



## MEMORANDUM

**To:** CMAQ and TAP-L Project Selection Committee

**From:** CMAP Staff

**Date:** November 28, 2022

**Subject:** CMAQ and TAP-L Scoring Methodology – Equity (Justice40 and Inclusive Growth)

**Purpose:** Staff requests approval of changes to the CMAQ and TAP-L scoring to include an Equity Score which incorporates a Justice40-Disadvantaged Community criteria and modifies the overall scoring.

**Action Requested:** Approval

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In June , staff presented a [proposal](#) and then in early November a [recommendation](#) for the inclusion of a Justice40 scoring criteria that would be combined with the inclusive growth criteria to add an equity score for projects submitted for consideration in the development of the FFY 2024-2028 CMAQ and TAP-L program of projects. Issues were raised at the November meeting with the US DOT’s Disadvantaged Community (DAC) screening tool:

1. No census tract in northeastern Illinois was found to be disadvantaged for all six categories used by the tool which would mean that no project could receive the full 10 points based upon the recommended scoring scale.
2. Some census tracts that did not receive 4 or more categories for the disadvantaged designation did not seem right based upon conventional knowledge of those areas.

Following the meeting programming staff met with staff members from CMAP’s policy team to discuss issues related to equity and the DAC tool. Since the release of the DAC tool back in November 2021, CMAP staff have been engaged with an equity working group through the Association of Metropolitan Planning Organizations (AMPO) to not only understand the Justice 40 initiative and US DOT’s implementation of it but to also help shape and improve the tools that are made available.

Following the internal staff discussions, staff recommends using the DAC tool for the equity score with a few modifications. This is based upon the premise that US DOT will use the DAC tool to measure whether funding programs are meeting the Justice 40 requirements and that this is an iterative process for improvements. CMAP is committed to working with our MPO and federal partners to improve the tool and how equity is measured in the planning and

programming of transportation funding. The modifications are reflected below in the proposed equity scoring but can be summarized as:

1. The scoring for disadvantage categories would be shifted so that census tracts that have 5 or more disadvantage categories could receive the maximum of 10 points. Projects that have 4 categories would receive 5 points and 3 categories would receive 1 point.
2. To receive the Disadvantage Community points, applicants will need to describe how the proposed project will address equity and improve the disadvantage community area around the project.
3. Applicants that feel that the DAC tool does not adequately represent the geographic area of the project, can supply supporting documentation why the area around a project should be considered disadvantaged.

Details are provided below on the proposed equity scoring and the changes to the overall points spread.

### Equity Scoring

The equity score would have two criteria— 1) inclusive growth- the existing criteria of the percent of travelers using a facility that are people of color below the poverty line and 2) disadvantaged community- the number of disadvantage categories where a project is located. If a project is in multiple census tracts, the project will receive the score for the tract with the highest number of disadvantaged categories. Each criteria would have a total of 10 points bringing the equity category to a maximum score of 20 points.

The existing inclusive growth criteria would remain the same as shown in Table 1.

*Table 1. Inclusive Growth Criteria – existing users of the facility*

<b>Percentage of facility users who are nonwhite and under the poverty line</b>	<b>Score</b>
0%-4.9%	0
5%-9.9%	2
10%-14.9%	4
15%-19.9%	6
20%-24.9%	8
25% or more	10

For the disadvantaged community criteria, staff recommends points to be awarded by the number of disadvantage categories that a census tract has identified in the [US DOT DAC tool](#). Table 2 is the proposed method for allocating points based on the number of categories. No points will be awarded below 3 categories. Applicants will need to describe how the project will support the disadvantage communities around the project to receive the points.

Table 2. Disadvantaged Community Criteria – number of disadvantage categories

Number of disadvantaged categories	Score
0	0
1	0
2	0
3	1
4	5
5 or 6	10

Changes to CMAQ and TAP-L Scoring

The overall project scoring will need to be adjusted to account for the 10 points within the 100-point scale for both CMAQ and TAP-L. A proposal for that scoring is shown in Tables 3 and 4 below.

Table 3. CMAQ Project Scoring

	Current	Proposed
Air Quality Cost Effectiveness Score	60 points*	50 points*
Transportation Impact Criteria (TIC) Score	30 points	30 points
Equity Score	10 points	20 points
TOTAL	100 points	100 points

\* Applies to all project types except the “Other” type which is on a 90 point scale for Air Quality Cost Effectiveness because they are not scored on TICs. The Other type projects are proposed to be scored on an 80 point scale for Air Quality Cost Effectiveness.

Table 4. TAP-L Project Scoring

	Current	Proposed
Completion of RGTP	30 points	30 points
Market for Facility	25 points	20 points
Safety and Attractiveness Rating	25 points	20 points
Equity Score	10 points	20 points
Project Readiness	10 points	10 points
TOTAL	100 points	100 points