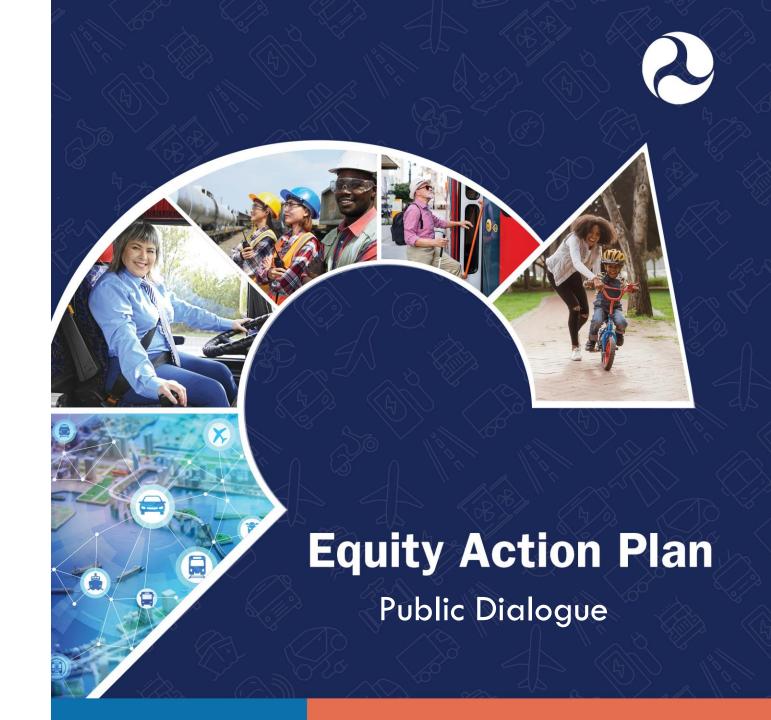
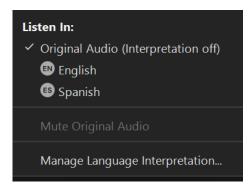
Welcome to the U.S. Department of Transportation!



## Cómo escuchar la Interpretación en otro Idioma durante la Presentación



- En los controles de su reunión/webinar,
   haga click en "Interpretación"
- Seleccione el canal con el idioma preferido (los Participantes deben poder oír el audio de la sala principal en el idioma seleccionado con un volumen más bajo mientras tiene lugar la traducción. Cuando el Intérprete esté en silencio, el audio de la sala principal se escuchará a volumen completo)



• (Los Participantes que se unan a un canal con un idioma diferente podrán hablar en el canal principal si silencia su audio y habla).

#### Audio del Idioma





Audio de la Sala Principal

#### Presentador







## **Zoom Webinar Instructions**



**Recording:** Please note this webinar is being recorded and will be updated to the USDOT website.

Microphone: Participants will be muted on entrance to the webinar.

**Q&A Pod:** To submit a question to USDOT, please use the Q&A pod in Zoom located at the bottom of your screen.



**Chat**: To share comments with USDOT staff and other attendees, please use the chat.



Having technical problems? Send us a message in the Zoom Q&A pod.



<b>Opening Panel</b>
and Q&A

Christopher Coes, Assistant Secretary for Transportation Policy (OST-P)

Irene Marion, Director of the Departmental Office of Civil Rights (DOCR)

**Irene Rico**, Associate Administrator, Office of Civil Rights, Federal Highway Administration (FHWA)

## Program "Open House"

**Ariel Gold**, Transportation Policy Analyst, OST-P (Moderator) and DOT Program Staff

- Wealth Creation
- Power of Community
- Proactive Intervention, Planning, and Capacity Building
- Expanding Access



Christopher Coes
Assistant Secretary for
Transportation Policy





## Equity Action Plan Development & Update Process

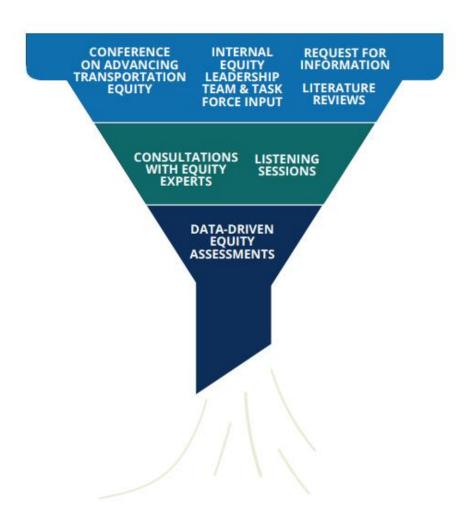


The DOT Equity Action Plan was developed in consultation with the public, experts, and DOT leadership and staff.

In December 2022, we established a DOT-wide Equity Council, chaired by the Secretary, which oversees the entirety of DOT's equity work and the process of institutionalizing equity at the Department.

We now invite public comment on how our work has impacted organizations and communities, as well as input on metrics, data sets, tools, and research to measure and advance transportation equity.

Activities that contributed to the development of the DOT Equity Action Plan released in April 2022



## **DOT Equity Focus Areas**



The DOT Equity Action Plan highlights work across four focus areas, aligned with the Department's first-ever Equity strategic goal



Wealth Creation



Proactive Intervention, Planning, and Capacity Building



Power of Community



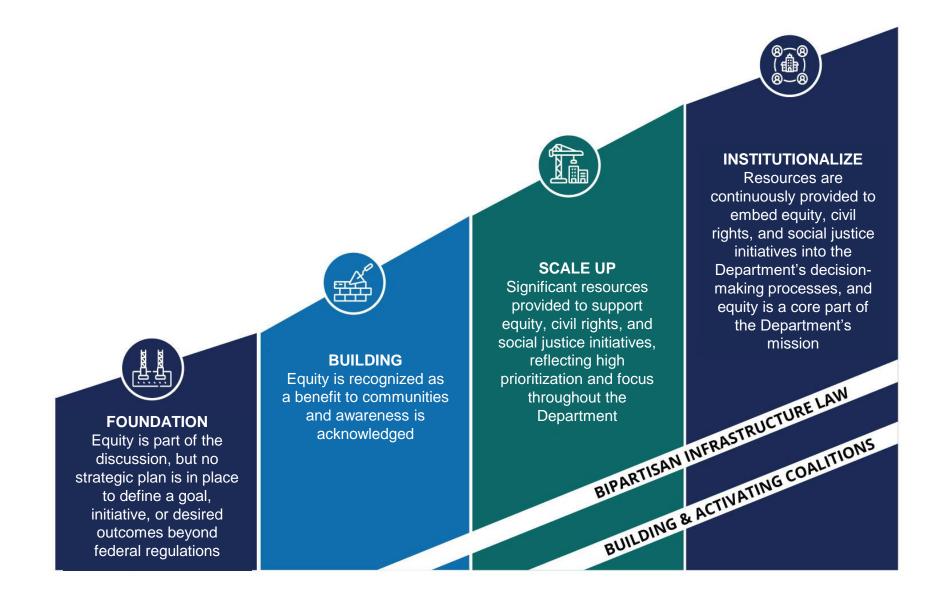
Expanding Access

Irene Marion
Director, Departmental
Office of Civil Rights



## DOT's Equity Journey



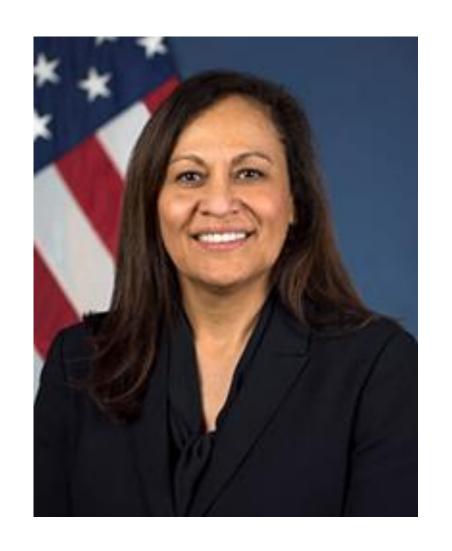


## Institutionalizing Equity at DOT





Irene Rico
Associate Administrator,
Office of Civil Rights,
Federal Highway
Administration



## Advancing Transportation Equity Nation-Wide





## Opportunities for Public Engagement





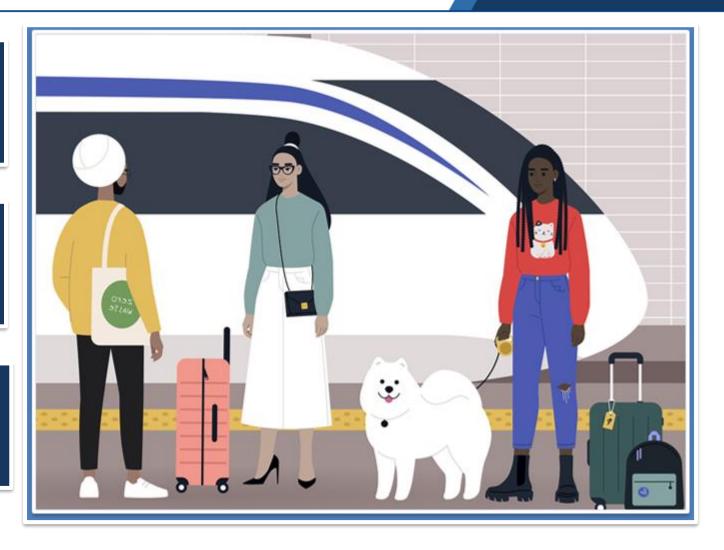
**June 20:** Attend an in-person dialogue at the U.S. DOT headquarters



**June 23:** Attend a virtual dialogue via Zoom



**June 30:** The final opportunity to respond to the Request for Information





- 1. Consider the equity-related performance measures in the U.S. DOT's Fiscal Year (FY) 2024 Performance Plan and FY 2022 Performance Report, as summarized at <a href="https://www.transportation.gov/priorities/equity/equity-strategic-goal">https://www.transportation.gov/priorities/equity/equity-strategic-goal</a>.
- Which of the DOT's equity-related performance measures do you think are most relevant to accomplishing the goals that are most important to you, and why? This could help inform which performance measures we focus on achieving through the Equity Action Plan.
- The DOT's performance measures are designed for the national level. Which of the DOT's equity-related performance measures could be used to influence and advance equity at a local level? Please provide examples, if applicable.



- 2. The DOT identified data sets, research, and tools to help advance our equity objectives via previous requests for information and other public engagements.
- What other **recent data sets, research, or tools** should the DOT consider when performing updates and embarking on the next phase of our equity work?
- What are some areas where you need more robust data sets, data standards, guides, or other tools to help you influence and advance equity at a more local level (e.g. for states, territories, Tribal nations, regions, counties, cities, and communities)?



- 3. Please provide **examples** of how you or the organization that you represent have taken action or partnered with other entities to influence and advance transportation equity.
- Answers can include government organizations and NGOs.
- Where possible, please briefly explain how your example reflects the DOT's focus areas (e.g. expanding access, wealth creation, the power of the community, and proactive intervention, planning, and capacity building).



4. Please provide examples where you believe that the DOT's work to advance equity has impacted your organization or community.

- Please include the extent to which equity is incorporated in the DOT's implementation of the Bipartisan Infrastructure Law and the Inflation Reduction Act.
- Where possible, please briefly explain how your example reflects the DOT's focus areas (i.e., expanding access, wealth creation, the power of the community, and proactive intervention, planning, and capacity building).

## To ask a question, please use the Zoom Q&A pod.



**Christopher Coes**Assistant Secretary for
Transportation Policy



Irene Marion

Director, Departmental Office of

Civil Rights



Irene Rico
Associate Administrator, Office
of Civil Rights, Federal
Highway Administration

## Equity Action Plan Pillars Overview



## For each of the four Equity Pillars:

- 1. A brief overview
- Program staff highlights
- 3. Q&A

Equity Pillar	Example Programs (Represented Today)
	Disadvantaged Business Enterprise
• Wealth Creation	<ul> <li>Office of Small and Disadvantaged Business Utilization</li> </ul>
wealth Creation	Workforce Development
	Community Wealth Building
	Civil Rights (Title VI)
Power of	National Environmental Policy Act
Community	<ul> <li>Meaningful Public Involvement</li> </ul>
	Transportation Planning
Proactive	<ul> <li>Rural Opportunities to Use Transportation for Economic Success</li> </ul>
Intervention,	• Justice40
Planning, and	Thriving Communities
Capacity Building	Reconnecting Communities
	Complete Streets
	Disability Access
<b>Expanding Access</b>	<ul> <li>Transportation Cost Burden Measure</li> </ul>
	National Transit Map
	• Safety

## **IMPACT** AREA: WFAITH **CREATION**

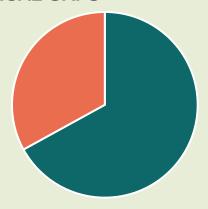
#### **OUTCOME**

Building capital, expanding business networks, and attaining new skills and experience through increased USDOT contracts.

#### **KEY PERFORMANCE INDICATORS**

Increase U.S. DOT direct contract dollars to small disadvantaged businesses from 18.2% in FY 2021 to 22% by FY 2026.\*

#### **CRITICAL GAPS**



- 67% of FY20-FY21 **USDOT** direct contracting dollars were awarded by FAA
- The other 33% of USDOT direct contracting dollars were awarded by other operating administrations

Computer

USDOT will focus equity efforts on programs that will have the greatest impact on small disadvantaged business opportunities, including the many FAA contracting opportunities.

These top 4 industries accounted for \$2.8B out of \$7.8B total FY20 USDOT direct contract dollars:



Engineering Services



Highway, Street, and Bridge Construction



System Design Services



Other Computer Related Services

Black and Hispanic-owned businesses were underrepresented, receiving only 1.7% and 2.4% of FY20 USDOT direct contract dollars in these 4 industries, respectively.

#### TIMELINE OF USDOT ACTIONS

Launch USDOT-wide procurement dashboard to drive accountability for small and disadvantaged business goals - January 2022

Promote and provide technical assistance to small disadvantaged businesses - Ongoing











Reinforce small business requirements in the FAA acquisition governance process - December 2021

Initiate rulemaking to improve and reduce burdens associated with the DBE and Airport Concession DBE program - April 2022

Provide increased internal trainings regarding recent acquisition policy updates and incorporate into performance standards for program leaders -Ongoing

## Wealth Creation





Please provide your questions in the Q&A pod related to this area of DOT's equity work

## **Example Programs (Represented Today)**

- Disadvantaged Business Enterprise
- Office of Small and Disadvantaged Business Utilization
- Workforce Development
- Community Wealth Building

# IMPACT AREA: POWER OF COMMUNITY

#### **OUTCOME**

Individuals and communities have a greater voice in transportation decisions affecting them.

#### **KEY PERFORMANCE INDICATORS**

- Increase in the number of State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) officially adopting a quantitative Equity Screening component to their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) development processes to incorporate community vision and need in project selection and design.\*
- Increase in the number of meaningful and representative public participation engagements held by MPOs and State DOTs in the development of STIPs and TIPs in rural and urban communities.

#### **CRITICAL GAPS**

More than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds.

**^** 

About 1 in 10 Americans lack high-speed internet access, making it difficult to participate in virtual public involvement activities.

Individuals who are young, have low-incomes, or have less formal education are less likely to attend public meetings. This means that the interests of these groups may be underrepresented in the transportation decision-making process.

Factors that influence public meeting attendance:







Age

Income

Education

#### **TIMELINE OF USDOT ACTIONS**

Conduct assessment of MPO and State DOT inclusion of quantitative equity screenings and meaningful and representative public participation in STIPs and TIPs – June 2022

Establish Department-wide monitoring of USDOT funding recipient compliance with their meaningful public participation obligations – **September 2023** 

\*Related KPI in the DOT Strategic Plan: "All 50 State DOTs and top 100 MPOs adopt a quantitative Equity Screening component to their S/TIP development processes by 2030."

Reinvigorate USDOT's
enforcement of Title VI of the Civil
Rights Act of 1964, the National
Environmental Policy Act of 1969,
the Americans with Disabilities Act,
Section 504 of the Rehabilitation
Act, and the Air Carrier Access
Act—June 2021

Issue guidance for USDOT funding recipients to meet the requirements of meaningful public participation under Title VI, NEPA, and other existing requirements, with accompanying best practices and trainings – *March 2023* 

## Power of Community





Please provide your questions in the Q&A pod related to this area of DOT's equity work

## **Example Programs (Represented Today)**

- Civil Rights (Title VI)
- National Environmental Policy Act
- Meaningful Public Involvement
- Transportation Planning

## **IMPACT** AREA:

**PROACTIVE** INTERVENTION, PLANNING, AND CAPACITY BUILDING

\*Related KPI in the DOT Strategic Plan: "By 2025, increase by 5% the number of U.S. DOT discretionary grant applicants from disadvantaged communities who have never applied for U.S. DOT funding before."

#### **OUTCOME**

Historically overburdened and underserved communities in urban and rural areas benefit from access to a generational investment in the nation's infrastructure through direct, hands-on technical support for transportation projects with local impact.

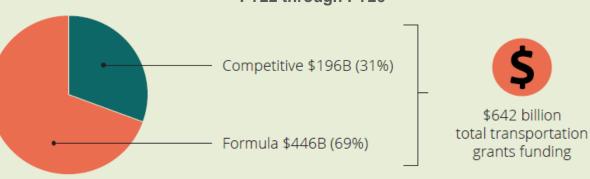
#### **KEY PERFORMANCE INDICATORS**

- Increase in the number of USDOT discretionary grant applicants from disadvantaged communities in urban and rural areas who have never applied for USDOT funding before.\*
- Increase in the number of new projects in disadvantaged communities utilizing formula funds added to Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs).

#### **CRITICAL GAPS**

BIL provides an unprecedented level of competitive grant funding that can directly benefit disadvantaged communities in urban and rural areas under the Justice 40 initiative. Yet 69% of transportation funding will be allocated by formulas set by statute. The formulas are not required to account for equity, limiting the Department's ability to direct resources to underserved, overburdened, and disadvantaged communities.

#### Transportation Grants Funding from Bipartisan Infrastructure Law (BIL), FY22 through FY26



#### TIMELINE OF USDOT ACTIONS

Launch federal partnerships with key agencies making place-based investments - April 2022

Pilot a new approach that will reduce administrative burden for applicants considering applying for multiple discretionary grant programs - June 2022

Issue a call for projects for placebased initiatives that are co-designed with communities most impacted by poor access and climate change - April 2023



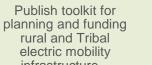
Publish toolkit for

rural and Tribal

electric mobility

infrastructure -

January 2022



Re-launch Advisory Committee on Transportation Equity to provide independent advice on USDOT equity programs – *May* 2022

Launch a national equity accelerator to provide hands-on support to underserved and overburdened communities accessing USDOT funds -December 2022

## Proactive Intervention, Planning, & Capacity Building





Please provide your questions in the Q&A pod related to this area of DOT's equity work

### Example Programs (Represented Today)

- Rural Opportunities to Use Transportation for Economic Success
- Justice 40
- Thriving Communities
- Reconnecting Communities

# IMPACT AREA: EXPANDING ACCESS

\*Related KPI in the DOT

#### **OUTCOME**

Increase in social and economic opportunity for disadvantaged and underserved communities from the provision of affordable multi-modal transportation options and the development of a transportation cost burden measure.

#### **KEY PERFORMANCE INDICATORS\***

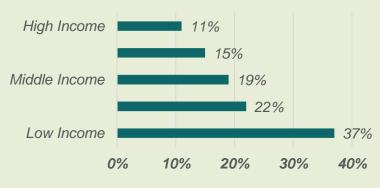
- Reduction in transportation travel cost as a percent of income.
- Reduction in transportation travel time.
- Increase in access to key destinations, including work, education, grocery stores, health care.
- Increase in mobility measured by number of trips at the individual level.

#### **CRITICAL GAPS**

Workers who commute by bus have commute times 1.7x longer than workers who commute alone by car: 47 minutes for bus commuters compared to 26 minutes for car commuters.



The lowest income households spend on average 37% of their after-tax income on transportation, compared to 19% by middle-income households.



**Transportation Spending as Percent of After Tax Income** 

#### **TIMELINE OF USDOT ACTIONS**

Require discretionary grant projects to report on benefits (including expanded access) to disadvantaged communities – January 2022 Major completion of the National Transit Map to improve data on transit access, system quality, and performance – December 2024

Launch enhanced transportation cost burden measure (incorporating new data sources) as part of a transportation disadvantage index – **December 2027** 

Strategic Plan: "Reduce
national transportation cost
burden by 5%, including
transportation travel cost as
a percent of income by FY
2030."

Introduce racial equity and barriers to opportunity as a consideration for awarding discretionary grants

– January 2021

Pilot transportation cost burden measure using existing data sources to screen transportation projects for funding – December 2023 Develop new data collection focused on capturing individual and household cost, travel time, trips not taken, accessibility, and access to key resources across different demographic groups – *December 2026* 

## **Expanding Access**





Please provide your questions in the Q&A pod related to this area of DOT's equity work

## **Example Programs (Represented Today)**

- Complete Streets
- Disability Access
- Transportation Cost Burden Measure
- National Transit Map
- Safety

Irene Marion
Director, Departmental
Office of Civil Rights



## What Comes Next



Input received through June 30, 2023.

> Input used to inform EAP Update document and implementation.

Final updated document submitted to the White House in September 2023 for future publication.

The work continues with your partnership!

"This Equity Action Plan is a major milestone for the Department of Transportation that represents a shift in how we view and deliver transportation programs. We have a long way to go toward creating a truly equitable transportation system. But the actions outlined in this plan form a strong foundation, and I encourage the public to hold us accountable as we work to meet these goals."

> --Message from the Secretary, DOT Equity **Action Plan**



#### **SCALE UP**

Significant resources provided to support equity, civil rights, and social justice initiatives, reflecting high prioritization and focus throughout the Department



Resources are continuously provided to embed equity, civil rights, and social justice initiatives into the Department's decisionmaking processes, and equity is a core part of the Department's mission

BIPARTISAN INFRASTRUCTURE LAW BUILDING & ACTIVATING COALITIONS



#### **FOUNDATION**

Equity is part of the discussion, but no strategic plan is in place to define a goal, initiative, or desired outcomes beyond federal regulations

#### BUILDING

Equity is recognized as a benefit to communities and awareness is acknowledged

## Calls to Action



- Respond to DOT's Request for Information (RFI) through June 30, 2023
   <a href="https://www.regulations.gov/document/DOT-OST-2023-0087-0002">https://www.regulations.gov/document/DOT-OST-2023-0087-0002</a>
- Promote the DOT Equity Action Plan update process with your network and consider hosting your own discussion(s) with stakeholders and the public
- Subscribe to USDOT's Transportation Equity Newsletter and encourage others to do so
- Identify ways you can help advance one or more of DOT's Equity Action Plan commitments

## Thank You For Joining Us!

Please take a few minutes to complete the post-event survey. Your feedback will be used in planning future events.



https://forms.office.com/g/7xSgy2awCa

