



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Regional Coordinating Committee

Annotated Agenda

Wednesday, June 8, 2016

8:00 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order** 8:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – January 13, 2016**
ACTION REQUESTED: Approval
- 4.0 Fiscal Year 2017 Unified Work Program (UWP)**
The Transportation Committee has recommended the approval of the proposed FY 2017 Unified Work Program (UWP) to the Policy Committee and the CMAP Board. Funding levels in the Draft FY 2017 Budget and Work Plan from the UWP were provided to the CMAP Board at their May meeting. The Executive Summary details the allocation of funding and awarded projects.
ACTION REQUESTED: Recommend Approval to CMAP Board and MPO Policy Committee
- 5.0 ON TO 2050: Regional priorities report**
The next long-range plan is scheduled to be adopted in fall 2018. Staff has conducted significant outreach this spring, and has drafted a document summarizing the major themes heard thus far to give insight on preliminary directions for ON TO 2050. Staff will present the initial priorities.
ACTION REQUESTED: Information and discussion
- 6.0 ON TO 2050: Demographics snapshot**
As part of ON TO 2050 development, CMAP is preparing a demographics snapshot, which will provide an overview of trends in population growth, age, race/ethnicity, immigration, and other characteristics. Staff will present initial findings from the analysis.
ACTION REQUESTED: Information and discussion

7.0 ON TO 2050: Economic clusters snapshot

As part of ON TO 2050 development, CMAP is preparing an economic clusters snapshot, which outlines a new approach to understanding the region’s economic clusters, and explores recent economic trends. Staff will present initial findings from the analysis.

ACTION REQUESTED: Information and discussion

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

10.0 Next Meeting-October 12, 2016

11.0 Adjournment

Committee Members:

___ Elliott Hartstein, chair
___ Frank Beal
___ Pat Carey
___ Allison Clement
___ Jennifer (Sis) Killen

___ John Noak
___ Sheri Cohen
___ Jack Darin
___ Al Larson
___ Andrew Madigan

___ Ed Paesel
___ Leanne Redden
___ Peter Silvestri
___ Thomas Weisner



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Coordinating Committee

DRAFT Minutes

Wednesday, January 13, 2016

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members Present: Elliott Hartstein, Chair (CMAP Board), Frank Beal (CMAP Board), Pat Carey (Economic Development Committee), Sheri Cohen (Human-Community Development Committee), Nancy Firfer (Housing Committee), Sis Killen (Transportation Committee), Ed Paesel (South Land Use Committee), and Mayor Tom Weisner (CMAP Board)

Others Present: Kristen Andersen-Metra, Bruce Carmitchel-IDOT, and Mark Pitstick-RTA

Staff Present: Tom Kotarac, Joe Szabo, Gordon Smith, Elizabeth Schuh, Kristin Innchak and Sherry Kane

1.0 Call to Order

Chairman Elliott Hartstein called the meeting to order at approximately 8:16 a.m. and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no changes to the Agenda or announcements.

3.0 Approval of Minutes

A motion made by Frank Beal to approve the minutes of the October 14, 2015, meeting as presented was seconded by Mayor Tom Weisner. All in favor, the motion carried.

4.0 State Legislative Update

CMAP staff Gordon Smith reported that the State Legislative Agenda is being presented this year in draft form as staff is looking to the Board for additional guidance on a couple of initiatives related to the agency's finances since CMAP narrowly averted a shutdown last November which could have jeopardized nearly \$2 billion in federal transportation funding. The State Legislative Agenda is based on the policy initiatives from GO TO 2040,

including: performance-based and innovative tools for transportation investments, state tax policy, water supply planning and management, and transparency and accountability. Under the category of performance-based transportation investments, Smith reported, specific topics include: an increase to the MFT by 8 cents with an index to inflation in the near term, while recognizing the need to develop a sustainable, long-term revenue source; new, sustainable revenues for transportation with a dedicated source of capital funding for transit and a greater focus on improvements to the freight system; and encouraging a commitment by transportation implementing agencies to use performance-based measures. Mr. Smith mentioned the term 55/45 has been removed from the Agenda to emphasize performance-driven programming rather than an arbitrary formula allocation. In the area of innovative tools for transportation investment, specific topics include: supporting legislative initiatives that required IDOT and the Illinois Tollway to implement congestion pricing on new highway capacity while continuing to look at existing system for opportunities for congestion pricing; enabling multijurisdictional value capture districts for transportation; and while CMAP supports PPP, accountability and safeguards to protect the state from undue financial risk should also be considered. State tax policy in the Agenda remains fairly unchanged, with CMAP supporting comprehensive reforms to broaden the tax base in a manner that may lower rates, and tax policy changes that encourage effective land use decisions and reduce the intra state and intraregional competition over economic development. CMAP continues to support new and sustainable revenue to support state and regional water planning. Finally, related to transparency and accountability, Smith continued, CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

Committee members weighed in on the tax policy section, and asked that more clarity be given while considering the work completed by the Tax Policy Task Force related to tax policy issues and provide specificity to the topics contained in the Tax Policy Task Force Report. Gordon went on to say that CMAP had not focused in on the broader initiatives, in terms of bills, was simply because the Agency's financial status is its number one priority. It was also reported that P3 legislation, introduced by the Illinois State Chamber, may be close to consensus, that the Illinois Housing Comprehensive Planning Act, after 10 years, will be sun setting in July and needs to be reauthorized and that there may be movement on legislation related to consolidation of government. Smith further explained the difference between CMAP's State Legislative Agenda and State Legislative Principles, the former being used to comment on more immediate issues before the General Assembly while the latter is used to help ground General Assembly Members and Staff in the basic policies CMAP advocates for. The discussion concluded with staff being asked to consider the comments of the committee, especially regarding the tax policy language in the State Legislative Agenda and to bring an edited version back to the CMAP Board for review and approval.

5.0 Interim Products for Long-Range Plan

CMAP staff Liz Schuh reported that staff has begun developing the next plan, and outlining for the three year process a series of engagement activities and interim products for committee review and voting at the Coordinating Committee, the CMAP Board and

MPO Policy Committee levels. Expected to be completed in October 2018, each of the products (and associated approvals) will be presented each October between now and completion of the plan. The first of these is the report on regional priorities, Schuh stated, scheduled for release in fall of 2016. Building on initial engagement activities of the plan, a kickoff event scheduled for February 24, begins a series of events seeking feedback from key partners and stakeholders. Following the kickoff will be a series of workshops and topical forums, resulting in a report in the fall of 2016 summarizing the region's planning challenges, opportunities to improve the region's future and the priorities encapsulated into the plan. The second interim product will summarize plan directions. Capitalizing on both engagement activities and the work that will be going into the plan, the scenario planning process (like that of GO TO 2040) had a significant period of public engagement, this time focusing on "alternative futures", that will be finalized during 2017. Also working on core components of the plan—the financial plan, issuing a call for regionally significant projects and identifying a way in which the projects could be measured—brought to committee in 2017 will summarize key directions. Finally, Schuh reported, adoption of the full plan will be sought in the fall of 2018. This is the least fleshed out but it is expected that a release of the draft plan for public comment will occur in the summer of 2018, compiling all the comments and providing a draft plan for approval in 2018.

6.0 Next Plan: Place-Based Approach Alternatives

CMAP staff Kristin Ihnchak reported on an effort to develop a place-based approach for the next plan, essentially taking the regional plan's policies and translating them to a more local level that is meant to give greater specificity to the plan's implementers through geographically-oriented or a place-based approach. Staff reviewed approaches used by peer MPOs and identified two—typologies and layers—as options for consideration. Ihnchak reviewed both alternatives to see what each might mean for CMAP.

Recommending the use of layers in the next plan, Ihnchak asked that the committee give its feedback as to whether it agrees with the approach, and explained how each works. Typologies are the most common grouping communities in the region into a series of typologies based on physical characteristics typically at the municipal level, but tend to be too broad to provide actionable guidance, which is a goal of the place-based approach. Ihnchak cited Boston and Minneapolis, St. Paul as examples of typology approaches to align land use development and infrastructure to make the best use of public and private investments, recapped key takeaways that emerged from staff's assessment of other MPOs' use of typologies and felt there was a better way to approach a place-based strategy—layers. Essentially a staff brainstorm, layers is seen as an option to overcome some of the typology challenges and going beyond GO TO 2040 and catering to a sub-regional (i.e., urban-infill, exurban or even rural) designation. Not very common to other MPOs' plans to the degree that CMAP plans to use it, but some use of data layers and mapping is fairly common. Ihnchak cited the Met Council as an example of this type of approach and again recapped key takeaways that emerged from staff's analysis.

Committee members were given some time to weigh in on the two types of place-based approaches that were presented and Ihnchak concluded with next steps that will include: discussing the place-based approach with other CMAP working committees; creating a list of the potential layers that might be developed as part of ON TO 2050; development of

two “pilot” example layers (locally identified reinvestment areas and conservation areas) to determine the level of effort associated with developing layers; and finally, consider how layers can be incorporated in the plan.

7.0 Policy Updates: Using American Community to Survey to Understand Recent Demographic and Transportation Trends

A series of CMAP policy updates related to demographic and commute trends in the region was presented by Liz Schuh who reported that new census data was analyzed to assess regional changes and explained that policy updates are posted to the website to dissect new data, changes in statute, changes in policy to better understand how the changes and trends align with GO TO 2040. Five policy updates were developed from new American Community Survey data, Schuh continued, and explained why the five-year datasets are important to the region. The first time comparisons were available as 5-year ACS data sets that render a nice look at conditions on the ground at 2000, then midway, 2005-2009 and today, 2010-2014. For each of the policy updates—the region’s changing racial and ethnic composition, the region’s senior population, changes in household income in northeastern Illinois, commute time trends in our region, and commute trends--Schuh reported key findings, and concluded with next steps that include ongoing analyses of demographics trends via policy updates and development of a series of snapshot reported that will be released during the development of the region’s next comprehensive plan.

8.0 Other Business

There was no other business before the Regional Coordinating Committee

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

The Regional Coordinating Committee is tentatively scheduled to meet next on March 9, 2016.

11.0 Adjournment

At 9:15 a.m., a motion to adjourn made by Ed Paesel was seconded by Mayor Tom Weisner, and with all in favor, carried.

Respectfully submitted,



Tom Kotarac, Deputy Executive Director
for Policy and Programming

/stk
05-24-2016



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

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MEMORANDUM

To: Regional Coordinating Committee
CMAP Board
MPO Policy Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: June 1, 2016

Re: FY 2017 Unified Work Program (UWP)

For your review and approval is the proposed FY 2017 Unified Work Program. The attached outlines the programs the Chicago Metropolitan Agency for Planning and other UWP agencies will undertake to enhance transportation planning in northeastern Illinois and fulfill federal planning requirements. The funding of the UWP is consistent with the State of Illinois fiscal year, which starts July 1, 2016 through June 30, 2017. The final UWP document which will be released June 30 includes the transportation planning activities to be carried out in the region, detailing each project's scope, deliverables, costs and source of funding.

On April 7, the UWP Committee approved a proposed FY 2017 Unified Work Program totaling \$18,103,933. This includes \$17,104,664 in Federal funding and \$999,269 in local match. Attached is a summary of the program and allocated funding. Unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in the total local match amount. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will submit a revised budget.

ACTION REQUESTED: Recommend approval of the FY 2017 Unified Work Program to the CMAP Board, MPO Policy Committee

FY 2017 Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). Due to the lack of an approved State of Illinois budget for FY 2016, CMAP has struggled to secure its matching requirement and is taking steps to reduce dependence on these IDOT funds. Because the FY 2017 budget requires approval by the CMAP Board in June 2016, this document seeks to clarify matters stemming from the uncertainty caused by the State budget impasse that continues in Springfield.

Our agency is pursuing multiple paths to transition away from reliance on IDOT matching dollars since the 2011 dissolution of the statewide Comprehensive Regional Planning Fund (CRPF), which had provided CMAP with the \$3.5 million required for its annual match. Those efforts include advocating through legislation that the Illinois General Assembly reinstate the CRPF; creating a local dues structure similar to those used by many other regional planning organizations across the U.S.; and working with IDOT and the FHWA to apply Transportation Development Credits (TDC or toll credits) to the FY 2017 budget. CMAP, IDOT and FHWA have reached an agreement to allow the use of toll credits for the FY 2016 budget. With this agreement CMAP can meet its 20% Federal matching requirement, resume payments to vendors, reimburse cash reserves and most importantly, remain solvent.

For FY 2017, the Unified Work Program (UWP) for transportation planning for northeastern Illinois was earmarked to receive \$17,104,664 in Federal funding with a local match requirement of \$4,276,166. During the April 7th UWP Committee meeting, the Committee unanimously voted to award a higher share of funding to CMAP to remain operational, rather than fund other competitive projects. Competitive projects were evaluated and ranked, but no funding was appropriated.

Also, unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in Table 1: Summary of UWP Projects and Budgets by Recipient Agency. The State of Illinois must ultimately meet its responsibility to provide a match for CMAP to access its Federal funding. The match can either come from 1.) a State-passed budget with CMAP included in IDOT's budget, 2.) the Comprehensive Regional Planning Fund if the General Assembly passes legislation to reinstate it, or 3.) the potential continued use of toll credits in FY 2017. Because there is uncertainty as to which source will be available and what level each source will provide at the beginning of FY 2017, this budget shows a \$0 value in the local match line item. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will revise the budget to first replenish those critical on-hand reserves, and then determine the feasibility of reconsidering competitive UWP applications and crediting local dues contributors for a portion of the amount owed.

As a result of the uncertainty as to which source will be available to CMAP, the FY 2017 UWP budget reflects a program with total expenditures of \$18,103,933 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and local sources (\$17,104,664 in Federal funds and \$999,269 in local sources).

The Unified Work Program Committee consist of eight voting members who represent the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the Illinois Environmental Protection Agency (IEPA), FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 2017 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2016 through June 30, 2017. The UWP Committee developed the FY 2017 program based on the FY 2016 UWP federal funding earmark for the metropolitan planning area. Project/program selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2017 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

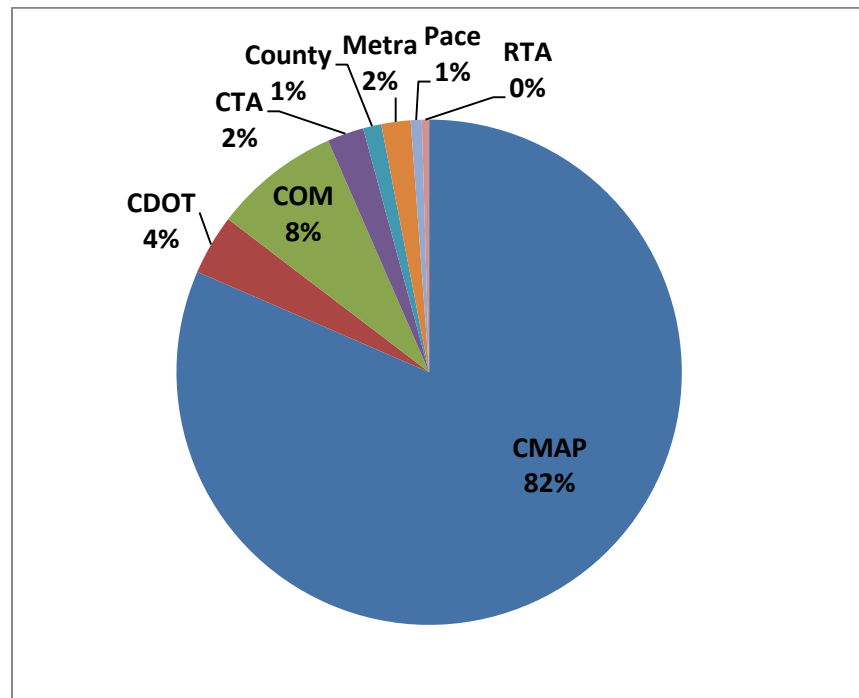
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

FY 2017 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Lake County for core transportation planning activities. While CMAP was awarded a higher share of the funding, the other agencies were funded at their FY 2016 funding levels. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST ACT).

Funding by Agency

Figure 1 shows the share of FY 2017 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2017 UWP Funds by Agency



CMAP is receiving 82% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, commence planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 2%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 4% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Lake County is funded for their Paratransit Market Study.

TABLE 1: Summary of UWP Projects and Budgets by Recipient Agency

| Agency | Project Title | FTA | FHWA | Local Match | Total |
|--------------------------------|--|------------------|-------------------|----------------|--------------------|
| CMAP | MPO Activities | 2,343,546 | 11,596,848 | TBD* | 13,940,394 |
| CMAP Total | | 2,343,546 | 11,596,848 | TBD* | 13,940,394 |
| CTA | Program Development | 400,000 | | 100,000 | 500,000 |
| CTA Total | | 400,000 | | 100,000 | 500,000 |
| City of Chicago | Transportation and Programming | 660,000 | | 165,000 | 825,000 |
| City of Chicago Total | | 660,000 | | 165,000 | 825,000 |
| Council of Mayors | Sub regional Transportation Planning, Programming and Management | | 1,384,270 | 554,269 | 1,938,539 |
| Council of Mayors Total | | | 1,384,270 | 554,269 | 1,938,539 |
| Lake County | Paratransit Market Study | 200,000 | | 50,000 | 250,000 |
| County Total | | 200,000 | | 50,000 | 250,000 |
| Metra | Program Development | 320,000 | | 80,000 | 400,000 |
| Metra Total | | 320,000 | | 80,000 | 400,000 |
| Pace | TIP Development and Modeling | 60,000 | | 15,000 | 75,000 |
| Pace | Rideshare Services Program | 60,000 | | 15,000 | 75,000 |
| Pace Total | | 120,000 | | 30,000 | 150,000 |
| RTA | Regional Transit Planning Staff | 80,000 | | 20,000 | 100,000 |
| RTA Total | | 80,000 | | 20,000 | 100,000 |
| FY 2016 UWP Total | | 4,123,546 | 12,981,118 | 999,269 | 18,103,9233 |

Brief Synopses of FY 2017 Recommended UWP Projects

MPO Activities

Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; planning for the next long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.

\$13,940,394

Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:
\$13,940,394**

Program Development

Purpose: This program supports regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans. The development of the Capital program for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.

\$500,000

Chicago Transit Authority (CTA)

**Agency Total:
\$500,000**

Transportation and Programming

Purpose: The purpose of this program is to support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies,

\$825,000

elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.

City of Chicago

Agency Total:
\$825,000

Sub Regional Transportation Planning, Programming and Management

Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.

\$1,938,539

Council of Mayors

Agency Total:
\$1,938,539

Program Development

Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.

\$400,000

Metra

Agency Total:
\$400,000

Rideshare Services Program

Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The program is also expanding as an effective Transportation Demand Management (TDM) strategy to reduce the need for single occupancy vehicles, lower highway congestion, lower commute times and energy consumption; and improve air quality.

\$75,000

TIP Development and Modeling

Purpose: Pace will develop a fiscally constrained Pace bus Capital

\$75,000

Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.

Pace **Agency Total:**
\$150,000

2018 Regional Transit Strategic Plan Support **\$100,000**

Purpose: This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The previous Strategic Plan was published in 2013. The 2013-2018 Regional Transit Strategic Plan established a set of fundamental Goals and Objectives. The 2018 Strategic Plan will build off those Goals, reviewing and updating objectives for the next five years. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the next Long Range Comprehensive Plan.

RTA **Agency Total:**
\$100,000

Lake County Paratransit Market Study **\$250,000**

Purpose: The purpose of this study is to determine transportation options for the various mobility challenged constituencies in Lake County and prepare an implementation plan to improve service. While the level of coordination has vastly improved, no data exists on the overall level of countywide demand for paratransit service and/or the transportation options needed to meet that demand. This is critical information that needs to be assembled in order to plan and implement solutions to meet the non-traditional transit needs of residents. This study will amend the transit component of the Lake County 2040 Transportation Plan adopted on June 6, 2014. The project team is envisioned to include Lake County, Pace, Metra, the RTA and the LCCTSC. This study is intended to build on the regional efforts of the RTA's Stable Funding Paratransit Systems Study.

County Projects (Lake County) **Agency Total:**
\$250,000