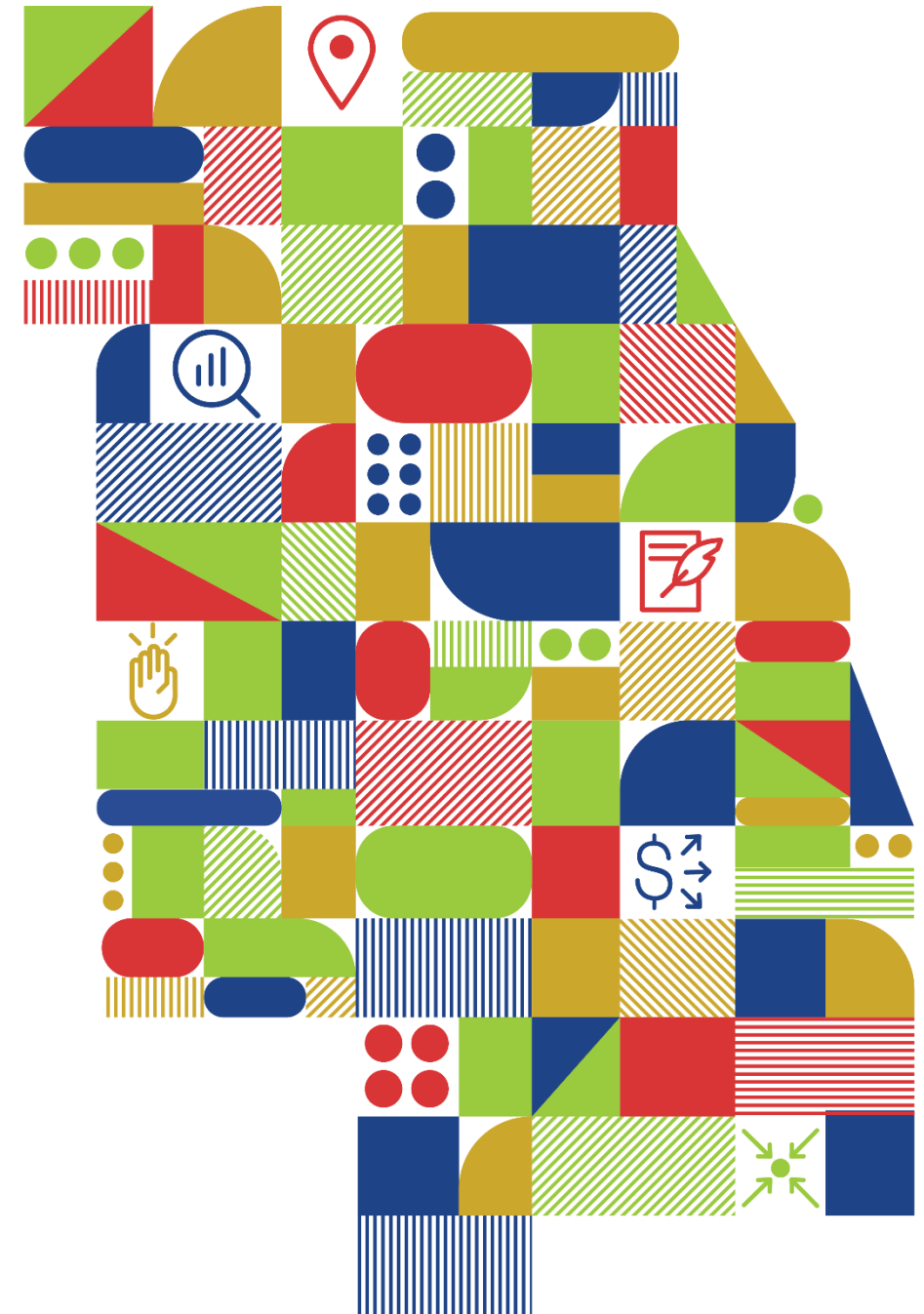




Human and Community Development Committee

Tuesday, April 13, 2021



Housekeeping

Committee: Please turn on your **webcams**.

All: Please **stay muted** to minimize background noise.

CMAP staff is monitoring the **chat box** for questions, concerns.

This public meeting is being **recorded**.

Agenda Changes & Announcements

CMAP Board Meeting Updates

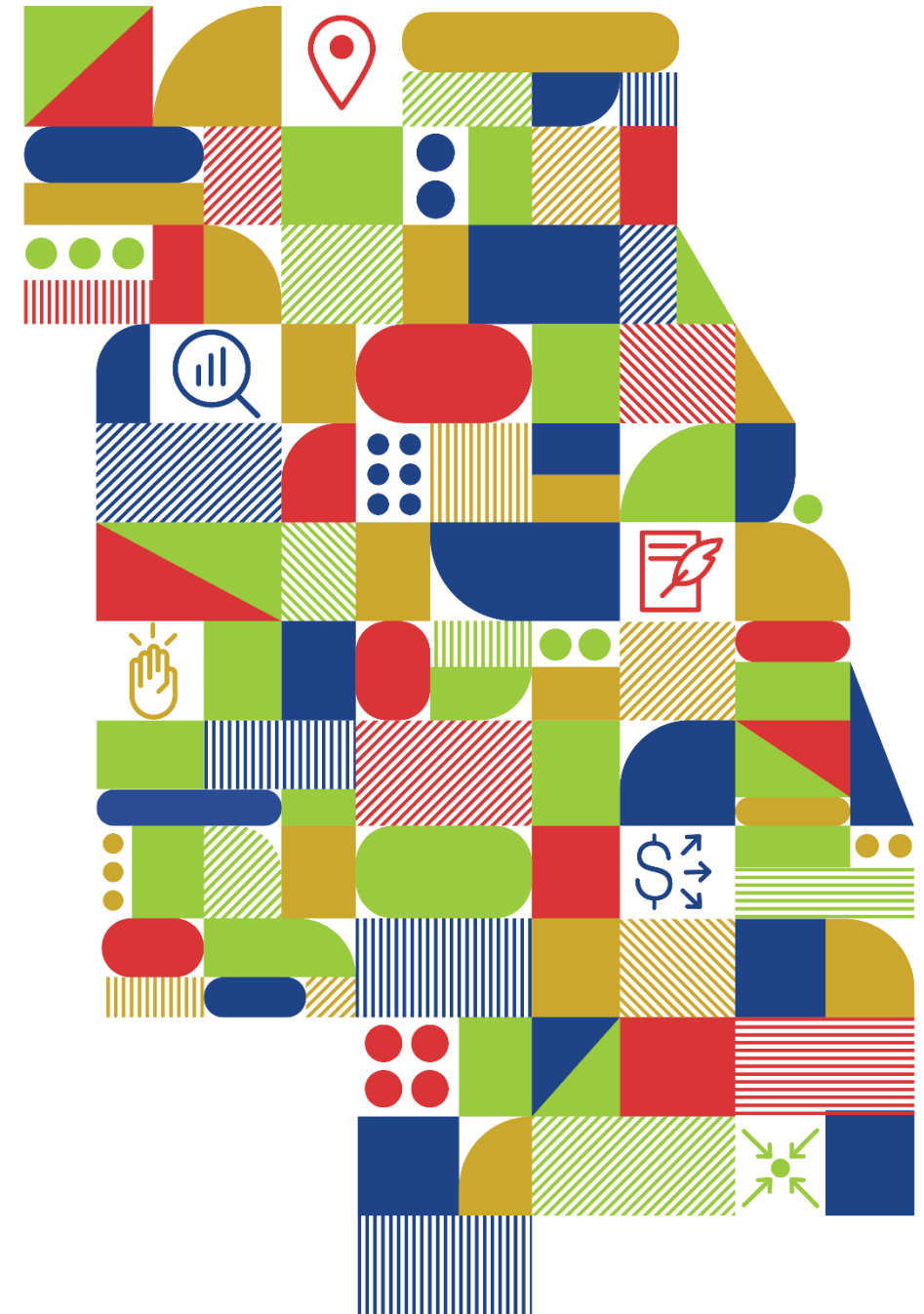
Select member updates

Select committee members will describe how their organizations are responding to current events: including health equity, racial & economic justice, and disability rights, among other topics.



Equity in transportation fees, fines, and fares

April 13, 2021



Implementing and supporting two ON TO 2050 recommendations

Leverage the transportation network to promote inclusive growth

Fully fund the region's transportation system

Project goals

Assess the equity impacts of existing and proposed transportation revenue sources on residents with lower incomes

Develop policy recommendations to reduce disproportionate impacts on residents with lower incomes while continuing to meet transportation revenue goals

CMAP convened partners to provide expertise

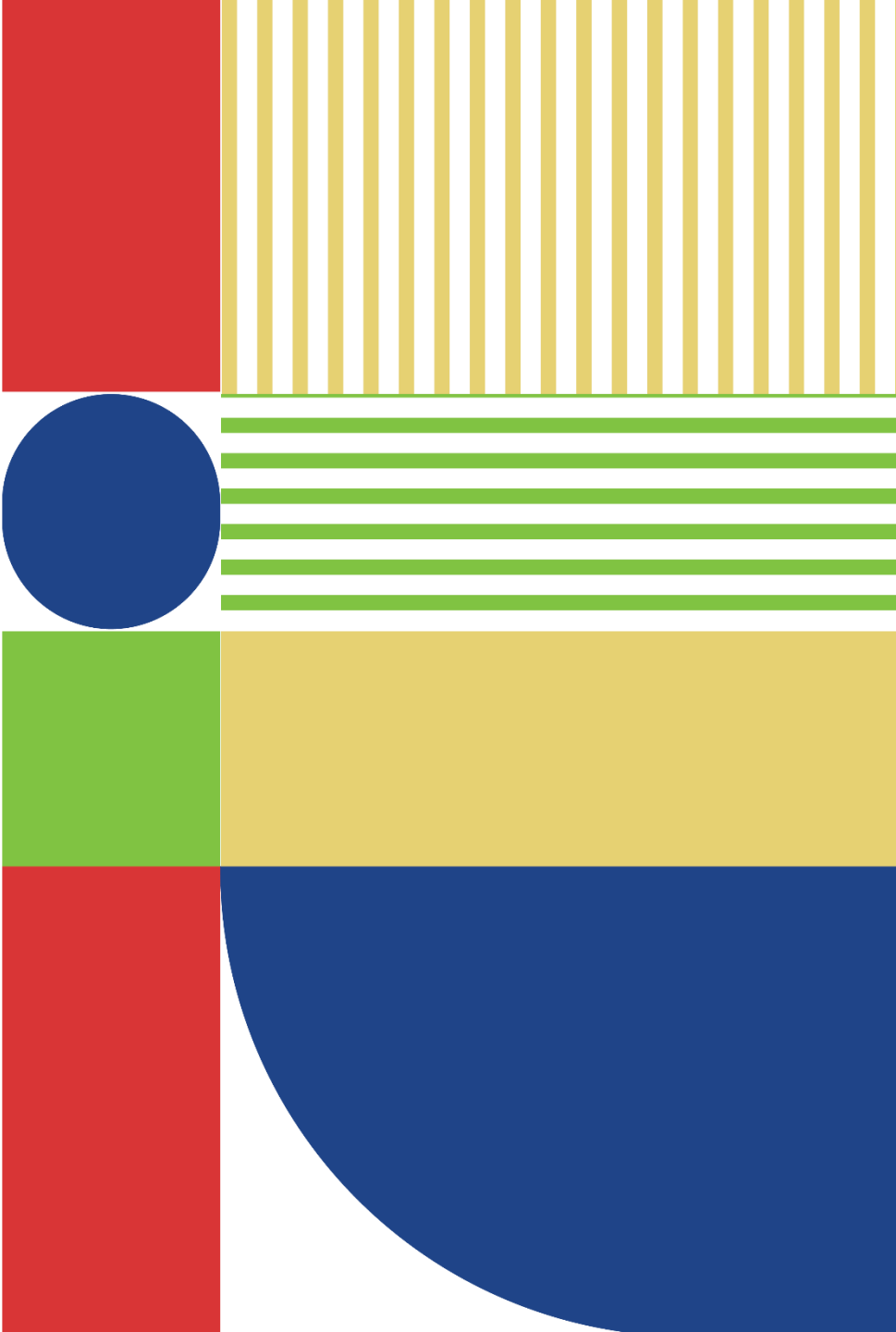
Active Transportation Alliance
Center for Neighborhood Technology
City of Chicago, Department of Transportation
City of Chicago, Office of Equity and Racial Justice
Chicago Jobs Council
Chicago Transit Authority
Cook County
Equiticity
Equity Institute, YWCA of Evanston
Heartland Alliance

Illinois Tollway
Little Village Environmental Justice Organization
Metra
Metropolitan Planning Council
Muse Community Design
Pace
Regional Transportation Authority
Union of Concerned Scientists
University of Chicago Inclusive Economy Lab
University of Illinois at Chicago

Fees, fines, and fares evaluated

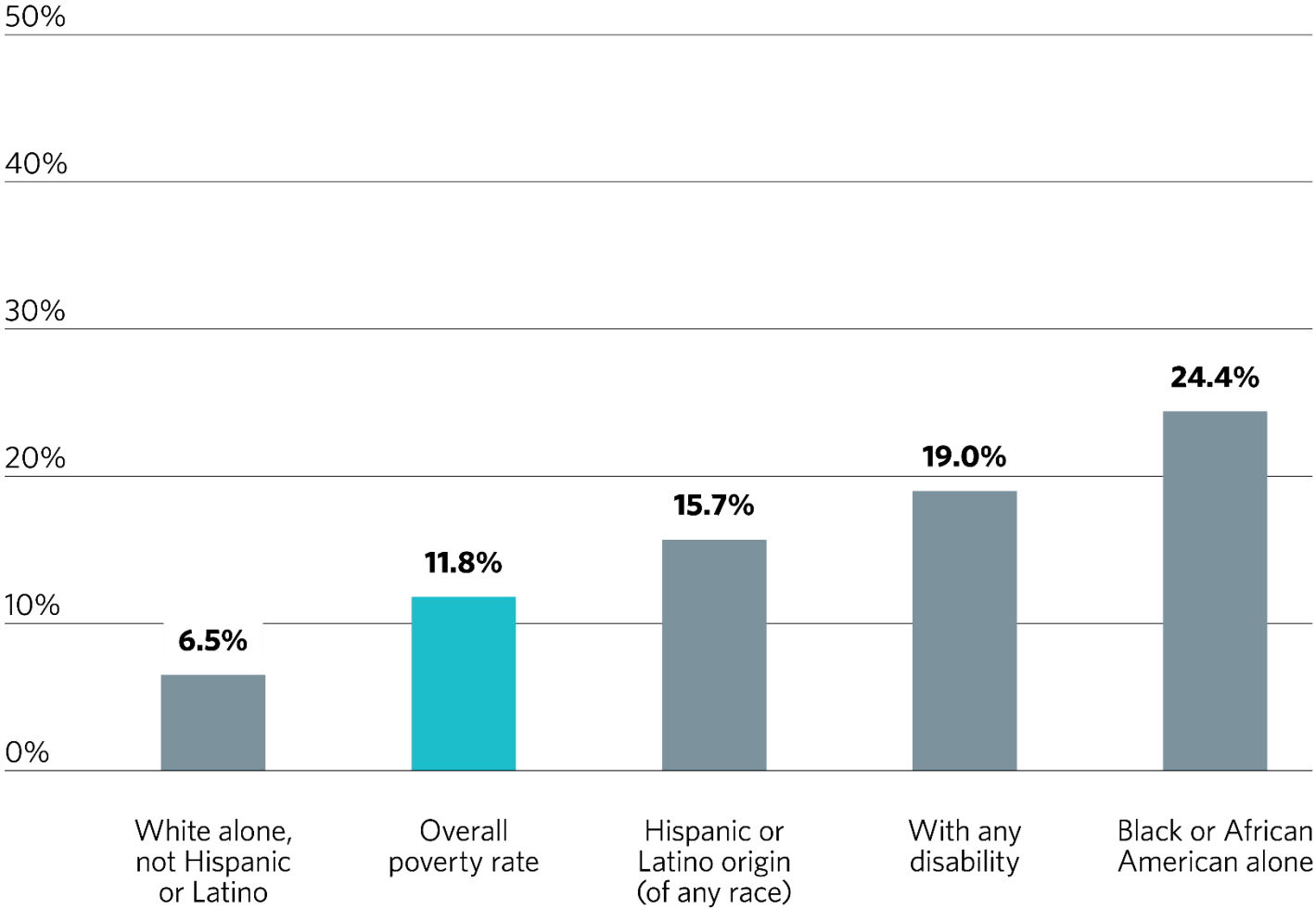
- Motor fuel tax and road usage charge
- Traffic violations and delinquency fines
- Transit fares
- Tolling
- Priced parking
- State and local motor vehicle registration fees
- Transportation network company (TNC) fees

Existing equitable mobility challenges



Nearly 12 percent of residents of the larger Chicago metropolitan area live in poverty

Proportion of residents living below the federal poverty level, selected categories, Chicago-Naperville-Elgin, IL-IN-WI Metropolitan Area, 2019



Note: Selected categories are not mutually exclusive.

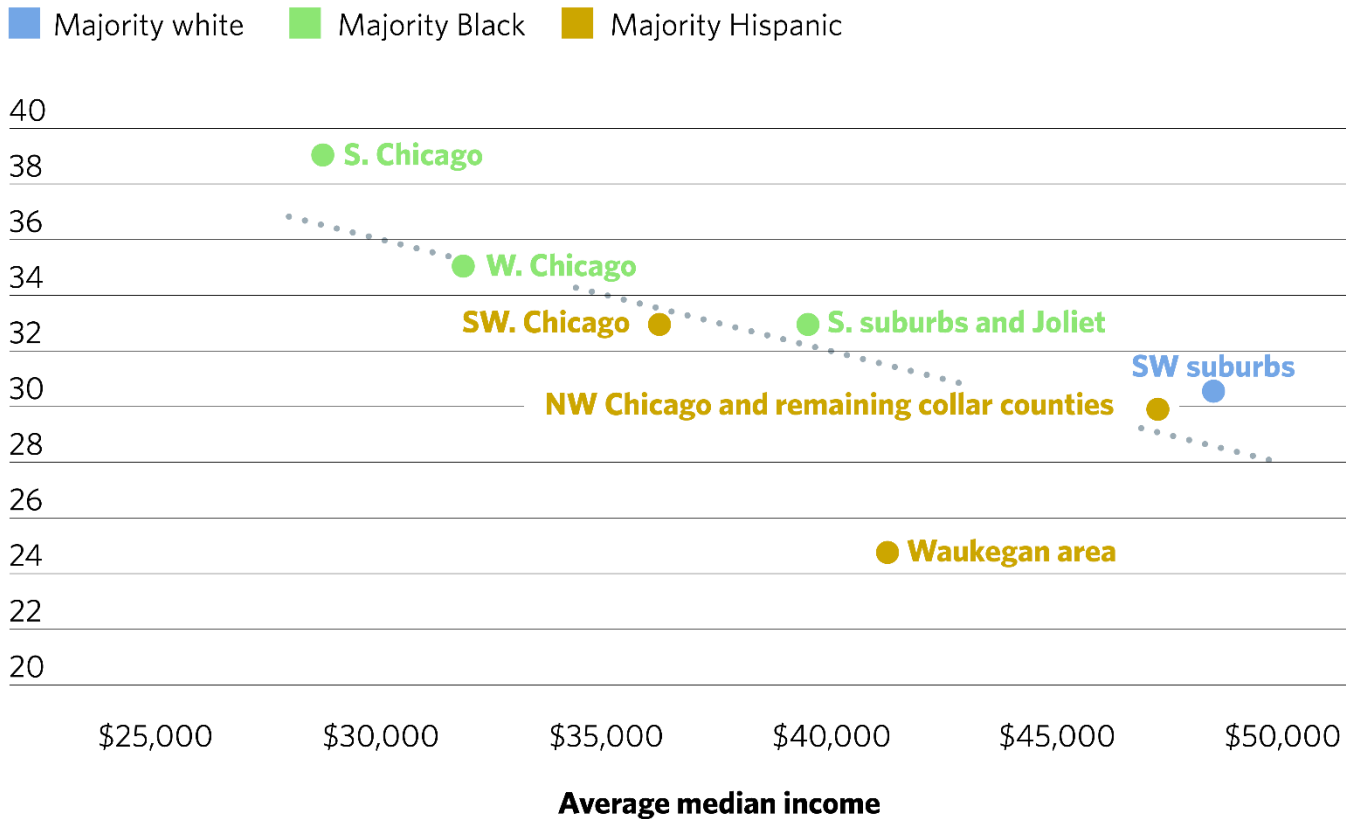
Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey 5-year estimates, 2019.

**People in poverty struggle
to pay basic expenses**

**Transportation costs are
unaffordable for many
households with low income**

Communities with low income tend to have higher commute times

Average one-way commute time, in minutes, and average median income for workers in Economically Disconnected Area clusters

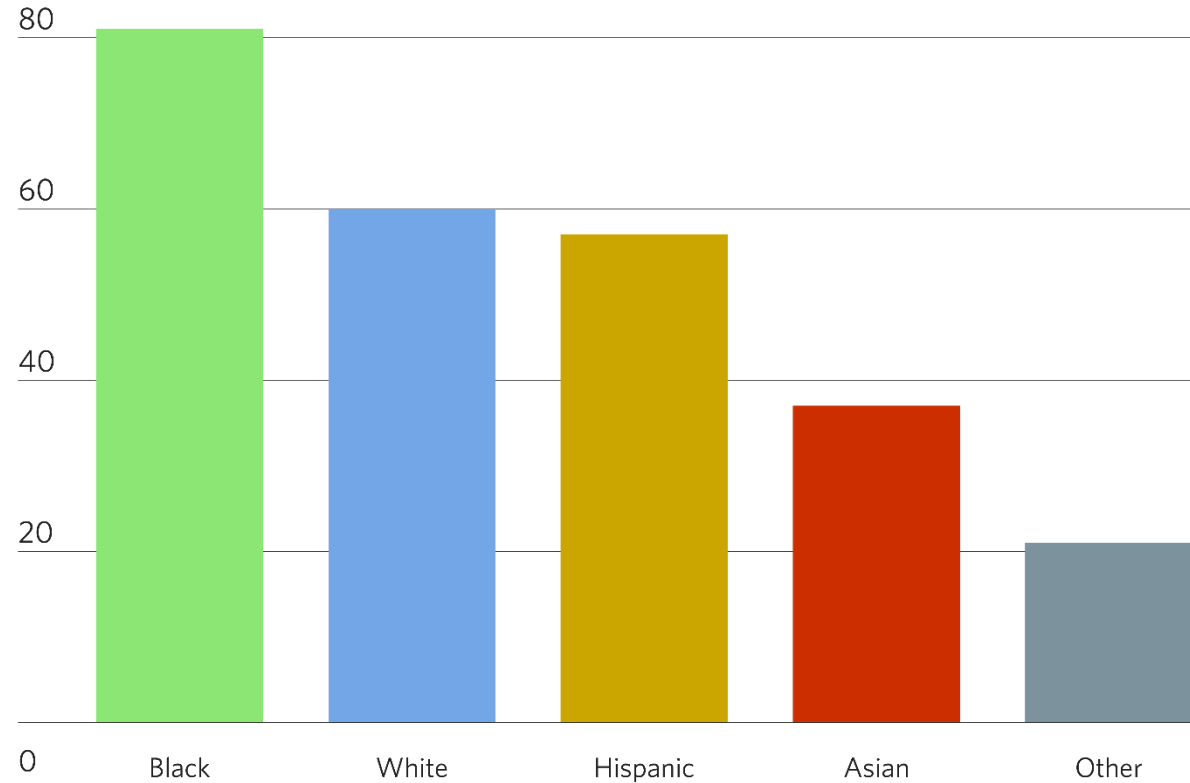


Note: Average commute time is weighted by number of workers and average income is weighted by population.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey data, 5-year estimates, 2010-2014.

Traffic citations per resident are higher for drivers identified as Black

Number of traffic citations per 1,000 residents by race, northeastern Illinois, 2018

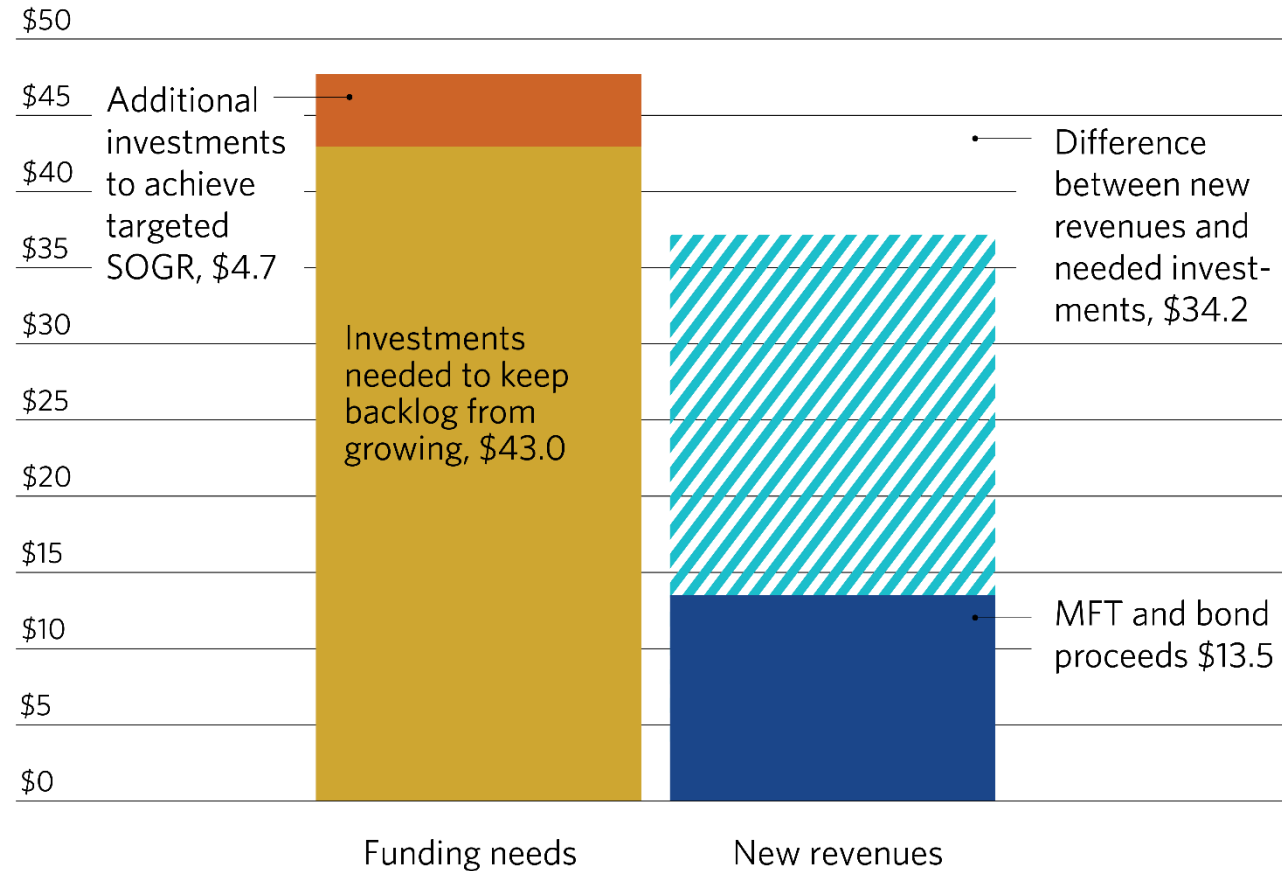


Note: Traffic citations per capita disaggregated by race should be interpreted cautiously, as the Illinois Traffic Stop Study and the American Community Survey use different methods to determine race and ethnicity. The former relies on law enforcement identification of motorists, and the latter utilizes respondent self-identification.

Source: Chicago Metropolitan Agency for Planning analysis of 2018 IDOT Traffic Stop Study data and 2014-2018 American Community Survey five-year estimates.

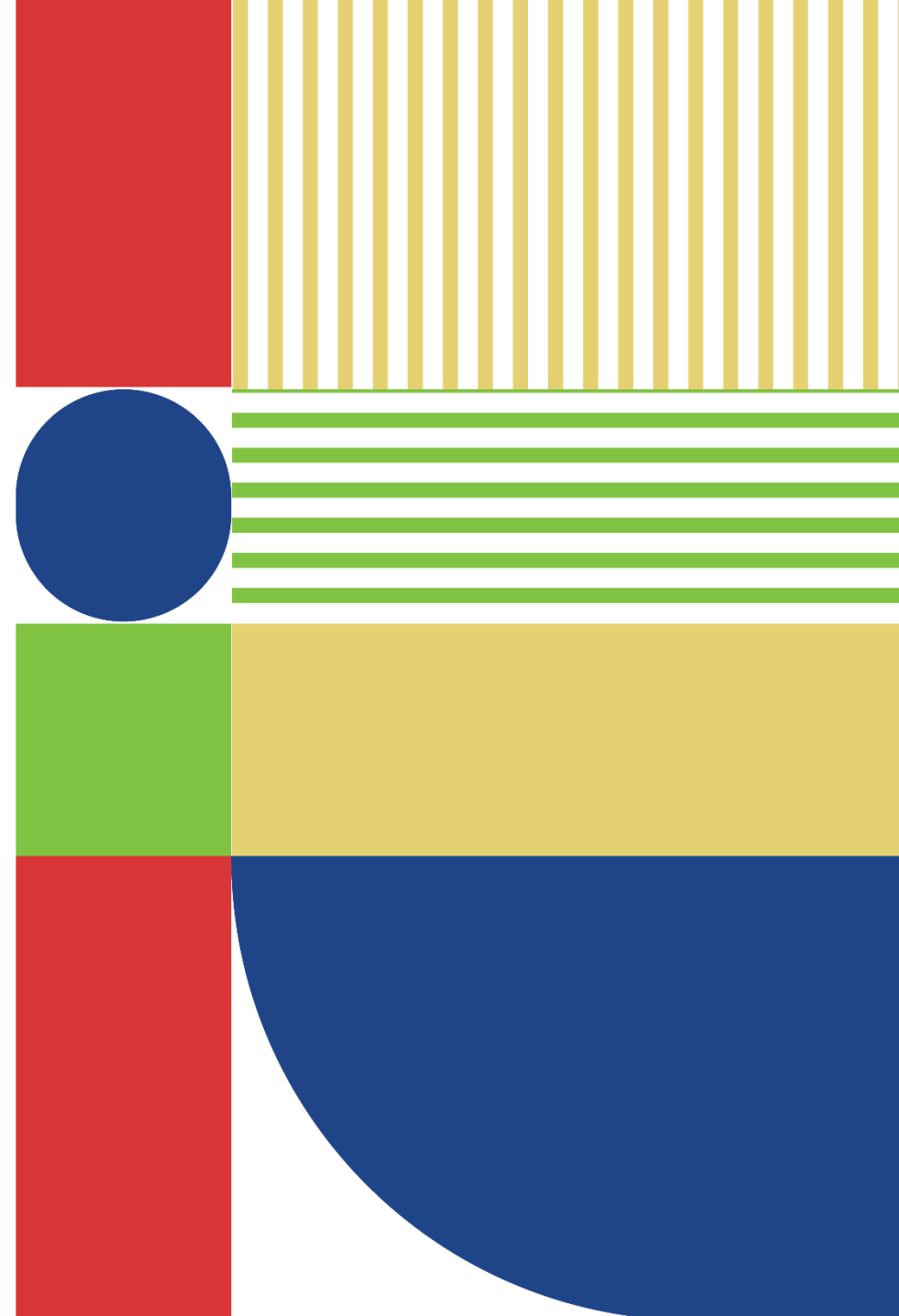
Transportation funding, particularly for transit, is insufficient to meet mobility needs

Difference between new revenues and additional investments needed to improve transit state of good repair (SOGR), 2019-50, in billions



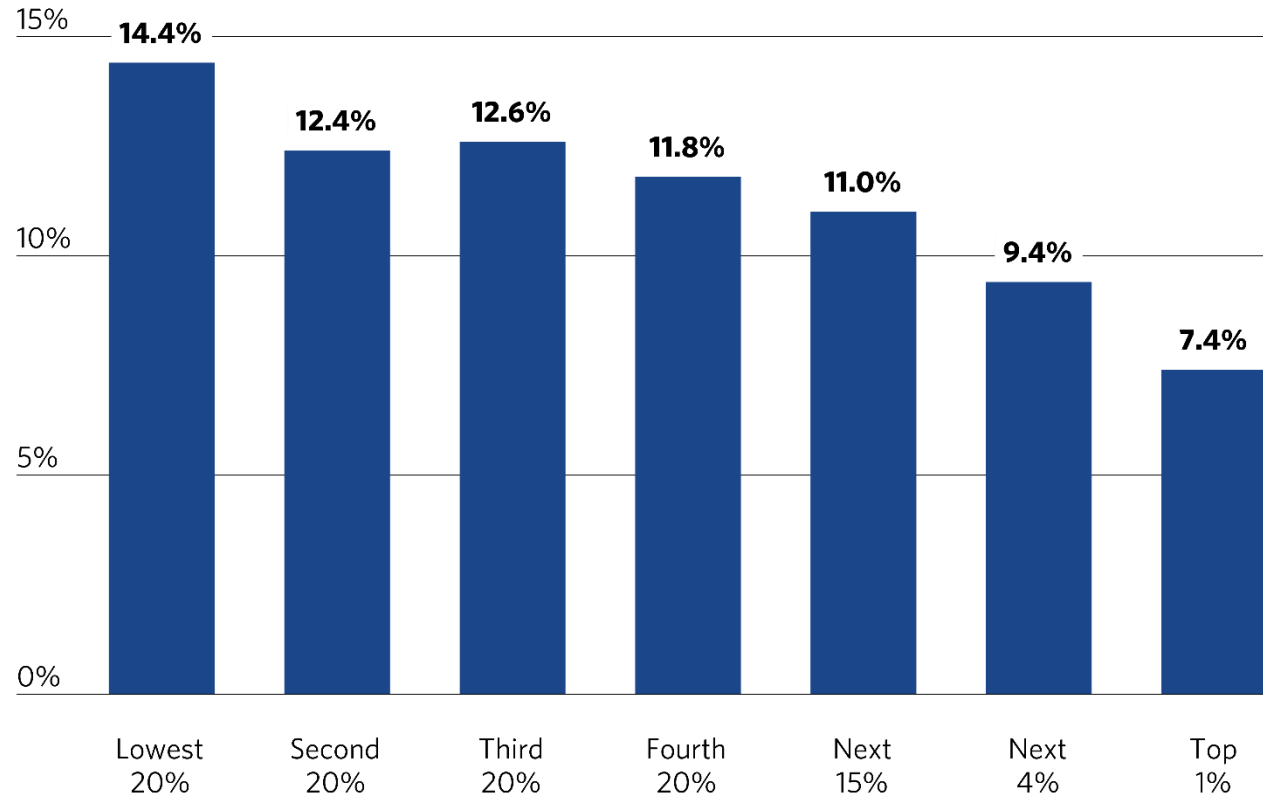
Source: Chicago Metropolitan Agency for Planning analysis of Regional Transportation Authority data, ON TO 2050 Financial Plan for Transportation, Public Act 101-0029 and Public Act 101-0031.

Key findings



Fees and fares are one piece of Illinois' overall regressive tax burden

Total tax burden as a share of family income, Illinois, 2018



Source: Institute on Taxation and Economy Policy, Who Pays, October 2018, <https://itep.sfo2.digitaloceanspaces.com/whopays-ITEP-2018.pdf>.

**Average vehicles owned
and miles driven for
northeastern Illinois
households, by income group**

Average miles driven per weekday



20 miles
Low income

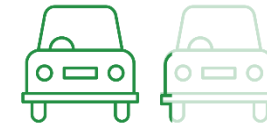


42 miles
Medium income

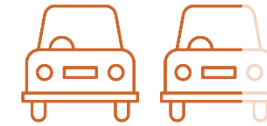


53 miles
High income

Average vehicles available



1.1
Low income



1.7
Medium income



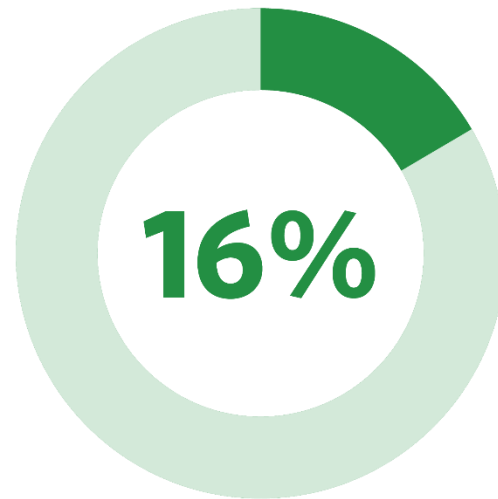
1.9
High income

Source: Chicago Metropolitan Agency for
Planning analysis of U.S. Census data and
CMAP Activity-Based Model.

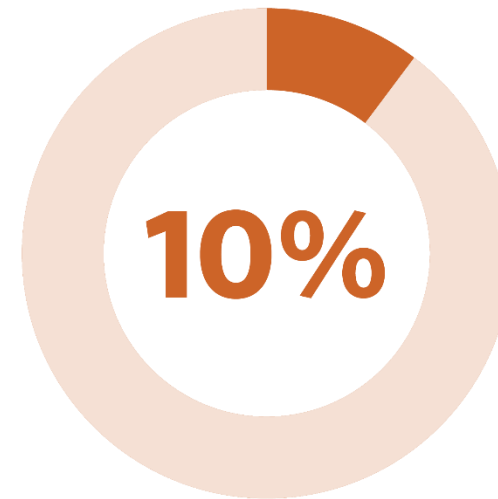
**Costs of driving remain a burden
for households with low incomes
that lack mobility options**

Households with more income dedicate less of their income to transportation costs

Transportation expenditures as a percent of income, Chicago-Naperville-Elgin, IL-IN-WI Metropolitan Area, 2018



Low income



Medium income



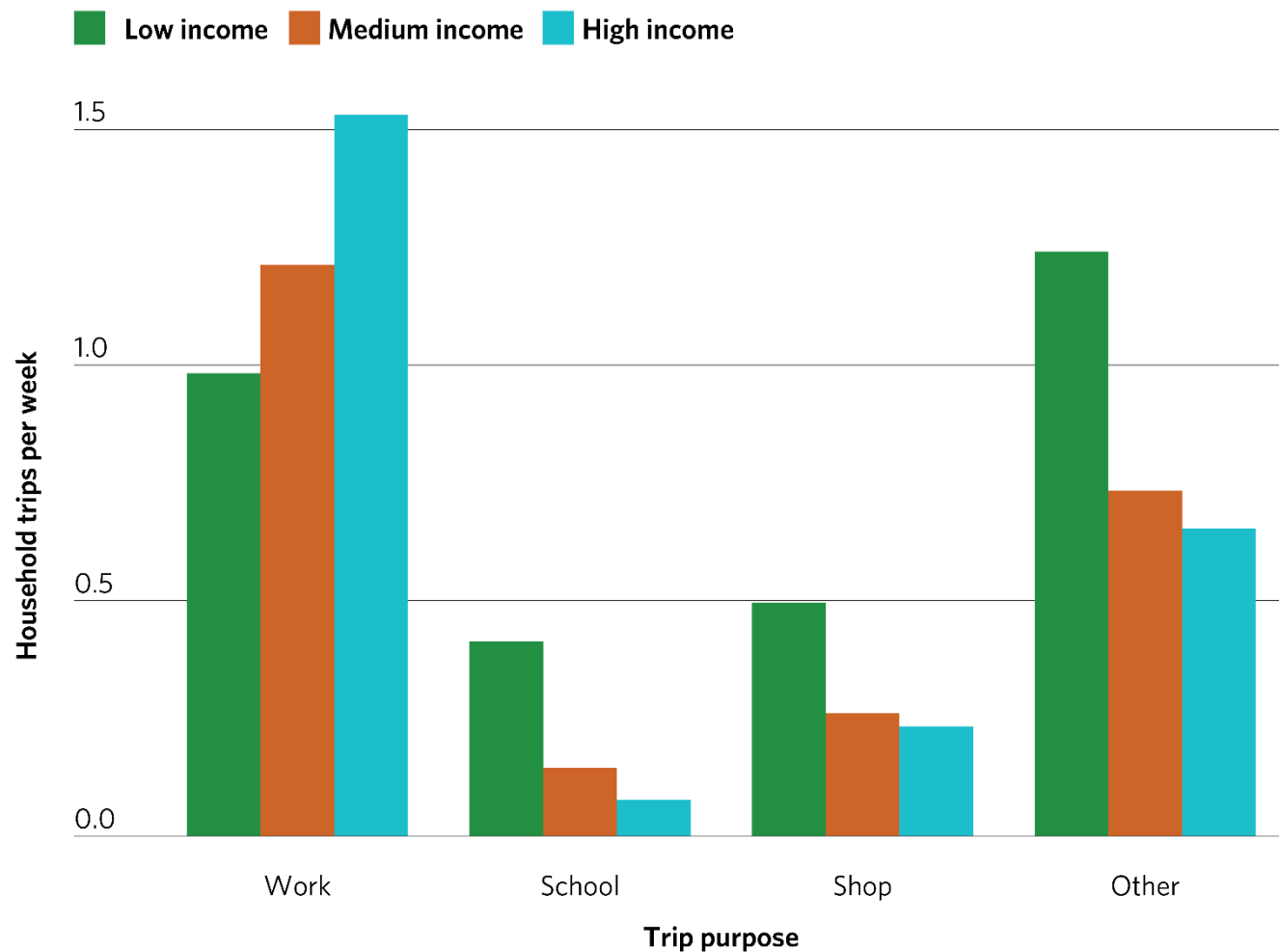
High income

Note: Incomes used are the mean for each income bracket. Income cutoffs are in the Methodology appendix. Consumer unit sample sizes: high: 195; medium: 183; low: 187.

Source: Chicago Metropolitan Agency for Planning analysis of 2018 Consumer Expenditure Survey microdata, US Department of Labor, Bureau of Labor Statistics.

Households with low income are more likely to use transit for daily activities

Number of modeled transit trips per household for a Monday through Friday week, CMAP region, by trip purpose

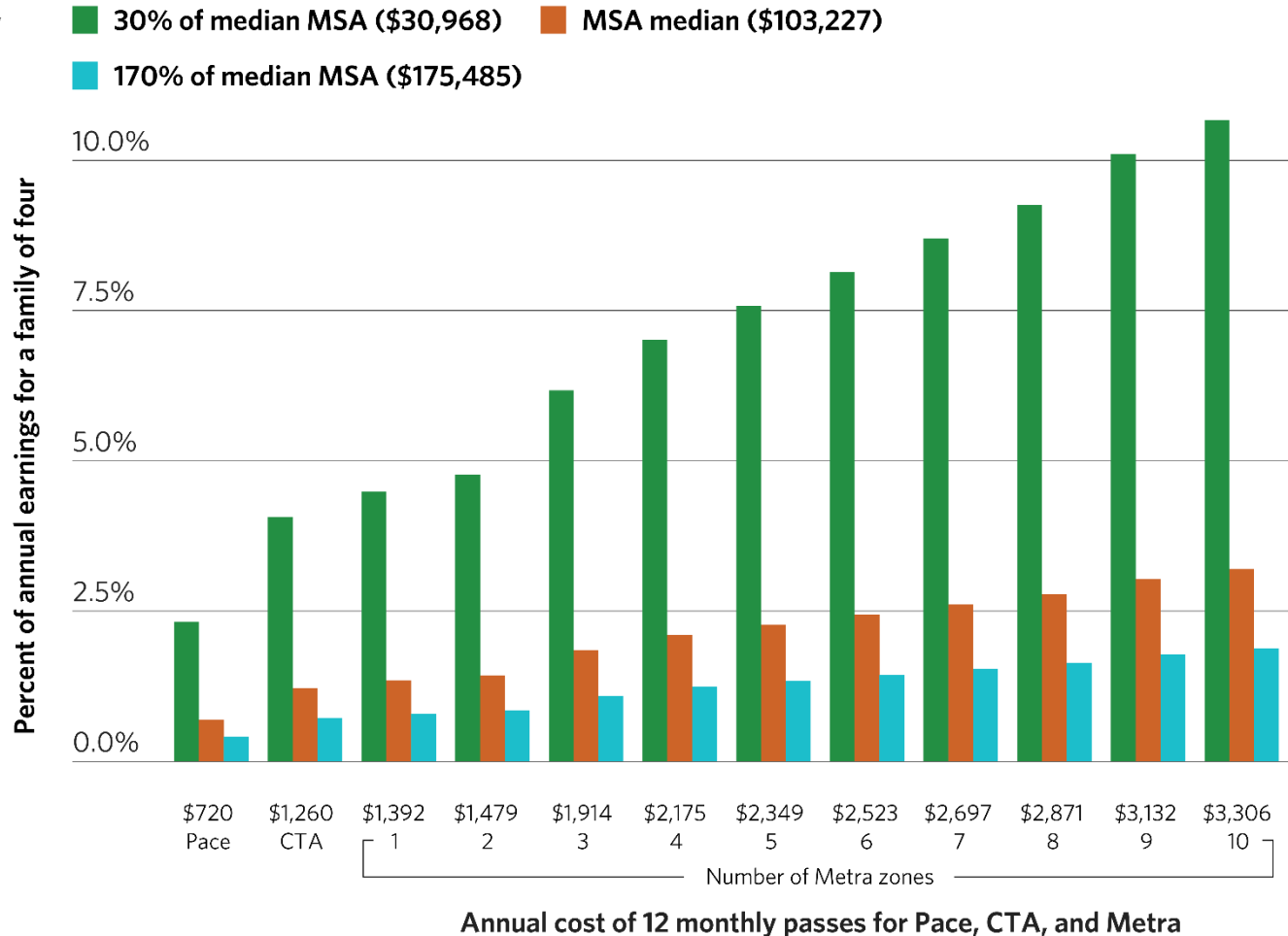


Source: Chicago Metropolitan Agency for Planning Activity Based Model.

Note: Income categories are detailed in the Methodology section. "Other" category includes activities such as medical appointments, dining out, and other trips taken for the purpose of recreation and socializing.

A transit monthly pass comprises a high share of earnings for those with low income

Annual cost of transit monthly pass as a percent of annual earnings for a family of four, for CTA, Pace, and Metra (by zone) and income

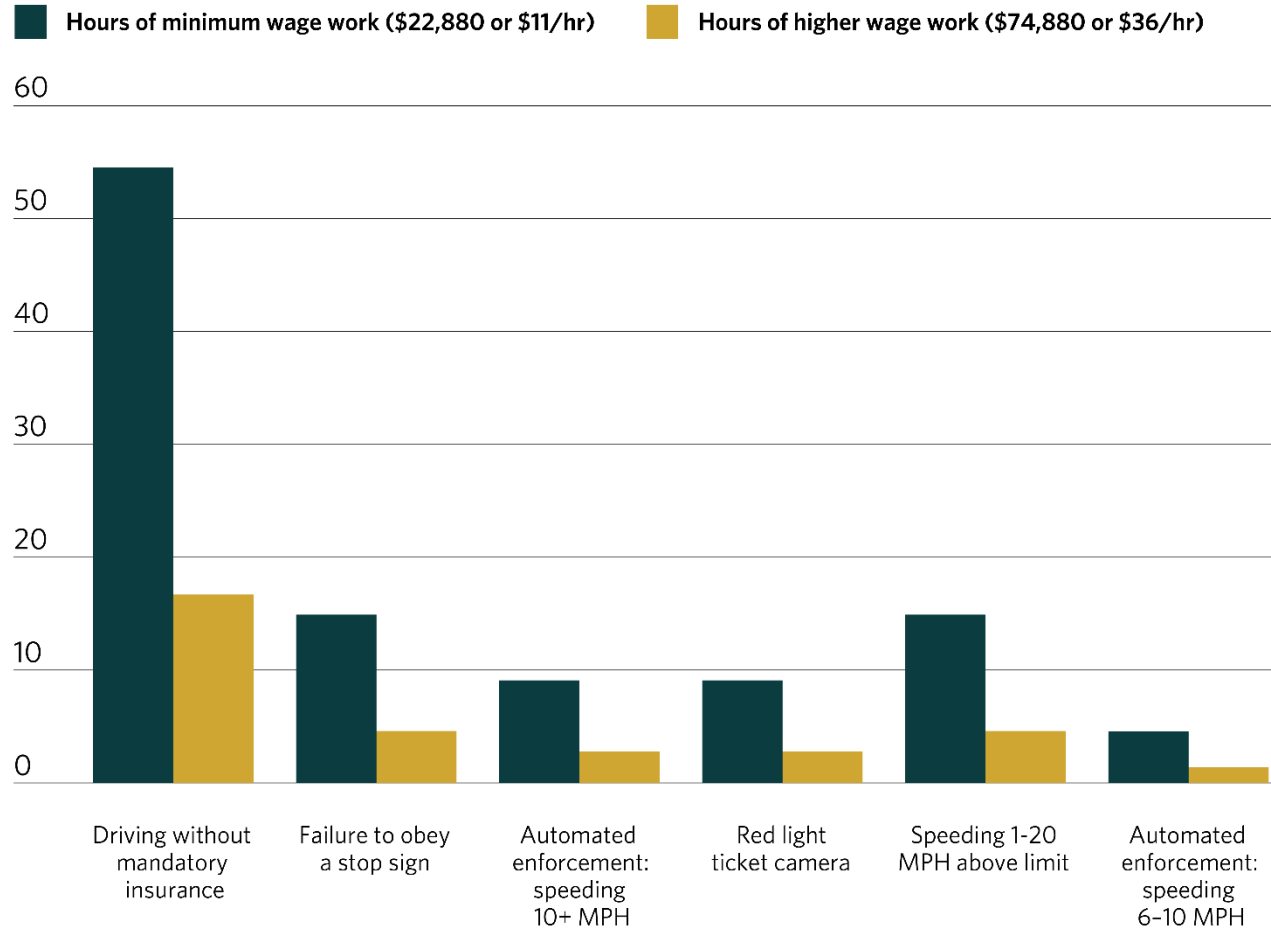


Note: Income selected here for illustrative purposes are near the midpoint for each income bracket used in this analysis.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey data for the Chicago MSA, 2014-2018 estimates and CTA, Pace, and Metra fare policy.

Fines are a larger share of wages for households with low income

Hours of work required to pay select traffic violations of Illinois Vehicle Code



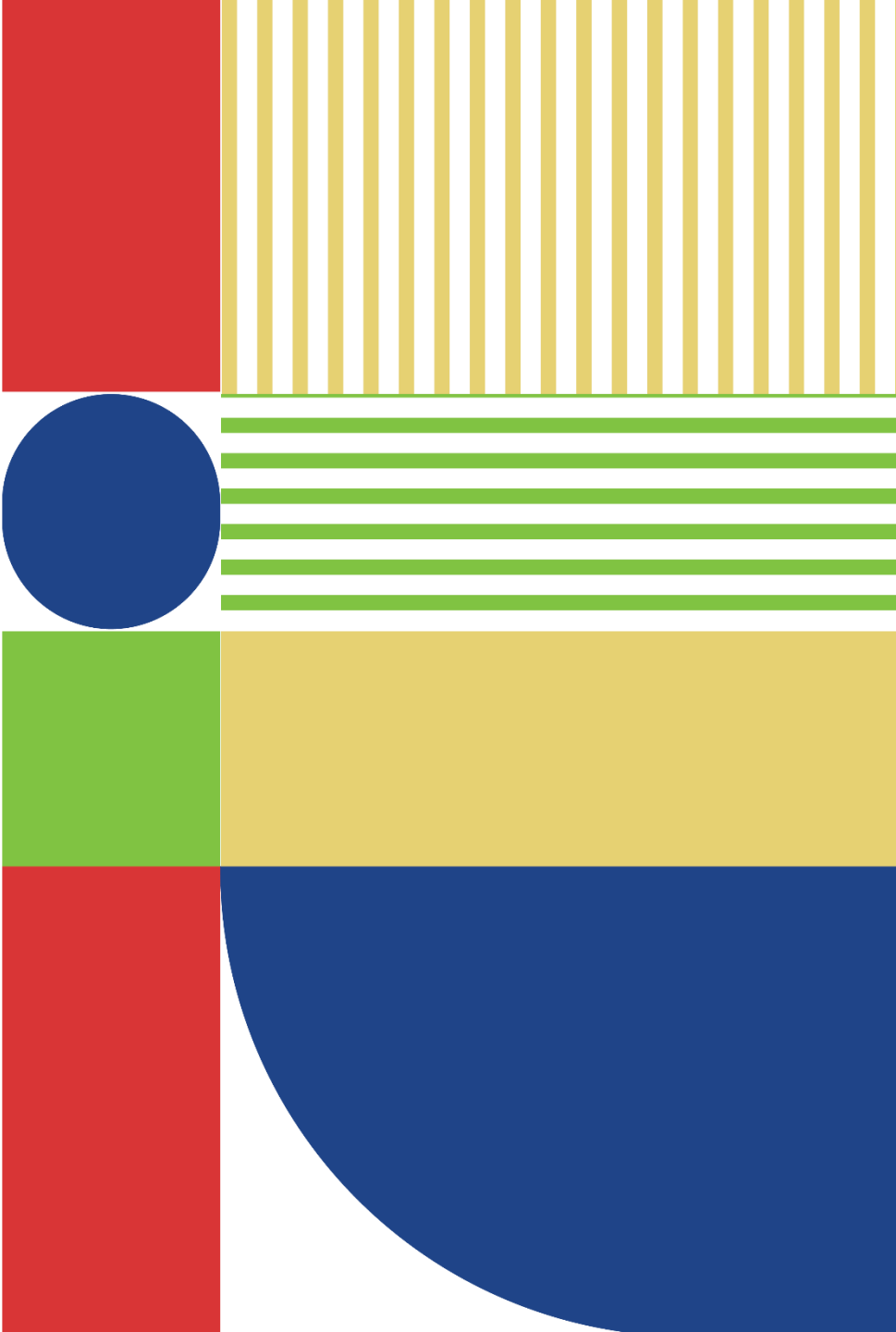
Note: The Illinois minimum wage is \$11 per hour as of January 1, 2021. Current statute has the Illinois minimum wage increase each year until it reaches \$15 per hour in 2025, pursuant to Public Act 101-0001.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Labor, Hourly Minimum Wage Rates by Year, and Illinois Vehicle Code (625 ILCS 5).

Traffic fines can compound to become a source of financial hardship

- Debt spiral and bankruptcy
- Tax garnishment
- Vehicle impoundment
- Employment restrictions
- Credit score damage

**Next steps and
opportunities to
advance equity**

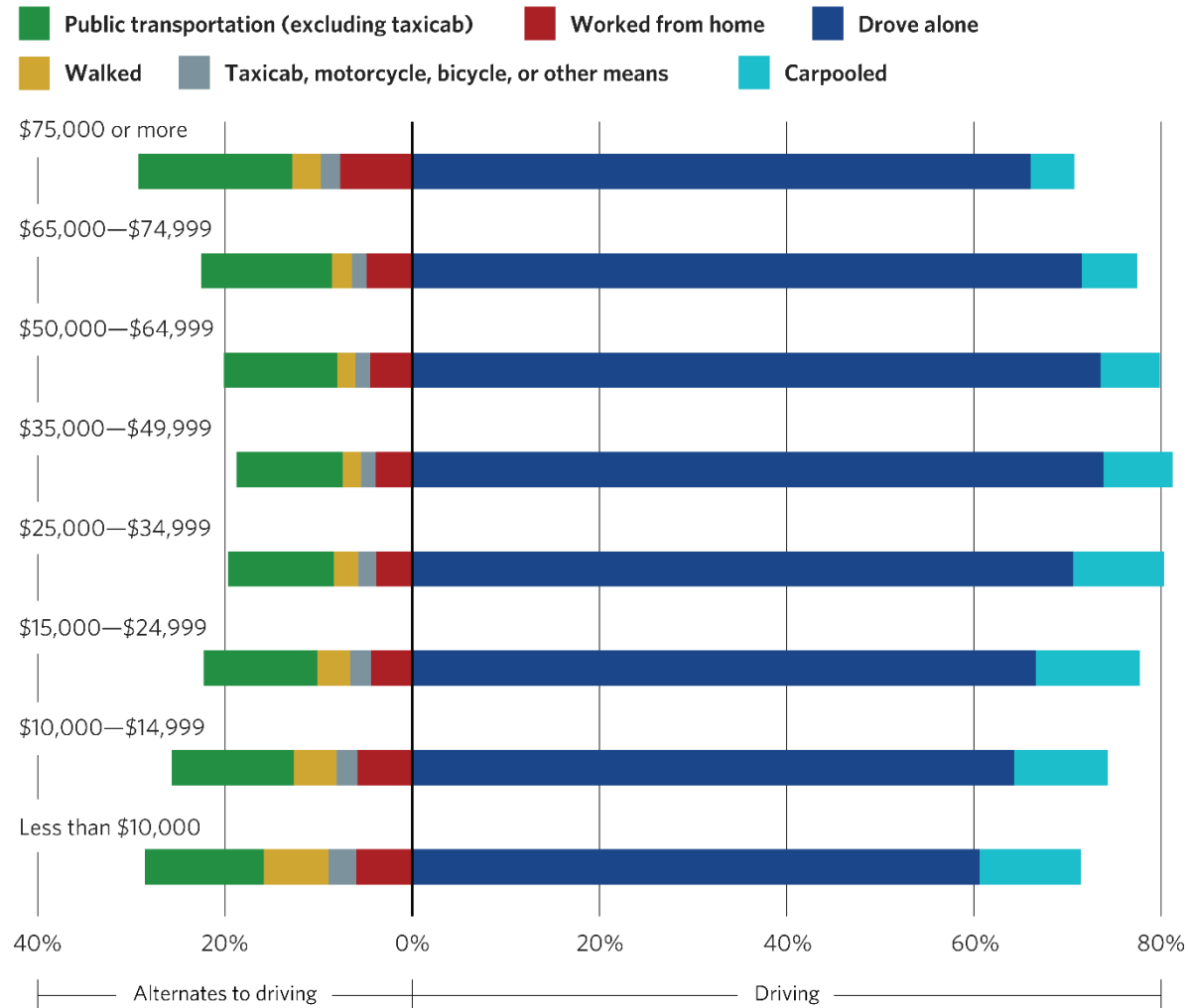


Recommendations

Improve mobility options	Implement ON TO 2050
Implement progressive tax strategies	Options include increasing exemptions, increasing or expanding the state earned income tax credit, or implementing graduated rates
Affordable transportation fees	Reduced transit fare permits and vehicle registration fees, vehicle registration based on vehicle value, TNC fees to support transit
Improve access to lower costs tools	Transit Benefit Program, Ventra access, I-PASS transponders, future user fees
Pilot fee and fare coordination	I-PASS accounts access, one-stop state and local vehicle registration fee collection, full fare integration across service providers
Residents and delivery drivers parking	Reduced transaction fees for short-term parking, payment options for drivers without credit cards
Fine reform	Income-based fines or waivers, assess appropriateness of fine levels, report impacts with an equity lens, offer alternatives, collection practices, end employment prohibitions

Improve mobility options

Mode share by worker earnings, CMAP region, 2015-2019

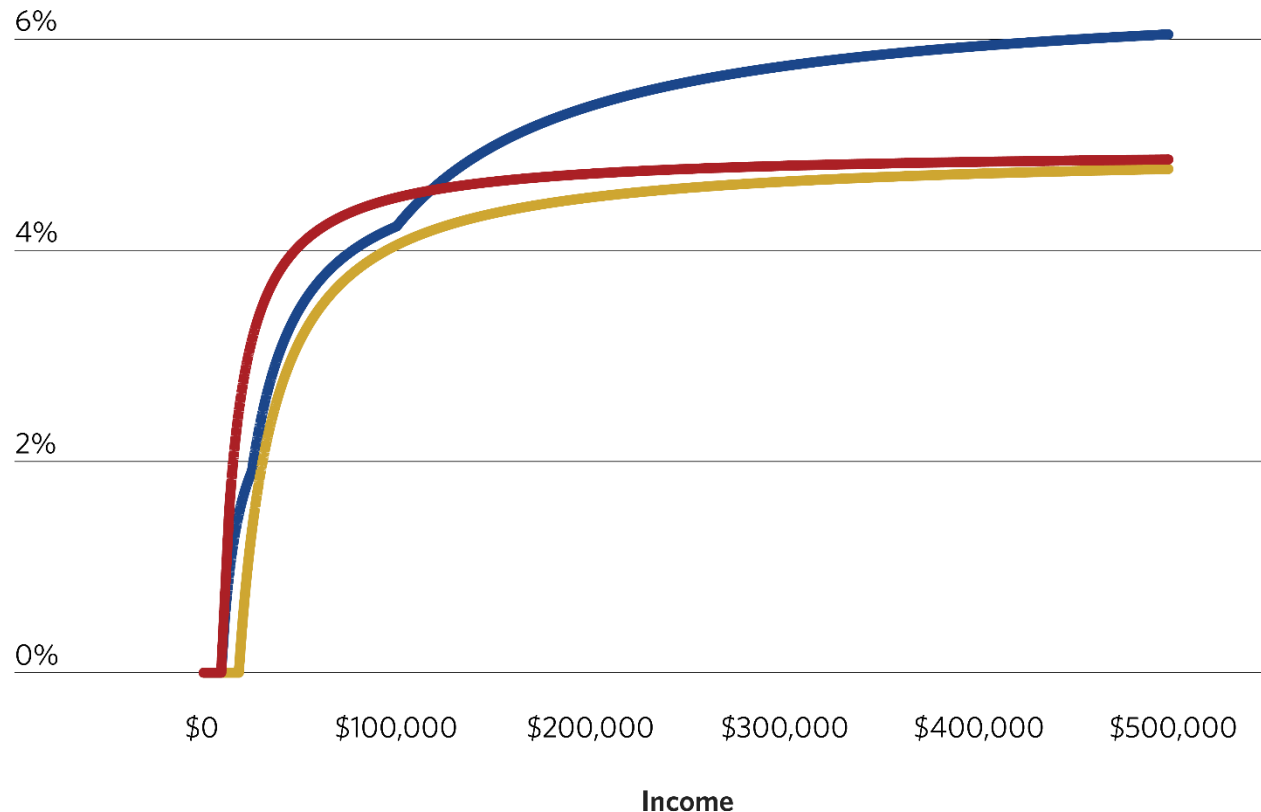


Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey 5-year estimates for 2015-2019.

Implement progressive tax strategies

Illinois income tax strategy scenarios for a family of four

- Current rate with exemptions
- Current rate with increased exemptions
- Average tax rate under example graduated rates



Note: The example graduated rates scenario would tax income under \$25,000 at 3 percent, income between \$25,001 and \$100,000 at 5 percent, and income above \$100,000 at 6.5 percent. The example increased exemptions scenario would double the current exemption to \$4,550.

Source: Chicago Metropolitan Agency for Planning analysis.

Make transportation fees more affordable for households with low income

Expand reduced fare permits

Expand reduced vehicle registration fees

Vary state and local vehicle registration fees based on vehicle value

Ensure any new TNC fees support regional transit goals

Improve access to lower-cost tools for households with low income

Encourage employers to participate in the Transit Benefit Fare Program

Bolster efforts that help riders utilize Ventra

Develop a lower-cost alternative to I-PASS transponders

Waive any road usage charge equipment cost

Pilot initiatives that coordinate fee and fare collection

Increase availability of I-PASS accounts, including to unbanked households

Allow local vehicle fees to be paid at ILSOS

Implement full fare integration across service providers

Make paying for parking more feasible for both residents and delivery drivers

Designate short-term loading and standing spaces with reduced transaction fees

Ensure multiple payment options for drivers without credit cards

Implement traffic and parking violation fine reform

Integrate ability to pay through income-based fines or ability to pay waivers

Assess appropriateness of fine and late fee amounts

Report ticketing outcomes and impacts with equity lens

Offer alternatives to monetary fines

Improve repayment plans and collection practices

End employment prohibitions due to ticket debt

Discussion

Do these recommendations align with equity work in your agency?

Are there synergies with your agency's priorities around equity?



Lindsay Hollander

lhollander@cmmap.Illinois.gov

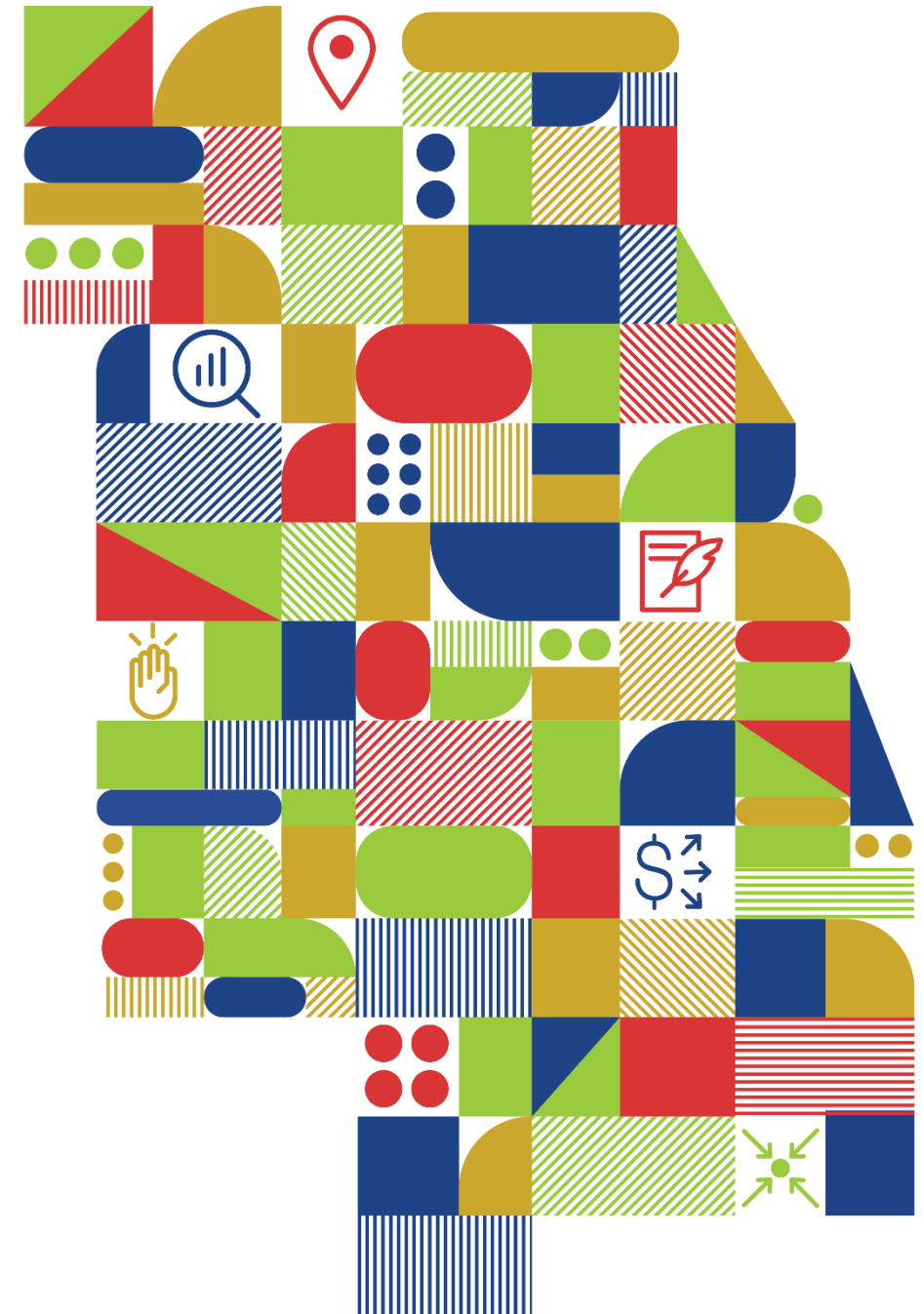
<https://cmmap.is/fees-fines-and-fares>



Community Data Snapshots:

2021 Release Updates and Future Considerations

April 13, 2021



Current CDS Content

Population demographics

Housing

Transportation

Employment

Land use

Retail sales

Water supply

ON TO 2050 indicators

HOUSEHOLD SIZE, 2014-2018

	Cicero		Cook County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
1 Person Household	3,478	15.6	639,844	32.6	894,230	28.8
2 People Household	4,352	19.6	587,751	29.9	952,267	30.6
3 People Household	4,254	19.1	294,423	15.0	486,146	15.6
4 or More People Household	10,142	45.6	441,052	22.5	775,039	24.9

Source: 2014-2018 American Community Survey five-year estimates.

Universe: Occupied housing units.

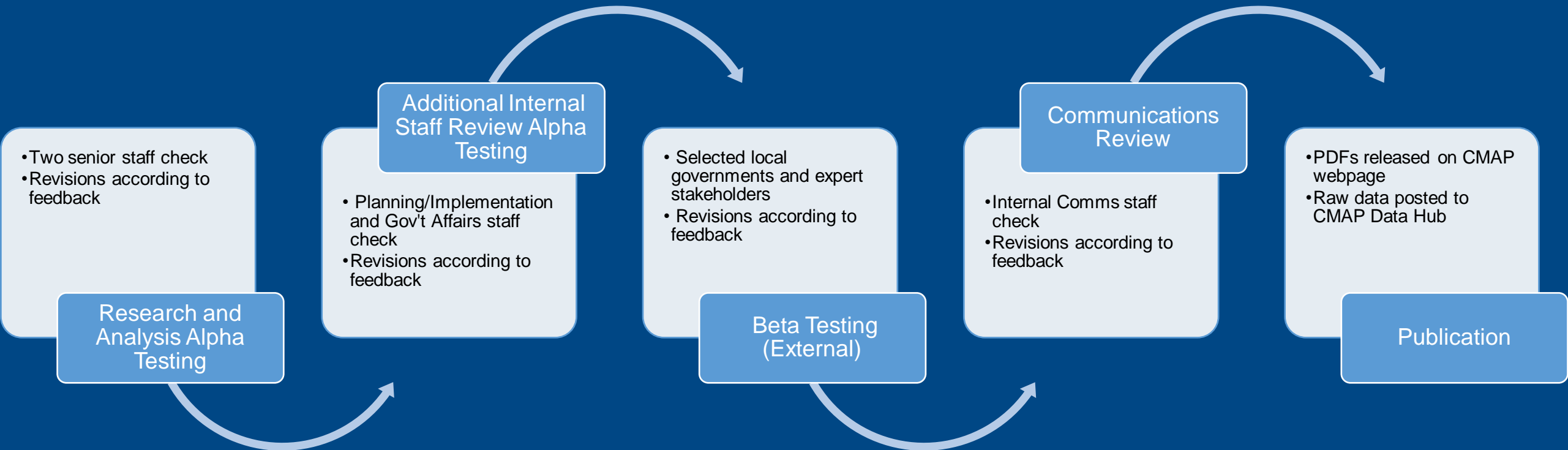
HOUSEHOLD TYPE, 2014-2018

	Cicero		Cook County	CMAP Region
	Count	Percent	Percent	Percent
Family	17,689	79.6	60.3	65.1
Single Parent with Child	3,855	17.3	8.8	8.3
Non-Family	4,537	20.4	39.7	34.9

Source: 2014-2018 American Community Survey five-year estimates.

Universe: Occupied housing units.

Quality Control Process



Potential Future Improvements

Survey Feedback

- Change age cohort "under 19" to "under 5 years" and "5 to 19"
- Mean income per capita
- Average home value and change over time
- Average rent costs and change over time
- Margin of error
- Chronic disease and other health indicators
- Incidents of crime
- Population living with a disability
- Retail sales broken down by category

Potential Future Improvements

Committee Feedback

1. Are there other data points about communities you would like to see reported in a future version of the snapshot?
2. How else could the Community Data Snapshots be improved for your use in the future?



Thank you!

Please send suggestions to:

Avery Goods

agoods@cmmap.illinois.gov



Active People, Healthy Illinois: Connecting Activity-Friendly Routes to Everyday Destinations

April 13, 2021



ISPAN OVERVIEW



- Five-year, \$4.6 million initiative to implement physical activity and nutrition interventions in Illinois
- Funded by the Centers for Disease Control and Prevention (CDC)
- Focused on communities hardest hit by chronic diseases like type 2 diabetes and heart disease
- Led by the Illinois Public Health Institute (IPHI), in collaboration with the Illinois Department of Public Health (IDPH) and multiple partners



ISPAN is made possible with funding from the Centers for Disease Control and Prevention and administered by the Illinois Public Health Institute in collaboration with partners in the Illinois Alliance to Prevent Obesity



ISPAN STRATEGIES



1

BREASTFEEDING



Increase the number of community and clinical settings supporting new moms to breastfeed their babies for as long as they want to.

2

EARLY CHILDHOOD EDUCATION



Implement and integrate physical activity and nutrition standards into early childhood education systems.

3

BUILT ENVIRONMENT



Connect activity-friendly routes to everyday destinations by improving walking, biking, and transit systems to promote physical activity.

4

FOOD SERVICE GUIDELINES



Implement food service guidelines in worksites and community settings to increase the availability of healthy foods.

Priority Communities



Geographic regions:

- Chicago/Cook County
- Jackson County
- Tri-County Region
(Peoria/Tazewell/Woodford Counties)

Populations:

- Low-income
- Rural
- Predominantly African-American/ Latinx



ITEP Learning Collaborative



- 3 webinars (statewide)
- 3 TA calls
- Additional TA available

Planned LC again in 2022



BIKE / WALK FUND

A LEARNING COLLABORATIVE:
3 WEBINARS,
3 ONLINE MEETINGS,
\$25 MILLION FOR 2020 BIKE/WALK PROJECTS
FUNDED THROUGH ILLINOIS TRANSPORTATION
ENHANCEMENT PROGRAM (ITEP) FUNDS

APPLICATIONS DUE : FRIDAY, MAY 8, 2020

APPLY HERE : [REQUEST FOR APPLICATION](#)

PARTNERS

MADE POSSIBLE WITH FUNDING FROM THE CENTERS FOR DISEASE CONTROL AND PREVENTION

The poster features a blue background with white text. It includes two cutouts: one of a family (a man, a woman, and a child) riding a bicycle, and another of a person's hands on a bicycle handlebar. Logos for the Illinois Department of Transportation, Active People, Active Places, Active Communities, and the Illinois Alliance to Prevent Obesity are also present.



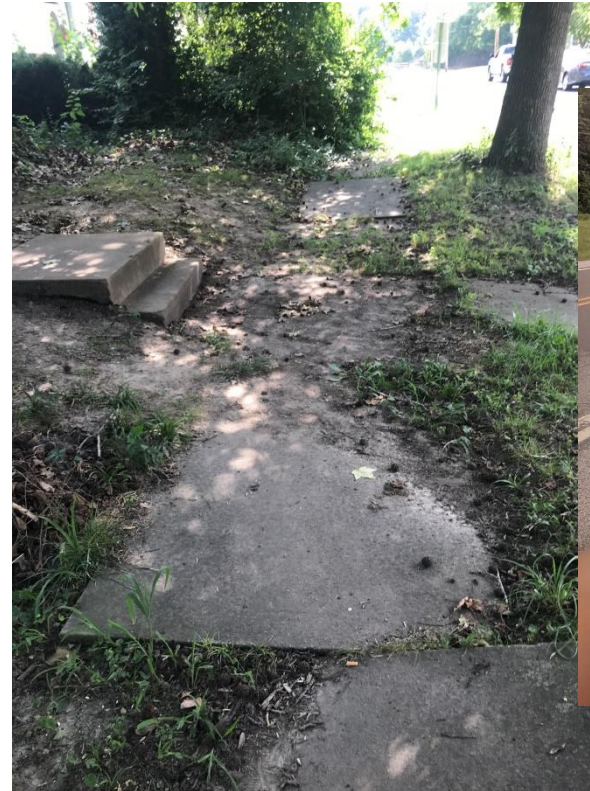
ISPAN is made possible with funding from the Centers for Disease Control and Prevention and administered by the Illinois Public Health Institute in collaboration with partners in the Illinois Alliance to Prevent Obesity



Local Implementation



Murphysboro sidewalk audit and plan; Carbondale bikeway conditions assessment



ISPAN is made possible with funding from the Centers for Disease Control and Prevention and administered by the Illinois Public Health Institute in collaboration with partners in the Illinois Alliance to Prevent Obesity





Connecting Everyday Destinations to Activity-Friendly Routes: Strategy and Funding Opportunities

Integrating Health Considerations into Transportation Funding

April 13, 2021



Cook County DEPT. of Public Health



COOK COUNTY HEALTH

Overview

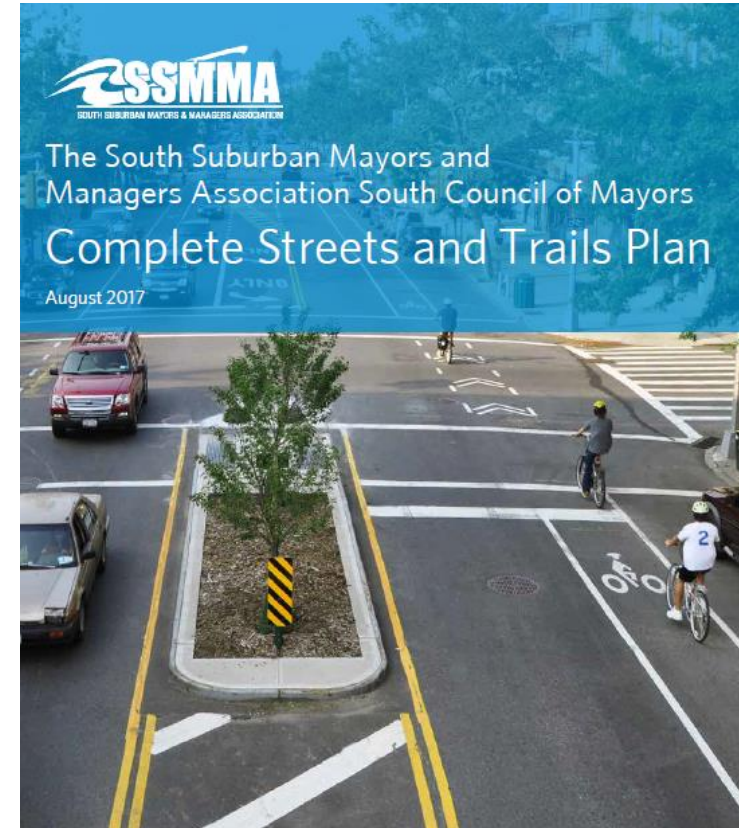
- Provide background on collaboration between Cook County Department of Public Health (CCDPH) and South Suburban Mayors and Managers Association (SSMMA)
- Highlight the importance of this strategy, and how health considerations are being integrated into Surface Transportation Program (STP) Funding
- Describe use of data to identify priority areas
- Share next steps



Integrating Health Considerations into Scoring Criteria for STP Funding

Building Upon Our Previous Work

- SSMMA planned to update STP funding criteria by September 2019 in preparation for the next Call for Projects in January 2020.
- SSMMA and CCDPH identified the following to be included to this updated criteria:
 - Adoption and implementation of Complete Streets Policy
 - Adoption and implementation of Green Infrastructure Policy
- CCDPH was tasked with identifying additional health considerations to recommend to the Technical Advisory Group for inclusion.



Using Data to Identify Priority Areas

Social Vulnerability Index* - demographic and socioeconomic factors that affect the resilience of communities.

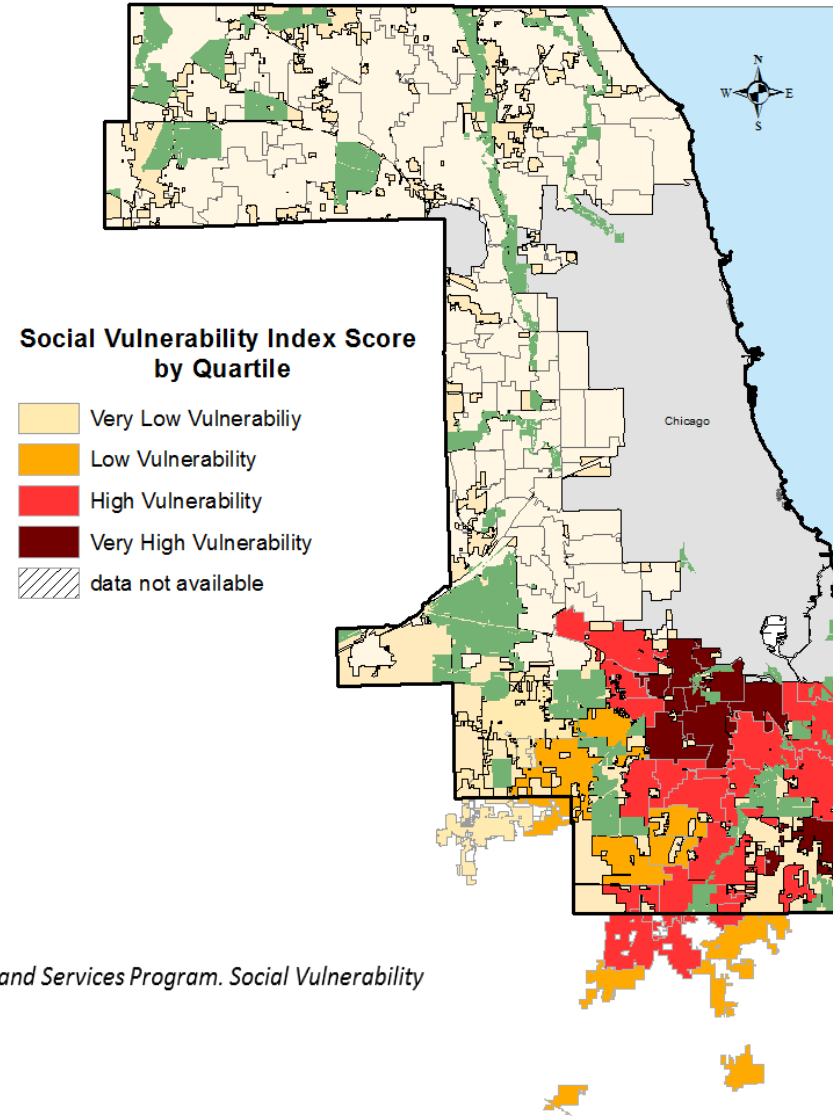
Composed of indicators from the following domains:

- 1) Socioeconomic status
- 2) Household composition and disability
- 3) Minority status and language
- 4) Housing and transportation

**Centers for Disease Control and Prevention/ Agency for Toxic Substances and Disease Registry/ Geospatial Research, Analysis, and Services Program. Social Vulnerability Index 2016 Database USA.*

Social Vulnerability Index

South Suburban Mayors and Managers Association (SSMMA) - Area



COOK COUNTY
HEALTH



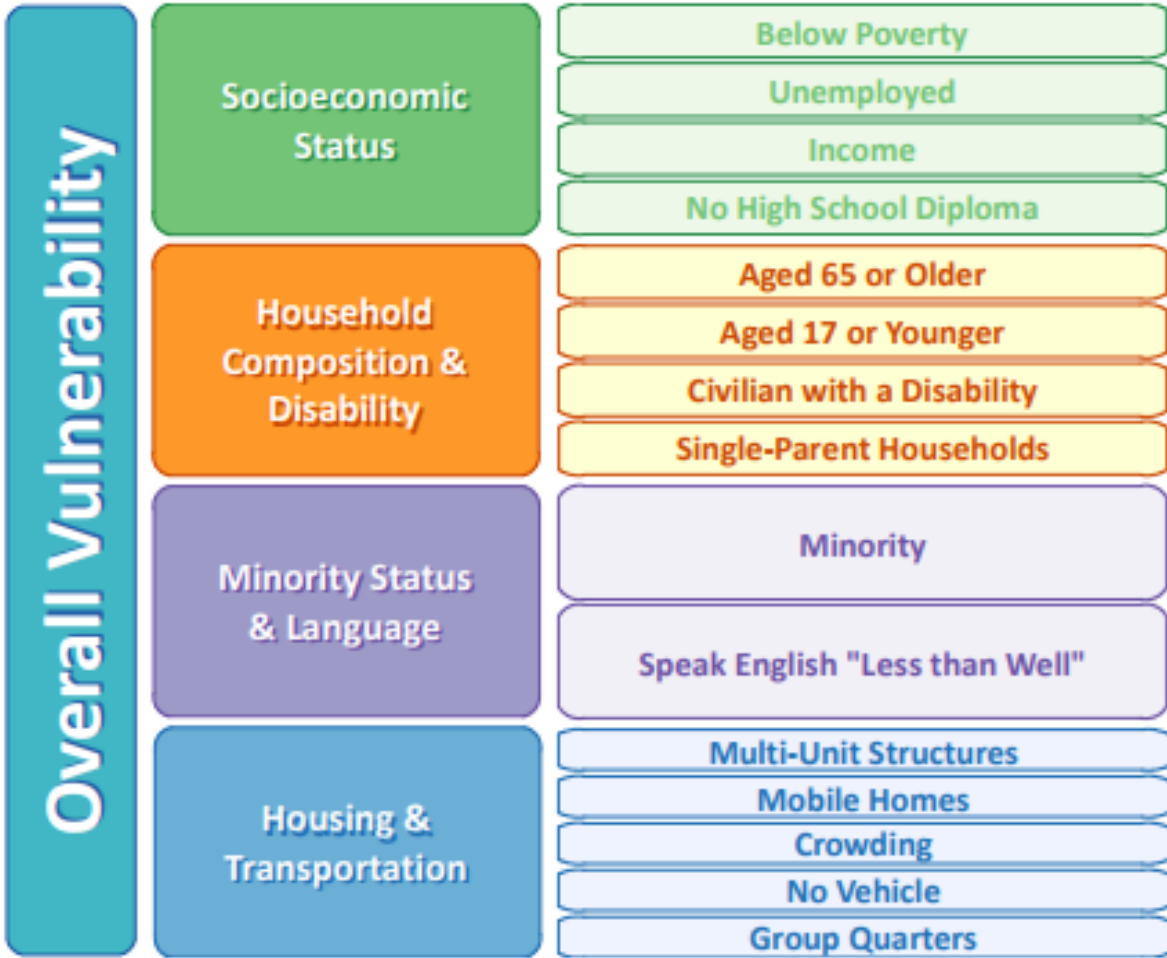
Cook County DEPT.
of
Public Health
Promoting health. Preventing disease. Protecting you.



Using Data to Identify Priority Areas

Social Vulnerability Index- How it is Calculated Cont.

- A percentile rank was calculated for each of the fifteen individual variables which were then summed, ordered and a final overall percentile ranking calculated for each community
- The final overall percentile ranking is then multiplied by 10 yielding a final score ranging from 0 to 10 points.

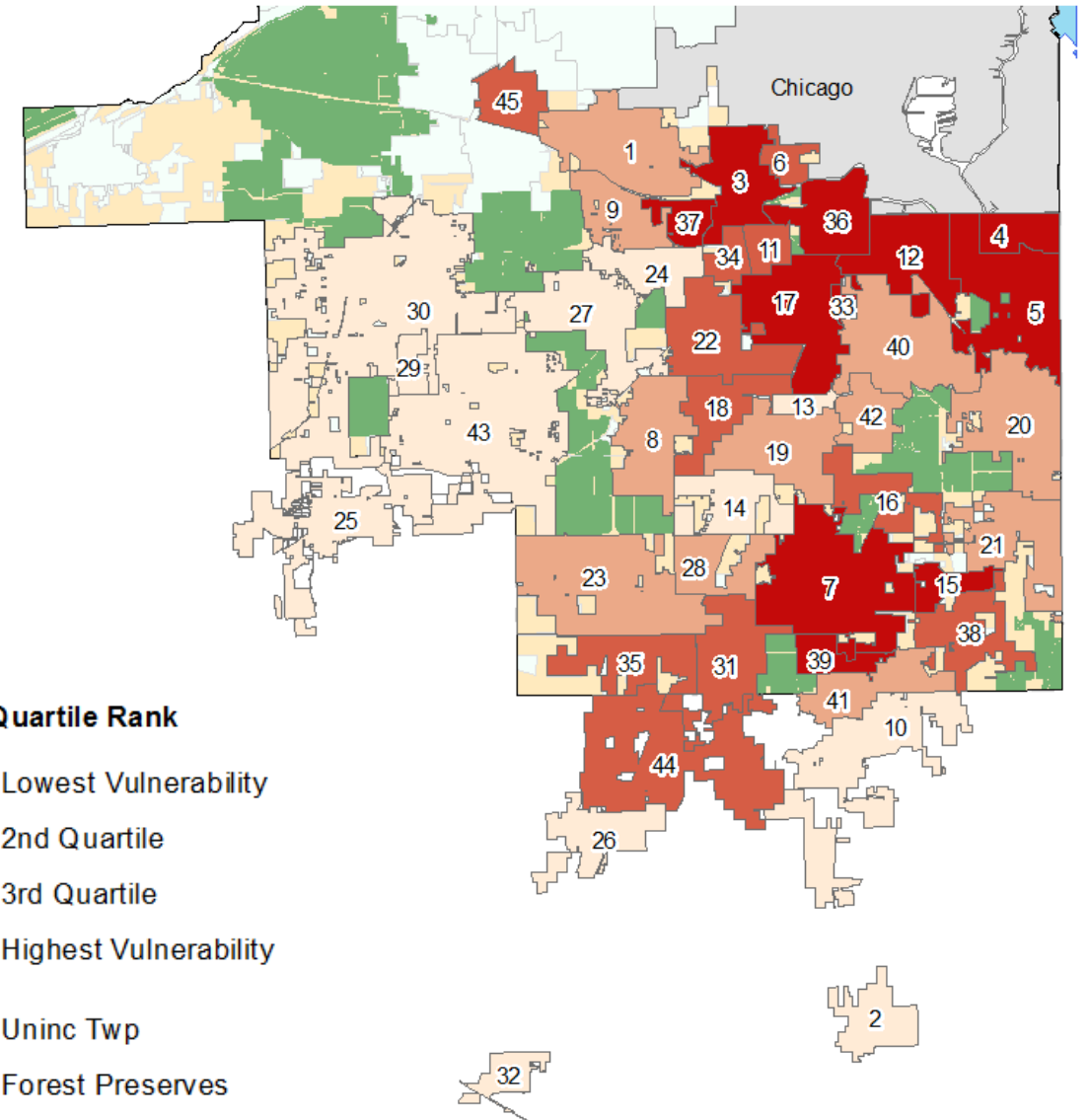


Using Data to Identify Priority Areas

Social Vulnerability Index- Results for SSMMA Communities

Final SVI Scores (points)

Lowest Vulnerability		Highest Vulnerability	
Mokena	0.2	Harvey	10.0
Peotone	0.4	Robbins	9.8
Monee	0.7	Burnham	9.6
Orland Hills	0.9	Dolton	9.3
Orland Park	1.1	Ford Heights	9.1
Flossmoor	1.3	Phoenix	8.9
Tinley Park	1.6	Calumet City	8.7
Midlothian	1.8	S. Chic Heights	8.4
Beecher	2.0	Chicago Heights	8.2
Crete	2.2	Blue Island	8.0



COOK COUNTY
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SSMMA
SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION

Limitations

- Rapidly changing composition of suburban communities (reverse migration, black suburbanization, migration of poverty, diversification/immigration).
- Index measures where people live, not where they work/play.
- Municipal level data MASKS INEQUITIES at the census tract level.



Implementing the Updated STP Methodology

- SSMMA accepted public comment on the updated STP funding criteria methodology in August 2019 and the Transportation Committee approved the updated STP funding criteria methodology in September 2019.
- The updated STP funding criteria was used during the Call for Projects in January 2020.
- A total of 19 transportation projects were funded (totaling \$35 million dollars)
 - Many awarded applications were from municipalities with high social vulnerability index (SVI) scores
 - Many awarded applications were from municipalities that have recently passed Complete Streets policies



Next Steps

- SSMMA and CCDPH will evaluate impact of health criteria integrated in 2019 Surface Transportation Funding methodology
- SSMMA and CCDPH will present on impact of health criteria inclusion in STP funding methodology during upcoming ISPAN webinar
- SSMMA plans to continue to include health criteria in future Calls for Projects



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HEALTH



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SSMMA
SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION

Questions?



Amy O'Rourke, MPH
Director, Chronic Disease Prevention & Control
Cook County Department of Public Health

708-446-4141 (work cell)
aorourke@cookcountyhhs.org



Cook County DEPT. of
Public Health



COOK COUNTY
HEALTH

Thank you!



Questions/concerns:
Janna Simon

Program Director

Center for Policy & Partnership Initiatives

Illinois Public Health Institute

(312) 786-5365 Ext. 65

Janna.Simon@iphionline.org

ISPAN is made possible with funding from the Centers for Disease Control and Prevention and administered by the Illinois Public Health Institute in collaboration with partners in the Illinois Alliance to Prevent Obesity



Public comment



Next meeting

Tuesday,
June 8, 2021
10:00 a.m.



Adjourn

