JUSTICE40
STAKEHOLDER MEETING

SESSION #2
U.S. DEPARTMENT OF TRANSPORTATION (USDOT)
NOVEMBER 16, 2021
12:00PM-1:30PM ET

This session is being recorded.
Participants will be muted on entry.
WELCOME TO TODAY’S MEETING

Christopher Coes
Principal Deputy
Assistant Secretary
for Transportation
Policy

Charles Small
Deputy Assistant
Secretary
for Intergovernmental
Affairs
PURPOSE OF SESSION #2

• To inform USDOT’s approach to Justice40
• To gather input on the types of data used to define “disadvantaged communities” and “benefits” for the purpose of the Justice40 initiative

The session will assume some prior knowledge of USDOT structure, programs, funding mechanisms, and terminology as well as the types of data used in environmental justice and related fields.
Introduction
Charles Small, Deputy Assistant Secretary for Intergovernmental Affairs

Recap of Justice40 Public Session #1
Christopher Coes, Principal Deputy Assistant Secretary for Transportation Policy

Discussion through Poll Everywhere: Diving Deeper into Data Sources to Determine Transportation Challenges and Benefits
USDOT Staff Facilitators

Facilitated Discussion through Zoom Q&A Pod

Wrap Up and Next Steps
QUESTIONS FOR YOU (ZOOM POLL):

1. What best describes the type of organization you work for?
2. Did you attend or watch a recording of USDOT’s November 9th public meeting on Justice40 Session #1?
JUSTICE40 INITIATIVE

• On January 27, 2021, President Biden signed Executive Order (EO) 14008 “Tackling the Climate Crisis at Home and Abroad” which created the government-wide Justice40 Initiative.

• Justice40 aims to deliver 40% of the “benefits” of relevant federal investments to “disadvantaged” communities.

• USDOT will undertake a comprehensive approach to advance environmental justice, including for individuals who have been historically underserved and adversely affected by persistent poverty or income inequality.

• USDOT will collect community input on transportation challenges in “disadvantaged” communities and desired “benefits,” or what direct positive impacts USDOT programs could have on your community.
USDOT EQUITY OBJECTIVES

Expanding Access

Wealth Creation

Power of Community

Interventions

Justice40
Economic Justice

Budget
Technology & Innovation
Data & Assessment
Interagency, Stakeholder, & Public Engagement

Gender Justice
Mobility Justice

Workforce Equity
LAYING THE FOUNDATION

May 25, 2021
DOT Request for Information on Equity Data and Methods Issued

November 9 & 16, 2021
DOT Public Meetings on Justice40

Early 2022
DOT Strategic Plan and DOT Agency Equity Plan Published
→ Expanding access
→ Wealth creation
→ Power of community
→ Interventions

June 25, 2021
DOT Public Information Session on Equity

Coming Soon
DOT Request for Comments on Draft DOT Strategic Plan

Implement Bipartisan Infrastructure Deal

On-going equity stakeholder meetings
SESSION #1 OVERVIEW

• During Session #1* on November 9th, USDOT collected input to help further define transportation “disadvantage” and “benefits” in communities for the purpose of the Justice40 initiative.

• There were over 1,600 participants. Most (84%) had no or low familiarity with Justice40 coming in.

• Participants provided input and answered nine questions around decoding “disadvantage” and ten questions around transportation “benefits.”

• Find this session recording and presentation at www.transportation.gov/equity-Justice40.

*Session #1 did not require any prior knowledge of USDOT programs, structure, funding mechanisms, or terminology.
We discussed six types of challenges:
- Transportation (e.g., access, opportunity)
- Economic (e.g., poverty, income, unemployment)
- Environmental (e.g., air quality, water quality)
- Resilience (e.g., risk from natural hazards)
- Health (e.g., health issues, asthma)
- Social and Equity (e.g., linguistic, discrimination, race)

**Economic issues** were the most pressing challenges among participants.
SESSION #1: BENEFITS

USDOT collected input to help further define transportation “benefits” in communities for the purpose of the Justice40 initiative.

TRANSPORTATION “BENEFITS”

What transportation “benefits” matter most to participants?

- Among the types of transportation “benefits” discussed in the session, access to services and employment and improved air quality ranked highest for participants.

What additional transportation “benefits” did participants identify?

- Access to food and other essentials
- Promoting healthy and active lifestyles
- Reducing noise pollution
- Improved rural access to transportation

When thinking about transportation "benefits," what comes to your mind first?

access, healthy, accessible, affordable, reliable, safe, options, quality, clean, equity, benefits, livability, multimodal, travel, sustainability, mobility, economic, social, education, healthcare, transportation, employment, income, transportation, commute, access to jobs, inclusive, quality, accessibility, equity, flexibility, rural, choice, investment, public, benefits, pedestrian, livability, multimodal, walkability, education, accessibility, increased
USDOT STAFF FACILITATORS

Ed Strocko
Bureau of Transportation Statistics
Office of Spatial Analysis & Visualization

Maya Sarna
Office of the Secretary
Office of Policy Development & Coordination

Ariel Gold
Office of the Secretary
Office of Policy Development & Coordination
Poll Everywhere Instructions

Please follow the instructions below on an up-to-date web browser on either your mobile device or computer to participate:

1. Open a browser* window on your computer or smartphone

2. Type the following: POLLEV.COM/USDOTJ40

Scan the QR code with your cellphone camera to visit pollev.com/USDOTJ40

Keep this Poll Everywhere window open; polls will automatically load at the time of the activity

* Please make sure you are using the latest available version of your browser
Poll Everywhere Instructions (cont.)

In today’s session, we will use two types of interactive Poll Everywhere activities:

1. **Q&A**
   - Enter your response(s) and click submit
   - Up or downvote other responses
   - If someone already entered your intended response, upvote instead of re-entering

2. **Multi-Select**
   - Select as many responses as allowed
   - When instructed, you may select one answer multiple times to indicate priority
   - Change answers by clicking “Clear last response”
   - No need to click submit, answers are captured automatically when poll closes

**Note:** Instructions will be provided again at the time of each activity.
Zoom Instructions:

Please follow the instructions below to participate in today’s session.

? Have a question for USDOT during today’s session?

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

We will answer your question in the Q&A pod or answer the question live, time permitting.

! Have a thought or comment you would like to share?

To share a thought or comment regarding today’s session, please use the chat function in Zoom located at the bottom of your screen.

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

Interactive Poll Everywhere Activity

What is the weather where you are right now?

Use Poll Everywhere to respond to the icebreaker via pollev.com/USDOTJ40.

Participation Instructions
Select the option most applicable to your location.

What is the weather like where you are right now?

Sunny  Rainy  Snowy  Foggy  Cloudy  Windy  Stormy
Justice40: Decoding “Disadvantaged” and Transportation “Benefits” and Challenges in Your Community
On January 27, 2021, President Biden signed Executive Order (EO) 14008 “Tackling the Climate Crisis at Home and Abroad” which created the government-wide Justice40 Initiative.

Justice40 aims to deliver 40% of the “benefits” of relevant federal investments to disadvantaged communities.

USDOT will undertake a comprehensive approach to advance environmental justice, including for individuals who have been historically underserved and adversely affected by persistent poverty or income inequality.

USDOT will collect community input on transportation challenges in “disadvantaged communities” and desired “benefits,” or what direct positive impacts USDOT programs could have on your community.
The White House Office of Management and Budget has a definition that captures historical aspects of “disadvantage” such as racial and linguistic “disadvantage.” USDOT is expanding this for the transportation lens. Examples include, but are not limited to:

- Lack of access to consistent public transportation
- Reduced transportation cost burden
- Impact on air quality
- Walkability of communities
Part One: Data Sources for Decoding “Disadvantaged” Communities
## "DISADVANTAGE" DATA SOURCES

USDOT developed six themes to illustrate “disadvantage” based on premier federal data sources including, but not limited to:

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<thead>
<tr>
<th>Theme</th>
<th>Examples</th>
<th>Example Dataset</th>
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| A. Resilience | Communities vulnerable to hazards, especially those caused by climate change | • FEMA National Risk Index  
• FEMA Resilience Analysis and Planning Tool (RAPT) |
| B. Health     | Communities dealing with health outcomes such as asthma rates due to environmental exposures | • EPA EJ Screen  
• CDC Health Tracking Network |
| C. Social     | Communities with a shared history of discrimination, racism, or other forms of disadvantaged | • US Census data  
• CDC Social Vulnerability Index (SVI) |
| D. Environment| Communities with a high-level of pollution burden                          | • EPA EJ Screen                                                       |
| E. Economic   | Communities with high-levels of poverty, low wealth, and lack of local jobs | • FEMA Resilience Analysis and Planning Tool (RAPT)  
• CDC Social Vulnerability Index (SVI) |
| F. Transportation | Communities with a diminished quality of life due to mobility, cost, access, time, and safety barriers to employment and services | • US Census data |
Transportation “disadvantage” has six elements representing the cost burden, system burden, and accessibility burden that communities experience:

1. Access to Jobs and Services
2. Cost
3. Commute Time
4. Safety
5. Condition
6. Mobility
A MOMENT TO CHECK-IN

Participation Instructions

Please put any questions for USDOT in the Zoom Q&A pod

Please put any comments or reflections in the chat box
Access to jobs and services disadvantage indicates mobility barriers to essential services such as employment, education, health care, and grocery stores due to an inability to reach transit, or a lack of transportation options.

Associated Data Sources:
- US Census Data
- LEHD Origin-Destination Employment Statistics (LODES)
- Census Transportation Planning Products Program (CTPP)
- Homeland Infrastructure Foundation-Level Data (HIFLD) – Critical Infrastructure
- Local Area Transportation Characteristics for Households (LATCH)
- EPA’s Smart Location Map

1. Which of these data sources have you used when defining access to jobs and services disadvantage?
2. Are there any additional data sources available to use when defining access to jobs and services disadvantage?
Which of these data sources have you used when defining *access to jobs and services* disadvantage?

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Are there any additional data sources available to use when defining *access to jobs and services* disadvantage?
Cost disadvantage refers to households who spend a disproportionate amount of their household income on transportation and transit costs.

Associated Data Sources:
- Area Median Income (AMI)
- Data on regional transportation costs (by mode)
- Commute behaviors (by mode)

1. Which of these data sources have you used when defining cost disadvantage?
2. Are there any additional data sources available to use when defining cost disadvantage?
Which of these data sources have you used when defining cost disadvantage?

- Area Median Income (AMI)
- Data on regional transportation costs (by mode)
- Commute behaviors (by mode)
Are there any additional data sources available to use when defining cost disadvantage?

Top
Commute time disadvantage is characterized by disproportionally long commute times or distances to services like work, school, health care, and grocery stores.

Associated Data Sources:
- US Census Data (Commute time disadvantage can be calculated by Census Tract average commute time percentile)

1. Have you used this data source when defining commute time disadvantage?
2. Are there any additional data sources available to use when defining commute time disadvantage?
Have you used the US Census as a data source to define *commute time* disadvantage?

- Yes
- No
Are there any additional data sources available to use when defining *commute time* disadvantage?
A MOMENT TO CHECK-IN

Participation Instructions

Please put any questions for USDOT in the Zoom Q&A pod

Please put any comments or reflections in the chat box
Defining Safety Disadvantage

Safety disadvantage are communities with higher crime and/or injury rates than the national average for similar-sized communities.

Associated Data Sources:
- Vehicle, pedestrian, and cyclist crashes per capita
- Violent and automobile-related crime per capita
- Fatality Analysis Reporting System (FARS)
- Bureau of Justice Statistics (for criminal incidents)

1. Which of these data sources have you used when defining safety disadvantage?
2. Are there any additional data sources available to use when defining safety disadvantage?
Select as many options as applicable.

Which of these data sources have you used when defining safety disadvantage?

- Fatality Analysis Reporting System (FARS)
- Bureau of Justice Statistics (for criminal incidents)
- Vehicle, pedestrian, and cyclist crashes per capita
- Violent and automobile-related crime per capita
Are there any additional data sources available to use when defining safety disadvantage?
Defining Condition Disadvantage

Condition disadvantage refers to communities with a high proportion of poor or marginal-condition transportation infrastructure which reduces system reliability, transportation quality, and increases vehicle operating costs.

Associated Data Sources:
- National Bridge Inventory
- Pavement Management System
- Transit Agency-level data - Estimates of average fleet age

1. Which of these data sources have you used when defining condition disadvantage?
2. Are there any additional data sources available to use when defining condition disadvantage?
Which of these data sources have you used when defining *condition* disadvantage?

- National Bridge Inventory
- Pavement Management System
- Transit Agency-level data (Estimates of average fleet age)
Are there any additional data sources available to use when defining condition disadvantage?
Defining Mobility Disadvantage

Mobility disadvantage communities are those with a high proportion of low-income households without access to a personal vehicle, and low-income households without access to reliable transit.

Associated Data Sources:
- US Census Data
- EPA Smart Location Map
- National Transit Database
- Transit Agency-level data

1. Which of these data sources have you used when defining mobility disadvantage?
2. Are there any additional data sources to use when defining mobility disadvantage?
Which of these data sources have you used when defining *mobility* disadvantage?

- US Census Data
- EPA's Smart Location Map
- National Transit Database
- Transit Agency-level data
Are there any additional data sources available to use when defining *mobility* disadvantage?

Top
A MOMENT TO CHECK-IN

Participation Instructions

Please put any questions for USDOT in the Zoom Q&A pod

Please put any comments or reflections in the chat box
SIX ELEMENTS OF TRANSPORTATION “DISADVANTAGE”

Now that we have had a chance to explore each element more deeply, take a moment to reflect on what other aspects of transportation “disadvantage” may not be captured here.

1. Access to Jobs and Services
2. Cost
3. Commute Time
4. Safety
5. Condition
6. Mobility

Are there any components of transportation “disadvantage” that are not captured?
Are there any elements of transportation "disadvantage" that are not captured?

Top
Part Two: Data Sources to Understand Transportation Program “Benefits”
The White House Office of Management and Budget provides examples of benefits of Justice40 covered programs such as improved air quality. USDOT will focus on primary and secondary transportation benefits such as:

- **Economic Impact** (e.g., a primary economic benefit might be workforce development; a secondary benefit might be access to employment opportunities)

- **Transportation Access** (e.g., a primary access benefit might be more available modes of transportation; a secondary benefit might be reduced car usage)

Secondary benefits are often more directly important to individuals than primary benefits.
### DATA SOURCES FOR “BENEFITS”

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The purpose of this session is to gain more of your input on data sources available for measuring transportation “benefits”
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Are there additional data sources available to measure transportation “benefits” related to reduced emissions?
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# Data Sources for “Benefits”

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Are there additional data sources available to measure transportation “benefits” related to **fewer pedestrian fatalities**?
Are there additional data sources available to measure transportation "benefits" related to fewer pedestrian fatalities?

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**Are there additional data sources available to measure transportation “benefits” related to reduced travel/commute times?**
Are there additional data sources available to measure transportation "benefits" related to reduced travel/commute times?
A MOMENT TO CHECK-IN

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Are there additional data sources available to measure transportation “benefits” related to *multi-modal transportation*?
Are there any additional data sources available to measure transportation "benefits" related to multi-modal transportation?
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<tr>
<td>8. Improved reliability</td>
<td>Travel times (modeling, surveys, etc.)</td>
</tr>
</tbody>
</table>

Are there additional data sources available to measure transportation “benefits” related to improved reliability?
Are there additional data sources available to measure transportation "benefits" related to improved reliability?
FUTURE STUDY OF BENEFITS

Poll Everywhere

Are we missing any “benefits” of transportation programs or projects?
Are we missing any "benefits" of transportation programs or projects?

Top
FUTURE STUDY OF BENEFITS

What data should we collect in the future to improve our “benefits” measurement?
What data should we collect in the future to improve our "benefits" measurement?

Top
Please use the Zoom Q&A pod to submit any additional questions around Justice40, transportation “disadvantage,” or “benefits.”

Our speakers will answer as many questions as time permits.

Please participate using the Zoom Q&A pod located at the bottom of your screen.
Please know that you are an important part of this effort and feel free to reach out with any additional questions or concerns via email at equity@dot.gov.

Find this session recording and sign up for our email list on Equity @ USDOT at www.transportation.gov/equity-Justice40.

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