



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
Connecticut (Rail Operations)
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

April 9, 2010

Mr. Edward A. Bianculli
Executive Commissioner
Nassau County Planning Commission
100 County Seat Drive
Mineola, New York 11501-4825

Re: Title VI Program- Approval
Federal Transit Administration ID# 1787

Dear Mr. Bianculli:

The Federal Transit Administration (FTA) has completed its review of the Title VI program dated January 19, 2010. This submission is required pursuant to Title VI of the Civil Rights Act of 1964; FTA Circular 4702.1, "Title VI Program Guidelines for Federal Transit Administration Recipients," dated May 13, 2007; and Title 49, Chapter 53, Section 5332 of the Code of Federal Regulations.

Based on our review, we have approved your program as of March 30, 2010. This approval expires on February 21, 2013. An updated program submission should be forwarded to FTA by January 21, 2013 30 days prior to the expiration date. If major changes occur prior to the expiration date, an update must be submitted. FTA may request additional information, if necessary.

Thank you for your continued cooperation. Should you have questions, or need additional information, please contact me at (212) 668-2179 or by electronic mail john.prince@dot.gov

Sincerely,

John H. Prince, Jr.
Regional Civil Rights Officer

CC: Denise Ramirez, Nassau County
Dr. Philip E. Ellicott, Director of Minority Affairs

Edward P. Mangano
County Executive

Richard Bianculli
Executive Commissioner



Jeffrey H. Greenfield
Chair

Marty Glennon
Vice-Chair

Clara Gillens-Eromosele
Neal Lewis
Mary A. McCaffery
Jean-Marie Posner
Leonard Shapiro
Eric J. Sussman
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Nassau County Planning Commission

100 County Seat Drive
Mineola, New York 11501-4841
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January 19, 2010

Mr. John Prince, Jr.
Regional Civil Rights Officer
Federal Transit Administration
One Bowling Green – Room 429
New York, New York 10004-1415

Re: Nassau County Title VI Submission – 2010

Dear Mr. Prince:

Nassau County Planning Department staff has prepared the Title VI program submission for 2010. The approval for our 200 Title VI program expires February 21, 2010. The report was completed following Title VI guidelines, under FTA Circular 4702.1A.

Should you have any questions, please contact Denise Ramirez, who is the lead person for this effort. She may be reached at (516) 571-3119 or by e-mail at: dramirez@nassaucountyny.gov.

Sincerely,

Richard A. Bianculli
Executive Commissioner

cc: Edward P. Mangano, County Executive (*w/o attachment*)
Rob Walker, Chief Deputy County Executive
Jeanine Reale, Deputy Commissioner of Planning
Dr. Philip E. Elliott, Director of Minority Affairs (*w/ attachment*)
Mary Elisabeth Ostermann, Director of EEO (*w/ attachment*)

**NASSAU COUNTY, NEW YORK
PLANNING DEPARTMENT**

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

**SUBMISSION TO THE
FEDERAL TRANSIT ADMINISTRATION**

**IN FULFILLMENT OF REPORTING
REQUIREMENTS OUTLINED IN FTA CIRCULAR
4702.1A (5-13-2007)**

JANUARY 2010

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I. INTRODUCTION

Nassau County as a designated recipient of the Federal Transit Administration (FTA), submits this report in compliance with Title VI of the Civil Rights Act of 1964 and the implementing guidelines under FTA Circular 4702.1A, published May 13, 2007.

Nassau County is the designated recipient of FTA funds, for the County's public transit system. Under a 1973 Lease and Operating Agreement, and subsequent amendments, the Metropolitan Suburban Bus Authority (MSBA), also known as the Metropolitan Transportation Authority-Long Island Bus (LIB), operates the public transit system for the County. LIB serves Nassau County, parts of western Suffolk County, and eastern Queens.

LIB operates a network of 53 fixed route buses, which serve 48 Long Island Rail Road (LIRR) stations plus colleges, museums, parks, theaters, and beaches throughout the area. Service is provided seven days a week, and average weekday ridership is over 100,000. LIB also operates Able Ride, a paratransit system that provides curb-to-curb service for people with disabilities who are Nassau County residents and are unable to utilize fixed-route bus service. There are over 9,000 active certified Able Ride passengers who utilize the system to get to work, medical appointments, and discretionary trips.

Nassau County owns three LIB maintenance facilities: Mitchel Field and Rockville Centre handle fixed-route vehicles, while the Stewart Avenue facility handles paratransit vehicles. In addition Nassau County owns the LIB Rosa Parks Transit Center (in Hempstead), which allows commuters to make a faster and easier connection between LIB and LIRR.

Under the Lease and Operating Agreement, MTA establishes fare structure, routes, and coordinates day-to-day operations. Nassau County provides oversight into finance, maintenance, adherence to FTA policies, etc. Since 1997, LIB has been managing FTA grants, while Nassau County continues to serve as grantee and provides its share of the local match.

II. GENERAL REPORTING REQUIREMENTS

a. TITLE VI CERTIFICATIONS AND ASSURANCES

Nassau County submitted the Title VI assurances as part of the annual FTA Certification and Assurances. Enclosed are Nassau County's FTA Certification and Assurances signature page for Federal fiscal years 2008, 2009 and 2010. Please see Appendix A.

b. PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

LIB keeps the public informed of changes in the system through public notices, customer flyers, press releases, public service announcements and telephone messages at its Travel Information Center and Able-Ride reservation center. This information is also posted on LIB's web site.

LIB opportunities for public involvement are through the Accessible Transportation Oversight Committee (ATOC) meetings held six times a year (which aids in the development of sensitivity

training and issues involving the American Disability Act and public transportation), public hearings, as required and public input/comment received and addressed via telephone, letters, and e-mails. The committee is made up of individuals who represent a wide range of consumers and advocates.

All anticipated major transportation projects such as operating assistance, route changes, bus purchases, Draft Environmental Impact Statements and construction and reconstruction of bus storage and maintenance facilities are announced in the local news media. The public is afforded the opportunity to request that the MTA conduct a public hearing for major fare and service changes. These hearings are open to the public and announced in print media at least 30 days prior to the hearing.

Public Notices are posted on board buses and distributed by LIB to appropriate local agencies. Dates for distribution were:

<u>2007</u>	<u>2008</u>	<u>2009</u>
January	January	January
February	February	February
May	May	May
June	June	June
September	September	September
October	October	October
November	November	November
December	December	December

Press Releases to the local media were distributed:

<u>2007</u>	<u>2008</u>	<u>2009</u>
January	January	January
February	February	February
March	March	March
May	May	May
June	June	June
July	July	July
August	August	August
September	September	September
October	October	October
November	November	November
December	December	December

Minority and non-English media are among the network of newspapers and radio stations used by LIB for dissemination of information, including: El Diario and La Tribuna Hispana (Long Island Spanish weekly newspapers). LIB has also advertised in the following outlets during the past three years: I Love NY – LI and Able News.

The County has also included a requirement for outreach to minority and low-income populations as part of the Nassau Hub Alternative Analysis & Environmental Impact Statement public participation process. Outreach will include translating and providing all information in Spanish and other languages as appropriate. The Nassau Hub Alternatives Analysis is expected to begin in early 2010.

c. LIMITED ENGLISH PROFICIENCY (LEP)

In October 2007, Nassau County submitted its LEP plan to the FTA. The LEP analysis determined that Spanish was the predominant language spoken by LEP populations in the County. LIB was providing services in Spanish (and other languages) prior to the LEP analysis, the analysis reinforced the need to provide services to the Spanish LEP population.

Services in Spanish and other languages prior to the LEP analysis, included web site translation, written literature, a customer service phone line, and others. LEP populations were able to obtain LIB information on fares, service advisories, and travel information on the MTA web site in 14 different languages through the translation services of World Lingo. Spanish speaking travel information agents were also available to assist customers during regular business hours: 7am to 5pm. MTA MetroCard vending machines at the Hempstead Transit Center were also providing information in four different languages (the maximum number of languages allowed), these are: English, Spanish, Chinese and Korean. These languages were selected by the MTA based on 2000 U.S. Census information. These services were available prior to LEP requirements and continue to be available at LIB.

Since the LEP analysis, LIB has expanded its services and made improvements to existing ones. The MTA web site was revamped and the translation option is now a prominent feature on the main page of the web site. In addition, exact routing from location to location is available via Google Transit on the web site. This includes directions on walking, transferring, destination photos and estimated time and cost of a trip. A current service box on the web site provides customers with status on delays or other travel related news. In addition to the web site, LIB began publishing service advisories, bus maps, flyers and brochures throughout the bus system in Spanish. In 2007, LIB embarked on a community outreach initiative to present their services to local groups. In July 2007, a LIB staff member and a Chinese interpreter conducted a presentation in Lake Success to an audience of Chinese seniors. LIB has reached out to approximately 100 centers to offer similar presentations to other LEP and non LEP populations. In 2007, LIB participated in 24 outreach events, 42 in 2008 and 34 in 2009. Also, in 2008 digital signage (that allows customers to access the above mentioned web tool) was made available at the Mineola Intermodal Center.

In the future, LIB is looking to use internationally recognized icons instead of words that are easier for an LEP audience to understand. However, a lack of funding has slowed this program to replacement of existing or damaged signs. LIB is also looking into the possibility of enhancing the general customer service phone line with Interactive Voice Response (IVR) capabilities to give callers the option to select a Spanish speaking agent through the automated system allowing for a faster connection with someone who can assist them. Currently customers must go through

the automated system in English and it is not until they reach an agent that they can request a Spanish speaking agent.

A copy of the LEP Plan is included as Appendix B.

d. COMPLAINTS PROCEDURES

Nassau County and LIB are committed to ensuring that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Transportation”. 49 CFR Part 21

LIB has revised its complaint procedures for the public transit service; the draft procedures are included as Appendix C.

e. RECORD OF INVESTIGATIONS, COMPLAINTS OR LAWSUITS

There have been no complaints regarding discrimination on the basis of race, color, or national origin since the last report January 2007.

f. NOTIFICATION PROCEDURES

LIB notifies the public of their rights under Title VI to protect them from discrimination, through various measures including: posting on the MTA website, information on the back of bus schedules and postings at the Hempstead Transit Center. Examples of the notification are included in Appendix C.

III. PROGRAM SPECIFIC REQUIREMENTS

a. DEMOGRAPHIC ANALYSIS

In accordance with Title VI requirements, Nassau County conducted a demographic analysis to determine whether transit service and amenities are available to minority and low-income populations. The County implemented Option A (described in C4702.1A, Chapter V 1.a.) to conduct the demographic analysis. Data from the 2000 U.S. Census was used to conduct the analysis.

- Demographic Charts

The County prepared a demographic chart of all County Census tracts which includes: the number and percentage of the minority population and the number and percentage of the low-income population. The chart also highlights those Census tracts which have minority or low-income populations that are higher than the County averages.

In addition, the County also prepared ridership data for LIB routes. The ridership data is displayed for minority routes, non-minority routes, low-income routes and non low-income

routes. Minority and low-income routes are defined as those in which a third or more of the route falls within minority or low-income Census tracts (C 4702.1).

- Demographic and Service Maps

The County prepared four maps to determine the availability of transit service and amenities to minority and low-income populations.

1. Base Map: displays major activity centers, major roads, LIRR, and LIB facilities.
2. Minority and Low-Income Population Census Tracts Map: Census tracts where the minority or low-income populations exceed the County averages and those that both exceed the minority and the low-income population are highlighted.
3. Minority and Low-Income Routes Map: Census tracts and LIB Routes are displayed (minority routes, low-income routes or both).
4. Transit Facilities Map: highlights Census tracts, LIB Facilities (recently renovated and not recently renovated) and County owned bus shelters.

The demographic charts and maps can be found in Appendix D.

b. SERVICE STANDARDS

Service standards have been established as a systematic basis for allocating capital and operating resources. Standards set the criteria for the amount and quality of services delivered. LIB uses the standards listed below to develop optimal fixed route service configuration, to evaluate specific services and to establish a basis for evaluating service alternatives consistently and equitably.

LIB uses performance indicators, service committee and quarterly progress reviews to evaluate fixed route transit service delivery. Agency-wide and departmental goals are established annually and tracked through quarterly progress reports. Customer satisfaction is measured annually through system-wide surveys. Fixed route service changes and improvements are programmed for quarterly schedule and operator picks. In addition to defined performance indicators, the following quantitative and qualitative standards are applied in assessing service levels, productivity, effectiveness and efficiency.

- Vehicle Load

Vehicle load or load factor is a ratio of the number of seats on a vehicle to the number of passengers. Load factor is an indicator of the extent of probable overcrowding or the need for additional vehicles. It is also a means to determine whether the level of service on a particular route at a particular time is adequate to assure a level of service deemed appropriate for the transit system. As a service standard, load factor is typically expressed as a ratio (e.g., 1:1.25 or 1 seat for every 1.25 passengers). The load factor is determined by taking the number of seats on a specific route which pass the peak point during the peak hour and dividing that into the number of passengers that are actually carried past that point during that hour.

40-Foot Buses

Average seating capacity = 44

Standees = 11

Peak Hours: 125% of seated load
Transition Hours: 110% of seated load
Off-Peak Hours: No Standees
Weekends: No Standees

- **Vehicle Headway**

Vehicle headway is a measurement of the time interval between two vehicles traveling in the same direction on the same route. The frequency of service is a general indication of the level of service provided along a route and a factor in the calculation of the amount of travel time expended by a passenger to reach their destination. It is generally expressed for peak and off peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes).

Service Headways:

1. Within the constraints of available equipment, and as determined by passenger demand, service headways should be no greater than 45 minutes during weekday peak hours and no greater than 60 minutes during weekday off-peak hours and on weekends.
2. New routes should have an initial headway no greater than 45 minutes.

- **Service Span**

Service span is the span of hours for which the service is operated. Service span usually varies for weekday, Saturday and Sunday service. Service Span is based on a combination of passenger demand levels, and the availability of equipment and operating resources.

The following represents minimum span of service for different types of routes:

Weekday

- Major subway feeder routes 5 AM – 11PM
- Major inter-county/shopping center routes 6 AM – 10PM
- Tertiary routes 6 AM – 7 PM

Saturday

7AM – 10PM

Sunday

10AM – 7PM

- **On-time Performance**

On-time performance is a measure of runs completed as scheduled. LIB tracks on-time performance through bus pullouts. In the future, LIB hopes to install the technology throughout its buses to track on time performance at each bus stop.

Schedule Adherence:

1. On –time is defined as up to 4 minutes late.
2. At no time should a bus depart from a single point before its scheduled departure time.

- Distribution of Transit Amenities

Transit amenities refer to items of comfort and convenience available to the general riding public such as escalators at rapid rail stations, “park-and-ride” facilities, etc. Policies or standards in this area address how these amenities are distributed within a transit system. The manner in which such amenities/facilities are distributed determines whether transit users have equal access to these.

Stop Spacing and Location:

A system-wide guideline for bus stop spacing is no fewer than four stops per mile. In village centers, stops can be as close as 1/10 mile apart. In low-density areas, stops can be spaced further apart. At major activity centers, bus stops should be located within 200 feet of an entrance. Generally, stops should be located on the far side of an intersection.

Bus Shelter Location:

The County provides bus shelters and benches carrying advertisements at stops along LIB routes under a contract with a private vendor. In order for towns and villages to participate in the shelter and bench program, municipalities must sign an Intermunicipal agreement with the County. All potential installation sites are evaluated for safety and compliance with the Americans with Disabilities Act. There are also a number of non-advertising bus shelters in place from a program initiated in the 1980’s. The following municipalities have Intermunicipal agreements with the County permitting the installation of bus shelters and benches that carry advertising: Town of Hempstead, Town of Oyster Bay, Town of North Hempstead, Village of Hempstead, Village of Lake Success, Village of Great Neck, Village of Lynbrook, Village of Massapequa Park, Village of Valley Stream, Village of New Hyde Park, Village of Munsey Park, Village of Mineola, City of Long Beach. Note: Town agreements cover all unincorporated areas within their boundaries. All municipalities have the right to veto any proposed installation.

Bus Stop Signs:

All bus stop signs should indicate, at a minimum, route number, route destination and Travel Information Center (TIC) telephone number. Days or hours of service may be specified if significant in any way.

Public Information:

Public timetables shall contain, at a minimum, a route map, intermediate time points, fare and transfer information. Bus information shall be available by telephone during service hours. Either an agent or a recorded message shall be available at all times. LIB will maintain current bus information on the MTA’s twenty-four hour website. The website is available twenty-four hours a day, seven days a week. LIB will maintain current route schedule information for waiting passengers on the electronic kiosks at its Mineola Intermodal Center.

- Service Availability

Services availability is a measure of the distance a person must travel to gain access to transit service. When measured in time intervals, it is a component of the calculation of travel time. It is also a general measure of the distribution of routes within a transit district. The standards or policies covering this area apply to existing services as well as proposed changes in levels of service (e.g., expansion, addition, deletion, etc., of routes).

Guidelines for Residential Transit Route Coverage and Spacing:

Route spacing and coverage are based on residential density. Table A depicts guidelines for transit coverage and spacing for residential areas.

Table A
Population Density: Dwelling Unites Per Acre

More than 7.5	2.5 to 7.5	Under 2.5
2,000 feet (3/8 mile)	2,600 feet (1/2 mile)	5,280 feet (1 mile)

Guidelines for Employment/Commercial Trip End:

Service should be provided to major activity centers that generate sufficient trip activity to support cost-effective operations. Below are some major activity centers that may generate trip levels warranting bus service:

1. Existing employment center with 500 persons or more per shift.
2. At new or emerging employment centers, 2,000 employees is the threshold for extending a route or initiating an employees' shuttle loop.
3. Hospitals with 400 beds or more.
4. Colleges with 4,000 or more day students.
5. Shopping centers and free standing stores and village business districts of 200,000 square feet or larger.

Directness:

Because the LIB' system is a grid network of hubs, many passengers must transfer to reach their destinations. An appropriate directness guideline would be that no more than 35 percent of passengers should have to transfer to reach the destinations of the LIB portion of their trips.

Connections:

The need for bus service to MTA LIRR stations is governed by parking availability, customer volumes, population density and railroad frequency. Insufficient parking spaces will be considered in determining the need for feeder bus service. If more than 1,500 passengers use a railroad station during the peak commutation period, feeder bus service will be considered. In high-density residential areas along well-defined corridors more than a mile from a railroad

station, feeder bus service will be evaluated. If the railroad headway is less frequent than 30 minutes, during commuting hours, the need for feeder bus service is less pronounced. Connecting time between bus and commuter rail should be a minimum of five minutes. Within available resources, LIB should explore convenient connection opportunities with other local transit carriers.

Intelligent Transportation System (ITS):

LIB deploys ITS technology on all buses through electronic fare media and electronic bus annunciators. ITS is also operable at the Mineola Intermodal Center where customers can access electronic customer information (currently scheduled time) and the ability to plan regional trips via a voice connection with LI Bus' travel information center. LIB will continue to provide ITS technology on all vehicles and will expand on ITS components as needed and as feasible.

c. SYSTEM-WIDE SERVICE POLICIES

- Vehicle Assignment

Vehicle assignment refers to the process by which transit vehicles are assigned to routes throughout the system due to variations among vehicles (e.g., age, type or size, amenities, etc.). Vehicles should be maintained in a state of good repair and assigned equitably throughout the system and service periods. Transit vehicle distribution equity should be maintained for:

1. New buses.
2. Wheelchair, lift and kneeling equipped vehicles.
3. Non-polluting and new technology vehicles.
4. Clean, operational vehicles in a state of good repair.
5. Heating and air-conditioned vehicles.
6. Vehicles with operational radio, public address and annunciator systems.

- Transit Security

LIB is committed to providing safe, reliable and efficient transportation for its customers and protecting the safety and security of both passengers and employees. The safety and security of the system is of paramount concern. All LIB personnel are charged with the responsibility of ensuring the safety and security of customers, employees, property, and those who come in contact with the system. LIB has implemented Security Emergency Response Plans procedures, and Vulnerability Assessment recommendations throughout its operating, administrative and transit center facilities through the deployment of closed circuit television monitoring, access control, perimeter protection, etc.

d. EVALUATION OF SERVICE AND FARE CHANGES

Under the Nassau County and MTA Lease & Operating Agreement, MTA is responsible for determining fares for LIB. In 2009 MTA made changes to the fare & fare structure. In accordance with 49 CFR Part 21.5, the MTA conducted a fare analysis to determine if the fare

changes under consideration would have a discriminatory impact on minority and low-income individuals. A copy of the evaluation can be found in Appendix E.

e. MONITORING-ANALYSIS OF TRANSIT SERVICE

Nassau County, in accordance with C4702.1A, Chapter 5, has conducted a Title VI analysis of MTA/LIB annual customer surveys (Option C). The County did a comparison of responses of white vs. non-white for the 2007 and 2008 surveys to determine if the two groups reported a significant difference in the level of service they received from LIB (the highest possible score was 10). The results of the analysis are displayed below. The County did not find any significant differences between the average responses for the two groups.

2007-2008 ANNUAL CUSTOMER SURVEYS AVERAGE CUSTOMER RESPONSES WHITES VS. NON WHITES

Survey Categories	2007		2008	
	White	Non White	White	Non White
Overall Rating	7.6	7.0	7.7	7.0
Schedule Reliability	6.8	7.0	7.4	6.9
Waiting Time	6.6	6.4	7.2	6.7
Arriving on Time	7.5	7.2	7.8	6.9
Quick & Fast	7.4	7.1	8.0	7.2
Connectivity	7.5	7.3	8.2	7.0
Major Stop Announcements	7.4	7.8	8.1	7.3
Announcement Clarity	7.8	7.6	8.2	7.5
Fare Cost	7.5	7.1	8.2	6.7
Fare Value	8.3	7.4	8.4	7.2
Visibility of Bus Stops	8.1	7.7	8.3	8.1
Timetable Legibility	8.3	7.5	8.2	7.7
Understanding Timetable	8.8	8.0	8.9	8.1
Personal Security AM Peak at Bus Stop	8.0	7.6	8.5	7.9
Personal Security PM Peak at Bus Stop	7.4	7.4	8.0	7.6
Personal Security on Bus	8.3	7.9	8.8	7.5
Safety from Traffic Accidents	8.6	8.2	8.3	7.8
Safety from Personal Accidents	8.3	8.0	8.4	7.8
Seat Availability	7.3	7.0	8.2	6.7
Rush Hour Crowding	6.3	6.0	6.9	5.7
Bus Operator Courtesy	8.6	7.5	8.5	7.1
Travel Information Agents Courtesy	8.2	7.5	8.6	7.4
Bus Operator Competence	8.1	7.7	8.7	7.6
Travel Agent Competence	8.2	7.4	8.5	7.6
Bus-Exterior Cleanliness	7.7	7.4	7.7	7.4
Bus-Interior Cleanliness	6.9	6.7	7.3	6.4
Bus-Climate Control	7.5	7.3	8.3	7.2

Note: MTA/LIB Conducts the annual customer surveys.

Appendix A: Title VI Assurances

APPENDIX A

**FEDERAL FISCAL YEAR 2008 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**
(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Nassau County

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. X
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Alternative Transportation in Parks and Public Lands Program.	_____
22.	Tribal Transit Program.	_____
23.	Infrastructure Finance Projects.	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2008 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Nassau County

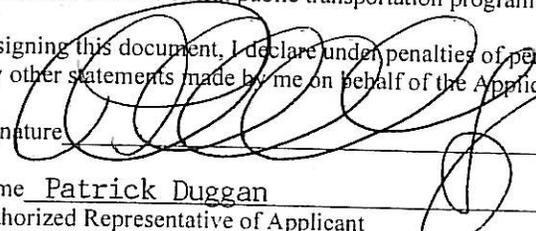
Name and Relationship of Authorized Representative: Patrick Duggan, Deputy County Executive

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives, and with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2008.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2008.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature 

Date: 1/15/08

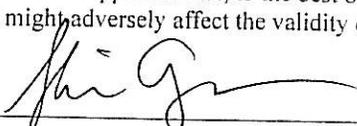
Name Patrick Duggan
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Nassau County

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature 

Date: 12/12/2007

Name Jackie Gross
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

APPENDIX A

**FEDERAL FISCAL YEAR 2009 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Nassau County

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. X

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	Infrastructure Finance Projects.	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2009 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

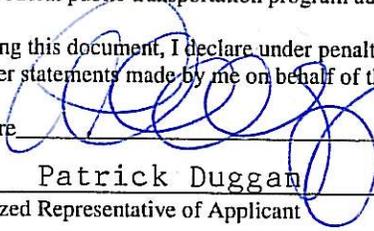
Name of Applicant: Nassau CountyName and Relationship of Authorized Representative: Patrick Duggan, Deputy County Executive

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2009.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2009.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public-transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature Date: 1/17/09Name Patrick Duggan
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Nassau County

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature Jackie GrossDate: 1/12/2009Name Jackie Gross
Attorney for Applicant

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APPENDIX A

**FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Nassau County

The Applicant agrees to comply with applicable provisions of Categories 01 – 24.

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
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04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
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18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

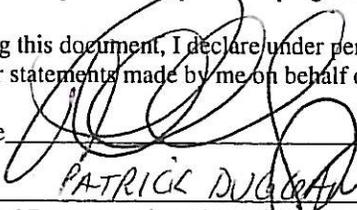
Name of Applicant: Nassau CountyName and Relationship of Authorized Representative: Patrick Duggan, Deputy County Executive

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FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

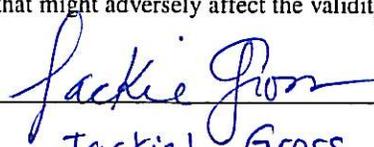
Signature:  Date: 12/08/09
 Name: PATRICK DUGGAN DEPUTY COUNTY EXECUTIVE
 Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Nassau County

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature:  Date: 12/3/2009
 Name: Jackie L. Gross, Deputy County Attorney
 Attorney for Applicant

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Appendix B: Limited English Proficiency Plan

Thomas R Suozzi
County Executive

Patrick G. Duggan
Deputy County Executive

Patricia Bourne
Executive Commissioner

Jackie L. Gross
Deputy County Attorney



Jeffrey H. Greenfield
Chair

Michael A. Bellissimo
First Vice-Chair

Neal Lewis
Second Vice-Chair

Philip Como
Clara Gillens-Eromosele
Amy Hagedorn
Mary A. McCaffery
Mona G. Rankin
Leonard H. Shapiro

Nassau County Planning Commission

100 County Seat Drive
Mineola, L.I., N.Y. 11501 - 4825
516-571-5847 Fax 516-571-3839

October 22, 2007

John Prince
Federal Transit Administration
1 Bowling Green, Room 429
New York, NY 10007

Re: 2007 LEP Assessment/ Triennial Review Follow up: Area 12 – Title VI

Dear Mr. Prince:

Since the May 2007 site visit Nassau County has been working with LI Bus to address the 2007 Triennial Review finding regarding the requirement to complete a Limited English Proficiency (LEP) assessment. I am now happy to report that Nassau County has completed its LEP assessment and a copy of the report is attached for your review. Please note that all work was done in accordance with Executive Order 13166 and the implementation guidelines published by the U.S. Department of Transportation for Federal Transit Administration recipients on April 13, 2007.

Please contact Denise Ramirez at (516) 571-3119, or dramirez@nassaucountyny.gov if you have any questions, or need additional information.

Sincerely,

Patricia Bourne, AICP
Executive Commissioner

Attachment

cc: Patrick Duggan, Deputy County Executive – Economic Development
Marilyn Gottlieb, Deputy County Executive – Compliance
Bob Brickman, Deputy Commissioner of Planning
Larry Berger, Planner Supervisor
Jackie Gross, Deputy County Attorney
Denise Ramirez, Planner II
Neil Yellin, President, LI Bus
Sharon Persaud, LI Bus
Jerry Mikorenda, LI Bus
Larry Penner, FTA
Veronica Pelt-Hawkins, FTA
Marc Boucher, NYSDOT M.O. Transit Division

**SUBMISSION TO THE
FEDERAL TRANSIT ADMINISTRATION**

IN FULFILLMENT OF:

**Executive Order 13166
“Improving Access to Services for Persons with
Limited English Proficiency”**

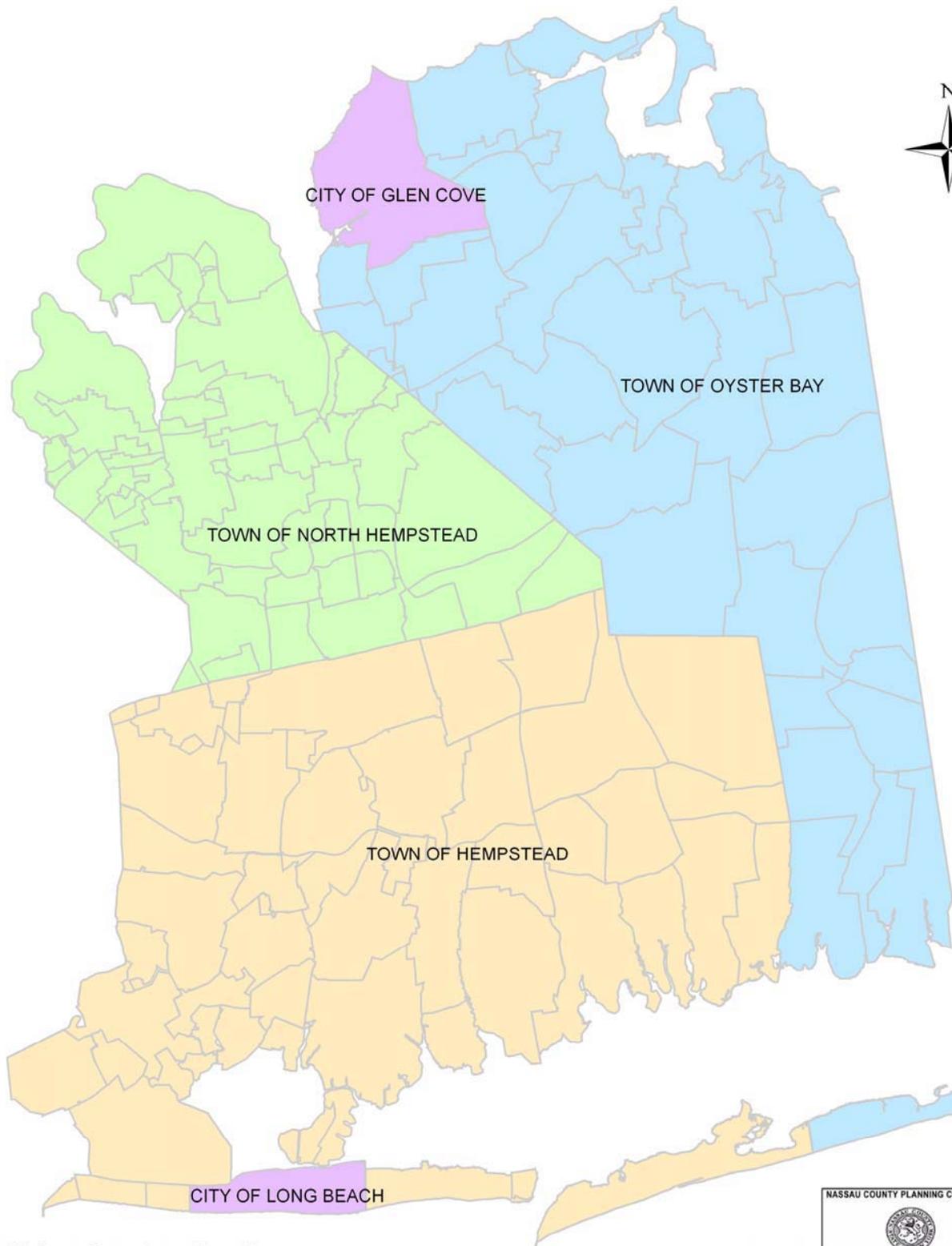
&

**Title VI of the Civil Rights Act of 1964,
(42 U.S.C §§ 2000d, et seq.)**

**NASSAU COUNTY, NEW YORK
PLANNING DEPARTMENT**

October 2007

Nassau County



0 0.5 1 2 3 4 5
Miles



Background

Title VI of the Civil Rights Act of 1964, (42 U.S.C §§ 2000d, et seq.), prohibits the discrimination of any individual on the basis of race, color or national origin, under any program that receives Federal financial assistance. Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” takes it a step further by requiring Federal agencies to provide guidance on implementation and compliance with this policy.

On April 13, 2007, the United States Department of Transportation (U.S. DOT) published implementing guidelines for Federal Transit Administration (FTA) recipients that provide public transportation. The guidelines require FTA recipients to conduct an assessment of the Limited English Proficient (LEP) population in their service area and to develop an LEP program that ensures meaningful access for the LEP population. LEP individuals are defined as those who have a limited ability to read, write, speak or understand English.

Nassau County/MTA Long Island Bus

MTA Long Island Bus (LI Bus), legally known as the Metropolitan Suburban Bus Authority, is a constituent agency of the Metropolitan Transportation Authority (MTA). The agency began serving the public in 1973 under a lease and operating agreement between Nassau County and the MTA. The service area of LI Bus is generally parallel with the County’s geographic boundaries. LI Bus also has routes that provide limited service in parts of western Suffolk County and eastern Queens County.

LI Bus operates a network of 54 fixed-routes, which serve 48 MTA Long Island Rail Road (LIRR) stations, and five MTA New York City Transit (NYCT) subway stations, plus shopping centers, colleges, museums, parks, theaters and beaches throughout the area. Service is provided seven days a week, and average weekday ridership is 106,000*. There are over 3,500 bus stops. LI Bus operates a fleet of 330 buses for fixed-route service, all of which are wheelchair accessible. LI Bus also has a fleet of 85 vehicles for Able Ride, a paratransit bus system that provides curb-to-curb service for people with disabilities who are Nassau County residents, and are certified as unable to utilize fixed-route bus service.

Under the 1973 Lease and Operating agreement, LI Bus operates the transit system and establishes fare structure, routes, and coordinates day-to-day operations. Nassau County provides oversight into finance, maintenance, adherence to FTA policies, etc.

* Ridership data based on 2nd Quarter, 2007.

I. LEP Population

The service area of LI Bus covers most of Nassau County, which has a land area of 287 square miles, and parts of Queens and Suffolk County. According to the 2000 US Census, Nassau County has a population of 1.3 million of which 93.5 percent (1.2 million) are five years or older. The majority of the population five years and over speaks English only at home (76.8 percent). However there are over 111,000 individuals that speak a language other than English at home and speak English less than very well, the standard measure of LEP.

Nassau County has 276 census tracts and 92 of these have a LEP population concentration higher than the County level. That is, the percentage of individuals who are LEP in these tracts is higher than the percentage of LEP individuals for the County as a whole. In Nassau County the proportion of individuals who are LEP is nine percent. The majority of these tracts are located in the western part of the County within the Village of Hempstead, the Village of Mineola, the Town of North Hempstead and the Town of Hempstead. These tracts are mostly located within a half-mile distance of public transportation, which includes LI Bus and LIRR. (See Map 1)

Spanish

When looked at individually by language, Spanish is the second most common language spoken at home. In Nassau County, 9.2 percent of the population five years and older speak Spanish at home and 4.6 percent are LEP. (See Map 2) Spanish speakers in Nassau County are 63 percent foreign born and 37 percent native population. Of the Hispanic/Latino population, Central Americans make up a third of the group, the bulk of which are from El Salvador. South Americans also make up a significant proportion of the Hispanic/Latino population; the countries of origin are primarily Colombia, Ecuador and Peru.

Table 1. Hispanic or Latino by Specific Origin[†]	Number	Percent
Hispanic or Latino	153,849	100.0
Mexican	6,693	4.4
Puerto Rican	19,104	12.4
Cuban	5,422	3.5
Dominican (Dominican Republic)	18,736	12.2
Central American	54,474	35.4
South American	32,344	21.0
Other Hispanic or Latino	17,076	11.1

There are 64 census tracts that have a Spanish LEP level higher than the County's 4.6 percent and 60 tracts that are higher than five percent (the standard for determining a significant LEP concentration). These are primarily located in the south western part of the

[†] U.S. Census Bureau; Census 2000, Hispanic or Latino Origin By Specific Origin; generated by Nassau County Planning Department: using American Fact Finder; <http://factfinder.census.gov/>; (22 August 2007)

County, with a few tracts to the north and to the east. These tracts are also located within a half-mile radius of public transportation.

Other Indo-European Languages

People who speak Other Indo-European languages and are LEP composed 2.9 percent of the County's population. Other Indo-European languages relates to more than one-hundred languages and dialects from Europe and South Asia. In Nassau County the most common Indo-European languages spoken are Italian, German and Polish.

There are 107 census tracts that have an Other Indo-European LEP population larger than the County's 2.9 percent. (See Map 3) However, when analyzing these for a significant concentration, there are only 32 tracts that have a LEP population greater than five percent. There are three major concentrations of this LEP population in the County, two of which border on Queens County, these are: Kings Point/Great Neck area, Elmont and along the central corridor of Nassau County (Jericho Turnpike and Old Country Road). These tracts are well served by transit with major routes that provided frequent service, including the N24, N78 and N79 LI Bus routes and the LIRR Port Jefferson and Hempstead branches. The N24, N78 and N79 provide connections to downtown Mineola, Roosevelt Field (a major shopping/employment center), to the Jamaica Bus Terminal in Queens and to various LIRR stations.

Asian and Pacific Island Languages

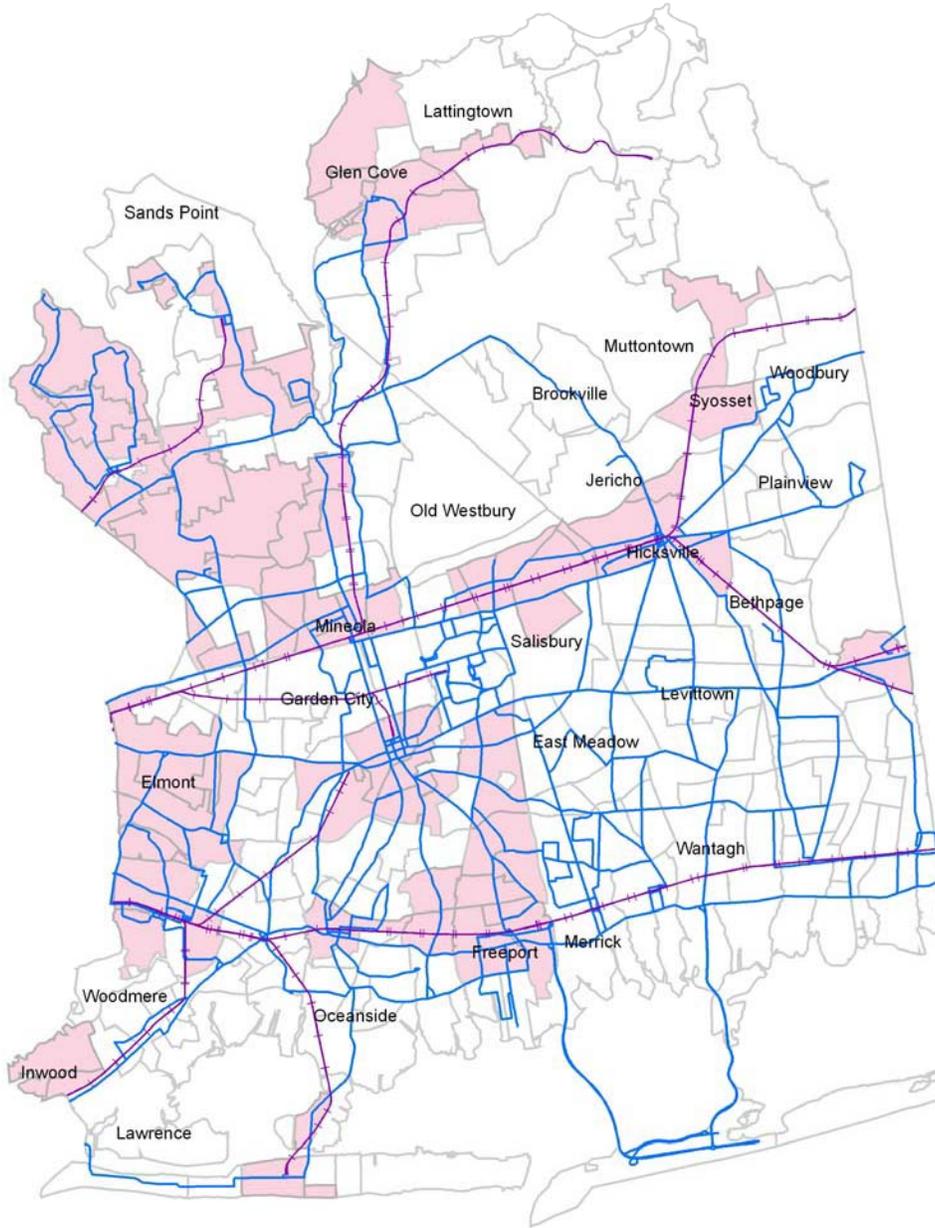
People who speak Asian and Pacific Island languages and are LEP are 1.2 percent of the County's population. The most common Asian and Pacific Island languages spoken in Nassau County are: Chinese, Filipino and Korean.

There are 104 census tracts that have an Asian and Pacific Island languages LEP population larger than the County's 1.2 percent. (See Map 4) However, when analyzing the data for tracts with a significant concentration there are only 11 tracts with a concentration of five percent or higher. These are primarily concentrated in the Town of North Hempstead in tracts that border Queens. Most of the Asian and Pacific Island LEP tracts are within a half-mile radius of public transportation. There are a few communities that are not served by transit, which includes North Hills and parts of Syosset. North Hills and Syosset are two affluent communities in Nassau County (the median household incomes are \$149,122 and \$90,929 respectively) and the areas that are underserved by transit include estates, single family homes, condominiums and country clubs.

Other Languages

Nassau County does not have a significant concentration of LEP individuals who speak a language other than those already covered. The service area level for those who speak other languages in Nassau County is 0.2 percent and the highest level per census tract is 1.8 percent.

**NASSAU COUNTY, NY
LEP BY CENSUS TRACTS AT OR ABOVE SERVICE AREA LEVEL OF 9%**



Map 1

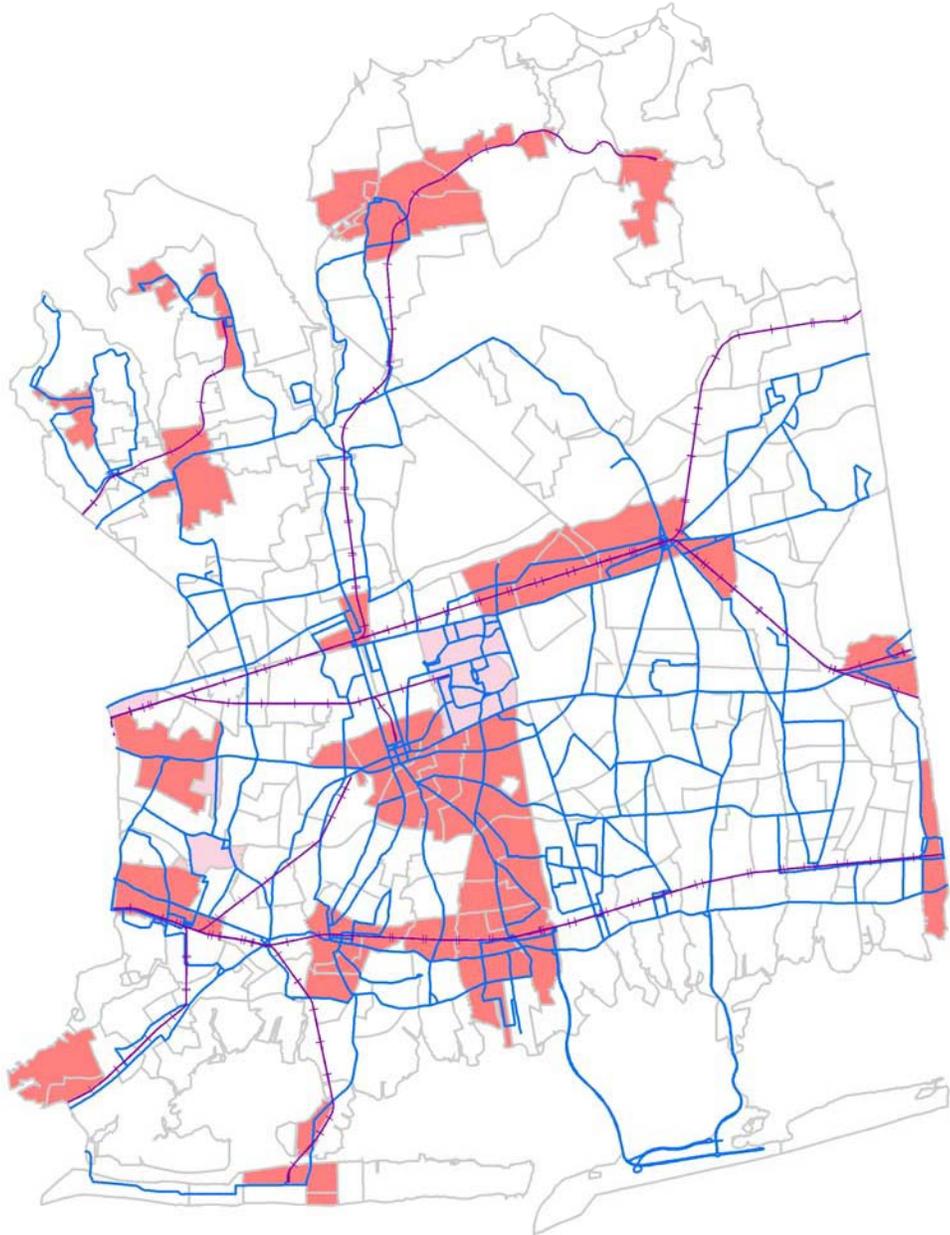
2000 Census Tracts	— LI Bus Routes
 LEP	 LIRR
 Non LEP	



NASSAU COUNTY PLANNING COMMISSION

Geographic Information Systems
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NASSAU COUNTY, NY SPANISH LEP POPULATION BY CENSUS TRACTS



Map 2

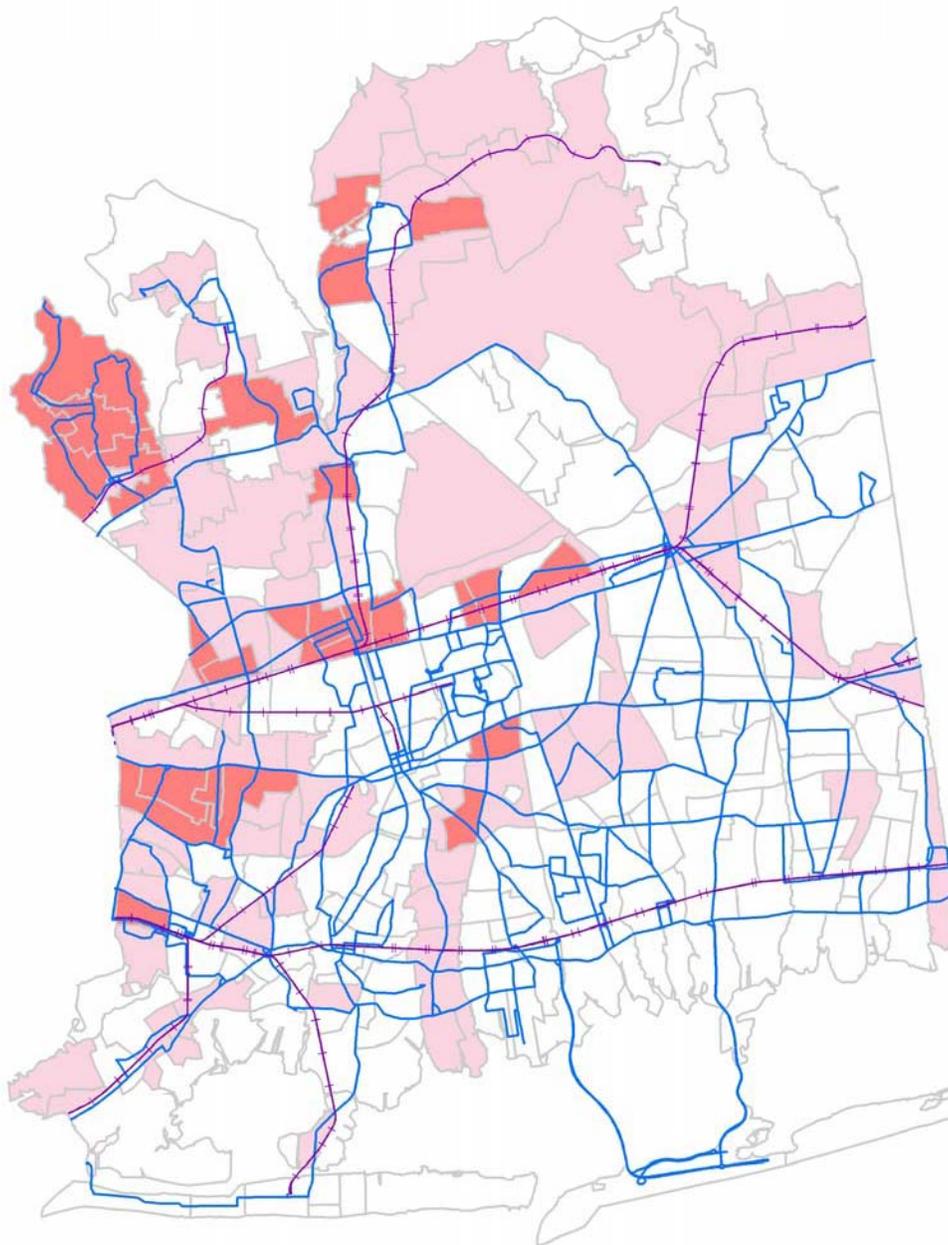
2000 Census Tracts	— LI Bus Routes
□ Non LEP	— LIRR
□ LEP at or above Service Area Level 4.6%	
□ LEP at or above 5%	



NASSAU COUNTY PLANNING COMMISSION

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**NASSAU COUNTY, NY
OTHER INDO-EUROPEAN LANGUAGES LEP POPULATION BY CENSUS TRACTS**



Map 3

2000 Census Tracts	LI Bus Routes
Non LEP	LIRR
LEP at or above Service Area Level 2.9%	
LEP at or above 5%	

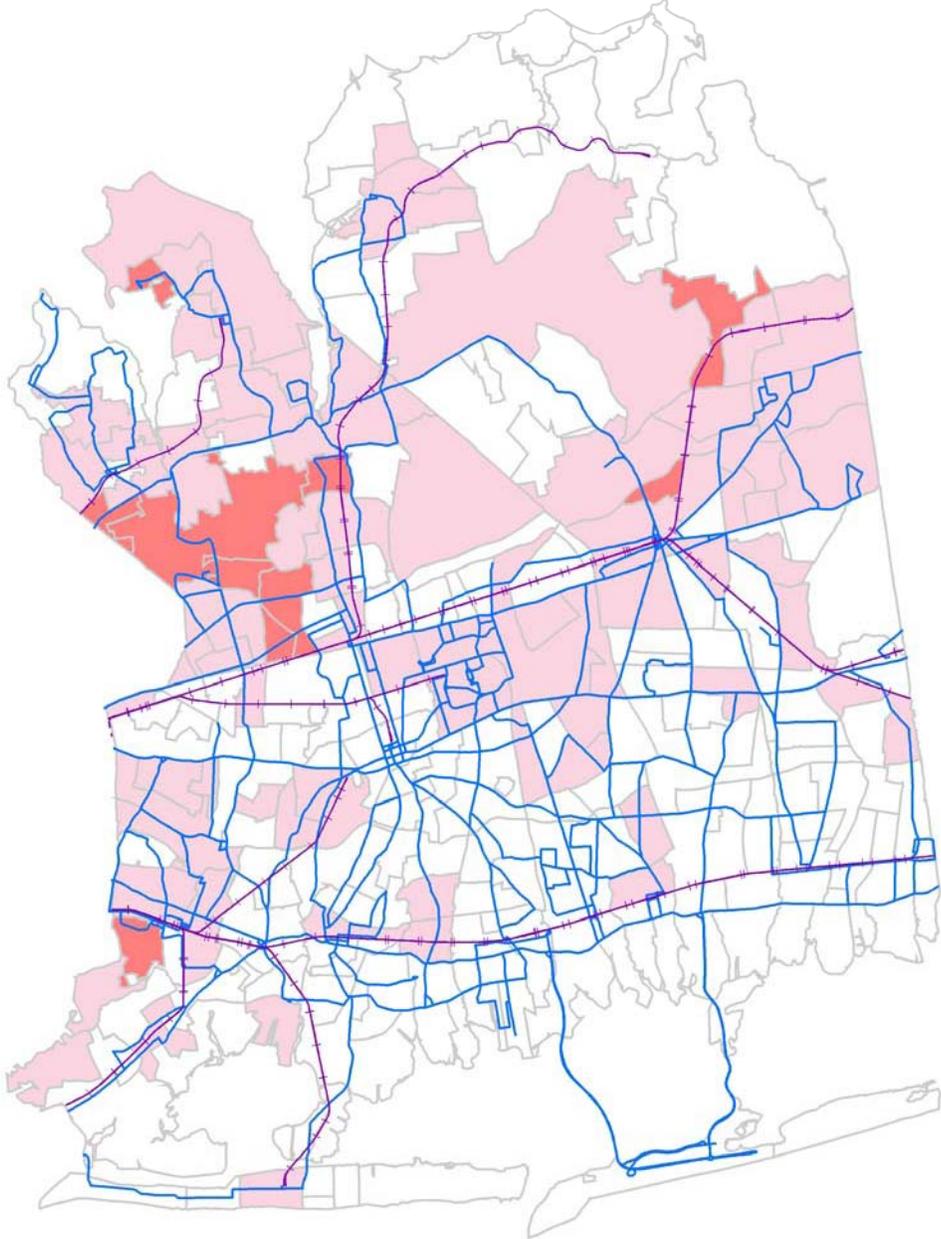


NASSAU COUNTY PLANNING COMMISSION



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NASSAU COUNTY, NY
ASIAN AND PACIFIC ISLAND LANGUAGES LEP POPULATION BY CENSUS TRACTS



Map 4

2000 Census Tracts	— LI Bus Routes
□ Non LEP	— LIRR
□ LEP at or above Service Area Level 1.2%	
□ LEP at or above 5%	



NASSAU COUNTY PLANNING COMMISSION



Geographic Information Systems
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II. Frequency of Services

Nassau County has 92 census tracts that have an LEP concentration, higher than the County's nine percent. Of the 92 census tracts, 82 are served by 49 LI Bus transit routes.

Based on the LEP assessment, the majority of the LEP population speaks Spanish. LI Bus provides information in Spanish to ensure that LEP Spanish speakers are aware of the services that are offered by LI Bus and have meaningful access to these services.

Map 5 visually displays the location of the Spanish LEP census tracts and the census tracts by the percentage of workers that use the bus as their primary mode of transportation. The Spanish LEP census tracts with the highest number of individuals using bus service are primarily located in and around the Hempstead Transit Center. The Hempstead Transit Center not only serves as a major transportation center for the County, but it is also a major center used by LI Bus to disseminate information on service changes, public announcements, and general travel information in English and in Spanish, as well as other languages.

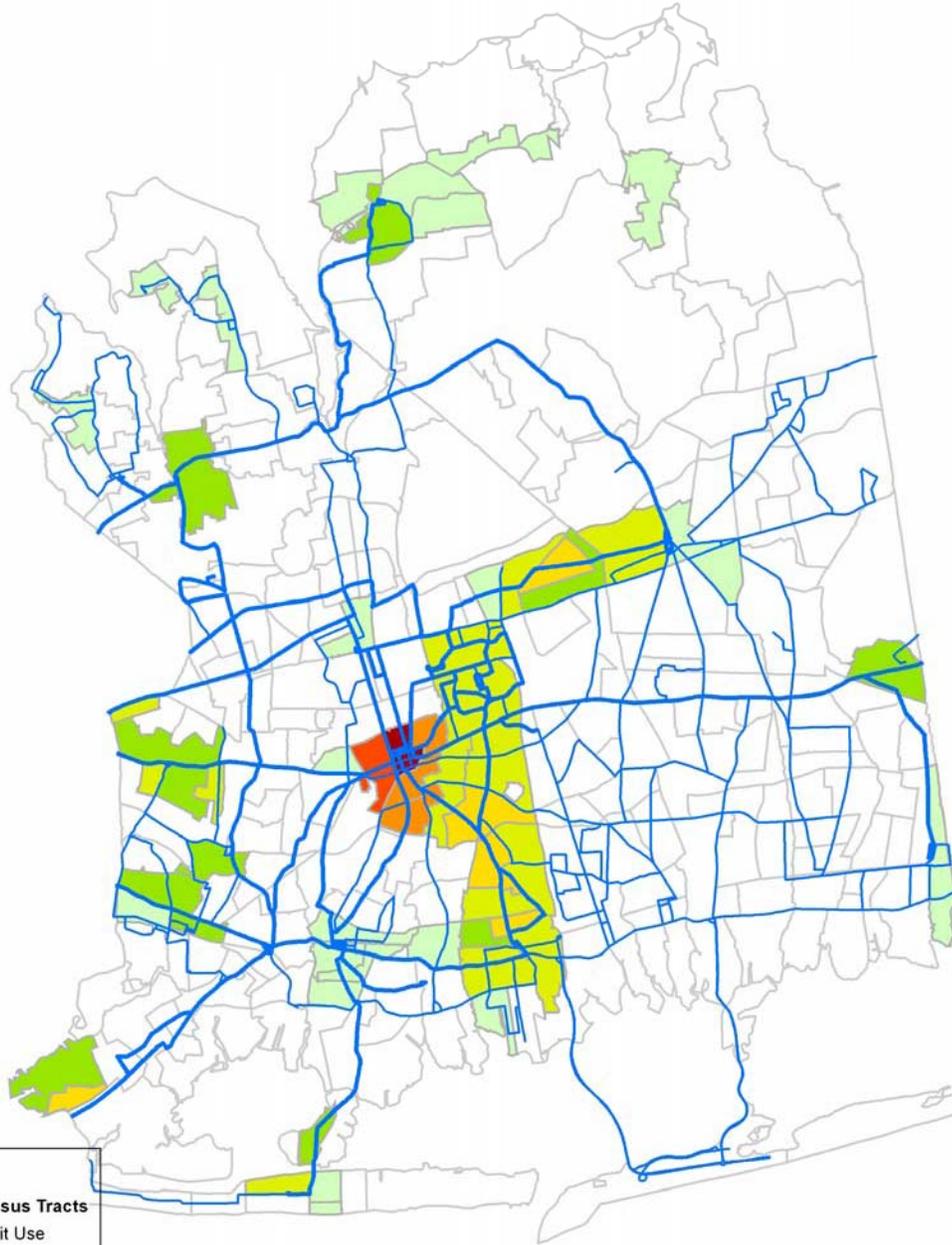
III. Importance of Service

In Nassau County, 16 percent of the working population ages 16 and over use public transportation as their primary mode of commutation. More specifically, three percent of the County's working population ages 16 and over use bus transit as their primary mode of commuting. Most LI Bus riders use the service to connect to work and school (78 percent).

Traditionally recently arrived immigrants (who have been in the U.S. for 5-10 years) are more likely to use public transportation than U.S. born residents. Anecdotally in Nassau County there is a correlation between those census tracts that have high concentrations of Spanish LEP individuals and those census tracts that have a high percentage of workers who use public transportation, specifically a bus as their primary mode of commutation (See Map 5). For example, the census tract with the largest number of Spanish LEP individuals (40 percent) is also the census tract with the largest number of bus users (32 percent), and this is replicated throughout the County. However, this correlation may be affected by the fact that most of the census tracts that have a high percentage of bus use and a high percentage of Spanish LEP population are also served well by transit. The Institute of Transportation at the University of California Davis recently did an analysis of the 2001 National Household Travel Survey on immigrant travel behavior, and they determined that recently arrived immigrants are not only likely to settle in metropolitan areas, but also in areas that are served well by transit.[‡] Therefore, for this population the transit connection is a vital link to work, school, shopping, health care, and other services.

[‡] Tal, Gil and Handy, Susan; "The Travel Behavior of Immigrants and Race/Ethnic Groups: An Analysis of the 2001 National Household Transportation Survey"; Institute of Transportation Studies, University of California Davis; 2005

**NASSAU COUNTY, NY
SPANISH LEP CENSUS TRACTS
BY THE PERCENTAGE OF WORKERS THAT USE BUS AS MODE OF TRANSPORTATION**



Map 5
Spanish LEP Census Tracts
 By % of Bus Transit Use

- 0-3%
- 4-5%
- 6-10%
- 11-15%
- 16-20%
- 21-30%
- 30% +

LI Bus Routes

- 1st Tier
- 2nd Tier



NASSAU COUNTY PLANNING COMMISSION

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IV. Services Available

Currently, LI Bus provides a number of services in Spanish and other languages, including web site translation, written literature, a customer service phone line, and others.

LEP populations can obtain LI Bus information which includes: fares, service advisories, and travel information on the MTA web site in 14 different languages through the translation services of World Lingo. In July 2007, the MTA web site received 14,138 visits for Spanish translations.[§]

In addition to the web site, LI Bus publishes service advisories, bus maps, flyers and brochures throughout the LI Bus system in Spanish. This fall, signage will also be available in Spanish at the Mineola Intermodal Center; however in the future LI Bus is looking to use icons instead of words that are easier for an international audience to recognize.

Spanish speaking travel information agent(s) are also available to assist customers during regular business hours: 7am to 5pm. LI Bus is currently looking into the possibility of enhancing the general customer service phone line, to give callers the option to select a Spanish speaking agent through the automated system allowing for a faster connection with someone who can assist them. Currently customers must go through the automated system in English and it is not until they reach an agent that they can request a Spanish speaking agent.

MTA MetroCard vending machines at the Hempstead Transit Center provide information in four different languages (the maximum number of languages allowed), these are: English, Spanish, Chinese and Korean. These languages were selected by the MTA based on 2000 U.S. Census information.

Recently, LI Bus has embarked on a community outreach initiative to present their services to local groups. In July 2007, a LI Bus staff member and a Chinese interpreter conducted a presentation in Lake Success to an audience of Chinese seniors. LI Bus has reached out to approximately 100 centers to offer similar presentations to other LEP and non LEP populations.

Separate from the day-to-day operations, LI Bus also offers opportunities for public input and involvement through the quarterly Accessible Transportation Oversight Committee (ATOC) meetings; the Transportation Citizens Advisory Committee (CAC), public hearings, as required; and comments received via telephone, letters, and e-mails.

All anticipated major transportation projects such as route changes, bus purchases, bus shelter installations, Draft Environmental Impact Statements and construction/reconstruction of bus storage and maintenance facilities are announced in the local news media. The public is afforded the opportunity to provide input at the MTA public hearings after a fare increase or a significant reduction in bus service is proposed. These hearings

[§] This statistic applies to the MTA web site overall, not just LI Bus.

are open to the public and are announced in print and online media at least 30 days prior to the hearing. Minority and non-English media are among the network of newspapers and radio stations used by LI Bus for dissemination of information, including: El Diario (Long Island Spanish Weekly) and La Tribuna Hispana (Long Island Spanish Weekly).

V. Monitoring Efforts

This LEP assessment reinforces that Nassau County and LI Bus should be providing customized information to the Spanish speaking LEP population. LI Bus has been doing this and will continue to do this, and when possible will expand its bilingual services and information dissemination to ensure that the Spanish LEP population has meaningful access and participation in LI Bus transit services and projects.

This LEP assessment however has highlighted that there are pockets of concentration within the County where there are LEP populations that speak Other Indo European languages, (i.e. Italian) and Asian and Pacific Island languages, (i.e. Chinese). As needed, information will be provided to these groups to ensure that they too have access to LI Bus services.

In addition, the MTA and LI Bus conduct a rider survey in the fall every year to obtain demographic information. In the upcoming survey, LI Bus has added specific information on language, and the survey will be available in Spanish. This will provide valuable information on travel patterns and rider concerns.

Through rider surveys, community outreach services, the LI Bus customer service line, the ATOC and CAC meetings, LI Bus will be able to continuously monitor community needs and respond to these needs accordingly. As such, this is and will continue to be an ongoing effort to provide access to services to all Nassau County residents and LI Bus riders.

Appendix C: Title VI Complaint Procedures

<u>SUBJECT</u>	<u>CLASSIFICATION</u>	<u>ISSUED</u>	<u>NUMBER</u>
TITLE VI COMPLAINTS	PRESIDENT		

I. PURPOSE

This complaint procedure is designed to provide guidance on the identification, reporting and investigation of complaints asserting claims arising under Title VI of the Civil Rights Act of 1964, as amended, and its implementing regulations (Title VI). Title VI prohibits discrimination on the basis of race, color, and national origin, and provides that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination under any federally-funded program of activity, including the services and other transit-related benefits provided by MTA Long Island Bus (“LI Bus”). Title VI does not cover employment-related discrimination complaints arising under Title VI of the Civil Rights Act of 1964 and other statutes, which are governed by Policy/Instruction entitled Equal Employment Opportunity (EEO) Policy.

II. SCOPE

This procedure applies to all LI Bus departments responsible for receiving, identifying, reporting, processing, and resolving complaints of discrimination asserted under Title VI.

III. DEFINITIONS

- A. Administrative Closure: A complaint that is closed without an investigation.
- B. Complainant: An individual who files a Title VI complaint.
- C. Discrimination: Any act or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise, subjected a person to unequal treatment under any program or activity, including transit services and other benefits, because of race, color, or national origin.
- D. Title VI Complaint: A written complaint alleging a violation of Title VI made by a Complainant, usually a customer, and filed with the Office of the General Counsel. Only complaints alleging discrimination in transit services and benefits provided by LI Bus on the basis of race, color, or national origin will be considered Title VI complaints for purposes of this Policy/Instruction.

<p><u>Issued By:</u> Joseph J. Smith President</p>	<p><u>SUPERSEDES</u></p>	<p><u>PAGE</u> Page 1 of 4</p>
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- E. Title VI Program: The system of requirements, procedures, and actions adopted by the MTA, and approved by the Federal Transit Administration (FTA), which are deemed necessary and appropriate to comply with Title VI.

IV. RESPONSIBILITIES

- A. LI Bus President: Maintains overall authority for enforcement of LI Bus's Title VI policies instituted and carried out by the Office of the General Counsel. The President is responsible for conveying to management LI Bus's Title VI Program.
- B. General Counsel: Reports to the LI Bus President and is responsible for the coordination, development, implementation, and monitoring of the LI Bus Title VI Program. The General Counsel shall exercise all powers delegated by the President, including, but not limited to, the receipt, acknowledgement, investigation, review, final disposition, and reporting of Title VI complaints.
- C. LI Bus Departments, Divisions, and Offices: Any department, division, or office may receive a complaint alleging what might arguably be construed as a Title VI violation. For those complaints it receives, the department or division is responsible for responding in the same fashion as it would respond to any other service-related complaint. However, if the complaint appears to allege a Title VI violation, the receiving department should also notify the Complainant of his or her right to follow up by filing a written Title VI complaint. With respect to each such response, the receiving department should advise the Complainant of the following:

“LI Bus is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964 (“Title VI”). If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the Office of the General Counsel, 700 Commercial Avenue, Garden City, NY 11530”.

The department or division shall report all complaints it receives that might arguably be construed as asserting allegations of Title VI discrimination to the Office of the General Counsel within a reasonable time after receiving such complaint.

V. PROCEDURES

- A. How to File a Title VI Complaint

Title VI complaints must be filed within 180 days of the most recent allegation of discrimination. The complaint must include the following information:

- A written statement of facts supporting the allegation of discrimination, including the date of the alleged discrimination, the location and the names, addresses, and telephone numbers of any witnesses;

- The Complainant's name, address, telephone number, or other method of communicating with the Complainant;
- The type of discrimination alleged, i.e., race, color, or national origin;
- The name or other identifying information of the individual alleged to have engaged in the discrimination;
- The transit service or other benefit that the Complainant was allegedly denied.

A complaint must be filed in writing with LI Bus as follows:

Office of the General Counsel
MTA Long Island Bus
700 Commercial Avenue
Garden City, New York 11530

An individual who alleges a violation of Title VI either by telephone or e-mail will be advised that such a complaint must be made in writing to the Office of the General Counsel. By use of the MTA website, www.mta.info

B. Assignment of Title VI Complaint Number

All complaints alleging race, color, or national origin discrimination in a service or benefit provided by LI Bus should be immediately assigned a complaint number by the Office of the General Counsel. However, only when a written complaint is received should the Office of the General Counsel assign a Title VI complaint number.

C. Acknowledgement of the Complaint

The Office of the General Counsel should send written confirmation to the Complainant within a reasonable time, advising the Complainant that LI Bus has received the complaint and is reviewing its allegations.

D. Processing the Complaint

The Office of the General Counsel should provide appropriate assistance to Complainants, including those persons with disabilities, or who speak a language other than English, or who may need assistance in submitting their complaints to the appropriate department.

In instances where additional information is needed for assessment or investigation of the complaint, the Office of the General Counsel shall contact the Complainant in writing within a reasonable time. The Office of the General Counsel should explain in the letter to the Complainant that the failure to provide

the requested information by a certain date may result in the administrative closure of the complaint.

E. Complaint Investigation

The Office of the General Counsel should prepare a draft written response or, if appropriate, administratively close the complaint. The Office of the General Counsel should use best efforts to respond to Title VI complaints within 60 working days of its receipt of such complaints. The Office of the General Counsel will send a final written response to the Complainant and advise the Complainant of his or her right to file a complaint externally.

F. External Redress

In addition to the complaint process within LI Bus, a Complainant may file a Title VI complaint with the U.S. Department of Transportation, Federal Transit Administration, Office of Civil Rights, One Bowling Green, Room 429, New York, NY 10004-1415.

G. Freedom from Reprisal or Interference

Reprisal against or interference with a Complainant's right to file a Title VI complaint, testify, assist, or participate in any manner in an investigation constitutes a violation of LI Bus's Title VI Program.

H. Title VI Training

The Office of the General Counsel is responsible for the coordination of Title VI Awareness Training. Personnel in LI Bus departments who manage and supervise the handling of customer complaints will periodically attend such Title VI Awareness Training.

I. Monitoring and Reporting

The Office of the General Counsel shall monitor the implementation of the Title VI complaint procedure and shall annually develop a report of alleged Title VI complaints and the disposition of such complaints. The Office of the General Counsel will also ensure that the public is made aware of the avenues for filing Title VI complaints.

DATE:

APPROVED:

Joseph J. Smith
President

Examples of Notification Procedures

Website
Bus Schedules

Travel Information Numbers

MTA Long Island Bus	(516) 228-4000
Hearing and Speech Impaired TTY	(516) 228-4002
MTA Long Island Rail Road	(516) 822-LIRR
	(718) 217-LIRR
MTA New York City Transit	(718) 330-1234

Customer Information

Wheelchair Customers

All LI Bus service is wheelchair accessible. Personal Care Attendants (PCAs) ride at no charge traveling with eligible disabled customers.

Guide and Service Animals

Customers with visual, hearing or physical impairments may bring their guide or service animals on buses. These animals must be securely leashed.

Safety

Your safety is our top priority. Please remember to hold onto handrails, walk carefully and watch your step.

Filing a Title VI Complaint

The MTA is committed to providing non-discriminatory service to ensure that no person is excluded from participation in, or denied the benefits of, or subjected to discrimination in the receipt of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964 ("Title VI").

To request more information about Title VI or to submit a written complaint if you believe that you have been subjected to discrimination, contact: MTA Long Island Bus, Office of the General Counsel, 700 Commercial Avenue, Garden City, NY 11530.

In addition to your right to file a complaint with MTA Long Island Bus, you have the right to file a Title VI complaint with the U.S. Department of Transportation, Federal Transit Administration, Office of Civil Rights. The regional office is located at One Bowling Green, Room 429, New York, 10004-1415.

Please do not eat, drink or smoke on the bus.

 Timetables are printed on recycled paper!

LI Bus cannot assume responsibility for any delays or printing errors. Schedules are subject to change without notice.

N1

Hewlett - Elmont

SERVING

Hewlett	Valley Stream 
Grant Park	Alden Terrace
Gibson 	Elmont
Green Acres	

RUSH HOUR EXTENSION

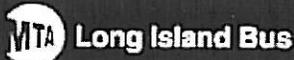
Hollis
Jamaica 
165 St Terminal



0609

All Service is Accessible 

 Long Island Bus *Going your way*
www.mta.info



General Information

[*Riding the bus*](#)

[*Safety*](#)

[*Lost and found*](#)

[*System Map*](#)

[*Directions*](#)

More than 100,000 times a day, people who live or work in nearly 100 Long Island communities board our buses and arrive at their destinations safely and comfortably. Long Island Bus provides convenient service throughout Nassau County, western Suffolk County and into eastern Queens. Our 53 routes serve 48 Long Island Rail Road stations plus colleges, museums, parks, theaters, and beaches throughout our area. If you're traveling on Long Island, chances are we're going your way.

Long Island Bus is part of the Metropolitan Transportation Authority, the network of transportation agencies that serves the public transit needs of our entire region.

Remember that we're here to help you. Our representatives at the Travel Information Center will answer your questions about routes, fares, and travel times. They will also send you any schedule you request. Information is available in both English and Spanish. The Travel Information Center is open 7am to 5pm Monday to Friday and can be reached by calling (516) 228-4000 (TTY: 516 228-4002).

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Riding the Bus

- Arrive at the bus stop at least **five** minutes before the time shown on the timetable.
- Make sure that you're waiting near the bus stop sign where the bus driver can see you.
- Signal to the bus operator as the bus approaches. Check the front destination sign or listen to the exterior recorded announcement to be sure you're getting on the right bus. If you are not sure, ask the bus operator. He or she will be happy to assist you.
- Please allow passengers to leave the bus before you board.
- Bus operators cannot make change, so please have the exact fare ready when you board. Our fareboxes accept MetroCard and coins. No dollar bills are accepted.
- Remember that the first three seats behind the operator are reserved for senior citizens and people with disabilities. Some buses with center wheelchair lifts also have designated seats in the rear of the bus. These seats must be made available when appropriately requested.
- Allow extra time when the weather is bad. We cannot be responsible when weather or other circumstances beyond our control cause unavoidable delays.

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For Your Own Safety and Comfort

- If the bus you are on has standing room only, please try to move toward the rear to allow others to board.
- Be sure that children are seated securely or are firmly being held by an adult.
- Keep your head and arms inside the bus at all times.
- Always stay behind the yellow or white line located at the front of the bus.
- Please remember to hold on to handrails, walk carefully and watch your step getting on and off the bus.
- For safety reasons, at the Hempstead Transit Center and in Jamaica, customers must exit from the front door only (except for customers using the wheelchair lift).
- Please refrain from eating or drinking on the bus, playing a radio, tape or CD without headphones, speaking loudly on a cellphone or distributing religious or political literature. Smoking on buses is forbidden by New York State law.
- Bicycles and non-collapsible baby carriages or strollers may not be brought on the bus. Small pets may be brought on board if they are confined to an approved carrier. Service animals are permitted.
- In the event of an emergency, notify the bus operator immediately and follow his or her instructions.

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Lost and Found

Remember to take your personal belongings and any trash with you when you leave the bus. If you leave something of value behind, please call the **Travel Information Center at (516) 228-4000 (TTY:516-228-4002) from 7am to 5pm on weekdays.** With proper identification you may recover your property. To follow up, please call **(516) 542-0100, Ext. 4301 or Ext. 4302.**

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System Map

Due to the size of the map it has been broken down into four areas for your convenience. Please note: Each section overlaps into the other and each section is printable.

Section 1	Serving Flushing, Lake Success, Great Neck, Port Washington, Manhasset, Mineola.
Section 2	Serving Mineola, Carle Place, Westbury, Hicksville, Bethpage, Plainview, Farmingdale, S. Huntington.
Section 3	Serving Jamaica, Valley Stream, Elmont, Franklin Square, Rockville Centre, Lynbrook, Long Beach.
Section 4	Serving Baldwin, Uniondale, East Meadow, Bellmore, Merrick, Wantagh, Freeport, Amityville, Babylon.

More Detailed Maps

[Jamaica Area Map](#)

[Nassau Hub, Mineola, Roosevelt Field, Nassau Community College Area Map](#)

[Sunrise Mall Area Map](#)

[Rockville Centre Area Map](#)

[Hicksville Area Map](#)

[Lynbrook Area Map](#)

[Hempstead Area Map](#)

[Far Rockaway Area Map](#)

**Directions to MTA Long Island Bus Mitchel Field Complex
700 Commercial Avenue, Garden City, NY 11530.**

From Southern or Central New Jersey: New Jersey Turnpike to exit 13, Goethals Bridge, across the Verrazano Bridge to the Belt Parkway east to Southern Parkway (25A) to exit 22N (Meadowbrook Parkway north) to exit M3 westbound. (continue with directions below)

From Northern New Jersey: George Washington Bridge to Triboro Bridge to Grand Central Parkway which runs into Northern Parkway (east) to exit 31A (Meadowbrook Parkway south) to exit M3 westbound. (continue with directions below)

From Staten Island: Verrazano Narrows Bridge to Belt Parkway east to the Southern Parkway (25A) to exit 22N (Meadowbrook Parkway north) to exit M3 westbound.(continue with directions below)

From Upstate New York: New York Thruway to Triboro Bridge to Queens to the Grand Central Parkway east which becomes the Northern Parkway east to exit 31A (Meadowbrook Parkway south) to exit M3 westbound.(continue with directions below)

From Manhattan:

Brooklyn, Manhattan or Williamsburg Bridge to BQE(287) north/east-bound to Long Island Expressway east to exit 38, Northern Parkway to exit 31A (Meadowbrook Parkway south) to exit M3 westbound. (continue with directions below)

Midtown Tunnel to Long Island Expressway (495) east to exit 38, Northern Parkway to exit 31A (Meadowbrook Parkway south) to exit M3 westbound. (continue with directions below)

Triboro Bridge to Grand Central Parkway, which becomes Northern Parkway to exit 31A (Meadowbrook Parkway south) to exit M3 westbound. (continue with directions below)

From Brooklyn: BQE (287) north/east- bound to Long Island Expressway (495) east to exit 38, Northern Parkway to exit 31A (Meadowbrook Parkway south) to exit M3 westbound. (continue with directions below)

From Queens: Grand Central Parkway which becomes the Northern Parkway to exit 31A (Meadowbrook Parkway south) to exit M3 westbound.(continue with directions below)

From Eastern Long Island:

Northern Parkway to Meadowbrook Parkway South to exit M3W (westbound Stewart Avenue). (continue with directions below)

Southern Parkway to Meadowbrook Parkway North to exit M3W (westbound Stewart Avenue).
(continue with directions below)

By Transit

LIRR Mineola Station: Connect (one block south) with N24 bus to "East Meadow" (peak hours only).

LIRR Hempstead Station: Connect with N27 "Glen Cove" bus (peak hours only) or N35 Westbury (all-day) get off at Quentin Roosevelt for brief walk.

Follow directions here: *Meadowbrook Parkway (Exit M3W) westbound on Stewart Avenue to Quentin Roosevelt Blvd. At 4-way intersection (large postal facility on left, gas station on right) make left onto Quentin-Roosevelt Blvd. Make first right onto Commercial Avenue. LI Bus Headquarters is on the left at 700 Commercial Avenue.

Directions to Able-Ride Facility

Stewart Avenue Depot, 947 Stewart Avenue, Garden City, NY 11530.

Long Island Expressway (I-495) to Northern State Parkway (exit 38 South). Take Northern State Parkway to Meadowbrook Parkway (south). Get off at Stewart Avenue (exit M3W). At the stop sign (at top of exit ramp), bear right and go to first traffic light. Turn right onto Stewart Avenue (westbound). Go 3-4 traffic lights (past the bowling alley and City Cafe). The Stewart Avenue Depot is on the right (one story red brick bldg) across the street from the JP Morgan Chase Bank Building (glass).

Filing a Title VI Complaint

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In addition to your right to file a complaint with MTA Long Island Bus, you have the right to file a Title VI complaint with the U.S. Department of Transportation, Federal Transit Administration, Office of Civil Rights. The regional office is located at One Bowling Green, Room 429, New York, 10004-1415.

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MTA Long Island Bus Telephone Numbers

Appendix D: Demographic Analysis

Demographic Charts

Demographic Data by Census Tract
Ridership Data by Routes

U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																	Economic Indicators			
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race									
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%
Census Tract																						
3001	5,076	4,593	90.5%	43	0.8%	3	0.1%	180	3.5%	0	0.0%	6	0.1%	99	2.0%	152	3.0%	483	9.5%	4,405	288	6.5%
3003	4,351	3,290	75.6%	200	4.6%	0	0.0%	219	5.0%	3	0.1%	20	0.5%	497	11.4%	122	2.8%	1,061	24.4%	4,317	339	7.9%
3004	5,189	4,356	83.9%	55	1.1%	0	0.0%	251	4.8%	0	0.0%	15	0.3%	378	7.3%	134	2.6%	833	16.1%	5,189	404	7.8%
3005	5,381	4,786	88.9%	54	1.0%	0	0.0%	242	4.5%	0	0.0%	10	0.2%	207	3.8%	82	1.5%	595	11.1%	5,375	172	3.2%
3006	6,445	5,319	82.5%	48	0.7%	1	0.0%	636	9.9%	4	0.1%	2	0.0%	343	5.3%	92	1.4%	1,126	17.5%	6,444	167	2.6%
3007	5,586	4,901	87.7%	82	1.5%	1	0.0%	154	2.8%	2	0.0%	11	0.2%	360	6.4%	75	1.3%	685	12.3%	5,419	382	7.0%
3008	4,138	3,132	75.7%	96	2.3%	1	0.0%	550	13.3%	0	0.0%	5	0.1%	314	7.6%	40	1.0%	1,006	24.3%	4,148	98	2.4%
3009	7,098	5,642	79.5%	163	2.3%	0	0.0%	1,105	15.6%	1	0.0%	7	0.1%	95	1.3%	85	1.2%	1,456	20.5%	6,582	315	4.8%
3010	4,880	4,216	86.4%	51	1.0%	0	0.0%	378	7.7%	0	0.0%	20	0.4%	183	3.8%	32	0.7%	664	13.6%	4,871	103	2.1%
3011.01	6,138	3,903	63.6%	73	1.2%	7	0.1%	820	13.4%	0	0.0%	14	0.2%	1,197	19.5%	124	2.0%	2,235	36.4%	6,138	545	8.9%
3011.02	4,030	3,388	84.1%	30	0.7%	5	0.1%	373	9.3%	0	0.0%	2	0.0%	195	4.8%	37	0.9%	642	15.9%	4,022	160	4.0%
3012	5,859	4,907	83.8%	75	1.3%	1	0.0%	297	5.1%	1	0.0%	7	0.1%	504	8.6%	67	1.1%	952	16.2%	5,854	268	4.6%
3013	4,965	3,065	61.7%	326	6.6%	5	0.1%	289	5.8%	2	0.0%	19	0.4%	1,185	23.9%	74	1.5%	1,900	38.3%	4,821	383	7.9%
3014	1,973	1,756	89.0%	5	0.3%	0	0.0%	132	6.7%	0	0.0%	0	0.0%	63	3.2%	17	0.9%	217	11.0%	1,963	72	3.7%
3015	3,081	2,820	91.5%	9	0.3%	2	0.1%	151	4.9%	1	0.0%	2	0.1%	76	2.5%	20	0.6%	261	8.5%	3,079	90	2.9%
3016	4,508	3,726	82.7%	46	1.0%	0	0.0%	465	10.3%	0	0.0%	6	0.1%	181	4.0%	84	1.9%	782	17.3%	4,498	131	2.9%
3017	2,632	2,417	91.8%	8	0.3%	0	0.0%	149	5.7%	0	0.0%	0	0.0%	43	1.6%	15	0.6%	215	8.2%	2,632	60	2.3%
3018	5,344	3,415	63.9%	980	18.3%	4	0.1%	379	7.1%	0	0.0%	11	0.2%	476	8.9%	79	1.5%	1,929	36.1%	4,996	408	8.2%
3019	3,018	2,660	88.1%	14	0.5%	0	0.0%	195	6.5%	0	0.0%	2	0.1%	123	4.1%	24	0.8%	358	11.9%	3,018	49	1.6%
3020	4,554	3,966	87.1%	72	1.6%	1	0.0%	245	5.4%	0	0.0%	0	0.0%	208	4.6%	62	1.4%	588	12.9%	4,295	151	3.5%
3021.01	5,463	4,338	79.4%	296	5.4%	8	0.1%	399	7.3%	0	0.0%	18	0.3%	336	6.2%	68	1.2%	1,125	20.6%	4,207	76	1.8%
3021.02	3,340	3,107	93.0%	12	0.4%	0	0.0%	143	4.3%	1	0.0%	7	0.2%	39	1.2%	31	0.9%	233	7.0%	3,334	49	1.5%
3022	3,717	2,472	66.5%	372	10.0%	6	0.2%	402	10.8%	0	0.0%	9	0.2%	363	9.8%	93	2.5%	1,245	33.5%	3,704	328	8.9%
3023	5,050	3,431	67.9%	49	1.0%	5	0.1%	1,297	25.7%	0	0.0%	2	0.0%	144	2.9%	122	2.4%	1,619	32.1%	5,050	54	1.1%
3024	5,184	4,051	78.1%	8	0.2%	0	0.0%	754	14.5%	0	0.0%	5	0.1%	286	5.5%	80	1.5%	1,133	21.9%	5,184	244	4.7%
3025.01	2,578	2,273	88.2%	13	0.5%	0	0.0%	225	8.7%	0	0.0%	7	0.3%	43	1.7%	17	0.7%	305	11.8%	2,566	27	1.1%
3025.02	3,561	2,180	61.2%	561	15.8%	1	0.0%	445	12.5%	0	0.0%	9	0.3%	287	8.1%	78	2.2%	1,381	38.8%	2,859	111	3.9%

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

Census Tract	Total population	Race and Hispanic Origin																	Economic Indicators			
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race									
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%
3026	2,300	1,922	83.6%	12	0.5%	3	0.1%	228	9.9%	0	0.0%	4	0.2%	109	4.7%	22	1.0%	378	16.4%	2,312	87	3.8%
3027	4,139	3,017	72.9%	17	0.4%	11	0.3%	875	21.1%	0	0.0%	10	0.2%	175	4.2%	34	0.8%	1,122	27.1%	4,139	142	3.4%
3028	5,956	4,787	80.4%	16	0.3%	5	0.1%	827	13.9%	3	0.1%	7	0.1%	268	4.5%	43	0.7%	1,169	19.6%	5,956	151	2.5%
3029	4,447	3,671	82.6%	10	0.2%	4	0.1%	450	10.1%	0	0.0%	10	0.2%	264	5.9%	38	0.9%	776	17.4%	4,447	106	2.4%
3030	5,548	4,122	74.3%	34	0.6%	4	0.1%	854	15.4%	1	0.0%	3	0.1%	486	8.8%	44	0.8%	1,426	25.7%	5,534	172	3.1%
3031.01	3,661	2,480	67.7%	11	0.3%	1	0.0%	985	26.9%	0	0.0%	12	0.3%	121	3.3%	51	1.4%	1,181	32.3%	3,661	103	2.8%
3031.02	4,076	2,855	70.0%	12	0.3%	1	0.0%	989	24.3%	4	0.1%	5	0.1%	170	4.2%	40	1.0%	1,221	30.0%	4,076	183	4.5%
3032.01	3,699	2,225	60.2%	253	6.8%	5	0.1%	916	24.8%	2	0.1%	13	0.4%	213	5.8%	72	1.9%	1,474	39.8%	3,699	24	0.6%
3032.02	3,855	2,682	69.6%	55	1.4%	10	0.3%	625	16.2%	0	0.0%	17	0.4%	398	10.3%	68	1.8%	1,173	30.4%	3,855	49	1.3%
3033.01	3,280	2,713	82.7%	11	0.3%	1	0.0%	400	12.2%	0	0.0%	0	0.0%	146	4.5%	9	0.3%	567	17.3%	3,280	85	2.6%
3033.02	3,981	3,646	91.6%	13	0.3%	0	0.0%	105	2.6%	0	0.0%	9	0.2%	167	4.2%	41	1.0%	335	8.4%	3,981	51	1.3%
3034	2,503	2,334	93.2%	9	0.4%	1	0.0%	84	3.4%	2	0.1%	4	0.2%	59	2.4%	10	0.4%	169	6.8%	2,503	42	1.7%
3035	5,378	4,510	83.9%	10	0.2%	2	0.0%	256	4.8%	0	0.0%	4	0.1%	496	9.2%	100	1.9%	868	16.1%	5,355	219	4.1%
3036	6,824	4,896	71.7%	79	1.2%	8	0.1%	317	4.6%	7	0.1%	19	0.3%	1,367	20.0%	131	1.9%	1,928	28.3%	6,797	317	4.7%
3037	7,017	5,813	82.8%	90	1.3%	12	0.2%	282	4.0%	0	0.0%	26	0.4%	644	9.2%	150	2.1%	1,204	17.2%	6,998	261	3.7%
3038	5,247	4,427	84.4%	89	1.7%	1	0.0%	286	5.5%	1	0.0%	4	0.1%	408	7.8%	31	0.6%	820	15.6%	5,247	284	5.4%
3039	3,903	1,494	38.3%	1,738	44.5%	3	0.1%	228	5.8%	2	0.1%	18	0.5%	325	8.3%	95	2.4%	2,409	61.7%	3,903	27	0.7%
3040.01	2,587	2,225	86.0%	33	1.3%	0	0.0%	92	3.6%	0	0.0%	3	0.1%	207	8.0%	27	1.0%	362	14.0%	2,442	134	5.5%
3040.02	3,801	2,796	73.6%	90	2.4%	1	0.0%	116	3.1%	4	0.1%	9	0.2%	700	18.4%	85	2.2%	1,005	26.4%	3,801	297	7.8%
3041	3,972	843	21.2%	1,246	31.4%	13	0.3%	237	6.0%	1	0.0%	12	0.3%	1,457	36.7%	163	4.1%	3,129	78.8%	4,053	293	7.2%
3042.01	9,905	207	2.1%	5,297	53.5%	33	0.3%	72	0.7%	0	0.0%	6	0.1%	4,045	40.8%	245	2.5%	9,698	97.9%	9,786	1,527	15.6%
3042.02	3,393	987	29.1%	785	23.1%	3	0.1%	110	3.2%	0	0.0%	3	0.1%	1,422	41.9%	83	2.4%	2,406	70.9%	3,359	414	12.3%
4043	3,330	2,203	66.2%	127	3.8%	4	0.1%	415	12.5%	1	0.0%	35	1.1%	480	14.4%	65	2.0%	1,127	33.8%	3,330	67	2.0%
4044	4,974	4,611	92.7%	20	0.4%	0	0.0%	83	1.7%	4	0.1%	4	0.1%	238	4.8%	14	0.3%	363	7.3%	4,974	149	3.0%
4045	4,262	3,707	87.0%	10	0.2%	1	0.0%	165	3.9%	0	0.0%	11	0.3%	328	7.7%	40	0.9%	555	13.0%	4,255	177	4.2%
4046	4,431	4,050	91.4%	17	0.4%	3	0.1%	141	3.2%	1	0.0%	12	0.3%	184	4.2%	23	0.5%	381	8.6%	4,431	84	1.9%
4047	5,897	4,953	84.0%	52	0.9%	2	0.0%	451	7.6%	0	0.0%	29	0.5%	346	5.9%	64	1.1%	944	16.0%	5,894	188	3.2%

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

Census Tract	Total population	Race and Hispanic Origin																	Economic Indicators			
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race									
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%
4048	5,391	2,186	40.5%	1,896	35.2%	9	0.2%	192	3.6%	1	0.0%	22	0.4%	900	16.7%	185	3.4%	3,205	59.5%	5,329	573	10.8%
4049.01	6,434	1,275	19.8%	3,457	53.7%	24	0.4%	680	10.6%	1	0.0%	49	0.8%	765	11.9%	183	2.8%	5,159	80.2%	6,406	362	5.7%
4049.02	4,056	1,060	26.1%	1,578	38.9%	10	0.2%	466	11.5%	0	0.0%	60	1.5%	759	18.7%	123	3.0%	2,996	73.9%	4,041	417	10.3%
4050	4,979	2,333	46.9%	1,040	20.9%	26	0.5%	495	9.9%	10	0.2%	62	1.2%	828	16.6%	185	3.7%	2,646	53.1%	4,960	342	6.9%
4051	7,748	2,563	33.1%	3,136	40.5%	28	0.4%	792	10.2%	1	0.0%	77	1.0%	818	10.6%	333	4.3%	5,185	66.9%	7,738	299	3.9%
4052	5,627	3,471	61.7%	708	12.6%	14	0.2%	392	7.0%	5	0.1%	55	1.0%	816	14.5%	166	3.0%	2,156	38.3%	5,613	493	8.8%
4053.01	3,631	3,078	84.8%	30	0.8%	1	0.0%	209	5.8%	0	0.0%	3	0.1%	275	7.6%	35	1.0%	553	15.2%	3,631	269	7.4%
4053.02	4,376	3,883	88.7%	18	0.4%	4	0.1%	120	2.7%	1	0.0%	10	0.2%	308	7.0%	32	0.7%	493	11.3%	4,365	206	4.7%
4054	7,316	5,951	81.3%	160	2.2%	4	0.1%	345	4.7%	0	0.0%	40	0.5%	708	9.7%	108	1.5%	1,365	18.7%	7,295	440	6.0%
4055	5,160	4,674	90.6%	26	0.5%	2	0.0%	132	2.6%	2	0.0%	4	0.1%	287	5.6%	33	0.6%	486	9.4%	5,160	299	5.8%
4056	4,117	3,740	90.8%	7	0.2%	3	0.1%	127	3.1%	0	0.0%	5	0.1%	198	4.8%	37	0.9%	377	9.2%	4,117	114	2.8%
4057	4,742	4,231	89.2%	36	0.8%	5	0.1%	172	3.6%	0	0.0%	6	0.1%	247	5.2%	45	0.9%	511	10.8%	4,742	131	2.8%
4058	3,974	3,591	90.4%	12	0.3%	0	0.0%	122	3.1%	0	0.0%	4	0.1%	233	5.9%	12	0.3%	383	9.6%	3,972	237	6.0%
4059	5,213	4,323	82.9%	179	3.4%	3	0.1%	265	5.1%	4	0.1%	11	0.2%	364	7.0%	64	1.2%	890	17.1%	5,213	220	4.2%
4060.01	4,566	3,578	78.4%	118	2.6%	5	0.1%	245	5.4%	0	0.0%	23	0.5%	519	11.4%	78	1.7%	988	21.6%	4,560	233	5.1%
4060.02	3,130	2,554	81.6%	130	4.2%	2	0.1%	105	3.4%	0	0.0%	5	0.2%	294	9.4%	40	1.3%	576	18.4%	3,130	91	2.9%
4061	2,912	2,335	80.2%	138	4.7%	2	0.1%	115	3.9%	0	0.0%	7	0.2%	260	8.9%	55	1.9%	577	19.8%	2,875	126	4.4%
4062.01	2,858	1,694	59.3%	430	15.0%	1	0.0%	205	7.2%	0	0.0%	12	0.4%	421	14.7%	95	3.3%	1,164	40.7%	2,848	207	7.3%
4062.02	5,607	290	5.2%	4,674	83.4%	13	0.2%	27	0.5%	0	0.0%	41	0.7%	389	6.9%	173	3.1%	5,317	94.8%	5,568	350	6.3%
4063	3,689	3,430	93.0%	14	0.4%	5	0.1%	113	3.1%	5	0.1%	1	0.0%	95	2.6%	26	0.7%	259	7.0%	3,689	127	3.4%
4064	6,566	6,223	94.8%	21	0.3%	0	0.0%	157	2.4%	0	0.0%	0	0.0%	128	1.9%	37	0.6%	343	5.2%	6,566	237	3.6%
4065.01	7,341	6,521	88.8%	205	2.8%	5	0.1%	272	3.7%	2	0.0%	11	0.1%	271	3.7%	54	0.7%	820	11.2%	6,597	35	0.5%
4066	4,104	3,783	92.2%	14	0.3%	1	0.0%	171	4.2%	0	0.0%	6	0.1%	108	2.6%	187	4.6%	321	7.8%	4,104	77	1.9%
4067	8,379	1,792	21.4%	3,491	41.7%	35	0.4%	198	2.4%	3	0.0%	20	0.2%	2,653	31.7%	158	1.9%	6,587	78.6%	8,300	2,148	25.9%
4068	9,993	571	5.7%	3,004	30.1%	33	0.3%	113	1.1%	4	0.0%	34	0.3%	6,076	60.8%	132	1.3%	9,422	94.3%	9,610	2,057	21.4%
4069	7,189	524	7.3%	4,587	63.8%	13	0.2%	57	0.8%	0	0.0%	14	0.2%	1,862	25.9%	164	2.3%	6,665	92.7%	6,789	1,165	17.2%
4070	6,712	209	3.1%	4,922	73.3%	59	0.9%	21	0.3%	6	0.1%	23	0.3%	1,308	19.5%	150	2.2%	6,503	96.9%	6,696	1,347	20.1%

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																		Economic Indicators			
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level	
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race										
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%	
Census Tract																							
4071.01	5,118	330	6.4%	3,406	66.5%	13	0.3%	28	0.5%	0	0.0%	10	0.2%	1,181	23.1%	123	2.4%	4,788	93.6%	4,889	721	14.7%	
4071.02	5,105	473	9.3%	3,532	69.2%	18	0.4%	36	0.7%	1	0.0%	17	0.3%	905	17.7%	80	1.6%	4,632	90.7%	4,997	454	9.1%	
4072.01	4,945	353	7.1%	1,955	39.5%	8	0.2%	67	1.4%	3	0.1%	10	0.2%	2,469	49.9%	256	5.2%	4,592	92.9%	4,912	731	14.9%	
4072.02	9,147	3,216	35.2%	3,849	42.1%	7	0.1%	221	2.4%	2	0.0%	57	0.6%	1,539	16.8%	19	0.2%	5,931	64.8%	5,394	520	9.6%	
4073.01	979	302	30.8%	513	52.4%	1	0.1%	12	1.2%	0	0.0%	1	0.1%	131	13.4%	163	16.6%	677	69.2%	986	77	7.8%	
4073.02	4,776	1,130	23.7%	2,194	45.9%	10	0.2%	128	2.7%	0	0.0%	21	0.4%	1,130	23.7%	239	5.0%	3,646	76.3%	4,745	234	4.9%	
4074.01	8,645	1,927	22.3%	4,347	50.3%	23	0.3%	211	2.4%	9	0.1%	37	0.4%	1,852	21.4%	0	0.0%	6,718	77.7%	7,533	588	7.8%	
4075.01	4,509	485	10.8%	2,421	53.7%	15	0.3%	68	1.5%	9	0.2%	20	0.4%	1,391	30.8%	160	3.5%	4,024	89.2%	4,460	713	16.0%	
4075.02	5,081	514	10.1%	3,422	67.3%	15	0.3%	65	1.3%	0	0.0%	17	0.3%	888	17.5%	57	1.1%	4,567	89.9%	5,018	380	7.6%	
4076	5,528	4,222	76.4%	65	1.2%	1	0.0%	728	13.2%	0	0.0%	10	0.2%	445	8.0%	48	0.9%	1,306	23.6%	5,526	150	2.7%	
4077	4,659	3,897	83.6%	34	0.7%	8	0.2%	251	5.4%	1	0.0%	3	0.1%	417	9.0%	50	1.1%	762	16.4%	4,654	179	3.8%	
4078.01	5,456	4,488	82.3%	44	0.8%	4	0.1%	474	8.7%	0	0.0%	8	0.1%	388	7.1%	30	0.5%	968	17.7%	5,383	212	3.9%	
4078.02	2,329	901	38.7%	830	35.6%	1	0.0%	234	10.0%	1	0.0%	0	0.0%	332	14.3%	71	3.0%	1,428	61.3%	906	106	11.7%	
4079	5,132	4,065	79.2%	442	8.6%	14	0.3%	157	3.1%	4	0.1%	5	0.1%	374	7.3%	59	1.1%	1,067	20.8%	5,115	277	5.4%	
4080	6,347	5,327	83.9%	64	1.0%	7	0.1%	416	6.6%	1	0.0%	4	0.1%	469	7.4%	57	0.9%	1,020	16.1%	6,338	259	4.1%	
4081	6,678	5,805	86.9%	43	0.6%	2	0.0%	364	5.5%	0	0.0%	11	0.2%	396	5.9%	54	0.8%	873	13.1%	6,672	261	3.9%	
4082	6,575	5,564	84.6%	39	0.6%	2	0.0%	489	7.4%	0	0.0%	12	0.2%	415	6.3%	84	1.3%	1,011	15.4%	6,575	243	3.7%	
4083	7,098	6,008	84.6%	70	1.0%	2	0.0%	481	6.8%	2	0.0%	5	0.1%	446	6.3%	54	0.8%	1,090	15.4%	7,091	136	1.9%	
4084	3,722	3,310	88.9%	49	1.3%	3	0.1%	160	4.3%	1	0.0%	4	0.1%	141	3.8%	48	1.3%	412	11.1%	3,722	140	3.8%	
4085	6,112	5,511	90.2%	79	1.3%	5	0.1%	226	3.7%	0	0.0%	1	0.0%	242	4.0%	32	0.5%	601	9.8%	6,095	212	3.5%	
4086	4,497	3,997	88.9%	27	0.6%	3	0.1%	163	3.6%	1	0.0%	1	0.0%	273	6.1%	53	1.2%	500	11.1%	4,491	151	3.4%	
4087	4,920	4,263	86.6%	32	0.7%	4	0.1%	198	4.0%	0	0.0%	15	0.3%	355	7.2%	67	1.4%	657	13.4%	4,906	93	1.9%	
4088	7,041	6,200	88.1%	29	0.4%	0	0.0%	199	2.8%	0	0.0%	8	0.1%	538	7.6%	30	0.4%	841	11.9%	7,001	457	6.5%	
4089	6,026	5,233	86.8%	27	0.4%	4	0.1%	183	3.0%	1	0.0%	7	0.1%	541	9.0%	19	0.3%	793	13.2%	6,003	146	2.4%	
4090	5,953	5,190	87.2%	32	0.5%	0	0.0%	189	3.2%	0	0.0%	14	0.2%	509	8.6%	47	0.8%	763	12.8%	5,945	189	3.2%	
4091	5,523	4,998	90.5%	21	0.4%	6	0.1%	117	2.1%	0	0.0%	2	0.0%	332	6.0%	39	0.7%	525	9.5%	5,517	147	2.7%	
4092	6,194	5,519	89.1%	34	0.5%	1	0.0%	168	2.7%	0	0.0%	5	0.1%	428	6.9%	32	0.5%	675	10.9%	6,153	211	3.4%	

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

Census Tract	Total population	Race and Hispanic Origin																		Economic Indicators		
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race									
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%
4093	4,463	4,016	90.0%	13	0.3%	1	0.0%	105	2.4%	1	0.0%	4	0.1%	291	6.5%	41	0.9%	447	10.0%	4,463	59	1.3%
4094	4,487	4,078	90.9%	26	0.6%	6	0.1%	111	2.5%	0	0.0%	5	0.1%	220	4.9%	19	0.4%	409	9.1%	4,487	47	1.0%
4095	3,959	3,753	94.8%	6	0.2%	1	0.0%	60	1.5%	6	0.2%	0	0.0%	114	2.9%	50	1.3%	206	5.2%	3,959	35	0.9%
4096	5,056	4,545	89.9%	18	0.4%	0	0.0%	110	2.2%	1	0.0%	3	0.1%	329	6.5%	19	0.4%	511	10.1%	5,049	129	2.6%
4097	4,402	4,136	94.0%	21	0.5%	0	0.0%	78	1.8%	0	0.0%	0	0.0%	148	3.4%	298	6.8%	266	6.0%	4,402	117	2.7%
4098	5,524	1,068	19.3%	3,112	56.3%	10	0.2%	471	8.5%	0	0.0%	49	0.9%	516	9.3%	180	3.3%	4,456	80.7%	5,505	248	4.5%
4099	6,683	2,864	42.9%	2,182	32.7%	16	0.2%	608	9.1%	7	0.1%	50	0.7%	776	11.6%	47	0.7%	3,819	57.1%	6,674	216	3.2%
4100	3,582	2,346	65.5%	401	11.2%	12	0.3%	335	9.4%	1	0.0%	23	0.6%	417	11.6%	45	1.3%	1,236	34.5%	3,401	111	3.3%
4101	6,242	5,606	89.8%	80	1.3%	1	0.0%	172	2.8%	0	0.0%	4	0.1%	334	5.4%	39	0.6%	636	10.2%	6,242	83	1.3%
4102	3,904	3,291	84.3%	102	2.6%	2	0.1%	147	3.8%	0	0.0%	7	0.2%	316	8.1%	144	3.7%	613	15.7%	3,827	77	2.0%
4103	6,078	3,403	56.0%	922	15.2%	10	0.2%	508	8.4%	0	0.0%	32	0.5%	1,059	17.4%	127	2.1%	2,675	44.0%	6,053	334	5.5%
4104	5,036	2,425	48.2%	1,032	20.5%	6	0.1%	468	9.3%	5	0.1%	52	1.0%	921	18.3%	113	2.2%	2,611	51.8%	5,030	203	4.0%
4105	6,804	4,855	71.4%	327	4.8%	4	0.1%	490	7.2%	3	0.0%	47	0.7%	965	14.2%	115	1.7%	1,949	28.6%	6,795	292	4.3%
4106	7,197	5,910	82.1%	144	2.0%	6	0.1%	422	5.9%	0	0.0%	27	0.4%	573	8.0%	43	0.6%	1,287	17.9%	7,197	231	3.2%
4107	6,199	5,223	84.3%	57	0.9%	9	0.1%	307	5.0%	5	0.1%	12	0.2%	543	8.8%	65	1.0%	976	15.7%	6,187	107	1.7%
4108	5,080	4,184	82.4%	121	2.4%	4	0.1%	274	5.4%	0	0.0%	23	0.5%	409	8.1%	114	2.2%	896	17.6%	5,067	89	1.8%
4109	5,638	4,006	71.1%	430	7.6%	4	0.1%	762	13.5%	1	0.0%	35	0.6%	286	5.1%	137	2.4%	1,632	28.9%	5,629	296	5.3%
4110	4,954	2,721	54.9%	592	11.9%	15	0.3%	148	3.0%	1	0.0%	40	0.8%	1,300	26.2%	89	1.8%	2,233	45.1%	4,936	626	12.7%
4111	4,371	1,298	29.7%	1,764	40.4%	11	0.3%	42	1.0%	1	0.0%	12	0.3%	1,154	26.4%	73	1.7%	3,073	70.3%	4,281	717	16.7%
4112	6,164	5,294	85.9%	70	1.1%	7	0.1%	190	3.1%	0	0.0%	15	0.2%	515	8.4%	26	0.4%	870	14.1%	6,141	323	5.3%
4113.01	3,598	3,178	88.3%	60	1.7%	1	0.0%	195	5.4%	1	0.0%	3	0.1%	134	3.7%	43	1.2%	420	11.7%	3,598	65	1.8%
4113.02	6,490	6,097	93.9%	76	1.2%	0	0.0%	132	2.0%	0	0.0%	11	0.2%	131	2.0%	31	0.5%	393	6.1%	6,490	278	4.3%
4114	6,359	5,579	87.7%	133	2.1%	3	0.0%	277	4.4%	0	0.0%	14	0.2%	322	5.1%	11	0.2%	780	12.3%	6,036	348	5.8%
4115	3,090	2,926	94.7%	18	0.6%	2	0.1%	66	2.1%	0	0.0%	7	0.2%	60	1.9%	37	1.2%	164	5.3%	3,086	41	1.3%
4116	6,522	6,082	93.3%	64	1.0%	0	0.0%	113	1.7%	1	0.0%	2	0.0%	223	3.4%	53	0.8%	440	6.7%	6,522	408	6.3%
4117	7,060	5,991	84.9%	58	0.8%	6	0.1%	335	4.7%	0	0.0%	5	0.1%	612	8.7%	49	0.7%	1,069	15.1%	7,046	206	2.9%
4118	6,416	5,679	88.5%	47	0.7%	2	0.0%	166	2.6%	0	0.0%	8	0.1%	465	7.2%	31	0.5%	737	11.5%	6,416	265	4.1%

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																	Economic Indicators				
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level	
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race										
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%	
Census Tract																							
4119.01	3,824	3,282	85.8%	32	0.8%	0	0.0%	110	2.9%	0	0.0%	5	0.1%	364	9.5%	31	0.8%	542	14.2%	3,824	179	4.7%	
4119.02	3,518	3,086	87.7%	27	0.8%	2	0.1%	139	4.0%	0	0.0%	3	0.1%	230	6.5%	57	1.6%	432	12.3%	3,518	105	3.0%	
4120	6,127	5,219	85.2%	68	1.1%	1	0.0%	178	2.9%	0	0.0%	22	0.4%	582	9.5%	32	0.5%	908	14.8%	6,127	288	4.7%	
4121	6,842	6,230	91.1%	44	0.6%	0	0.0%	137	2.0%	1	0.0%	6	0.1%	392	5.7%	43	0.6%	612	8.9%	6,745	260	3.9%	
4122	5,872	5,439	92.6%	18	0.3%	1	0.0%	62	1.1%	1	0.0%	0	0.0%	308	5.2%	30	0.5%	433	7.4%	5,864	156	2.7%	
4123.01	3,537	2,859	80.8%	60	1.7%	0	0.0%	68	1.9%	0	0.0%	4	0.1%	516	14.6%	19	0.5%	678	19.2%	3,537	201	5.7%	
4123.02	3,719	3,086	83.0%	51	1.4%	2	0.1%	63	1.7%	1	0.0%	3	0.1%	494	13.3%	41	1.1%	633	17.0%	3,714	268	7.2%	
4124	5,136	3,712	72.3%	676	13.2%	11	0.2%	80	1.6%	6	0.1%	6	0.1%	604	11.8%	24	0.5%	1,424	27.7%	4,930	482	9.8%	
4125	4,347	4,173	96.0%	10	0.2%	0	0.0%	53	1.2%	0	0.0%	1	0.0%	86	2.0%	8	0.2%	174	4.0%	4,347	54	1.2%	
4126	3,771	3,575	94.8%	44	1.2%	0	0.0%	50	1.3%	0	0.0%	9	0.2%	85	2.3%	22	0.6%	196	5.2%	3,771	192	5.1%	
4127	4,063	3,862	95.1%	37	0.9%	1	0.0%	27	0.7%	0	0.0%	3	0.1%	111	2.7%	49	1.2%	201	4.9%	4,051	12	0.3%	
4128	3,188	2,385	74.8%	364	11.4%	4	0.1%	80	2.5%	0	0.0%	3	0.1%	303	9.5%	164	5.1%	803	25.2%	3,188	76	2.4%	
4129	5,852	1,888	32.3%	3,028	51.7%	26	0.4%	178	3.0%	2	0.0%	22	0.4%	544	9.3%	37	0.6%	3,964	67.7%	5,852	381	6.5%	
4130.01	4,436	3,852	86.8%	26	0.6%	4	0.1%	97	2.2%	1	0.0%	4	0.1%	415	9.4%	28	0.6%	584	13.2%	4,333	218	5.0%	
4130.02	3,784	3,416	90.3%	14	0.4%	2	0.1%	102	2.7%	0	0.0%	5	0.1%	217	5.7%	17	0.4%	368	9.7%	3,784	201	5.3%	
4131	4,891	4,400	90.0%	41	0.8%	4	0.1%	118	2.4%	0	0.0%	11	0.2%	300	6.1%	31	0.6%	491	10.0%	4,877	72	1.5%	
4132	6,760	6,116	90.5%	35	0.5%	1	0.0%	98	1.4%	2	0.0%	22	0.3%	455	6.7%	15	0.2%	644	9.5%	6,760	205	3.0%	
4133	7,110	6,638	93.4%	37	0.5%	2	0.0%	91	1.3%	0	0.0%	6	0.1%	321	4.5%	46	0.6%	472	6.6%	7,090	201	2.8%	
4134	5,752	5,362	93.2%	20	0.3%	1	0.0%	84	1.5%	0	0.0%	16	0.3%	223	3.9%	149	2.6%	390	6.8%	5,746	229	4.0%	
4135	7,099	4,432	62.4%	1,504	21.2%	8	0.1%	229	3.2%	0	0.0%	27	0.4%	750	10.6%	78	1.1%	2,667	37.6%	7,062	181	2.6%	
4136	5,456	3,752	68.8%	563	10.3%	7	0.1%	195	3.6%	1	0.0%	29	0.5%	831	15.2%	71	1.3%	1,704	31.2%	5,452	446	8.2%	
4137	5,048	4,071	80.6%	131	2.6%	2	0.0%	159	3.1%	0	0.0%	18	0.4%	596	11.8%	65	1.3%	977	19.4%	5,048	258	5.1%	
4138.03	4,265	3,286	77.0%	357	8.4%	7	0.2%	243	5.7%	0	0.0%	20	0.5%	287	6.7%	54	1.3%	979	23.0%	4,265	138	3.2%	
4138.04	3,882	3,069	79.1%	343	8.8%	0	0.0%	137	3.5%	0	0.0%	5	0.1%	274	7.1%	198	5.1%	813	20.9%	3,882	91	2.3%	
4139	7,382	308	4.2%	5,336	72.3%	21	0.3%	55	0.7%	2	0.0%	16	0.2%	1,446	19.6%	76	1.0%	7,074	95.8%	7,220	1,160	16.1%	
4140.01	4,048	82	2.0%	3,402	84.0%	8	0.2%	17	0.4%	1	0.0%	19	0.5%	443	10.9%	77	1.9%	3,966	98.0%	4,002	424	10.6%	
4140.02	4,424	71	1.6%	3,569	80.7%	12	0.3%	3	0.1%	0	0.0%	9	0.2%	683	15.4%	165	3.7%	4,353	98.4%	4,374	749	17.1%	
4141	6,557	854	13.0%	4,124	62.9%	20	0.3%	65	1.0%	3	0.0%	27	0.4%	1,299	19.8%	110	1.7%	5,703	87.0%	6,516	538	8.3%	

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																	Economic Indicators				
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level	
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race										
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%	
Census Tract																							
4142.01	5,329	1,201	22.5%	1,236	23.2%	11	0.2%	84	1.6%	0	0.0%	40	0.8%	2,647	49.7%	78	1.5%	4,128	77.5%	5,310	1,175	22.1%	
4142.02	4,604	397	8.6%	2,330	50.6%	17	0.4%	31	0.7%	0	0.0%	3	0.1%	1,748	38.0%	70	1.5%	4,207	91.4%	4,587	343	7.5%	
4143.01	3,597	1,233	34.3%	688	19.1%	4	0.1%	97	2.7%	1	0.0%	13	0.4%	1,491	41.5%	141	3.9%	2,364	65.7%	3,296	393	11.9%	
4143.02	8,459	3,034	35.9%	1,263	14.9%	23	0.3%	121	1.4%	2	0.0%	27	0.3%	3,848	45.5%	102	1.2%	5,425	64.1%	8,344	812	9.7%	
4144	5,204	694	13.3%	2,282	43.9%	10	0.2%	30	0.6%	0	0.0%	18	0.3%	2,068	39.7%	119	2.3%	4,510	86.7%	5,120	783	15.3%	
4145.01	5,483	3,137	57.2%	1,205	22.0%	8	0.1%	84	1.5%	0	0.0%	32	0.6%	898	16.4%	54	1.0%	2,346	42.8%	5,448	346	6.4%	
4145.02	4,550	3,285	72.2%	482	10.6%	9	0.2%	67	1.5%	0	0.0%	4	0.1%	649	14.3%	47	1.0%	1,265	27.8%	4,531	204	4.5%	
4146	3,589	3,216	89.6%	52	1.4%	0	0.0%	105	2.9%	1	0.0%	3	0.1%	165	4.6%	30	0.8%	373	10.4%	3,589	191	5.3%	
4147	4,533	4,226	93.2%	18	0.4%	5	0.1%	110	2.4%	1	0.0%	13	0.3%	130	2.9%	54	1.2%	307	6.8%	4,533	79	1.7%	
4148	6,745	6,079	90.1%	80	1.2%	5	0.1%	163	2.4%	0	0.0%	7	0.1%	357	5.3%	95	1.4%	666	9.9%	6,631	331	5.0%	
4149	7,222	6,298	87.2%	259	3.6%	3	0.0%	243	3.4%	1	0.0%	9	0.1%	314	4.3%	79	1.1%	924	12.8%	7,208	262	3.6%	
4150	6,141	5,503	89.6%	28	0.5%	1	0.0%	193	3.1%	2	0.0%	5	0.1%	330	5.4%	16	0.3%	638	10.4%	6,141	257	4.2%	
4151.01	2,931	2,655	90.6%	25	0.9%	3	0.1%	93	3.2%	0	0.0%	3	0.1%	136	4.6%	23	0.8%	276	9.4%	2,916	97	3.3%	
4151.02	5,235	4,990	95.3%	22	0.4%	1	0.0%	56	1.1%	0	0.0%	3	0.1%	140	2.7%	28	0.5%	245	4.7%	5,235	132	2.5%	
4152.01	3,886	3,575	92.0%	14	0.4%	8	0.2%	98	2.5%	0	0.0%	5	0.1%	158	4.1%	23	0.6%	311	8.0%	3,871	19	0.5%	
4152.02	4,571	4,374	95.7%	20	0.4%	9	0.2%	65	1.4%	0	0.0%	2	0.0%	78	1.7%	60	1.3%	197	4.3%	4,564	121	2.7%	
4153	5,866	5,355	91.3%	41	0.7%	4	0.1%	147	2.5%	1	0.0%	9	0.2%	249	4.2%	30	0.5%	511	8.7%	5,853	211	3.6%	
4154.01	5,712	5,400	94.5%	20	0.4%	11	0.2%	108	1.9%	3	0.1%	0	0.0%	140	2.5%	21	0.4%	312	5.5%	5,712	65	1.1%	
4154.02	4,863	4,634	95.3%	8	0.2%	0	0.0%	74	1.5%	0	0.0%	0	0.0%	126	2.6%	15	0.3%	229	4.7%	4,863	126	2.6%	
4155	2,698	2,567	95.1%	6	0.2%	1	0.0%	27	1.0%	0	0.0%	3	0.1%	79	2.9%	40	1.5%	131	4.9%	2,698	106	3.9%	
4156	5,641	5,295	93.9%	7	0.1%	2	0.0%	138	2.4%	0	0.0%	2	0.0%	157	2.8%	34	0.6%	346	6.1%	5,615	121	2.2%	
4157	6,149	5,782	94.0%	8	0.1%	0	0.0%	76	1.2%	0	0.0%	16	0.3%	233	3.8%	29	0.5%	367	6.0%	6,142	100	1.6%	
4158.01	6,430	6,036	93.9%	19	0.3%	2	0.0%	125	1.9%	0	0.0%	3	0.0%	216	3.4%	3	0.0%	394	6.1%	6,340	60	0.9%	
4158.02	751	716	95.3%	1	0.1%	0	0.0%	18	2.4%	0	0.0%	0	0.0%	13	1.7%	29	3.9%	35	4.7%	841	0	0.0%	
4159	5,096	4,809	94.4%	12	0.2%	2	0.0%	59	1.2%	2	0.0%	1	0.0%	182	3.6%	13	0.3%	287	5.6%	5,087	134	2.6%	
4160	4,079	3,799	93.1%	6	0.1%	0	0.0%	59	1.4%	1	0.0%	1	0.0%	200	4.9%	25	0.6%	280	6.9%	4,054	136	3.4%	
4161	6,616	6,211	93.9%	20	0.3%	5	0.1%	141	2.1%	0	0.0%	10	0.2%	204	3.1%	36	0.5%	405	6.1%	6,598	290	4.4%	

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																	Economic Indicators				
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level	
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race										
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%	
Census Tract																							
4162.01	3,821	3,395	88.9%	9	0.2%	0	0.0%	71	1.9%	1	0.0%	8	0.2%	301	7.9%	74	1.9%	426	11.1%	3,814	310	8.1%	
4162.02	4,732	3,694	78.1%	31	0.7%	2	0.0%	50	1.1%	2	0.0%	15	0.3%	864	18.3%	28	0.6%	1,038	21.9%	4,549	369	8.1%	
4163	4,243	4,012	94.6%	21	0.5%	3	0.1%	36	0.8%	0	0.0%	4	0.1%	139	3.3%	63	1.5%	231	5.4%	4,160	143	3.4%	
4164	7,406	6,713	90.6%	76	1.0%	13	0.2%	75	1.0%	3	0.0%	7	0.1%	456	6.2%	159	2.1%	693	9.4%	6,995	547	7.8%	
4165	6,231	2,409	38.7%	1,588	25.5%	31	0.5%	238	3.8%	5	0.1%	134	2.2%	1,667	26.8%	78	1.3%	3,822	61.3%	6,140	969	15.8%	
4166	6,326	5,218	82.5%	107	1.7%	8	0.1%	215	3.4%	5	0.1%	14	0.2%	681	10.8%	43	0.7%	1,108	17.5%	6,130	807	13.2%	
4167.01	4,471	3,544	79.3%	99	2.2%	2	0.0%	122	2.7%	9	0.2%	2	0.0%	650	14.5%	53	1.2%	927	20.7%	4,290	263	6.1%	
4167.02	4,443	3,508	79.0%	150	3.4%	6	0.1%	89	2.0%	2	0.0%	11	0.2%	624	14.0%	54	1.2%	935	21.0%	4,314	302	7.0%	
4168	6,585	5,936	90.1%	51	0.8%	2	0.0%	75	1.1%	2	0.0%	3	0.0%	462	7.0%	35	0.5%	649	9.9%	6,585	346	5.3%	
4169	4,301	4,076	94.8%	22	0.5%	0	0.0%	52	1.2%	0	0.0%	4	0.1%	112	2.6%	34	0.8%	225	5.2%	4,287	272	6.3%	
5170	3,441	2,858	83.1%	65	1.9%	2	0.1%	181	5.3%	1	0.0%	5	0.1%	295	8.6%	69	2.0%	583	16.9%	3,109	92	3.0%	
5171.01	5,111	3,232	63.2%	368	7.2%	2	0.0%	131	2.6%	0	0.0%	15	0.3%	1,294	25.3%	16	0.3%	1,879	36.8%	5,107	490	9.6%	
5171.02	2,666	2,320	87.0%	34	1.3%	4	0.2%	160	6.0%	0	0.0%	4	0.2%	128	4.8%	133	5.0%	346	13.0%	2,355	39	1.7%	
5172	7,376	3,510	47.6%	1,018	13.8%	13	0.2%	285	3.9%	6	0.1%	14	0.2%	2,397	32.5%	55	0.7%	3,866	52.4%	7,367	961	13.0%	
5173.01	3,146	2,306	73.3%	103	3.3%	4	0.1%	129	4.1%	0	0.0%	3	0.1%	546	17.4%	62	2.0%	840	26.7%	3,114	395	12.7%	
5173.02	4,882	3,918	80.3%	26	0.5%	0	0.0%	196	4.0%	0	0.0%	4	0.1%	676	13.8%	44	0.9%	964	19.7%	4,871	372	7.6%	
5174	5,066	4,626	91.3%	81	1.6%	5	0.1%	62	1.2%	1	0.0%	6	0.1%	241	4.8%	30	0.6%	440	8.7%	5,022	143	2.8%	
5175	3,790	3,498	92.3%	12	0.3%	0	0.0%	111	2.9%	0	0.0%	5	0.1%	134	3.5%	32	0.8%	292	7.7%	3,784	84	2.2%	
5176	4,625	4,264	92.2%	22	0.5%	1	0.0%	90	1.9%	2	0.0%	1	0.0%	213	4.6%	128	2.8%	361	7.8%	4,625	113	2.4%	
5177.01	7,630	6,219	81.5%	186	2.4%	2	0.0%	854	11.2%	0	0.0%	10	0.1%	231	3.0%	0	0.0%	1,411	18.5%	7,623	213	2.8%	
5177.04	5	5	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	33	660.0%	0	0.0%	1	0	0.0%	
5177.05	2,680	2,339	87.3%	53	2.0%	0	0.0%	173	6.5%	0	0.0%	5	0.2%	77	2.9%	0	0.0%	341	12.7%	2,675	103	3.9%	
5178.01	3,521	3,230	91.7%	20	0.6%	0	0.0%	117	3.3%	0	0.0%	6	0.2%	121	3.4%	27	0.8%	291	8.3%	3,508	142	4.0%	
5178.02	3,521	2,773	78.8%	127	3.6%	1	0.0%	70	2.0%	0	0.0%	4	0.1%	512	14.5%	34	1.0%	748	21.2%	3,521	226	6.4%	
5179.01	4,887	4,571	93.5%	15	0.3%	5	0.1%	72	1.5%	0	0.0%	2	0.0%	200	4.1%	22	0.5%	316	6.5%	4,875	208	4.3%	
5179.02	3,111	2,861	92.0%	7	0.2%	2	0.1%	51	1.6%	0	0.0%	5	0.2%	170	5.5%	15	0.5%	250	8.0%	3,102	188	6.1%	
5180	6,826	5,586	81.8%	206	3.0%	3	0.0%	120	1.8%	0	0.0%	5	0.1%	836	12.2%	70	1.0%	1,240	18.2%	6,797	530	7.8%	

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

Census Tract	Total population	Race and Hispanic Origin																		Economic Indicators		
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race									
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%
5181	2,675	2,490	93.1%	16	0.6%	0	0.0%	66	2.5%	0	0.0%	3	0.1%	85	3.2%	15	0.6%	185	6.9%	2,675	100	3.7%
5182.01	4,492	4,031	89.7%	57	1.3%	2	0.0%	279	6.2%	0	0.0%	5	0.1%	89	2.0%	29	0.6%	461	10.3%	4,478	95	2.1%
5182.03	4,418	3,865	87.5%	52	1.2%	5	0.1%	399	9.0%	0	0.0%	3	0.1%	66	1.5%	28	0.6%	553	12.5%	3,499	87	2.5%
5182.04	4,592	4,238	92.3%	32	0.7%	0	0.0%	231	5.0%	1	0.0%	0	0.0%	62	1.4%	28	0.6%	354	7.7%	4,592	184	4.0%
5183	5,571	4,593	82.4%	13	0.2%	0	0.0%	692	12.4%	0	0.0%	1	0.0%	212	3.8%	60	1.1%	978	17.6%	5,571	157	2.8%
5184	4,368	3,591	82.2%	66	1.5%	3	0.1%	545	12.5%	0	0.0%	3	0.1%	134	3.1%	26	0.6%	777	17.8%	4,250	81	1.9%
5185.01	6,349	5,453	85.9%	92	1.4%	1	0.0%	646	10.2%	0	0.0%	2	0.0%	82	1.3%	73	1.1%	896	14.1%	6,349	332	5.2%
5185.02	2,800	2,080	74.3%	74	2.6%	3	0.1%	445	15.9%	1	0.0%	3	0.1%	169	6.0%	25	0.9%	720	25.7%	2,785	94	3.4%
5186	4,024	3,629	90.2%	13	0.3%	0	0.0%	296	7.4%	0	0.0%	3	0.1%	67	1.7%	16	0.4%	395	9.8%	4,009	185	4.6%
5187	5,412	4,434	81.9%	4	0.1%	3	0.1%	799	14.8%	2	0.0%	14	0.3%	136	2.5%	20	0.4%	978	18.1%	5,390	151	2.8%
5188	3,193	2,794	87.5%	2	0.1%	0	0.0%	308	9.6%	0	0.0%	6	0.2%	60	1.9%	23	0.7%	399	12.5%	3,193	118	3.7%
5189	6,773	4,454	65.8%	458	6.8%	7	0.1%	847	12.5%	0	0.0%	10	0.1%	884	13.1%	113	1.7%	2,319	34.2%	6,719	186	2.8%
5190	6,175	5,160	83.6%	17	0.3%	7	0.1%	491	8.0%	7	0.1%	0	0.0%	437	7.1%	56	0.9%	1,015	16.4%	6,175	215	3.5%
5191	6,072	5,011	82.5%	26	0.4%	6	0.1%	454	7.5%	1	0.0%	20	0.3%	481	7.9%	73	1.2%	1,061	17.5%	6,062	213	3.5%
5192	5,932	5,072	85.5%	12	0.2%	1	0.0%	404	6.8%	0	0.0%	8	0.1%	395	6.7%	40	0.7%	860	14.5%	5,927	186	3.1%
5193	5,958	4,141	69.5%	9	0.2%	3	0.1%	680	11.4%	3	0.1%	9	0.2%	1,059	17.8%	54	0.9%	1,817	30.5%	5,903	420	7.1%
5194	4,461	3,766	84.4%	6	0.1%	2	0.0%	351	7.9%	0	0.0%	10	0.2%	272	6.1%	54	1.2%	695	15.6%	4,451	96	2.2%
5195	5,889	5,041	85.6%	10	0.2%	3	0.1%	487	8.3%	0	0.0%	6	0.1%	291	4.9%	51	0.9%	848	14.4%	5,886	195	3.3%
5196.01	4,447	3,977	89.4%	19	0.4%	0	0.0%	239	5.4%	1	0.0%	0	0.0%	179	4.0%	32	0.7%	470	10.6%	4,475	140	3.1%
5196.02	2,220	2,122	95.6%	8	0.4%	0	0.0%	46	2.1%	0	0.0%	0	0.0%	30	1.4%	14	0.6%	98	4.4%	2,178	89	4.1%
5197.02	4,549	4,234	93.1%	20	0.4%	1	0.0%	171	3.8%	0	0.0%	9	0.2%	76	1.7%	38	0.8%	315	6.9%	4,441	108	2.4%
5197.03	3,643	3,353	92.0%	5	0.1%	0	0.0%	194	5.3%	0	0.0%	4	0.1%	66	1.8%	21	0.6%	290	8.0%	3,643	6	0.2%
5197.04	3,133	2,929	93.5%	11	0.4%	0	0.0%	112	3.6%	0	0.0%	0	0.0%	64	2.0%	17	0.5%	204	6.5%	3,129	139	4.4%
5198.01	2,468	2,166	87.8%	5	0.2%	0	0.0%	201	8.1%	0	0.0%	0	0.0%	75	3.0%	21	0.9%	302	12.2%	2,441	140	5.7%
5198.02	5,177	4,696	90.7%	25	0.5%	0	0.0%	256	4.9%	0	0.0%	9	0.2%	168	3.2%	23	0.4%	481	9.3%	5,009	134	2.7%
5199	5,381	4,899	91.0%	11	0.2%	0	0.0%	219	4.1%	0	0.0%	3	0.1%	208	3.9%	41	0.8%	482	9.0%	5,381	181	3.4%
5200.01	6,838	6,188	90.5%	8	0.1%	3	0.0%	188	2.7%	0	0.0%	5	0.1%	365	5.3%	81	1.2%	650	9.5%	6,838	274	4.0%

Low Income Tract	Minority Tract	Low Income & Minority Tract
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U.S. Census 2000, Demographic Data by Census Tract, Nassau County, NY

	Total population	Race and Hispanic Origin																		Economic Indicators			
		One Race (Not Hispanic or Latino)												Hispanic or Latino	% Hispanic or Latino	Population of two or more races	% Population of two or more races	Minority Population	% Minority Population	Population in Households	Population in Households Below Poverty Level	% Below Poverty Level	
		White	% White	Black or African American	% Black or African American	American Indian & Alaska Native	% American Indian & Alaska Native	Asian	% Asian	Native Hawaiian & Other Pacific Islander	% Native Hawaiian & Other Pacific Islander	Some other race	% Some other race										
Nassau County	1,334,544	986,947	74.0%	129,860	9.7%	1,311	0.1%	62,744	4.7%	272	0.02%	3,014	0.2%	133,282	10.0%	17,114	1.3%	347,597	26.0%	1,314,370	68,631	5.2%	
Census Tract																							
5200.02	4,324	3,979	92.0%	17	0.4%	1	0.0%	87	2.0%	0	0.0%	5	0.1%	212	4.9%	23	0.5%	345	8.0%	4,324	96	2.2%	
5201	5,400	5,022	93.0%	63	1.2%	2	0.0%	159	2.9%	0	0.0%	8	0.1%	104	1.9%	42	0.8%	378	7.0%	5,363	231	4.3%	
5202	3,209	2,881	89.8%	21	0.7%	1	0.0%	70	2.2%	0	0.0%	1	0.0%	222	6.9%	13	0.4%	328	10.2%	3,183	123	3.9%	
5203	5,990	5,484	91.6%	27	0.5%	1	0.0%	155	2.6%	3	0.1%	7	0.1%	251	4.2%	62	1.0%	506	8.4%	5,964	94	1.6%	
5204.01	4,274	3,341	78.2%	63	1.5%	2	0.0%	174	4.1%	0	0.0%	22	0.5%	617	14.4%	55	1.3%	933	21.8%	4,274	269	6.3%	
5204.02	4,127	3,450	83.6%	53	1.3%	2	0.0%	137	3.3%	0	0.0%	4	0.1%	439	10.6%	42	1.0%	677	16.4%	3,972	192	4.8%	
5205.01	3,728	3,294	88.4%	10	0.3%	0	0.0%	165	4.4%	4	0.1%	5	0.1%	228	6.1%	22	0.6%	434	11.6%	3,728	139	3.7%	
5205.02	5,379	4,975	92.5%	19	0.4%	2	0.0%	97	1.8%	0	0.0%	6	0.1%	235	4.4%	45	0.8%	404	7.5%	5,379	89	1.7%	
5206	5,954	5,168	86.8%	88	1.5%	9	0.2%	216	3.6%	0	0.0%	7	0.1%	425	7.1%	41	0.7%	786	13.2%	5,950	187	3.1%	
5207	4,946	4,663	94.3%	13	0.3%	3	0.1%	74	1.5%	0	0.0%	5	0.1%	142	2.9%	46	0.9%	283	5.7%	4,946	174	3.5%	
5208	4,146	3,909	94.3%	8	0.2%	0	0.0%	72	1.7%	0	0.0%	5	0.1%	137	3.3%	15	0.4%	237	5.7%	4,135	123	3.0%	
5209	4,748	4,493	94.6%	4	0.1%	0	0.0%	38	0.8%	0	0.0%	0	0.0%	190	4.0%	23	0.5%	255	5.4%	4,741	89	1.9%	
5210	5,312	5,090	95.8%	9	0.2%	0	0.0%	37	0.7%	0	0.0%	3	0.1%	150	2.8%	23	0.4%	222	4.2%	5,276	162	3.1%	
5211	4,720	4,477	94.9%	8	0.2%	0	0.0%	72	1.5%	5	0.1%	0	0.0%	136	2.9%	22	0.5%	243	5.1%	4,720	136	2.9%	
5212	2,898	2,754	95.0%	7	0.2%	3	0.1%	41	1.4%	0	0.0%	1	0.0%	83	2.9%	9	0.3%	144	5.0%	2,927	51	1.7%	
5213.01	2,404	2,280	94.8%	11	0.5%	0	0.0%	20	0.8%	0	0.0%	2	0.1%	78	3.2%	13	0.5%	124	5.2%	2,375	94	4.0%	
5213.02	5,850	5,599	95.7%	7	0.1%	0	0.0%	53	0.9%	1	0.0%	1	0.0%	153	2.6%	36	0.6%	251	4.3%	5,850	133	2.3%	
5214	6,780	6,496	95.8%	2	0.0%	2	0.0%	101	1.5%	0	0.0%	2	0.0%	137	2.0%	40	0.6%	284	4.2%	6,780	110	1.6%	
5215	4,842	4,560	94.2%	4	0.1%	1	0.0%	98	2.0%	0	0.0%	0	0.0%	161	3.3%	18	0.4%	282	5.8%	4,842	46	1.0%	
5216.01	4,345	4,132	95.1%	19	0.4%	0	0.0%	52	1.2%	0	0.0%	1	0.0%	125	2.9%	16	0.4%	213	4.9%	4,345	37	0.9%	
5216.02	3,473	3,312	95.4%	7	0.2%	0	0.0%	24	0.7%	0	0.0%	0	0.0%	120	3.5%	10	0.3%	161	4.6%	3,473	90	2.6%	
5217	4,839	4,610	95.3%	7	0.1%	1	0.0%	69	1.4%	0	0.0%	5	0.1%	119	2.5%	28	0.6%	229	4.7%	4,830	74	1.5%	
5218.01	3,847	3,581	93.1%	22	0.6%	0	0.0%	96	2.5%	1	0.0%	0	0.0%	137	3.6%	10	0.3%	266	6.9%	3,842	81	2.1%	
5218.02	4,151	3,958	95.4%	11	0.3%	2	0.0%	65	1.6%	1	0.0%	1	0.0%	92	2.2%	21	0.5%	193	4.6%	3,985	106	2.7%	
5219	4,659	4,401	94.5%	13	0.3%	2	0.0%	60	1.3%	0	0.0%	11	0.2%	143	3.1%	29	0.6%	258	5.5%	4,652	83	1.8%	
5220	6,908	3,073	44.5%	2,282	33.0%	19	0.3%	214	3.1%	3	0.0%	22	0.3%	1,094	15.8%	201	2.9%	3,835	55.5%	6,841	383	5.6%	

Sources:

Race/Hispanic or Latino: Hispanic or Latino, and not Hispanic or Latino by Race (SF1: P4)

Poverty: Poverty Status in 1999, Population for whom poverty status is determined (SF3:P87)

Low Income Tract	Minority Tract	Low Income & Minority Tract
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Long Island Bus Minority Routes Ridership Data

Minority Routes	% of Route within Minority Census Tracts	Average Weekday Ridership				Average Saturday Ridership				Average Sunday Ridership			
		2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009
N1	74.5%	2,053	2,163	2,020	-2%	896	877	850	-5%	368	393	400	9%
N2	83.0%	583	627	584	0%	94	97	90	-4%	-	-	-	-
N3	48.3%	242	271	232	-4%	-	-	-	-	-	-	-	-
N4	41.1%	9,451	9,717	9,053	-4%	5,433	5,419	4,934	-9%	3,126	3,271	3,093	-1%
N6	52.1%	14,240	14,513	13,724	-4%	9,891	10,052	9,280	-6%	6,188	6,433	6,263	1%
N8	60.7%	296	312	292	-1%	255	213	229	-10%	-	-	-	-
N14	37.4%	231	230	238	3%	-	-	-	-	-	-	-	-
N15	37.1%	6,869	6,770	6,193	-10%	5,121	5,193	4,692	-8%	3,156	3,378	2,818	-11%
N16	64.9%	3,039	3,162	2,973	-2%	652	664	585	-10%	-	-	-	-
N17	74.1%	214	215	218	2%	-	-	-	-	-	-	-	-
N22	53.0%	7,293	7,503	6,929	-5%	3,838	3,896	3,731	-3%	2,238	2,401	2,276	2%
N24	61.7%	5,146	5,201	4,733	-8%	2,353	2,324	2,126	-10%	1,132	1,212	1,138	1%
N26	34.3%	241	249	218	-10%	-	-	-	-	-	-	-	-
N27	42.1%	1,845	1,871	1,728	-6%	911	879	840	-8%	451	482	467	4%
N35	79.2%	1,835	1,899	2,667	45%	1,070	1,080	1,541	44%	122	117	688	464%
N40	77.8%	5,466	5,398	5,166	-5%	3,439	3,667	3,242	-6%	2,164	2,295	2,081	-4%
N41	79.9%	4,782	4,998	4,604	-4%	3,384	3,299	2,916	-14%	1,636	1,786	1,564	-4%
N43	94.4%	1,415	1,455	1,319	-7%	1,026	1,128	961	-6%	703	816	641	-9%
N45	58.3%	394	392	350	-11%	132	141	148	12%	-	-	-	-
N48	57.1%	1,418	1,449	1,312	-7%	841	911	732	-13%	20	21	21	5%
N51	40.1%	217	227	206	-5%	56	56	55	-2%	-	-	-	-
N62	100.0%	208	254	222	7%	-	-	-	-	-	-	-	-
N65	49.1%	151	164	136	-10%	-	-	-	-	-	-	-	-
N67	53.3%	43	47	40	-7%	-	-	-	-	-	-	-	-
N78	38.6%	738	776	746	1%	-	-	-	-	-	-	-	-
N79	34.5%	1,468	1,507	1,341	-9%	918	970	869	-5%	360	404	386	7%
N93	98.4%	2	2		-100%	11	4	1	-91%	-	-	-	-

Long Island Bus Non-Minority Routes Ridership Data

Non Minority Routes	% of Route within Minority Census Tracts	Average Weekday Ridership				Average Saturday Ridership				Average Sunday Ridership			
		2007	2008	2009	% Change 2007- 2009	2007	2008	2009	% Change 2007- 2009	2007	2008	2009	% Change 2007- 2009
N19	25.0%	1,644	1,607	1,457	-11%	1,022	1,005	947	-7%	410	472	406	-1%
N20	19.4%	5,680	5,780	5,402	-5%	2,621	2,640	3,576	36%	1,508	1,570	1,390	-8%
N21	23.6%	2,124	2,156	1,984	-7%	1,538	1,536	1,373	-11%	1,266	1,260	1,157	-9%
N23	32.0%	2,072	2,161	2,082	0%	1,040	1,102	1,008	-3%	365	437	417	14%
N25	19.3%	2,910	3,013	2,824	-3%	804	820	756	-6%	316	350	364	15%
N28	3.5%	186	205	147	-21%	-	-	-	-	-	-	-	-
N31	11.0%	2,115	2,119	1,832	-13%	1,375	1,349	1,185	-14%	-	-	-	-
N32	9.4%	4,043	4,183	3,980	-2%	1,803	1,785	1,661	-8%	1,886	1,965	1,810	-4%
N33	0.0%	990	934	924	-7%	567	537	450	-21%	296	326	292	-1%
N36	28.3%	586	600	474	-19%	260	227	219	-16%	-	-	-	-
N46	27.9%	476	472	466	-2%	-	-	-	-	-	-	-	-
N47	32.5%	368	389	356	-3%	-	-	-	-	-	-	-	-
N49	39.1%	1,456	1,521	1,374	-6%	1,061	1,006	981	-8%	568	616	614	8%
N50	8.5%	331	342	335	1%	-	-	-	-	-	-	-	-
N53	0.0%	42	49	47	12%	-	-	-	-	-	-	-	-
N54	31.6%	1,070	1,148	1,070	0%	750	758	680	-9%	-	-	-	-
N55	28.5%	1,164	1,105	1,039	-11%	517	494	445	-14%	608	614	579	-5%
N57	0.0%	386	412	378	-2%	-	-	-	-	-	-	-	-
N58	0.0%	1,295	1,316	1,256	-3%	563	570	557	-1%	430	449	442	3%
N66	5.3%	53	66	46	-13%	-	-	-	-	-	-	-	-
N70	25.8%	1,816	1,671	1,516	-17%	74	48	49	-34%	-	-	-	-
N71	32.1%	1,263	1,268	1,124	-11%	1,407	1,479	1,316	-6%	689	739	701	2%
N72	25.8%	3,051	3,251	2,886	-5%	1,789	1,821	1,631	-9%	954	1,054	880	-8%
N73	8.6%	230	250	202	-12%	112	121	117	4%	-	-	-	-
N74	8.6%	222	249	209	-6%	-	-	-	-	-	-	-	-
N80	27.3%	242	266	252	4%	129	143	132	2%	-	-	-	-
N81	28.0%	302	321	272	-10%	126	116	119	-6%	-	-	-	-
N87	1.8%	229	116	40	-83%	200	152	67	-67%	54	52	17	-69%
N88	15.4%	448	274	383	-15%	1,031	1,250	611	-41%	645	960	617	-4%
N94	16.0%	137	135	110	-20%	-	-	-	-	-	-	-	-
N95	0.0%	226	197	191	-15%	-	-	-	-	-	-	-	-

Long Island Bus Low-Income Routes Ridership Data

Low-Income Routes	% of Route within Low-Income Census Tracts	Average Weekday Ridership				Average Saturday Ridership				Average Sunday Ridership			
		2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009
N1	34.9%	2,053	2,163	2,020	-2%	896	877	850	-5%	368	393	400	9%
N2	48.1%	583	627	584	0%	94	97	90	-4%	-	-	-	-
N3	42.7%	242	271	232	-4%	-	-	-	-	-	-	-	-
N4	44.5%	9,451	9,717	9,053	-4%	5,433	5,419	4,934	-9%	3,126	3,271	3,093	-1%
N6	77.1%	14,240	14,513	13,724	-4%	9,891	10,052	9,280	-6%	6,188	6,433	6,263	1%
N14	66.6%	231	230	238	3%	-	-	-	-	-	-	-	-
N15	44.9%	6,869	6,770	6,193	-10%	5,121	5,193	4,692	-8%	3,156	3,378	2,818	-11%
N16	88.1%	3,039	3,162	2,973	-2%	652	664	585	-10%	-	-	-	-
N17	81.8%	214	215	218	2%	-	-	-	-	-	-	-	-
N22	34.8%	7,293	7,503	6,929	-5%	3,838	3,896	3,731	-3%	2,238	2,401	2,276	2%
N24	39.3%	5,146	5,201	4,733	-8%	2,353	2,324	2,126	-10%	1,132	1,212	1,138	1%
N27	45.2%	1,845	1,871	1,728	-6%	911	879	840	-8%	451	482	467	4%
N31	34.3%	2,115	2,119	1,832	-13%	1,375	1,349	1,185	-14%	-	-	-	-
N32	34.3%	4,043	4,183	3,980	-2%	1,803	1,785	1,661	-8%	1,886	1,965	1,810	-4%
N33	50.8%	990	934	924	-7%	567	537	450	-21%	296	326	292	-1%
N35	72.6%	1,835	1,899	2,667	45%	1,070	1,080	1,541	44%	122	117	688	464%
N40	75.5%	5,466	5,398	5,166	-5%	3,439	3,667	3,242	-6%	2,164	2,295	2,081	-4%
N41	77.8%	4,782	4,998	4,604	-4%	3,384	3,299	2,916	-14%	1,636	1,786	1,564	-4%
N43	89.2%	1,415	1,455	1,319	-7%	1,026	1,128	961	-6%	703	816	641	-9%
N45	57.0%	394	392	350	-11%	132	141	148	12%	-	-	-	-
N48	57.1%	1,418	1,449	1,312	-7%	841	911	732	-13%	20	21	21	5%
N49	38.6%	1,456	1,521	1,374	-6%	1,061	1,006	981	-8%	568	616	614	8%
N51	49.6%	217	227	206	-5%	56	56	55	-2%	-	-	-	-
N57	72.2%	386	412	378	-2%	-	-	-	-	-	-	-	-
N58	91.6%	1,295	1,316	1,256	-3%	563	570	557	-1%	430	449	442	3%
N62	69.5%	208	254	222	7%	-	-	-	-	-	-	-	-
N65	40.2%	151	164	136	-10%	-	-	-	-	-	-	-	-
N67	40.5%	43	47	40	-7%	-	-	-	-	-	-	-	-
N78	41.6%	738	776	746	1%	-	-	-	-	-	-	-	-
N79	34.5%	1,468	1,507	1,341	-9%	918	970	869	-5%	360	404	386	7%
N88	58.2%	448	274	383	-15%	1,031	1,250	611	-41%	645	960	617	-4%
N93	89.6%	2	2		-100%	11	4	1	-91%	-	-	-	-
N95	64.5%	226	197	191	-15%	-	-	-	-	-	-	-	-

Long Island Bus Non Low-Income Routes Ridership Data

Non Low-Income Routes	% of Route within Low-Income Census Tracts	Average Weekday Ridership				Average Saturday Ridership				Average Sunday Ridership			
		2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009	2007	2008	2009	% Change 2007-2009
N8	22.8%	296	312	292	-1%	255	213	229	-10%	-	-	-	-
N19	7.6%	1,644	1,607	1,457	-11%	1,022	1,005	947	-7%	410	472	406	-1%
N20	19.3%	5,680	5,780	5,402	-5%	2,621	2,640	3,576	36%	1,508	1,570	1,390	-8%
N21	23.6%	2,124	2,156	1,984	-7%	1,538	1,536	1,373	-11%	1,266	1,260	1,157	-9%
N23	19.6%	2,072	2,161	2,082	0%	1,040	1,102	1,008	-3%	365	437	417	14%
N25	24.6%	2,910	3,013	2,824	-3%	804	820	756	-6%	316	350	364	15%
N26	23.0%	241	249	218	-10%	-	-	-	-	-	-	-	-
N28	3.5%	186	205	147	-21%	-	-	-	-	-	-	-	-
N36	26.4%	586	600	474	-19%	260	227	219	-16%	-	-	-	-
N46	27.5%	476	472	466	-2%	-	-	-	-	-	-	-	-
N47	32.1%	368	389	356	-3%	-	-	-	-	-	-	-	-
N50	4.0%	331	342	335	1%	-	-	-	-	-	-	-	-
N53	17.3%	42	49	47	12%	-	-	-	-	-	-	-	-
N54	26.8%	1,070	1,148	1,070	0%	750	758	680	-9%	-	-	-	-
N55	25.7%	1,164	1,105	1,039	-11%	517	494	445	-14%	608	614	579	-5%
N66	0.0%	53	66	46	-13%	-	-	-	-	-	-	-	-
N70	22.5%	1,816	1,671	1,516	-17%	74	48	49	-34%	-	-	-	-
N71	13.7%	1,263	1,268	1,124	-11%	1,407	1,479	1,316	-6%	689	739	701	2%
N72	22.5%	3,051	3,251	2,886	-5%	1,789	1,821	1,631	-9%	954	1,054	880	-8%
N73	8.3%	230	250	202	-12%	112	121	117	4%	-	-	-	-
N74	8.3%	222	249	209	-6%	-	-	-	-	-	-	-	-
N80	17.5%	242	266	252	4%	129	143	132	2%	-	-	-	-
N81	15.2%	302	321	272	-10%	126	116	119	-6%	-	-	-	-
N87	30.0%	229	116	40	-83%	200	152	67	-67%	54	52	17	-69%
N94	13.0%	137	135	110	-20%	-	-	-	-	-	-	-	-

0

Demographic and Service Maps

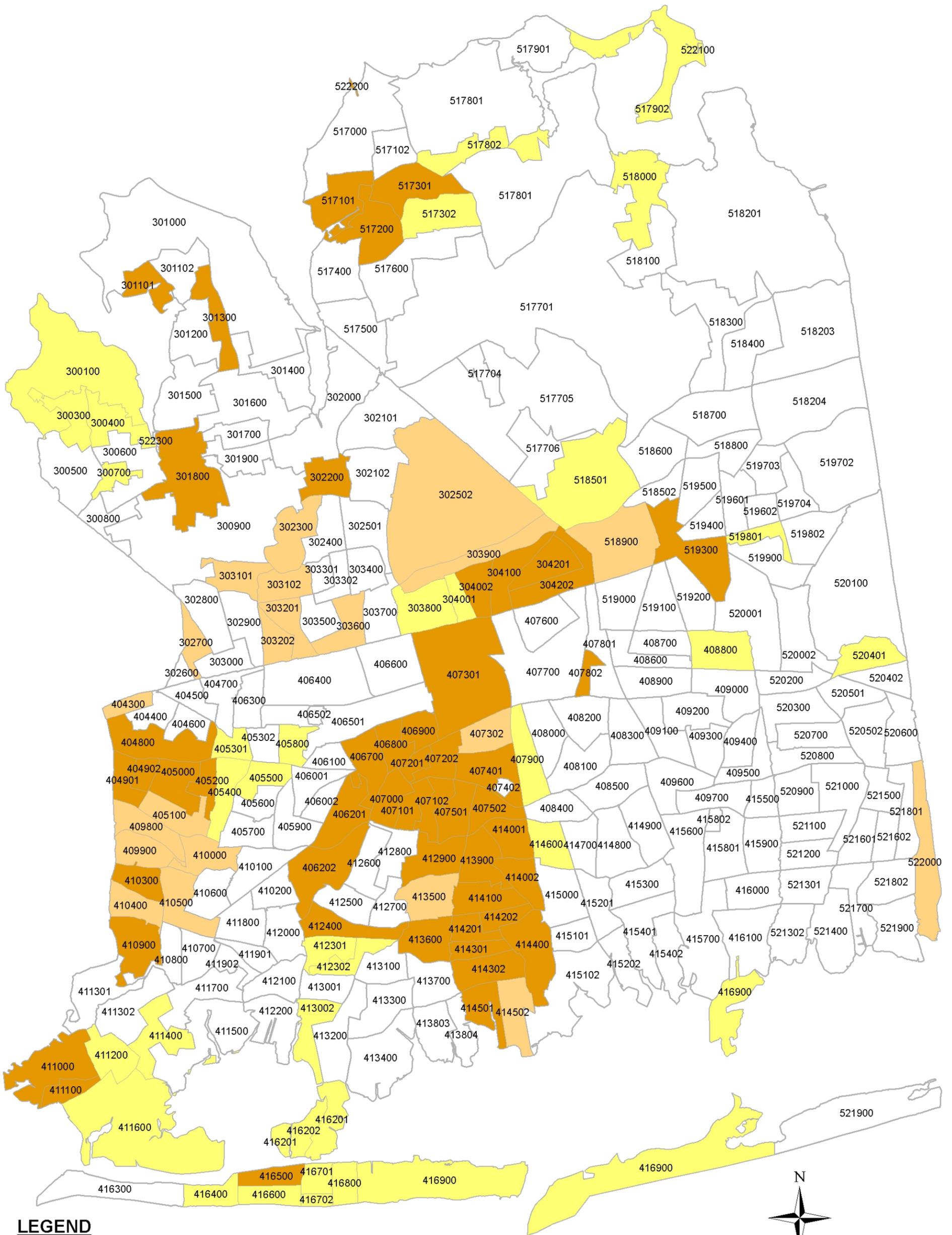
Base Map

Minority and Low-Income Population Census Tracts

Minority and Low-Income Routes

Transit Facilities

NASSAU COUNTY, NY MINORITY AND LOW-INCOME POPULATION CENSUS TRACTS



LEGEND

- 2000 U.S. Census Tracts
- Low-Income Census Tracts
- Minority Census Tracts
- Minority and Low-Income Census Tracts

0 1 2 4 6 8 10 Miles



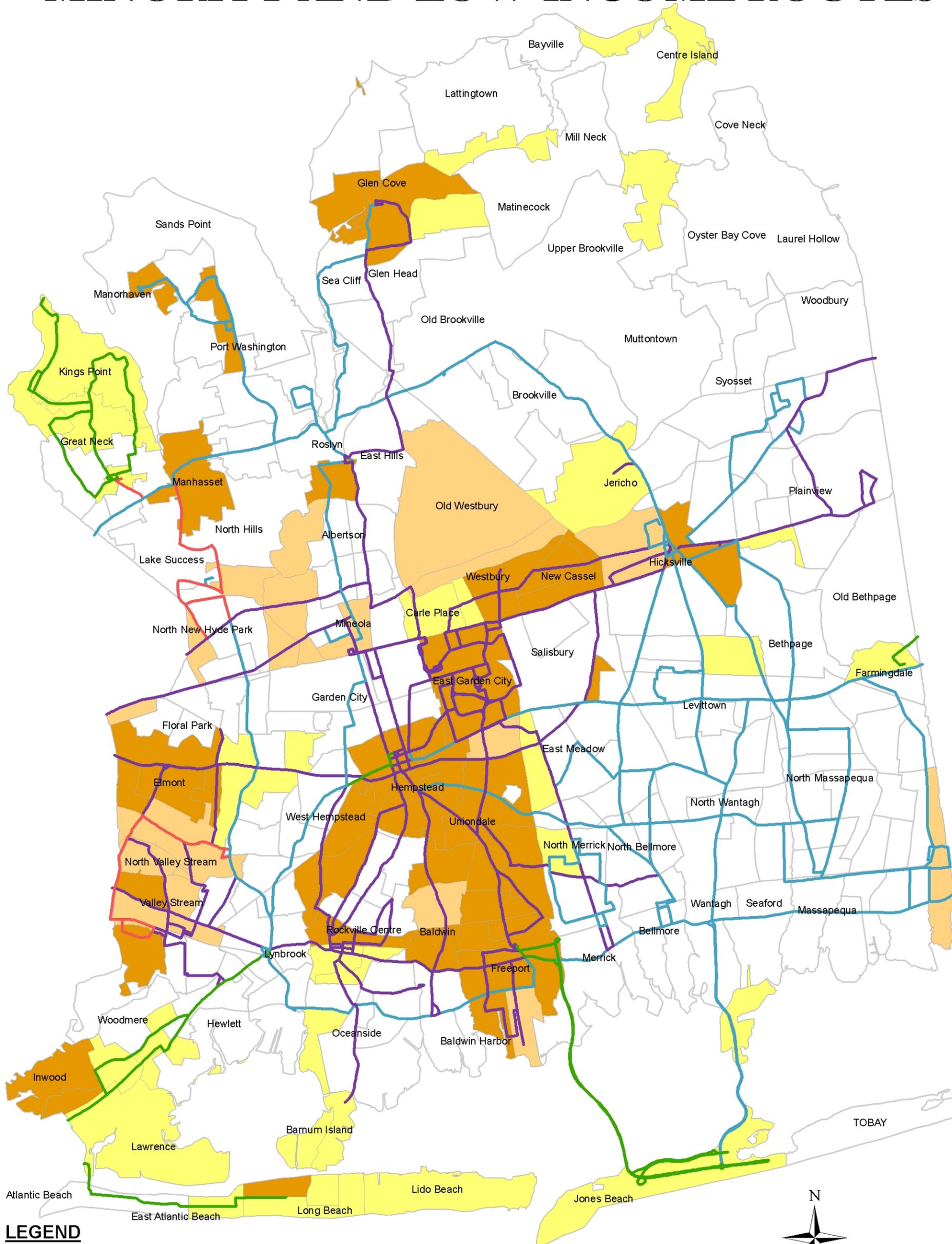
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NASSAU COUNTY, NY MINORITY AND LOW-INCOME ROUTES

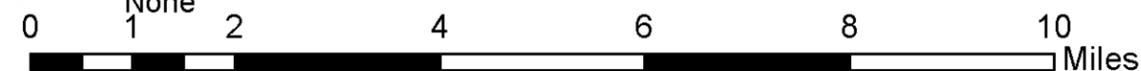


LEGEND

Long Island Bus Routes

- Low-Income Routes
- Minority Routes
- Low-Income & Minority Routes
- None

- Low-Income Census Tracts
- Minority Census Tracts
- Minority & Low-Income Census Tracts
- 2000 U.S. Census Tracts

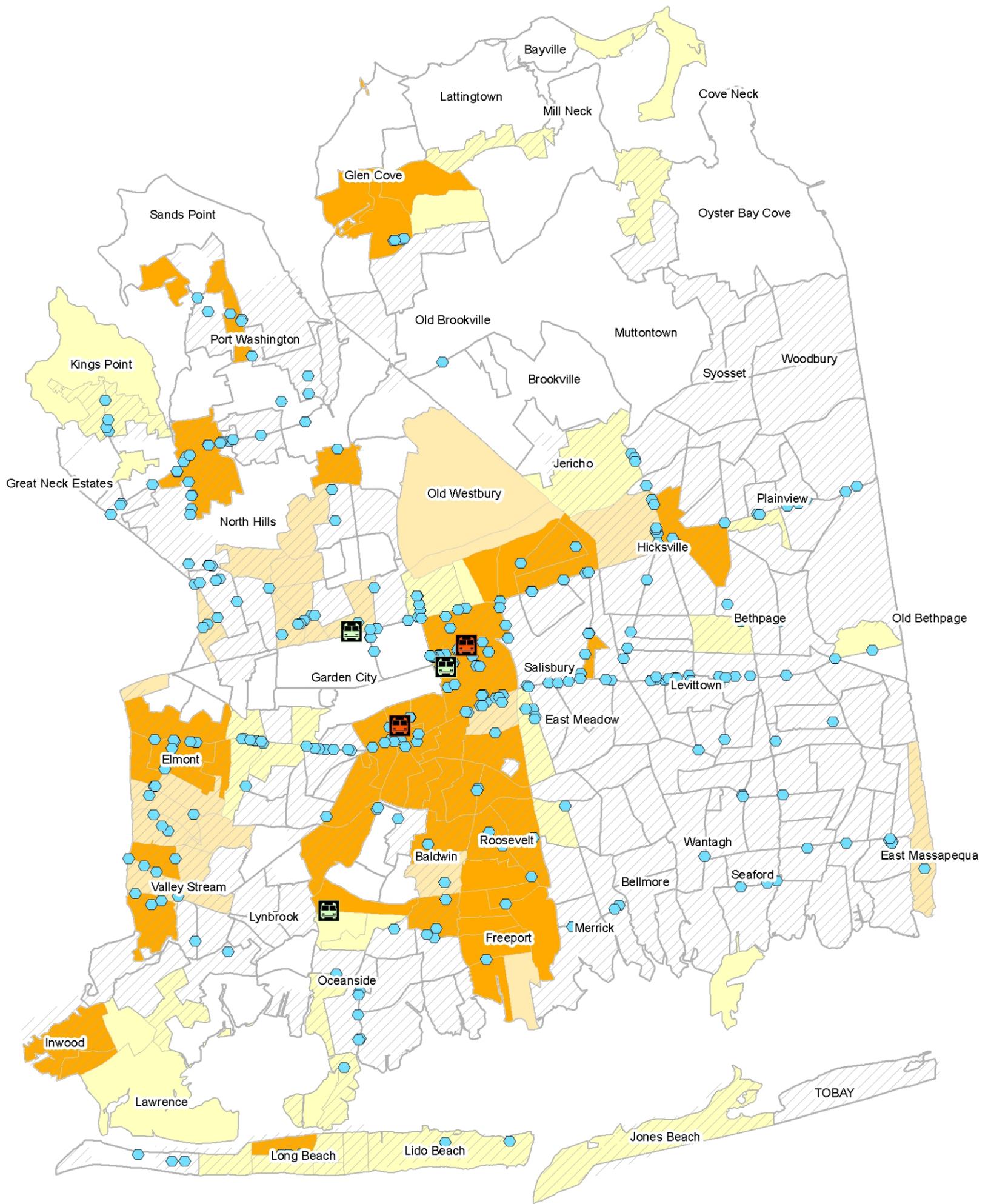


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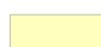
NASSAU COUNTY, NY TRANSIT FACILITIES MAP



LEGEND

Long Island Bus Facilities

-  Recently Renovated
-  Not Recently Renovated
-  Bus Shelter Municipalities
-  Nassau County Bus Shelters

-  2000 U.S. Census Tracts
-  Minority & Low Income Census Tracts
-  Minority Census Tracts
-  Low Income Census Tracts

0 0.5 1 2 3 4 5 Miles

Long Island Bus Routes



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Appendix E: Long Island Bus, Evaluation of Fare Changes

Title VI Analysis for Long Island Bus

Evaluation of Service Changes

Evaluation of Fare Changes

Prepared for:

Metropolitan Transportation Authority
347 Madison Avenue
New York, NY 10017

Prepared by:



March 12, 2009

**Long Island Bus
Title VI Review
Evaluation of Fare Changes
“2009 Contingency Program”
Introduction**

Introduction

Long Island Bus, in accordance with Title VI regulations, needs to assess whether its fare changes are implemented in a non-discriminatory manner with respect to both the minority and income status of the riders. The following methodology, table and analyses are presented to assess the effects of the fare (systemwide) changes (8% and 23% scenarios) that are potentially to be implemented in accord with the “2009 Contingency Program.”

Long Island Bus is implementing a methodology developed by MTA for MTA Bus to evaluate the equity (both minority and income based) for the proposed fare modifications. Employing this methodology, with respect to the “2009 Contingency Program” fare changes shown on the attachments, the equity analyses demonstrate that these fare scenarios (8% and 23%) are nondiscriminatory for both minority and income status.

MTA Bus Company (MTA Bus) Title VI Assessment Fare Change Impact Methodology

The methodology that will be used by Long Island Bus in assessing the potential Title VI impact of a fare structure change was developed by MTA for MTA Bus and is detailed below. This particular fare impact assessment technique complies with Circular FTA C 4702.1A, “Title VI and Title VI Dependent Guidelines for Federal Transit Administration Recipients”. Specifically, this technique uses “Option B – Locally Developed Evaluation Procedure” of Chapter V, Section 4 of Circular FTA C 4702.1A.

In compliance with “Option B”, the Long Island Bus fare change assessment will determine whether the fare change could have a discriminatory impact and, if so, what action will be taken by Long Island Bus to mitigate such an impact. The fare change impact assessment will be based on information extracted from the most recent annual Long Island Bus passenger surveys performed by the MTA and its consultants.

Included in this survey questionnaire are inquiries as to the customer’s: trip origin and destination (Long Island Bus specific); type of fare media used; and the bus route taken. The consultant team performed classification of each Long Island Bus route using the FTA’s one-third rule as to whether the route is minority or non-minority based, and whether the route is below poverty or above poverty based. This analysis is matched to the survey data for each specific bus route. The intent of these pairings is to analyze by demographics an index, the cost per mile factor, in determining the overall equity of the fare change.

The cost component of the index was derived from the fare media responses of the annual telephone survey (using the most current fare structure), while the mileage element was calculated by using the origin/destination survey answers. The cost per mile findings (by minority and income categories) for local service was statistically compared, using the “t-test” technique (at a 95% confidence level), to assess the equity of the fare change. If this equity analysis provides for no findings of a discriminatory basis, then the fare change would be viewed by Long Island Bus to be in compliance with Title VI Guidelines

The t-test assumes that the cost per mile is normally distributed across the population. There are two formulations of the t-test, one which assumes equal population variance and one that assumes unequal population variance. Because of the difference in sample size and the wide variation in trip length from very short (less than one mile) to long trips (15 to 20 miles) across the Long Island Bus routes, the t-test for unequal variances was applied to test the null hypothesis that the sample means are the same. In the equal variance t-test, the larger sample contributes more to the pooled variance estimate, but the unequal variance version applies equal weight to the pooled variance estimate and is generally preferred when the sample sizes are different as they are in samples from the survey.

For each proposed fare change the t-test was applied assuming both equal and unequal variances. In all cases, the analysis showed no findings of a discriminatory basis for either minority or income status. The following tables contain a summary of the results of the t-test assuming unequal variance. The Microsoft Excel t-test results for both unequal variance and equal variance assumptions are included following the summary review of the results.

**MTA Bus Company (MTA Bus)
Title VI Assessment
"2009 Contingency Program"
Fare Change Proposals
Tables**

Local Bus Fare									
Fare Type	Current Structure As of 01/2009	23 % Options				8 % Options			
		Proposal 1		Proposal 2		Proposal 3		Proposal 4	
		<u>Proposed</u>	% Change	<u>Proposed</u>	% Change	<u>Proposed</u>	% Change	<u>Proposed</u>	% Change
Cash/Single Ride Ticket	\$2.00	\$2.50	25.0%	\$3.00	50.0%	\$2.25	12.5%	\$2.25	12.5%
Regular MetroCard	\$2.00	\$2.50	25.0%	\$2.25	12.5%	\$2.25	12.5%	\$2.00	0.0%
MetroCard Bonus %	15.0%	15.0%	-	None	N/A	20.0%	-	None	N/A
MetroCard Bonus Threshold	\$7.00	\$7.00	0.0%	None	N/A	\$7.50	7.1%	None	N/A
Effective Bonus Fare	\$1.74	\$2.17	25.0%	\$2.25	29.4%	\$1.88	7.8%	\$2.00	15.0%
Unlimited Pass – 1 Day	\$7.50	\$9.50	26.7%	\$9.50	26.7%	\$8.00	6.7%	\$8.00	6.7%
Unlimited Pass – 7 Day	\$25.00	\$31.00	24.0%	\$31.00	24.0%	\$27.00	8.0%	\$26.00	4.0%
Unlimited Pass – 14 Day	\$47.00	\$59.00	25.5%	\$57.00	21.3%	\$49.00	4.3%	\$49.00	4.3%
Unlimited Pass – 30 Day	\$81.00	\$103.00	27.2%	\$99.00	22.2%	\$88.00	8.6%	\$87.00	7.4%

Source: Office of Management Budget (NYCT)

**MTA Bus Company (MTA Bus)
Title VI Review
Evaluation of Fare Changes
“2009 Contingency Program”
8% Proposals**

A. Minority Analyses

Proposal #3	Minority	Non-Minority
Average Cost Per Mile	\$0.68	\$0.53
Variance	1.720	0.134
Observations	82	13

Using the statistical t-test for unequal variances, the t critical two-tail value was ± 1.995 , and the actual t statistic for the analysis was 0.87. Since $0.87 > -1.995$ and < 1.995 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between minority and non-minority as it relates to local fares.

Proposal #4	Minority	Non-Minority
Average Cost Per Mile	\$0.65	\$0.51
Variance	1.709	0.133
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.995 , and the actual t statistic for the analysis was 0.83. Since $0.83 > -1.995$ and < 1.995 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between minority and non-minority as it relates to local fares.

B. Income Analyses

Proposal #3	At or Below Poverty	Above Poverty
Average Cost Per Mile	\$0.70	\$0.41
Variance	1.716	0.087
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.989 , and the actual t statistic for the analysis was 1.71. Since $1.71 > -1.989$ and < 1.989 we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between at or below poverty and above poverty as it relates to local fares.

Proposal #4	At or Below Poverty	Above Poverty
Average Cost Per Mile	\$0.67	\$0.40
Variance	1.705	0.088
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.989 , and the actual t statistic for the analysis was 1.64. Since $1.64 > -1.989$ and < 1.989 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between at or below poverty and above poverty as it relates to local fares.

**MTA Bus Company (MTA Bus)
Title VI Review
Evaluation of Fare Changes
“2009 Contingency Program”
23% Proposals**

A. Minority Analyses

Proposal #1	Minority	Non-Minority
Average Cost Per Mile	\$0.77	\$0.59
Variance	2.122	0.163
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.995 , and the actual t statistic for the analysis was 0.91. Since $0.91 > -1.995$ and < 1.995 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between minority and non-minority as it relates to local fares.

Proposal #2	Minority	Non-Minority
Average Cost Per Mile	\$0.80	\$0.63
Variance	3.173	0.236
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.996 , and the actual t statistic for the analysis was 0.71. Since $0.71 > -1.996$ and < 1.996 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between minority and non-minority as it relates to local fares.

B. Income Analyses

Proposal #1	At or Below Poverty	Above Poverty
Average Cost Per Mile	\$0.79	\$0.47
Variance	2.116	0.1064
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.988 , and the actual t statistic for the analysis was 1.74. Since $1.74 > -1.988$ and < 1.988 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between at or below poverty and above poverty as it relates to local fares.

Proposal #2	At or Below Poverty	Above Poverty
Average Cost Per Mile	\$0.82	\$0.49
Variance	3.021	0.164
Observations	82	13

Using the statistical t-test, the t critical two-tail value was ± 1.989 , and the actual t statistic for the analysis was 1.51. Since $1.51 > -1.989$ and < 1.989 , we cannot reject the null hypothesis that the means are equal, so there appears to be no inequity between at or below poverty and above poverty as it relates to local fares.

T-test results for Minority Based Split
(Two-Sample t-test Assuming Unequal Variances)

Proposal 1

t-Test: Two-Sample Assuming Unequal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.771524	0.591422
Variance	2.121559	0.163351
Observations	82	13
Hypothesized Mean Difference	0	
df	69	
t Stat	0.918625	
P(T<=t) one-tail	0.180746	
t Critical one-tail	1.667239	
P(T<=t) two-tail	0.361492	
t Critical two-tail	1.994945	

Proposal 2

t-Test: Two-Sample Assuming Unequal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.802748	0.634879
Variance	3.027074	0.244448
Observations	82	13
Hypothesized Mean Difference	0	
df	67	
t Stat	0.711162	
P(T<=t) one-tail	0.239726	
t Critical one-tail	1.667916	
P(T<=t) two-tail	0.479452	
t Critical two-tail	1.996008	

Proposal 3

t-Test: Two-Sample Assuming Unequal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.683836	0.528304
Variance	1.720179	0.133635
Observations	82	13
Hypothesized Mean Difference	0	
df	69	
t Stat	0.879717	
P(T<=t) one-tail	0.191033	
t Critical one-tail	1.667239	
P(T<=t) two-tail	0.382066	
t Critical two-tail	1.994945	

Proposal 4

t-Test: Two-Sample Assuming Unequal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.654877	0.507822
Variance	1.708898	0.133394
Observations	82	13
Hypothesized Mean Difference	0	
df	68	
t Stat	0.833855	
P(T<=t) one-tail	0.203641	
t Critical one-tail	1.667572	
P(T<=t) two-tail	0.407282	
t Critical two-tail	1.995469	

T-test results for Income Based Split
(Two-Sample t-test Assuming Unequal Variances)

Proposal 1

t-Test: Two-Sample Assuming Unequal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.787477	0.466506
Variance	2.116996	0.106432
Observations	82	13
Hypothesized Mean Difference	0	
df	84	
t Stat	1.740607	
P(T<=t) one-tail	0.042707	
t Critical one-tail	1.663197	
P(T<=t) two-tail	0.085414	
t Critical two-tail	1.98861	

Proposal 3

t-Test: Two-Sample Assuming Unequal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.698455	0.41423
Variance	1.716556	0.087121
Observations	82	13
Hypothesized Mean Difference	0	
df	83	
t Stat	1.70974	
P(T<=t) one-tail	0.045525	
t Critical one-tail	1.66342	
P(T<=t) two-tail	0.09105	
t Critical two-tail	1.98896	

Proposal 2

t-Test: Two-Sample Assuming Unequal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.821798	0.485569
Variance	3.021446	0.164442
Observations	82	13
Hypothesized Mean Difference	0	
df	81	
t Stat	1.511293	
P(T<=t) one-tail	0.067303	
t Critical one-tail	1.663884	
P(T<=t) two-tail	0.134605	
t Critical two-tail	1.989686	

Proposal 4

t-Test: Two-Sample Assuming Unequal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.66916	0.395866
Variance	1.705349	0.088364
Observations	82	13
Hypothesized Mean Difference	0	
df	83	
t Stat	1.64521	
P(T<=t) one-tail	0.051854	
t Critical one-tail	1.66342	
P(T<=t) two-tail	0.103709	
t Critical two-tail	1.98896	

T-test results for Minority Based Split
(Two-Sample t-test Assuming Equal Variances)

Proposal 1

t-Test: Two-Sample Assuming Equal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.774277	0.591422
Variance	2.096316	0.163351
Observations	83	13
Pooled Variance	1.849554	
Hypothesized Mean Difference	0	
df	94	
t Stat	0.450763	
P(T<=t) one-tail	0.326599	
t Critical one-tail	1.661226	
P(T<=t) two-tail	0.653198	
t Critical two-tail	1.985523	

Proposal 3

t-Test: Two-Sample Assuming Equal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.68644	0.528304
Variance	1.699765	0.133635
Observations	83	13
Pooled Variance	1.499833	
Hypothesized Mean Difference	0	
df	94	
t Stat	0.432898	
P(T<=t) one-tail	0.33304	
t Critical one-tail	1.661226	
P(T<=t) two-tail	0.666081	
t Critical two-tail	1.985523	

Proposal 2

t-Test: Two-Sample Assuming Equal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.807534	0.634879
Variance	2.992059	0.244448
Observations	83	13
Pooled Variance	2.6413	
Hypothesized Mean Difference	0	
df	94	
t Stat	0.356161	
P(T<=t) one-tail	0.361259	
t Critical one-tail	1.661226	
P(T<=t) two-tail	0.722518	
t Critical two-tail	1.985523	

Proposal 4

t-Test: Two-Sample Assuming Equal Variances

	Minority	Non-Minority
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.65783	0.507822
Variance	1.688782	0.133394
Observations	83	13
Pooled Variance	1.490222	
Hypothesized Mean Difference	0	
df	94	
t Stat	0.411969	
P(T<=t) one-tail	0.34065	
t Critical one-tail	1.661226	
P(T<=t) two-tail	0.6813	
t Critical two-tail	1.985523	

T-test results for Income Based Split
(Two-Sample t-test Assuming Equal Variances)

Proposal 1

t-Test: Two-Sample Assuming Equal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.787477	0.466506
Variance	2.116996	0.106432
Observations	82	13
Pooled Variance	1.857568	
Hypothesized Mean Difference	0	
df	93	
t Stat	0.78888	
P(T<=t) one-tail	0.216094	
t Critical one-tail	1.661404	
P(T<=t) two-tail	0.432189	
t Critical two-tail	1.985802	

Proposal 3

t-Test: Two-Sample Assuming Equal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.698455	0.41423
Variance	1.716556	0.087121
Observations	82	13
Pooled Variance	1.506307	
Hypothesized Mean Difference	0	
df	93	
t Stat	0.77575	
P(T<=t) one-tail	0.219933	
t Critical one-tail	1.661404	
P(T<=t) two-tail	0.439865	
t Critical two-tail	1.985802	

Proposal 2

t-Test: Two-Sample Assuming Equal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.821798	0.485569
Variance	3.021446	0.164442
Observations	82	13
Pooled Variance	2.6528	
Hypothesized Mean Difference	0	
df	93	
t Stat	0.691512	
P(T<=t) one-tail	0.245483	
t Critical one-tail	1.661404	
P(T<=t) two-tail	0.490967	
t Critical two-tail	1.985802	

Proposal 4

t-Test: Two-Sample Assuming Equal Variances

	Below Poverty	Above Poverty
	<i>Variable 1</i>	<i>Variable 2</i>
Mean	0.66916	0.395866
Variance	1.705349	0.088364
Observations	82	13
Pooled Variance	1.496706	
Hypothesized Mean Difference	0	
df	93	
t Stat	0.748305	
P(T<=t) one-tail	0.228082	
t Critical one-tail	1.661404	
P(T<=t) two-tail	0.456164	
t Critical two-tail	1.985802	

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Non-Minority Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N19	Clocks Blvd & Merrick Blvd	Sunrise Highway & Broadway	18	\$2.50	\$0.14	\$3.00	\$0.17	\$2.25	\$0.13	\$2.25	\$0.13
N20/N21	Roosevelt Ave & Main st	Northern Blvd & Lakeville Rd	7	\$1.53	\$0.22	\$1.47	\$0.21	\$1.27	\$0.18	\$1.27	\$0.18
N20/N21	Main St & Flushing area	New Bridge Rd & Hicksville	22	\$2.50	\$0.11	\$2.25	\$0.10	\$2.25	\$0.10	\$2.00	\$0.09
N25	Mynbrook Area-Broadway & Sunrise Highway	Franklin Ave & Corona Ave	29	\$1.53	\$0.05	\$1.47	\$0.05	\$1.27	\$0.04	\$1.27	\$0.04
N31	West Broadway & Oakland	Green Acres in Hewlett	19	\$2.50	\$0.13	\$3.00	\$0.16	\$2.25	\$0.12	\$2.25	\$0.12
N32	Lynbrook-Merrick Rd & Hempstead Ave	Broadway & Franklin Place	27	\$2.50	\$0.09	\$2.25	\$0.08	\$2.25	\$0.08	\$2.00	\$0.07
N33	national & park ave in longbeach	101 police Sta in rockaway	56	\$2.50	\$0.04	\$3.00	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04
N36	the train Sta freport long island RR Sta	oceanside Rd, that is all i know	4	\$2.50	\$0.63	\$2.25	\$0.56	\$2.25	\$0.56	\$2.00	\$0.50
N70/N71/N72	Hempstead Term-Hempstead tpk	Jamaica Ave & Francis Lewis Blvd	73	\$2.50	\$0.03	\$2.25	\$0.03	\$2.25	\$0.03	\$2.00	\$0.03
N70/N71/N72	Hempstead Transit-Main st	Oreo & Hempstead tpk in Levitt Town	6	\$2.50	\$0.42	\$3.00	\$0.50	\$2.25	\$0.38	\$2.25	\$0.38
N70/N71/N72	Hempstead Transit Center-Jackson stand Hempstead	Sunrise Highway & Commerce Rd	143	\$2.50	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.01
N80	Sunrise Mall-Sunrise Highway at bus Term/	Hicksville Rd & Bayberry	52	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N80/N81	Hempstead tpk-Stewart Ave	Stewart Ave & Sunrise Highway	35	\$2.50	\$0.07	\$3.00	\$0.09	\$2.25	\$0.06	\$2.25	\$0.06

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Minority Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N1	165st & Jamaica Bus Term	Green Acres & Sydney Place	9.3	\$1.53	\$0.16	\$1.47	\$0.16	\$1.27	\$0.14	\$1.27	\$0.14
N15	Hempstead between Jackson & Columbia St	Pine St & Long Beach Rd	3.4	\$2.50	\$0.74	\$2.25	\$0.66	\$2.25	\$0.66	\$2.00	\$0.59
N15	Roosevelt Field & Off Stewart Ave	Old Country Rd & County Seat Drive	2	\$2.50	\$1.25	\$2.25	\$1.13	\$2.25	\$1.13	\$2.00	\$1.00
N15	Merrick Rd & South Park Ave	Roosevelt Field & Corporate Drive	9.5	\$2.50	\$0.26	\$3.00	\$0.32	\$2.25	\$0.24	\$2.25	\$0.24
N15	Uniondale -Jerusalem Ave to Hempstead	Long Beach Rd & Pine St	5.5	\$2.50	\$0.45	\$3.00	\$0.55	\$2.25	\$0.41	\$2.25	\$0.41
N15	Chestnut St & Washington Ave	Roosevelt Field in Garden City	2.1	\$2.50	\$1.19	\$3.00	\$1.43	\$2.25	\$1.07	\$2.25	\$1.07
N15	Long Island RR Sta in Longbeach-Park Ave & National Blvd	Roosevelt Field-Stewart Ave & Old Country Rd	12.2	\$2.50	\$0.20	\$2.25	\$0.18	\$2.25	\$0.18	\$2.00	\$0.16
N15	Hempstead Term-Jackson Ave	Longbeach & Park Ave	5.7	\$2.19	\$0.38	\$2.19	\$0.38	\$1.84	\$0.32	\$1.84	\$0.32
N15	Rockville Center Train Sta-Woodfield Rd in Lakeview	Mineola Train Sta (p) (ne)	7.2	\$2.50	\$0.35	\$2.25	\$0.31	\$2.25	\$0.31	\$2.00	\$0.28
N16	Rhodes Ave & Commander Ave	Nassau & Garden City	5	\$1.53	\$0.31	\$1.47	\$0.29	\$1.27	\$0.25	\$1.27	\$0.25
N16	3Hempstead Term-(p) (ne)	Nassau community college-(p) (ne)	5	\$1.53	\$0.31	\$1.47	\$0.29	\$1.27	\$0.25	\$1.27	\$0.25
N22	Jamaica Ave & Hillside Ave	Roosevelt Field Bus Term -Roosevelt field	13.4	\$2.19	\$0.16	\$2.19	\$0.16	\$1.84	\$0.14	\$1.84	\$0.14
N22	Jamaica Bus Term-Merrick Ave & Blvd & 89th Ave	West John St & Alpha Plaza	16	\$2.19	\$0.14	\$2.19	\$0.14	\$1.84	\$0.12	\$1.84	\$0.12
N22/N22a	Wilson Park to Hillside	Hillside Ave & Willis Ave	1.9	\$2.19	\$1.15	\$2.19	\$1.15	\$1.84	\$0.97	\$1.84	\$0.97
N22/N22a	165st in Jamaica	Roosevelt Field in Long Island	11.5	\$1.53	\$0.13	\$1.47	\$0.13	\$1.27	\$0.11	\$1.27	\$0.11
N22/N22a	Merrick Blvd & 88 Ave	Old Country Rd & Roosevelt Mall	11.5	\$1.53	\$0.13	\$1.47	\$0.13	\$1.27	\$0.11	\$1.27	\$0.11
N23	Mineola Bus Term- Off Old Country Rd & Third Ave	Rosalyn Clark Tower & Warner Ave	5.2	\$2.50	\$0.48	\$2.25	\$0.43	\$2.25	\$0.43	\$2.00	\$0.38
N24	Mineola Bus Term-Old Country Rd & Franklin Ave	Jamaica Ave & 222nd St	5.5	\$2.50	\$0.45	\$2.25	\$0.41	\$2.25	\$0.41	\$2.00	\$0.36
N24	Springfield & Jamaica Ave	Roosevelt St Mall-Zeckingdorf Blvd & Corporate Drive	8.2	\$1.52	\$0.19	\$1.52	\$0.19	\$1.32	\$0.16	\$1.27	\$0.16
N24	165st & Hillside in the Term	Mineola Term-Old Country Rd & County Seat Drive	10	\$2.50	\$0.25	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.20
N24	165st & Jamaica at the Term	New Hyde Park Rd & Jericho tpk	6.4	\$2.19	\$0.34	\$2.19	\$0.34	\$1.84	\$0.29	\$1.84	\$0.29
N27	Pratt Blvd & Bridge St First stop in Glen Cove	Old Country Rd & East Gate in Carle Place	12	\$2.50	\$0.21	\$2.25	\$0.19	\$2.25	\$0.19	\$2.00	\$0.17
N27	Hempstead Term-Main St (p) (ne)	Oaks St & Westbury Blvd	1.4	\$1.53	\$1.09	\$1.47	\$1.05	\$1.27	\$0.90	\$1.27	\$0.90
N27	Hempstead Term on Clinton St	Lynbrook Blvd near Roosevelt Mall	3.9	\$2.50	\$0.64	\$2.25	\$0.58	\$2.25	\$0.58	\$2.00	\$0.51
N35	Hemstead & Jackson St	Longwood Ave & Westbury Blve	5.1	\$2.19	\$0.43	\$2.19	\$0.43	\$1.84	\$0.36	\$1.84	\$0.36
N35	Post Ave & Rockland St	Post Ave & Old Country Rd	1	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	\$2.00	\$2.00
N37	Baldwin Rd & Brown Ave	Baldwin Rd & Grand Ave	0.6	\$2.50	\$4.17	\$3.00	\$5.00	\$2.25	\$3.75	\$2.25	\$3.75
N37	Balding Ave & Grant Ave	Merrick St to Long Island Bus Term	4.1	\$2.19	\$0.53	\$2.19	\$0.53	\$1.84	\$0.45	\$1.84	\$0.45
N37	Hempstead Bus Term-Main St & Jackson	Grant Ave (p) (ne)	3.8	\$1.52	\$0.40	\$1.52	\$0.40	\$1.32	\$0.35	\$1.27	\$0.33
N37	Merrick Rd & Grand	Hempstead Transit Ctr(p) (ne)	4.7	\$2.50	\$0.53	\$2.25	\$0.48	\$2.25	\$0.48	\$2.00	\$0.43
N4	Merrick Rd & Peninsula Blvd	Merrick Rd & Park Ave	3.6	\$2.50	\$0.69	\$2.25	\$0.63	\$2.25	\$0.63	\$2.00	\$0.56
N4	Freeport RR & Bayside Ave	South Brookside Ave & Merrick Ave	1.5	\$1.53	\$1.02	\$1.47	\$0.98	\$1.27	\$0.84	\$1.27	\$0.84
N4	Merrick Rd & Sure St	Freeport-Mill Rd	7.3	\$2.50	\$0.34	\$2.25	\$0.31	\$2.25	\$0.31	\$2.00	\$0.27
N4	East Merrick Rd & Rockaway Ave	East Merrick Rd & Broadway	1.5	\$2.50	\$1.67	\$2.25	\$1.50	\$2.25	\$1.50	\$2.00	\$1.33
N4	Long Island RR in Freeport	Five Connors & Lynbrook-Broadway & Atlantic Ave	5.5	\$1.53	\$0.28	\$1.47	\$0.27	\$1.27	\$0.23	\$1.27	\$0.23
N4	Freeport at the train Sta-Henry St	Archer Stand Parsons Blvd	13.3	\$2.50	\$0.19	\$2.25	\$0.17	\$2.25	\$0.17	\$2.00	\$0.15
N4	Merrick Blvd & Long Beach Rd	Jamaica Bus Term & 165St	10	\$2.19	\$0.22	\$2.19	\$0.22	\$1.84	\$0.18	\$1.84	\$0.18
N4	Arlington Ave & Merrick Rd	Lynbrook on Merrick Rd & Park Ave	3.3	\$2.50	\$0.76	\$2.25	\$0.68	\$2.25	\$0.68	\$2.00	\$0.61
N4	Freeport RR near Merrick Rd	Oceanside Rd & Merrick Rd	3.2	\$2.50	\$0.78	\$3.00	\$0.94	\$2.25	\$0.70	\$2.25	\$0.70
N40	South Main St in Freeport	Nassau Rd & Babylon Rd	2.4	\$2.50	\$1.04	\$3.00	\$1.25	\$2.25	\$0.94	\$2.25	\$0.94
N40	town, village of hempstead jackson & main St	babylon tpk,nassau Rd ,roosevelt ny	3	\$2.50	\$0.83	\$3.00	\$1.00	\$2.25	\$0.75	\$2.25	\$0.75
N40/N41	Hempstead Bus Term-Main St & Drainage St	Main St & Soaken St	3.9	\$2.50	\$0.64	\$2.25	\$0.58	\$2.25	\$0.58	\$2.00	\$0.51
N40/N41	Stewart Ave & Franklin Ave	The Term-Old Country Rd & Franklin Ave	0.9	\$2.50	\$2.78	\$3.00	\$3.33	\$2.25	\$2.50	\$2.25	\$2.50
N40/N41	Nassau Rd & Babylon tpk	Freeport Train Sta -Main St LIRR	1.7	\$2.50	\$1.47	\$2.25	\$1.32	\$2.25	\$1.32	\$2.00	\$1.18
N40/N41	Uniondale Ave & Nassau Rd	Freeport Train Sta-Henry St	2.5	\$2.19	\$0.88	\$2.19	\$0.88	\$1.84	\$0.74	\$1.84	\$0.74

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Minority Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N40/N41	Hudson Ave & Nassau Rd	Hempstead Bus Sta-Fulton Ave & Terrace Ave	1.6	\$2.50	\$1.56	\$2.25	\$1.41	\$2.25	\$1.41	\$2.00	\$1.25
N40/N41	Main St & Columbia St	Mineola Term-Old Country Rd & Franklin St	2.2	\$2.50	\$1.14	\$2.25	\$1.02	\$2.25	\$1.02	\$2.00	\$0.91
N40/N41	Hempstead Term-East Columbia & Jackson St	Babylon tpk in Freeport on Independent Ave	4	\$2.50	\$0.63	\$2.25	\$0.56	\$2.25	\$0.56	\$2.00	\$0.50
N40/N41	Mineola Inter Modal Ctr-Old Country Rd & Third Ave	Hempstead Transit Ctr-Main St & Jackson Ave	2.2	\$2.50	\$1.14	\$2.25	\$1.02	\$2.25	\$1.02	\$2.00	\$0.91
N40/N41	Freeport at the train Sta Main St & Uniondale	Front St in Hempstead & Franklin Ave	4.6	\$2.19	\$0.48	\$2.19	\$0.48	\$1.84	\$0.40	\$1.84	\$0.40
N40/N41	nassua rd & arthur St in uniondale	mineola bus Term in mineola	5.1	\$2.50	\$0.49	\$2.25	\$0.44	\$2.25	\$0.44	\$2.00	\$0.39
N40/N41	Hempstead Term White House & Craig	Freeport Train Sta on Broadway & Henry St	4.9	\$2.50	\$0.51	\$2.25	\$0.46	\$2.25	\$0.46	\$2.00	\$0.41
N40/N41	Freeport RR on Henry St & Broadway	Main St & Jackson St	4.7	\$2.19	\$0.47	\$2.19	\$0.47	\$1.84	\$0.39	\$1.84	\$0.39
N40/N41	At Freeport Train Sta-Merrick Ave & Henry St	Hempstead Term-Main St & Fulton Ave	4.7	\$2.50	\$0.53	\$2.25	\$0.48	\$2.25	\$0.48	\$2.00	\$0.43
N41	Hempstead Term-Henry St	Nassau Rd & Park Ave	1.8	\$2.19	\$1.22	\$2.19	\$1.22	\$1.84	\$1.02	\$1.84	\$1.02
N41	Frederick Ave & Grand Ave	Columbus Ave & Grand Ave	0.2	\$2.50	\$12.50	\$3.00	\$15.00	\$2.25	\$11.25	\$2.25	\$11.25
N41	Hempstead Term-Columbus Stand Main St	Bedford & Babylon tpk	4.3	\$2.50	\$0.58	\$2.25	\$0.52	\$2.25	\$0.52	\$2.00	\$0.47
N48/N49	Hempstead Bus Term- Fulton St(p) (ne)	Common Ave & Old Country Rd	6.4	\$2.50	\$0.39	\$2.25	\$0.35	\$2.25	\$0.35	\$2.00	\$0.31
N49	Hempstead Term-Jackson St & Center St	Hicksville RR Sta-Hicksville LI	7.9	\$2.19	\$0.28	\$2.19	\$0.28	\$1.84	\$0.23	\$1.84	\$0.23
N49	Hempstead Bus Term-Jackson St & Main St	Hicksville Train Sta-Broadway & west John & Duffy Ave	7.9	\$2.50	\$0.32	\$2.25	\$0.28	\$2.25	\$0.28	\$2.00	\$0.25
N54	Massapequa-Sunrise Highway & Carman Rd	Hempstead Bus Term-Main StNear First St	12.1	\$2.50	\$0.21	\$3.00	\$0.25	\$2.25	\$0.19	\$2.25	\$0.19
N54	Uniondale ave & Jerusalem	Hempstead Transit-Jackson & Franklin	2.3	\$2.50	\$1.09	\$3.00	\$1.30	\$2.25	\$0.98	\$2.25	\$0.98
N54	Amityville railroad- West John St in Amityville	Hempstead Bus Term- On Jackson St & Main St	13.2	\$2.50	\$0.19	\$2.25	\$0.17	\$2.25	\$0.17	\$2.00	\$0.15
N6	Main Term at Hempstead-Clinton St & Jackson St	165 st in the Queens Term	9.9	\$2.50	\$0.25	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.20
N6	Hempstead Term-Jackson Ave & Main St	165st & Jamaica Ave	9.6	\$1.47	\$0.15	\$1.41	\$0.15	\$1.25	\$0.13	\$1.24	\$0.13
N6	Hempstead Bus Term-Jackson St	Franklin Square & New Hide Park Rd	3.1	\$2.19	\$0.71	\$2.19	\$0.71	\$1.84	\$0.59	\$1.84	\$0.59
N6	Jamaica Term on Merrick Blvd & 165St	Hempstead Term on Fulton Ave	9.6	\$1.53	\$0.16	\$1.47	\$0.15	\$1.27	\$0.13	\$1.27	\$0.13
N6	Jamaica Term on 168st on Merrick	Terrrace Ave & Hempstead tpk	5.1	\$2.50	\$0.49	\$2.25	\$0.44	\$2.25	\$0.44	\$2.00	\$0.39
N6	At the Term on 165st & Jamaica & Merrick Rd	Franklin Ave & Hempstead tpk	6.7	\$1.53	\$0.23	\$1.47	\$0.22	\$1.27	\$0.19	\$1.27	\$0.19
N6	Hempstead Term-Jackson Stand Main St	Jamaica Queens Term-165st & Jamaica Ave	9.6	\$1.53	\$0.16	\$1.47	\$0.15	\$1.27	\$0.13	\$1.27	\$0.13
N6	165st & Jamaica at the Term	Hempstead Term-Columbus St	9.6	\$2.50	\$0.26	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.21
N6	Jamaica Term in Queens-Merrick Blvd	Hempstead Bus Term(p) (ne)	9.6	\$2.50	\$0.26	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.21
N6	Hempstead Term-Washington Ave (p) (ne)	Hillside Ave & 179St	9.5	\$2.50	\$0.26	\$2.25	\$0.24	\$2.25	\$0.24	\$2.00	\$0.21
N6	Hempstead Hub-Hempstead tpk & Franklin St	Hillside Ave & 165th St	9.5	\$2.50	\$0.26	\$2.25	\$0.24	\$2.25	\$0.24	\$2.00	\$0.21
N6	On Jamaica Term-168 & Merrick St	Hempstead Term(p) (ne)	9.6	\$2.50	\$0.26	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.21
N6	Hempstead-by Springfield(p) (ne)	Hempstead Term-Jackson st & Main St	6.3	\$2.50	\$0.40	\$2.25	\$0.36	\$2.25	\$0.36	\$2.00	\$0.32
N6	Elmont & Hempstead	Jamaica Bus Sta-165st (p) (ne)	4.9	\$2.19	\$0.45	\$2.19	\$0.45	\$1.84	\$0.38	\$1.84	\$0.38
N6	169st & Hillside	Hempstead Term-Main St (p)(ne)	9.6	\$2.19	\$0.23	\$2.19	\$0.23	\$1.84	\$0.19	\$1.84	\$0.19
N6	Hempstead Term-Main Stand Jackson Ave	Hillside & 179St	9.5	\$1.53	\$0.16	\$1.47	\$0.16	\$1.27	\$0.13	\$1.27	\$0.13
N6	Hempstead Term on Jackson St	Hempstead tpk & Springfield Boulevard	6.3	\$2.19	\$0.35	\$2.19	\$0.35	\$1.84	\$0.29	\$1.84	\$0.29
N6	Jamaica Term on 162st & Jamaica Ave	Hempstead Bus Term	9.6	\$2.50	\$0.26	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.21
N78/N79	Bus Sta in Mineola on North Franklin & Old Country Rd	Old Country Rd & Zuckendorf Boulevard	1.9	\$2.19	\$1.15	\$2.19	\$1.15	\$1.84	\$0.97	\$1.84	\$0.97
N79	Elison Ave & Old Country Rd	Mineola Term-Mineola boulevard	2.5	\$2.50	\$1.00	\$3.00	\$1.20	\$2.25	\$0.90	\$2.25	\$0.90

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Above Poverty Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N1	165st & Jamaica Bus Term	Green Acres & Sydney Place	93	\$1.53	\$0.02	\$1.47	\$0.02	\$1.27	\$0.01	\$1.27	\$0.01
N19	Clocks Blvd & Merrick Blvd	Sunrise Highway & Broadway	18	\$2.50	\$0.14	\$3.00	\$0.17	\$2.25	\$0.13	\$2.25	\$0.13
N24	Mineola Bus Term-Old Country Rd & Franklin Ave	Jamaica Ave & 222nd St	55	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N24	Springfield & Jamaica Ave	Roosevelt St Mall-Zeckingdorf Blvd & Corporate Drive	82	\$1.52	\$0.02	\$1.52	\$0.02	\$1.32	\$0.02	\$1.27	\$0.02
N24	165st & Hillside in the Term	Mineola Term-Old Country Rd & County Seat Drive	10	\$2.50	\$0.25	\$2.25	\$0.23	\$2.25	\$0.23	\$2.00	\$0.20
N24	165st & Jamaica at the Term	New Hyde Park Rd & Jericho tpk	64	\$2.19	\$0.03	\$2.19	\$0.03	\$1.84	\$0.03	\$1.84	\$0.03
N25	Mynbrook Area-Broadway & Sunrise Highway	Franklin Ave & Corona Ave	29	\$1.53	\$0.05	\$1.47	\$0.05	\$1.27	\$0.04	\$1.27	\$0.04
N36	the train Sta freport long island RR Sta	oceanside Rd, that is all i know	4	\$2.50	\$0.63	\$2.25	\$0.56	\$2.25	\$0.56	\$2.00	\$0.50
N70/N71/N72	Hempstead Term-Hempstead tpk	Jamaica Ave & Francis Lewis Blvd	73	\$2.50	\$0.03	\$2.25	\$0.03	\$2.25	\$0.03	\$2.00	\$0.03
N70/N71/N72	Hempstead Transit-Main st	Oreo & Hempstead tpk in Levitt Town	6	\$2.50	\$0.42	\$3.00	\$0.50	\$2.25	\$0.38	\$2.25	\$0.38
N70/N71/N72	Hempstead Transit Center-Jackson stand Hempstead	Sunrise Highway & Commerce Rd	143	\$2.50	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.01
N80	Sunrise Mall-Sunrise Highway at bus Term/	Hicksville Rd & Bayberry	52	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N80/N81	Hempstead tpk-Stewart Ave	Stewart Ave & Sunrise Highway	35	\$2.50	\$0.07	\$3.00	\$0.09	\$2.25	\$0.06	\$2.25	\$0.06

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Below Poverty Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N15	Hempstead between Jackson & Columbia Street	Pine Street & Long Beach Rd	34	\$2.50	\$0.07	\$2.25	\$0.07	\$2.25	\$0.07	\$2.00	\$0.06
N15	Roosevelt Field & Off Stewart Ave	Old Country Rd & County Seat Drive	2	\$2.50	\$1.25	\$2.25	\$1.13	\$2.25	\$1.13	\$2.00	\$1.00
N15	Merrick Rd & South Park Ave	Roosevelt Field & Corporate Drive	95	\$2.50	\$0.03	\$3.00	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02
N15	Uniondale -Jerusalem Ave to Hempstead	Long Beach Rd & Pine St	55	\$2.50	\$0.05	\$3.00	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04
N15	Chestnut st & Washington Avenue	Roosevelt Field in Garden City	21	\$2.50	\$0.12	\$3.00	\$0.14	\$2.25	\$0.11	\$2.25	\$0.11
N15	Long Island RR Sta in Longbeach-Park Ave & National Blvd	Roosevelt Field-Stewart Ave & Old Country Rd	122	\$2.50	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N15	Hempstead Term-Jackson Ave	Longbeach & Park Ave	57	\$2.19	\$0.04	\$2.19	\$0.04	\$1.84	\$0.03	\$1.84	\$0.03
N15	Rockville Center Train Sta-Woodfield Rd in Lakeview	Mineola Train Sta (p) (ne)	72	\$2.50	\$0.03	\$2.25	\$0.03	\$2.25	\$0.03	\$2.00	\$0.03
N16	Rhodes Ave & Commander Ave	Nassau & Garden City	5	\$1.53	\$0.31	\$1.47	\$0.29	\$1.27	\$0.25	\$1.27	\$0.25
N16	3Hempstead Term-(p) (ne)	Nassau community college-(p) (ne)	5	\$1.53	\$0.31	\$1.47	\$0.29	\$1.27	\$0.25	\$1.27	\$0.25
N20/N21	Roosevelt Ave & Main st	Northern Blvd & Lakeville Rd	7	\$1.53	\$0.22	\$1.47	\$0.21	\$1.27	\$0.18	\$1.27	\$0.18
N20/N21	Main St & Flushing area	New Bridge Rd & Hicksville	22	\$2.50	\$0.11	\$2.25	\$0.10	\$2.25	\$0.10	\$2.00	\$0.09
N22	Jamaica Ave & Hillside Ave	Roosevelt Field Bus Term -Roosevelt field	134	\$2.19	\$0.02	\$2.19	\$0.02	\$1.84	\$0.01	\$1.84	\$0.01
N22	Jamaica Bus Term-Merrick Ave & Blvd & 89th Ave	West John St & Alpha Plaza	16	\$2.19	\$0.14	\$2.19	\$0.14	\$1.84	\$0.12	\$1.84	\$0.12
N22/N22a	Wilson Park to Hillside	Hillside Ave & Willis Ave	19	\$2.19	\$0.12	\$2.19	\$0.12	\$1.84	\$0.10	\$1.84	\$0.10
N22/N22a	165st in Jamaica	Roosevelt Field in Long Island	115	\$1.53	\$0.01	\$1.47	\$0.01	\$1.27	\$0.01	\$1.27	\$0.01
N22/N22a	Merrick Blvd & 88 Ave	Old Country Rd & Roosevelt Mall	115	\$1.53	\$0.01	\$1.47	\$0.01	\$1.27	\$0.01	\$1.27	\$0.01
N23	Mineola Bus Term- Off Old Country Rd & Third Ave	Rosalyn Clark Tower & Warner Ave	52	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N27	Pratt Blvd & Bridge St First stop in Glen Cove	Old Country Rd & East Gate in Carle Place	12	\$2.50	\$0.21	\$2.25	\$0.19	\$2.25	\$0.19	\$2.00	\$0.17
N27	Hempstead Term-Main st (p) (ne)	Oaks st & Westbury Blvd	14	\$1.53	\$0.11	\$1.47	\$0.11	\$1.27	\$0.09	\$1.27	\$0.09
N27	Hempstead Term on Clinton st	Lynbrook Blvd near Roosevelt Mall	39	\$2.50	\$0.06	\$2.25	\$0.06	\$2.25	\$0.06	\$2.00	\$0.05
N32	Lynbrook-Merrick Rd & Hempstead Ave	Broadway & Franklin Place	27	\$2.50	\$0.09	\$2.25	\$0.08	\$2.25	\$0.08	\$2.00	\$0.07
N33	national & park ave in longbeach	101 police Sta in rockaway	56	\$2.50	\$0.04	\$3.00	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04
N35	Hemstead & Jackson St	Longwood Ave & Westbury Blve	51	\$2.19	\$0.04	\$2.19	\$0.04	\$1.84	\$0.04	\$1.84	\$0.04
N35	Post Ave & Rockland st	Post Ave & Old Country Rd	1	\$2.50	\$2.50	\$2.25	\$2.25	\$2.25	\$2.25	\$2.00	\$2.00
N37	Baldwin Rd & Brown Ave	Baldwin Rd & Grand Ave	6	\$2.50	\$0.42	\$3.00	\$0.50	\$2.25	\$0.38	\$2.25	\$0.38
N37	Balding Ave & Grant Ave	Merrick St to Long Island Bus Term	41	\$2.19	\$0.05	\$2.19	\$0.05	\$1.84	\$0.04	\$1.84	\$0.04
N37	Hempstead Bus Term-Main St & Jackson	Grant Ave (p) (ne)	38	\$1.52	\$0.04	\$1.52	\$0.04	\$1.32	\$0.03	\$1.27	\$0.03
N37	Merrick Rd & Grand	Hempstead Transit Ctr(p) (ne)	47	\$2.50	\$0.05	\$2.25	\$0.05	\$2.25	\$0.05	\$2.00	\$0.04
N4	Merrick Rd & Peninsula Blvd	Merrick Rd & Park Ave	36	\$2.50	\$0.07	\$2.25	\$0.06	\$2.25	\$0.06	\$2.00	\$0.06
N4	Freeport RR & Bayside Ave	South Brookside Ave & Merrick Ave	15	\$1.53	\$0.10	\$1.47	\$0.10	\$1.27	\$0.08	\$1.27	\$0.08
N4	Merrick Rd & Sure St	Freeport-Mill Rd	73	\$2.50	\$0.03	\$2.25	\$0.03	\$2.25	\$0.03	\$2.00	\$0.03
N4	East Merrick Rd & Rockaway Ave	East Merrick Rd & Broadway	15	\$2.50	\$0.17	\$2.25	\$0.15	\$2.25	\$0.15	\$2.00	\$0.13
N4	Long Island RR in Freeport	Five Connors & Lynbrook-Broadway & Atlantic Ave	55	\$1.53	\$0.03	\$1.47	\$0.03	\$1.27	\$0.02	\$1.27	\$0.02
N4	Freeport at the train Sta-Henry st	Archer stand Parsons Blvd	133	\$2.50	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N4	Merrick Blvd & Long Beach Rd	Jamaica Bus Term & 165st	10	\$2.19	\$0.22	\$2.19	\$0.22	\$1.84	\$0.18	\$1.84	\$0.18
N4	Arlington Ave & Merrick Rd	Lynbrook on Merrick Rd & Park Avenue	33	\$2.50	\$0.08	\$2.25	\$0.07	\$2.25	\$0.07	\$2.00	\$0.06
N4	Freeport RR near Merrick Rd	Oceanside Rd & Merrick Rd	32	\$2.50	\$0.08	\$3.00	\$0.09	\$2.25	\$0.07	\$2.25	\$0.07
N40	South Main st in Freeport	Nassau Rd & Babylon rd	24	\$2.50	\$0.10	\$3.00	\$0.13	\$2.25	\$0.09	\$2.25	\$0.09
N40	town, village of hempstead jackson & main street	babylon tpk.nassau Rd ,roosevelt ny	3	\$2.50	\$0.83	\$3.00	\$1.00	\$2.25	\$0.75	\$2.25	\$0.75
N40/N41	Hempstead Bus Term-Main St & Drenage St	Main St & Soaken st	39	\$2.50	\$0.06	\$2.25	\$0.06	\$2.25	\$0.06	\$2.00	\$0.05
N40/N41	Stewart Ave & Franklin Ave	The Term-Old Country Rd & Franklin Ave	9	\$2.50	\$0.28	\$3.00	\$0.33	\$2.25	\$0.25	\$2.25	\$0.25
N40/N41	Nassau Rd & Babylon tpk	F Freeport Train Sta -Main St Long Island Railroad	17	\$2.50	\$0.15	\$2.25	\$0.13	\$2.25	\$0.13	\$2.00	\$0.12
N40/N41	Uniondale Ave & Nassau Rd	Freeport train Sta-Henry St	25	\$2.19	\$0.09	\$2.19	\$0.09	\$1.84	\$0.07	\$1.84	\$0.07
N40/N41	Hudson Ave & Nassau Rd	Hempstead Bus Sta-Fulton Ave & Terrace Ave	16	\$2.50	\$0.16	\$2.25	\$0.14	\$2.25	\$0.14	\$2.00	\$0.13

MTA Title VI Assessment - Fare Change
Origin / Destination Responses
Long Island Bus - Below Poverty Routes

Route	Origin	Destination	Mileage Traveled	Trip Cost Proposal #1	Cost/ Mile Proposal #1	Trip Cost Proposal #2	Cost/ Mile Proposal #2	Trip Cost Proposal #3	Cost/ Mile Proposal #3	Trip Cost Proposal #4	Cost/ Mile Proposal #4
N40/N41	Main St & Columbia St	Mineola Term-Old Country Rd & Franklin St	22	\$2.50	\$0.11	\$2.25	\$0.10	\$2.25	\$0.10	\$2.00	\$0.09
N40/N41	Hempstead Term-East Columbia & Jackson st	Babylon tpk in Freeport on Independent Avenue	4	\$2.50	\$0.63	\$2.25	\$0.56	\$2.25	\$0.56	\$2.00	\$0.50
N40/N41	Mineola Inter Modal Ctr-Old Country Rd & Third Ave	Hempstead Transit Ctr-Main St & Jackson Ave	22	\$2.50	\$0.11	\$2.25	\$0.10	\$2.25	\$0.10	\$2.00	\$0.09
N40/N41	Freeport at the train Sta Main st & Uniondale	Front st in Hempstead & Franklin Ave	46	\$2.19	\$0.05	\$2.19	\$0.05	\$1.84	\$0.04	\$1.84	\$0.04
N40/N41	nassua rd & arthur street in uniondale	mineola bus Term in mineola	51	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N40/N41	Hempstead Term White House & Craig	Freeport Train Sta on Broadway & Henry st	49	\$2.50	\$0.05	\$2.25	\$0.05	\$2.25	\$0.05	\$2.00	\$0.04
N40/N41	Freeport RR on Henry st & Broadway	Main st & Jackson st	47	\$2.19	\$0.05	\$2.19	\$0.05	\$1.84	\$0.04	\$1.84	\$0.04
N40/N41	At Freeport Train Sta-Merrick Ave & Henry St	Hempstead Term-Main St & Fulton Ave	47	\$2.50	\$0.05	\$2.25	\$0.05	\$2.25	\$0.05	\$2.00	\$0.04
N41	Hempstead Term-Henry St	Nassau Rd & Park Ave	18	\$2.19	\$0.12	\$2.19	\$0.12	\$1.84	\$0.10	\$1.84	\$0.10
N41	Frederick Ave & Grand Ave	Columbus Ave & Grand Ave	2	\$2.50	\$1.25	\$3.00	\$1.50	\$2.25	\$1.13	\$2.25	\$1.13
N41	Hempstead Term-Columbus stand Main st	Bedford & Babylon tpk	43	\$2.50	\$0.06	\$2.25	\$0.05	\$2.25	\$0.05	\$2.00	\$0.05
N48/N49	Hempstead Bus Term- Fulton st(p) (ne)	Common Ave & Old Country Rd	64	\$2.50	\$0.04	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.03
N49	Hempstead Term-Jackson St & Center st	Hicksville RR Sta-Hicksville LI	79	\$2.19	\$0.03	\$2.19	\$0.03	\$1.84	\$0.02	\$1.84	\$0.02
N49	Hempstead Bus Term-Jackson st & Main St	Hicksville Train Sta-Broadway & west John & Duffy Ave	79	\$2.50	\$0.03	\$2.25	\$0.03	\$2.25	\$0.03	\$2.00	\$0.03
N54	Massapequa-Sunrise Highway & Carman Rd	Hempstead Bus Term-Main StNear First St	121	\$2.50	\$0.02	\$3.00	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02
N54	Uniondale ave & Jerusalem	Hempstead Transit-Jackson & Franklin	23	\$2.50	\$0.11	\$3.00	\$0.13	\$2.25	\$0.10	\$2.25	\$0.10
N54	Amityville railroad- West John St in Amityville	Hempstead Bus Term- On Jackson st & Main st	132	\$2.50	\$0.02	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Main Term at Hempstead-Clinton St & Jackson St	165 st in the Queens Term	99	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Hempstead Term-Jackson Ave & Main St	165st & Jamaica Ave	96	\$1.47	\$0.02	\$1.41	\$0.01	\$1.25	\$0.01	\$1.24	\$0.01
N6	Hempstead Bus Term-Jackson St	Franklin Square & New Hide Park Rd	31	\$2.19	\$0.07	\$2.19	\$0.07	\$1.84	\$0.06	\$1.84	\$0.06
N6	Jamaica Term on Merrick Blvd & 165st	Hempstead Term on Fulton Ave	96	\$1.53	\$0.02	\$1.47	\$0.02	\$1.27	\$0.01	\$1.27	\$0.01
N6	Jamaica Term on 168st on Merrick	Terrrace Ave & Hempstead tpk	51	\$2.50	\$0.05	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.04
N6	At the Term on 165st & Jamaica & Merrick Rd	Franklin Ave & Hempstead tpk	67	\$1.53	\$0.02	\$1.47	\$0.02	\$1.27	\$0.02	\$1.27	\$0.02
N6	Hempstead Term-Jackson stand Main St	Jamaica Queens Term-165st & Jamaica Ave	96	\$1.53	\$0.02	\$1.47	\$0.02	\$1.27	\$0.01	\$1.27	\$0.01
N6	165st & Jamaica at the Term	Hempstead Term-Columbus st	96	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Jamaica Term in Queens-Merrick Blvd	Hempstead Bus Term(p) (ne)	96	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Hempstead Term-Washington Ave (p) (ne)	Hillside Avenue & 179st	95	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Hempstead Hub-Hempstead tpk & Franklin st	Hillside Ave & 165th st	95	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	On Jamaica Term-168 & Merrick st	Hempstead Term(p) (ne)	96	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N6	Hempstead-by Springfield(p) (ne)	Hempstead Term-Jackson st & Main st	63	\$2.50	\$0.04	\$2.25	\$0.04	\$2.25	\$0.04	\$2.00	\$0.03
N6	Elmont & Hempstead	Jamaica Bus Sta-165st (p) (ne)	49	\$2.19	\$0.04	\$2.19	\$0.04	\$1.84	\$0.04	\$1.84	\$0.04
N6	169st & Hillside	Hempstead Term-Main st (p)(ne)	96	\$2.19	\$0.02	\$2.19	\$0.02	\$1.84	\$0.02	\$1.84	\$0.02
N6	Hempstead Term-Main stand Jackson Ave	Hillside & 179st	95	\$1.53	\$0.02	\$1.47	\$0.02	\$1.27	\$0.01	\$1.27	\$0.01
N6	Hempstead Term on Jackson st	Hempstead tpk & Springfield Boulevard	63	\$2.19	\$0.03	\$2.19	\$0.03	\$1.84	\$0.03	\$1.84	\$0.03
N6	Jamaica Term on 162st & Jamaica Ave	Hempstead Bus Term	96	\$2.50	\$0.03	\$2.25	\$0.02	\$2.25	\$0.02	\$2.00	\$0.02
N78/N79	Bus Sta in Mineola on North Franklin & Old Country Rd	Old Country Rd & Zuckindorf Boulevard	19	\$2.19	\$0.12	\$2.19	\$0.12	\$1.84	\$0.10	\$1.84	\$0.10
N79	Elison Ave & Old Country Rd	Mineola Term-Mineola boulevard	25	\$2.50	\$0.10	\$3.00	\$0.12	\$2.25	\$0.09	\$2.25	\$0.09