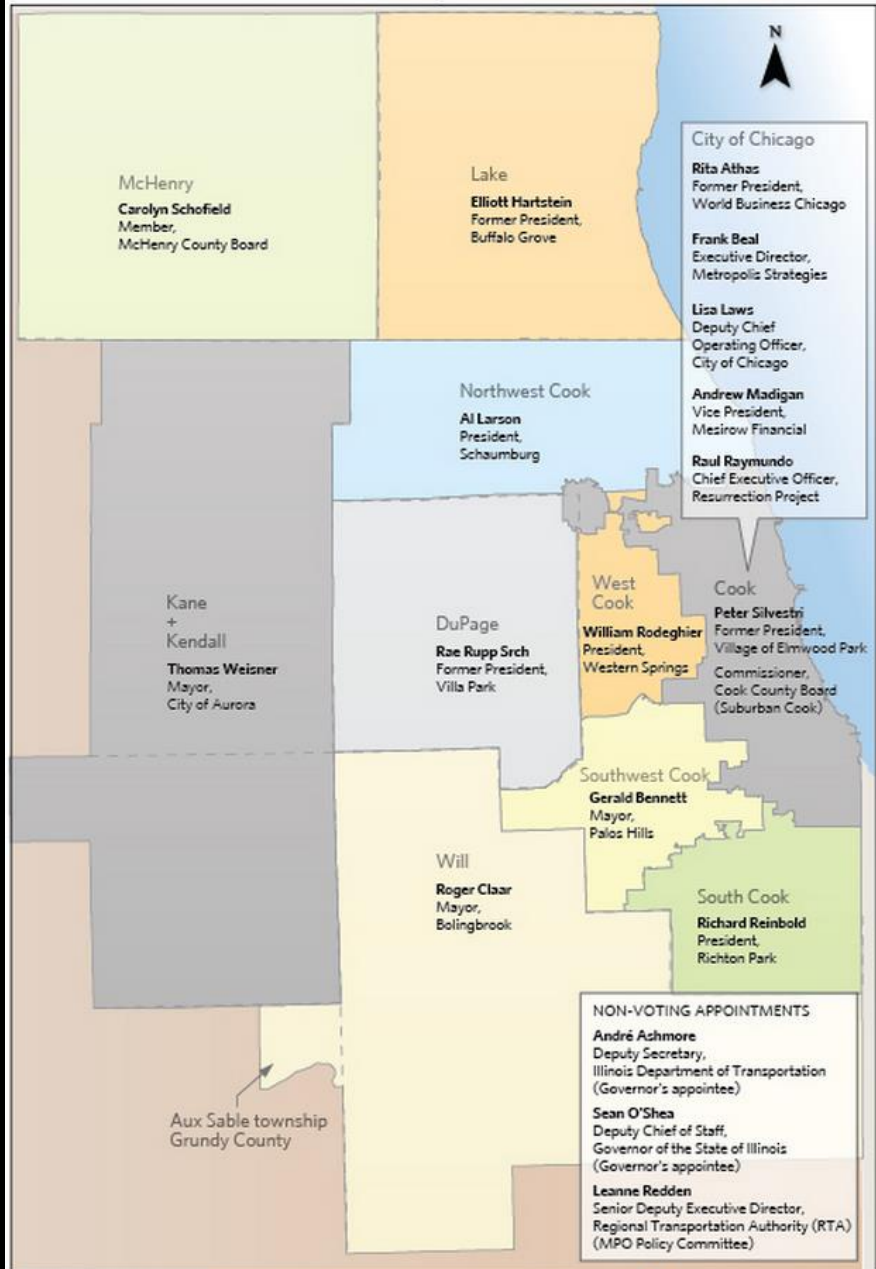


An aerial night photograph of a city, likely Chicago, showing a dense network of glowing roads and highways. A large, dark body of water, Lake Michigan, is visible in the upper right portion of the image. The city lights create a bright, intricate pattern against the dark landscape.

Region 5 Sustainable Communities Grantee Convening

October 2, 2014



CMAP Background

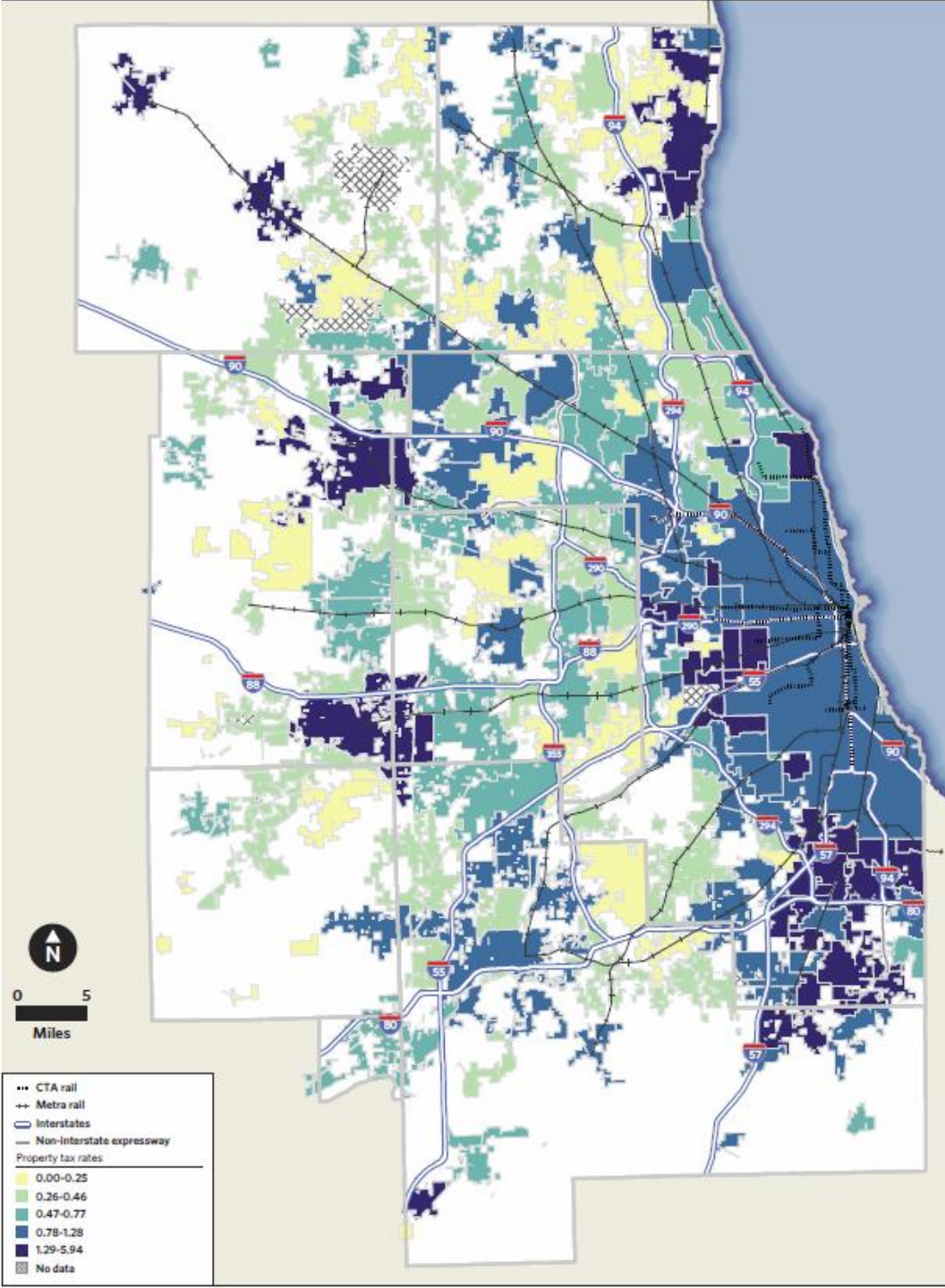
Formed by state law in 2005 to integrate planning for transportation and land use

Seven-county area, with geographically representative Board

Regional Governance

7 counties
284 municipalities
123 townships
307 school districts
136 fire districts
173 park districts
108 library districts
88 miscellaneous

1,226 total



CMAP



GO TO

20

40

Key Recommendations of GO TO 2040

Livable Communities

1. Land Use and Housing
2. Water and Energy
Conservation
3. Parks and Open Space
4. Local Food

Human Capital

5. Education and Workforce
Development
6. Economic Innovation

Efficient Governance

7. Tax Policy
8. Access to Information
9. Coordinated Investments

Regional Mobility

10. Transportation Investments
-- major capital projects
11. Public Transit
12. Freight



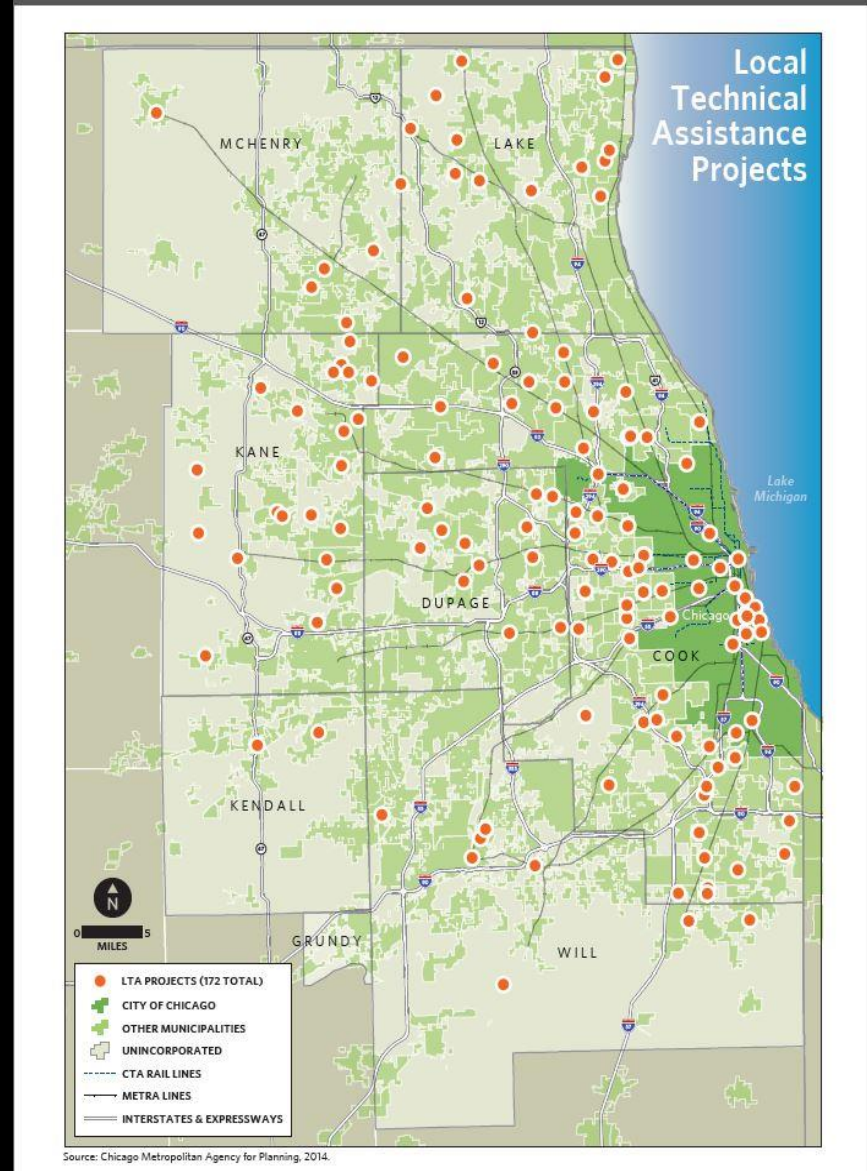
Local Technical Assistance (LTA) Program

Implements GO TO 2040 by
providing planning
assistance to local
communities

Initially funded by HUD, now
combination of sources

Initiated in 2011; over 80
plans completed and 50
underway

New projects selected
annually



LTA Program Funding: History

Initially funded through Sustainable Communities Regional Planning grant from HUD for \$4.25 million – grant expires January 15, 2014

Supplemented through federal transportation funding received annually by CMAP

External funding being sought in areas including: climate change, economic and workforce development, food, health, housing, open space, and water resources

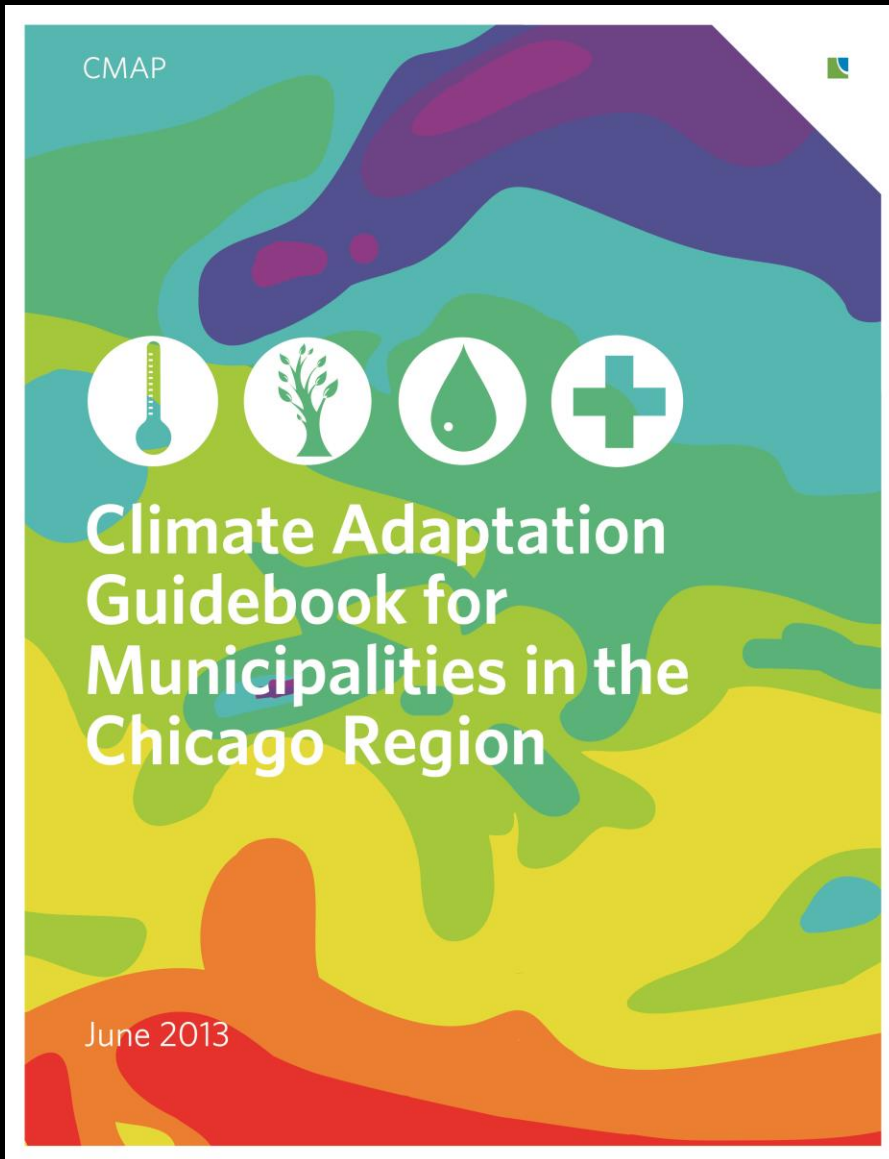
LTA Program Funding: Recent Grants

Successes so far:

- Chicago Community Trust - \$300,000, general support for LTA program
- Economic Development Administration - \$200,000, economic and workforce development
- Illinois Attorney General - \$250,000, housing
- Illinois Department of Natural Resources - \$325,000, water resources and coastal zone management
- Illinois Environmental Protection Agency - \$200,000, water quality and watershed planning

Applications currently under consideration for projects related to housing, brownfields, flooding, and resilience

Model Ordinances and Toolkits



Toolkits provide guidance for local governments

Topics include climate change adaptation, form-based codes, parking, water conservation, arts and culture, fair housing, aging in place, and others

Often followed by specific LTA projects to test and use the toolkits

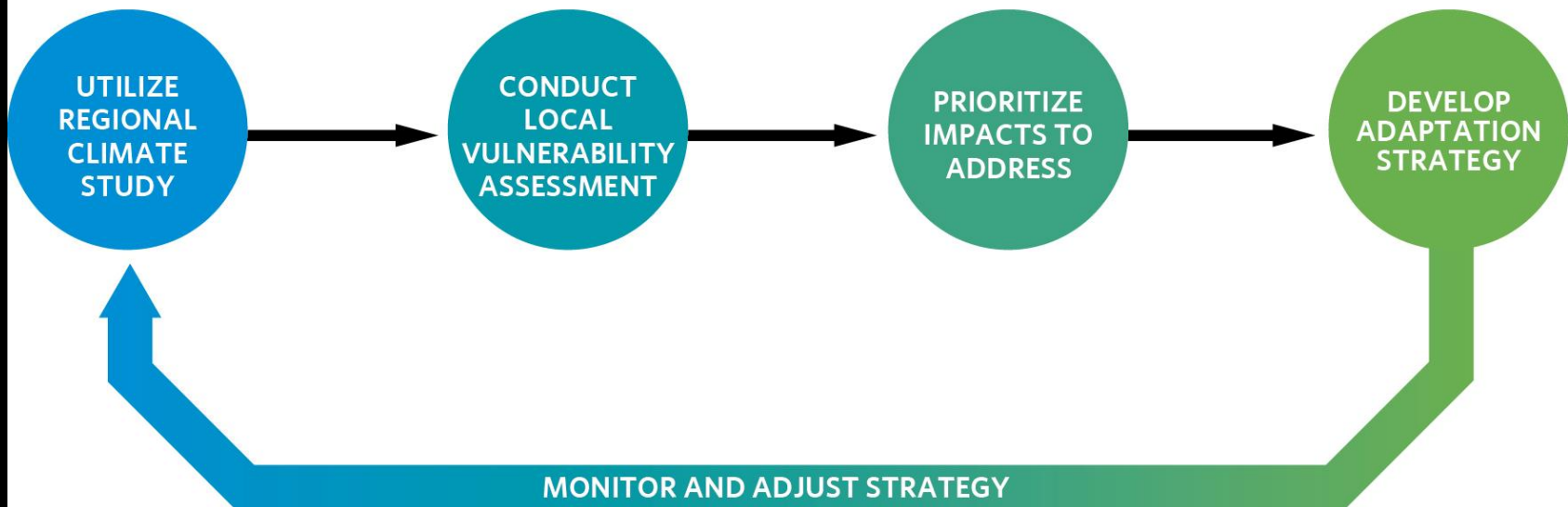
Model Ordinances and Toolkits

Primary hazard faced by region is increased flooding

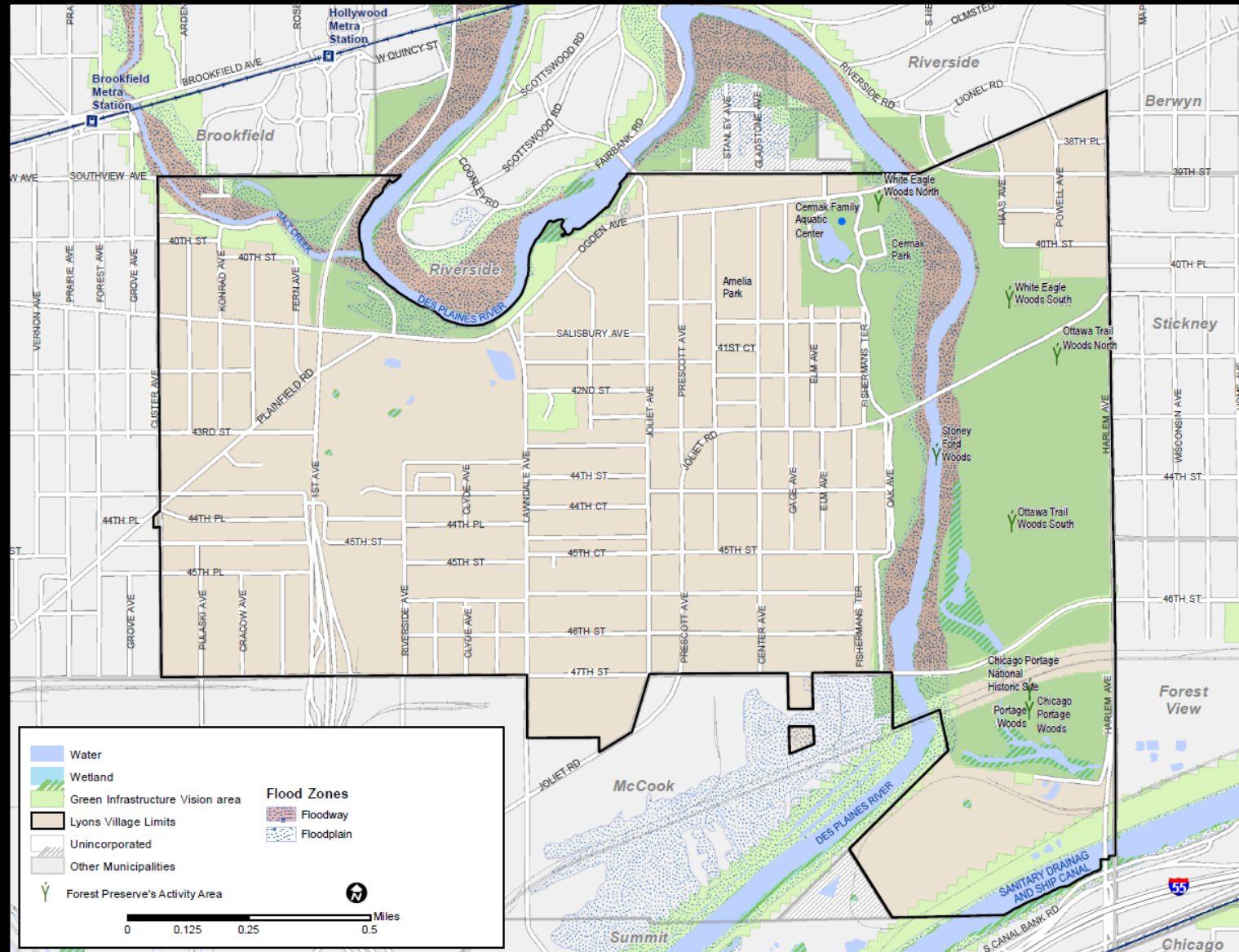
Serious floods occurring with increasing frequency, and not just in floodplains



Steps for developing a municipal climate adaptation strategy



Local Application of Stormwater Planning



Stormwater Planning Approach

Incorporate within comprehensive plans and other local plans

- Align with land use and transportation planning – focus is on above-ground solutions
- Experimentation underway with data sources, analytical tools, methods like flow-path modeling, public engagement to identify problem areas
- Designed to recommend green infrastructure, land use solutions, actions by private property owners
- Not substitute for full hydrologic and hydraulic modeling

Requires external funding to fully address; applications and proposals underway

LTA Program Funding: Federal Role

From GO TO 2040 (p. 236):

Traditionally, federal transportation funds are the major source of funding for planning agencies throughout the country. The 21st Century has seen increased emphasis on planning comprehensively (not just for transportation), with a focus on creating livable communities and ensuring the region's economic future. To sustain and enhance this planning, the federal government should also support a more robust investment in comprehensive planning from sources other than transportation funds.