

Interventions

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.

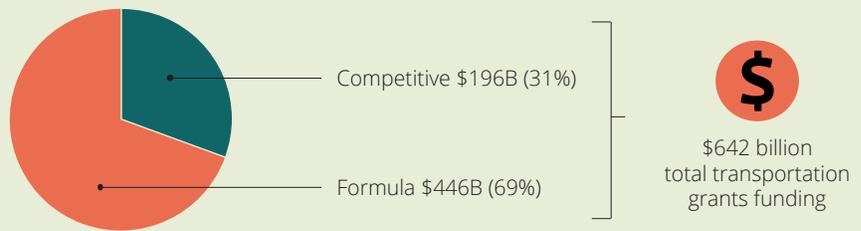
KEY PERFORMANCE INDICATORS

- 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.⁷

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



ROOT DRIVERS

Limited Resources

- **Underserved communities may lack the resources needed to develop successful discretionary grant applications.** Without assistance, many underserved communities may miss chances to compete for discretionary funding due to a lack of resources rather than a lack of need.
- **Community Based Organizations (CBOs) have limited capacity to advocate on behalf of their community.** CBOs can represent the most underserved and overburdened communities and understand them best. However, coordinating with stakeholders, transportation agencies, and contractors is a costly and time-consuming process.

Systemic Barriers Remain

- **Disadvantaged communities have experienced decades of infrastructure injustice.** Disinvestment and lack of infrastructure funding have compounded years of systemically racist transportation decisions which have been left unresolved.⁸
- **Communities of color are disenfranchised from the decision-making process.** Members of underserved communities have received less priority in infrastructure investments, often shouldering the burden of its environmental and economic impacts.⁸

Income and Wealth Disparities

- **Navigating the complex environment of federal grant opportunities requires specialized expertise and experience.** Overburdened or disadvantaged communities in urban and rural areas may not have adequate resources to gain access to the necessary expertise and experience.
- **Benefit-cost analysis (BCA) is very influential in discretionary grant applications.** BCAs require specialized analysis tools. When underserved communities do not have access to those tools, potentially beneficial projects in underserved communities might not be selected due to incomplete or flawed BCAs.

TIMELINE OF USDOT ACTIONS



THE OPPORTUNITY AT STAKE

Providing technical support to underserved communities will make sure they have the opportunity to access the **+\$642B** in transportation grants funding authorized by the Bipartisan Infrastructure Law (BIL) for FY22-FY26.⁷

KEY USDOT ACCOUNTABILITY ACTION

Consultation with the re-constituted Advisory Committee on Transportation Equity.