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**The Environmental Justice Scorecard has been updated.** Phase Two of the Environmental Justice Scorecard was released on July 24, 2024.

## [Download the data](#)

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1200 New Jersey  
Avenue SE  
Washington, DC  
20590  
(202) 366-4000

<https://www.transportation.gov/> 

[Engage@dot.gov](mailto:Engage@dot.gov)



# Department of Transportation

**11 office(s), 1,100 location(s), 55,922 employees, and 1,522 new hire(s)** in Fiscal Year 2023


The mission of the Department of Transportation (DOT or the Department) is to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods.

Smart and inclusive transportation investments transform economies, connect people to opportunities and

## Get Involved

[Check out the Department of Transportation's public engagement events](#) 


## Latest News & Updates

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## Get Funding & Support

[Find NOFOs,](#)

each other, and empower communities to build generational wealth for the future. The current transportation system distributes benefits and burdens that vary greatly by location due to historical and systemic patterns of disparity. DOT or the Department is working to ensure that all communities receive the benefits that transportation brings and are not left out, or made to shoulder disproportionate burdens caused by transportation infrastructure. By making equity and environmental justice priorities and supporting them with the historic funding provided by the Bipartisan Infrastructure Law and the Inflation Reduction Act, DOT is working to meet the Department's mission to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods.

[grants, and technical assistance](#) 

To learn more about environmental justice at DOT, please visit DOT's [environmental justice website](#) .

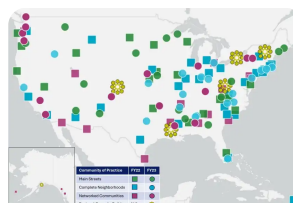
Some examples of well-known DOT offices, bureaus, or agencies are:

- Federal Aviation Administration
- Federal Highway Administration
- Federal Transit Administration

## Progress on Advancing Environmental Justice

This section demonstrates key progress on advancing environmental justice at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

### Key Highlights ([show less ^](#))



### DOT's Thriving Communities Program

Photo credit: DOT

DOT's Thriving Communities Program aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental,

## **DOT Requires Airline Lavatories to Be More Accessible for Wheelchair Users**

DOT recognized the importance of meaningful public engagement to address issues related to disability, language access, and resources. In July 2023, on the 33rd anniversary of the Americans with Disabilities Act, DOT announced a new rule which requires airline lavatories to be more accessible. This rulemaking, authorized by the Air Carrier Access Act, would require airlines to make lavatories on new single-aisle aircraft large enough to permit a passenger with a disability and attendant, both equivalent in size to a 95th percentile male, to approach, enter, and maneuver within as necessary to use the aircraft lavatory.

[Learn more](#) 

climate,  
and human  
health  
policy  
outcomes  
have the  
technical  
tools and  
organizational  
capacity to  
compete for  
federal aid  
and deliver  
quality  
infrastructure  
projects  
that enable  
their  
communities  
and  
neighborhoods  
to thrive.  
With  
planning  
occurring in  
FY 2023,  
DOT  
welcomed  
hundreds of  
attendees  
for the first-  
ever  
Thriving  
Communities

## National Roadway Safety Strategy Call to Action Campaign

In February 2023, DOT launched the Department's National Roadway Safety Strategy (NRSS) Call to Action campaign, asking stakeholders to commit to specific actions to reduce serious injuries and deaths on our roadways, which have reached crisis levels and can disproportionately impact communities with environmental justice concerns. For example, the NRSS includes an action to protect vulnerable road users through updates to the Manual on Uniform Traffic Control Devices.

[Learn more](#) 

Program Convening, hosted by DOT and the Build America Bureau's Thriving Communities Program. The two-day event, held on November 30 and December 1, 2023, connected leaders from 62 disadvantaged communities with federal agency staff to learn, collaborate, and boost infrastructure access.

[Learn more](#) 

## DOT Equity Council

The DOT Equity Council (Council) was established through [DOT Order 1000.17](#) in December 2022 built on the foundation laid by the DOT Equity Task Force to further institutionalize equity across the Department's policies and programs. The DOT Equity Council serves as the coordinating body for implementation of the Department's various authorities on equity, development and execution of equity initiatives, and achievement of the Department's equity goals.

Learn more 

## Justice40 Initiative

This section demonstrates progress on the implementation of the Justice40 Initiative at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.


### Overview

### What is the Justice40 Initiative?

The Justice40 Initiative set the goal that 40 percent of

The Justice40 Initiative allows DOT to identify and prioritize projects that benefit rural, suburban, Tribal, and urban communities facing barriers to affordable, equitable, reliable, and safe transportation. Through the Justice40 Initiative, DOT is also assessing the negative impacts of transportation projects and systems on disadvantaged communities and will consider whether meaningful public involvement is taking place throughout a project's lifecycle.

DOT's Justice40 [Story Map](#) describes DOT's approach to the Justice40 Initiative, including three case studies. The Story Map uses data from the [Equitable Transportation Community](#) (ETC) Explorer to demonstrate the connection between the components of transportation disadvantage for each case study and how each project's benefits may help reverse or mitigate how the community experiences disadvantage.

For more information on DOT's Justice40 covered programs, please contact [Justice40@dot.gov](mailto:Justice40@dot.gov) 

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## Justice40 Covered Programs ([show less](#) ^)

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The Department of Transportation has:

- **40** Justice40 covered program(s),

the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution.

[Learn more](#) 

including **39** Justice40 covered program(s) that is/are funded by the Bipartisan Infrastructure Law, the Inflation Reduction Act, or both

## Progress on the Justice40 Initiative

Through President Biden's [Investing in America](#) agenda and other sources, **DOT** has:

approximately

**\$150 billion**

in funds available to obligate (i.e., to spend) in Fiscal Years (FY) 2022 - 2026 through its Justice40 covered programs.<sup>1</sup>

Through President Biden's [Justice40 Initiative](#), **DOT** is working to deliver benefits to disadvantaged communities. Each program that is part of the Justice40 Initiative delivers benefits in at least one of [seven investment categories](#), and many programs are delivering benefits to communities across multiple categories of investment. The **40** covered program(s) at **DOT** working to deliver benefits for communities include:



- **18** program(s) protecting communities from the impacts of climate change
- **26** program(s) advancing clean and affordable energy for communities
- **40** program(s) delivering and advancing clean transportation options for communities
- **21** program(s) delivering training and workforce development benefits

Overall, agencies are making concrete, tangible improvements to benefit disadvantaged communities across America through the Justice40 Initiative. These investments are resulting in cleaner air and water, more affordable clean energy, good-paying jobs, and other results that people are seeing and feeling today and into the future.

<sup>1</sup>*In the Phase Two Scorecard, the Justice40 Initiative section contains information about federal investments that Congress has funded through both discretionary and mandatory appropriations, as well as supplemental appropriations, such as those that Congress made in the Bipartisan Infrastructure Law (Pub. L. 117-58) and the Inflation Reduction Act (Pub. L. 117-169). The Phase Two Scorecard includes information on each agency's budget authority (that is, the total amount of funds that Congress has appropriated to the agency to spend on Justice40 covered programs) and the period of availability (that is, the period of time over which*

*Congress has authorized the agency to spend the funds).*

*In some cases, agencies may not yet have the authority to spend the full amount indicated, such as when Congress has appropriated funds that will only become available in future Fiscal Years. Agencies provided the data presented here in spring 2024, and therefore the data does not reflect the annual appropriations for Fiscal Year 2024 that Congress made in March 2024.*

*Thus, the information that the Phase Two Scorecard presents in this section includes what the agency has available to spend in its Justice40 covered programs (i.e., its budget authority). These figures represent the total funding amount for all Justice40 covered programs, not only the portion that benefits disadvantaged communities.*

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## **Justice40 Covered Program Highlights ([show less](#) ^ )**

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The Department of Transportation is delivering benefits, or is projected to deliver benefits, for disadvantaged communities through grants or awards made through its Justice40 covered programs, such as:

## **Foster Economic Sustainability Throughout Kentucky Project**

Announced for funding in September 2023 through DOT's Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, this project in Kentucky involves project development, final design, and construction activities for various track improvements in a rail yard, upgrades to multiple bridges along Paducah and Louisville Railway's 280-mile main line, and rehabilitation of locomotives. The project will reduce delays and increase the safety and resiliency with reduced chance of derailments on a rail line that transports hazardous chemicals.

**Learn more** 

## New Orleans Regional Transit Authority

In June 2023, the New Orleans Regional Transit Authority (RTA) received \$71 million in Low or No Emission grant to fund the purchase of zero-emission vehicles and charging equipment, provide a microgrid to support charging resiliency after major storm events, and design and implement a workforce training program. The City of New Orleans experiences high climate and disaster burden, high poverty, and poor air quality. The RTA plays a crucial role in providing mobility to residents, tourists, and disabled individuals in New Orleans. In addition to funding for the addition of 20 electric buses, chargers and microgrid technology, \$3.5 million of the award is allocated to developing a training program to support the maintenance of electric buses and charging facilities.

[Learn more](#) 

## Buses for Coeur D'Alene Transit System

Announced in March 2023 by the Federal Transit Administration, the project, and funded by the Tribal Transit Program, will allow for the purchase of two buses for the Coeur D'Alene Tribe's transit system, which serves an estimated 65,750 riders annually in Benewah and Kootenai counties in northern Idaho. The buses will allow the Tribe to continue to provide safe, timely, and fare-free public transportation that allows residents to access jobs, schools, healthcare, and essential services.

Learn more 

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## Funding Announcements ([show less](#) ^ )

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The Department of Transportation has:

- **21** funding announcement(s) covered under the Justice40 Initiative
- **Over \$43 billion** available through Justice40 covered program(s) funding announcements<sup>2</sup>

## Thriving Communities Program

DOT's Thriving Communities Program is coordinating capacity building efforts with other federal technical assistance programs and federal staff in regional and state offices through the Federal interagency Thriving Communities Network to meet communities where they are and leverage resources. Building upon the previous year's program that funded four national capacity builder teams to support 64 communities who were announced in April 2023, an additional \$23.1 million was made available in September 2023 to enable support to more disadvantaged and low-resourced communities.

[Learn more](#) 

## Reconnecting Communities Grant Program

The Reconnecting Communities Pilot Program is the first-ever federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. In February 2023, Transportation Secretary Buttigieg [announced](#) a historic \$185 million in grant awards for 45 projects through the new Reconnecting Communities Pilot Program. That summer,

the FY 2023 Reconnecting Communities Program was combined with the [Neighborhood Access and Equity Grant Program](#) into a single \$3.155 billion funding announcement that emphasized assisting economically disadvantaged communities with planning and capital construction.

**Learn more** 



## Low or No Emission Grants

The purpose of the Low or No Emission Vehicle Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. In June 2023, Federal Transit Administration [announced](#) 130 awards totaling nearly \$1.7 billion from President Biden's Bipartisan Infrastructure Law for transit projects in 46 states and territories.

[Learn more](#) 

<sup>2</sup>Further, this section also includes funding that was made available through an agency's Justice40 covered programs in FY 2023. The funding was made available through various mechanisms, like grants, loans, agreements, contracts, notices of funding opportunity, and other funding announcements. These funding announcements were from Justice40 covered programs that were funded through discretionary and mandatory appropriations, as well as supplemental appropriations, such as those enacted under the Bipartisan Infrastructure Law (Pub. L. 117-58) and the Inflation Reduction Act (Pub. L. 117-169).

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## Covered Program Design or Modification ([show less ^](#))

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The Department of Transportation made program or design modifications to maximize benefits and/or remove barriers or constraints for disadvantaged communities, such as:

## **DOT's Equitable Transportation Community (ETC) Explorer Tool**

In May 2023, DOT launched the Equitable Transportation Community (ETC) Explorer tool, an interactive mapping tool to understand where transportation insecurity, defined as limited transportation access and safety combined with a high cost-burden, is most acute across the country. It is designed to complement the Climate and Economic Justice Screening Tool (CEJST) by providing users deeper insight into the Transportation disadvantage component of the CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation-related causes of disadvantage.

**Learn more** 

## DOT Discretionary Grant Dashboard

DOT launched an online DOT Discretionary Grant Dashboard to make it easier for communities to search the full set of federal transportation grant programs and find those that may align with local needs. Designed for ease of use to navigate DOT programs, the Dashboard provides users with a way to sort by eligible activities, applicant type and keywords. Designed with all communities in mind, the Dashboard identified grant programs with rural and tribal set-asides or match waivers available.

[Learn more](#) 

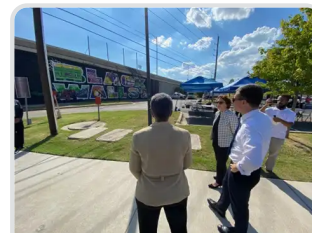
## Streamlining Funding Opportunities

DOT piloted a new approach of releasing combined Notices of Funding Opportunities (NOFOs) to streamline the process for applicants applying for multiple discretionary grant programs and reduce administrative barriers for non-traditional applicants. The combined NOFOs in FY 2023 included a combination of the Reconnecting Communities Grant Program with the Neighborhood Access and Equity Programs as well as a combined NOFO for Multimodal Project Discretionary Grants – which combined funding opportunities for Mega, Rural, and INFRA grant programs to reduce application burden.

## Justice40 In Action ([show less ^](#))

The Department of Transportation is delivering benefits, or is projected to deliver benefits, for disadvantaged communities through the Justice40 Initiative, including:

### Kapalama Container Terminal



### The

## at Honolulu Harbor, Hawaii

Hawaii DOT's \$47.3 million Kapalama Container Terminal project funded from the Port Infrastructure Development Program, will expand cargo handling capacity by 40% at the state's largest commercial port, which is currently experiencing severe congestion. Investing in electrified cranes, solar, and a resilient long-duration microgrid not only reduces port emissions, but also increases the resiliency and reliability of the port during extreme weather events, energy disruptions, and natural disasters, thereby mitigating supply chain disruptions for the Hawaiian Islands. 80% of all goods that Hawaii's residents consume are imported, with 98% of those goods processed through this port. Improving the capacity, resiliency, and reliability of the port helps goods reach families and businesses across the island of Oahu – which includes disadvantaged communities – more efficiently, which in turn lowers the cost of basic needs like fresh food, clothing, and fuel. The project has also incorporated policies to encourage the hiring of individuals from local low-income communities.

## Chinatown Stitch: A Reconnect ing Communit ies Story

*Photo credit:  
DOT*

The City of Philadelphia, Pennsylvania was awarded a FY 2023 Neighborhood Access and Equity Program Reconnecting Communities grant to construct a cap that covers a portion of the existing below-grade Vine Street Expressway with a public park. For almost 100 years, the area was home to

[Learn more](#) 

### **U.S. Highway 64 over the Alligator River, North Carolina**

North Carolina DOT's \$271 million project to replace the moveable span U.S. Highway 64's Alligator River Bridge will remove extensive detours or delays to both motorists and water cargo due to increasingly frequent mechanical failures. In January 2023, DOT announced the award of a \$110 million DOT Multimodal Program Discretionary grant for the project that not only funds the bridge replacement, it also provides for broadband installation infrastructure and a separated bike lane benefiting disadvantaged communities that depend on the bridge as major transportation and evacuation corridor that connects Northeastern North Carolina to the Outer Banks.

[Learn more](#) 

generations of Chinese immigrants. Churches, businesses, and other social and cultural organizations helped preserve culture and cultivate neighborhood character. The Vine Street Expressway was completed in 1991. The Expressway connected existing Interstates in Philadelphia, decimating communities and dividing neighborhoods, including Chinatown. The new project will

## Memphis Area Transit Authority's New Operating and Maintenance Facility & Electric Buses in Memphis, Tennessee

Memphis Area Transit Authority's (MATA) \$76 million project will build a new Operating and Maintenance facility and purchase battery electric buses and related charging equipment, thereby allowing the agency to transition its fleet to electric buses, increasing service levels, reducing wait and travel times, improving the reliability of service, making transit simpler to use, and training employees to work on the new technologies. Funding from both the Low or No Emission Program and Buses and Bus Facilities Program provided funding for the MATA project. The MATA service area includes disadvantaged communities that would benefit from improvements with lowered emissions and increased safety and expanded access.

[Learn more](#) 

ensure that residents and visitors in Chinatown can safely travel by any mode they choose. It will increase access to greenspace and reconnect the two sides of Chinatown divided by the Expressway.

[Learn more](#) 



## Environmental and Civil Rights Protection

Federal agencies are advancing environmental justice by carrying out their responsibilities under the law to identify and address disproportionate and adverse public health and environmental, climate-related, and cumulative impacts on communities with environmental justice concerns. Agencies are working to ensure that all communities experience the protection of our country's bedrock environmental laws. The following information reflects some of the environmental and civil rights work at the Department of Transportation has done in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

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### National Environmental Policy Act (NEPA) and Environmental Justice ([show less ^](#))

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This section demonstrates progress on environmental protections, such as the National Environmental Policy Act, at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

DOT [Order 5610.1C](#) establishes procedures for consideration of environmental impacts in decision-

### What is NEPA?

The National Environmental Policy Act (NEPA) requires federal agencies to

making on proposed DOT actions. The Order provides that information on environmental impacts of proposed actions will be made available to the public through environmental impact statements, environmental assessments, or findings of no significant impact. These documents serve as the single vehicle for environmental findings and coordination. DOT's agencies (also called operating administrations) may then provide additional NEPA guidance that is further tailored to their specific mission and actions. DOT also maintains Department-wide guidance (currently found at DOT EJ Order 5610.2C) that establishes procedures to advance DOT's environmental justice strategy.

consider  
and disclose  
the  
environmental  
health and  
community  
impacts of  
certain  
decisions or  
actions  
before  
taking  
them.

**Learn more** 

## Project Modifications

- **2** project modification(s) where environmental justice concerns were raised during NEPA process, including:

### **I-526 Lowcountry Corridor West Improvements**

The Federal Highway Administration's [I-526 Lowcountry Corridor](#) project is intended to increase capacity and improve operations at the I-26/I-526 interchange and along the I-526 mainline

in South Carolina. An extensive environmental justice community mitigation plan was developed in concert with impacted communities. Examples of mitigation include pre-employment training in the fields of engineering, construction, and transportation; on-the-job training; educational and scholarship opportunities for impacted communities; and implementing a Single-Family Affordable Housing Replacement Housing Program, a Multi-Family Housing Program, and a Small Business Development Program.

## **I-26 Asheville Connector**

The I-26 Connector will be a median-divided freeway to connect I-26 in southwest Asheville to U.S. Highway 19/23/70 in northwest Asheville. Project modifications and mitigation measures are being implemented as a result of environmental justice concerns. Examples include eliminating the need to displace the Community Baptist Church and improved pedestrian infrastructure.

### **Training**

- **20** agency training(s) on how to consider environmental justice considerations during NEPA reviews
- **354** employees trained on how to

consider environmental justice  
during NEPA reviews

For example, the National Transit Institute, which is funded by the Federal Transit Administration, held a pilot of a new course, the Environmental Justice for Transit Professionals course, at DOT headquarters in August 2023. In September 2023, the National Highway Institute, which is funded by the Federal Highway Administration, held a pilot of the new Environmental Justice Analysis in NEPA course for transportation professionals in North Carolina.

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## **Environmental or Health Protection** ([show less](#) ^ )

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This section demonstrates progress by the Department of Transportation on environmental or health protection that also advances environmental justice in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

In FY 2023, the Department issued a number of proposed actions aimed at reducing the harm of transportation projects. As shown in the examples below, DOT issued proposed rules that would reduce transportation emissions, increase pipeline and vehicular safety, and increase the equitable distribution of benefits. DOT has since recently taken final action on many of these

proposals.

### **Proposed Regulation to Significantly Improve the Gas Pipeline Leak Detection and Repair**

In August 2023, the Pipeline and Hazardous Materials Safety Administration (PHMSA) [announced](#) a proposed new rule to significantly improve the detection and repair of leaks from gas distribution pipelines. As directed by the bipartisan Protecting our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2020, the proposed rule would create good-paying jobs, deploy pipeline workers across the country to keep more product in the pipe, and prevent dangerous accidents. These actions, if finalized, would boost efficiency, cut harmful pollution and waste, and are estimated to create up to \$2.3 billion annually in benefits.

## **Electric Vehicle (EV) Minimum Standards and Requirements Regulation**

[Announced](#) in February 2023, the Federal Highway Administration's [EV Minimum Standards and Requirements regulation](#) requires a Community Engagement Outcomes Report for the National EV Infrastructure Formula Program, a Justice40 covered program. States must include in their State EV Infrastructure Deployment Plans a description of the community engagement activities conducted as part of the development and approval of their most recently submitted plan, including engagement with disadvantaged communities.

## **Corporate Average Fuel Economy Standards Regulation Update**

In July 2023, the National Highway Traffic Safety Administration (NHTSA) proposed new fuel economy standards for passenger cars and light trucks and fuel efficiency standards for model years (MYS)

2027-2031. Finalized in June 2024, the new rule will increase fuel economy 2% per year for model years 2027-2031 for passenger cars, while light trucks will increase 2% per year for model years 2029-2031. These increases will bring the average light-duty vehicle fuel economy up to approximately 50.4 miles per gallon by model year 2031, saving passenger car and light truck owners more than \$600 in fuel over the lifetime of their vehicles. Heavy-duty pickup truck and van fuel efficiency will increase 10% per year for model years 2030-2032 and 8% per year for model years 2033-2035. This will result in a fleetwide average of approximately 35 miles per gallon by model year 2035, saving heavy-duty pickup and van owners more than \$700 in fuel over the lifetime of their vehicles. These new fuel economy standards will save our nation billions of dollars, help reduce our dependence on fossil fuels, and make our air cleaner for everyone, including for communities overburdened by harmful air emissions.

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## Civil Rights and Environmental

## Justice ([show less](#) ^)

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This section demonstrates progress on civil rights related to environmental justice, for example, the Americans with Disabilities Act, the Rehabilitation Act of 1973 or relevant laws other than Title VI of the Civil Rights Act at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

DOT is focused on reducing inequities across its transportation systems and the communities they affect. To this end, DOT continues to create, strengthen, and implement nondiscrimination policies. DOT's agencies (also called operating administrations) increased the use of nondiscriminatory language in Notice of Funding Opportunities and strengthened documentation of civil rights compliance as part of its pre-award assessments. In September 2023, DOT approved its [Language Access Plan](#) and is moving swiftly towards implementation by creating working groups and establishing agreements for language services. DOT also reviewed and updated policies and tools including Federal Aviation Administration's [Order 1050.1F](#), "Environmental Impacts: Policies and Procedures," and Federal Railroad Administration's [Justice40 Rail Explorer](#).

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## Title VI and Environmental Justice

([show less](#) ^)



( [SHOW LESS](#) ^ )

This section demonstrates progress on civil rights related to environmental justice, such as under Title VI of the Civil Rights Act of 1964, at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

Title VI of the Civil Rights Act of 1964 is a tool that DOT has to achieve environmental goals such as just treatment and equitable access in transportation. DOT’s Title VI regulations at 49 CFR. Part 21 and DOT Order 100.12C, “The U.S. Department of Transportation Title VI Program,” are designed to provide equal opportunity and access in all programs receiving federal financial assistance from DOT, by ensuring nondiscrimination on the basis of race, color, or national origin (including limited English proficiency). Equal opportunity connects all people and communities to transportation programs that receive federal financial assistance from DOT.

- **15** open Title VI investigation(s) or compliance review(s) related to environmental justice

### Training

### What is Title VI of the Civil Rights Act of 1964?

Title VI of the Civil Rights Act of 1964 requires that no person be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance on account of race, color, or national

- **48** agency training(s) on Title VI of the Civil Rights Act and environmental justice origin.
- **1,042** employee(s) trained on Title VI of the Civil Rights Act and environmental justice

## Centering Environmental Justice in Decision-Making

This section demonstrates progress on community engagement (e.g., partnerships with non-federal organizations, technical assistance, and public processes) and partnership and consultation with Tribal Nations at the Department of Transportation in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

DOT engages in external engagements on a daily basis both related to specific projects through the project planning and NEPA processes and to advance broader Departmental priorities. For example, DOT's University Transportation Centers Program (UTC) continues to strengthen its partnerships and engage with Historically Black Colleges and Universities (HBCUs), Hispanic Serving Institutions and Universities, Minority Serving Institutions (MSIs), and Tribal Colleges and Universities by increasing research opportunities for institutions and advancing economic and educational opportunities in transportation. In February 2023, DOT [announced](#) a record number of HBCUs,

MSIs, and Tribal Colleges participating in the UTC program.

DOT's tools and resources are aimed at enhancing its provision of information to its stakeholders and the public. This includes websites and webinars on grant application processes, websites and networks for technical assistance, and tools to identify and evaluate the impacts of transportation on communities, amongst many others. DOT is continuing to develop and advance these resources.

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### Technical Assistance ([show less](#) ^)

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- **Over 10** technical assistance outreach event(s) to improve access and information about federal programs related to environmental justice

For more information on the Department of Transportation's technical assistance events, please visit

<https://www.transportation.gov/dot-navigator>

## Webinar: Utilizing DOT Data and Mapping Tools for Stronger Grant Applications

Held in September 2023, DOT's webinar on utilizing DOT data and mapping tools for stronger grant applications highlighted new features of the DOT Navigator, including a new webpage on [Data and Mapping Tools](#) and presentations on the Screening Tool for Equity Analysis of Projects and the Equitable Transportation Community Explorer. The webinar also provided tips for DOT grant competitiveness and featured a live discussion panel of DOT discretionary grant experts.

Learn more 

## Webinar: Identifying DOT Discretionary Grant Opportunities

Held in May 2023, DOT's webinar on identifying discretionary grant opportunities showcased the DOT Discretionary Grants Dashboard, a tool that makes it easier to search for and find grant opportunities based on project type, organization type, and other considerations. The webinar also highlighted the Wildlife Crossings Program, Charging and Fueling Infrastructure Grant Program and other new resources available on the [DOT Navigator](#) .

Learn more 

## Tribal Transit Symposium

To provide a one-stop shop for technical assistance for Tribal leaders and Tribal organizations, DOT and the Federal Transit Administration co-hosted a Tribal Transit Symposium in Oklahoma City, Oklahoma in May 2023. The two-day learning opportunity included information on initiating transit programs on Tribal lands and technical assistance to expand and improve existing Tribal transit systems.

Learn more 

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## Public Processes ([show less ^](#))

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- **Several** public process(es) related to environmental justice, e.g., requests for information or listening sessions, including:

## **Request for Information: Equitable Transportation Community Explorer**

In February 2023, DOT issued a Request for Information to solicit feedback on DOT's updated Equitable Transportation Community Explorer and Index methodology that supports the Justice40 Initiative. The resulting 51 public comments and feedback were integrated into the update of the tool.

**Learn more** 

## **First DOT and Federal Transit Administration Roundtable Discussion on Asian American, Native Hawaiian, and Pacific Islander Transit Experience**

In October 2022, the Federal Transit Administration (FTA) held a roundtable discussion in New York City with local leaders of the Asian American, Native Hawaiian, and Pacific Islander (AA & NHPI) communities regarding the experience of riders of Asian descent on New York City's public transportation system. This roundtable was the first in a series of planned discussions around the nation to help DOT and FTA better understand local perceptions of public transit by AA & NHPI riders and identify potential solutions to better meet the needs of these communities.

**Learn more** 



## Request for Information: Equity Action Plan Update

In June 2023, DOT issued a Request for Information (RFI) inviting public comment regarding how the Department's work to advance equity (including environmental justice) has impacted organizations and communities, as well as input on performance metrics, data sets, tools, and research to measure and advance transportation equity (including environmental justice). The responses to this RFI helped the Department understand the impact of its equity activities to date and inform equity-related activities and performance metrics prioritized through the [2023 update to DOT's Equity Action Plan](#) (released in February 2024).

Learn more 

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## Partnership and Consultation with Tribal Nations ([show less ^](#))

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This section demonstrates progress on Tribal partnerships and consultations at the Department of Transportation, including steps that that agencies take to respect Tribal sovereignty and ensure government-to-government consultation on federal policies in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

As a follow-up action to the President's January 26, 2021, Memorandum on Tribal Consultation and Strengthening the Nation-to-Nation Relationships, DOT, after consultations with Indian Tribes, issued an update to its [Tribal Consultation Policy and Procedures](#) (DOT Order 5301.1A) to improve and implement the policies and directives of Executive Order 13175. The goal of consultation under the DOT Order is to ensure the preservation and protection of the rights and resources of Indian Tribes under treaties, the trust relationship, and federal law. The consultation policy applies to Indian Tribes and Alaskan Native Claims Settlement Act corporations. Consultation will be carried out in accordance with the process and directives in the Order, Executive Order 13175, all Presidential Memoranda regarding Tribal Consultation, and applicable federal law. The consultation process should also adhere to the principles and standards in the Presidential Memorandum on Uniform

## Standards for Tribal Consultation.

- **Several** Tribal Consultation(s) related to environmental justice

### **DOT Participates in Second Annual White House Tribal Nations Summit**

Transportation Secretary Buttigieg attended the [second annual White House Tribal Nations Summit](#), during which the Secretary [announced](#) a slate of actions to build on DOT's ongoing work to deliver infrastructure funding to Indian Country including Regional Tribal Technical Assistance Program (TTAP) agreements, an electric vehicle initiative for Tribal Nations, a Tribal Transit Symposium, a Tribal Aviation Symposium, a Tribal Maritime Roundtable, and a multi-agency effort to improving highway safety in Indian Country.

## **Federal Transit Administration Sought Comments on Tribal Transit Programs**

The Federal Transit Administration (FTA) [conducted a consultation](#) with Tribal Nations and requested comments related to the Tribal Transit Program. Specifically, FTA consulted with Tribal recipients to ensure the program is administered in a beneficial manner following increases in the amount of funding available and increases in the number of Tribes participating, as well as other changes related to the program.

## Tribal Maritime Symposium

The Maritime Administration (MARAD) held an inaugural Maritime Tribal Roundtable to discuss maritime and intermodal transportation programs and funding opportunities. This conversation included sharing information about available resources and ideas to support maritime and intermodal transportation needs for Tribal communities. The roundtable was an opportunity for Tribal representatives to hear from MARAD leadership how they support maritime infrastructure investments, learn where to find grants to fund Tribal maritime infrastructure and planning projects, and receive on-the-spot technical assistance on how MARAD can help Tribes succeed in their maritime transportation projects. Tribal representatives were able to ask questions and share ideas, insights, and experiences to help bring safe, equitable, and sustainable transportation to Indian Country.

- **Several** Tribal listening sessions and other engagements related to environmental justice

For example, the Federal Transit Administration (FTA) engages in technical assistance assessments through the Tribal Technical Program and staff participate in conferences related to Tribal interests, such as the Alaska Tribal Transportation Work Group annual conference and the DOT/FTA Tribal Transit Symposium.

## Training

- **14** agency training(s) on Tribal Consultation or working with Tribes and Indigenous Peoples to advance environmental justice
- **47** employees trained on Tribal Consultation or working with Tribes and Indigenous Peoples to advance environmental justice

For example, the Director of DOT's Tribal Affairs Office within the Office of the Secretary provided an in-depth training on customs and courtesies, to include resources that may be utilized when collaborating with Tribal Nations, to the Pipeline and Hazardous Materials Safety Administration.

## Institutionalizing Environmental Justice

This section demonstrates progress to institutionalize environmental justice at the Department of Transportation including to implement [Executive Order 14008](#) and [Executive Order 14096](#), in Fiscal Year (FY) 2023, which is from October 2022 to September 2023.

## Overview

DOT has taken, and is continuing to take, significant steps to embed equity and environmental justice in all of its programs, policies, and actions. By ensuring the consideration of equity in grant application evaluation, developing and implementing strategic and action plans that are prepared with an equity lens, and standing up new programs aimed at reducing harms to underserved and overburdened communities and increasing benefits to disadvantaged communities, DOT is demonstrating a commitment to advance equity and environmental justice throughout the transportation sector.

- **10,461** staff who work on environmental justice, either in a full- or part-time capacity
- **3** new or strengthened office(s) or program(s) on environmental justice

Photo credit:  
DOT

**Promising  
Practices  
for  
Meaningful  
Involvement  
in  
Transportation  
Decision-  
Making**

In October  
of 2022,  
DOT

## Training

- **11** agency training(s) for staff on environmental justice
- **832** employee(s) trained on environmental justice

For example, Federal Railroad Administration employees attending training on environmental justice resulted in the employees being better equipped to address and manage environmental justice issues in program management, project, environmental, and/or grant review and/or project implementation.

## Advancing Environmental Justice Policy ([show less ^](#))

- **Has** issued or updated policy, guidance, or directives related to environmental justice (internal or external)

### DOT Research, Development, and Technology Strategic Plan

Released in January 2023, the Research, Development, and Technology (RD&T) Strategic Plan (FY 2022-2026) – Building a Better Transportation Future for All presents the Department's

released a Promising Practices for Meaningful Public Involvement in Transportation Decision-Making guidance document, a first-of-its-kind guide for DOT funding recipients and partners that conduct public involvement in the transportation space. Since this guide was released, DOT has held regular trainings that



transportation research priorities and strategies for the next five years and beyond. The purpose of the plan is to outline a national transportation research vision to guide America’s transportation research priorities and improve coordination of transportation research. The plan defines the role of the Department’s RD&T programs to lead the transformation of our nation’s transportation system in partnership with stakeholders. It further describes the RD&T priorities and strategies the Department will use to meet the Administration’s strategic goals including safety, economic strength and global competitiveness, equity, climate and sustainability, and transformation.

**Learn more** 

provide in-depth overviews of tools, techniques, and approaches for conducting meaningful public involvement. In November 2023, DOT released an [updated guide](#).

**Learn more** 

## **Blueprint to Decarbonize America’s Transportation Sector**

In January 2023, the Biden-Harris Administration released the U.S.

National Blueprint for Transportation Decarbonization (Blueprint). Developed by the Departments of Energy, Transportation, Housing and Urban Development, and the Environmental Protection Agency, the Blueprint is a landmark strategy for cutting all greenhouse emissions from the transportation sector by 2050. It exemplifies the Biden-Harris Administration's whole-of-government approach to addressing the climate crisis and meeting President Biden's goals of securing a 100% clean electrical grid by 2035 and reaching net-zero carbon emissions by 2050. The Blueprint builds on President Biden's Bipartisan Infrastructure Law and Inflation Reduction Act, which together represent historic investments in the future of our nation that will transform how we move and live while we build the backbone of a safer and more sustainable transportation system.

[Learn more](#) 

## Enabling Safe and Accessible

## Air Travel

DOT's Disability Policy Priorities highlight work that DOT is undertaking to increase access for people with disabilities across four focus areas: enabling safe and accessible air travel; enabling multimodal accessibility of public transportation facilities, vehicles, and rights-of-way; enabling access to good-paying jobs and business opportunities for people with disabilities; and enabling accessibility of electric vehicles and automated vehicles. In support of the first focus area, in FY 2023, the Federal Aviation Administration (FAA) initiated a three-year research roadmap to investigate the feasibility of enabling passengers to stay in their personal wheelchairs while traveling on commercial aircraft. This research program builds on the U.S. Access Board and Transportation Research Board Report on the [Feasibility of Wheelchair Securement Systems on Passenger Aircraft](#) and may support potential future rulemaking. The research will evaluate occupant safety and crashworthiness aspects of

installing wheelchairs on commercial aircraft.

[Learn more](#) 

- **Has** assessed barriers and obstacles related to regulations, policies, or practices, including historical inequities
- Over the past four years **is working** to create an Environmental Justice Strategic Plan pursuant to [Executive Order 14096](#)

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## Advancing Environmental Justice Tools or Resources

([show less](#) ^)

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- **30** tool(s) or resources that advance environmental justice, including access to health, environmental or other impacts, such as:

## **DOT Equitable Transportation Community Explorer**

The Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 census tracts and data to explore the cumulative burden communities experience as a result of underinvestment in transportation in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.

[Learn more](#) 

## **Climate Adaptation Resources and Tools**

Created by DOT's Climate Change Center, this website compiles climate adaptation resources and tools from across DOT.

[Learn more](#) 

## Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

In May 2023, DOT released an updated toolkit, which is meant to be a one-stop resource to help rural communities scope, plan, and identify ways to fund electric vehicle charging infrastructure. A rural organization or individual – such as a property owner, business, town, Tribe, or planning or transit agency – can use the toolkit to identify key partners for a project, take advantage of relevant planning tools, and identify available funding or financing to help make that project a reality.

[Learn more](#) 

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## Advancing Institutional Partnerships or Federal Advisory Committees ([show less](#) ^)

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- **4** new or strengthened internal agency working group(s), committee(s), or partnership(s) to

advance environmental justice, or  
new federal advisory committee(s)  
on environmental justice

- **1** new or existing federal advisory committee(s) related to environmental justice

## **DOT Appoints 24 Members of the Advisory Committee on Transportation Equity**

In August 2023, DOT appointed 24 members to the Advisory Committee on Transportation Equity (ACTE) under the Federal Advisory Committee Act.

Appointees to the Advisory Committee are drawn from academia, the private sector, and the transportation industry. They include experts in community engagement, transportation planning, design, research, policy, advocacy, and diversity, equity, inclusion, and accessibility (DEIA). The ACTE provides independent advice and recommendations about issues of civil rights and the four DOT equity objectives – including expanding access, the power of community, interventions, and wealth creation – from a variety of leaders.

**Learn more** 



## DOT Names 19 Members to the Anti-Discrimination Subcommittee

In February 2023, DOT [announced](#) 19 members to serve on the Anti-Discrimination Subcommittee, a subcommittee of the Aviation Consumer Protection Advisory Committee (ACPAC). The Anti-Discrimination Subcommittee reviews airlines' policies, procedures, and practices to prevent discrimination against air travelers based on race, ethnicity, national origin, religion, ancestry, gender, gender identity, and sexual orientation. It also provides recommendations to the ACPAC on best practices related to airline training programs and other practices or actions that can be taken by DOT, airlines, and others to prevent discrimination in air transportation.

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## Interagency Collaboration ([show less](#) ^)

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DOT participates in the [White House Environmental Justice Interagency Council](#)

(IAC), which President Biden established in 2021 and expanded in 2023 through executive orders on tackling the climate crisis and environmental justice.

DOT also participates in the Environmental Justice Subcommittee of the National Science and Technology Council. The purpose is to address the need for a coordinated federal strategy to identify and address gaps in science, data, and research related to environmental justice. It was established in 2023 by President Biden in the executive order on environmental justice.

DOT engages with federal partners on a daily basis through channels such as our NEPA review process and through numerous interagency groups aimed at reducing harms and improving benefits of federal activities. In addition to the examples provided below and above, DOT is part of several interagency task forces and working groups, such as the [White House Interagency Working Group on Extreme Heat](#), which is developing a National Heat Strategy centered on equity and environmental justice.

The Department of Transportation worked side-by-side with other federal agencies to advance a whole of

government approach to environmental justice, including:

### **Joint Office of Energy and Transportation**

The Joint Office of Energy and Transportation (Joint Office) was created through the Bipartisan Infrastructure Law to facilitate collaboration between DOT and the Department of Energy. The Joint Office aligns resources and expertise across the two departments toward leveraged outcomes. The office provides support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses, which will result in a decrease in hazardous air emissions that disproportionately impact overburdened communities. As part of focus on equitable access to clean transportation, in February 2023, the Joint Office began providing technical assistance to transit fleets seeking funds from the Federal Transit Administration's Low or No Emission grant program to help

plan for and deploy clean transit buses.

[Learn more](#) 

### **DOT Joins Several Other Federal Agencies Working to Combat Religious Discrimination**

In September 2023, DOT joined seven other federal agencies – the Departments of Agriculture, Labor, Health and Human Services, Housing and Urban Development, Homeland Security, the Interior, and Treasury – to release the first-ever fact sheet clarifying that Title VI of the Civil Rights Act of 1964 prohibits discrimination based on actual or perceived ancestry or ethnic characteristics and prohibits certain forms of antisemitic, Islamophobic, and other religiously biased behavior in federally supported programs and activities. DOT also simultaneously released a companion [fact sheet](#) .

[Learn more](#) 

## America the Beautiful Initiative

DOT actively participates in the Biden-Harris Administration's America the Beautiful initiative, which is a decade-long challenge to pursue a locally led and voluntary, nationwide effort to conserve, connect, and restore the lands, waters, and wildlife. This first-ever national goal to conserve at least 30 percent of our lands and waters by the year 2030 will help safeguard our health, food supplies, and the prosperity of every community. In particular, DOT is a signatory to the [Memorandum of Understanding on Promoting Equitable access to Nature in Nature Deprived Communities](#).

**Learn more** 

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**Contact**

Council on Environmental  
Quality

730 Jackson Place NW  
Washington, DC 20506  
(202) 395-5750

Office of Management and  
Budget

725 17th Street NW  
Washington, DC 20503  
(202) 395-3080

**More information**

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