

ETF TRANSPORTATION LEARNING SERIES:

LAND USE, HOUSING, & TRANSPORTATION SESSION

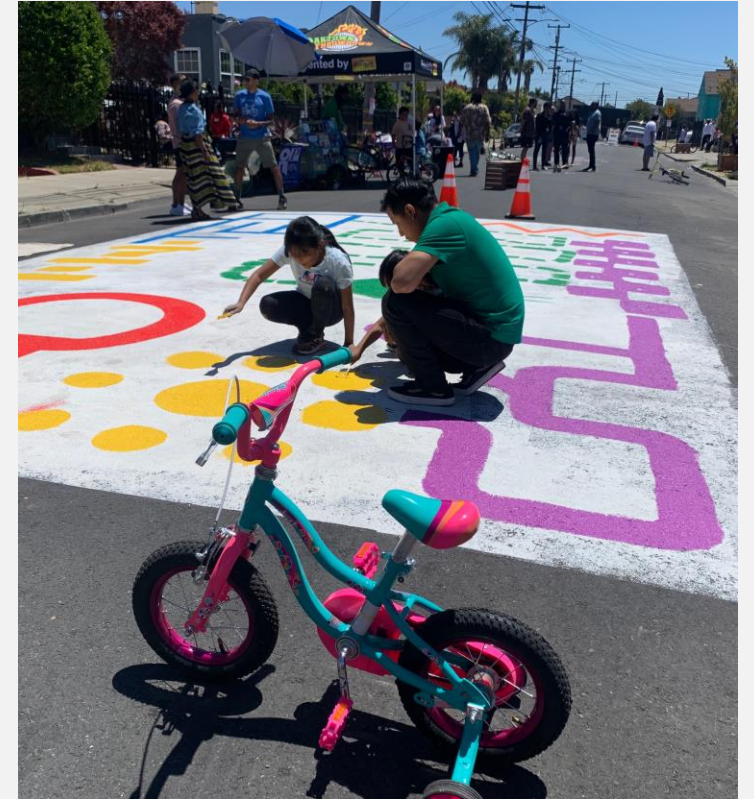
September 25, 2025



THE
EQUITABLE
TRANSPORTATION
FUND

ETF OVERVIEW

- The Equitable Transportation Fund (ETF) is a balanced, multimodal approach to transportation investing, housed at the Global Philanthropy Partnership (GPP).
- ETF funds the advancement of climate solutions in the U.S. by supporting transportation advocates working at the intersection of other community systems like health, housing, economic mobility, and job access.



Bike East Bay, Round 2 Grantee



TRANSPORTATION LEARNING SERIES OVERVIEW

- The purpose of the series is to build field cohesion, inform philanthropic investment, and advance systems-change strategies in transportation.
- Rooted in ETF's commitment to equity, climate resilience, and people-centered mobility, it brings funders, advocates, and field leaders together to address pressing and often siloed transportation and infrastructure challenges.
- **This session explores critical links between land use patterns, transportation emissions, and equity.**



Welcome and Introductions



Presentations



Open Discussion



Wrap-up Information

AGENDA OVERVIEW



JARRETT STOLTZFUS

Jarrett is the Director of Transportation at Arnold Ventures. Jarrett leads strategy development and execution of our work to advance scalable solutions for more efficient and effective transportation systems. Jarrett has worked in business development, policy, and government relations for commercial electric vehicle/battery manufacturers and commercial charging operators and has worked in the transportation sector for most of his career, both at the federal level (USDOT) and local level.

He currently lives in the City of Mount Rainier in Prince George's County, where he served as the Councilmember for Ward 2 from 2021 to 2025 and served as the City's Vice Mayor from 2022-2023. He's passionate about making communities safer for all kinds of mobility.



LYDIA LO

Lydia is a Senior Research Associate with the Urban Institute Housing and Communities Division and associate director of the Land Use Lab at Urban. Her topical areas of expertise lie in land use law's effects on housing market affordability and equity, in systems analysis and systems change, the intersection between urban planning and upward social mobility, and in regional political dynamics and modeling.

Past projects she has led include a process study on passing pro-housing state legislation; modelling current and potential land use and TOD laws' effects on housing production in Washington, DC and the Puget Sound region; a qualitative evaluation of HUD's Community Choice Demonstration; and the administration of the National Longitudinal Land Use survey (a census survey covering urban planning practices in all jurisdictions within the 50 largest US metropolitan areas). Lydia received her BA in political science from St. Olaf College and an MPA with a certificate in urban planning and policy from Princeton University.



NINA IDEMUDIA, AICP

Nina is the CEO of the Center for Neighborhood Technology. As a native Detroit, Nina understands firsthand how the built environment shapes the lives of society's most vulnerable populations. This fuels her passion for empowering people to be change agents through urban planning. A nationally recognized urban planner, Nina brings deep expertise in equitable community development, inclusive engagement, and planning agency innovation.

She previously served as the Chicago Recovery Plan Director, overseeing equitable grant distribution and economic investment strategies across 11 major programs. Her public and private sector experience includes leadership roles with the City of Los Angeles and MUSE Community + Design. Nina is the first Black President of the Illinois Chapter of the American Planning Association and currently serves on its National Board. She was reappointed to the board of the Chicago Metropolitan Agency for Planning and teaches as an adjunct professor at UIC. Her work has earned recognition from Crain's Chicago Business "40 Under 40," the American Planning Association, and several civic leadership fellowships. Nina is a graduate of the University of Michigan and the University of Southern California.



ETF Learning Session Webinar

AV's core mission is to invest in evidence-based solutions that **maximize opportunity** and **minimize injustice**.



Infrastructure

- Arnold Ventures (AV) focuses on infrastructure solutions that ensure everyone has access to opportunity – leading to a globally competitive economy that benefits everyone
 - This includes supporting policymakers at the federal, state, and local levels to craft and implement solutions;
 - identifying and removing barriers that unnecessarily slow down building timelines and add costs;
 - and working to enhance the capacity of government to effectively support delivering on the promise of major infrastructure investments.



Infrastructure

- Three focus areas:
 - Energy and Permitting
 - Housing
 - Transportation



Transportation

- Arnold Ventures (AV) focuses on:
 - Delivering projects better, faster, and at lower cost
 - Increasing access to opportunity



Land Use and Transportation are intertwined

Travel demand & mode choice: Dispersed, low-density land use patterns increase dependence on private vehicles, while compact, mixed-use patterns support walking, biking, and transit.

Vehicle miles traveled (VMT): Sprawl generally leads to longer trip distances and higher per-capita VMT, driving up transportation emissions.

Transit viability: Dense, mixed-use development makes frequent transit more efficient and cost-effective; low-density areas struggle to support service.

Access: Compact, connected communities reduce the burden of car ownership and expand access to jobs, healthcare, and education especially for lower-income households.

Emissions outcomes: Land use strongly shapes per-capita greenhouse gas emissions - auto-oriented regions tend to have significantly higher emissions compared to transit-oriented, walkable regions.

Why it matters: Aligning land use and transportation planning is critical for achieving emissions reductions goals, improving public health, reducing congestion, and expanding access to opportunity.

Philanthropies like Arnold Ventures can help identify policies that balance interests and bring together coalitions.

This means testing new ideas, studying the effectiveness of policies, and providing alternative perspectives from the usual policy players.

We are interested in investing in strategies that:

- Introduce new constituencies to an issue
- Build political consensus
- Bridge gaps between different stakeholders
- Leverage relationships

For Example: Transit Oriented Development (TOD)

Building more dense development around transit makes sense!

- Boosts transit ridership and provides mobility options
- Provides a variety of housing types
- Reduces trips (and emissions) with denser development
- Reduces the costs of building out related infrastructure



What are the barriers?

- Regulation (restrictive zoning) may prevent building of dense (or any housing) around frequent transit
- Funding streams are siloed - available financing tools may not be well suited to TOD
- Transit agencies may not have the expertise or cultural inclination to build or incentivize TOD
- Funding agencies (FTA) are focused on funding oversight of transit programs not urban development
- Federal or state regulations may make it more difficult to actually utilize federal assets for TOD

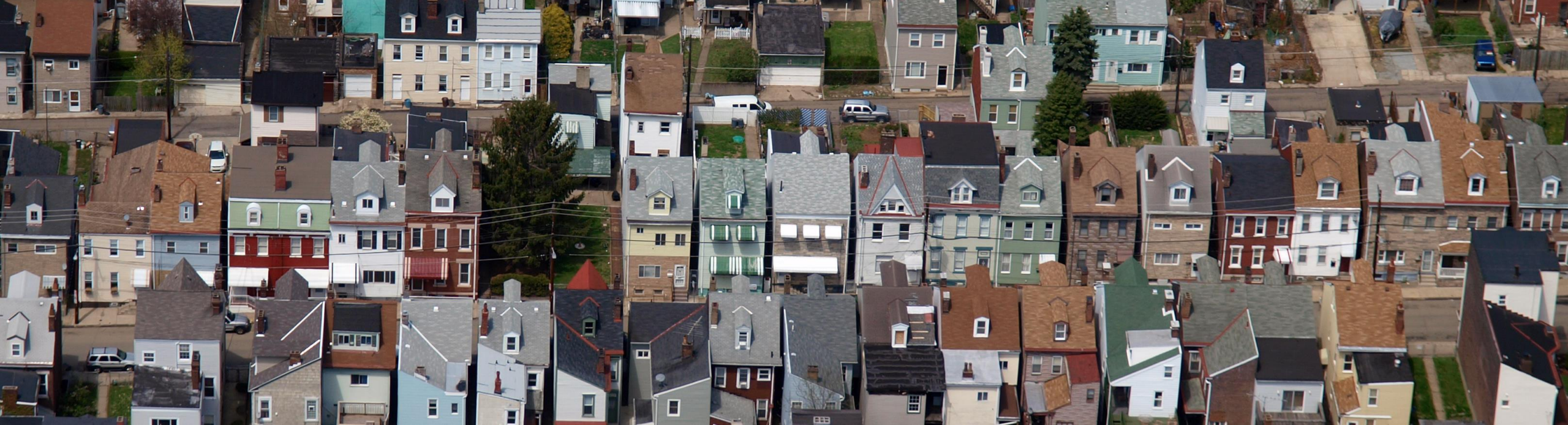
Philanthropy's Role

Creating dialogue through research, policy and data that:

- Supports policymakers at the federal, state, and local levels to craft and implement solutions;
- Identifies and removes barriers that unnecessarily slow down building timelines and add costs;
- Works to enhance the capacity of government to effectively support delivering on the promise of major infrastructure investments



Reach out at jstoltzfus@arnoldventures.org



September 25, 2025

Planning for Housing and Transportation in a Regional Context

Results from the National Metropolitan Housing Planning Survey



BOTTOM LINE UP FRONT:

BOTTOM LINE UP FRONT:

1) Housing and transportation planning and investment happen on two separate planes with different funding, decisionmakers, and incentives

BOTTOM LINE UP FRONT:

- 1) Housing and transportation planning and investment happen on two separate planes with different funding, decisionmakers, and incentives*
- 2) Metropolitan Governance and Planning Organizations have too little authority and/or too little funding available to ensure affordable and equitable access to housing across jurisdictions and effectively link transportation and land use planning*

BOTTOM LINE UP FRONT:

- 1) Housing and transportation planning and investment happen on two separate planes with different funding, decisionmakers, and incentives*
- 2) Metropolitan Governance and Planning Organizations have too little authority and/or too little funding available to ensure affordable and equitable access to housing across jurisdictions and effectively link transportation and land use planning*
- 3) Though they possess the resources and would benefit from resolving these challenges, MPOs do not often seek to influence housing planning*

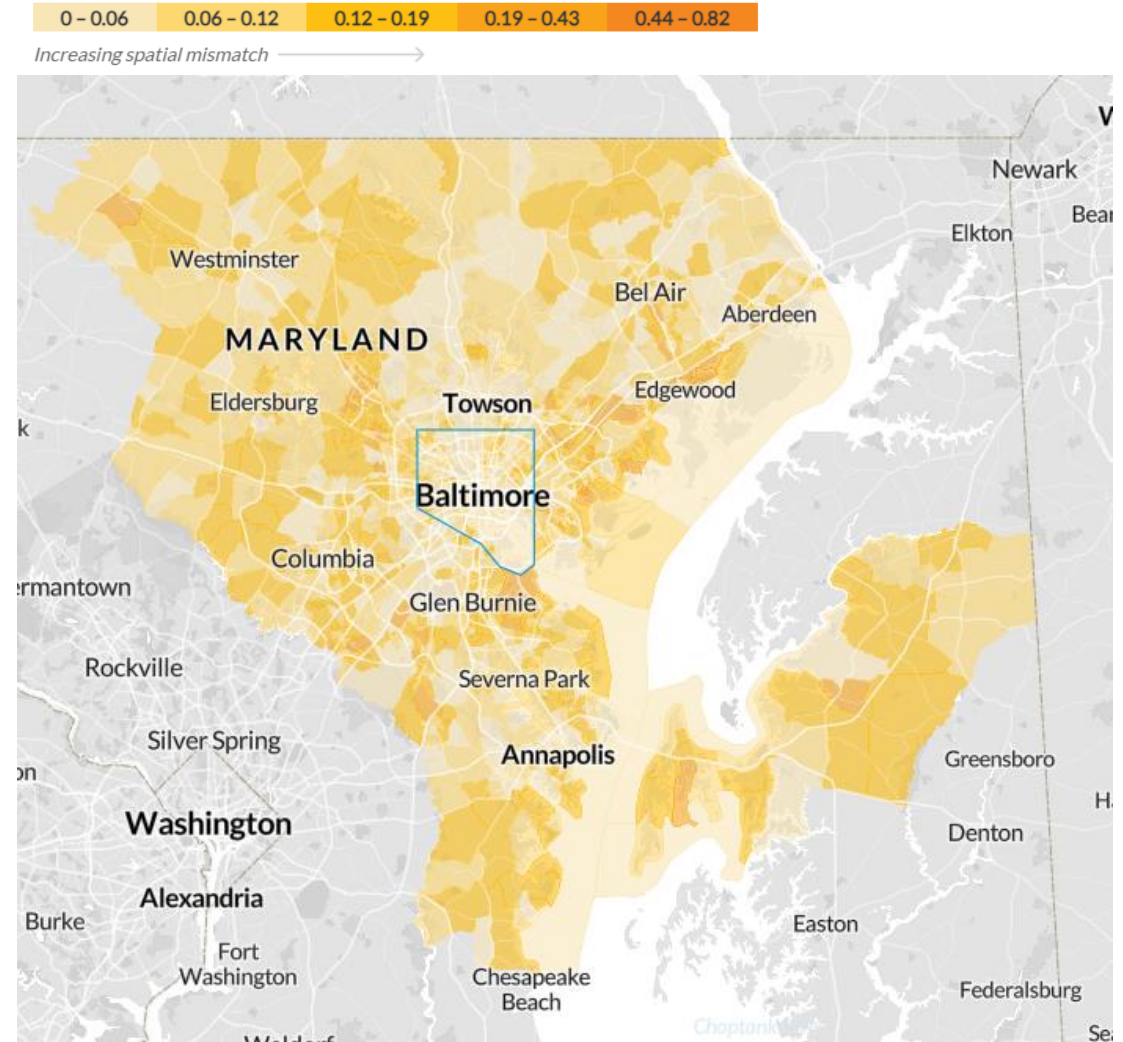
BACKGROUND TO THE NATIONAL METROPOLITAN HOUSING PLANNING SURVEY

STUDY MOTIVATION

- Housing shapes transit patterns, demand, and cost
- Transit shapes access to jobs and amenities
- Regional (lack of) coordination affects:
 - Personal finance, the environment, health, and the regional economy
 - Public expenditure equity
 - Income or racial segregation

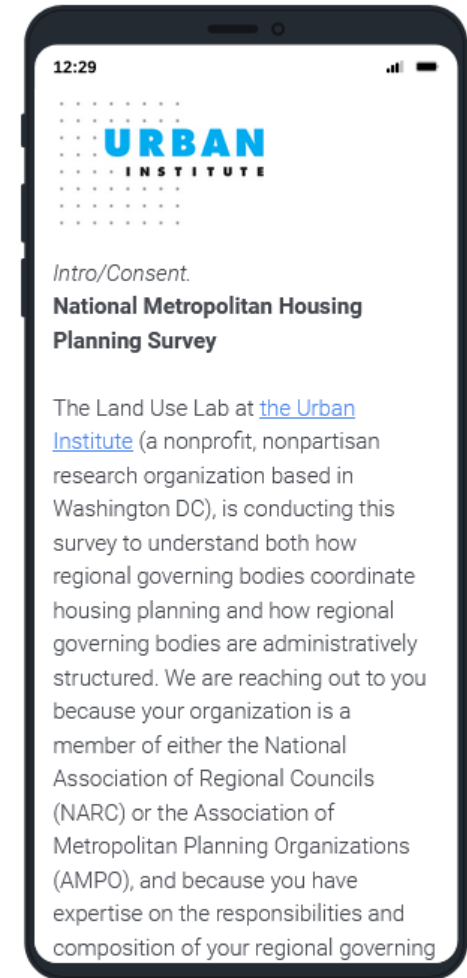
Where Low-Wage Workers Need Better Access to Jobs in Baltimore

Higher levels of spatial mismatch mean neighborhoods have more low-wage workers and worse access to jobs.



BACKGROUND ON THE NMHPS

- Goal: Understand Metropolitan Governance and Planning Organizations' (MGPOs') housing planning activities, authorities, challenges, and climates
- National survey of 473 MGPOs
 - NARC + AMPO + other MPOs
 - Populations >50,000
- Ran from February 14 – March 29, 2024
- Q's: Organization type, size, and funding; legal authority; housing-related activities; board structure + preferences
- Number of respondents: 143



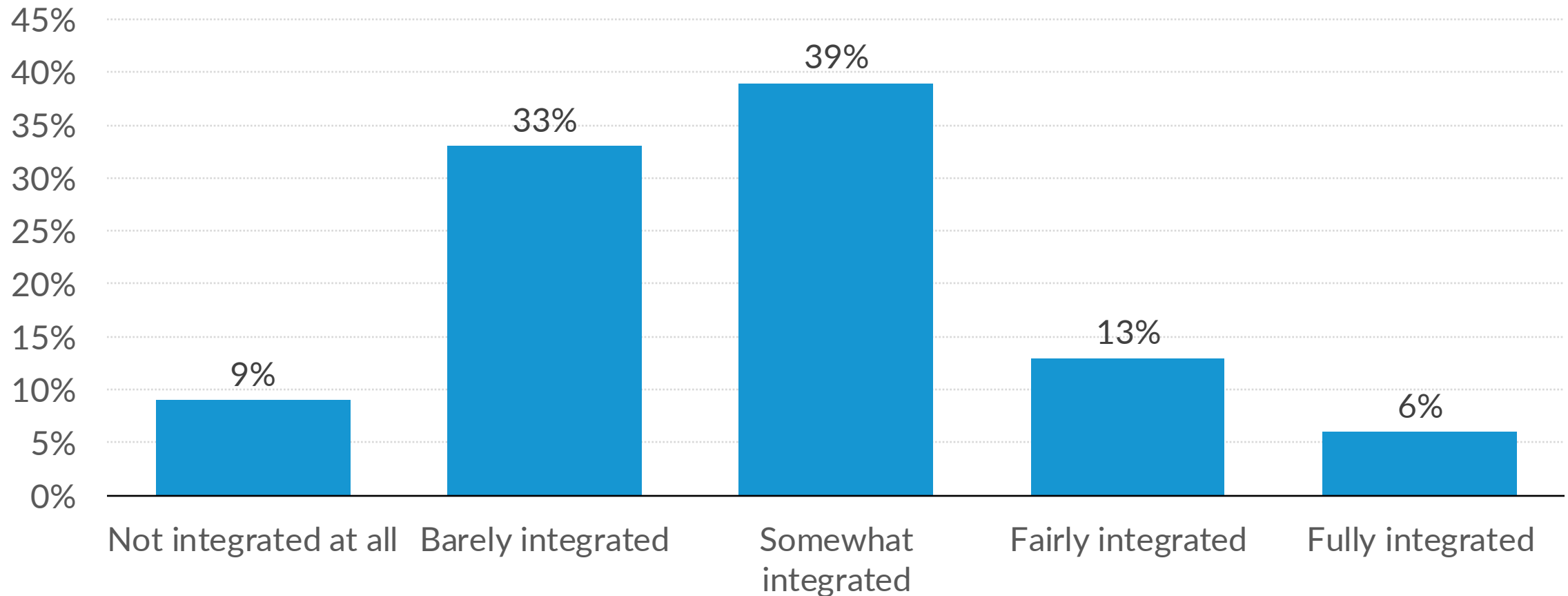
HOW DO MGPOS INFLUENCE HOUSING?

HOUSING AND TRANSPORTATION: TWO PLANES AND FUNCTIONS

Sector	Project Initiators	Primary actors	Primary funding sources
Housing investments	■ Private actors	■ Private developers ■ City zoning/planning departments ■ Local housing authorities	■ Private capital, limited and prescriptive public subsidies from HUD, localities, philanthropy
Transportation investments	■ Public agencies	■ MPOs ■ Transportation agencies ■ Transit agencies ■ Local departments of public works	■ Federal DOT funds, local or state tax revenues, bonds

MGPOS REPORT LOW LEVELS OF INTEGRATION BETWEEN HOUSING AND TRANSPORTATION PLANNING

Share of organizations



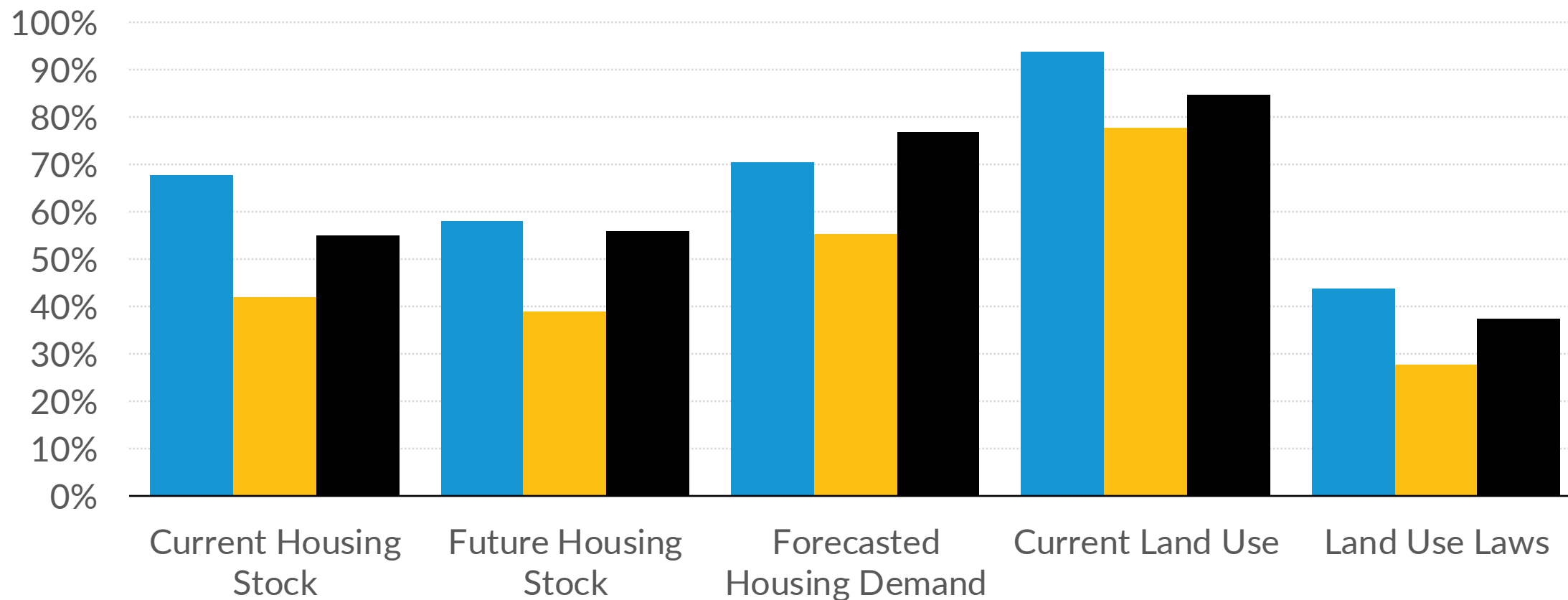
JUST OVER HALF OF MPOS' PLANNING PROCESSES CONSIDER HOUSING FACTORS

Share of respondents

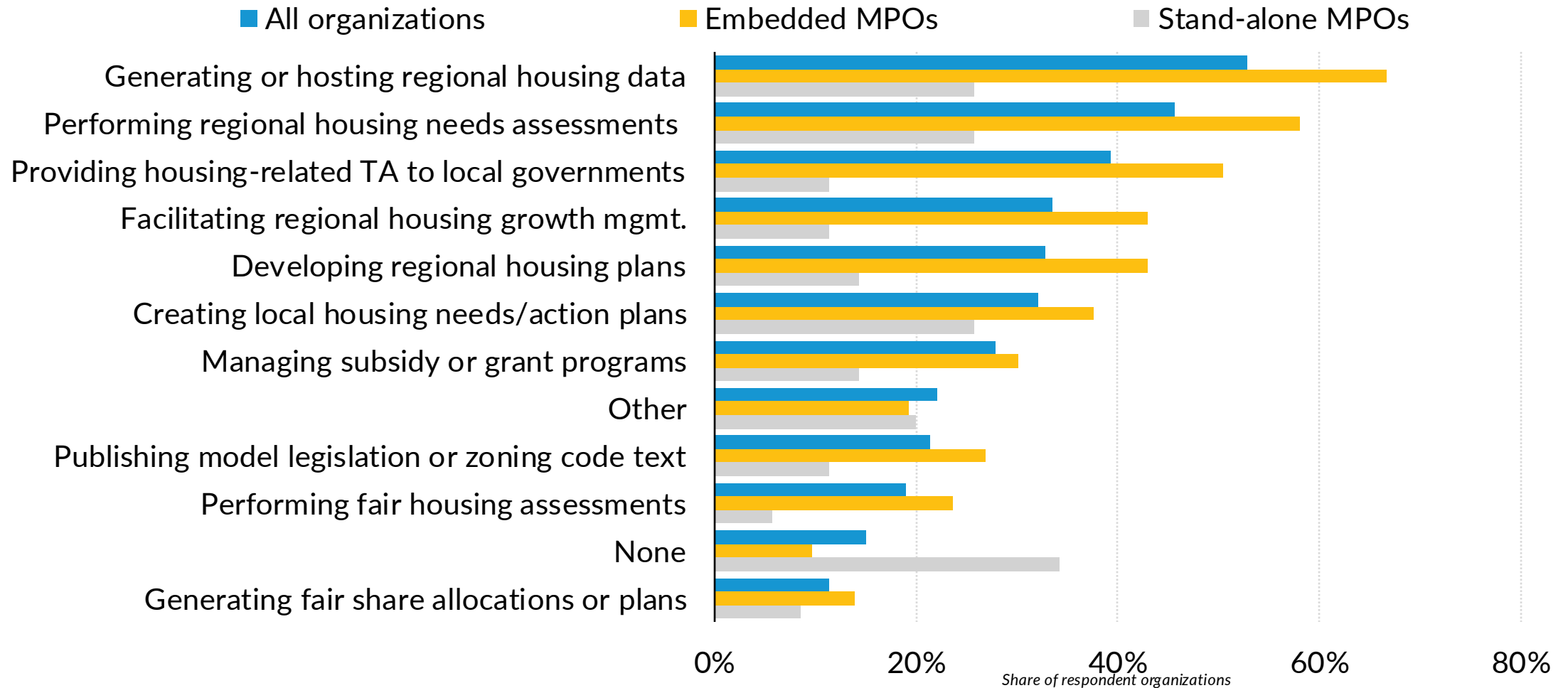
■ Decision-making models

■ SRTIPs

■ LRTPs



MGPOS' HOUSING ACTIVITIES ARE MOSTLY DATA-ORIENTED; LESS THAN 1/3 DO PROGRAMMING OR INFLUENCE FAIR HOUSING



MGPOS LACK STATUTORY AUTHORITY TO INFLUENCE HOUSING

- Just **12 of 121** organizations (10%) affirmatively reported having **legal authority** to impose requirements related to housing activities
- Types of authority:
 - Distributing **grants** (5%)
 - Conducting **fair housing** assessments or assigning **fair share** housing allocations (3%)
 - Enforcing local **housing plan requirements** (2%)

MGPOS SEE SUBSIDY AND GRANT PROGRAMS AS MOST EFFECTIVE AT SOLVING REGIONAL HOUSING CHALLENGES

Activity	Number of organizations reporting engaging in that activity	Share reporting it as one of the most effective activities
Managing subsidy or grant programs	39	46%
Providing technical assistance to local jurisdictions	55	38%
Generating regional housing data	74	23%
Performing Regional Housing Needs Assessments	64	22%
Developing regional housing plans	46	17%
Generating fair share allocations	16	13%
Publishing model legislation text	30	13%
Creating housing needs action plans for local jurisdictions	45	13%
Facilitating regional growth management planning	47	11%
Performing fair housing assessments	26	8%

YET, ON AVERAGE, JUST 5% OF MGPOS' FUNDING
GOES TOWARDS HOUSING ACTIVITIES

MGPOS NEED FUNDING TO INFLUENCE ADDRESS HOUSING CHALLENGES

	Share of respondents
Federal or state funding for coordination and general housing planning/policy work	70%
Greater developer or government investment in subsidized affordable housing	61%
Greater local government support for and participation in regional coordination	59%
Technical assistance and/or peer learning opportunities	51%
Greater economic development investment	38%
Greater private developer investment in market rate housing	37%
State-vested authority for regional housing requirements	30%
Other	10%

RECAP: KEY TAKEAWAYS

- Housing and transportation are siloed on two different planes with no funding or policy mandates bringing them into coordination
- MPO funding and authority over transportation is very rarely applied to or used to influence housing problems
- To solve some of the housing challenges in their regions MGPOs report needing:
 - Funds for affordable housing and housing planning
 - Mandates and authority for fair share allocations and regional housing needs assessments
- Key opportunity with IIJA “Housing Coordination Plans”

THANK YOU!

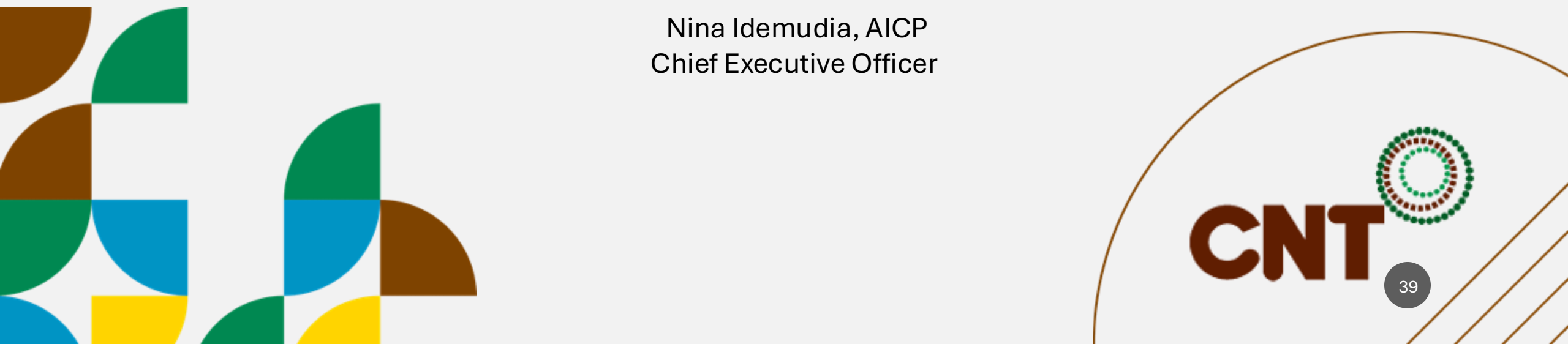
For questions or future research, contact: Lydia Lo (llo@urban.org)



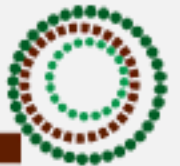
CENTER FOR NEIGHBORHOOD TECHNOLOGY

Accelerating community-powered solutions

Nina Idemudia, AICP
Chief Executive Officer



CNT



Center for Neighborhood Technology



**SUSTAINABLE
ECONOMIC
DEVELOPMENT**



WATER



**TRANSPORTATION
+
COMMUNITY
DEVELOPMENT**



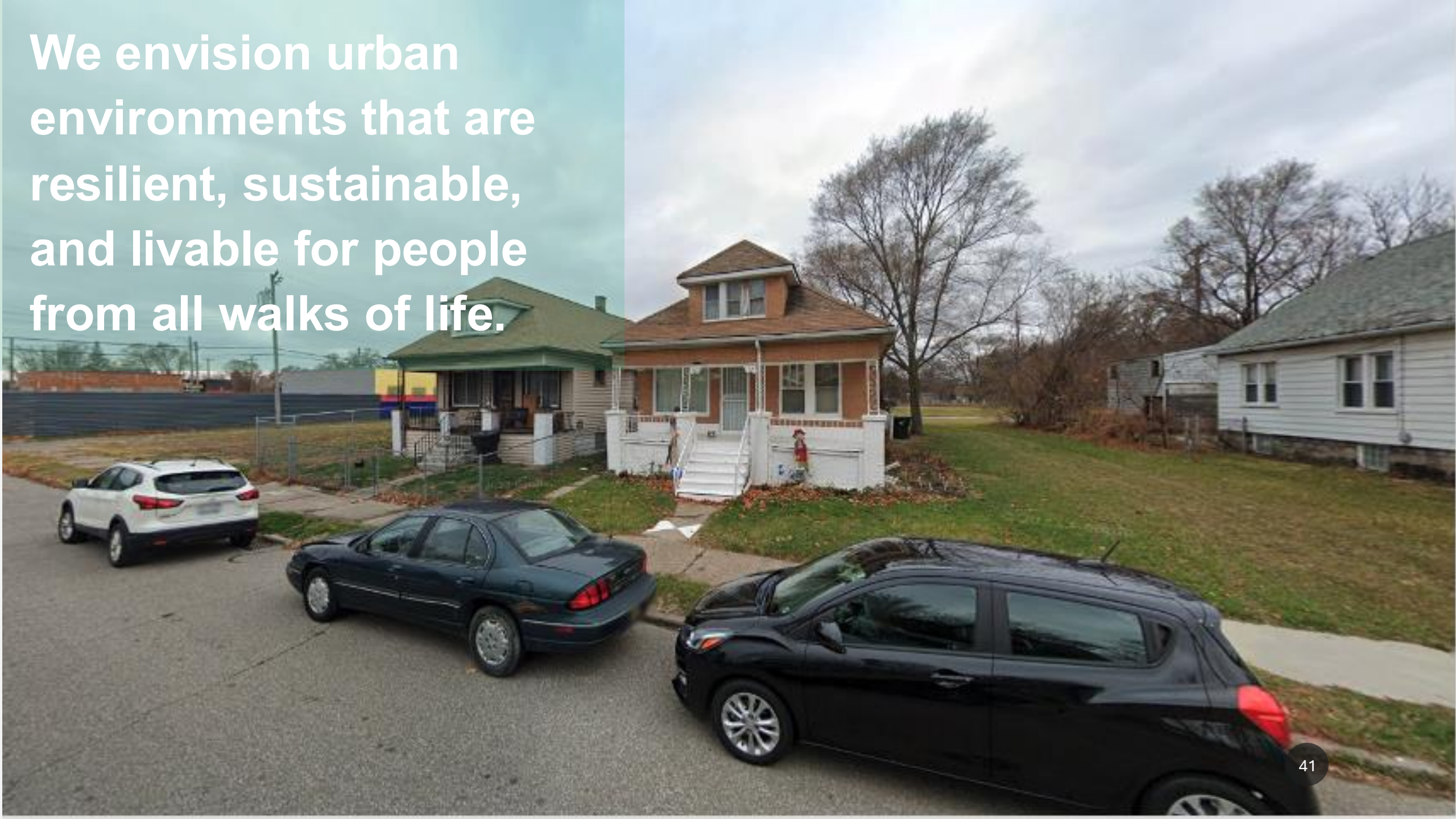
POLICY



CLIMATE

We deliver innovative analysis and solutions to create neighborhoods that are equitable, sustainable, and resilient

We envision urban environments that are resilient, sustainable, and livable for people from all walks of life.





American Planning Association

NEXT
CITY

CLA CIVIC
LEADERSHIP
ACADEMY
AT THE UNIVERSITY OF CHICAGO

44
UNDER

CRAIN'S CHICAGO BUSINESS 2024



Visible

Black

**Woman/Femme
Presenting**

Young



**Not Always
Visible**

Queer

**Nigerian/
A.D.O.S**

**College
Educated**



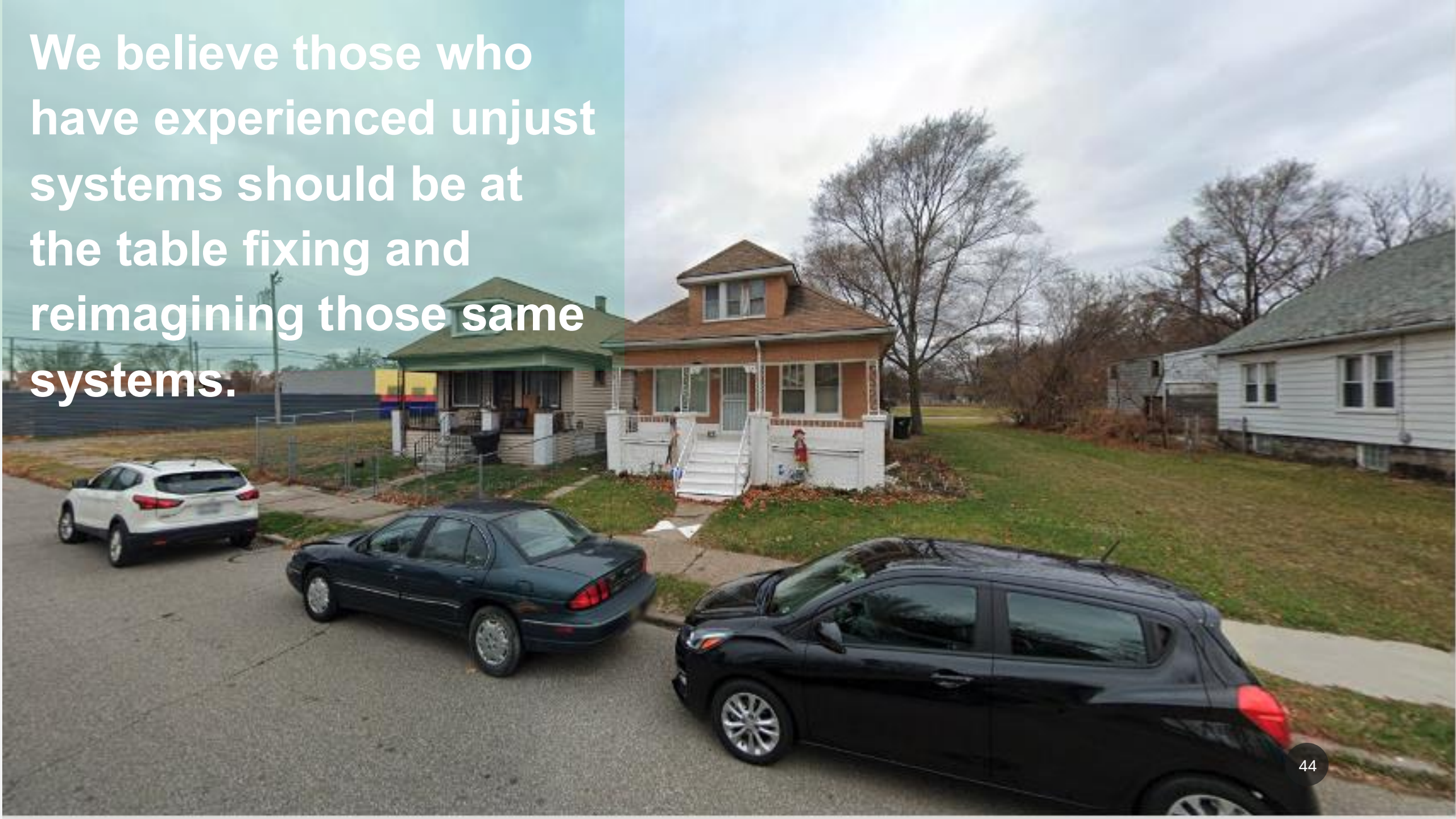
**Invisible
Formative Forces**

Detroiter

Millennial

**ADHD/
Dyslexic**

We believe those who have experienced unjust systems should be at the table fixing and reimagining those same systems.

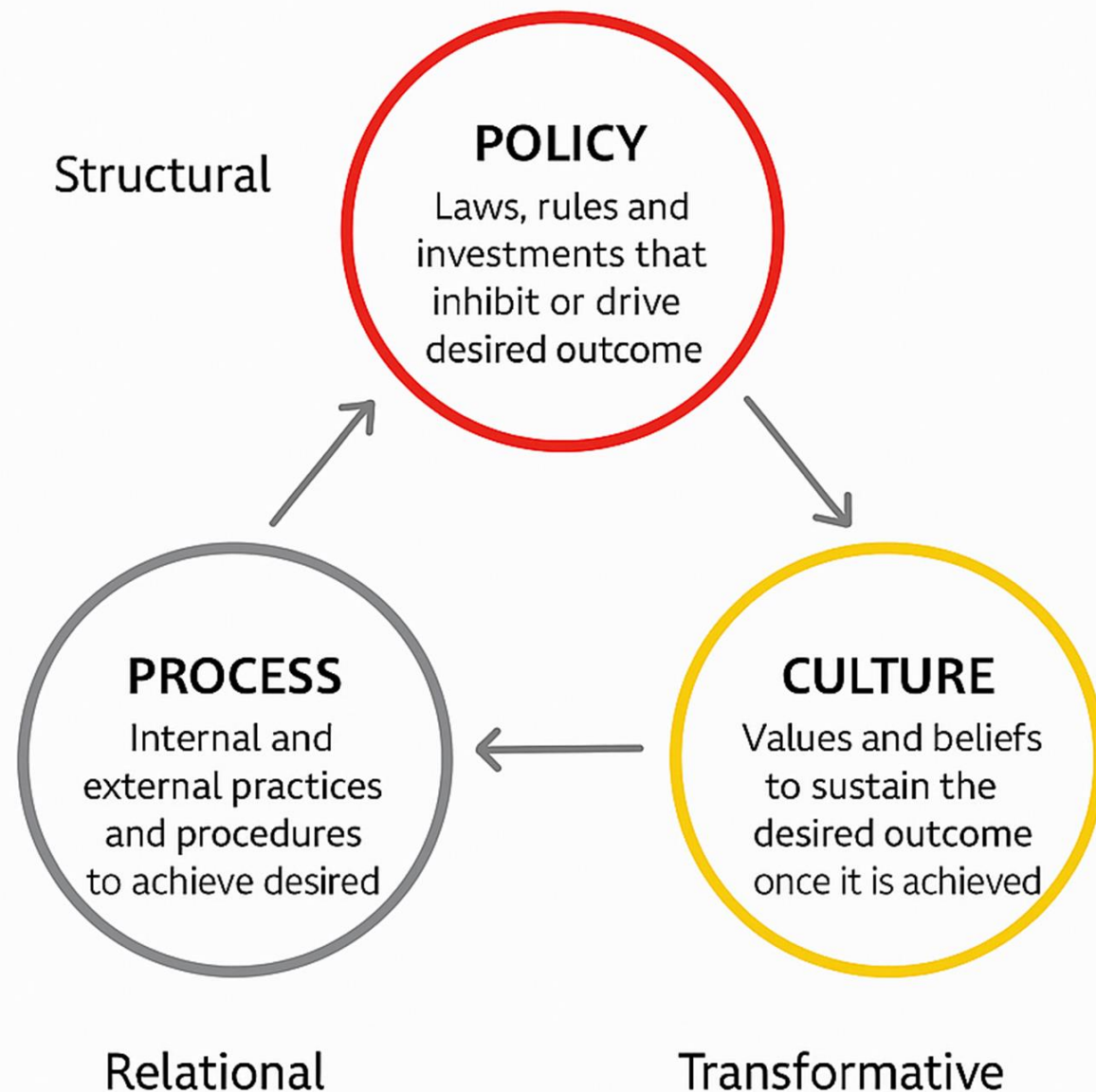


A group of diverse people, including men, women, and children, are gathered outdoors in a garden setting. In the foreground, there are rows of green leafy plants. A woman in a grey hoodie and pink boots is bending over, working with the plants. Other people are standing around, some looking at their phones. In the background, there is a large white tent. The overall scene suggests a community garden or a similar outdoor activity.

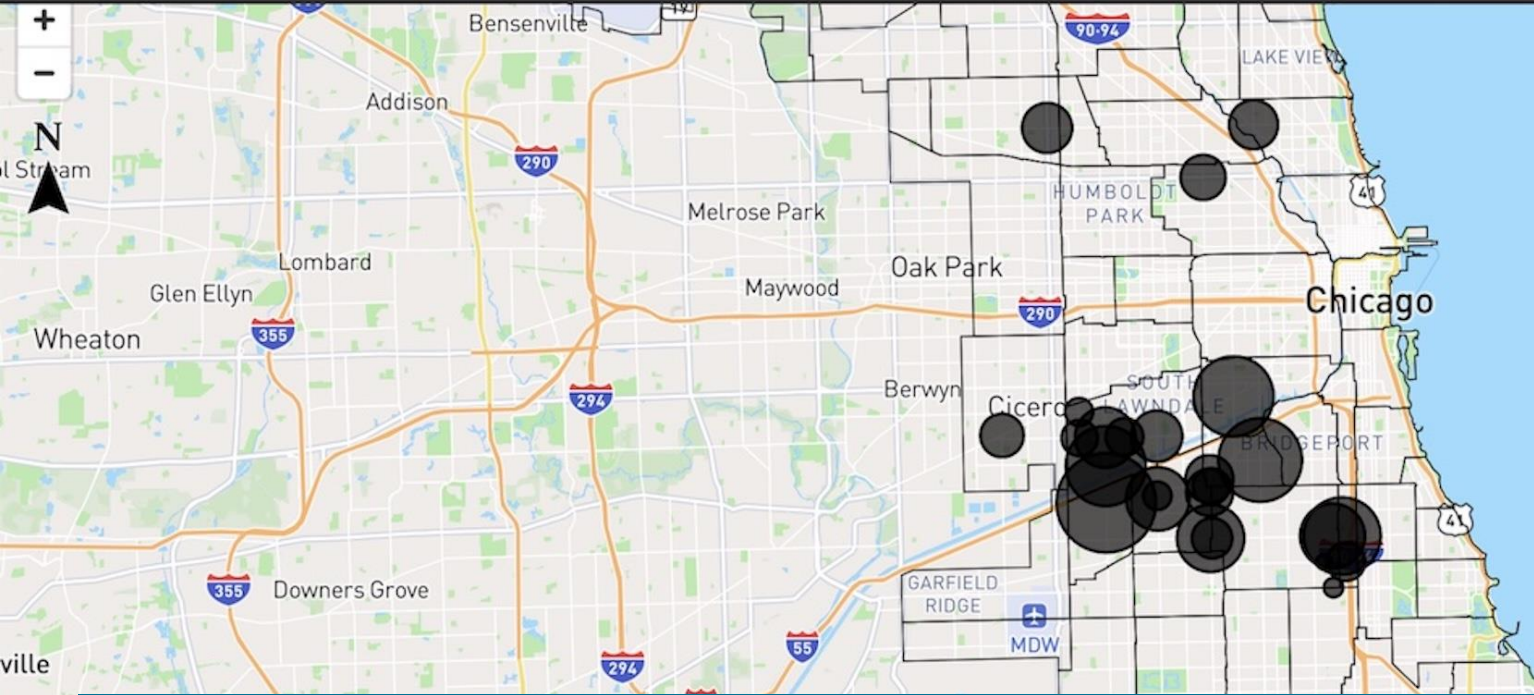
**Democratizing the
built environment
through
systems change.**

WHAT IS SYSTEMS CHANGE?

Systems Change

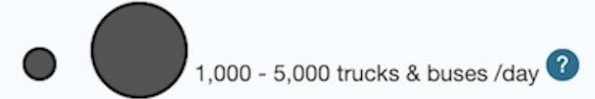


Concept by Chandra Christmas-Rouse



Camera Locations

There are 35 locations where trucks & buses were counted. Zoom in and click on the circles to learn more details about the site.


☐ Show freight-focused cumulative impact scores

Concentrated air pollution: Chicago Truck Count Data Portal

- Diesel exhaust harms health, adding to cumulative impact in our communities
- Nearly 70,000 trucks and buses counted at 35 locations citywide on 1 day
- Concentrated impact example: 5,159 (7.5%) at 41st & Pulaski alone
- Qualitative: *‘numeros estan fatal’* / *‘camiones trayan trabajo’*



Truck Count '26: new locations, data modeling, more outreach

- Data collection from 12 new location just completed this month
- Next phase is crunching numbers, modeling emissions data
- We're continuing community outreach and advocacy
- Updates coming to chicagotruckcounts.cnt.org



OFF STREET PARKING HAS A PRICE

‘Right-sizing’ parking

- In 2016 we found one in three building parking spots empty... at 4 a.m.!
- Connected Communities Ordinance ('22) and Parking Minimum Ordinance ('25) mean Chicago now requires fewer parking spots for new construction
- Our new research will show ordinances' impact on housing and communities



Towards Equitable Electric Mobility (TEEM)

- National 'community of practice' supporting a just transition, led by Greenlining Institute and Forth
- We maintain Electric Vehicle Resource Library, support statewide advocacy (including to regulate diesel emitting trucks on Illinois roads)



STELLAR *(Supporting Transportation Electrification: Leadership, Learning, Assistance, & Resources)*

- Brings electrification transition to community level, convening residents to discuss charging, jobs in the projected electric economy, and more
- **On hold since February 2025**
- Would send \$80,000 each to 10 community organizations



Transportation Equity Network: BRT bus priority campaign

- Co-organized community meetings citywide to discuss BRT
- 10 groups plus CTA leaders toured new Metro BRT line in Madison, WI
- Built consensus around 4 principles: Building Better Bus Corridors, Anti-Displacement, Affordability, and Accessibility



Transportation Equity Network: Fiscal cliff

- Since 2024, CNT Director-Transportation and Policy Jacky Grimshaw has organized, advocated, arm-twisted, written op-eds, and more, helping to quarterback the coalition fighting to save northern Illinois' public transit



Equitable Transit Oriented Development: Social Impact Calculator

- Meshes parking, jobs, public transportation, greenhouse gas emissions, building purchasing power, and bike-sharing data
- Receives 2,000-plus visits from Chicago developers, planners, community leaders and advocates per year



H+T Index: tracking family expenses better

- Created in 2005, driving 40k visits each year to analyze ‘location efficiency’
- A Denver city planner: “The H+T index helps us measure where we are and where we’re trying to go and communicate that in a data-driven way”



Democratizing planning and policy knowledge

- With Chicago Architecture Foundation, created Community Planning Academy: “Something as simple as looking up who the city planner was for our region or looking at a zoning map for Chicago—I had never done that”
- Civic Innovation Hub named “best practice” by APA-Illinois

Center for Neighborhood Technology

www.cnt.org

Community Data Trust

- A legal structure that provides independent stewardship of data, for the benefit of a group of organizations or people. Like a land trust that stewards land on behalf of local communities.
- Expanding our partnerships with CBOs, Local/State Government, and Private entities to put the power of solving systemic inequities into a collaborative, data-driven framework.



CENTER FOR NEIGHBORHOOD TECHNOLOGY

Accelerating community-powered solutions

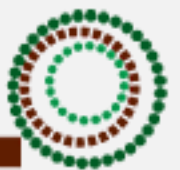
Thank you!

Visit [CNT.org](https://cnt.org)

nidemudia@cnt.org



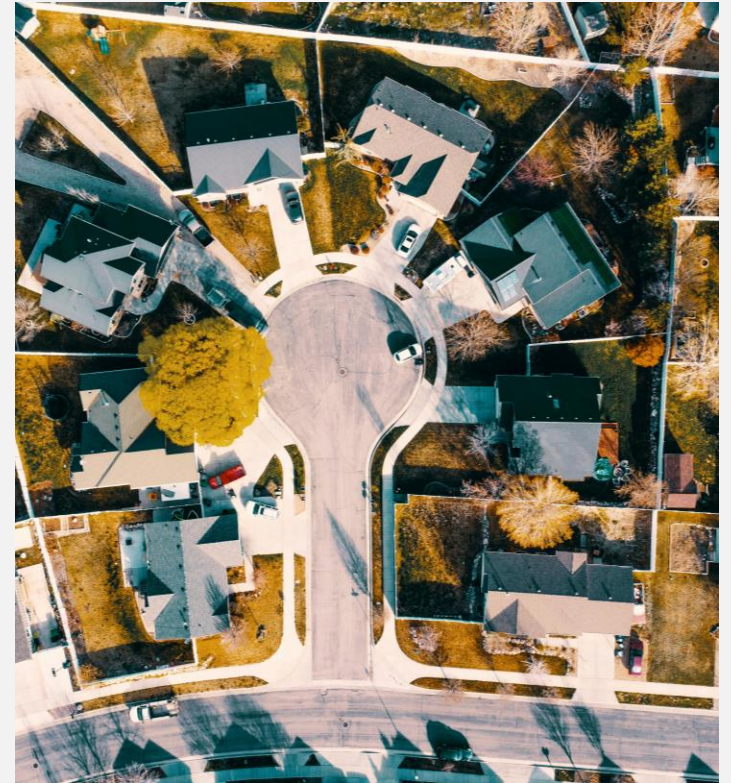
CNT



OPEN DISCUSSION

WRAP UP INFORMATION

A recording of this session will be available on the events page of ETF's website.



THANK YOU