2022 Survey of Equity Practices in the Transportation Planning Process

© Dusanpetkovic1/Adobe Stock

Research Summary — November 2023

Prepared for:

Office of the Assistant Secretary for Transportation Policy (OST-P)
Federal Highway Administration, Office of Planning, Environment, and Realty (HEP)
Federal Transit Administration, Office of Planning and Environment (TPE)

Prepared by:

U.S. Department of Transportation Volpe National Transportation Systems Center

1. REPORT DATE *(DD-MM-YYYY)*	2. REPORT TYPE	3. DATES COVERED *(From - To)*
November 2023	Final	Aug 2022 – Sep 2023

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
2022 Survey of Equity Practices in the Transportation Planning Process Research Summary	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER

6. AUTHOR(S)	5d. PROJECT NUMBER
Liza Burkin	OSB26A222
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER

7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)	8. PERFORMING ORGANIZATION REPORT NUMBER
U.S. DOT Volpe National Transportation Systems Center 120 Binney St, Cambridge, MA 02142	DOT-VNTSC-OST-23-02

9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
U.S. Department of Transportation Office of the Assistant Secretary for Transportation Policy (OST-P) 1200 New Jersey Ave, SE Washington, DC 20590	OST-P10
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION / AVAILABILITY STATEMENT

This document is available to the public.

13. SUPPLEMENTARY NOTES

14. ABSTRACT

This report summarizes research into the state of the practice of State DOTs and MPOs in addressing equity in the transportation planning process. The goal is to provide information to the transportation planning community, and to the public, about how transportation agencies are addressing equity and conducting meaningful public involvement.

15. SUBJECT TERMS

Transportation planning, equity, quantitative equity screenings, meaningful public involvement, project selection, project programming, STIP, TIP

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON Ariel Gold
a. REPORT	b. ABSTRACT	c. THIS PAGE		26	19b. TELEPHONE NUMBER *(include area code)* (202) 695-6833

Contents

Figures

Tables

Notice

This document, or anything contained in this document, should not be construed or interpreted as a determination or endorsement regarding compliance with federal civil rights laws by these organizations. Furthermore, this document does not provide guidance or interpretation, and should not be construed as providing guidance or interpretation, of the federal civil rights laws this agency enforces.

This document does not constitute a standard, specification, or regulation and does not create any requirements other than those stipulated in statute and regulation. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Purpose of this Research Summary

This report summarizes research into the state of the practice of State DOTs and Metropolitan Planning Organizations (MPOs) in addressing equity in the transportation planning process. The goal is to provide information to the transportation planning community, and to the public, about how transportation agencies are addressing equity and conducting meaningful public involvement.

Background

The U.S. Department of Transportation (USDOT) is committed to ensuring equity through the administration of Federal transportation programs. This is a long-standing commitment grounded in responsibilities from laws and executive orders, many of which have been in place for decades. Examples of selected laws and executive orders related to equity in the transportation planning process include:

- **Title VI of the Civil Rights Act of 1964** prohibits discrimination in programs and activities receiving Federal financial assistance. Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

- **Section 504 of the Rehabilitation Act of 1973** requires that no otherwise qualified individuals with disabilities are excluded from or discriminated against under any program or activity conducted or funded by the Federal government, solely by reason of their disabilities.

- **Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**, and **Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All**, issued in 1994 and 2023 respectively, establish requirements to address and prevent disproportionate and adverse environmental and health impacts of Federal programs, policies, and activities on communities with environmental justice concerns.

- **Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency**, issued in 2000, requires Federal agencies to provide meaningful access to programs and services to persons with limited English-language proficiency. In the transportation planning context, this is particularly relevant to the public involvement process and to providing information about transportation plans and decisions.

- **Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government** and **Executive Order 14091: Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government**, issued in 2021 and 2023 respectively, clarify the scope and importance of the Federal government's responsibility to ensure equity in the administration of Federal programs. They emphasize the enormous human cost of systematic racism and persistent poverty and mandate a whole-of-government approach to ensuring Federal programs are serving the people in an equitable and just manner, through a comprehensive equity strategy, and in partnership with underserved communities.

In response to EO 13985, USDOT included the following key performance indicator (KPI) in its 2022-2026 Strategic Plan to better integrate equity considerations into transportation decision-making processes of State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs): "**All 50 State DOTs and the top 100 MPOs adopt a quantitative Equity Screening component to their S/TIP [Statewide Transportation Improvement Program / Transportation Improvement Program] development process by 2030.**"

The USDOT Equity Action Plan further identifies a commitment to advance this goal, including: "Conduct assessment of MPO and State DOT inclusion of quantitative equity screenings and meaningful and representative public participation in STIPs and TIPs."[1]

In furtherance of these goals, and to establish a baseline for the KPI, USDOT conducted research on how State DOTs and MPOs address equity in the transportation planning process. The primary goals of the research were to provide USDOT with the information necessary to set the baseline measures for the Strategic Plan KPI, to learn about the state of the practice, and to identify technical assistance or training needs.

Research Methodology

To determine baseline adoption levels of equity policies and processes, all State DOTs and MPOs were invited to complete an online survey (OMB control #2125-0665) on August 24, 2022 (see Appendix A). The survey population included 52 State DOT equivalents (the District of Columbia Department of Transportation and the Puerto Rico Department of Transportation and Public Works are counted as State DOTs) and 402 MPOs. In total, 454 surveys were distributed. For the purposes of analysis and reporting, State DOT responses are separated from MPO responses, and MPO responses are broken into two groups: **small MPOs**, which serve populations 200,000 people or less, and **MPOs serving Transportation Management Areas (TMAs)**, which include populations greater than 200,000. Approximately 70 percent of all State DOTs and MPOs responded to the survey and the response was representative of the overall population.

During survey design, the USDOT met with external stakeholders from the National Association of Regional Councils (NARC), Association of Metropolitan Planning Organizations (AMPO), and American Association of State Highway and Transportation Officials (AASHTO) to notify them of the survey effort and ask about any questions or concerns. The survey was pre-tested by volunteer State DOTs and MPOs, which provided feedback on survey question wording. The team addressed stakeholder feedback through updates to the survey questions and outreach materials, when possible, prior to launching the survey.

USDOT Strategic Plan KPI Baseline

The primary goal of the survey was to gather information to inform the development of a baseline and targets for the USDOT Strategic Plan KPI:

> **All 50 State DOTs and the top 100 MPOs adopt a quantitative Equity Screening component to their S/TIP development process by 2030.**

In setting the baseline and targets for this KPI, USDOT considered the District of Columbia and Puerto Rico equivalent to State DOTs and considered MPOs that serve urban areas of greater than 200,000 population (TMA-serving MPOs) as a proxy for the "top 100 MPOs."[2] Based on the analysis of survey responses, USDOT set the baseline for the KPI: **6 percent (3/52) of State DOTs and 20 percent (42/214) of TMA-Serving MPOs** have an equity screening component in their transportation planning and programming processes (Figure 1).

---

[1] This refers to the planning process that leads to the development of STIPs and TIPs, as well as to the production of the STIP and TIP documents.

[2] At the time of the survey, there were 214 TMA-serving MPOs and USDOT used this number to set the baseline and targets for the KPI. USDOT anticipates the number of TMA-serving MPOs will periodically change; future reporting on the KPI will reflect the current number of TMA-serving MPOs in a given year.

Figure 1. Estimate of Transportation Agencies Adopting Quantitative Equity Screening Component for TIP/STIP Development

State DOTs

- 6% Meet the KPI
- 94% Do not meet the KPI

TMA-Serving MPOs

- 20% Meet the KPI
- 80% Do not meet the KPI
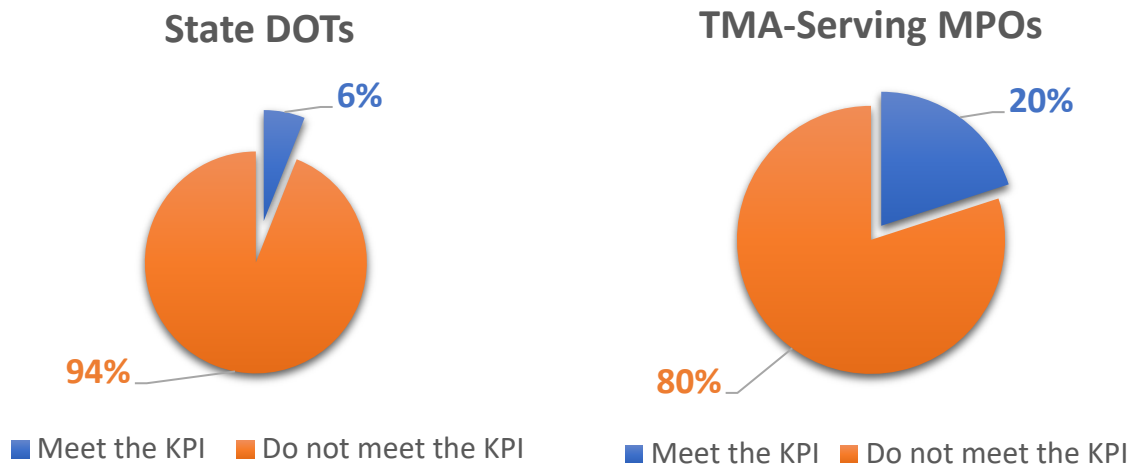
USDOT counted agencies as meeting the KPI if their responses indicated that they use quantitative equity screening data as part of project selection and programming for **all funding sources**. Non-respondents were assumed to not meet the KPI. A number of agencies responded in ways that indicate they would meet the KPI for some funding sources, but not for all:

State DOTs

- 6% For all funding sources
- 40% For some funding sources
- 54% Not yet using quantitative equity screenings

TMA-Serving MPOs

- 20% For all funding sources
- 38% For some funding sources
- 42% Not yet using quantitative equity screenings
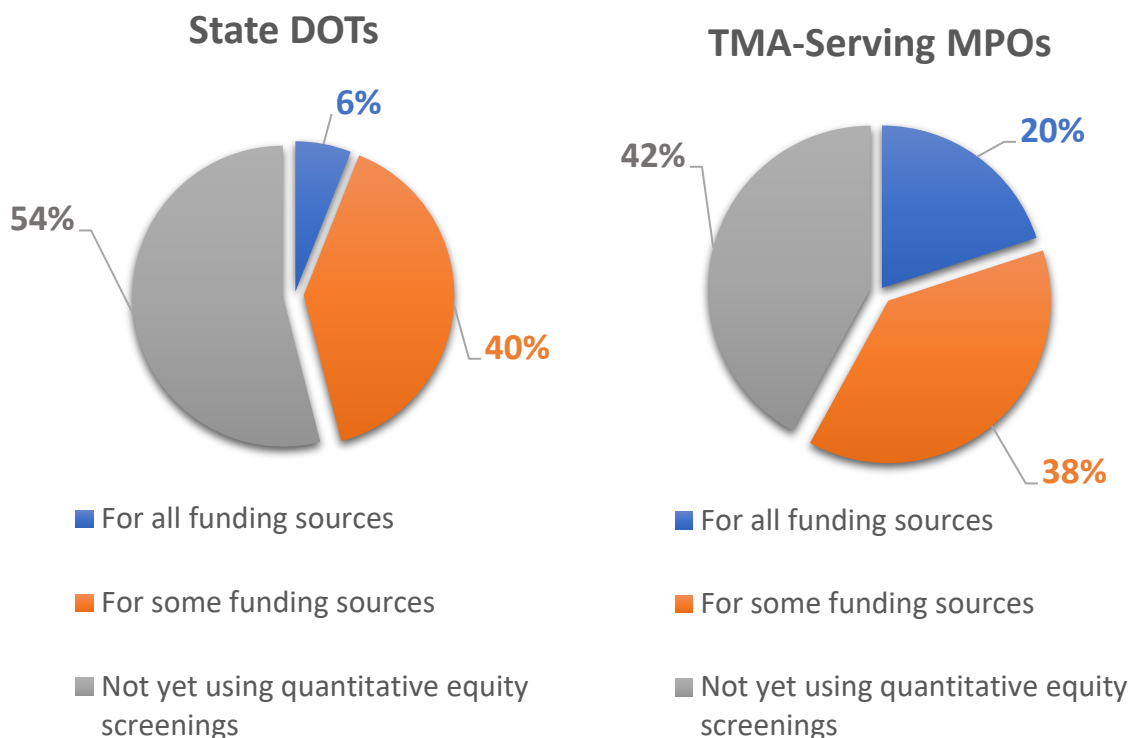
However, note that due to the small number of State DOTs, these figures are based on small sample sizes and all of the data was voluntary and is self-reported.

Highlights from Survey of State DOTs and MPOs

Survey findings are based on responses from 157 TMA-serving MPOs, 127 small MPOs, and 35 State DOTs. Highlighted information from USDOT's analysis of the survey results is provided below.

Equity Policies or Processes

State DOTs and MPOs were asked if their agencies have documented (or undocumented) policies or processes that emphasize equity, as well as if those policies or processes are required by State or local legislation or policy. Results are shown in Table 1.

Table 1. Results of documented equity policies or processes questions

	Agencies that report having **documented policies or processes that explicitly address equity** in the transportation planning process	Agencies that report having **equity policies or processes that are required by State or Local legislation or policy**	Agencies that report **using undocumented approaches or practices to consider equity** in the transportation planning process
TMA-Serving MPOs	92%	31%	43%
Small MPOs	85%	41%	43%
State DOTs	77%	48%	63%

Most agencies responded that they have documented policies that explicitly address equity in the transportation planning process and less than half in each grouping indicated that they are not required by legislation or regulation. Responses indicate that close to half of the agencies also use undocumented approaches or practices to consider equity.

Equity Outcomes Addressed in Equity Policies or Processes

The agencies that indicated they have either documented or undocumented policies or processes were asked to respond to a set of questions regarding five possible equity outcomes. For each outcome, respondents were asked to indicate their agency's status in implementing policies or processes to achieve the outcome, using four response options. Results are shown in Figure 2.

Figure 2. Agencies that have implemented a policy or process to address five equity outcomes

■ Small MPOs　🔲 TMA-Serving MPOs　⬛ State DOTs

	Small MPOs	TMA-Serving MPOs	State DOTs
Individuals or groups from underserved communities have a role in decision making (e.g. proposing, selecting, designing projects).	61%	62%	51%
Correct or address the effects of past discriminatory policies or decisions	16%	18%	20%
Identify and mitigate harms to underserved communities resulting from transportation programs and projects.	50%	51%	51%
Ensure a distribution of benefits resulting from transportation plans, programs, and projects accrue to underserved communities.	43%	59%	31%
Avoid disparate impacts resulting from transportation plans, programs, and projects.	63%	76%	57%

The survey results indicate that between 50 and 76 percent of MPOs have implemented policies that seek to achieve four of the five equity outcomes. State DOTs were somewhat less likely to indicate that they have implemented policies to address these equity outcomes (between 31 and 57 percent). The vast majority of agencies indicate they have either implemented, are implementing, or have plans to implement policies to address all but one of the five outcomes. MPOs serving populations of 200,000 or less were least likely to respond that they are seeking these outcomes through their transportation planning policies and practices.

For both MPOs and State DOTs, the outcome of "correcting or addressing the effects of past discriminatory policies or decisions," received the lowest response, with between 43 and 60 percent of agencies indicating they have "no plans to develop" policies or processes to address this outcome.

Data and Tools Used in Equity Analysis

Survey respondents were asked if their agency uses data or tools to identify specific communities where equity is a priority or special consideration, and if yes, to provide information about the data and tools used. Respondents were asked if they used any (or none) of ten options. Census Bureau data was the most commonly cited data or tool. Many others were also cited, including U.S. Government tools that had been only recently released.

Most commonly used:

U.S. Census Bureau data
(e.g., Decennial Census, American Community Survey, Current Population Survey)

96% of TMA-Serving MPOs

87% of Small MPOs

86% of State DOTs

Others commonly used:

EPA EJ Screen (Environmental Justice Screening and Mapping Tool) – **75 percent** of State DOTs and ~**50 percent** of MPOs

U.S. Census Bureau Data Equity Tools (e.g., Census Poverty Status Viewer, My Community Explorer, Income and Poverty Interactive Data Tool, etc.) – **60 percent** of State DOTs and ~**50 percent** of MPOs

Other data or tools developed by a government entity – **57 percent** of State DOTs

---

Recently released tools showing promising signs of early adoption:

USDOT Transportation Disadvantaged Census Tracts Tool (now called the Equitable Transportation Community (ETC) Explorer) – **34 percent** of State DOTs and **~44 percent** of MPOs

White House Council on Environmental Quality: Climate and Economic Justice Screening Tool (CEJST) – **29 percent** of State DOTs and **17 percent** of TMA-serving MPOs

FHWA HEPGIS maps – **17 percent** of State DOTs and **23 percent** of MPOs

Strategies for Meaningful Public Involvement

Transportation agencies were asked to identify which strategies they use to provide public involvement opportunities to community members as part of an approach to improving equity in the transportation planning process. Responses are shown in Table 2.

Table 2. Strategies MPOs and State DOTs Reported Using to Provide Public Involvement Opportunities to Community Members as Part of an Approach to Improving Equity

Most Common Strategies (70%+ of agencies)	Less Common Strategies (50-70% of agencies)
- Identifies the composition of the community impacted by a plan or project - Proactively engages with underserved communities - Documents and shares how the input received impacts final plans and project lists - Involves underserved communities in decision-making related to the transportation planning process (see further detail in Figure 3)	- Ensures that a broad representation of the community relevant to a plan or project has provided input - Adopts public engagement strategies suggested or recommended by underserved communities

Agencies that indicated that they do involve underserved communities in decision making related to transportation planning were asked a follow-up question to provide more detail about the stage of the planning process where these communities are engaged. Agencies were asked about three stages: Proposing plans or projects, selecting projects, and designing projects. Results are shown in Figure 3.

Figure 3. Stages that Transportation Agencies Reported that they Involve Underserved Communities in Decision Making.
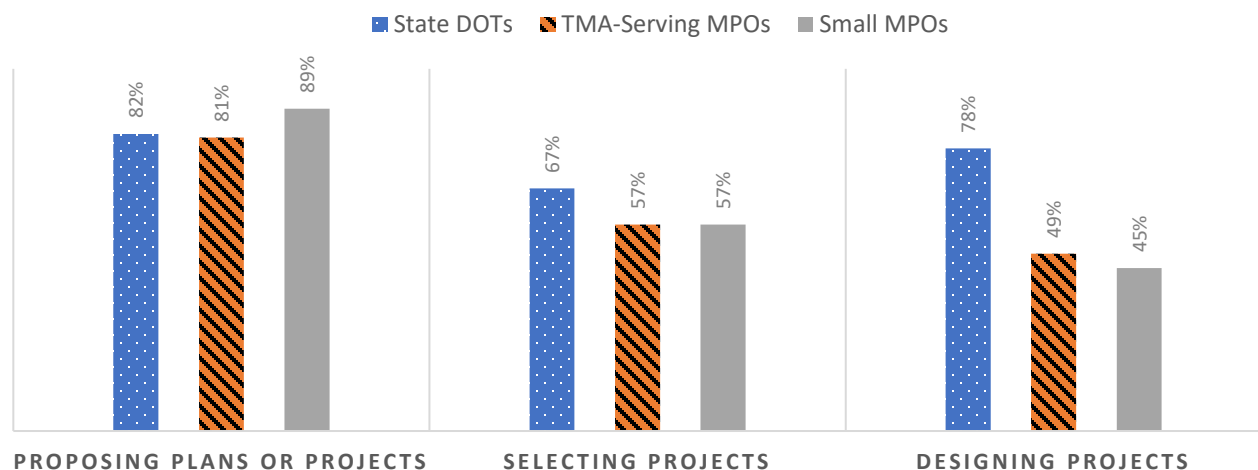
Agencies that indicated that they proactively engage with underserved communities, adopt the engagement strategies suggested or recommended by these communities, or involve them in decision-making related to the transportation planning process were also asked a follow-up question. This question asked respondents to identify the methods they use to proactively involve underserved communities. Table 3 shows the methods agencies report using to proactively involve underserved communities.
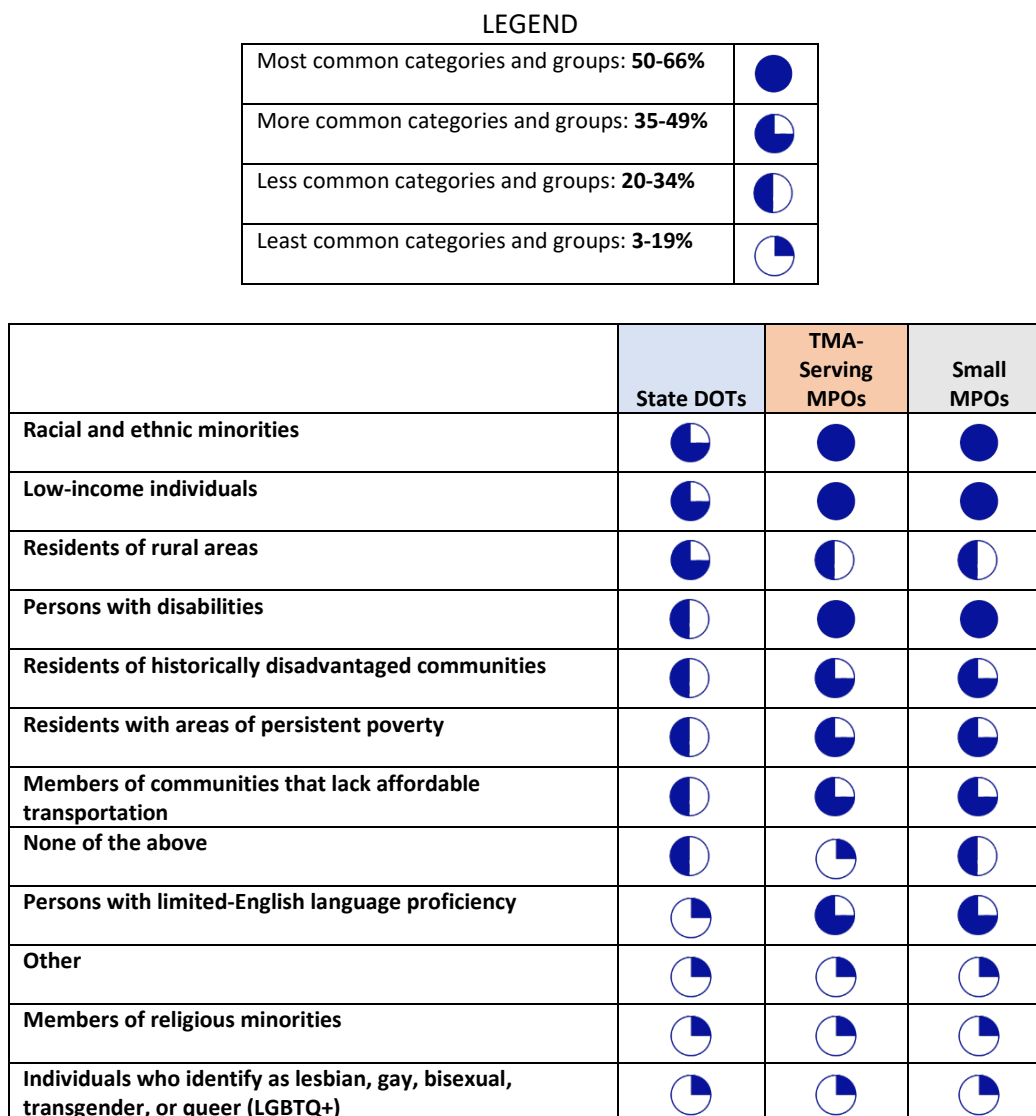
Table 3. Methods Used to Involve Underserved Communities in Transportation Plans or Projects in their Communities.

	Most Common Methods (70%+ of agencies)	Less Common Methods (40-70% of agencies)	Least Common Methods (0-40% of agencies)
Agency Events or Meetings	• Agency-hosted online (i.e. virtual meetings) • Collaborative meetings • Agency-hosted in-person meetings in the community(ies) affected by the project	• Pop-up outreach at community events • Open office hours	• Telephone town halls
Community Trainings or Meetings	• Citizen advisory committees or boards (or equivalent)	• Provide training to the general public on the transportation planning process, including how decisions are made and how the public can provide input	• Providing resources to community members or organizations to host their own meetings • Hiring of community members to engage with their communities on behalf of the agency
Surveys or Forms	• Online surveys, mapping tools, or crowdsourcing data • Comment form on agency website or mobile application	• Intercept surveys on public transit or on the street	

Categories or Groups Explicitly Addressed in Equity Approach

All transportation agencies were asked to identify the categories or groups that they explicitly address in their approach to equity in transportation planning in the project selection/prioritization process. Results are shown in Figure 4.

Figure 4. Categories/Groups of Individuals that MPOs and State DOTs Explicitly Address in their Process.

LEGEND

Most common categories and groups: **50-66%**	●
More common categories and groups: **35-49%**	◕
Less common categories and groups: **20-34%**	◑
Least common categories and groups: **3-19%**	◔

|	State DOTs	TMA-Serving MPOs	Small MPOs
Racial and ethnic minorities	◕	●	●
Low-income individuals	◕	●	●
Residents of rural areas	◕	◑	◑
Persons with disabilities	◑	●	●
Residents of historically disadvantaged communities	◑	◕	◕
Residents with areas of persistent poverty	◑	◕	◕
Members of communities that lack affordable transportation	◑	◕	◕
None of the above	◑	◔	◑
Persons with limited-English language proficiency	◔	◕	◕
Other	◔	◔	◔
Members of religious minorities	◔	◔	◔
Individuals who identify as lesbian, gay, bisexual, transgender, or queer (LGBTQ+)	◔	◔	◔

Less than half of State DOTs indicate that they explicitly address any of these categories or groups of individuals and approximately 20 percent indicate they do not address any of the listed categories or groups. The most commonly cited by State DOTs include racial and ethnic minorities, low-income individuals, residents of rural areas, and persons with disabilities. Half or more of MPOs explicitly address these groups as well, with the exception of residents of rural areas within the metropolitan planning area (26-33 percent). Between 40-50 percent of MPOs indicate that they also explicitly address residents of historically disadvantaged communities, residents of areas with persistent poverty, members of communities that lack affordable transportation, and persons with limited-English language proficiency. Members of religious minorities and LGBTQ+ individuals are the least addressed groups among all agencies.

Most Commonly Cited Challenges or Barriers to Addressing Equity

All transportation agencies were asked what challenges or barriers they face when trying to address equity in the transportation planning process. As shown in Figure 5, the most common challenge or barrier among all agencies is insufficient funding or staff. Both TMA-Serving MPOs and small MPOs note having trouble with limited authority and scope, as well as insufficient technical skills. TMA-Serving MPOs and State DOTs share the barrier of having differing equity goals or definitions among partners. Agency policies or leadership direction, as well as state laws, regulations, and rules are the most frequently cited barriers to addressing equity within State DOTs.

Figure 5. Most Frequently Citied Challenges and Barriers to Addressing Equity in Transportation Planning
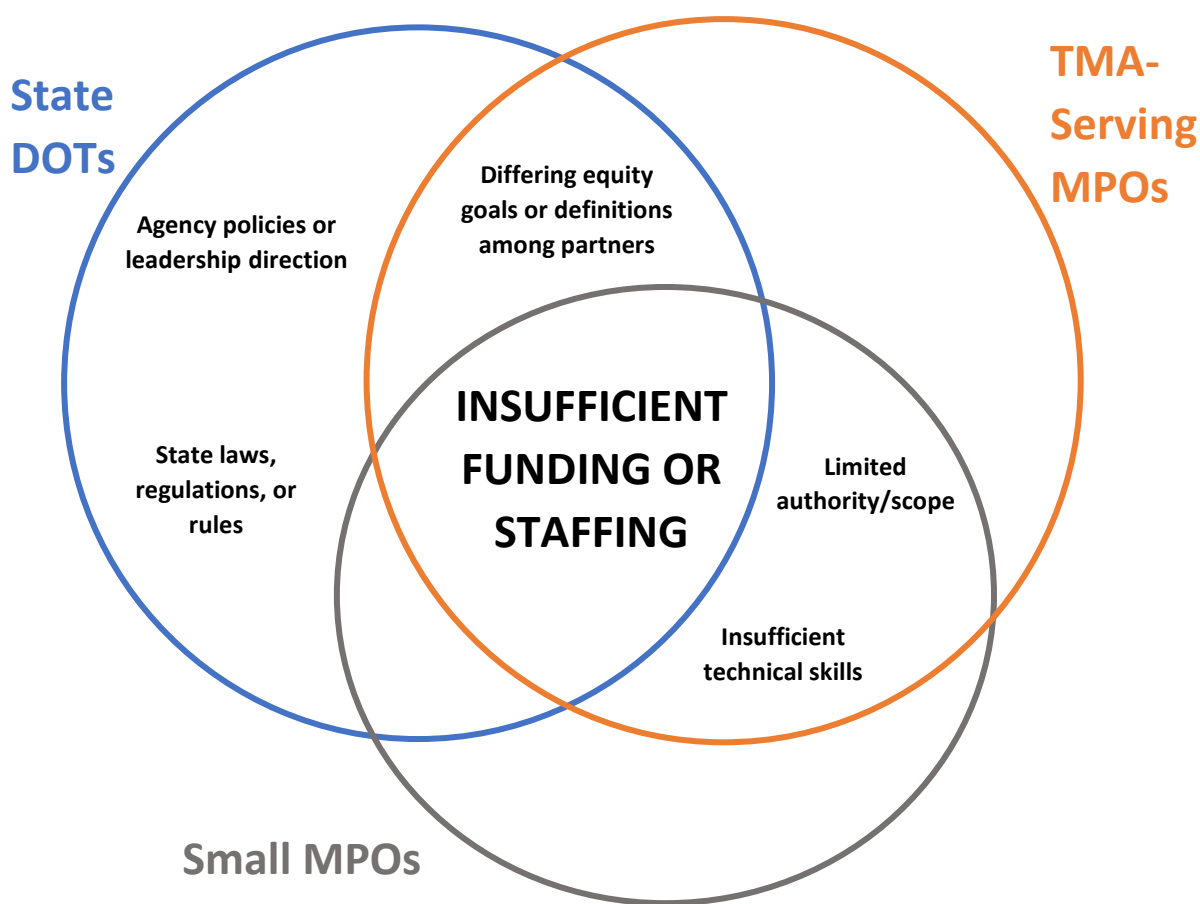
Technical Assistance or Training Needs

All agencies were asked about the technical assistance or training they would like to receive from USDOT on the consideration of equity and/or how to make engagement with underserved communities more meaningful. Responses are summarized below in order of preference:

- ✓ Webinars: 43-47%
- ✓ Peer Exchanges or Workshops: 31-40%
- ✓ Resources Website: 20-38%
- ✓ Training Specific to Organization: 20-31%

Conclusion and Next Steps

Moving forward, USDOT will continue monitoring State DOTs' and MPOs' integration of equity considerations into the transportation planning process. USDOT is also working to develop technical assistance, training, and guidance to support transportation agencies in advancing equity. This includes developing a document describing how transportation agencies advance equity in the transportation planning process and conducting qualitative research on local decision-making practices and needs.[3]

---

[3] Under the Infrastructure Investment and Jobs Act, Section 25003, the Bureua of Transportation Statistics developed the *Work Plan to Provide Federal Support for Local Decision-making*. https://www.bts.gov/local-outreach

APPENDIX A: Questions for the 2022 Equity and Meaningful Public Involvement in the Transportation Planning Process Survey

ONLINE SURVEY SCREEN 1:

Thank you for participating in this survey!

Information Collection Burden Statement

This collection of information is voluntary. United States Department of Transportation (USDOT) will use your responses to inform its implementation of the USDOT Equity Action Plan and to identify future technical assistance and guidance needs. Public reporting burden is **estimated to average one hour per response**, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-0665.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Michael Howell (michael.howell@dot.gov) or Information Collection Clearance Officer, Federal Highway Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590.

ONLINE SURVEY SCREEN 2:

Terminology

The term "**equity**," as used throughout this survey, encompasses the requirements of past laws and executive orders but also includes the definition of equity from [Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Throughout the Federal Government](#):

> *"the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality."*

The term "**underserved communities**" is used throughout this survey as an umbrella term referring to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." Agencies may use other terms, including but not limited to *disadvantaged communities, historically disadvantaged communities, overburdened communities, environmental justice communities,* and *equity communities* in their policies and programs to define and address different community experiences, impacts, harms, and risks. All are within scope of this survey.

ONLINE SURVEY SCREEN 3:

Instructions

In your responses to this survey, please include information about any and all activities related to the advancement of equity in the transportation planning process, no matter if your approach is based on Executive Order 13985, laws and executive orders issued prior to that, or if your agency has its own definition of equity.

You may need to coordinate with other individuals in your agency to compile a single response for your agency. Both Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) will be taking this survey; please respond only for your agency.

All responses will be aggregated, and individual responses will not be reported. Your candid and complete responses will help USDOT understand the state of practice across the United States and inform future guidance and technical assistance.

Use the "Next" and "Previous" buttons below to navigate the survey (do NOT use your browser's "forward" and "back" button). If you exit the survey before completing it, your responses will be saved, and you can return at a later time to continue responding to the survey.

If you have any technical difficulties with the survey, please contact Lora Chajka-Cadin, at Lora.Chajka-Cadin@dot.gov.

(*Click the "Next" button to begin the survey*)

NOTE: *The bracketed text in blue font that accompanies each question provides information on whether the question is being asked of all respondents or a subset of respondents. In the online survey tool, all skips are automated for a seamless user experience.*

START OF SURVEY:

Transportation Planning Process

A number of the survey questions reference the "**transportation planning process;**" for the purposes of this survey that term includes any of the following: the development of strategic transportation plans (e.g., long-range plans, corridor plans, special purpose plans), the development of programs of projects (e.g., project selection, prioritization, and programming in a TIP or STIP), as well as the public involvement process used to inform the development of plans and programs.

Organizational Policies and Goals

1. **[ASK ALL] Does your agency have any <u>documented</u> policies or processes that explicitly address equity in the transportation planning process? The documented policies or processes may be specific to certain categories/groups of individuals, or may be broad-based.** *(Select one.)*
   - o   Yes
   - o   No

   a. **[IF YES IN Q1] Please describe the policies or processes and provide a link to where they can be found on a public website, if applicable.** [OPEN END]

   b. **[IF YES IN Q1] Are any of the policies or processes a result of <u>State or Local</u> legislation or regulation?** *(Select one.)*
   - o   Yes
   - o   No

   c. **[IF YES IN Q1b] Please describe the legislation or regulation and provide a link to where it can be found on a public website, if applicable.** [OPEN END]

2. **[ASK ALL] Does your agency have any <u>undocumented</u> approaches or practices that it uses to consider equity in the transportation planning process?** *(Select one.)*
   - o   Yes
   - o   No

   a. **[IF YES IN Q2] Please describe the undocumented approaches or practices.** [OPEN END]

3. **[ASK ALL] For each of the following equity outcomes, select the response that best reflects your agency's current status with respect to implementing policies and processes to address the outcome.**

(Please select one response in each row. If multiple levels apply, please select the highest level of implementation.)

Hover over the underlined term below for more information.

Equity Outcomes:	Has implemented a policy or process	Is currently developing a policy or process	Plans to develop a policy or process	Has no plans to develop a policy or process
Avoid disparate impacts resulting from transportation plans, programs, and projects.	○	○	○	○
Ensure a distribution of benefits resulting from transportation plans, programs, and projects accrue to underserved communities.	○	○	○	○
Identify and mitigate harms to underserved communities resulting from transportation programs and projects.	○	○	○	○
Correct or address the effects of past discriminatory policies or decisions.	○	○	○	○
Individuals or groups from underserved communities have a role in decision making (e.g., proposing, selecting, designing projects).	○	○	○	○
Other (please specify:_____)	○	○	○	○

HOVER BOX: The term "**underserved communities**" is used throughout this survey as an umbrella term referring to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. Agencies may use other terms, including but not limited to *disadvantaged communities, historically disadvantaged communities, overburdened communities, environmental justice communities,* and *equity communities* in their policies and programs to define and address different community experiences, impacts, harms, and risks. All are within scope of this survey.

4. **[ASK ALL] Does your agency use data or tools to identify the specific communities where equity is a priority or special consideration?** *(Select one.)*
   o   Yes
   o   No

a. **[IF YES IN Q4] Please indicate which data or tools your agency uses to identify specific communities where equity is a priority or special consideration.** *(Select all that apply.)*

Please consult with others in your agency (e.g., data analysts), as needed, to complete this question.

Click the items with underlined text below to link to the data or tool.

- ❑ U.S. Census Bureau data (e.g., Decennial Census, American Community Survey, Current Population Survey)
- ❑ U.S. Census Bureau Data Equity Tools (e.g., Census Poverty Status Viewer, My Community Explorer, Income and Poverty Interactive Data Tool, etc.)
- ❑ EPA EJScreen (Environmental Justice Screening and Mapping Tool)
- ❑ FHWA HEPGIS maps
- ❑ FHWA Screening Tool for Equity Analysis of Projects (STEAP)
- ❑ Housing and Urban Development (HUD) Location Affordability Indicator Tool
- ❑ USDOT Transportation Disadvantaged Census Tracts Tool
- ❑ White House Council on Environmental Quality: Climate and Economic Justice Screening Tool (CEJST)
- ❑ Other data or tools developed by a government entity (please specify, and provide link if available: _____)
- ❑ Other data or tools developed by non-government sources (please specify: _____)

Equity in the Project Selection and/or Programming Process

5. **[ASK ALL] Does your agency use equity as a prioritization factor in its project selection and/or programming process?** *(Select one.)*
   - o Yes, for all funding sources/programs
   - o Yes, for some funding sources/programs (please specify:_____)
   - o No

   a. **[IF "YES" IN Q5] What methods does your agency use to prioritize projects that address equity in its project selection and/or programming process?** *(Select one.)*
      - o Quantitative methods only (e.g., weighting, point system, scoring)
      - o Qualitative methods only (e.g., agency priorities)
      - o A mix of qualitative and quantitative methods
      - o Other (please specify:_____)

   b. **[IF QUANTITATIVE OR MIX IN Q5a] Please describe the quantitative methods used to prioritize equity in the project selection and/or programming process. If a link to a tool or scoring method is available, please include it in your comment.** [OPEN END]

c. **[IF QUALITATIVE OR MIX IN Q5a] Please describe the qualitative methods used to prioritize equity in the project selection and/or programming process.** <mark>[OPEN END]</mark>

d. **[IF YES IN Q.5] Does your agency use other methods, in addition to project prioritization, to address equity in the project selection and/or programming process?** *(Select one.)*
   - o   Yes
   - o   No

e. **[IF YES IN Q5d] Please describe the other methods your agency uses to address equity in the project selection and/or programming process**. <mark>OPEN END</mark>

f. **[IF NO IN Q.5] Does you agency use other methods, aside from project prioritization, to address equity in the project selection and/or programming process?** *(Select one.)*
   - o   Yes
   - o   No, my agency does not address equity in its project selection and/or programming process

g. **[IF YES IN Q5f] Please describe the methods your agency uses to address equity in its project selection and/or programming process.** <mark>[OPEN END]</mark>

Meaningful Public Involvement for Improving Equity

The term "**underserved communities**" is used in this section as an umbrella term referring to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the definition of "equity" in Executive Order 13985. Agencies may use other terms, including but not limited to *disadvantaged communities, historically disadvantaged communities, overburdened communities, environmental justice communities,* and *equity communities* in their policies and programs to define and address different community experiences, impacts, harms, and risks. All are within scope of this survey.

6. **[ASK ALL] Please indicate which strategies your agency uses to provide public involvement opportunities to community members as part of an approach to improving equity in the** <u>**transportation planning process.**</u> *(Select all that apply.)*

   Hover over the <u>*underlined term*</u> *above for more information.*

   My agency:
   - ❑ (1) Identifies the composition of the community impacted by a plan or project (e.g., specific populations that will be affected, socio-demographic characteristics of the populations, barriers to participation for populations)
   - ❑ (2) Ensures that a broad representation of the community relevant to a plan or project has provided input
   - ❑ (3) Proactively engages with underserved communities
   - ❑ (4) Adopts public engagement strategies suggested or recommended by underserved communities
   - ❑ (5) Documents and shares how the input received impacts final plans and project lists
   - ❑ (6) Involves underserved communities in decision making related to the transportation planning process
   - ❑ (7) Other (please specify:_____)
   - ❑ (8) My agency does not use specific strategies to provide public involvement opportunities to community members as part of an approach to improving equity in the transportation planning process

   HOVER BOX. For the purposes of this survey, the transportation planning process includes any of the following: the development of strategic transportation plans (e.g., long-range plans, corridor plans, special purpose plans), the development of programs of projects (e.g., project selection, prioritization, and programming in a TIP or STIP), as well as the public involvement process used to inform the development of plans and programs.

   a. **[IF Q6=4] Can you please provide one (or more) examples of the public involvement strategies that your agency implemented at the suggestion of underserved communities?** [OPEN END]

   b. **[IF Q6=6] During which stage(s) of the transportation planning process does your agency involve underserved communities in decision making?** *(Select all that apply.)*
   - ❑ Involved in **proposing** plans or projects in their community
   - ❑ Involved in **selecting** projects in their community
   - ❑ Involved in **designing** projects in their community (e.g., making changes to a project)
   - ❑ Other (please specify:_____)

   c. **[IF Q6=6] Can you please provide one (or more) specific examples of how underserved communities have been involved in decision making?** [OPEN END]

7. **[IF Q6=3, 4, or 6]** **What method(s) has your agency used to <u>proactively involve</u> underserved communities in transportation plans or projects in their communities?** *(Select all that apply.)*

Please consult with other staff (e.g., communications), as needed, to complete this question.

Media/Communications
- ❑ Media outlets (newspapers, radio, TV) or other printed communications (e.g., pamphlets)
- ❑ Social media
- ❑ Translation of documents into different language(s)
- ❑ Development of materials that are accessible to persons with disabilities

Events/Meetings
- ❑ Agency-hosted in-person meetings in the community(ies) affected by the project
- ❑ Agency-hosted online (i.e., virtual) meetings
- ❑ Collaborative meetings (e.g., agency partners with organizations or individuals from underserved communities, agency participates in a community-led meetings)
- ❑ Pop-up outreach at community events
- ❑ Telephone town halls
- ❑ Open office hours

Community Training and Resources
- ❑ Providing resources (e.g., funding, training, toolkits, etc.) to community members or organizations to host their own meetings
- ❑ Hiring of community members to engage with their communities on behalf of the agency
- ❑ Citizen advisory committees or boards (or equivalent)
- ❑ Provide training to the general public on the transportation planning process, including how decisions are made and how the public can provide input

Surveys/Forms
- ❑ Comment form on agency website or mobile application
- ❑ Intercept surveys on public transit or on the street
- ❑ Online surveys, mapping tools, or crowdsourcing data

Other
- ❑ Other (please specify:_____)

8. **[ASK ALL] Which of the following categories/groups of individuals does your agency explicitly address in its approach to equity in the project selection/prioritization process and in conducting public involvement activities?**

Please respond separately for the project selection/prioritization process and for public involvement. (*Select all that apply in each column.*)

	Project Selection/ Prioritization	Public Involvement
Low-income individuals	❑	❑
Racial and ethnic minorities (Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color)	❑	❑
Persons with limited-English language proficiency	❑	❑
Members of religious minorities	❑	❑
Individuals who identify as lesbian, gay, bisexual, transgender, or queer (LGBTQ+)	❑	❑
Persons with disabilities	❑	❑
Residents of rural areas	❑	❑
Members of communities that lack affordable Transportation	❑	❑
Residents of areas with persistent poverty	❑	❑
Residents of historically disadvantaged communities	❑	❑
Other (please specify: _____)	❑	❑
None of the above	❑	❑

9. **[ASK ALL] What challenges or barriers does your agency face when trying to address equity in the transportation planning process?** (*Select all that apply.*)
   - ❑ Federal laws, regulations, or rules
   - ❑ State laws, regulations, or rules
   - ❑ Agency policies or leadership direction
   - ❑ Differing equity goals or definitions among planning partners
   - ❑ Insufficient tools or data
   - ❑ Insufficient technical skills
   - ❑ Insufficient funding or staff
   - ❑ Insufficient Federal guidance or training
   - ❑ Insufficient State guidance or training
   - ❑ Insufficient agency guidance or training
   - ❑ Competing agency priorities
   - ❑ Limited agency authority/scope
   - ❑ Other [please specify:_____]

❑ My agency has not identified challenges or barriers

a. **[IF ANY CHALLENGES OR BARRIERS CHECKED IN Q. 9]** **Please use the space below to provide any additional details on the challenges or barriers that your agency faces when trying to address equity in the transportation planning process.** [OPEN END]

10. **[ASK ALL]** **Is there any additional information you would like to share about how your organization addresses equity in the transportation planning process? For example, what has worked well and what has not worked so well?** [OPEN-END]

Technical Assistance and Training Needs

11. **[ASK ALL]** **Is your agency interested in receiving technical assistance or training from USDOT on either or both of the topics listed below?** *(Select one.)*

   o Enhancing the consideration of equity in the transportation planning process
   o How to make engagement with underserved communities more meaningful
   o Both
   o Neither

a. **[IF RESPONSES 1-3 IN Q. 11]** What are your agency's preferred methods for receiving the training or technical assistance? *(Select up to two responses.)*

   ❑ Peer Exchange/Workshop
   ❑ Webinar – National or Regional
   ❑ National Highway Institute (NHI) or National Transit Institute (NTI) Course
   ❑ Training specific to my organization
   ❑ Case studies of notable practices
   ❑ Website that compiles resources and training opportunities on transportation planning equity and meaningful public involvement
   ❑ Other (Please specify:_____)
   ❑ Don't know

Future Collection of Information on This Topic

12. **[ASK ALL]** **How can USDOT best collect updates to this information in future years?**
   (Select one.)

   o Repeat this (or a similar) survey annually
   o Create an online database where agencies can input the requested data
   o Other (Please specify:_____)

13. We have the following contact information on file for your organization for this survey:

Agency:

Contact Name:

Email Address:

Phone Number:

[SHOW RESPONDENT CONTACT INFO]

Is this information correct?

- o Yes **(CONTINUE)**
- o No **(SEND TO UPDATE SCREEN) →:** Please correct the agency contact information or add new contact information, if appropriate.

Please confirm if you are ready to submit your responses. *(Select one).*

- o Yes, I have completed the survey and I would like to submit my final responses (Note: if you click this button, you will not be able to return to the survey).
- o No, I am still working on the survey and will complete it later.

Thank you for your time and effort in completing this survey; your participation is greatly appreciated!