

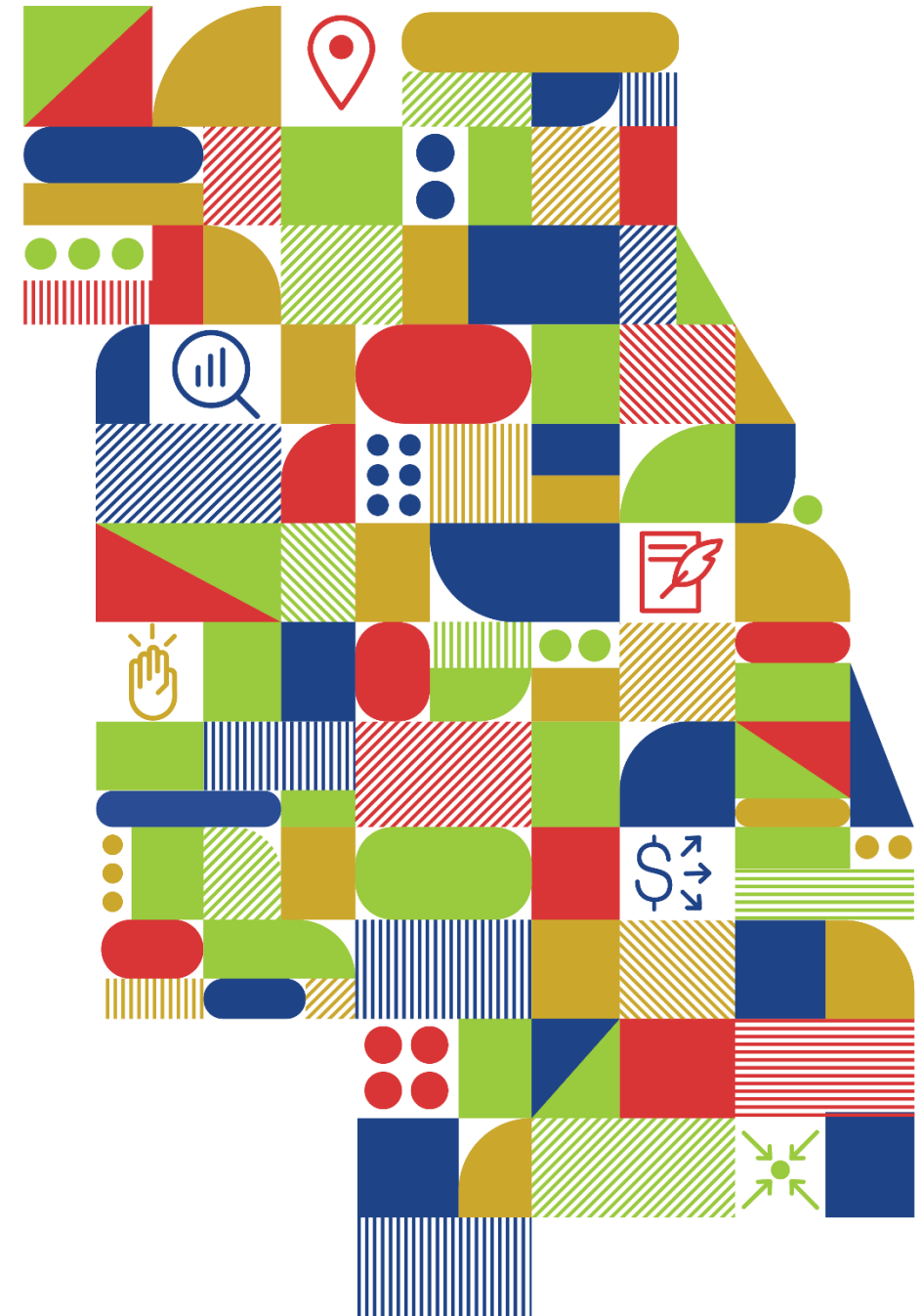


Equity at CMAP

Advancing Equity in Regional Transportation Planning

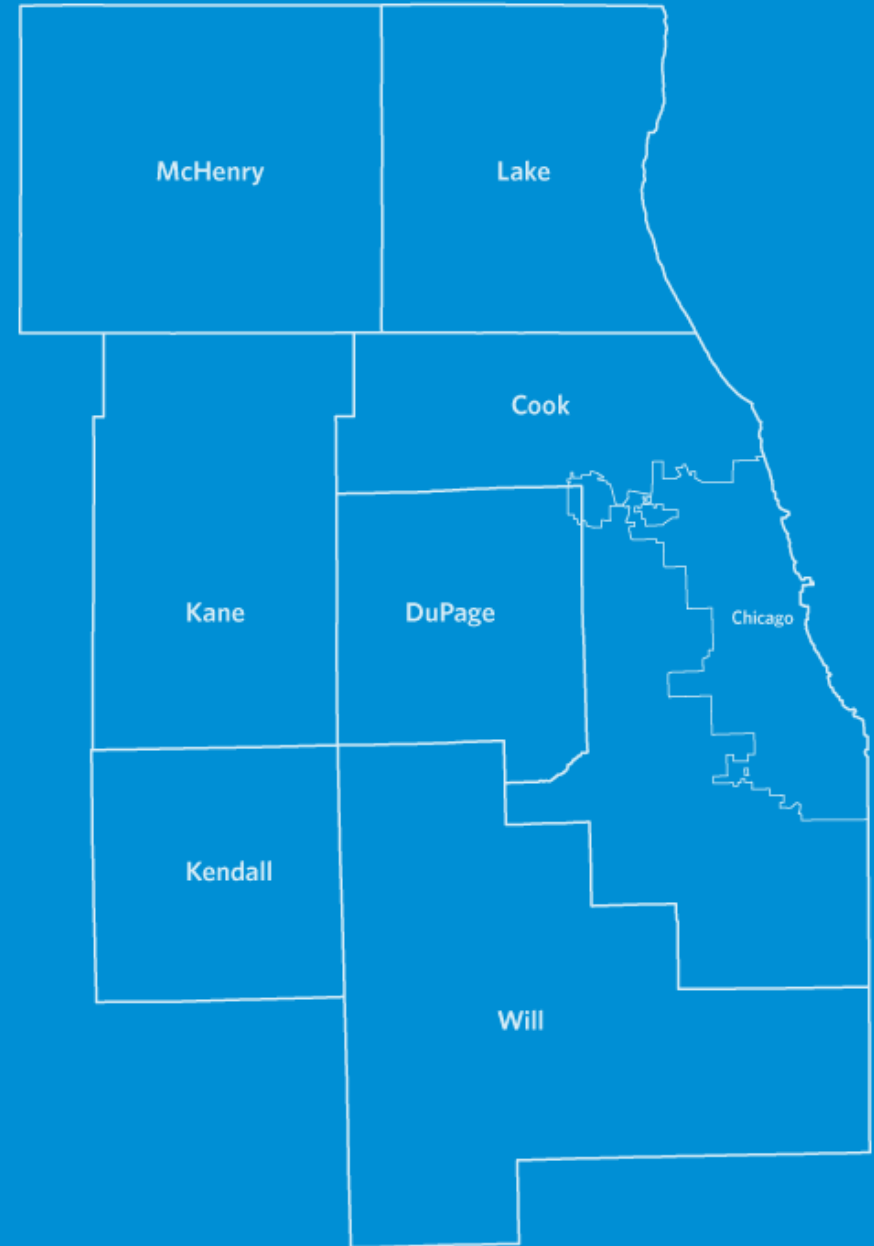
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Chicago Metropolitan Agency for Planning
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About CMAP

- Metropolitan Planning Organization
- Formed by state law in 2005 to integrate planning for transportation and land use
- Serving 7 counties, 284 municipalities, 8.5 million residents





Metropolitan Chicago's Next Comprehensive Regional Plan

ON TO 2050



Resilience

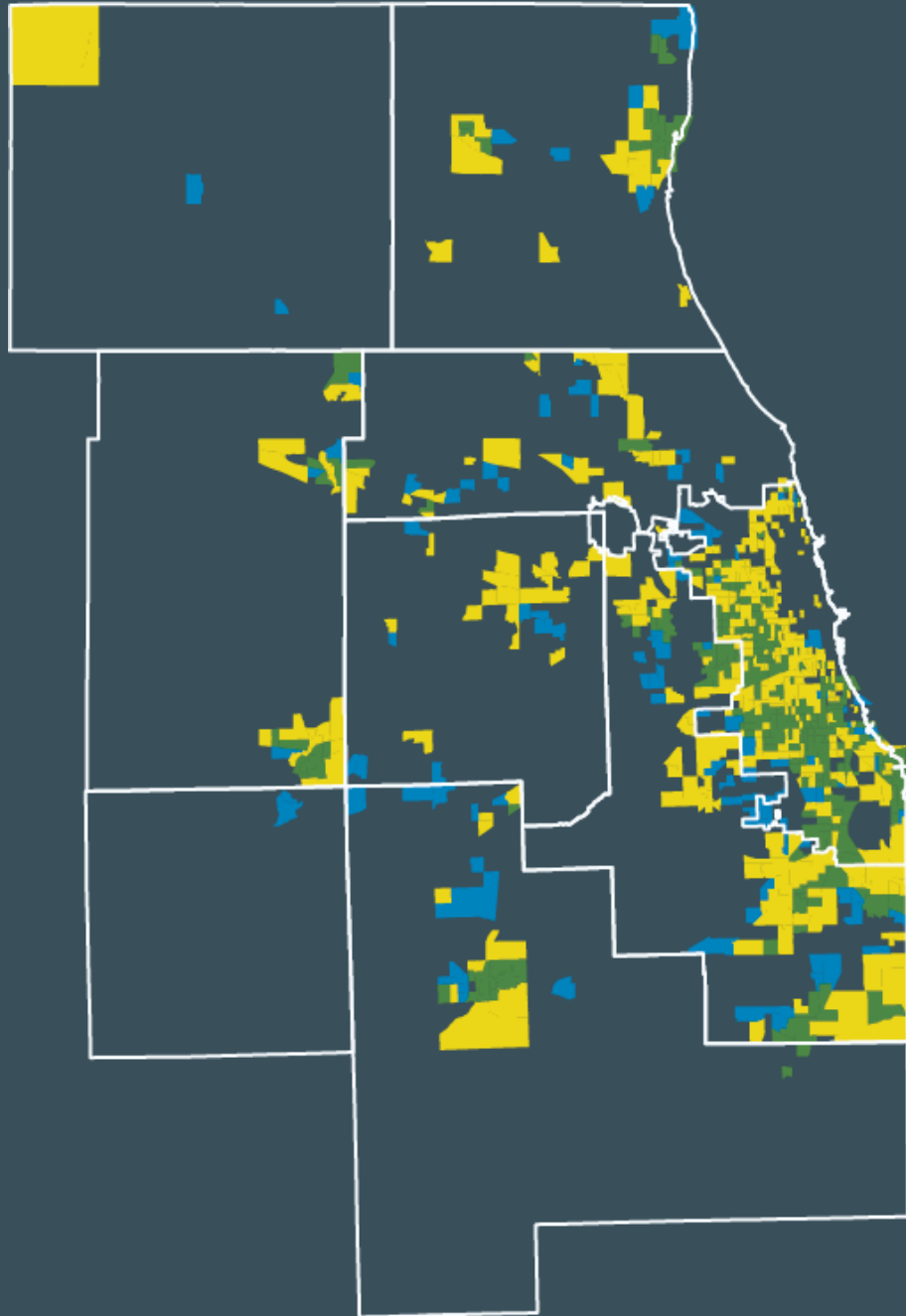


Prioritized Investment



Inclusive Growth

Economically Disconnected and Disinvested Areas



EDAs

Low-income households

And a greater than regional average share of:

- People of color
- Limited-English proficiency households

Disinvested

Greatest job losses since 1970s

Lowest commercial real estate values

Low rates of small loans to business

- Economically Disconnected Areas (EDAs)
- Disinvested areas
- Both Economically Disconnected and Disinvested

How have we used this framing since adopting ON TO 2050?

- Community Cohort Tool
- Equity-based programming criteria for federal funds
- Equity in Transportation Fines, Fees, and Fares report
- Equitable Engagement Program



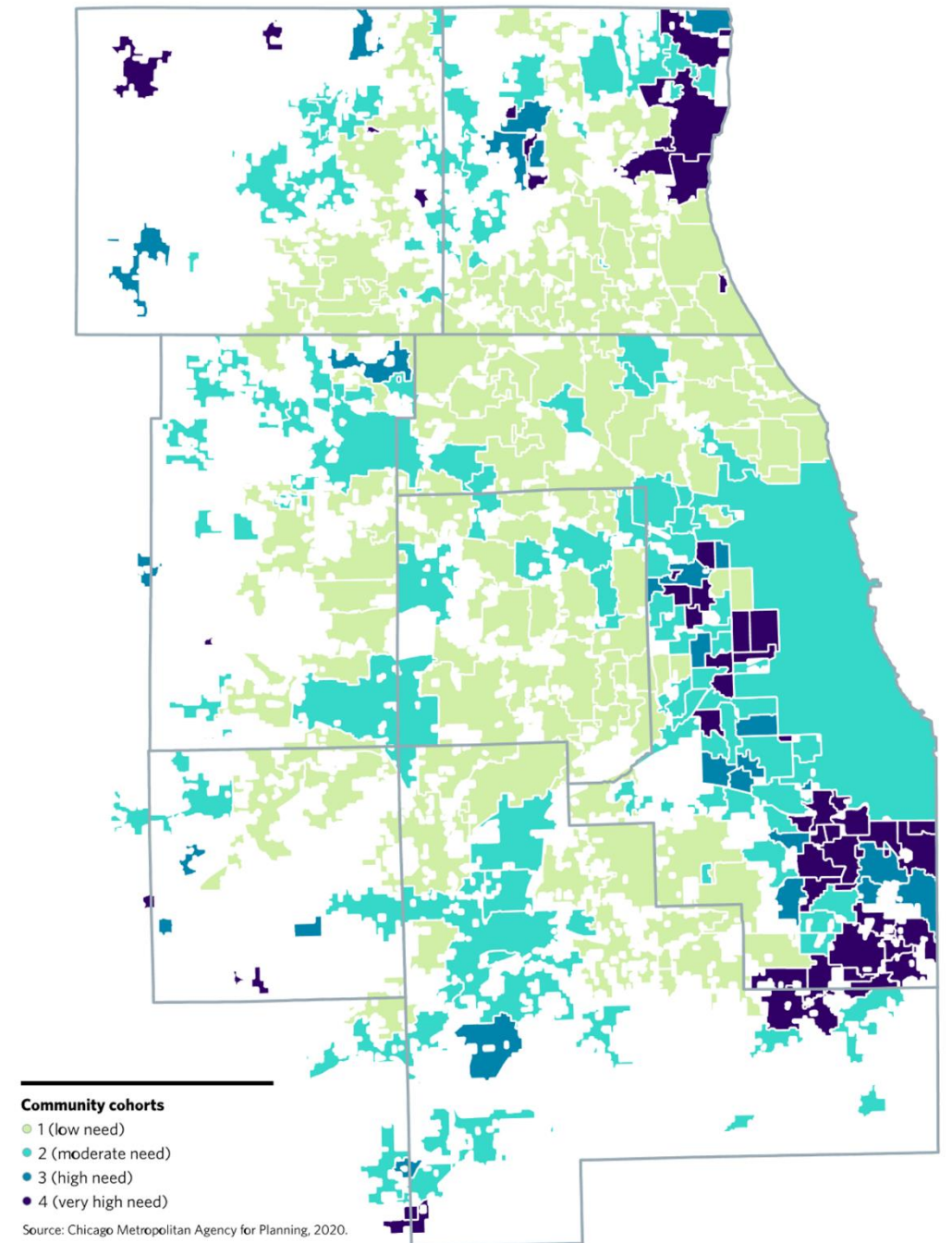
Community Cohorts

Groups regional municipalities into four cohorts based on:

- Percent in EDAs
- Tax base per capita
- Median household income
- Population

Prioritized for:

- CMAP Technical Assistance
- Cook County CARES Act funds
- Toll credits used as local matching funds



Equity measures in programming

- \$300 million in federal funds to local transportation projects every 2 years
- Solicit applications from municipalities, counties, highway and transit agencies
- *Sources:* Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP)



Transportation Development Credits for Highways (TDCH)

- Available only for local communities in Community Cohort 4 (Highest Need)
- Stand in for local match in STP, CMAQ, or TAP projects
- Flexible but does not support right-of-way acquisition



STP-Shared Fund

- Select projects using performance-based methods
- Help meet state/regional targets
- Assist disadvantaged communities
- Leverage other funds and fill gaps
- Spend in a timely manner
- Promote transparency



STP-SF call for projects

- \$200 million over 5 years
- Scoring criteria
 - Readiness (25%)
 - Transportation impact (50%)
 - Planning factors (25%)
- Modeling to measure how many low-income users of color would benefit



Planning Factors

Project Type	Maximum Points by Planning Factor					
	Inclusive Growth	Complete Streets	Green Infrastructure	Freight	Transit supportive density	Total
Bicycle/Pedestrian Barrier Elimination	15	10	5	0	0	30
Bridge Rehab or Reconstruction	15	10	0	5	0	30
Bus Speed Improvements	15	5	0	0	10	30
Corridor/Small Area Safety Improvements	15	10	0	5	0	30
Highway-Rail Grade Crossing Improvements	15	10	5	0	0	30
Road Expansion	15	5	5	5	0	30
Road Reconstruction	15	5	5	5	0	30
Transit Station Improvements	15	0	5	0	10	30
Truck Route Improvements	15	10	5	0	0	30

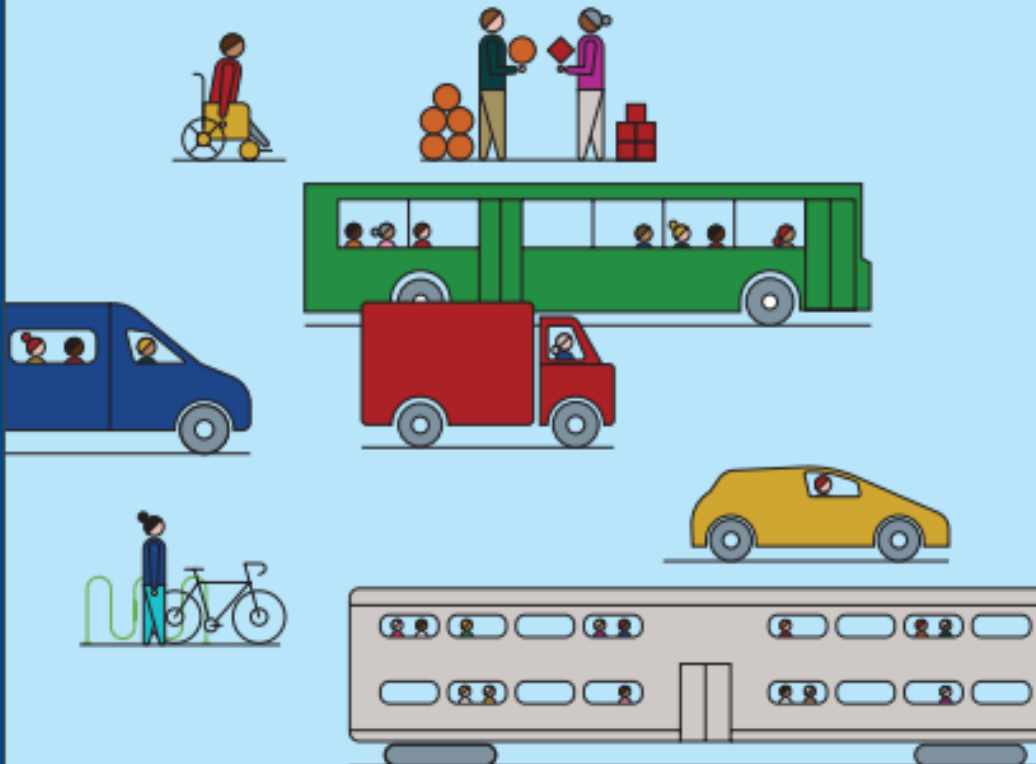
STP-SF first call equity impacts

- \$31 million for communities with the highest need
- 4 of 17 projects funded are in communities with populations of less than 10,000
- 25% of the users will be low-income people of color



A transportation system that works for everyone

Improving equity in fees, fines, and fares



Fees, Fines, and Fares

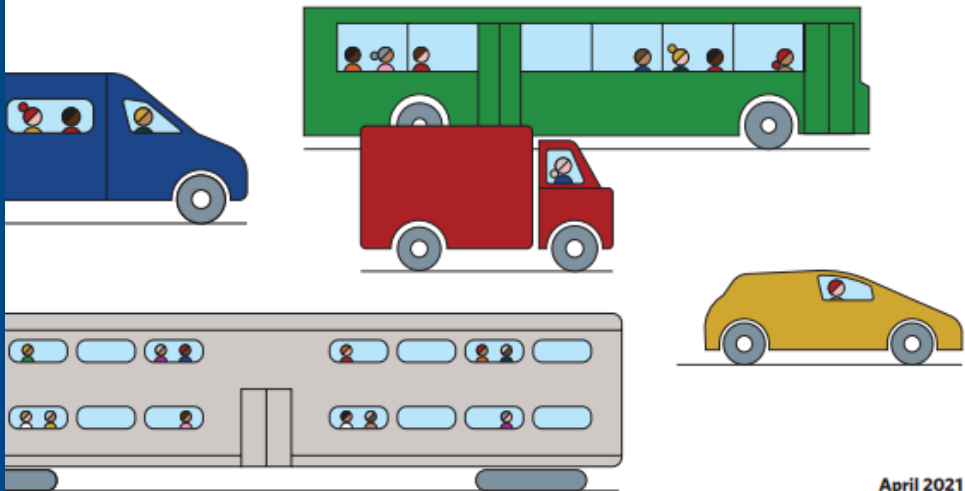
Purpose: Advance ON TO 2050 goals

- Leverage transportation system to promote inclusive growth
- Fully fund the region's transportation system



Improving equity in transportation fees, fines, and fares

Findings and recommendations
for northeastern Illinois



April 2021

Fees, Fines, and Fares

Project approach

- Assess how fees, fines, and fares impact residents with low income
- Recommend policy changes to improve equity
- Supported by a resource group of civic and public partners



Improve mobility options

- Implement ON TO 2050 recommendations to promote transit-supportive land uses and affordable transportation options for everyone



Implement progressive tax strategies

- Increase state income tax exemptions
- Increase or expand earned income tax credit
- Implement graduated tax rates



Implement fine reform

- Adopt income-based fines or waivers
- Assess appropriateness of fine amounts
- Report and analyze the equity impacts of ticketing
- Offer alternatives to paying fines
- Improve collection practices
- End employment restrictions



Make transportation fees more affordable

- Expand reduced fare permits to all residents with low income
- Expand reduced vehicle registration fees to all residents with low income
- Base vehicle registration fees on vehicle value
- Structure rideshare fees to support transit goals



Increase access to cost-saving tools

- Encourage participation in the Transit Benefit Fare Program
- Increase access to Ventra
- Develop lower-cost alternatives to I-PASS transponders
- Waive any road usage charge equipment costs



Pilot fee and fare coordination

- Increase access to I-PASS accounts
- Allow local vehicle fees to be paid with the Illinois Secretary of State
- Integrate the fare system for trips across service providers

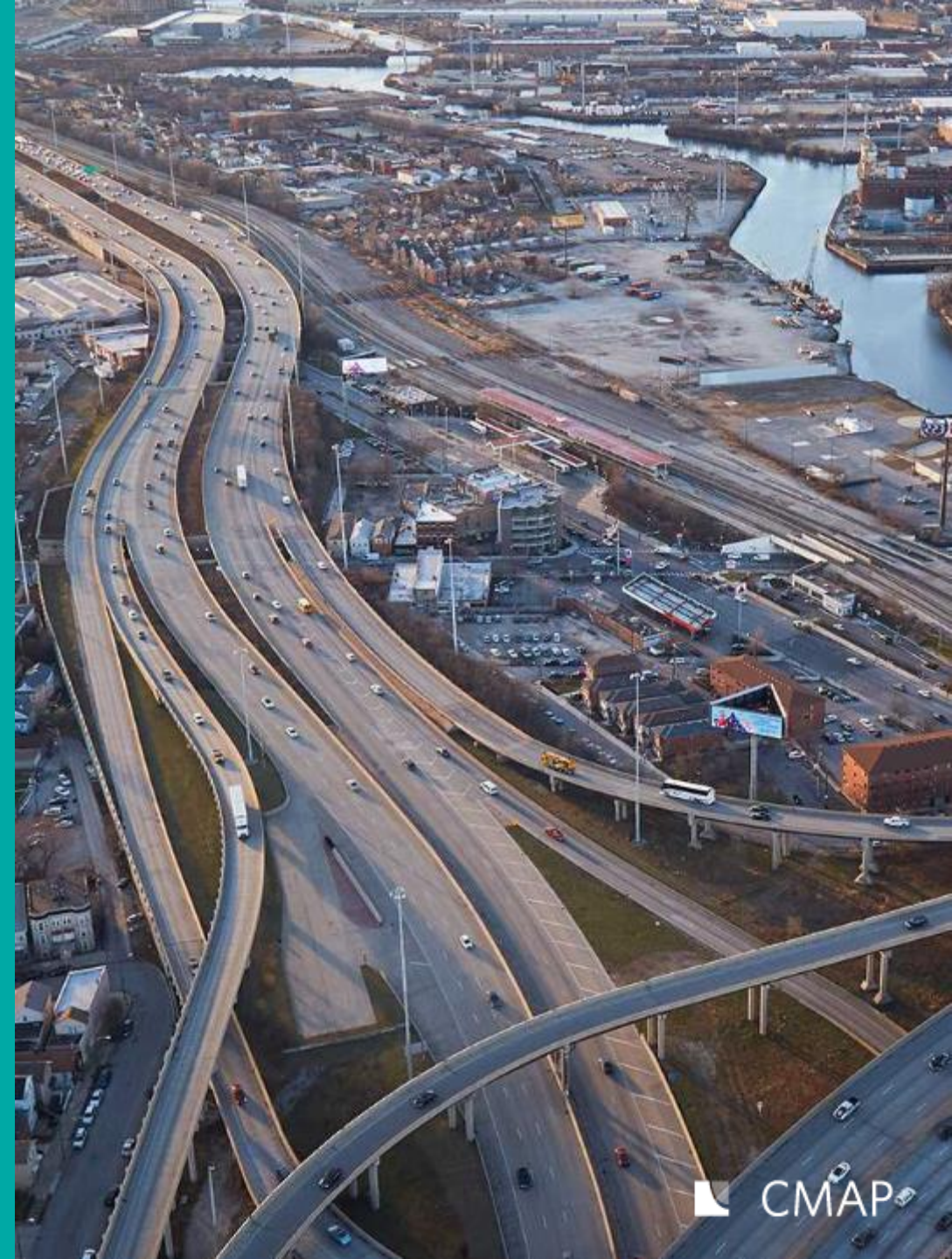


Improve parking options for residents and delivery drivers

- Offer reduced transaction fees for short-term parking
- Provide options for cash payment

Equitable Engagement Program

- Advance equity and environmental justice in regional planning
- Enhance CMAP's existing outreach and engagement efforts
- Acknowledges government's role in historical legacies as well as modern-day structures and systems that repeat patterns of exclusion



Equitable Engagement Program

- Three year contract with a Chicago-based non-profit team acting as intermediary and co-designer
- UIC University Transportation Center performing an independent evaluation at close
- \$250,000 for stipends to non-profits during initial effort



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