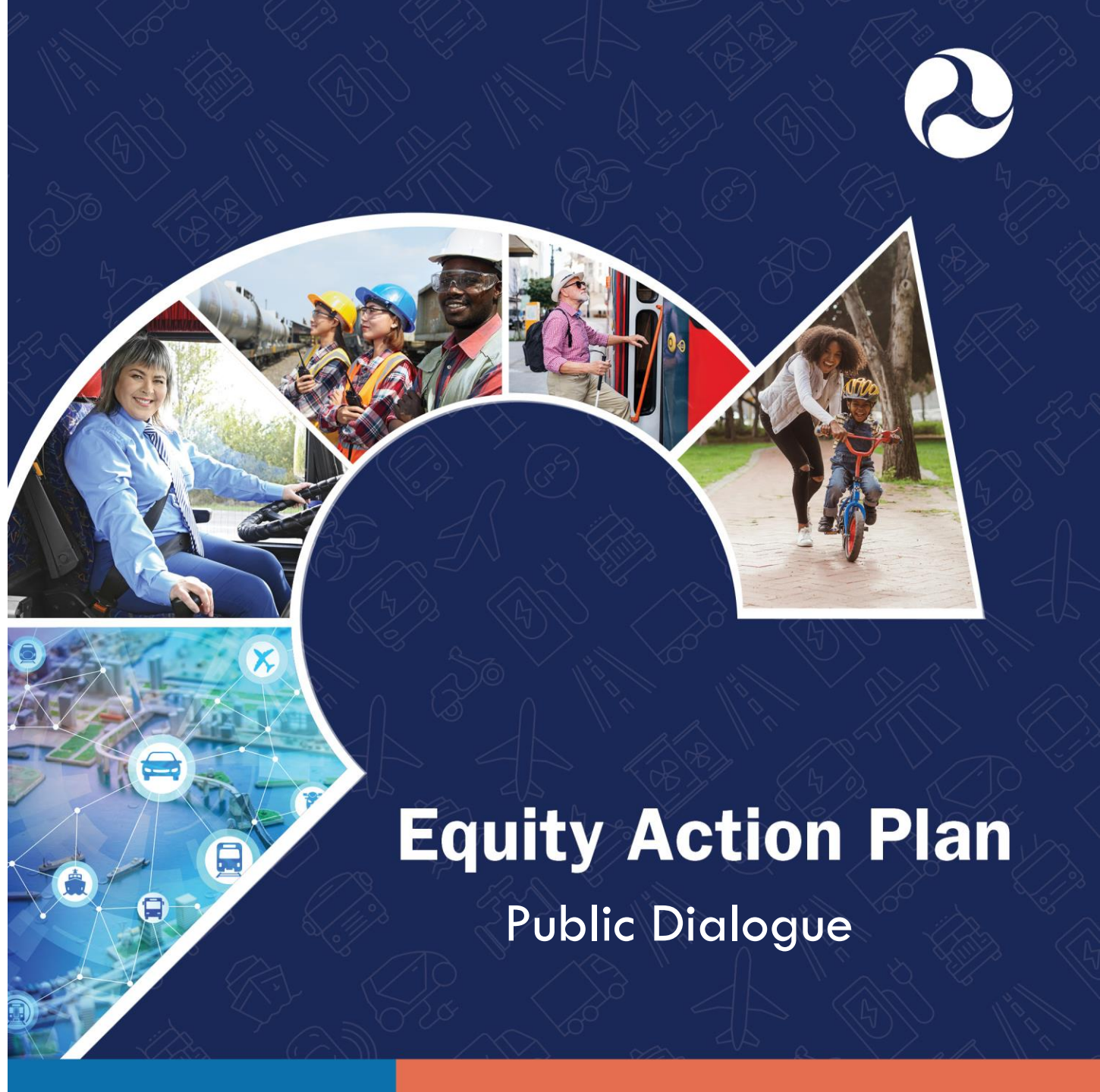



**Welcome to the
U.S. Department of
Transportation!**

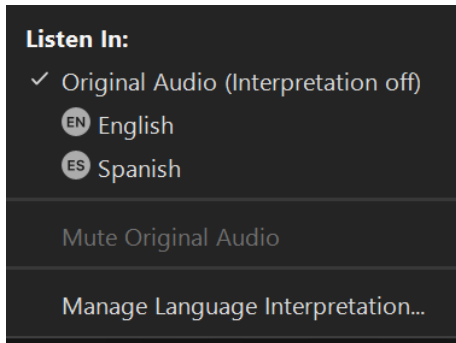


Equity Action Plan

Public Dialogue

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

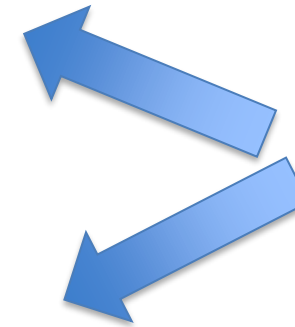


Audio de la Sala Principal

Presentador



Participantes

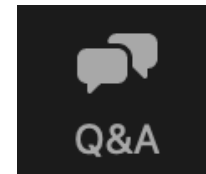


Zoom Webinar Instructions

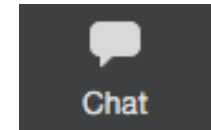
Recording: Please note this webinar is being recorded and will be updated to the USDOT website.

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.

Agenda

Opening Panel 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



Hi everyone, Secretary Pete here to say thank you

Christopher Coes
Assistant Secretary for
Transportation Policy





From the construction of the Transcontinental Railroad

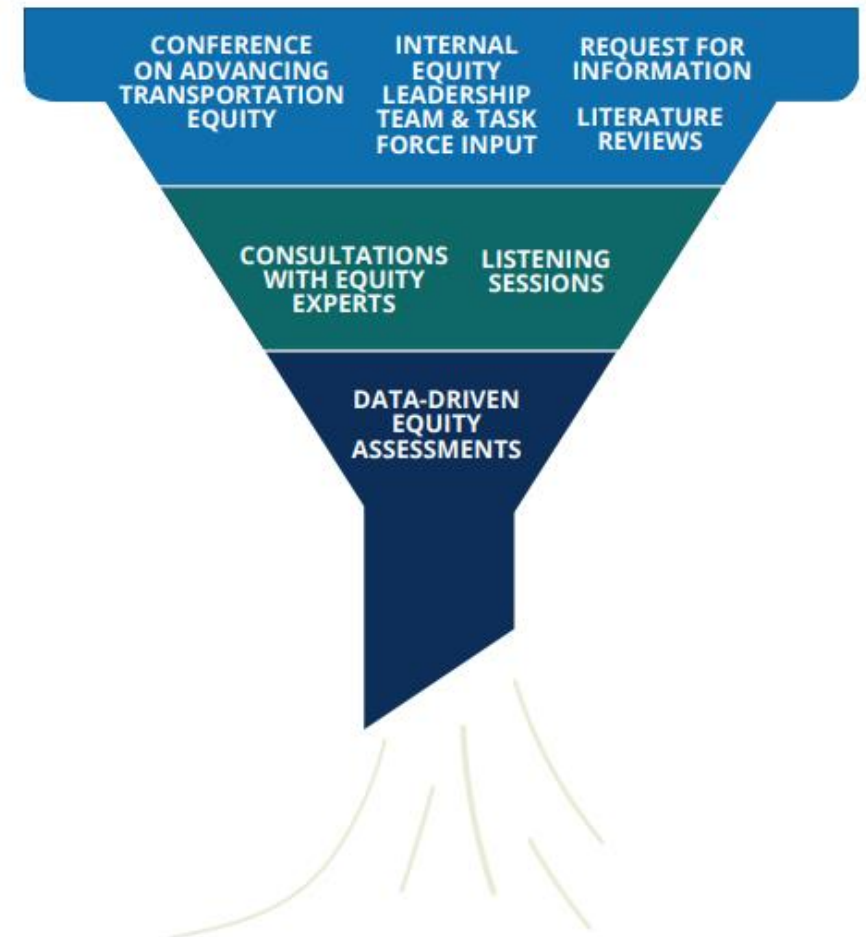
Equity Action Plan Development & Update Process

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



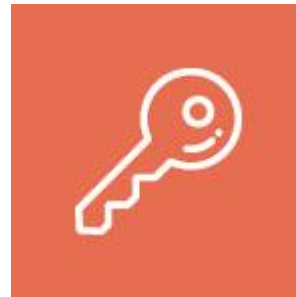
Wealth
Creation



Proactive Intervention,
Planning, and Capacity
Building



Power of
Community



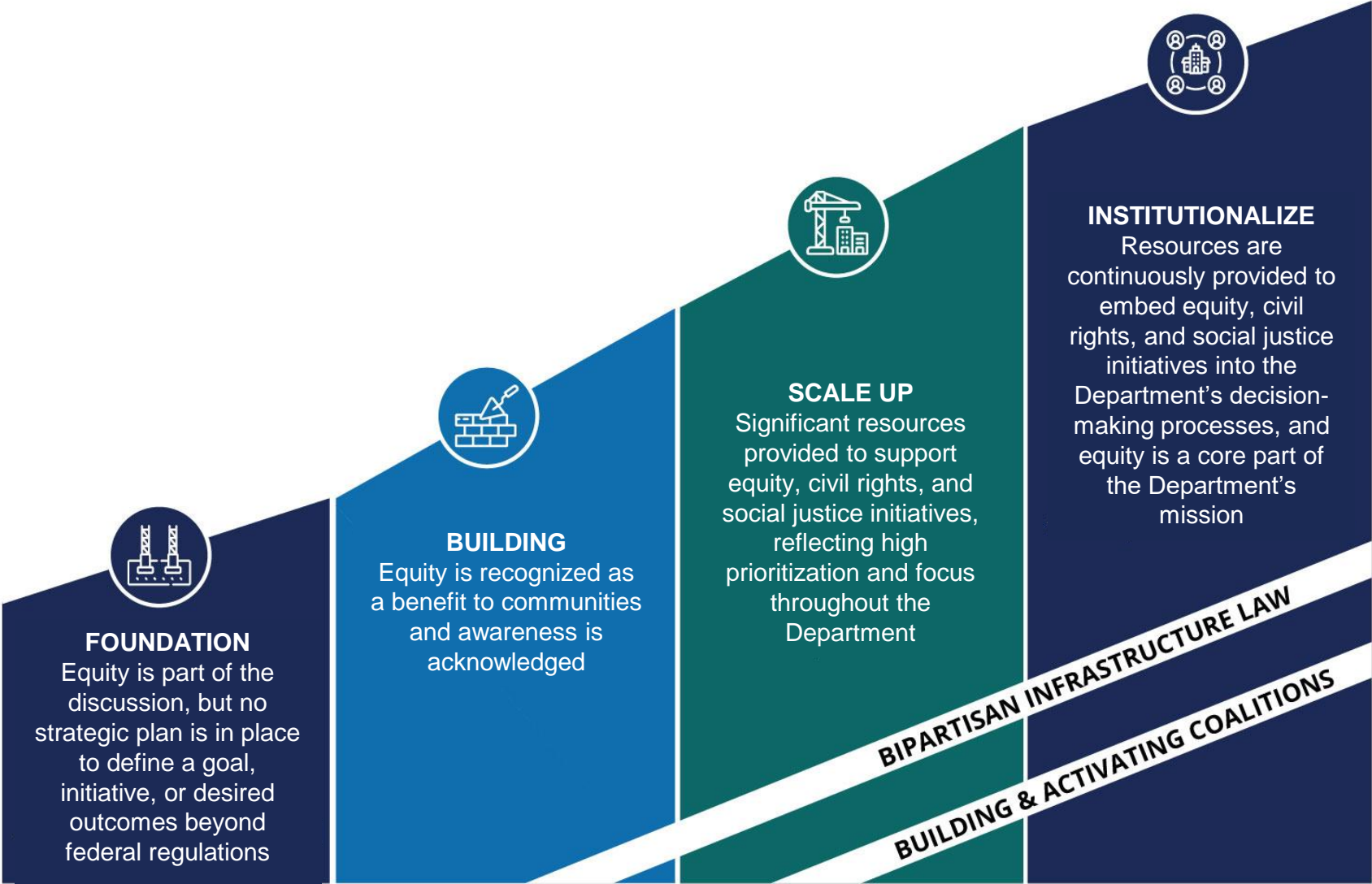
Expanding
Access

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



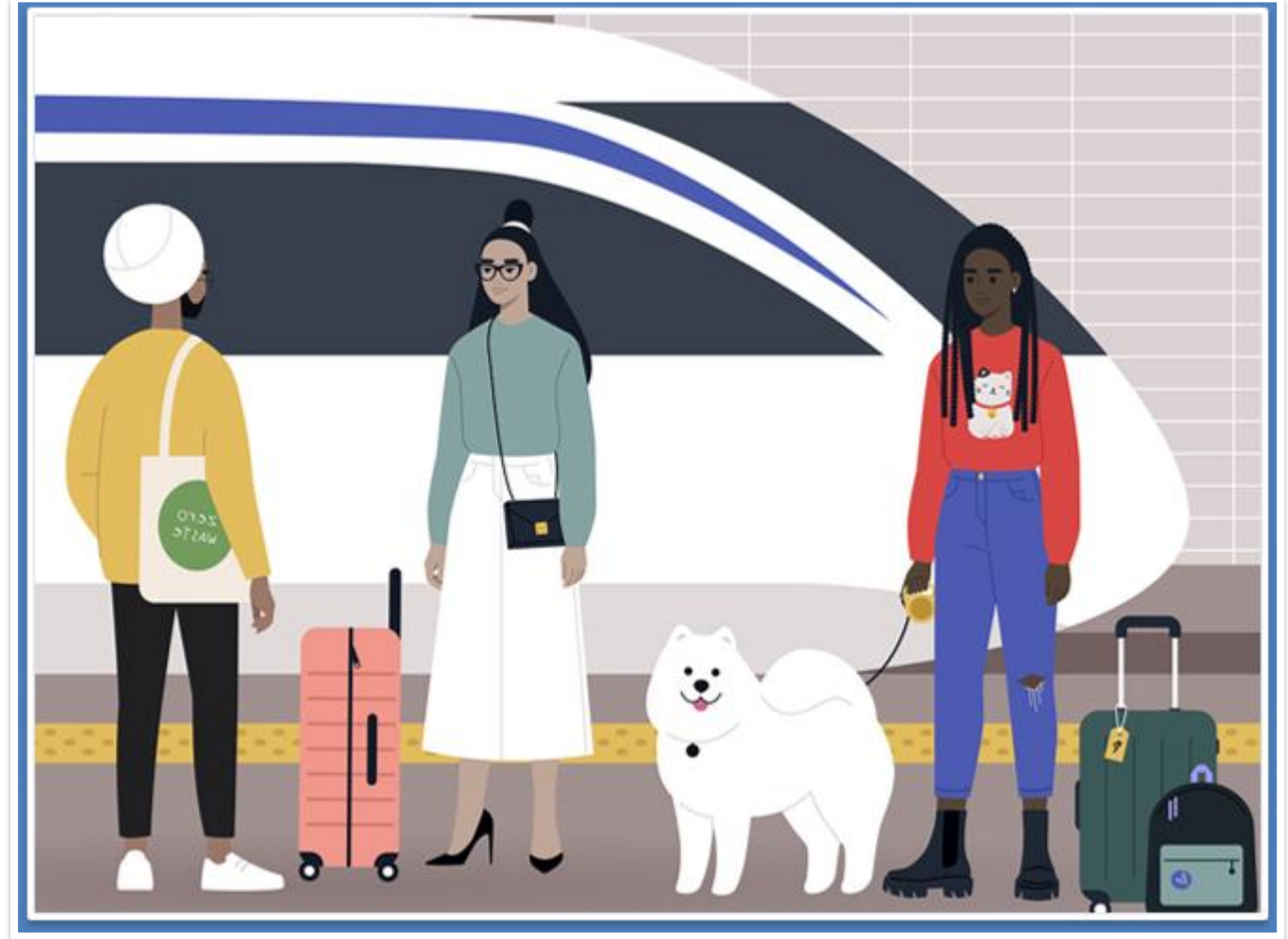
June 20: Attend an in-person dialogue at the U.S. DOT headquarters



June 23: Attend a virtual dialogue via Zoom



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



Request for Information – Preview

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 <https://www.transportation.gov/priorities/equity/equity-strategic-goal>.

- 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.

***Please respond to
the Request for
Information by
June 30, 2023***

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)?

***Please respond to
the Request for
Information by
June 30, 2023***

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).

***Please respond to
the Request for
Information by
June 30, 2023***

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).

***Please respond to
the Request for
Information by
June 30, 2023***

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
2. Program staff highlights
3. Q&A

Equity Pillar	Example Programs (Represented Today)
Wealth Creation	<ul style="list-style-type: none">• Disadvantaged Business Enterprise• Office of Small and Disadvantaged Business Utilization• Workforce Development• Community Wealth Building
Power of Community	<ul style="list-style-type: none">• Civil Rights (Title VI)• National Environmental Policy Act• Meaningful Public Involvement• Transportation Planning
Proactive Intervention, Planning, and Capacity Building	<ul style="list-style-type: none">• Rural Opportunities to Use Transportation for Economic Success• Justice40• Thriving Communities• Reconnecting Communities
Expanding Access	<ul style="list-style-type: none">• Complete Streets• Disability Access• Transportation Cost Burden Measure• National Transit Map• Safety

IMPACT AREA: WEALTH 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

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



Computer System Design Services



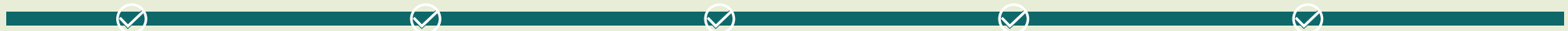
Other Computer Related Services

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**

**This KPI was updated after the Equity Action Plan was finalized in January 2022.*



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



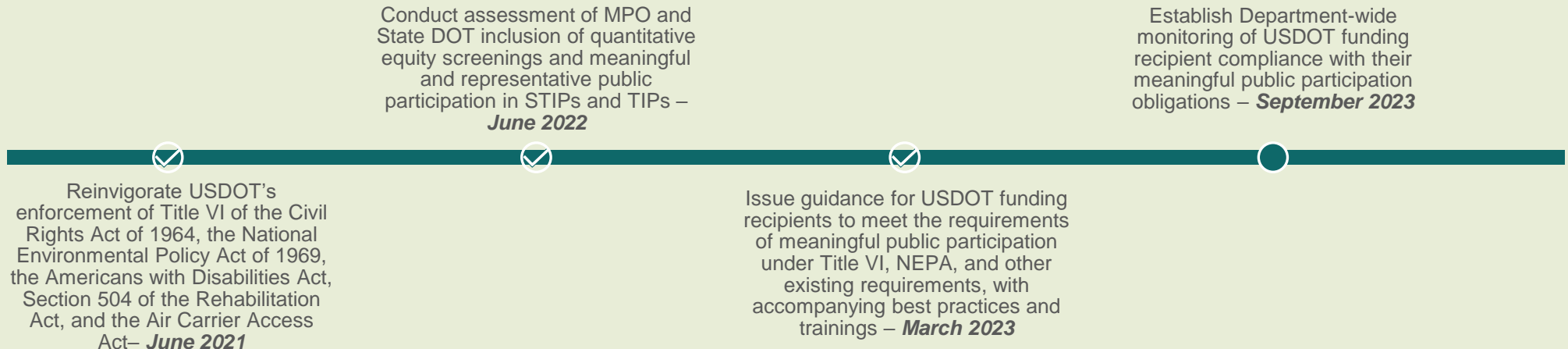
Income



Education

TIMELINE OF USDOT ACTIONS

**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.”*





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.

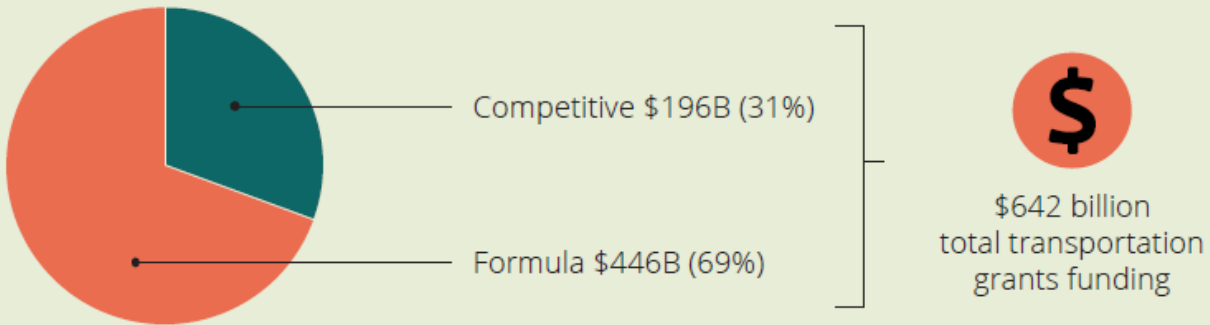
KEY PERFORMANCE INDICATORS

- 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).

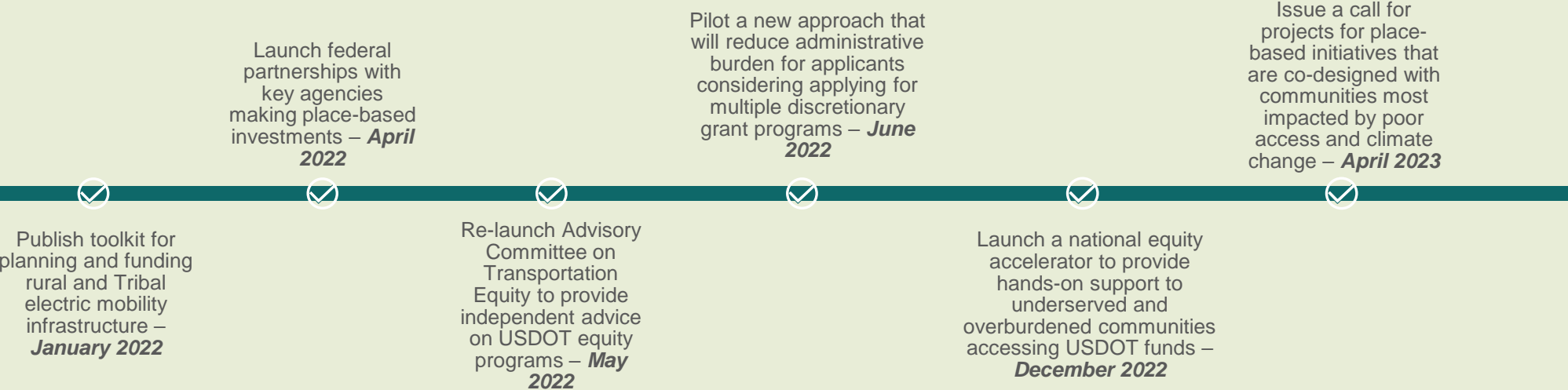
CRITICAL GAPS

BIL provides an **unprecedented level of competitive grant funding** that can directly benefit disadvantaged communities in urban and rural areas under the Justice40 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





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
- Justice40
- Thriving Communities
- Reconnecting Communities

IMPACT AREA: EXPANDING ACCESS

OUTCOME

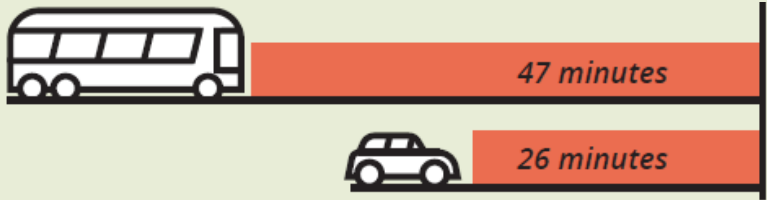
Increase in social and economic opportunity for disadvantaged and underserved communities from the provision of affordable multi-modal transportation options and the development of a transportation cost burden measure.

KEY PERFORMANCE INDICATORS*

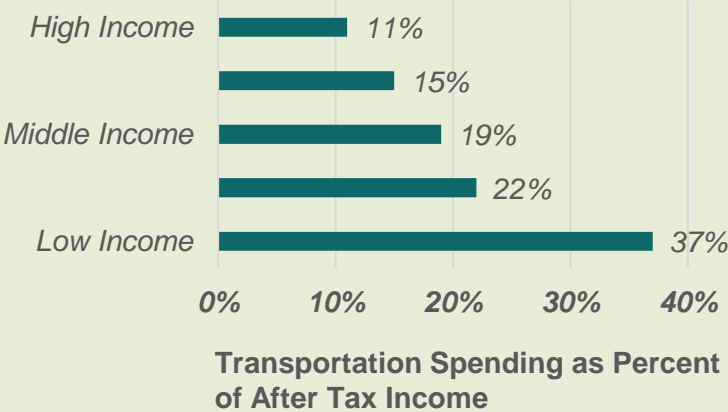
- Reduction in transportation travel cost as a percent of income.
- Reduction in transportation travel time.
- Increase in access to key destinations, including work, education, grocery stores, health care.
- Increase in mobility measured by number of trips at the individual level.

CRITICAL GAPS

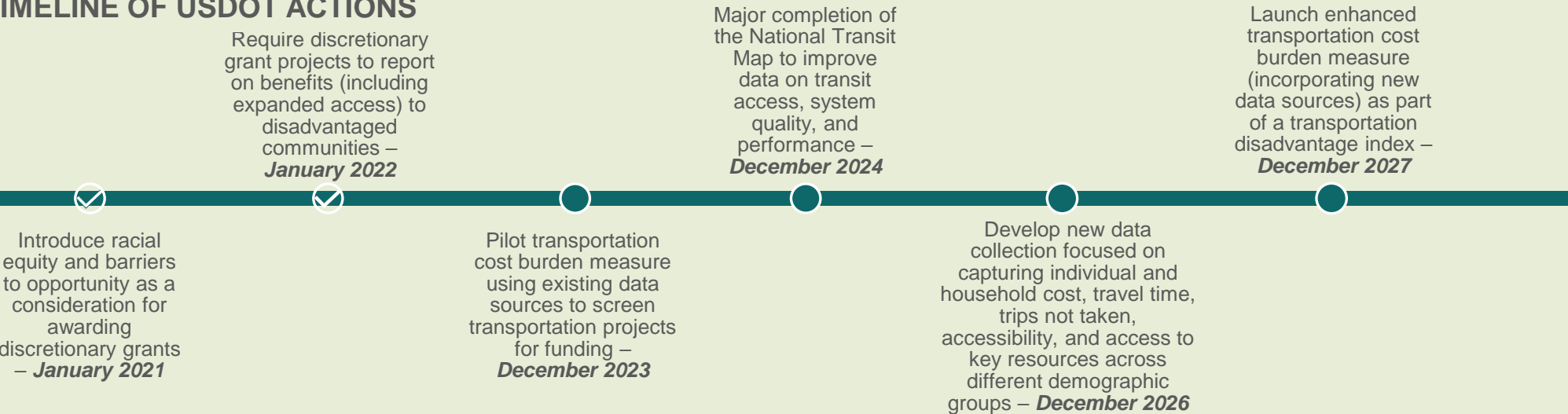
Workers who commute by bus have commute times 1.7x longer than workers who commute alone by car: 47 minutes for bus commuters compared to 26 minutes for car commuters.



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



TIMELINE OF USDOT ACTIONS



**Related KPI in the DOT Strategic Plan: “Reduce national transportation cost burden by 5%, including transportation travel cost as a percent of income by FY 2030.”*



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

Example Programs (Represented Today)

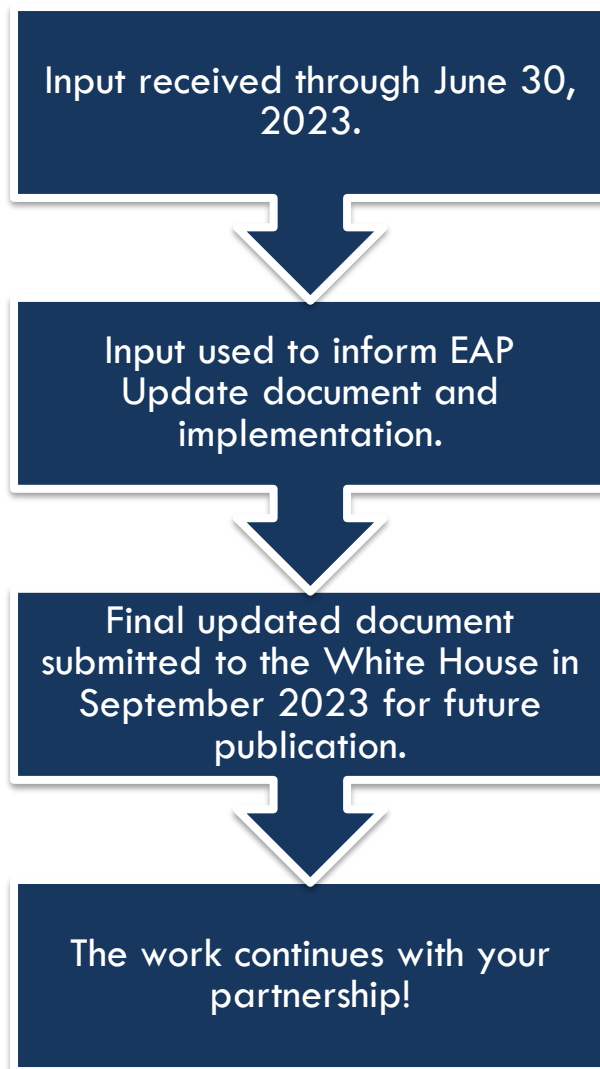
- Complete Streets
- Disability Access
- Transportation Cost Burden Measure
- National Transit Map
- Safety

Irene Marion

***Director, Departmental
Office of Civil Rights***

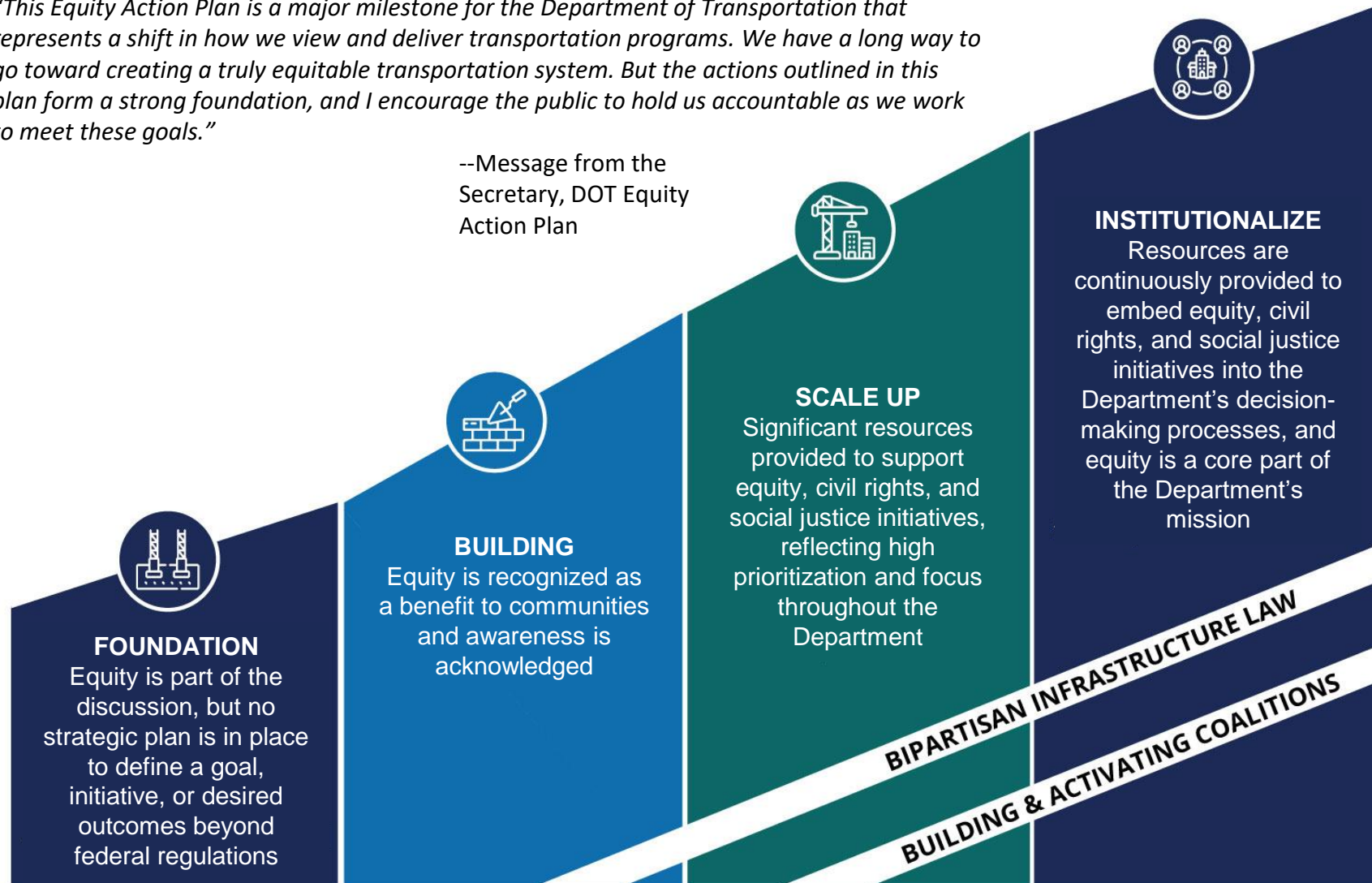


What Comes Next



"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



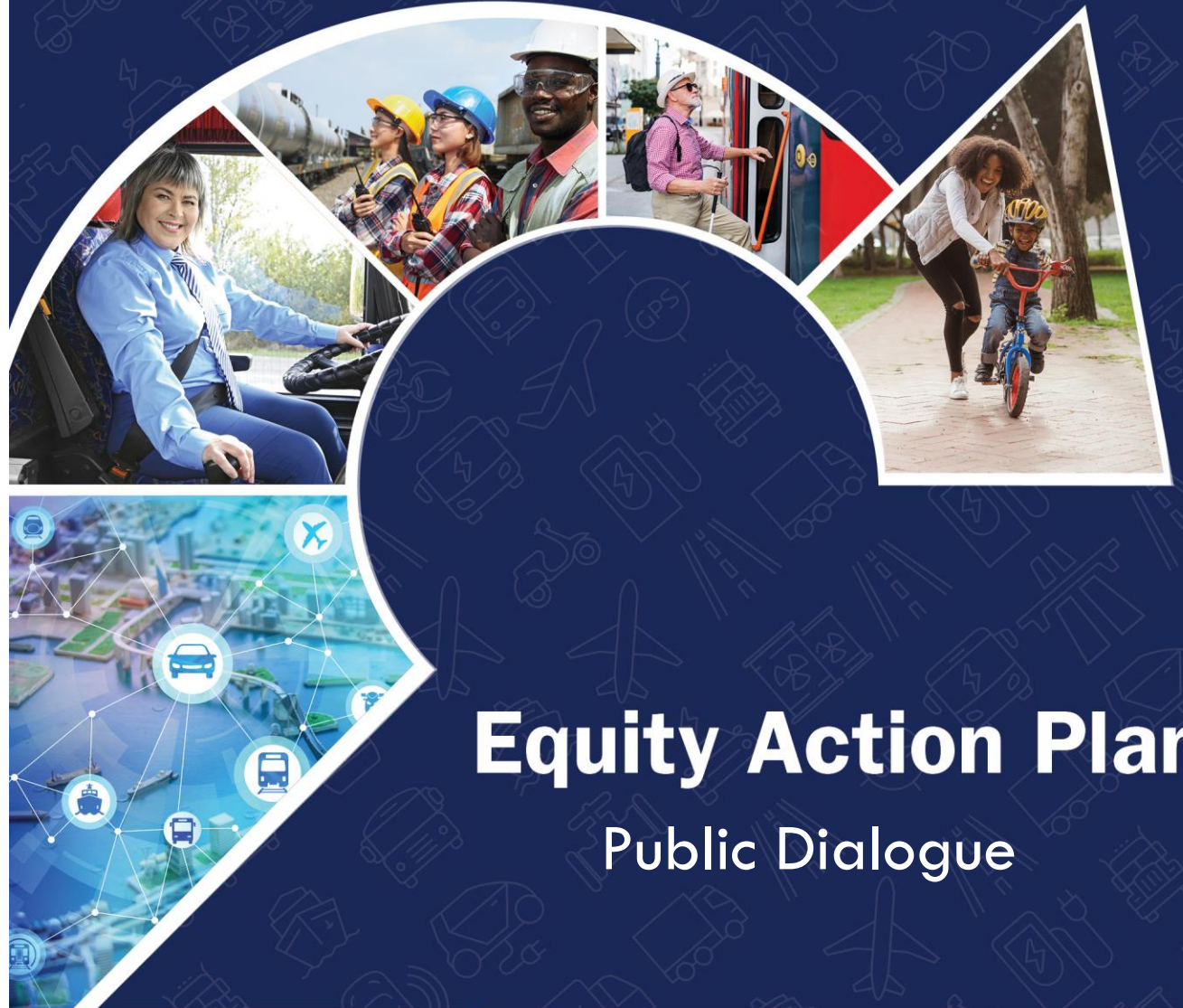
- Respond to DOT's Request for Information (RFI) through June 30, 2023
<https://www.regulations.gov/document/DOT-OST-2023-0087-0002>
- Promote the DOT Equity Action Plan update process with your network and consider hosting your own discussion(s) with stakeholders and the public
- Subscribe to USDOT's 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>



Equity Action Plan

Public Dialogue