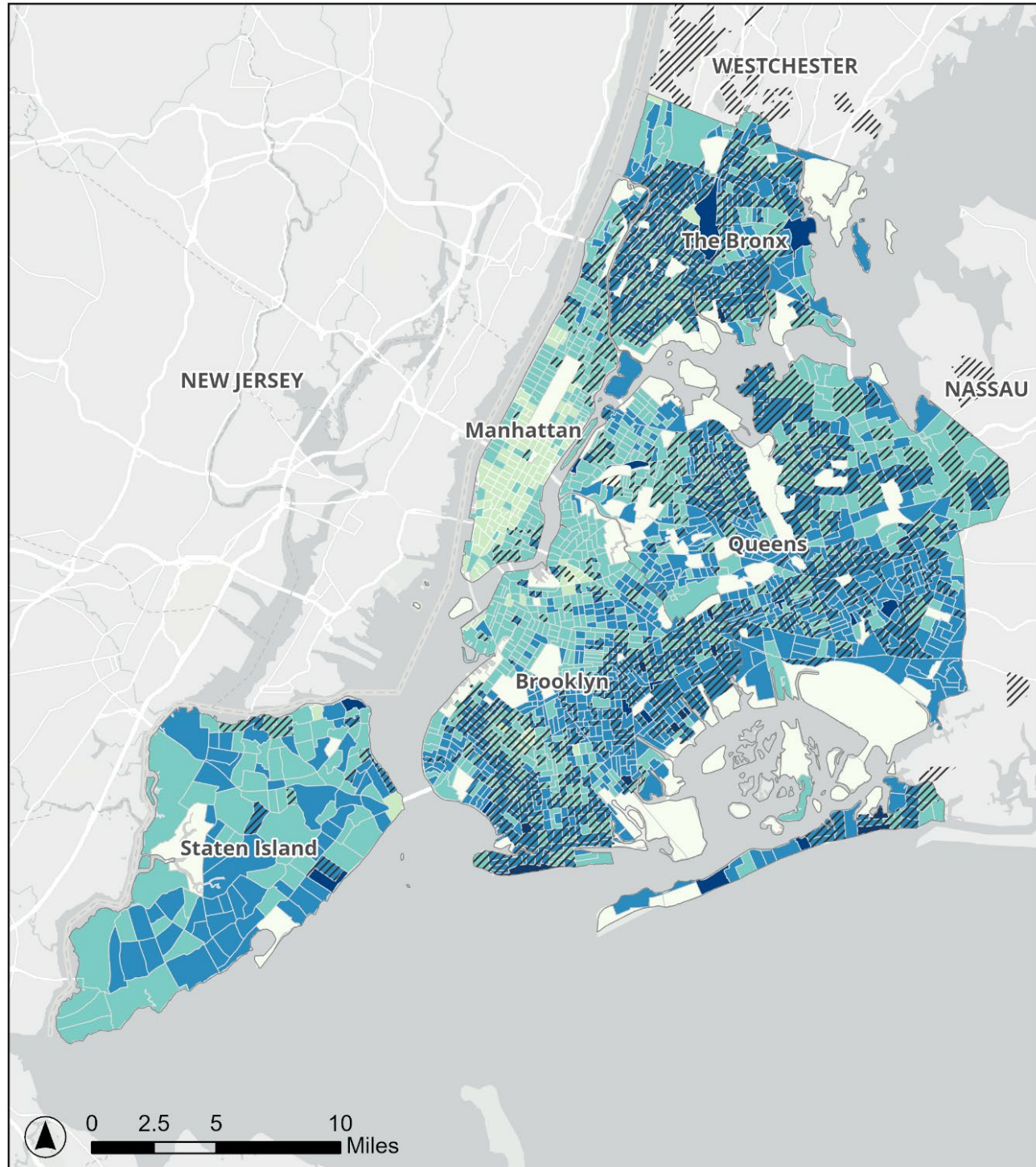
Source: Data from the 2019–2023 ACS Five-Year Estimates.

Table 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.	
		#	%	#	%	#	%	#	%	#	%
Bronx	107,714	11,104	10%	22,712	21%	22,952	21%	16,685	15%	34,261	32%
Kings (Brooklyn)	575,236	47,631	8%	104,254	18%	174,739	30%	117,404	20%	131,208	23%
New York (Manhattan)	539,517	72,002	13%	190,399	35%	177,034	33%	55,232	10%	44,850	8%
Queens	500,221	39,370	8%	93,173	19%	138,418	28%	85,197	17%	144,063	29%
Richmond (Staten Island)	186,109	22,851	12%	46,461	25%	33,953	18%	21,086	11%	61,758	33%
New York City	1,908,797	192,958	10%	456,999	24%	547,096	29%	295,604	15%	416,140	22%
Nassau	542,240	95,242	18%	154,157	28%	115,422	21%	53,232	10%	124,187	23%
Suffolk	619,583	138,391	22%	197,884	32%	134,703	22%	53,975	9%	94,688	15%
Long Island	1,161,823	233,633	20%	352,041	30%	250,125	22%	107,207	9%	218,875	19%
Putnam	42,579	7,449	17%	9,360	22%	8,920	21%	7,392	17%	9,458	22%
Rockland	101,521	25,625	25%	31,826	31%	17,388	17%	10,243	10%	16,439	16%
Westchester	333,332	62,101	19%	97,614	29%	65,273	20%	37,715	11%	70,629	21%
Lower Hudson Valley	477,432	95,175	20%	138,800	29%	91,581	19%	55,350	12%	96,526	20%
NYMTC Region Total	3,548,052	521,766	15%	947,840	27%	888,802	25%	458,161	13%	731,541	21%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.16 Travel Time to Work, New York City



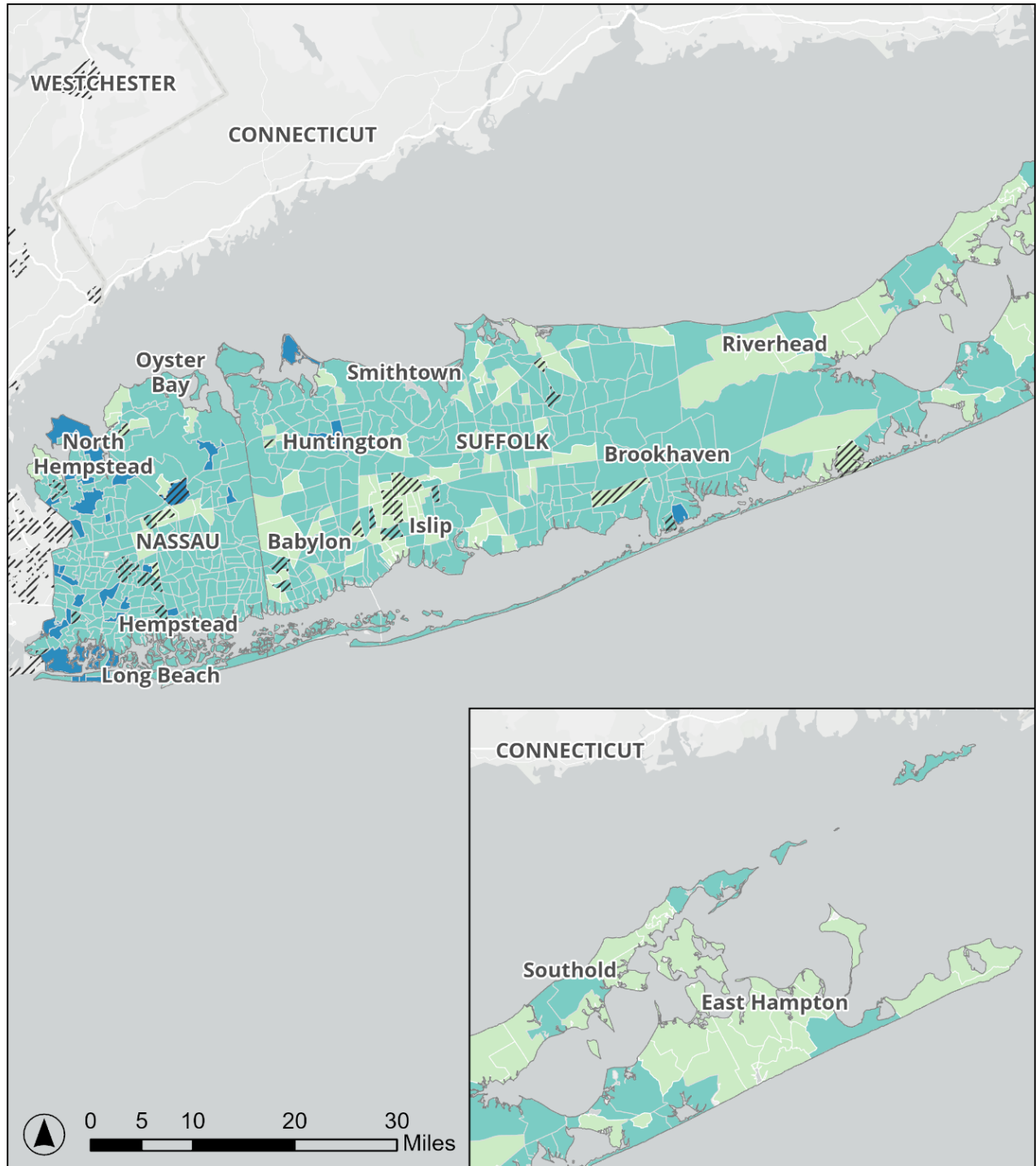
Community of Concern

Mean Travel Time to Work

- < 15 minutes
- 15 - 30 minutes
- 30.1 - 45 minutes
- 45.1 - 60 minutes
- > 60 minutes

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.17 Travel Time to Work, Long Island

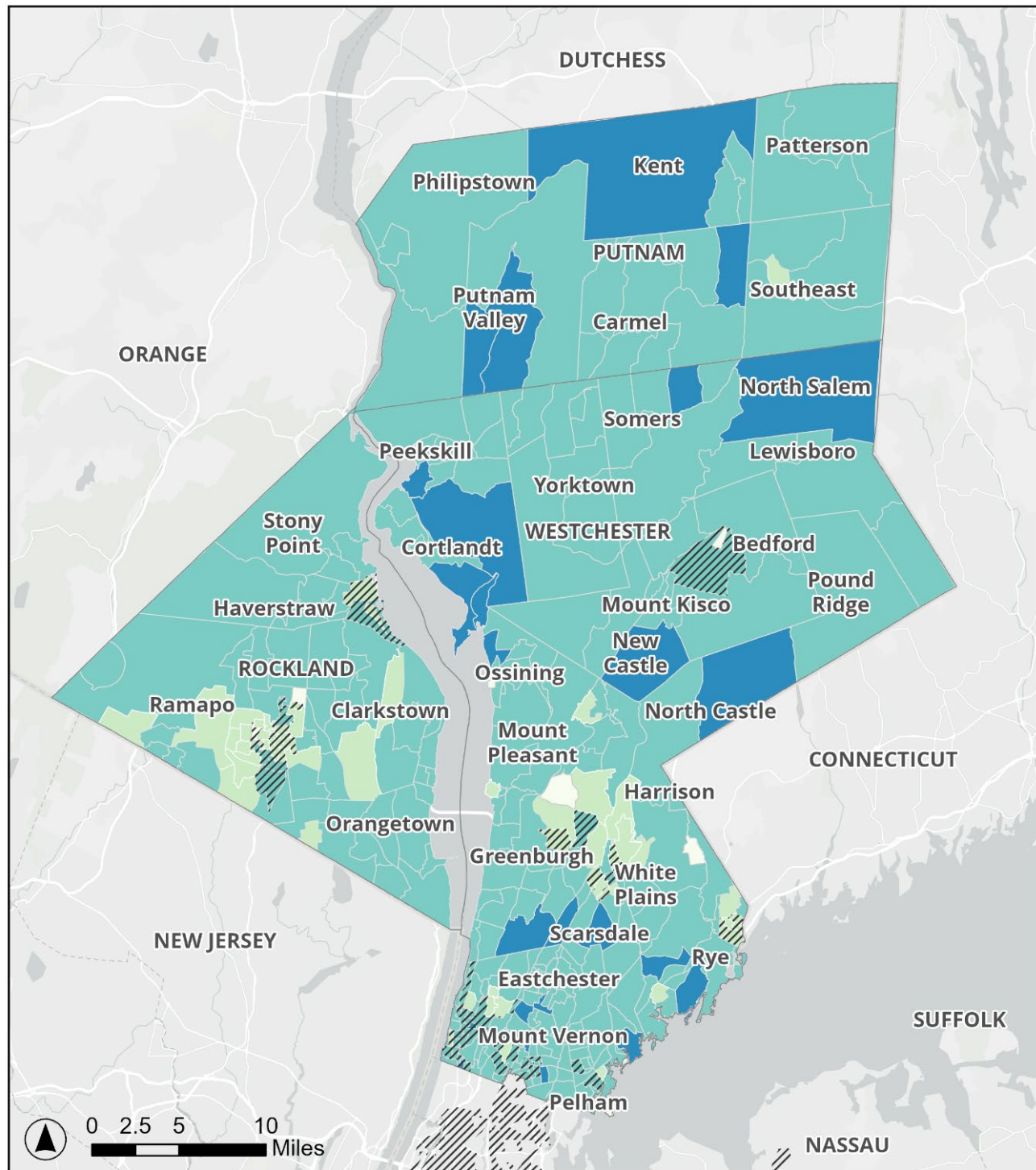


Community of Concern
 Mean Travel Time to Work

- < 15 minutes
- 15 - 30 minutes
- 30.1 - 45 minutes
- 45.1 - 60 minutes
- > 60 minutes

Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.18 Travel Time to Work, Lower Hudson Valley



Source: Data from the 2019–2023 ACS Five-Year Estimates.

2.1.5 LINGUISTICALLY ISOLATED HOUSEHOLDS

Linguistic isolation has important implications for transportation planning in the NYMTC planning area. Limited English proficiency is an important consideration in NYMTCs' Title VI/Non-Discrimination Program for planning public engagement and communicating project or service notifications. 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." Tailoring communications based on language proficiency can help ensure more inclusive public involvement, which contributes to a transportation system that is responsive to local needs.

As in the case of the other sections of this analysis, the data source is the 2019–2023 ACS Five-Year Estimates. While there are linguistically isolated households throughout the NYMTC planning area, Figure 2.19, Figure 2.20, and Figure 2.21 show geographic concentrations of linguistic isolation that are generally correlated with the CoCs. Within CoCs in the NYMTC planning area, 336,870 residents (22 percent) are considered linguistically isolated, in contrast to 6 percent of total households considered linguistically isolated in the remainder of communities in the NYMTC planning area.

Within NYMTC's planning area, there are close to 337,000 households that are linguistically isolated in CoCs; the majority of those households —about 317,000 or 94 percent— are located in New York City. Overall, approximately 22 percent of New York City's 1.4 million households in CoCs are linguistically isolated, compared to 16 percent of households in CoCs in the Lower Hudson Valley and 15 percent of households in CoCs on Long Island (Table 2.8). The highest rates of linguistically isolated households in CoCs were found in Queens (24 percent), followed by Brooklyn (23 percent), Rockland County (22 percent), the Bronx (20 percent), and Manhattan (20 percent).

CoCs have higher rates of linguistic isolation compared to other communities. Approximately 8 percent of New York City's non-CoC households are linguistically isolated, compared to 4 percent in the Lower Hudson Valley and 3 percent in Long Island (Table 2.9).

Spanish is the language spoken by most linguistically isolated households in the NYMTC planning area's CoCs, with 11 percent of households speaking only Spanish. Other Indo-European languages were prevalent in linguistically isolated households in Brooklyn and Rockland County, while Asian and Pacific Island languages were prevalent in linguistically isolated households in Queens.

Table 2.8 Household Language by Linguistic Isolation: Communities of Concern and Subregions*

County	Total # of Households	Total # of Linguistically Isolated Households		Spanish Language		Other Indo-European Languages		Asian and Pacific Island Languages		All Other Languages	
		#	%	#	%	#	%	#	%	#	%
Bronx	428,225	86,727	20%	75,028	18%	6,206	1%	1,411	0%	4,082	1%
Kings (Brooklyn)	444,341	103,064	23%	25,764	6%	49,509	11%	23,471	5%	4,320	1%
New York (Manhattan)	151,088	30,014	20%	20,208	13%	1,474	1%	8,061	5%	271	0%
Queens	398,330	95,488	24%	37,265	9%	17,098	4%	39,985	10%	1,140	0%
Richmond (Staten Island)	13,193	1,604	12%	675	5%	334	3%	532	4%	63	0%
New York City	1,435,177	316,897	22%	158,940	11%	74,621	5%	73,460	5%	9,876	1%
Nassau	31,183	4,432	14%	3,565	11%	427	1%	380	1%	60	0%
Suffolk	16,985	2,680	16%	1,510	9%	299	2%	50	0%	0	0%
Long Island	48,168	7,112	15%	5,075	11%	726	2%	430	1%	60	0%
Putnam	0	0	0%	0	0%	0	0%	0	0%	0	0%
Rockland	18,751	4,047	22%	2,211	12%	1,658	9%	86	0%	92	0%
Westchester	62,634	8,814	14%	7,236	12%	900	1%	447	1%	231	0%
Lower Hudson Valley	81,385	12,861	16%	9,447	12%	2,558	3%	533	1%	323	0%
NYMTC Region Total	1,564,730	336,870	22%	173,462	11%	77,905	5%	74,423	5%	10,259	1%

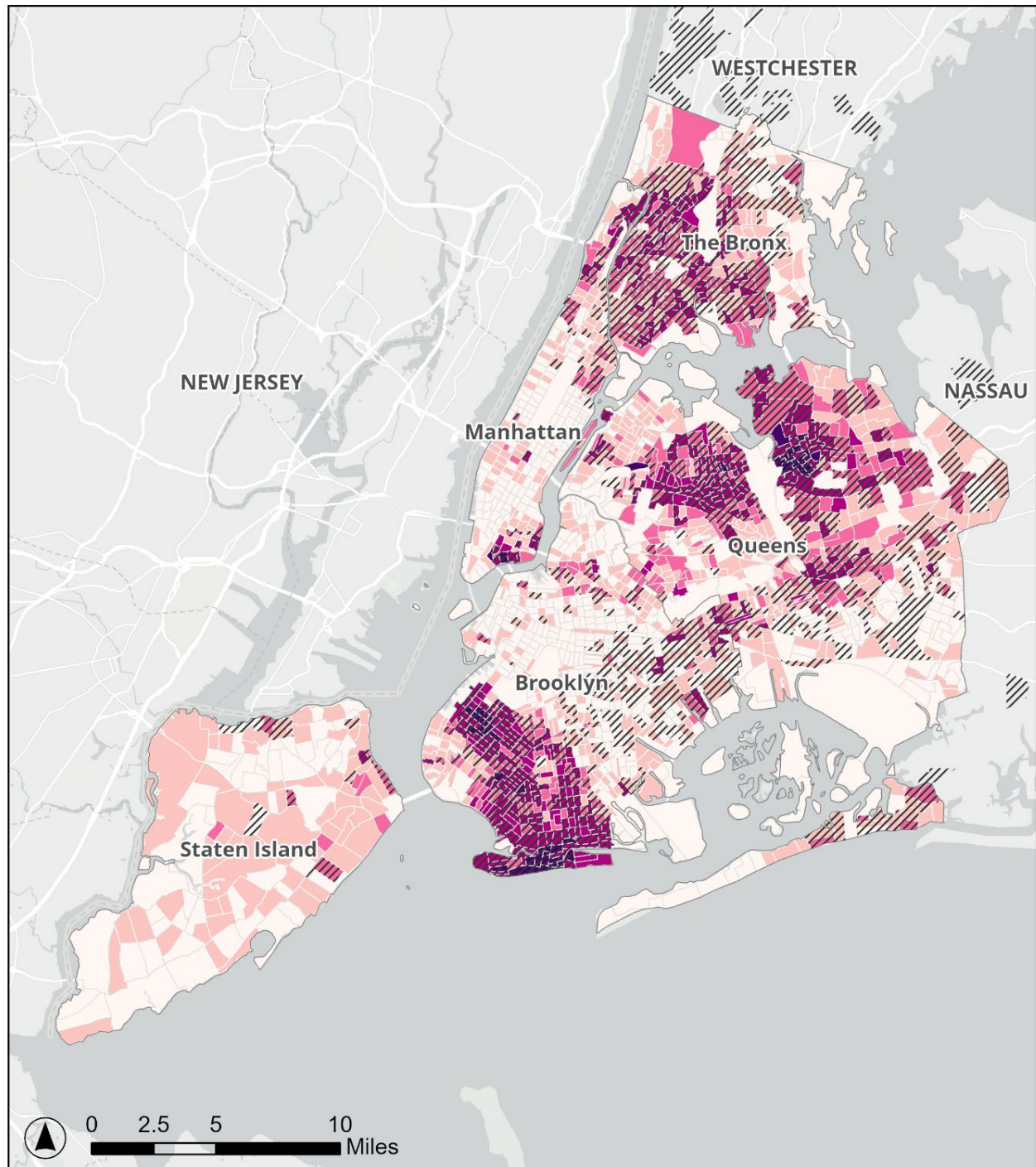
* Linguistically Isolated Households (No one age 14 or over speaks English only or speaks English “very well”).

**Table 2.9 Household Language by Linguistic Isolation:
Remainder of the Population***

County	Total # of Households	Total # of Linguistically Isolated Households		Spanish Language		Other Indo-European Languages		Asian and Pacific Island Languages		All Other Languages	
		#	%	#	%	#	%	#	%	#	%
Bronx	101,842	7,983	8%	5,310	5%	1,543	2%	760	1%	370	0%
Kings (Brooklyn)	565,255	39,981	7%	14,264	3%	16,452	3%	7,033	1%	2,232	0%
New York (Manhattan)	624,288	33,978	5%	14,760	2%	5,997	1%	12,089	2%	1,132	0%
Queens	429,900	49,190	11%	17,395	4%	16,084	4%	14,322	3%	1,389	0%
Richmond (Staten Island)	156,854	10,488	7%	2,151	1%	3,954	3%	4,009	3%	374	0%
New York City	1,878,139	141,620	8%	53,880	3%	44,030	2%	38,213	2%	5,497	0%
Nassau	424,893	17,213	4%	6,469	2%	5,016	1%	5,249	1%	479	0%
Suffolk	476,554	12,831	3%	6,559	1%	3,139	1%	1,808	0%	259	0%
Long Island	901,447	30,044	3%	13,028	1%	8,155	1%	7,057	1%	738	0%
Putnam	35,054	831	2%	521	1%	202	1%	103	0%	5	0%
Rockland	84,533	3,781	4%	909	1%	2,394	3%	389	0%	89	0%
Westchester	307,622	14,087	5%	7,681	2%	3,644	1%	2,161	1%	601	0%
Lower Hudson Valley	427,209	18,699	4%	9,111	2%	6,240	1%	2,653	1%	695	0%
NYMTC Region Total	3,206,795	190,363	6%	76,019	2%	58,425	2%	47,923	1%	6,930	0%

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

Figure 2.19 Linguistically Isolated Households and CoC, New York City



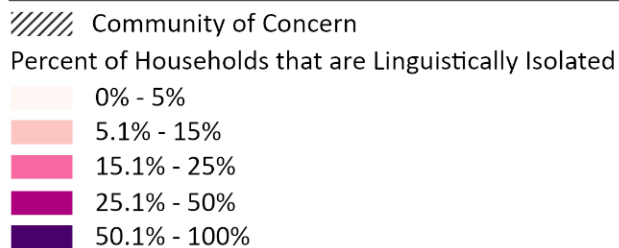
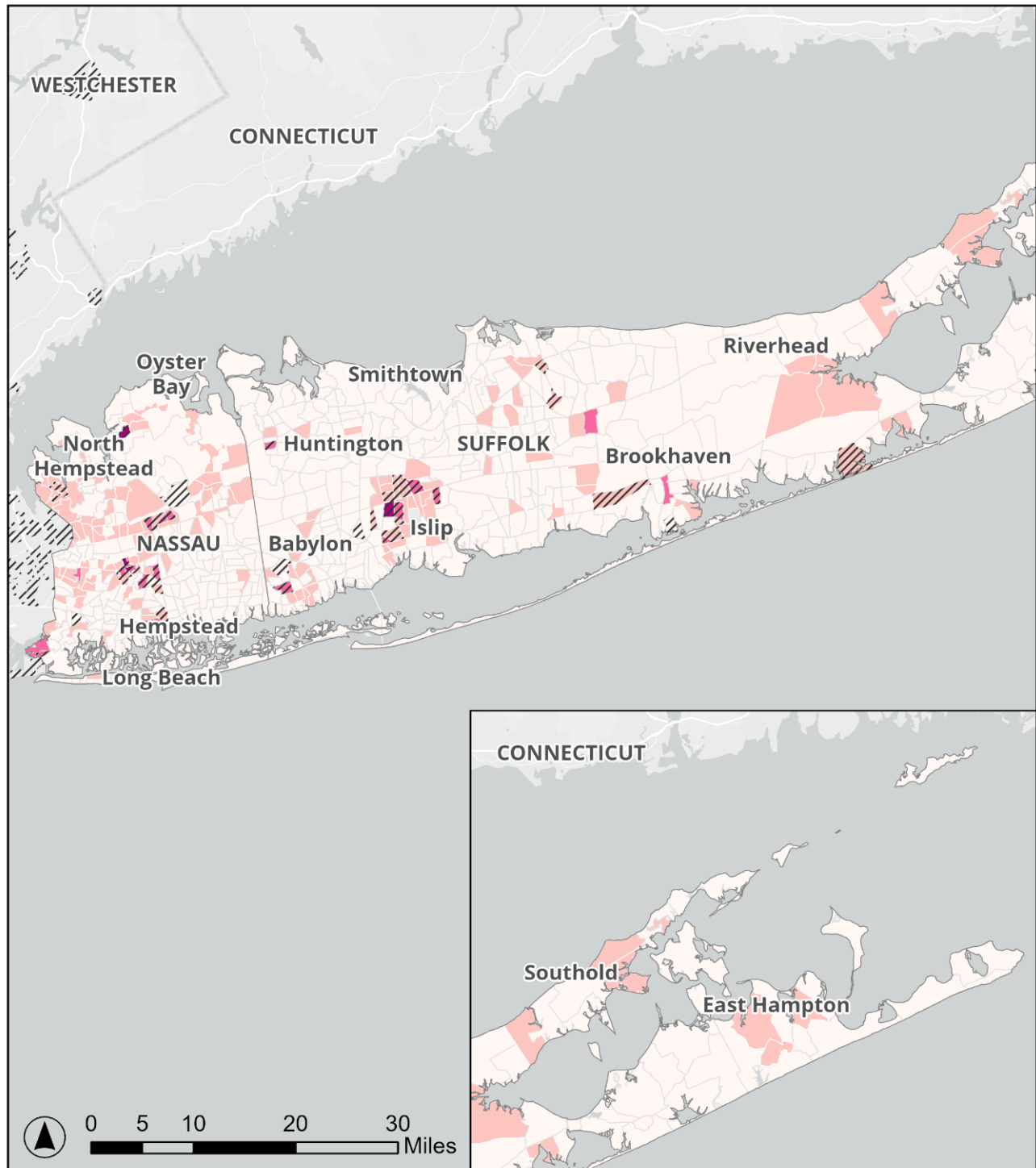
Community of Concern

Percent of Households that are Linguistically Isolated

- 0% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 100%

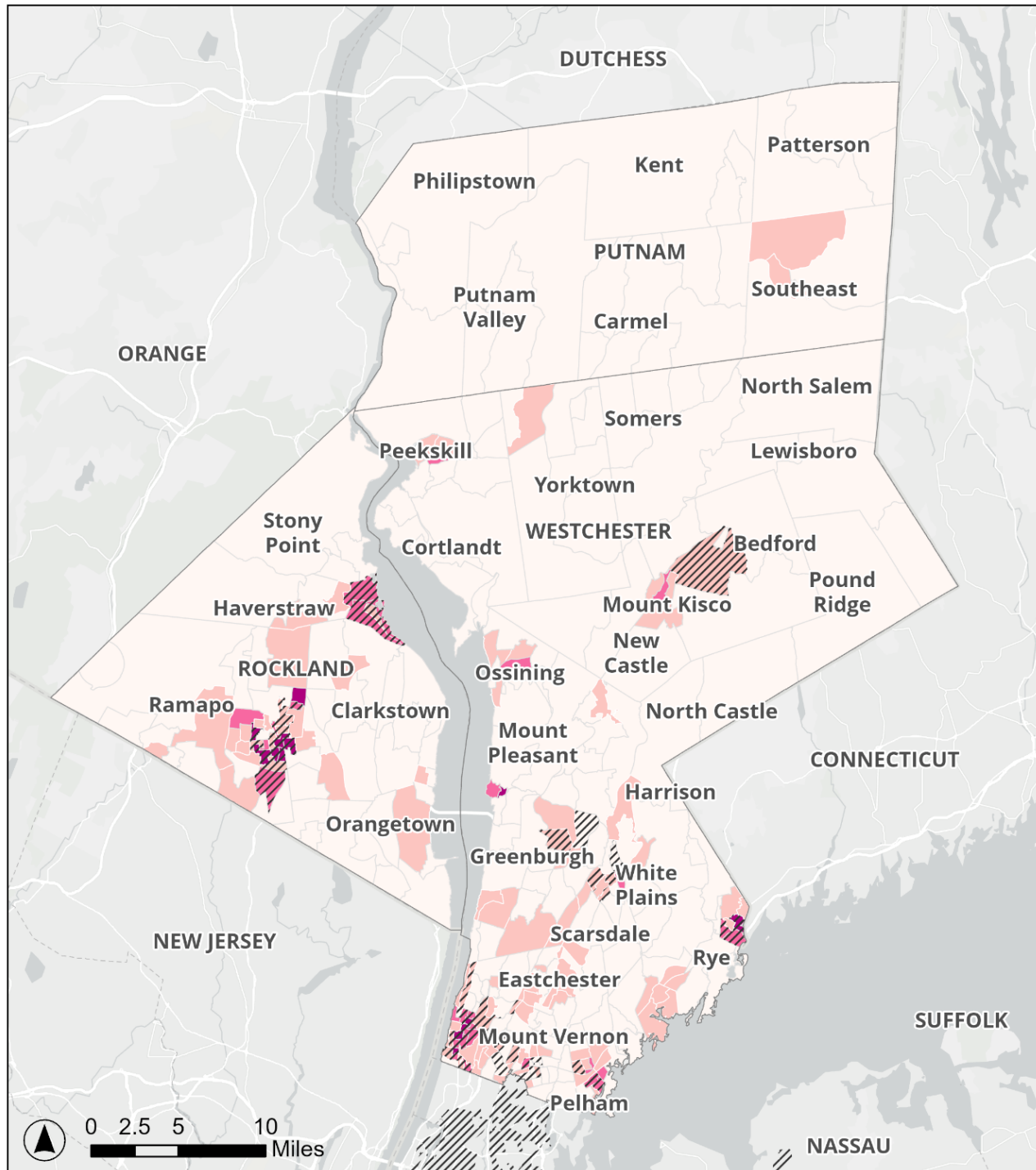
Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.20 Linguistically Isolated Households and CoC, Long Island



Source: Data from the 2019–2023 ACS Five-Year Estimates.

Figure 2.21 Linguistically Isolated Households and CoC, Lower Hudson Valley



Community of Concern

Percent of Households that are Linguistically Isolated

- 0% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 100%

Source: Data from the 2019–2023 ACS Five-Year Estimates.

2.2 METHODS AND TOOLS FOR REACHING COMMUNITIES OF CONCERN

Per its federally required Public Involvement Plan, NYMTC implemented a comprehensive program of public engagement in the development of *Moving Forward 2055* using the techniques described below to gather input from residents of CoCs as well as other communities in the NYMTC planning area. Appendix H provides a detailed description of the various public involvement efforts conducted (to be finalized following the *Moving Forward 2055* public comment period).

2.2.1 VIRTUAL FOCUS GROUPS

During the week of December 5, 2023, a series of six virtual focus groups were conducted within the three NYMTC subregions (Lower Hudson Valley, New York City, and Long Island). For each subregion, two (2) focus groups were held: one (1) made up of CoC residents, and one made up of seniors and disabled travelers.

Focus group participants were recruited by a professional market research firm. The objective of the recruitment was to find representatives of these specific target groups to speak to transportation issues, challenges, and needs that they face. The facilitated focus groups were conducted via a virtual platform, which allowed each recruit to participate using their own video screen, including the moderator(s). A detailed summary of the virtual focus group is included in Appendix H.

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2.2.2 MOVING FORWARD 2055 WEBSITE

NYMTC employed an interactive website as a conduit for disseminating and gathering information during the Plan's development. The website included links to the interactive engagement platform module, available in the NYMTC planning area core languages (English, Spanish, Russian, and Simplified and Traditional Chinese) per NYMTC's Language Access Operating Procedures.

2.2.3 INTERACTIVE SURVEY

An interactive survey was developed, launched and available for public access between September 2023 and January 2024. The purpose of the survey was to gather information to inform plan development, build awareness of *Moving Forward 2055* goals, share information with the public about the NYMTC planning area, and gain an understanding of participants' priorities as they relate to the *Moving Forward 2055* goals.

Survey content was guided by the Shared Vision for Regional Mobility described in Chapter 1 of this Plan and included a series of questions and mapping activities. The survey was available on a custom-built platform to allow for a range of question types and interactive elements.

The survey was publicized in a variety of ways: on the project and NYMTC websites, via NYMTC social media channels and e-blasts, and through communication to Plan Subcommittee members so that information could be passed along to their constituents. In addition, the project team employed an online application,

Pollfish, to boost participation in locations with lower response rates. A detailed summary of the interactive survey is included in Appendix H.

2.2.4 VIRTUAL PUBLIC WORKSHOPS

NYMTC convened virtual public workshops in Spring and Summer of 2024 throughout the NYMTC planning area. These forums provided the public with opportunities to learn about and provide feedback on various elements of *Moving Forward 2055*. The forums explored seven different topics: Freight, Active Transportation, Human Services Transportation, Safety and Micromobility, Alternative Energy, Curb and Parking Management, and Transportation and Technology.

Each workshop included a 3:00 pm afternoon session and 7:00 pm evening session, which enabled numerous stakeholders to attend based on their personal schedules.

The project team publicized the forum through various methods, including social media announcements, mailed flyers, e-blasts to NYMTC's full distribution list and to NYMTC's Thriving Communities Network (TCN) list. TCN is an initiative launched in conjunction with the USDOT's Thriving Communities Program, which supports underrepresented community organizations working within NYMTC's planning area. Through TCN, community organizations can learn about the resources available to participate in regional and local transportation planning and how to apply for funding that supports important community projects and transportation improvements.

Sessions were recorded and archived, and presentations were made available to the public via the *Moving Forward 2055* website. Appendix H provides the workshop flyers and presentations and summaries of the workshops (to be finalized following the *Moving Forward 2055* public comment period).

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2.2.5 POP UP EVENTS

In person pop-up events were held in each of the three subregions in the NYMTC planning area: New York City, Long Island, and the lower Hudson Valley. The events solicited responses to the interactive survey and input on community priorities. Pop-up events were advertised on the project website, via NYMTC social media channels, and communicated to NYMTC members so that information could be passed along to their constituents. This activity was accompanied by a flyer with translations in the NYMTC region's five core languages. A detailed summary of the pop-up events is included in Appendix H.

2.2.6 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 residents of CoCs. A detailed summary of the social media campaign is included in Appendix H.

3

ASSESSMENT OF *MOVING FORWARD* 2055 OUTCOMES

3.1 GEOSPATIAL ANALYSIS OF PLANNING PROCESS OUTCOMES

Moving Forward 2055 has been analyzed to assess the distribution of programmed transportation projects and proposed programs and studies in relation to communities within the NYMTC planning area. The geospatial analysis displays the geographic location of transportation programs, projects, and studies relative to communities in a series of maps (Figure 3.1, Figure 3.2, and Figure 3.3). In total, the NYMTC planning area comprises 3,334 census tracts. Of those census tracts, 1,111 (33%) meet the CoC thresholds and 2,223 (67%) are other communities in the planning area.

- » Programmed transportation projects within *Moving Forward 2055* constrained and vision lists for which funding estimates are available are within 0.25 miles of 5.37 million residents of the NYMTC planning area, 41% of the total planning area population.
- » A total of \$69.6 billion in funding is programmed for transportation projects, representing a per capita rate of roughly \$5,275 per person.
- » Of the 1,111 CoC census tracts, 595 (54%) are within 0.25 miles of these programmed transportation projects and/or proposed programs and studies that are outcomes of this Plan and the overall planning process. These census tracts contain a total population of 2.56 million residents and a total of \$50.5 billion in programmed transportation projects in whole or in part at a per capita rate of \$11,002 per person.
- » Of the remaining 2,223 non-CoC census tracts, 732 (33%) are within .25 miles of programmed transportation projects and/or proposed programs and studies that are outcomes of this Plan and the overall planning process. These census tracts contain a total population of 2.80 million residents and a total of \$69.5 billion in programmed transportation projects in whole or in part at a per capita rate of \$8,089 per person.

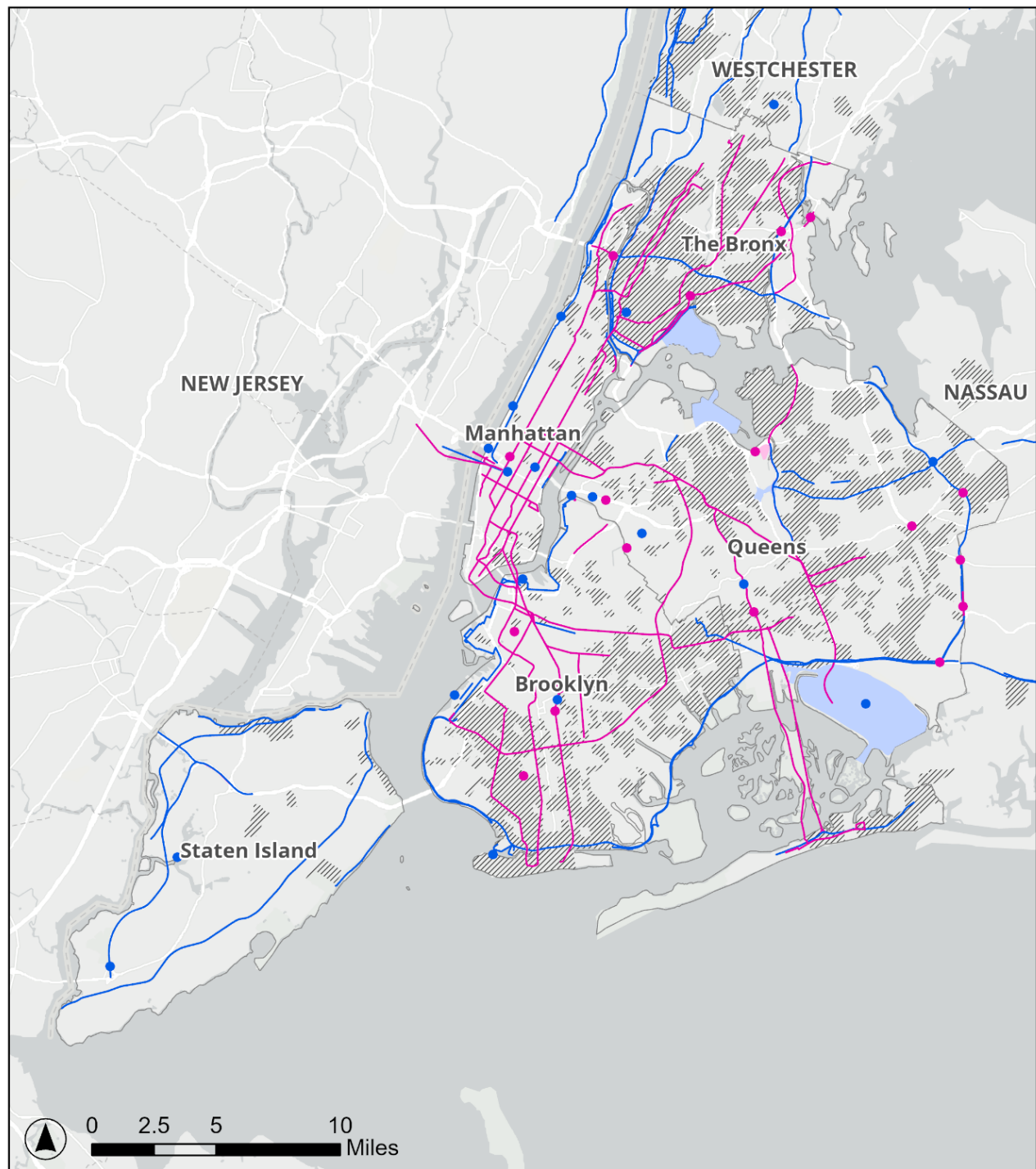
Table 3.1 Assessment of Programmed Funding for *Moving Forward 2055* Based on Project Location

Assessment	CoC	All Other Communities	Total
Census Geography (Tracts)			
Census Tracts with RTP within .25 mi	595	732	1,327
Total Census Tracts	1,111	2,223	3,334
% of Census Tracts with RTP within .25 mi	54%	33%	40%
Population			
Population with RTP within .25 mi	2,562,028	2,804,042	5,366,070
Total Population	4,591,628	8,595,224	13,186,852
% of Population with RTP within .25 mi	56%	33%	41%
Funding			
Programmed Funding for Projects (Millions of Dollars)	\$50,518.18	\$69,524.72	\$69,559.72*
% of Total Plan Programmed Funding*	73%	99.9%	100%
Programmed Funding Per Capita	\$11,002	\$8,089	-

Table 3.1 reveals that programmed funding for transportation projects is at a higher level per capita for CoC census tracts (\$11,002/person) compared to projects in non-CoC census tracts (\$8,089/person), even though the percent of total planned program funding is lower in CoC census tracts. Additionally, a greater proportion of CoC census tracts contain programmed projects in whole or in part (54%) than those that do not meet CoC thresholds (33%).

*Many programmed transportation projects and proposed programs and studies fall within 0.25 miles of both CoC and non-CoC census tracts. In these cases, the associated funding is counted in both categories. For total programmed funding, there is significant overlap of projects in CoCs and projects in All Other Communities. These overlaps can result in totals exceeding 100% and means that the CoC total and All Other Communities Total cannot be added together. The total programmed funding amount represents the total programmed funding attributable to mapped projects only.

**Figure 3.1 Programmed Transportation Projects, Programs, and Studies:
Communities of Concern, New York City**



Community of Concern

RTP 2055 Specific Location Projects, Programs, or Studies

Constrained

Vision

RTP 2055 Corridor Level Projects, Programs, or Studies

Constrained

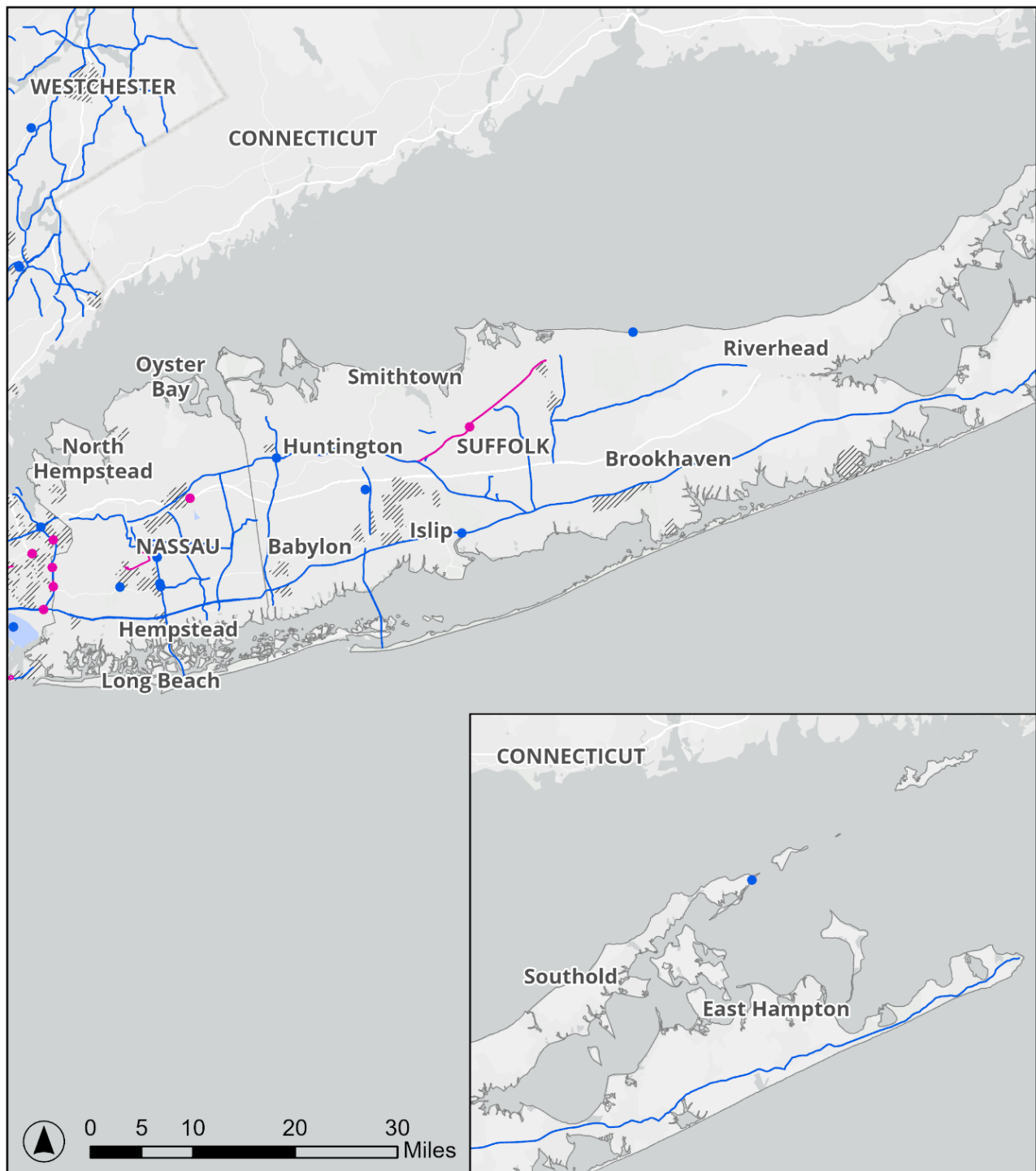
Vision

RTP 2055 Area Projects, Programs, or Studies

Constrained

Vision

Figure 3.2 Programmed Transportation Projects, Programs, and Studies:
Communities of Concern, Long Island



Community of Concern

RTP 2055 Specific Location Projects, Programs, or Studies

Constrained

Vision

RTP 2055 Corridor Level Projects, Programs, or Studies

Constrained

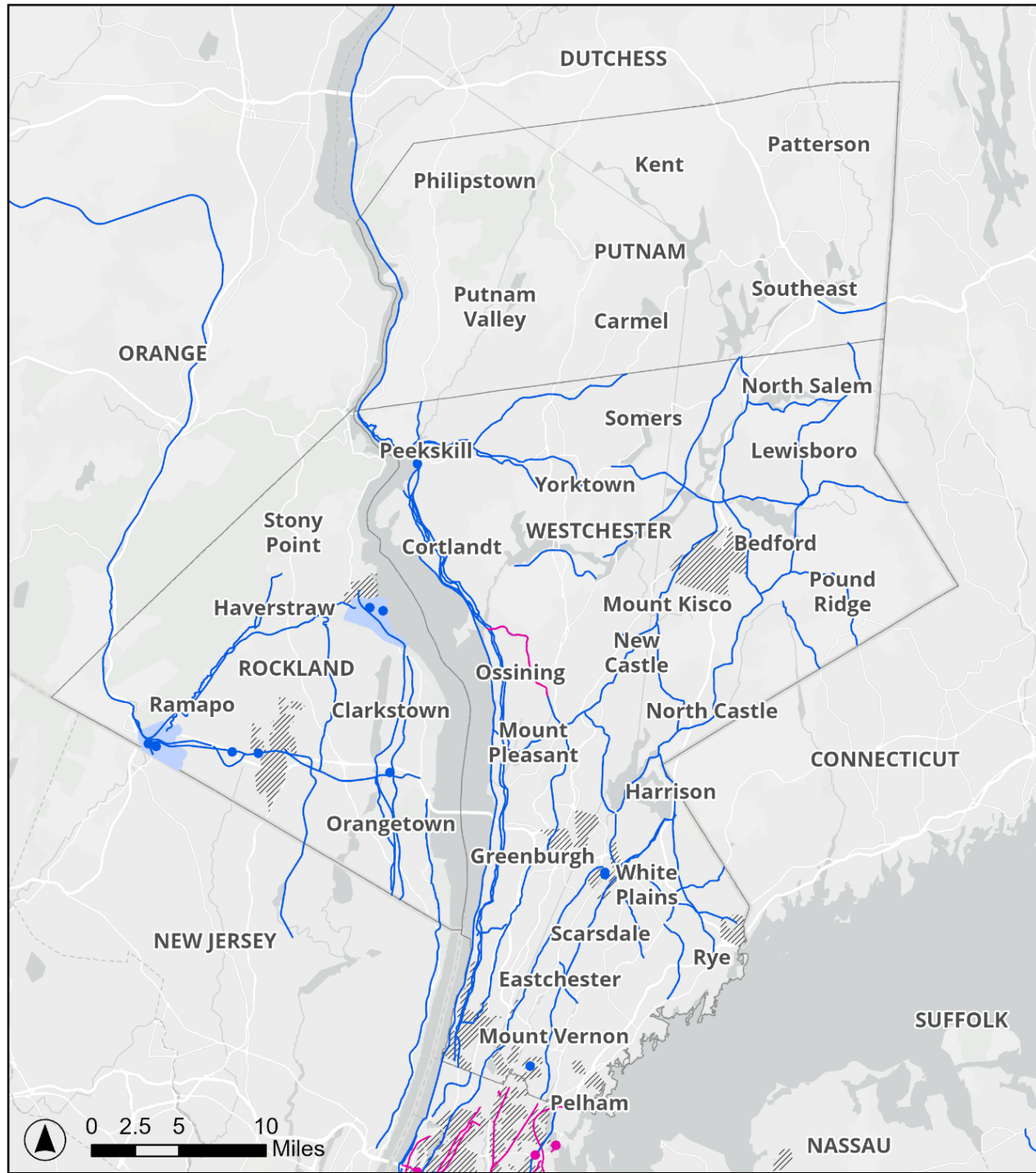
Vision

RTP 2055 Area Projects, Programs, or Studies

Constrained

Vision

**Figure 3.3 Programmed Transportation Projects, Programs and Studies:
Communities of Concern, Lower Hudson Valley**



Community of Concern

RTP 2055 Specific Location Projects, Programs, or Studies

● Constrained

● Vision

RTP 2055 Corridor Level Projects, Programs, or Studies

— Constrained

— Vision

RTP 2055 Area Projects, Programs, or Studies

Constrained

Vision