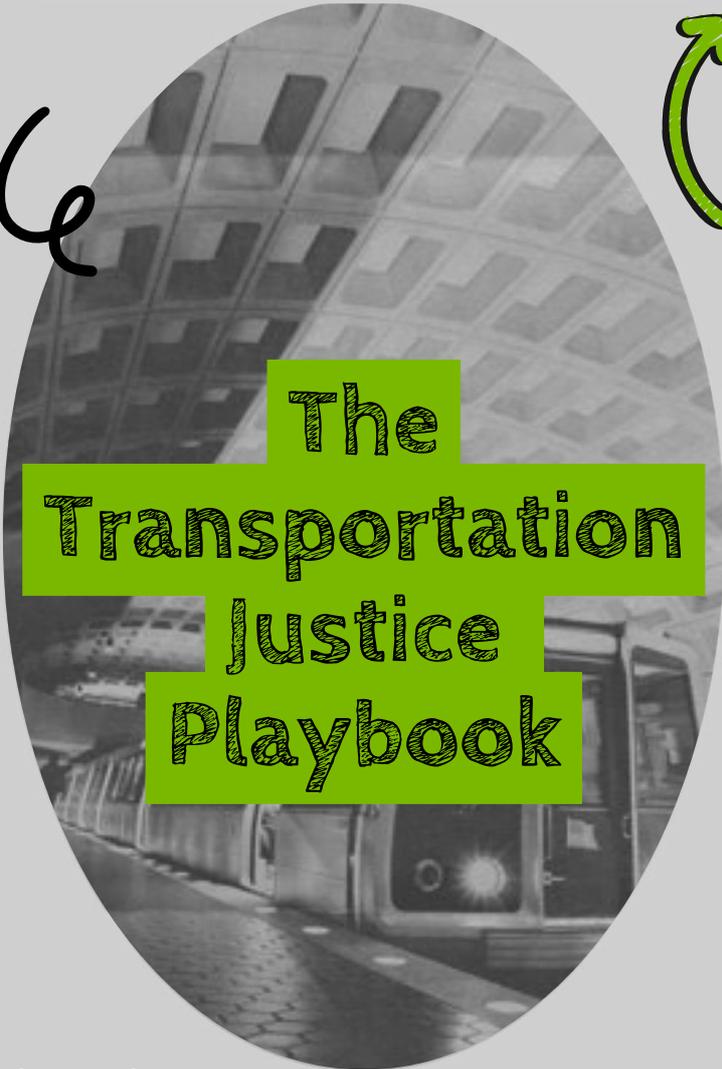
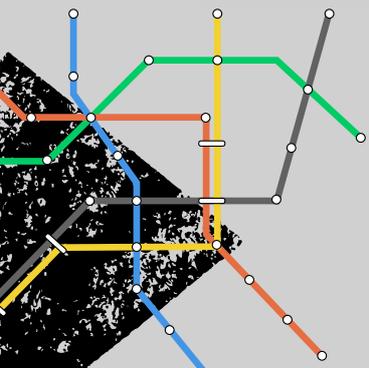


The People's JUSTICE40+
Community Benefit Playbook



The
Transportation
Justice
Playbook



THE TRANSPORTATION JUSTICE PLAYBOOK



The Playbook: The Transportation Justice Playbook is a community guide to deepening community knowledge of transportation injustices, identifying potential community strategies to address these injustices, and leveraging the the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) to meet community needs. It is one section of a comprehensive Playbook that provides an overview of the Justice40 Initiative, answers a range of questions about the different federal spending bills, and provides a step-by-step guide to building a Community Benefit Plan. The complete Justice40+ Community Benefit Playbook can be found [here](#).

The Goal: This Playbook, and each of the sector playbooks, are designed to help communities:

1. deepen community knowledge of federal investment opportunities;
2. build a multi-stakeholder community coalition to access federal investment opportunities; and
3. develop a Community Benefit Plan that centers community priorities and identifies community-driven strategies for investing in community needs.

Many thanks to REAMP Transportation Hub and Stephanie Gidigbi Jenkins for their support and significant contributions to this playbook!

THE PROBLEM

Social and Economic Impacts of Car Supremacy: In the last century, government leaders bowed to corporate pressure to put cars, not people, at the center of infrastructure planning. Investments in vehicle-centered infrastructure have divided and destroyed communities. With the passing of the Federal-Aid Highway Act of 1956, construction of 41,000 miles of interstate displaced 475,000 homes and over a million people¹. This displacement disproportionately impacted Black communities as federal and state officials intentionally targeted Black communities for destruction². Black homes, churches, schools, greenspaces, and businesses were destroyed³. The communities that remained were left segregated thanks to a highway system that functioned as a permanent racial barrier between white neighborhoods and Black communities⁴. In addition to destroying communities and cementing segregation, the highway system created environmental hazards by increasing air pollution in the surrounding Black communities⁵. These inequities continue today as the majority of the Department of Transportation's [budget](#) is allocated to highway administration, diverting much-needed resources from public transit and non-vehicular infrastructure. If not implemented in a way that centers equity and community needs, both IIJA and IRA could actually increase inequities and disparities.

Lack of Accessible and Affordable Transit: Facing consistent funding cuts across the country, public transit has become less frequent, less reliable, and less affordable. In an attempt to close budget gaps, fares have been increased. Without dependable and affordable public transit options, public transportation infrastructure enters a cycle of disinvestment and high costs, which leads to weakening incentive for expanding public transportation infrastructure to make transit equitable and accessible for all. This lack of access to public transportation disproportionately harms older individuals and people with disabilities due to it leading to social isolation and increasing the risk for early mortality (death), depression, and dementia⁶. The [Center for Neighborhood Technology; Housing and Transportation Affordability Index](#) shares a comprehensive view of transit affordability at the neighborhood level.

Harmful Environmental & Health Impacts: Transportation infrastructure construction is a notable chapter in the history of environmental injustice in this country. The siting of transportation infrastructure—particularly vehicular infrastructure—has historically been to the detriment of already vulnerable communities⁷. The elevated vehicle emissions around highways disproportionately pollute Black, Indigenous, people of color, and frontline communities⁸. At the same time, these communities cannot access or do not benefit from the infrastructure itself. For IIJA to be implemented equitably, the cumulative environmental impacts of new infrastructure must be a primary consideration. Otherwise, as shown in Georgetown Law's Climate Center [analysis](#), the law could exacerbate greenhouse gas emissions⁹.

Intersection of Racism and Transportation Infrastructure: In his podcast series entitled [Arrested Mobility](#), Charles Brown, founder of Equitable Cities, analyzes why “Black Americans and other people of color [are] disproportionately victims of overly aggressive police enforcement and brutality while walking, running, riding bicycles, taking public transit, or while driving.” In his work, Brown discusses the intersection of transportation, health, and equity, and explores how we can change a structurally racist system and its outcomes.

We achieve sustainable, equitable, and inclusive solutions by ensuring that the communities most impacted by transportation infrastructure are at the center of decision-making and hold power and influence over the planning, implementation, and oversight of these investments and developments. That is why our Playbooks often center multistakeholder tables and accountability to communities. Ensuring procedural equity, democratic structures, and just resource allocation is a continuation of organizing efforts to rectify a history rife with racism, exclusion, and oppression. Justice40 gives us a foothold to leverage these organizing movements.

Community-driven solutions are key to ensuring that future transportation investments take a “green and complete streets” approach—incorporating green infrastructure with sustainable vehicle, bicycle, pedestrian, and transit options. Alternative transportation modes, such as bike share programs, should also be considered as transportation infrastructure solutions, along with electrification of mid- and heavy-duty vehicles given ¹⁰ these types of vehicles account for 25% of carbon emissions in the transportation sector.

The Department of Transportation (DOT) has published the [Every Place Counts Leadership Academy Transportation Toolkit](#) specifically for communities that want to learn how to engage in the transportation planning process. DOT also published a document highlighting [Policy Solutions](#) that would expand access and revitalize communities through technical assistance, program guidance, and competitive funding. Also check out REAMP Transportation Hub’s presentation on [Why Streets Matter](#).

The Transit Equity Network and Labor Network for Sustainability have compiled community-driven recommendations for equitable transit. The following is an excerpt from their [Transit Equity Day Resolution](#):

- Increase public funding for transit, including funding to expand transit systems, especially in underserved neighborhoods, communities of color, economically disadvantaged communities, and communities burdened by pollution.
- Use a part of the increased public funding to offset the need for fare increases, and to reduce (or at least cap) fares.
- Eliminate or reduce fares for particular populations such as seniors, people with disabilities, and school and college students.
- Decriminalize transit fare evasion—a measure that will make public transit much more accessible to those populations, particularly youth of color, who are disproportionately criminalized for a minor misdemeanor.
- Increase the accessibility of public transit for people with disabilities.
- Increase funding for para-transit to ensure that it is reliable, timely, and affordable.
- Increase job opportunities in transit system operation as well as construction, and ensure that the new jobs pay family-supporting wages, provide good benefits, and give workers the opportunity to organize a union and bargain collectively without employer pressure and intimidation.
- Prioritize the hiring of economically disadvantaged people, people of color, people from communities currently underserved by transit and/or overexposed to vehicular and other forms of pollution, people with disabilities, workers displaced from polluting industries, formerly incarcerated people, and other marginalized populations for transit operation and construction jobs.



WHERE TO START

Engaging Stakeholders—As communities begin or continue to address inequities in transportation infrastructure and systems, engaging with the following stakeholders can be helpful:

- **Transit Agencies or Authorities:** These independent public authorities own and operate buses, trains, and trolleys. They control where buses go and how often. Examples include Southeast Pennsylvania Transit Authority (SEPTA) and the Chicago Transit Authority (CTA).
- **Municipal or County Planning or Transportation Departments, Offices or Commissions:** Local and county governments are the actual implementers of road projects and are in charge of transit and municipal/county planning. Reach out to your city or county-level government to find out how planning processes and projects get implemented in your locality.
- **State Departments of Transportation:** Formula funding distributed by the Department of Transportation will flow through your state transportation agency. Engage these officials to understand how your state is implementing transportation infrastructure funding and to identify opportunities for your community to benefit from these investments.
- **Metropolitan Planning Organizations:** Also known as MPOs or Council of Governments, MPOs create a Transportation Improvement Plan that the state transportation agency then incorporates into the Statewide Transportation Improvement Program, a planning process required by federal law. Outside of urban areas, the planning process is managed by Regional Transportation Planning Organizations (like the Metropolitan Transportation Commission for the nine counties encompassing the Bay Area) or by the state transportation agency.
- **Labor Organizations:** Relevant unions include Amalgamated Transit Union (ATU), Transport Workers Union (TWU), Teamsters, Sheet Metal Air Rail Transportation (SMART), Laborers (LIUNA), and others who maintain and build roads.
- **Local or State-Level Executive and Legislative Decision Makers:** This includes mayors, city council members, or state-level representatives and senators. Some of these elected officials will also sit on state or local level transportation committees. Familiarize yourself with who has the power to make or influence transportation related decisions in your community.
- **Local, Regional and National Transit Coalitions:** Coalitions like the [REAMP Transportation Hub](#), who focus on transportation issues in the Midwest, may exist in your state or region. Engage these coalitions to see if they have additional tools or resources to help build your Transportation Community Benefit Plan.
- **Local, Regional, or Federal Nonprofits or Intermediary Organizations Resources**





WHERE TO START (CONT.)

National Electric Vehicle Infrastructure (NEVI) Program—Electric vehicles (EVs) present a solution to decreasing greenhouse gas emissions as well as local air pollution. However, their practicability for low-income communities continues to be debated. Low-income communities have had less access to information about electric vehicles, and less access to electric vehicles due to the higher purchase price. To reduce carbon and other tailpipe emissions, we must ensure that everyone can be a part of the solution; therefore, securing equitable access to electric vehicles is an important step.

The National Electric Vehicle Infrastructure (NEVI) Formula Program is a new program established within the Infrastructure Investment and Jobs Act (IIJA). It provides funding to states to deploy electric vehicle charging infrastructure. The program aims to establish an interconnected network of EV infrastructure and to facilitate data collection, access, and reliability.

Before States receive their NEVI funding, they must submit State EV Infrastructure Deployment Plans (Deployment Plans) to the Joint Office of Energy and Transportation no later than August 1st, 2022 and Updated Deployment Plans will need to be submitted by August 1 of each year to receive funding for the next fiscal year. Federal guidance makes it clear that states should be engaging their residents, especially members of rural areas and underserved communities, to ensure their Deployment Plans are developed and implemented in an equitable manner. To engage in this development and implementation process, reach out to your [State Transportation Agency](#) or [State Energy Office](#) to find out how you and members of your community can participate in this process.

NEVI Funding & Eligible Uses—The federal cost share will cover 80% of EV infrastructure project costs, leaving states and private funds to cover the remaining 20%.

In the first phase of NEVI funding disbursement, funding must be directed to designated [Alternative Fuel Corridors](#) in order to build out a national EV infrastructure framework. Once the national framework is built out, funding may be used to support EV infrastructure on public roads or by publicly accessible buildings, such as public parking facilities, park-and-rides, public schools, and visitor centers.

Further, NEVI program funding must be used for projects directly related to charging a vehicle. The EV charging infrastructure NEVI supports must be open to the general public and states can use NEVI funds to develop their Deployment Plan. States may also use NEVI funds to contract with private entities for the installation, operation, and maintenance of EV charging infrastructure.

NEVI Economic Inclusion Opportunities—NEVI program guidance highlights NEVI's potential for increasing the clean energy job pipeline, job creation, and enterprise creation in disadvantaged communities. In order to grow and diversify the local workforce, state Deployment Plans could:

- include geographic, economic, or hiring preferences or innovative contracting approaches to maximize job creation and economic benefits for local communities;
- expand registered apprenticeships and invest in entry-level training programs, such as pre-apprenticeships; and
- include language on how a state will create opportunities for small businesses, even if the state chooses to contract with third parties to install, operate, and maintain EV charging infrastructure.



WHERE TO START (CONT.)

While the NEVI Program does not specifically address the availability of electric vehicles for individuals, states should consider the creation of incentives for the purchase of electric vehicles targeted to low income and vulnerable communities in their deployment plans, such as [California's Clean Vehicle Ownership Incentives](#).

NEVI Equity and Community Engagement Opportunities—Per NEVI program guidance, equity will be emphasized throughout the process of a state developing a Deployment Plan. In order to ensure that NEVI does not exacerbate existing disparities in our transportation systems, public engagement is emphasized throughout the process.

Program guidance states explicitly that Deployment Plans should outline the state's public engagement efforts, including their engagement with disadvantaged and underserved communities. Additionally, state Deployment Plans should identify how any third party contractors will be engaging the communities where EV infrastructure will be installed.

NEVI Justice40 Provisions—Per NEVI program guidance, Deployment Plans should explain how the state will ensure EV charging infrastructure projects will deliver on the Justice40 initiative. While the guidance doesn't require 40% of the funding to go directly to disadvantaged communities, the guidance does state EV charging infrastructure should specifically target locations and benefits to rural areas, underserved and overburdened communities, and disadvantaged communities. States can use the [DOT EV Charging Justice40 Mapping Tool](#) to identify which areas to target Justice40 benefits.

Tools to Identify, Connect, and Operationalize the Data around Water Infrastructure

[US Department of Transportation Roadway Fatality Story Map](#): This story map includes interactive maps highlighting the prevalence of roadway fatalities across the country. Use this map to see whether your community is a hotspot for roadway fatalities.

[US Department of Transportation Equitable Transportation Community Explorer](#): This Tool explores the impacts of cumulative burdens that communities may face as a result of underinvestment. The Tool looks at the following categories of burden: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. You can use this Tool to deepen your understanding of some of the harms your community might be facing.

[Climate and Economic Justice Screening Tool](#)—The Council on Environmental Quality created the Climate and Economic Justice Screening Tool (CEJST) to help federal agencies define and identify disadvantaged communities for the purpose of complying with the Justice40 Initiative.

Using CEJST, Federal agencies will consider a community disadvantaged if:

- the community is at or above the threshold for one or more of the eight categories of burden AND the community is at or above the threshold for an associated socioeconomic burden (income level); OR
- the community falls within the boundaries of a Federally recognized Tribe (including Alaska Native Villages).

WHERE TO START (CONT.)

The eight categories of burden include: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Communities will meet the threshold for the category of transportation burden if they are in a census tract (identified using the 2010 U.S. Census) that:

- is at or above the 90th percentile for **diesel particulate matter exposure** OR **transportation barriers** OR **traffic proximity and volume**
- AND is at or above the 65th percentile for **low income**.



Diesel Particulate Matter

Exposure: Mixture of particles in diesel exhaust in the air, measured as micrograms per cubic meter.

Transportation Barriers: Average relative cost and time spent on transportation relative to all other tracts.

Traffic Proximity and Volume:

Number of vehicles (average annual daily traffic) at major roads within 500 meters, divided by distance in meters.

Low Income: Percent of a census tract's population in households where household income is at or below 200% of the Federal poverty level, not including students enrolled in higher education.

GENERAL FEDERAL FUNDING GUIDANCE



8.9

Since the start of the Biden-Harris Administration, the Department of Transportation (DOT) has made it a priority to center [equity](#). Given the role our federal highway system played in destroying Black communities and exacerbating segregation, this is an important step DOT can take to remedy historical inequities created by the Department's implementation of the Federal-Aid Highway Act of 1956. You can read more about DOT's equity efforts in their [Equity Action Plan](#).

Emerald Cities Collaborative is not a transportation expert, but we can point you to overviews of infrastructure resources. As a starting point, visit [Transportation for America's Infrastructure Investment and Jobs Act \(IRA\) Analysis](#) to find transportation-specific resources and federal funding.

As the [REAMP Transportation Hub](#) emphasizes, IIJA represents a real opportunity for transportation infrastructure investments; however, if not implemented equitably, IIJA also represents a real threat. In status quo thinking, highway funding is always top priority. If we don't interrupt that mentality, the funds won't be invested in the ways communities need. Creative ways exist to use so-called "highway" funds to actually boost transit, walking, biking, and rolling (such as wheelchairs, skateboards, and rollerblades). For examples, check out [Transportation for America](#), as well as the Federal Highway Administration's [Community Connections Program](#). IIJA even contains funding for shutting down highways in the [Reconnecting Communities Pilot Program](#).



GENERAL FEDERAL FUNDING GUIDANCE (CONT.)



8.10

Some important IIJA and IRA programs to note (including programs that target low income and disadvantaged communities) are below:

- **Reconnecting Communities Pilot Program**: This program was established to remedy the harm of highways, and similar infrastructure, that displaced and destroyed communities by separating them from resources, economic opportunity, and sustainable investment. DOT is encouraging those directly eligible for funding (state, local, and Tribal governments, nonprofit organizations, and [Metropolitan Planning Organizations](#)) to engage community-based organizations and other community partners when applying for funding. Engage these entities to ensure your community has a voice in planning and developing project funding applications.
- **Safe Streets and Roads for All (SS4A) Grants**: This program funds regional, local, and Tribal initiatives to develop comprehensive safety action plans that identify community roadway safety concerns and design strategies to address these concerns. Comprehensive safety action plans are intended to ensure streets and roads are not just safe for driving cars, but for cyclists and pedestrians accessing sidewalks, crosswalks, and public transit. Engage your state, local, and Tribal government officials and your local [Metropolitan Planning Organization](#) to discuss your community's roadway safety concerns and identify whether there are opportunities to participate in comprehensive safety action planning in your community.
- **Low-No Emission Bus Grants**: This program helps modernize bus fleets and bus facilities across the country, including to help transit agencies purchase or lease low or no- emission vehicles that use advanced technologies to help improve air quality and combat climate change. State, local, and Tribal government officials will be required to identify how they've considered the needs of environmental justice communities in funding applications. If air pollution is an issue for your community, engage your transportation officials to identify how this program could benefit your community.



GENERAL FEDERAL FUNDING GUIDANCE (CONT.)

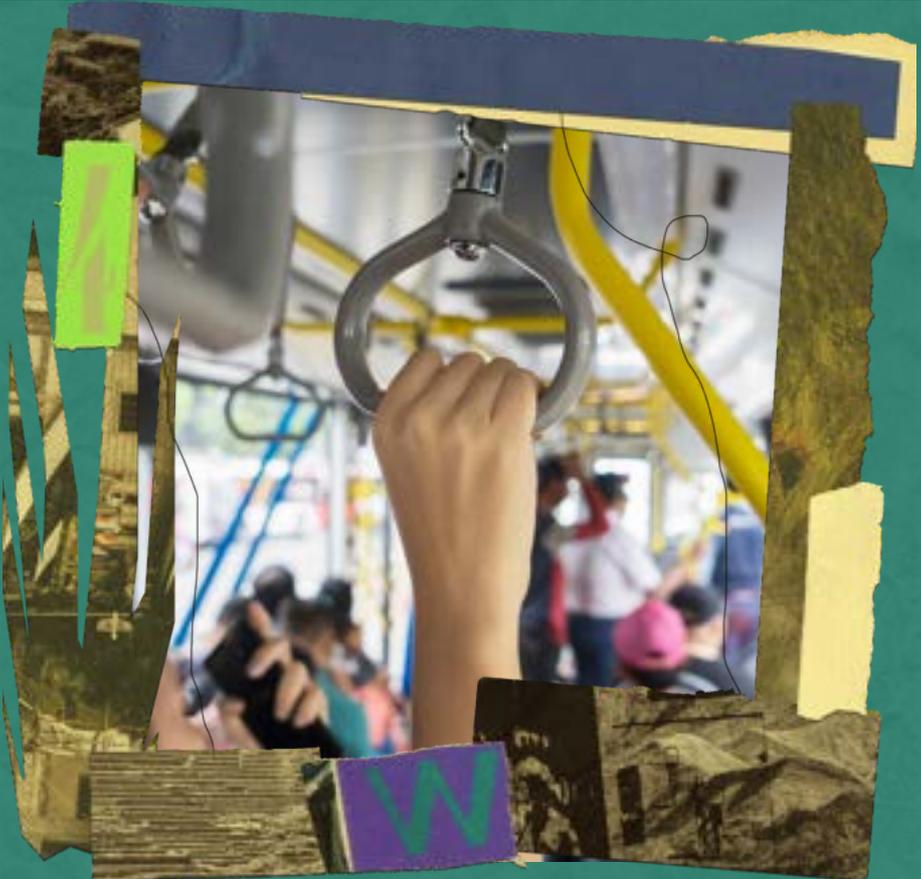
- **Thriving Communities Program:** This program provides technical assistance and capacity-building resources to improve and foster thriving communities through transportation improvements. It includes an online portal, [DOT Navigator](#), which can be used to access technical assistance resources across DOT.
- **Environmental and Climate Justice Community Change Grants Program:** This program is designed to fund community-led projects in disadvantaged communities to address air pollution, increase community climate resilience, and build community capacity to engage in government processes that create environmental and climate policy. Community-based nonprofit organizations can use this funding to support projects that reduce mobility and transportation related air pollution. Work with your local community-based organizations to see how this program can benefit your community.
- **Neighborhood Equity and Access Grants:** This program provides funding to support equitable, safe, and affordable transportation access in communities and to mitigate any negative environmental impacts due to transportation infrastructure. The program will also target economically disadvantaged or underserved communities for assistance with planning and capacity building resources. State, local, and Tribal transportation officials and [Metropolitan Planning Organizations](#) are eligible for grant funding to plan and implement projects. Engage these officials to identify ways your community can participate in this process.

For more information on IIJA and IRA transportation programs and funding, check out the [DOT's Bipartisan Infrastructure Law \(also known as IIJA\) webpage](#), the [Federal Highway Administration's Inflation Reduction Act webpage](#), and [DOT's Justice40 website](#).



TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

The Transportation Justice Federal Funding Table below identifies transportation justice goals and related Federal programs that can help support those goals. You'll also find more information about each program, some potential strategies for accessing each program, and different entities you should consider engaging and/or collaborating with to ensure the funding opportunity benefits your community. While the list of potential collaborators is not an exhaustive list, it provides a starting point for building a coalition around achieving your desired community benefits.



The People's JUSTICE40+ Community Benefit Playbook



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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Emissions Reduction	Infrastructure Investment and Jobs Act (IIJA)	<p>\$13.2B: Congestion Mitigation and Air Quality Improvement Program</p>			<p>This program provides formula funding to states for projects that reduce congestion and transportation emissions in areas that do not meet national air quality standards (also known as nonattainment areas). If your community sits in a nonattainment area, engage your state transportation officials to identify ways this program can benefit your community.</p>	<p>State Transportation Agency, Metropolitan Planning Organization, Local Transit Authority, Transportation Justice Advocacy Organizations, and Environmental and Climate Justice Organizations.</p>
		<p>\$5.6B: Low or No Emission (Bus) Grants</p>			<p>States, local government authorities, and Tribal governments are eligible for this funding to purchase or lease low or no emissions buses and for facilities to accommodate these buses. Applicants for funding are required to demonstrate how they've considered the needs of environmental justice communities for project implementation. Engage with local and state officials to apply for funding. Funding can also be used for workforce development training; communities should advocate for local hire provisions as part of the project's community benefit agreement.</p>	
		<p>\$5B: National Electric Vehicle Infrastructure (NEVI) Program</p>			<p>A Justice40 Program: States are required to ensure that at least 40% of the benefits target disadvantaged communities. Participate in your state's public engagement sessions to ensure your community is considered for electric vehicle infrastructure placement and economic inclusion opportunities. Public engagement sessions are a prerequisite for states to receive funding.</p>	<p>State Transportation Agency, Metropolitan Planning Organization, Transportation Justice Organizations, Climate Justice Organizations, and Local Transit Authorities.</p>
			<p>\$1.25B: Community Charging Grant Program</p>		<p>This Program is designed to ensure electric vehicle charging infrastructure is deployed in rural and low to moderate income communities. Work with your state and local officials to apply for funding.</p>	
			<p>\$1.25B: Corridor Charging Grant Program</p>		<p>This Program is designed to ensure electric vehicle charging infrastructure is deployed along designated Alternative Fuel Corridors (AFCs). Use this mapping tool to determine if your community sits alongside an AFC. Work with state and local officials to apply for funding.</p>	

The People's JUSTICE40+ Community Benefit Playbook



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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	TAX CREDITS	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Emissions Reduction	IIJA	\$5B: Clean School Bus Program			State and local governments, contractors, nonprofit school transportation associations, and Tribes are eligible for funding for low to zero emission school buses. This funding may be prioritized for rural and low income communities so it's important to engage with state and local officials to apply for this funding.	State Transportation Agency , School Transportation Associations, Local School Board, Parent and Student Organizations, Local Transit Authorities, Tribal Leaders, National Tribal Organizations, Transportation Justice Organizations, and Climate Justice Organizations.
	Inflation Reduction Act (IRA)			Clean Vehicle Tax Credit	This program provides a tax credit (available at the point of sale) for up to \$7500 for the purchase of an electric vehicle.	Work with your local car dealer to learn more about this opportunity.
				Tax Credit for Previously-Owned Clean Vehicles	This program provides a tax credit (available at the point of sale) for up to \$4000 for the purchase of a used electric vehicle.	
			Tax Credit for Qualified Commercial Clean Vehicles	This program provides a tax credit for up to \$14,000 for the purchase of a qualified commercial clean vehicle.		

The People's JUSTICE40+ Community Benefit Playbook



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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER	
Emissions Reduction	IRA		\$250M: Climate Pollution Reduction Planning Grants	\$4.6B: Climate Pollution Reduction Implementation Grants		States, municipalities, Tribes, and territories are eligible to use this funding to develop and implement climate action plans, which can include increasing the use of electric light, medium, and heavy-duty vehicles, electrifying local government vehicles, and projects to expand public transportation and micro-mobility. Engage these entities to discuss your community air pollution concerns and identify potential air pollution reduction projects in your community.	Lead Organizations for Planning Grants , State Air Pollution Control Agencies, Local Air Pollution Control Agencies, Municipal offices, Tribes or Tribal consortiums, and Territory Officials.
				\$3.2B: Neighborhood Access and Equity Grant Program		States, local, and Tribal governments, municipal planning organizations, special purpose districts, nonprofit organizations, and institutions of higher education are eligible for funding to implement projects that improve the walkability and safety of communities, provide public transportation access, and mitigate or remediate the negative community impacts of highways or railway systems in disadvantaged or underserved communities. Engage your state and local officials to identify projects that can benefit your community.	State Transportation Agency , Metropolitan Planning Organizations , Local Transit Authority, Tribal Leaders, Institutions of Higher Education, National Tribal Organizations, Climate Justice Organizations, Environmental Justice Organizations, Transportation Justice Organizations, and Community-Based Organizations.
				\$1B: Clean Heavy Duty Vehicles		This funding and rebates are available to states, municipalities, Tribes, and nonprofit school transportation associations to replace existing heavy duty vehicles with clean, zero emission vehicles and support zero emission vehicle infrastructure, workforce development and training, and planning and technical activities. Engage these entities to ensure your community is benefiting from this transition to zero emission delivery, garbage, and utility trucks and school buses.	State Transportation Agency , Local Government Officials, Tribal Leaders, School Transportation Associations, Parent and Student Groups, Teachers Associations, and Community-Based Organizations and Nonprofit Organizations that prioritize Environmental Justice and Climate Justice.
				\$3B: Clean Ports Program		This program is available to port authorities, state, local, or Tribal agencies that have jurisdiction over the local port authority or port, and air pollution control agencies to develop qualified climate action plans, to purchase or install zero emission port equipment or technology, or conduct any planning or permitting required to purchase or install zero emission port equipment or technology. If your community is situated near a port, engage these officials to ensure your community is benefiting from these clean air opportunities.	Local Port Authority, State, Local, or Tribal Officials who oversee the Local Port Authority, Air Pollution Control Agencies, Environmental and/or Climate Justice Organizations, and National Tribal Organizations.

The People's JUSTICE40+ Community Benefit Playbook



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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Emissions Reduction	Inflation Reduction Act (IRA)		<p>\$2.8B: Environmental and Climate Justice Community Change Grants</p>		<p>This funding opportunity is available to community-based nonprofit organizations and local government entities, institutions of higher education, and Federally recognized Tribes in collaboration with community-based nonprofit organizations to fund air pollution reduction projects that include reduce mobility and transportation related air pollution. Engage these entities to see if there projects being developed in your community.</p>	<p>Community-Based Organizations, Local Government Officials, Institutions of Higher Education, and Tribal Leaders.</p>
			<p>\$14B: Greenhouse Gas Reduction Fund-National Clean Investment Fund</p>		<p>This funding is for national nonprofit clean financing institutions to provide accessible and affordable financing for clean technology projects, including zero emissions transportation projects. Engage your local community development financial institution (CDFI), credit union, and/or greenbank to learn more about the clean technology projects and financing options available to your community.</p>	<p>African American Alliance of CDFI Chief Executive Officers, Local CDFI, Local Credit Unions, Local Greenbanks, Minority and Women Owned Depository Institutions, and Local Housing Finance Agency.</p>
Education and Workforce Training and Development Opportunities	Infrastructure Investments and Jobs Act (IIJA)		<p>\$50M: On-the-Job Training Program</p>		<p>Under this program states are required to establish apprenticeship and training programs that target women, minorities, and disadvantaged individuals for advancement to journey-level positions in the highway construction field. Engage your state Department of Transportation offices to learn more about your state On-the-Job Training Program and how this program can support workforce needs within your community.</p>	<p>State Transportation Agency, Nonprofit and Community Based Organizations that focus on workforce development, and Labor Unions.</p>
			<p>\$5B: Consolidated Rail Infrastructure and Safety Improvement Grants</p>		<p>This program provides funding to states, Amtrak and other rail carriers, Tribes, and nonprofit railway labor organizations to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible uses of this funding includes workforce development and training projects. Engage these entities to see how your community can benefit from workforce development and training programs being implemented in your community.</p>	<p>State Transportation Agency, Nonprofit Railway Labor Organizations, Amtrak or Other Railway Carriers, Tribal Leaders, and State Department of Labor.</p>
			<p>\$50M: Disadvantaged Business Enterprises</p>		<p>This funding helps state transportation agencies ensure nondiscrimination in Department of Transportation-assisted contracts in the transportation industry. Engage your state transportation agency to identify opportunities for minority and women owned businesses in your community.</p>	<p>State Transportation Agency, Transportation Justice Organizations, Minority and Women Owned Business Organizations, Metropolitan Planning Organizations, and Local Transit Authorities.</p>

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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
	IIJA		<p>\$1B: Reconnecting Communities Pilot Program</p>		<p>State, local, and Tribal governments, non-profits, and Metropolitan Planning Organizations will be eligible to receive funding for planning grants and capital construction grants. The Department of Transportation is encouraging these entities to engage community-based organizations and community partners when applying for this funding. Work with these entities to ensure community has a voice in this process.</p>	<p>State Transportation Agency, Local Transit Authority, Local Metropolitan Planning Organization, Community-Based Organizations, Transportation Justice Organizations, and Labor Organizations.</p>
Reconnecting Communities	IRA		<p>\$3.2B: Neighborhood Access and Equity Grant Program</p>		<p>States, local, and Tribal governments, municipal planning organizations, special purpose districts, nonprofit organizations, and institutions of higher education are eligible for funding to improve the walkability and safety of communities, provide public transportation access, and mitigate or remediate the negative community impacts of highways or railway systems in disadvantaged or underserved communities. Engage your state and local officials to identify projects that can benefit your community.</p>	<p>State Transportation Agency, Metropolitan Planning Organization, Local Transit Authority, Tribal Leaders, Institutions of Higher Education, National Tribal Organizations, Climate Justice Organizations, Environmental Justice Organizations, Transportation Justice Organizations, and Community-Based Organizations.</p>

The People's JUSTICE40+ Community Benefit Playbook



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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Transportation Safety	IIJA		\$5B: Safe Streets and Roads For All		Metropolitan Planning Organizations, counties, cities, towns, transit authorities, and Tribal governments will be eligible for funding to develop, update, or implement comprehensive safety action plans. If you have traffic safety concerns within your community, work with your local officials to apply for funding.	Local Transit Authority, Local Government Officials, Transportation Justice Organizations, Tribal Leaders, and National Tribal Organizations.
			\$2.9B: Tribal Transportation Program		This funding is available to Federally recognized Tribes to support safe and adequate multimodal transportation and public road access to and within reservations, Tribal lands, and Alaska Native Village communities. Engage your Tribal leaders to identify program opportunities for your community.	Tribal Leaders, Transportation Justice Organizations, Climate Justice Organizations, and National Tribal Organizations.
			\$200M: Tribal Transportation Facility Bridge		This program provides funding to Tribal governments to support bridge and culvert condition, safety, efficiency, and reliability projects. Engage your Tribal leaders to identify projects that could benefit your community.	
			\$45M: Tribal High Priority Projects Program		This Program provides additional funding to Tribes whose annual allocation of funding under the Tribal Transportation Program is insufficient to complete the highest priority projects or for any Tribe that has an emergency or disaster occur that renders a road or bridge impassible or unusable. Engage your Tribal officials if your community needs this assistance.	

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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Accessible Public Transportation	IIJA	\$3.1B: Bus and Bus Facilities Formula Grants			Funding is available to state, local, and Tribal governments to replace, rehabilitate, purchase (or lease) buses, bus-related equipment, and facilities. If your community has traffic related air pollution concerns, engage your state and local officials to identify how this program can benefit your community.	State Transportation Agency , Local Transit Authority, Tribal Leaders, and Transportation Justice Organizations.
			\$1.9B: Bus and Bus Facilities Competitive Grant		This program is available to state, local, and Tribal governments to replace, rehabilitate, purchase (or lease) buses, bus-related equipment, and facilities. Engage these officials to identify ways this program can meet your community public transportation needs.	
		\$21.6B: State of Good Repair Grants			This formula funding is available to State transportation agencies, counties, cities and townships, special districts, and Tribal governments to maintain public transportation systems and ensure safety efficiency, reliability, and sustainability. Engage these government officials to ensure safe and reliable public transportation systems are available to your community.	State Transportation Agency , Local Transit Authority, Tribal Leaders, Transportation Justice Organizations, Climate Justice Organizations, National Tribal Organizations, Metropolitan Planning Organization , and Local Government Officials.
		\$137M: Appalachian Development Public Transportation Assistance Program			Funding is available to state, local, and Tribal governments, and non-profits within the Appalachian region to support planning, capital, and operating assistance for public transit services in rural areas. Engage with state and local officials to ensure your community's transit needs are being met.	State Transportation Agency , Local Transit Authority, Tribal Leaders, Transportation Justice Organizations, National Tribal Organizations, Climate Justice Organizations, and Metropolitan Planning Organization .
		\$4.1B: Formula Grants for Rural Areas			This formula funding is available to state transportation agencies, counties, cities and townships, special districts, Tribal governments, nonprofit organizations, and private for-profit intercity bus carriers to improve, initiate, or continue public transportation services in non-urban areas. Engage these officials to identify projects that will meet your community's public transportation needs.	State Transportation Agency , Local Transit Authority, Tribal Leaders, Transportation Justice Organizations, National Tribal Organizations, Climate Justice Organizations, and Metropolitan Planning Organizations .

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TRANSPORTATION JUSTICE FEDERAL FUNDING TABLE

TRANSPORTATION JUSTICE GOALS	FEDERAL SPENDING BILL	FORMULA GRANTS	COMPETITIVE GRANTS	OTHER FUNDING OPPORTUNITIES	STRATEGY FOR ENGAGEMENT	POTENTIAL COMMUNITY BENEFIT STAKEHOLDERS (IN ADDITION TO COMMUNITY MEMBERS) TO CONSIDER
Accessible Public Transportation	IIJA	<p>\$2.1B: Enhanced Mobility of Seniors and Individuals with Disabilities</p>			<p>Funding is available to State, local, and Tribal governments to ensure public transportation services are available, accessible, and appropriate for seniors and individuals with disabilities. Work with government officials to center the needs of your community members who are aging or have disabilities.</p>	<p>State Transportation Agency, Local Transit Authority, Tribal Leaders, Transportation Justice Organizations, National Tribal Organizations, Climate Justice Organizations, and Metropolitan Planning Organization.</p>
		<p>\$183.2M: Public Transportation on Indian Reservations Formula Grant Program</p>	<p>\$45.8M: Public Transportation on Indian Reservations Competitive Grant Program</p>		<p>This funding is available to Federally recognized Tribes to provide public transportation services on and around Tribal land and reservations. Engage your Tribal leaders to identify projects to improve your community public transportation opportunities.</p>	<p>Tribal Leaders, Transportation Justice Organizations, Climate Justice Organizations, and National Tribal Organizations.</p>
	IRA	<p>\$250M: Climate Pollution Reduction Planning Grants</p>	<p>\$4.6B: Climate Pollution Reduction Implementation Grants</p>		<p>States, municipalities, Tribes, and Territories are eligible to use this funding to develop and implement climate action plans, which can include projects to expand public transportation and micro-mobility. Engage these entities to discuss your community air pollution concerns and identify potential air pollution reduction projects in your community.</p>	<p>Lead Organizations for Planning Grants, State Air Pollution Control Agencies, Local Air Pollution Control Agencies, Municipal Offices, Tribes or Tribal Consortia, and Territory Officials.</p>



WHO CAN HELP

Several national organizations and coalitions are working on Transportation Justice and have resources to help you develop your energy agenda. Here are some trusted organizations with resources available:

- [Labor Network for Sustainability](#)
- [Center for Neighborhood Technology](#)
- [Transportation Equity Network](#)

Key Energy Players:

- **Department of Transportation:** Many of the IIJA and IRA transportation programs will be implemented by the Department of Transportation (DOT). Use this agency [link](#) to find more information about the funding programs they offer.
- **Federal Highway Administration:** Some of the IIJA transportation programs, like the National Electric Vehicle Infrastructure Program, will be implemented by the Federal Highway Administration (FHWA), an office within the DOT. Use this [link](#) to identify which IIJA and IRA programs will be implemented by FHWA.
- **Joint Office of Energy and Transportation:** This federal agency was created by IIJA to facilitate collaboration between the Department of Energy and DOT and will also assist FHWA in implementing IIJA transportation investments. Use this [link](#) to learn more about the programs and resources the Joint Office provides.



WHO CAN HELP (CONT.)

RELEVANT RESOURCES

- [Department of Transportation: Equity Website](#)
- [Department of Transportation: Justice40 Website](#)
- [Department of Transportation: Every Place Counts Leadership–Transportation Toolkit](#)
- [Department of Transportation: Policy Solutions](#)
- [Department of Transportation: Electric Vehicle Charging Justice40 Mapping Tool](#)
- [Department of Transportation: Alternative Fuel Corridor Mapping Tool](#)
- [State Laws and Incentives for Alternative Fuels and Advanced Vehicles](#)
- [Recent State Updates to Laws and Incentives](#)
- [A New Way Forward](#)
- [Arrested Mobility](#)
- [Center for Neighborhood Technology: Housing and Transportation Affordability Index](#)
- [The Third Rail](#)
- [Transit Center's Green New Deal for Cities Report](#)
- [Transit Equity Day Resolution](#)
- [Transit Equity Day of Action in 2021 Report](#)
- [Transit Workers Report](#)
- [Transportation for America: Infrastructure Investment and Jobs Act Analysis](#)
- [Transportation for America: Driving Down Emissions](#)
- [Sustainable Development Code: Mobility and Transportation](#)
- [The Road Forward: Cost-Effective Policy Measures to Decrease Emissions from Passenger Land Transport](#)

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ENDNOTES

- ¹ Deborah M. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* (October 2020). <https://scholarship.law.vanderbilt.edu/cgi/viewcontent.cgi?article=4404&context=vlr>
- ² Deborah M. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* (October 2020). <https://scholarship.law.vanderbilt.edu/cgi/viewcontent.cgi?article=4404&context=vlr>
- ³ Farrell Evans, "How Interstate Highways Gutted Communities—and Reinforced Segregation," *History* (September 2023). <https://www.history.com/news/interstate-highway-system-infrastructure-construction-segregation>; Deborah M. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* (October 2020). <https://scholarship.law.vanderbilt.edu/cgi/viewcontent.cgi?article=4404&context=vlr>
- ⁴ Deborah M. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* (October 2020). <https://scholarship.law.vanderbilt.edu/cgi/viewcontent.cgi?article=4404&context=vlr>
- ⁵ Farrell Evans, "How Interstate Highways Gutted Communities—and Reinforced Segregation," *History* (September 2023). <https://www.history.com/news/interstate-highway-system-infrastructure-construction-segregation>
- ⁶ Wendy Heaps, Erin Abramsohn, and Elizabeth Skillen, "Public Transportation in the US: A Driver of Health and Equity," *HealthAffairs* (July 2021). <https://www.healthaffairs.org/doi/10.1377/hpb20210630.810356/full/health-affairs-brief-public-transportation-health-equity-heaps-1632491696172.pdf>
- ⁷ Farrell Evans, "How Interstate Highways Gutted Communities—and Reinforced Segregation," *History* (September 2023). <https://www.history.com/news/interstate-highway-system-infrastructure-construction-segregation>; Deborah M. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* (October 2020). <https://scholarship.law.vanderbilt.edu/cgi/viewcontent.cgi?article=4404&context=vlr>
- ⁸ Yoo Min Park and Mei-Po Kwan, "Understanding Racial Disparities in Exposure to Traffic-Related Air Pollution: Considering the Spatiotemporal Dynamics of Population Distribution," *International Journal of Environmental Research and Public Health* (February 2020). <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7037907/pdf/ijerph-17-00908.pdf>; Nicole Kravitz-Wirtz, Kyle Crowder, Anjum Hajat, and Victoria Sass, "The Long-Term Dynamics of Racial/Ethnic Inequality in Neighborhood Air Pollution Exposure, 1990-2009," *Du Bois Review: Social Science Research on Race* (October 2016). <https://www.cambridge.org/core/services/app-cambridge-core/content/view/EF8E1A100FBF8AA32F5C2A29F08BE9B/51742058X16000205a.pdf/the-long-term-dynamics-of-raciaethnic-inequality-in-neighborhood-air-pollution-exposure-1990-2009.pdf>
- ⁹ "Issue Brief: Estimating the Greenhouse Gas Impact of Federal Infrastructure Investments in the IJA," *Georgetown Climate Center* (December 2021). <https://www.georgetownclimate.org/articles/federal-infrastructure-investment-analysis.html>
- ¹⁰ "Heavy-Duty Vehicles, Air Pollution, and Climate Change," *Congressional Research Service* (February 2023). <https://crsreports.congress.gov/product/pdf/IF/IF12043>