

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD'S (TPB) PARTICIPATION IN THE
SUBMISSION OF SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, in 2009 Congress authorized a multi-agency Sustainable Communities Initiative between the U.S. Departments of Housing and Urban Development , Transportation and the Environmental Protection Agency to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning; and

WHEREAS, in June 2010, HUD published the first notice of funding availability for FY 2010 Sustainable Communities Regional Planning Grant totaling up to \$100 million in grant awards nationally to regions and local governments; and

WHEREAS, on June 21, 2011, HUD published the Advanced Notice of Funding Availability for FY2011 which states that, as in calendar year 2010, HUD will make available up to \$5 million for large metropolitan areas, like the National Capital Region, to help complete a Regional Plan for Sustainable Development; and

WHEREAS, the application again requires the formation of a multi-jurisdictional consortium including the regional planning organization, metropolitan planning organization, local jurisdictions representing at least 50 percent of the metropolitan area population, and at least one non-profit or educational institution to administer the Regional Plan for Sustainable Development. The consortium must also provide a 20 percent in leveraged resources; and

WHEREAS, on July 13, 2011, the COG Board adopted Resolution R35-11 authorizing staff to prepare and submit an FY 2011 Sustainable Communities Regional Planning Grant Application, and adopted Resolution R36-11 confirming the support and participation of each COG member jurisdiction in the consortium grant application; and

WHEREAS, COG is well positioned to compete for the FY 2011 grant funding, having received Preferred Sustainability Status following the submittal of the application in 2010 and the establishment in 2011 of the Region Forward Coalition (the Coalition); and

WHEREAS, with funds from the Sustainable Communities program, COG and the Coalition would create a Regional Plan for implementing *Region Forward* focused on balanced growth and neighborhood preservation and revitalization linked with existing and future transit investments, including work to:

- Complete a baseline analysis to identify specific data and programmatic gaps needed to implement the goals of *Region Forward*
- Develop and implement an extensive public engagement program through Coalition partners
- Develop an action plan for implementation including several pilot projects to be identified throughout the region

WHEREAS, the Plan will enable the National Capital Region to be a stronger competitor for limited infrastructure funds, create efficiency gains by breaking down administrative silos, and address regional equity and environmental concerns related to growth; and

WHEREAS, TPB staff will work with COG staff, TPB member agencies, and other grant application partners to develop the grant application; and

WHEREAS, the grant requires applicants to provide a minimum of 20 percent in leveraged resources, including cash and in-kind support from COG and consortium participants; and

WHEREAS, resources and funding in the TPB's Unified Planning Work Program (UPWP) are eligible for the leveraged resources required for the grant application; and

WHEREAS, the grant will be in the form of a cooperative agreement with HUD and the period of performance cannot exceed 36 months; and

WHEREAS, if the grant is approved by HUD, the cooperative agreement will require an amendment to the TPB's FY 2012 UPWP and will need to be incorporated into the FY 2013 and 2014 UPWPs;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves

- the TPB's participation as an applicant in the consortium for the Metropolitan Washington Council of Governments' submission of a Sustainable Communities Regional Planning Grant Application to HUD; and
- up to \$300,000 from the Unified Planning Work Program over the 36 month period of a grant as leveraged resources for developing a Regional Plan for Sustainable Development for the Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on July 20, 2011. Á

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, D.C. 20002-4290**

**RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT A
SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT APPLICATION**

WHEREAS, in 2009 Congress authorized a multi-agency Sustainable Communities Initiative between the U.S. Departments of Housing and Urban Development (HUD), Transportation (DOT) and the Environmental Protection Agency (EPA) to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning; and

WHEREAS, in June 2010, HUD published the first Notice of Funding Availability (NOFA) for the FY2010 Sustainable Communities Planning Grants totaling up to \$100 million in grant awards nationally to regions and local governments; and

WHEREAS, on June 21, 2011, HUD published the Advanced Notice of Funding Availability for FY2011 which states that, as in calendar year 2010, HUD will make available up to \$5 million for large metropolitan areas, like the National Capital Region, to help complete a Regional Plan for Sustainable Development; and

WHEREAS, the application again requires the formation of a multi-jurisdictional consortium including the regional planning organization, metropolitan planning organization, local jurisdictions representing at least 50 percent of the metropolitan area population, and at least one non-profit or educational institution to administer the Regional Plan for Sustainable Development. The consortium must also provide a 20 percent in leveraged resources; and

WHEREAS, in July 2010, the COG Board adopted Resolution R41-10 authorizing staff to prepare and submit a Sustainable Communities Regional Planning Grant Application, and adopted Resolution R41-10a confirming the support and participation of each COG member jurisdiction in the in consortium grant application; and

WHEREAS, COG is well positioned to compete for the grant funding, having received Preferred Sustainability Status following the submittal of the application in 2010 and the establishment in 2011 of the Region Forward Coalition (the Coalition); and

WHEREAS, with funds from the Sustainable Communities program, COG and the Coalition would create a Regional Plan for implementing *Region Forward* focused on balanced growth and neighborhood preservation and revitalization linked with existing and future transit investments, including work to:

- Complete a baseline analysis to identify specific data and programmatic gaps needed to implement the goals of *Region Forward*
- Develop and implement an extensive public engagement program through Coalition partners
- Develop an action plan for implementation including several pilot projects to be identified throughout the region

WHEREAS, the Plan, as administered by COG and the Coalition, will enable the National Capital Region to be a stronger competitor for limited infrastructure funds, create efficiency gains by breaking down administrative silos, and address regional equity and environmental concerns related to growth.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. The Executive Director, or his designee, is authorized to submit an application, on behalf of the consortium, to HUD for the Sustainable Communities Planning Grant in an amount not to exceed \$ 5 million.
2. The grant requires applicants to provide a minimum of 20 percent in leveraged resources, including cash and in-kind support from COG and consortium participants. COG shall provide up to \$100,000 in FY 2012 Contingency Reserve revenue should it be necessary to meet the leveraged resources minimum and support a competitive grant application.
3. The grant will be in the form of a cooperative agreement and the period of performance shall not exceed 36 months.
4. If approved, the cooperative agreement will require amendment to COG's FY 2012 work program and budget and be incorporated into COG's FY 2013 and 2014 proposed budgets.

Resolution R36-2011
July 13, 2011

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, D.C. 20002-4290**

**RESOLUTION APPROVING COG STATEMENT OF INTENT TO PARTICIPATE IN HUD'S
SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT**

WHEREAS, the Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association comprised of the local governments of the National Capital Region, and COG also acts as the administrative agent of the National Capital Region Transportation Planning Board, the metropolitan planning organization (MPO) of the National Capital Region; and

WHEREAS, in January 2008, COG established the Greater Washington 2050 Coalition, a public private advisory panel, consisting of local government officials, representatives of the Region's business and environmental sectors, and members of the public representing numerous and diverse civic interests, to help shape the Region, and the Coalition sought to leverage existing regional and local vision plans and reach regional agreement on local actions that can help achieve common regional goals; and

WHEREAS, in January 2010, the COG Board approved the Coalition's final report, *Region Forward – A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century*, which includes nine regional goals in four themes of accessibility, sustainability, prosperity, and livability; and establishes regional performance targets and indicators to measure required progress toward goals; and

WHEREAS, in 2010 the COG Board recommended that its member local governments execute a voluntary regional compact incorporating these regional goals, and commit to consider regional implications in their local decisions and actions; and every local government member has endorsed the voluntary Greater Washington 2050 Compact and, within the jurisdiction's legal, financial, and political limitations, committed to follow the principles and goals therein in its decisions and actions; and

WHEREAS, in January 2011, the COG Board established the Region Forward Coalition to oversee implementation of the *Region Forward* goals, targets and indicators; and

WHEREAS, COG desires to apply for the HUD Fiscal Year 2012 Sustainable Communities Regional Planning Grant Program to support implementation of the *Region Forward* report and take other actions required by the program and the Livability Principles set forth in the HUD Docket No. FR-5559-N-01 Advanced Notice of Funding Availability in order to achieve sustainable outcomes for the National Capital Region.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

1. Local governments, through participation and membership in COG, pledge our intent to participate in the Sustainable Communities Regional Planning Grant Program and will work with COG to secure individually signed memorandum of understanding agreements, or the like, within 120 days should grant funding be awarded.

2. The COG Board commits COG to be lead applicant for purposes of the HUD Fiscal Year 2011 Sustainable Communities Regional Planning Grant Program on behalf of its local government members.
3. As lead applicant, COG will have the administrative responsibility for ensuring that the COG consortium's program is carried out in compliance with all HUD requirements.
4. COG will execute a formal consortium agreement no later than 120 days after the effective start date of the grant agreement, which agreement shall describe each member's specific activities under the Program, including timetables for completion.
5. As lead applicant, COG will enter into memoranda of understanding with any partners receiving funding from the grant to ensure delivery of the required activities.
6. The Executive Director is hereby authorized to sign the grant and other documents required by HUD in furtherance of this statement of intent.

Planning for Complete Communities in Transit Corridors

On June 21, 2011, the U.S. Department of Housing and Urban Development released an Advanced Notice of Funding Availability (NOFA) for the second round of Sustainable Communities Regional Planning Grants. The Grant opportunities build on the partnership established in 2009 between HUD, the U.S. Department of Transportation (DOT) and the Environmental Protection Agency. Building on COG's adopted vision of *Region Forward* and its multi-sector goals, targets and indicators, COG and the Region Forward Coalition will be applying for funds to preserve and enhance transit-oriented communities throughout metropolitan Washington. The Plan will address economic development, energy use, water quality, workforce development, and healthy communities around our existing and future transit investments. The initiative will have a particular focus on creating mixed-income communities by preserving affordable housing and providing access to economic opportunities and services as called for in *Region Forward*.

Historic Challenge and Opportunity:

Our region is in a major transition period where we are emerging from the recession and realizing a new American Dream; a dream to live in transit-oriented walkable communities. We are witnessing robust real estate growth in the region's core markets around transit stations and walkable neighborhoods. At the same time, rising housing costs around many of our transit investments have displaced long-time residents and businesses, and forced many low- and moderate-income households to seek affordable housing in locations that are far removed from the region's transit network and major employment centers. Concurrently, housing on the region's fringe has lost significant value, posing a long-term challenge that may re-concentrate poverty in isolated suburban neighborhoods with limited access to jobs, services, and transit. Many people in our region are caught between an affordability and accessibility tradeoff: seek affordable housing further away from transit or face rising housing costs in order to remain near transit. We are at a critical time where the region needs to 1) get in front of this trend before development pressures around our transit stations force low-income families to move away from transit, and 2) create a regional plan to channel growth around our transit investments and create complete communities.

Market demand: Metropolitan Washington already exhibits the key demographic shifts that other regions will face in the next 10 to 20 years. These demographic changes are creating strong demand for transit-oriented walkable neighborhoods. Many suburban areas in our region already recognize this trend and are proactively planning to transform traditionally auto-centric places like Tyson's Corner into transit-oriented communities where people can live near their jobs and get around without relying on automobiles. Due to the growing demand by people of all incomes for transit-oriented communities, these communities are vulnerable to becoming completely unaffordable without careful planning and support.

New Transit Investments: The National Capital Region benefits from some of the best transit infrastructure in the nation and we continue to make transit a priority with new investments in light rail, bus rapid-transit, and a new streetcar network. The region will spend approximately \$9 billion over the next decade on new transit lines, and this expansion of the transit network will force us to reconsider land use to better support our infrastructure. These investments present a unique opportunity to reshape the region's urban form to support sustainable development and foster vibrant neighborhoods for all residents.

New Regional Collaboration and Vision: In many ways, the timing of this grant could not be better. Last year, the COG Board of Directors and all 21 local jurisdictions approved a regional vision, *Region Forward*, marking a historic first-step for the region. *Region Forward* establishes ambitious goals and targets to lead the region to a sustainable and prosperous future for all. The region has begun fulfilling its vision by establishing a new coalition, the Region Forward Coalition, which is working towards a future where mixed-income transit-oriented

Friday, July 08, 2011

Conceptual Framework

communities become part of the fabric of the National Capital Region. The Coalition includes stakeholders that have been drawn from a pool of traditional and nontraditional regional governance participants. The Coalition

members share a commitment to implement our region's vision by advancing innovative and equitable community planning to create mixed-income, mixed-use, and transit-rich neighborhoods that are inclusive to households of all backgrounds and income levels. COG and the Region Forward Coalition are particularly unique in the ability to address these concerns as *Region Forward* builds on the achievements of the past such as the TPB Vision, the Greater Washington 2050 Coalition, the Climate Change report and extensive work in the areas of land use, transportation, the environment, and health and public safety.

Key Accomplishments: Coalition partners are currently developing the first of our implementation tools, a transit-oriented development affordable housing fund. The Coalition is also working to study regional affordable housing needs and preserve housing in transit-oriented communities that exhibit risks of becoming completely unaffordable.

Project Approach:

The initiative will put into action our regional vision and build new capacity to secure equitable outcomes that guarantee everyone benefits from sustainable, equitable growth and access to social and economic opportunities. This planning initiative will bring much needed attention and focus on targeting the region's development around our existing and future transit stations to support our investments in transit, while also putting into place a framework for equitable transit-oriented communities. We have learned that without a plan focused on equitable transit-oriented development for our transit investments, these stations and corridors can become so attractive and unaffordable that long-time residents and businesses are often displaced. A key objective of this proposal is to ensure people of diverse incomes, particularly low-income residents near the region's existing and future transit investments have the choice to remain and reap the benefits of transit-oriented development, which include reduced transportation costs and improved access to jobs, services, and amenities. To achieve this, the initiative will address affordable housing, energy use, economic development, displacement of residents and businesses, water quality, workforce development, and healthy communities to strengthen our regional transit-oriented vision.

This *Planning for Complete Communities in Transit Corridors Initiative* will focus on the following activities:

- Convene or re-establish a regional equity network to facilitate broad participation by residents and community groups in identifying needs and priorities for the Action Plan and demonstration plans.
- Examine existing research and conduct additional regionally-focused research and analysis to address major knowledge gaps, such as a region-wide housing impediments analysis. Additional research will respond to the region's need to improve its equity, environmental, and economic conditions.
- Develop an Action Plan for the region's transit corridors and station areas. The Action Plan will identify Complete Communities priorities to enhance the equity, environmental, and economic conditions of the region and will recommend potential strategies to address these needs.
- Create a series of demonstration plans for planned and existing transit corridors to address key challenges in those locations.
- Develop and launch new programs and tools, and realign existing ones, to support the implementation of transit-oriented complete communities. One such tool, the Transit-Oriented Affordable Housing Fund, is currently under development; this grant would help to seed the Fund.
- Identify and develop policy, administrative, and regulatory changes necessary to support transit-oriented complete communities after the funding period ends.

Process for Planning for Complete Communities in Transit Corridors

