

NYMTC's Non-Discrimination Framework

NYU-SEMPACT Workshop on Transportation Equity
September 20, 2024

A context for this presentation . . .

- SEMPACT seeks to leverage:
 - Recent advances in vehicle and infrastructure technologies;
 - Data and modeling;

Transportation Information Gateway; Community Planning Workshops
 - Analytics, and visualization . . .

Visualized plans & program information
- . . . to plan, design, implement, and operate a more equitable, resilient, and sustainable transportation system

Outreach & engagement

Federal funding
for projects and
studies

Organizational Context

New York Metropolitan Transportation Council (NYMTC)



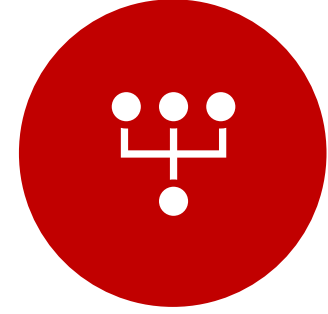
A **metropolitan planning organization** for New York City, Long Island & the Lower Hudson Valley



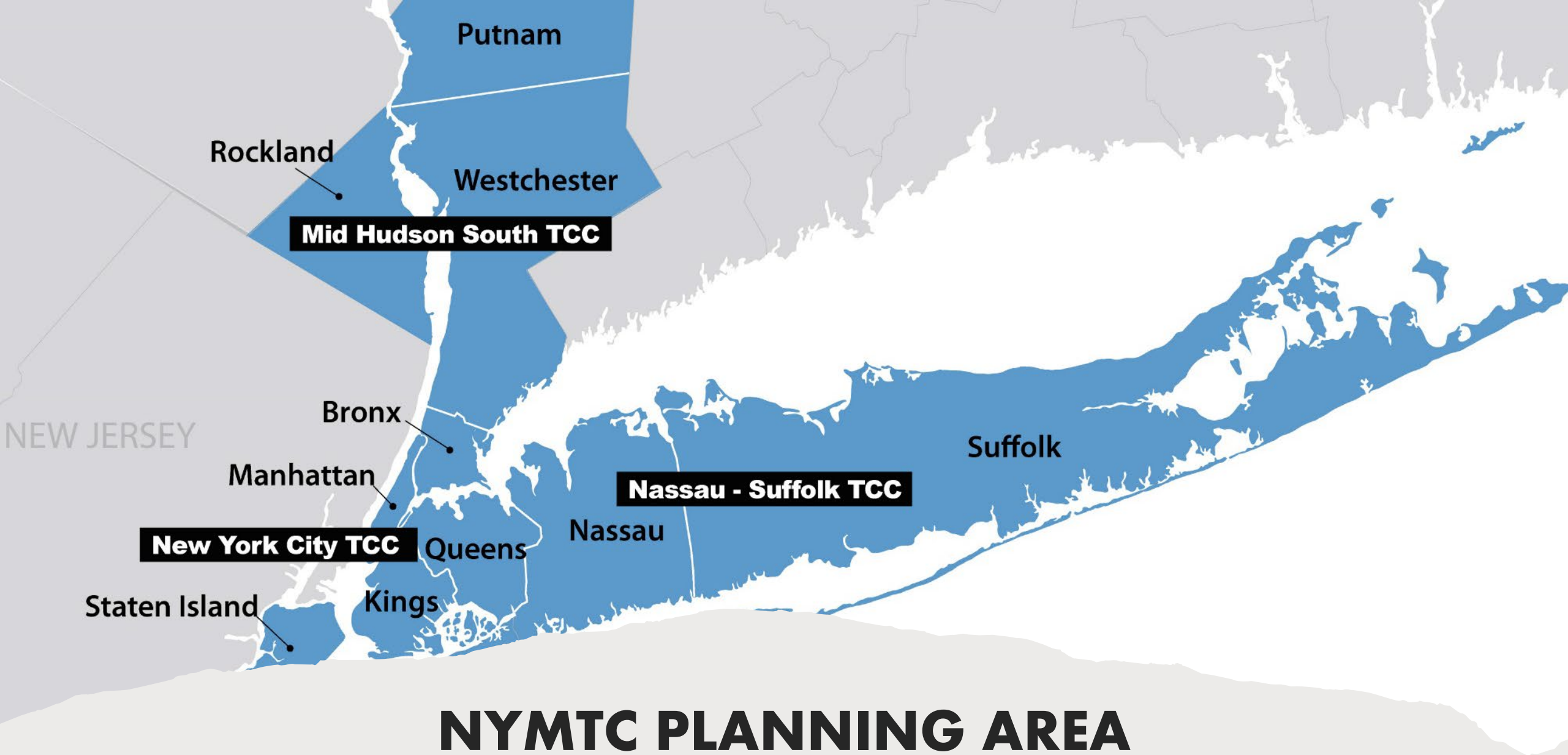
A regional council of governments consisting of nine voting & seven advisory members



An organization required by federal legislation which authorizes funding for transportation



An organization responsible for the mandated metropolitan transportation planning process



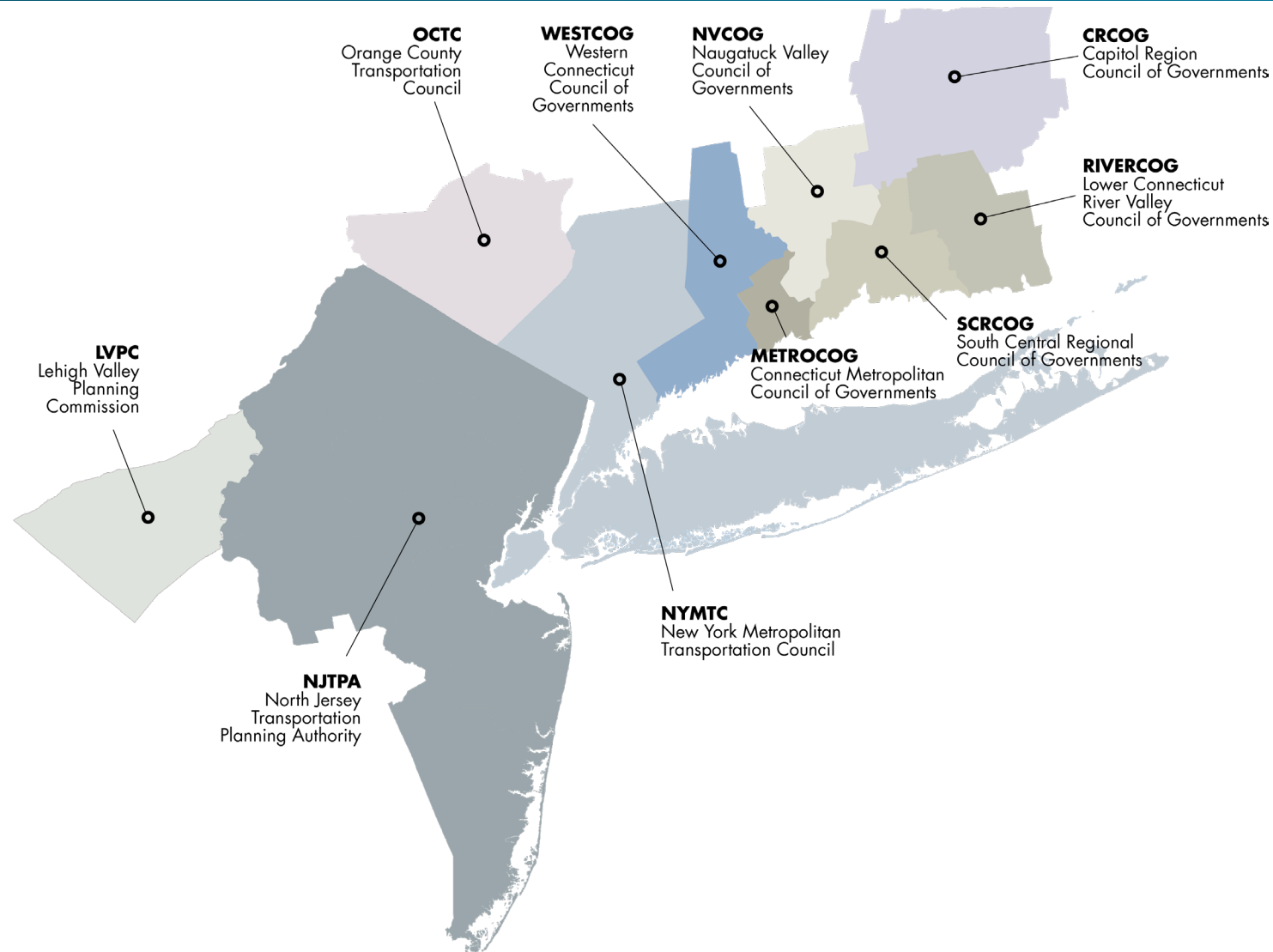
NYMTC Membership



Advisory

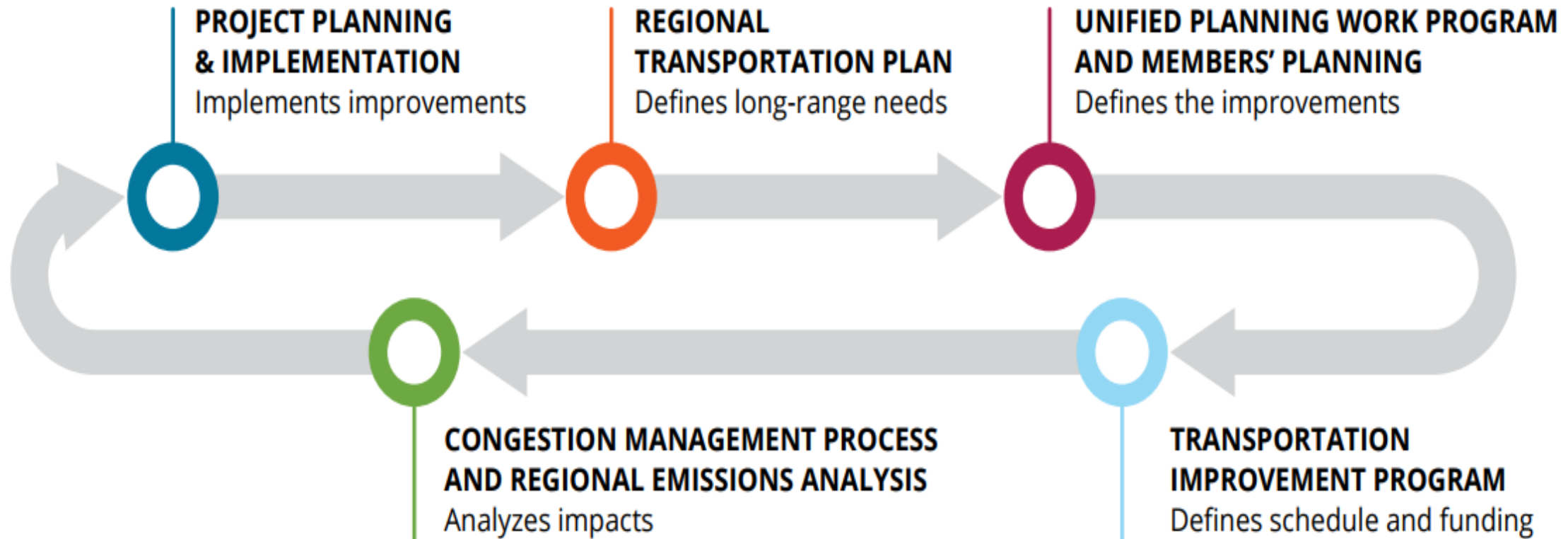


Metropolitan Area Planning (MAP) Forum



NYMTC's Responsibilities

Metropolitan Transportation Planning Process



Non-Discrimination Policies & Programs

NYMTC's Non-Discrimination Framework



- Title VI/Non-Discrimination Program
 - Statement of Policy
 - Complaint process
 - Communities of concern
 - Assessment of planning process outcomes
- Environmental Justice/Title VI Assessment of the Regional Transportation Plan
 - Communities of concern
 - Public involvement assessment
 - Plan outcomes assessment

Title VI/Non-Discrimination Program



- NYMTC's Title VI/Non-Discrimination Program establishes a framework for compliance with **Title VI of the Civil Rights Act of 1964**.
 - Title VI prohibits discrimination on the basis of race, color, and national origin in federally assisted programs and activities.
 - Additionally, the Title VI/Non-Discrimination Program considers the requirements of:
 - Civil Rights Restoration Act of 1987,
 - Title II of the Americans with Disabilities Act,
 - Section 504 of the Rehabilitation Act of 1973,
 - Executive Order 12898 on Environmental Justice, and
 - Executive Order 13166 on Limited English Proficiency.

NYMTC Policy Statement



- *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.*

Special Emphasis Areas

Public access to the planning process

Outcomes of the planning process in terms of funding programmed for projects, programs and studies

Use of professional services to assist in the execution of the planning process

Assessment Framework: Communities of Concern

- Census tracts that meet the following thresholds related to minority status and income:
 - Minority population, as defined in the 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 U.S. Census.
- Interactive map: <https://arcg.is/GCfrO>
- Of the 3,081 census tracts in the NYMTC planning area, 31 percent were identified as meeting these thresholds, translating to 962 individual census tracts.

Public outreach & involvement

- NYMTC's public engagement strategies are guided by:
 - Public Involvement Plan,
 - Public Involvement Operating Procedures,
 - Title VI/Non-Discrimination Program, and
 - Language Access Operating Procedures.

Public outreach & involvement

- Methods and tools for reaching CofC:
 - Virtual focus groups & interactive workshops; on-site pop-up sessions; partnership with community-based organizations; use of online survey platforms to address demographic gaps
 - *Thriving Communities Network* launched in conjunction with the USDOT's Thriving Communities Program to support organizations working in or representing underrepresented community.
 - Community Planning Workshops to assist local communities with ways to tap into available federal funds.
 - Transportation Information Gateway is an interactive, collaborative website that provides NYMTC members and the public with an easily accessible online warehouse.
 - Plan/Program visualization - <https://arcg.is/10vrDW0>

Planning process outcomes

- There are no specific federal standards for conducting a Title VI/non-discrimination-related assessment of an MPO's planning process outcomes.
- For this purpose, NYMTC has developed an approach to assess the impacts of the planning process on minority populations and low-income communities for which geo-spatial information can be accessed.

Comparative analyses

- Community characteristics

Characteristic	CofC	All Other
Population	33%	67%
Land Area	5%	95%
2050 weekday peak period VMT	21%	79%
Weekday VMT per capita	2.3	4.3

Comparative analyses

- Mobility characteristics

Journey to work	CofC	All Other
Public transit	60%	34%
Vehicle	26%	52%
> 1 hour	37%	30%
< 30 minutes	24%	30%

Comparative analyses

- Programmed funding & projects

Metric	CofC	All Other	Both
Programmed funding	13%	13%	74%
Funding per 100,000 (millions)	\$758	\$381	N/A
Census tracts with programmed projects	55%	33%	N/A

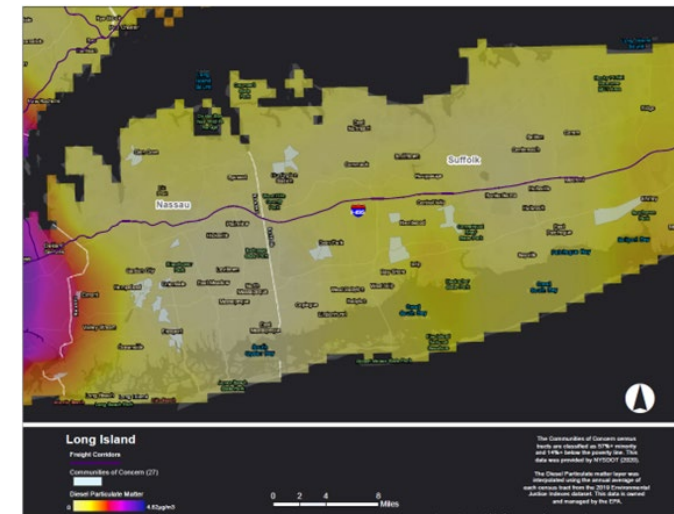
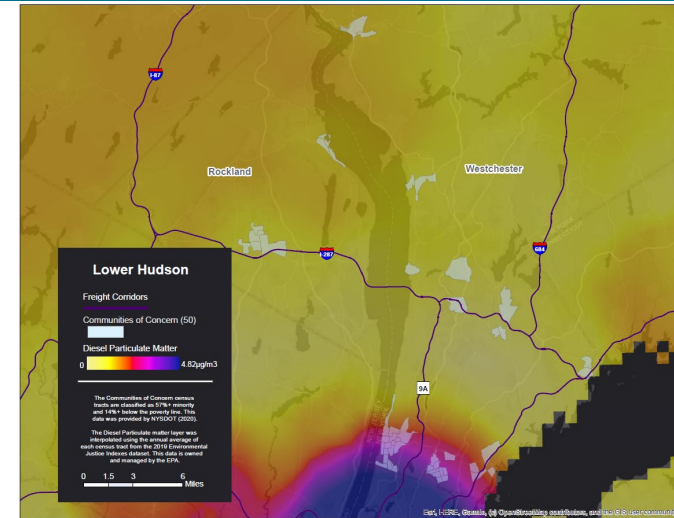
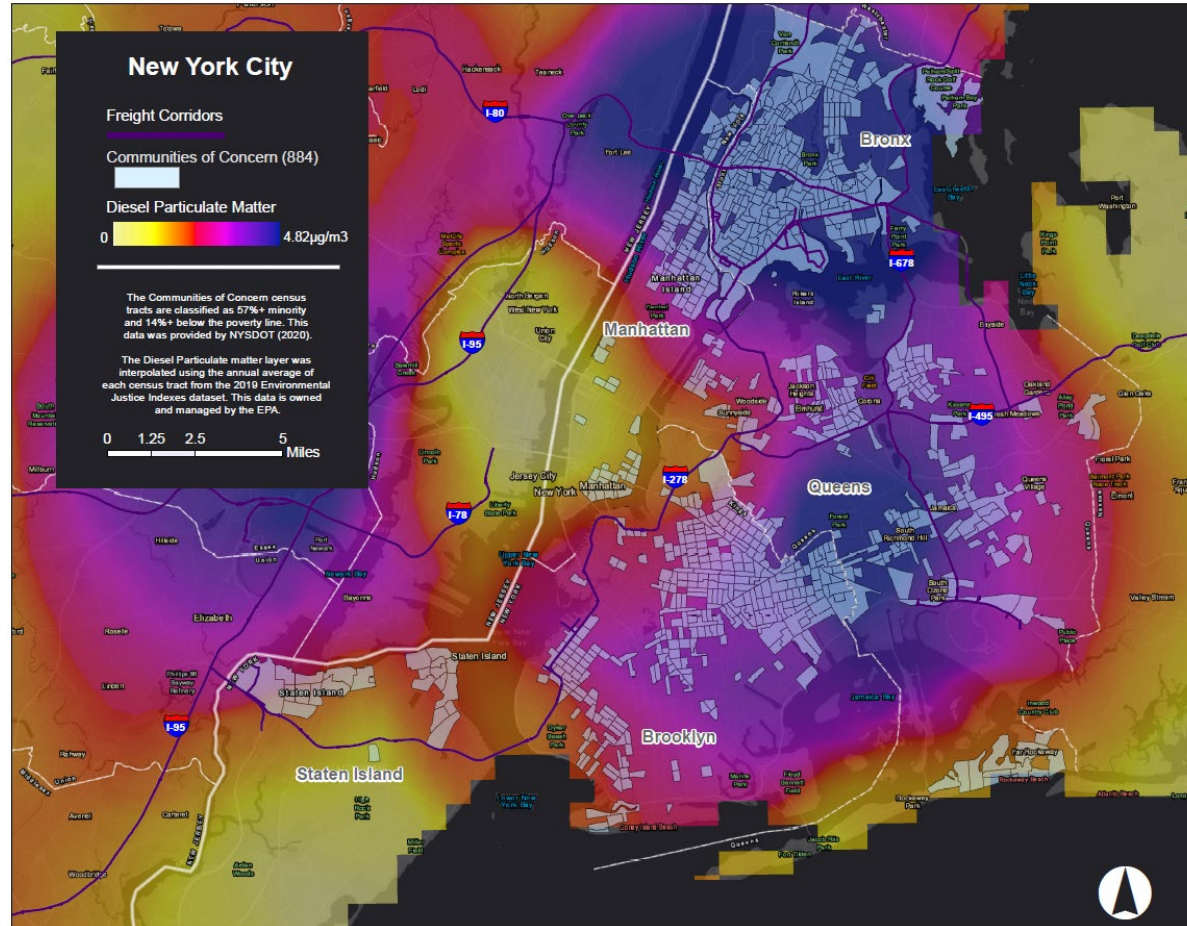
Examples of Federal Funding for Projects and Studies

Clean Freight Corridors Planning Study



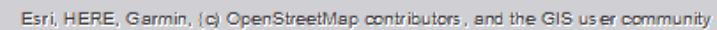
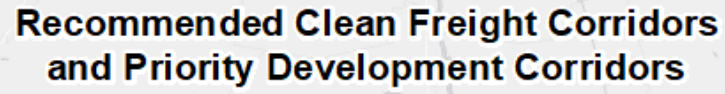
- Inventoried existing alternative fuel infrastructure in the region;
- Reviewed current and emerging alternative fuel technologies;
- Identified gaps between existing and future alternative fuel infrastructure;
- Analyzed goods movement trends and forecasts;
- ***Assessed goods movement impacts on communities of concern;***
- Identified and defined optimal corridors for recommended designations as clean freight corridors; and
- Identified needs for the development of additional clean freight infrastructure in each corridor.

Diesel Particulate Emissions & Communities of Concern



Key Findings

- **Trucks constitute a significant source of greenhouse gas and criteria air pollution with a disproportionate impact on low-income communities**
- Freight volumes in the region are projected to grow 37% between 2018 and 2045
- Diesel is projected to fall below 50% of new truck sales between 2029-2034, with battery electric, fuel cell electric, and compressed natural gas constituting the majority of truck sales past 2030
- There is significant policy support for diesel alternatives throughout the study region but additional measures are needed to support alternative fuel fleet turnover



Potential heavy-duty EV & fueling Locations

- Locations that currently or potentially could serve large commercial vehicles
- Focus on proximity to corridors identified through the Clean Freight Corridor Study

New York City Initiatives

Clean Trucks Program

- Expanding on the success of the Hunts Point Clean Trucks Program
- Incentivizes local commercial fleet operators to transition away from diesel

Commercial Cargo Bike Incentive Program & freight microhubs buildout

Infrastructure upgrades for marine freight

Truck charging & parking infrastructure

Rail access and electrification improvements at the Hunts Point Market

Questions?