Equity at CMAP
Advancing Equity in Regional Transportation Planning

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Chicago Metropolitan Agency for Planning
April 30, 2021
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
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
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
<table>
<thead>
<tr>
<th>Project Type</th>
<th>Inclusive Growth</th>
<th>Complete Streets</th>
<th>Green Infrastructure</th>
<th>Freight</th>
<th>Transit supportive density</th>
<th>Total</th>
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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
Purpose: Advance ON TO 2050 goals

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

**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

**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

**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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