(1) Rating Factor 1: Capacity of the Applicant and Relevant Organizational Experience

a. Organizational Capacity and Qualification

The Tri-County Regional Planning Commission (TCRPC) has convened a new Regional Sustainability Consortium to develop this proposal. The Consortium currently includes a core group of lead members and a much wider collection of key partners including municipalities, non-profit and community based organizations. An organizational chart for the Consortium and proof of commitment from many consortium members is in Appendix A. The Consortium membership is expected to expand with the grant funded project's expansion. The following is a list of the leading, founding, and interested/early entry participants in the mid-Michigan Regional Sustainability Consortium.

Consortium Leaders:

- Tri-County Regional Planning Commission (lead applicant)
- Greater Lansing Housing Coalition (non-profit housing)
- Mid-Michigan Environmental Action Council (non-profit)
- Michigan State University (educational institution)
- Michigan Energy Options (non-profit environmental/energy)
- Municipalities
    - Ingham County, Clinton County, Eaton County
    - Cities of Lansing (Principle city), East Lansing, Williamston
    - Village of Webberville
    - Townships of Leroy and Williamstown / Charter Townships of Meridian and Lansing

Consortium Participants

Housing and Community Development organizations/agencies: Ingham County Land Bank Authority, Michigan State Housing Development Authority, Habitat for Humanity, Capital Area Council on Independent Living, Michigan Fitness Foundation, Michigan Department of Community Health, NEO-The Center for New Enterprise Opportunity and LCC Radio 89.7FM / WLNZ TV and Capital Area Media Television.

Economic Development and Business organizations: Lansing Economic Development Corporation, Lansing Regional Chamber of Commerce, Lansing Economic Area Partnership and Gilbert M White Realtor.

Land Use, Infrastructure, and Environmental organizations/agencies: Capital Area Transportation Authority, Michigan Department of Transportation, Greater Lansing Regional Committee for Stormwater Management, Groundwater Management Board, Lansing Board of Water and Light, Consumers Energy, Clinton County Conservation District, Eaton County Conservation District, Clinton County Parks and Green Space Commission, Ingham County Parks, Eaton County Parks and Ingham County Farmland Preservation.

Additional Consortium Participants will be sought and could include: Greater Lansing Homeless Resolution Network, Housing Services, Greater Lansing Arts Council, Greater Lansing Refugee Development Center, Lansing, East Lansing, Okemos, Haslett, Williamston and Webberville School Districts, Ingham, Eaton and Clinton Intermediate School Districts, Eaton County Continuum of Care, Lansing Association for Human Rights, Christo Rey Community Center, the Nokomis Center, Tri-County Office on Aging, Black Child and Family Institute and Walk-Bike Lansing Association, MSU Extension, the Greater Lansing Food Bank, The Mid-Michigan Food Policy Council.

Consortium Commitments

The Consortium worked together to develop this proposal for the Greater Lansing Michigan tri-county region, a metropolitan planning area (see Project Area Map in Exhibit Three). Consortium members agree to carry out the grant program to support planning efforts that integrate housing, land use, economic and workforce development, transportation, environmental and infrastructure investments. As specified in their letters of commitment and support, members have agreed to:

- Participate in stakeholder workgroups convened to provide oversight on individual projects.
- Host workshops and outreach meetings specific to individual projects.
- Disseminate sustainability information and build regional consensus and elicit support through established constituent networks reaching citizens (particularly marginalized populations), businesses and community agencies.
- Supply data upon request to support individual projects.
- Participate in Consortium meetings and in action items developed by the Consortium.
- Promulgate policies at the local and regional level that advance sustainability.

As the Consortium leader, TCRPC will be responsible for conducting the majority of the work, convening and documenting Consortium meetings, assigning tasks for Consortium members, administering grant projects and monitoring progress implementing the grant.

- TCRPC staff will report to TCRPC's Board of Commissioners on the Consortium. The 19-member TCRPC Board of Commissioners consists of elected officials appointed by the region's three Counties and the City of Lansing, Meridian Charter Township and Delta Charter Township. The Board includes representatives of the region's most populous municipalities and its transportation and transit agencies.
- Taskforces will be convened to advise and to provide specific project support. They will include representatives of community-based organizations, local governments, school districts, non-profit agencies, citizens, businesses, and advocacy groups.
- Consultants or contractors will be procured as necessary to complete tasks requiring specific skills.
- The general public, target populations in underserved areas, and the business community will provide input on individual projects and on the region's overall approach to sustainability and will be kept apprised of work conducted by the Consortium. Anticipated outreach methods include a new online portal for information-sharing, public opinion surveys, newsletters, design charettes or workshops, and a quarterly report to the region tracking progress towards greater sustainability.

TCRPC has more than 55 years of experience bringing local governments together to develop and implement regional plans and policies. TCRPC also has a strong history of involving the business community and other stakeholders in its initiatives. TCRPC currently hosts and facilitates regional planning and development activities in the areas of ground and surface water protection, community and economic development, land use planning and zoning and multi-modal transportation planning. TCRPC is the designated Metropolitan Planning Organization, the region's Economic Development District (U.S. Dept. Commerce), and they maintain a regional data center that includes a U.S. Census repository, geographic information systems and current aerial photography and digital elevation data for the region. TCRPC has been recognized nationally for its impressive comprehensive regional plan initiative, our regional framework *"Regional Growth: Choices for our Future."* Other recent reports by TCRPC include; 2010-12 Comprehensive Economic Development Strategy, Greening Mid-Michigan - A Regional Plan for Green Infrastructure, 2035 Regional Long Range Transportation Plan, 2011-14 Transportation Improvement Program, Water Quality Management Plans, Groundwater Management Plan(s), and the Tri-County Urban Service Management Study.

TCRPC adopted a public participation plan to provide residents opportunities to be involved in developing and implementing planning work. All outreach efforts include special emphasis on reaching those populations traditionally underrepresented in the planning process. TCRPC is committed to principles of educating to raise awareness of the planning process, helping local governments promote collaborative efforts, encouraging specific individual actions, soliciting input/feedback and continuing to improve through ongoing internal and external evaluation.

Consortium leaders bring a wealth of expertise in planning and development initiatives to inform and improve our regional sustainability plans. Ingham County, Eaton County, Clinton County and Meridian Charter

Township all have successful programs in planning for energy efficiency, climate change and multi-modal transportation.

The Mid Michigan Environmental Action Council has extensively engaged community groups, marginalized populations, local governments and others in the 2009 Lansing Complete Streets initiative and the 2010-2012 Lansing Walkability Audit and Sidewalk Inventory to address resident needs.

The Lansing Economic Development Corporation, City of East Lansing, and Lansing Charter Township established a Michigan/Grand River Avenue Corridor Authority and worked with the Lansing Economic Area Partnership, the Greater Lansing Council for the Arts and the Lansing Regional Chamber of Commerce to facilitate Placemaking with arts and cultural development, a corridor bus-rapid transit project and the Lansing Master Plan Update that addresses the needs and concerns of marginalized and underserved populations in the city.

Michigan Energy Options trains Michigan residents in weatherization, construction and energy conservation. The Ingham County Land Bank, Habitat for Humanity, and Greater Lansing Housing Coalition developed and implemented significant programs to reclaim, renovate, and repopulate abandoned, tax-reverted properties while improving opportunities and support for home ownership and neighborhood reinvestments.

Michigan State University (MSU) offers a range of research-based expertise through its Land Policy Institute, the Planning and Zoning Center at MSU, and Citizen Planner Programs, the Center for Community Economic Development, and the MSU School of Planning, Design and Construction. As a land grant university, MSU is an expert resource in effective outreach and practical assistance to the citizens of Michigan particularly the state's traditionally underserved and challenged populations.

b. Capability and Qualifications of Key Personnel

The Consortium has sufficient and competent personnel, or can obtain such personnel, to implement all grant activities and initiate work within 120 days of the effective date of the grant award.

Lead Applicant: Tri-County Regional Planning Commission

TCRPC will maintain administrative responsibility for the grant contract. We have the financial capacity to manage this project and experience in the sub-award process. TCRPC has a long and successful history of grants administration and has received and administered annual planning grants from the U.S. Department of Commerce, Federal Highways Administration (FHWA) (Ongoing), Federal Transit Authority (FTA) (Ongoing), United States Geologic Service (2009), and State of Michigan Departments of Transportation, Environmental Quality, and Natural Resources (Ongoing).

Susan M.C. Pigg, CEcD., TCRPC Executive Director – Responsible for a staff of 14 and an annual overall budget of approximately $1.7M addressing intergovernmental planning and problem solving on multi-community issues of transportation, environmental quality and land use, community and economic development. Prior to joining TCRPC, Ms. Pigg was the director of a county development corporation administering over $1.4M development grant funds. She has administered a county housing program. Education/Experience: M.S. Resource Development; Ph.D studies Resource Development-Community Economic Development; Director, Ingham County Economic Development Corp & Brownfield Redevelopment Authority; Director, Eaton County Community Development; Statewide programs planner, MI Department of Transportation. Tenure: TCRPC Executive Director, 2011.

Paul T. Hamilton, TCRPC Chief Transportation Planner – Responsible for developing and monitoring implementation of the region's federal and state transportation planning requirements and "*Regional Growth: Choices for Our Future,"* our regional sustainability framework. Mr. Hamilton's expertise includes long-range and annual transportation plan development, implementation and maintenance. He is responsible for administering road and transit plans for TCRPC, a designated Metropolitan Planning Organization (MPO). He is successful at coordinating multi-disciplinary activities of data collection and analysis, intermodal planning and environmental planning. He coordinates work with external partner agencies, including road and transit agencies, local

communities and federal and state agencies. Education: M.S., Univ. of Oregon, Interdisciplinary Studies: Urban & Regional Planning, Political Science & Geography. Tenure: TCRPC Planner, 1985. Grant responsibilities: Co-lead Projects 7, 8 & 9, conduct outreach and engagement activities.

Harmony Gmazel, AICP, TCRPC Land Use Planner – Provides technical assistance to regional stakeholders and local governments in community planning strategies focused on collaborative planning, urban service management, green infrastructure planning, parks and recreation plans and land use-public health issues. Ms. Gmazel's work has been published in the 2006 American Planning Association *Urban Design Standards*, and she is nationally certified by the American Institute of Certified Planners. Education: M.S. Urban and Regional Planning. Tenure: TCRPC Planner, 2008. Grant responsibilities: Lead staff planner, Projects 5,6,8.

Other TCRPC Planners, Technicians and Support Staff will provide services to the project as appropriate. They include Christine Spitzley, AICP, Environmental Programs Planner; Erin Campbell, Assistant Environmental Planner and Certified Watershed Manager (Institute of Water Research at MSU); Dan Dillinger, Information Systems Planner; Maria Habba, Administrative Support and Kathy Donahue, Administrative Support.

CONSORTIUM LEADERS

Mid-Michigan Environmental Action Council, Julie Powers, Executive Director. Ms. Powers is responsible for this non-profit, grass roots organization's community education, outreach and partnership development. She manages volunteers and staff to engage stakeholders in environmental stewardship activities. Prior to this position, Ms. Powers served as the Grant Programs Director for the National Foundation for Credit Counseling, managing HUD's largest housing counseling intermediary. Ms. Powers is also a consultant on HUD housing programs. Education: B.A. from Alma College. Tenure: With Mid-MEAC since 2009. Grant Responsibilities: Lead staff for Projects 1,3,7.

Michigan Energy Options, John Kinch, Executive Director. Mr. Kinch is responsible for the operations of this important statewide non-profit organization. Kinch expanded MEO's involvement in policy and strengthened its connections to businesses and communities while maintaining programs to spur energy efficiency market transformations and aid at-risk populations. He participates in collaborations at the Michigan Public Service Commission, including Smart Grid and the Coalition to Keep Michigan Warm. Education/Experience: PhD from Michigan State University, MEO Board of Directors 2008-2010. Tenure: Executive Director since 2010. Grant Responsibilities: Lead staff for Projects 4,8.

Greater Lansing Housing Coalition, Katherine Draper, Executive Director. The Greater Lansing Housing Coalition (GLHC) is a private non-profit community development corporation, providing quality, affordable housing to people of modest means and helps revitalize neighborhoods. Since 1995, GLHC has acquired, rehabilitated (or newly constructed) and sold more than 125 single-family homes to income eligible, first-time home buyers. The Coalition has 235 rental units and has assisted 185 families in purchasing their first home. GLHC is the General Partner in two joint ventures that provide 32 apartments reserved for very low income and/or chronically homeless individuals. Lead staff for Projects 1,2.

Michigan State University, Mark A. Wyckoff, FAICP, Professor and Director, Planning & Zoning Center and Senior Associate Director, Land Policy Institute – Responsible for outreach services and research, Wyckoff is widely considered an expert on Michigan land use trends and policy. He is a frequent conference speaker and is consulted on pending legislative issues by stakeholders, including state legislators and non-profit advocacy organizations. Wyckoff is a Fellow of the American Institute of Certified Planners. Education: M.S. in Urban Planning from Michigan State University. Tenure: In 2006 he brought his long-standing Planning and Zoning Center to MSU. Grant Responsibilities: Lead staff for Projects 2,7.

Michigan State University, Suk-Kyung Kim, Assistant Professor of Interior Design in the School of Planning, Design, and Construction at Michigan State University. Before she joined MSU, Dr. Kim was an assistant professor in the Department of Textiles and Consumer Sciences (Housing Program) at Florida State University. Dr. Kim also worked for six years as a senior research specialist in the Housing and Urban Research Institute of Korea National Housing Corporation. Her research topics include: affordable housing design, housing for the elderly, children-friendly design, recycling for green design, residential space designs in other cultures, high-tech amenities for low-income families and for the elderly, and supportive design theory. Education: Ph.D. in Architecture from Texas A&M University, Master's Degree and Bachelor's Degree in Housing and Interior Design from Yonsei University in Seoul, Korea. Tenure: With MSU since 2008. Grant responsibilities: Co-lead for Project 2.

Michigan State University, Rex LaMore, Director of the Michigan State University's Center for Community Economic Development and a member of the faculty of the Urban and Regional Planning Program in the School of Planning, Design and Construction. Dr. LaMore has over 30 years of experience in community and economic development and has focused his career on the unique challenges of revitalizing distressed communities. Dr. LaMore provides leadership in a number of research and outreach activities designed to create jobs and improve the quality of life in distressed communities. His current research is focused on bio-manufacturing and Michigan's "knowledge economy/creative communities" where he and a team of scholars/practitioners are working with communities to create jobs in distressed areas. Education: Ph.D. in Education and Community Development from University of Michigan, Master's and Bachelor's Degrees. Grant responsibilities: Co-lead for Project 7.

c. Capacity to address economic and social disparities

TCRPC and its partners recognize the critical importance of reducing the economic and social disparities found in the planning and implementation process. To address this critical need, we will identify and reach out effectively to marginalized and underserved populations in our region. Within this proposed project, we have included inclusive planning processes based on outreach and extension efforts to facilitate inclusion, and a Community Reinvestment Fund that will distribute small grants to organizations that engage marginalized populations.

TCRPC is committed to the inclusion of traditionally under-represented populations in the planning process. To achieve this, we developed a multi-pronged approach to actively engage marginalized populations, empower representative organizations and create a community of invested stakeholders. Municipal planning departments will continue outreach activities to ensure substantial community participation in the planning process. The consortium partners will contribute by engaging their constituent groups, focusing on individuals and organizations with knowledge, skills and experience that inform the planning process. The consortium will establish the Community Investment Fund to provide mini-grants to organizations representing traditionally under-served and marginalized populations. These funds will be used to build capacity, provide professional development opportunities and give stakeholders the financial support necessary to participate in the regional sustainable development plan. The Fund will be managed by a committee of consortium members and specific mini-grant requirements will be developed. Finally, the proposed project encompasses existing TCRPC Committees so all of the subject-specific taskforces (housing, environment, energy efficiency, transportation, marginalized populations, local units of government and economic development) will review their current practices and remove barriers to participation such as membership fees, meeting times, locations, or structures that inhibit community participation.

(1) Rating Factor 2: Need/Extent of the Problem

a) Rating Factor 2 Form is included with this application packet

b) Narrative Statement of Need

Mid-Michigan is in a period of transition concerning its economy, access to jobs and housing and public health indicators. Our region is challenged with strengthening our quality of life while attracting businesses within a new knowledge-based economy and managing our financial resources effectively. Home foreclosures, an eroding

tax base and reductions in government services are just a few of the problems that must be addressed locally and regionally. While the figures in the Rating Factor 2 form provide some insight into our current situation, there are additional data that should be relayed for a true understanding of the full set of challenges we face and the projects we are proposing.

Our employment numbers are shifting. The region has lost roughly 27,000 jobs since 2000, mostly in manufacturing. Data for new hires show their average monthly income is $1,838, well below the average earnings in the region of $3,321. Mid-Michigan does show significant growth in the technology and insurance services industries which will require a well-trained workforce for the needs of new and emerging businesses. A successful economic transition will depend on raising the education levels and skills of residents. To do this, new strategies will have to be forged to connect the workforce with the needs of future technologies. Residents must also have access to up-to-date information related to sustainability projects and the work of the consortium (Project 9, Online Information Portal).

We lack data to effectively plan for regional housing strategies. As the region looks at various aspects of downsizing and sustainability, the need to coordinate region-wide housing strategies increases. The current piecemeal implementation of housing strategies needs to be replaced with a collaborative process for benchmarking current investment and prioritizing future investment in concert with various economic development, transportation, green infrastructure and climate strategies (Projects 1 and 2, a Regional 5-year Comprehensive Housing Plan and an Affordable Housing Study). Currently, there are little to no region-wide data on energy efficiency housing strategies. An energy audit sampling of housing throughout the region would provide a baseline for developing a climate action plan across the housing inventory on the region (Project 4, Regional Energy Audit Study). Further, we do not have a regional fair housing office to assess regulatory and local barriers to fair and affordable housing. This project will create such capacity with the regional housing partner as part of the development of a regional housing plan.

We can't sustain historic levels of transportation infrastructure expansion. A six percent decrease in state-wide travel over the last twenty-one years and loss of purchasing power has led to significant reductions in state gas tax revenues, a primary source of transportation funding, and limited the capacity to fund needed transportation infrastructure. Consequently, the region's investment in transportation infrastructure is not keeping pace with basic maintenance needs. In 2009-10, approximately 33.1 percent of federal-aid eligible roads in the region were in poor condition and about 13.1 percent of state and local highway bridges were structurally deficient. This infrastructure is essential to the region's economy and quality of life. The region is looking at ways to more efficiently operate and maintain the transportation system and seek funding mechanisms that do not depend on increased fuel consumption. In addition, the region must offer more transportation choices to residents, particularly within the urbanized area, to increase livability, and provide access to housing, jobs and community services (Project 7, Corridor Design Portfolio).

Our infrastructure network is oversized. While the region's population grew by 7.2 percent between 1990 and 2010, the amount of urbanized land increased. This means infrastructure services are now covering a much larger land area but the cost for maintaining these services is being borne by roughly the same number of people we had 30 years ago while their household income is decreasing. This is not sustainable. We must 'right size' our infrastructure system and target future development primarily in areas where capacity already exists and plans call for continued utilization (Project 5, Urban Service Management Activities)

Underrepresented populations, marginalized populations and other stakeholders are not fully integrated into the community planning process at their greatest potential. Currently, the full engagement of persons of various abilities, age, race, gender identity and income during community planning processes is limited. Local municipalities have inconsistent policies (including human rights ordinances) that are confusing and difficult to

enforce. Public meetings and regional planning taskforces offer an open invitation to people of all walks of life, and are legally required to do so, yet full engagement is often elusive. A greater connectivity between our local, county and regional planning processes with residents of various ages, abilities, languages, gender identity and income level is critical to the success of our region. Engaging stakeholders in planning efforts that involve housing, schools, neighborhoods, transportation networks and access to jobs is essential for sustainable community-building. (Projects 8, 3, 9 Complete Streets, Community Reinvestment Fund and Online Portal).

We lack priorities for green infrastructure planning. Since 1839, mid-Michigan has lost 87% of its native vegetation, and our local waterways have been severely negatively impacted from pollution resulting from such a land use change. Polluted storm water is the largest risk to the health and quality of our surface waters; impacting wildlife, aquatic life, drinking water, and recreational opportunities in the region. Currently, the region has identified 146,000 acres of habitat including watershed areas that are high quality and have the potential to harbor rare or endangered species in both rural and urbanized areas. We also know that our region pulls its drinking water from a very high quality source worthy of increased protection: the Saginaw Aquifer. This knowledge helped to shape our 2009 *Greening Mid-Michigan* vision for habitat protection, park and trail improvements, farmland protection and environmental protection. However, the vision lacks a set of priorities coordinated to specific project activities. The current implementation of *Greening Mid-Michigan* needs to be enhanced by region-wide public input, educational outreach and a formulation of priority areas for projects and funding. Inter-jurisdictional groundwater and surface water protection strategies also need to be synchronized along major transportation and housing corridors in the region (Project 6, Greening Mid-Michigan).

(c) The region is facing severe economic distress As a result of the changes noted above, mid-Michigan is experiencing unprecedented economic distress. US Labor Department statistics show the August 2011 unemployment rate in Lansing as 12.2 percent, or 1.34 times that of the national average. Mid-Michigan's unemployment was 8.1 percent; Furthermore, the 2010 American Community Survey showed Lansing had a poverty rate of 26.9 percent among all individuals, while the individual poverty rate for mid-Michigan is 16.9 percent, this is significantly higher than the 2000 rate of 11 percent and an increase has occurred in the categories of youth and families. Median household income in the principal regional city (and State Capital) of Lansing for the most recent year (2010 ACS) was estimated at $34,770 which is 69.5% of the national median of $50,046. For the entire region, the 2010 median household income was $47,731. When adjusted for inflation, this represents a drop of $10,436 (18 percent) since 2000, compared to a 9 percent drop nationally.

The Factor 2 Form contains the required data for the region.

(2) Rating Factor 3: Soundness of Approach

General Workplan

Mid-Michigan has experienced serious economic challenges over the last few years, far worse than much of the nation. But, the challenging economic climate here in Mid-Michigan has inspired a dynamic momentum behind regional programs especially from a cost-savings perspective. In 2005, after several years of meetings and discussions, the region adopted our regional sustainability framework entitled *Regional Growth: Choices for our Future (Choices for our Future).* Six years after implementation and integration, we recognize that there are certain gaps in the original framework and we must do some tweaking to keep this a living plan, one that is relevant to the needs of our community today and to the next generation.

b) Category 2 Applicants

(1) General Description of Proposed Detailed Execution Plan and Program for a Regional Plan for Sustainable Development

Over the past six decades, Tri-County has garnered the active participation of the Greater Lansing region's 75 local governments, three county governments, six road and transit agencies, as well as the Michigan Departments of

Transportation, Community Health, and Economic Development. Together we developed plans for many initiatives that support sustainability, including economic development, transportation, infrastructure, housing and environmental quality projects.

a) The Contents of the Existing Vision

Choices for our Future's development involved extensive multi-year stakeholder input. Tri-County, comprised of elected officials from throughout the region, facilitated and hosted public input through a project advisory committee, multiple task forces, focus groups, leadership briefings, public surveys and town hall forums.

Choices for our Future coordinates sustainable housing, transportation and urban development investments

Choices for our Future effectively coordinates housing with transportation planning and other urban development investments. It has identified target areas for extending infrastructure and expanding development within a preferred wise growth scenario. Our communities found that if future residential, commercial and industrial developments locate near to our existing urban centers, along existing transportation corridors and infrastructure service areas rather than sprawling along county roads into rural areas, there will be improved access to jobs, housing and transportation region-wide. Additionally, public transit will be more accessible to marginalized and underserved populations, more open space and agricultural lands will be protected from development, and road maintenance and improvement costs will decrease.

Choices for Our Future identifies areas for conservation, open space, energy, and water resources

Choices for our Future includes strategies for the conservation of land, open space, energy and water resources. Its policy map and principles were created with extensive analysis of land use and land cover data. The "forested and environmental preservation" areas shown on the map identify natural features such as rivers, forests, major wood lots and state-owned lands which warrant specific recognition and protective measures to ensure that their existing character is maintained.

Choices for our Future is based on a thorough set of scenario analyses

Choices for our Future is based on scenario planning done on a regional basis, with a very broad and diverse participation from our region's citizens, firms and agencies. Future options for growth were evaluated using travel forecasting models and other tools to assess their impacts on the costs of public services, access to community services, environmental justice and on a variety of other community and development concerns.

b) Identified gaps in *Choices for our Future*

Choices for our Future provides a strong starting point for sustainable planning in the region. The specific initiatives identified in *Choices for our Future* are at various stages in the planning process. Some are well developed, with concrete objectives and benchmarks. Listed below are those areas we have identified as gaps in our current framework, given our regional priorities and how we define sustainability for mid-Michigan. In each case, we are proposing to fill these gaps through the projects included in this proposal. The following chart outlines identified gaps in our current plan, and lists the projects which will fill that gap:

Identified Gap in current Framework	Proposed Project to Fill Gap
1. We lack data to effectively plan for regional housing strategies	Develop a Regional 5-Year Comprehensive Housing Plan, an Affordable Housing Study, and an Energy Audit Study (Projects 1, 2, 4)
2. We can't sustain historic levels of transportation infrastructure expansion	Develop a Corridor Design Portfolio, promote Urban Service Management Areas and Complete Streets (Projects 5, 6 & 7)
3. Underrepresented populations, marginalized populations and other stakeholders are not fully integrated into the community planning process at their greatest potential	Implement a Community Reinvestment Fund, Develop an online portal for information sharing and planning input, promote Complete Streets, Safe Routes to Schools and Non-motorized planning and outreach, (Projects 3, 8, & 9)

c) Tri-County's *Choices for our Future* addresses the Livability Principles

Our regional sustainability plan, *Choices for our Future*, is well aligned with the six livability principles described by HUD. These key principles are found on page 19 of *Choices for Our Future*. The following clarifies their alignment with HUD Livability Principles.

Provide more transportation choices

Choices for our Future is the comprehensive policy document for other regional plans. It was completed in sync with our region's 2035 Long Range Transportation Plan, Regional Non-Motorized Plan, and our short range Transportation Improvement Program. It also directly aligns with our new "Greening Mid-Michigan Plan" for expanding and interconnecting our region's non-motorized paths and facilities.

Promote equitable and affordable housing

Choices for our Future continuously and fairly addresses our region's housing needs for our residents while simultaneously balancing the needs of each jurisdiction. However, more work needs to be done in this area. Projects to address this need are proposed in this grant application.

Enhance economic competitiveness

Choices for our Future includes a Comprehensive Economic Development Strategy (CEDS) that provides a roadmap for effectively investing in the region's resources to diversify and reposition our local economy and create jobs. CEDS emphasizes consistency between jobs, economic expansion and workforce development, while sustaining environmental health.

Support existing communities

Choices for our Future identifies specific priorities to fiscally and environmentally support our existing communities. For example, it takes measures to ensure that urban cores remain viable and competitive; maintaining urban neighborhoods as quality places to live. Each jurisdiction will determine its appropriate rate of growth to preserve and enhance their community and infrastructure and not put undue hardship on existing populations, neighboring jurisdictions, municipal services or the natural environment.

Coordinate policies and leverage investment

Through *Choices for our Future,* Tri-County has proactively promoted collaboration and strategies for efficiency. *Choices for our Future* identifies policy and leverage investment recommendations such as the development of coordinated local plans, ordinances and policies. All of our 75 local governmental units should cooperate with each other and coordinate their plans so that our region is internally cooperative and externally competitive.

Value communities and neighborhoods

Choices for our Future incorporates strategies to invest in healthy, safe and walkable communities, promoting neighborhood revitalization initiatives. Our natural environment (land, air and water) will be protected through the implementation of traditional neighborhood planning and design concepts such as walkable elementary schools, mixed-use zoning and village/community design.

d) Leveraging regional economic assets to advance sustainability

As part of this grant proposal, we have established a solid consortium of government and non-profit entities that are already working individually to implement sustainability projects well into the future. By pulling all of this work together, we will actively leverage more than $223,000,000 in future and existing federal, state and local projects, including:

- $1,700,000 in federal and state dollars for Grand River Avenue Transit Alternatives Analysis.

- $3,700,000 in future state department of transportation dollars to update current laboratory corridor infrastructure.
- $3,000,000 in future state, local and federal dollars for infrastructure improvements along the laboratory corridor.
- $215,000,000 in estimated federally funded capital improvements associated with future construction of a "locally preferred alternative Bus Rapid Transit" line within the laboratory corridor addressed in Project 7, below.

But even more importantly, we are leveraging synergy. The Consortium will work together to implement this grant; but beyond that, we will continue to seek additional funding resources to move our planning successes toward implementation of catalytic projects in the future

e) Building inclusive communities and advancing access to economic opportunity

This grant proposal is shaped around the need for increased inclusiveness and improved access to economic opportunity for marginalized and underrepresented citizens. The Consortium will take dedicated steps to foster respect for diversity and inclusiveness within all of its projects and workgroups throughout the project period. A Consortium workgroup will be responsible for facilitating cross-cultural and cross-socioeconomic dialogues within each of the proposed projects. Diverse community members will be identified and engaged during the planning process, using mechanisms such as regular print and online communications with agencies who represent these important stakeholders, interviews, surveys, visioning and goal setting as part of each project in this proposal. Additionally, to fund this process, the Consortium will re-grant $500,000 in the shape of mini-grants (Project 3, below) allocated from the planning grant budget to support the work of community-based organizations to conduct these visioning and engagement activities within their own neighborhoods and social networks.

(2) Process to Improve or Further Develop Our Existing Sustainable Regional Plan

a) Engaging a broad cross-section of our community

A Consortium of stakeholders from a broad cross-section of our community will be engaged on a variety of tasks throughout the project period that address sustainability. Consortium members will include public and private sector stakeholders, business owners, non-profit organizations, neighborhood organizations and agencies and offices representing often underserved or marginalized residents. In the past, TCRPC has engaged stakeholders from various sectors during the planning process, as we are legally required to do. A community reinvestment fund will also be implemented as part of this proposal in order to serve as a greater mechanism for engagement including surveys, interviews, meetings and workshops related to planning for sustainability.

b) Identifying current gaps in *Choices for our Future*

Some specific initiatives identified in *Choices for our Future* are at various stages in the planning process. Some have undergone preliminary planning but require more detailed development before they can be implemented. This includes most of the projects in this proposal. Still others have received little attention to date and represent gaps that need to be addressed. The following chart outlines identified gaps in our current plan, and lists the projects which will fill that gap:

Identified Gap in current Framework	Proposed Project to Fill Gap
1. We lack data to effectively plan for regional housing strategies	Develop a Regional 5-Year Comprehensive Housing Plan, an Affordable Housing Study, and an Energy Audit Study (Projects 1, 2, 4)
2. We can't sustain historic levels of transportation infrastructure expansion	Develop a Corridor Design Portfolio, promote Urban Service Management Areas and Complete Streets (Projects 5, 6 & 7)
3. Underrepresented populations, marginalized populations and other stakeholders are not fully integrated into the community planning process at their greatest potential	Implement a Community Reinvestment Fund, Develop an online portal for information sharing and planning input, promote Complete Streets, Safe Routes to Schools and Non-motorized planning and outreach, (Projects 3, 8, & 9)

c) Learning from assessments of existing conditions, plans and policies

The region has recently completed several key assessments of existing conditions that have guided development of *Choices for our Future* and the projects included in this application. The Comprehensive Economic Development Strategy, the recommendations of the Urban and Rural Service Management Committee, and the Long Range Transportation Task Force have delved into the implications of the recent economic contraction and the impacts on access to jobs, access to buildable land and redevelopment activities, revenue streams versus aging infrastructure and conceptions of sustainability at a regional level. As a result:

- Projects 1 and 2 will provide local governments with the necessary data and strategies to address the current and expected future trends of housing supply, demand and affordability.
- Project 3 will influence a change in the regional mindset and increase underrepresented and marginalized populations' understanding of the role they must play in revitalizing the region.
- Project 4 will provide data and tools for addressing identified energy efficiency issues for various housing and building types.
- Project 5 will tackle issues of public water and sewer infrastructure service extension and will provide recommendations on the efficacy of new and existing policies on urban redevelopment and rural conservation connected to future expansion of new service areas.
- Projects 6, 7 and 8 will prioritize those areas that should be targeted for conservation, recreation, non-motorized infrastructure and/or economic development activities and will examine where we have opportunities to effect change in our transportation infrastructure, land uses and transit options in relation to neighborhood layout, access to jobs, housing and educational institutions in four main design arenas: urban, suburban, rural and small town settings.
- Project 9 will allow communities and all other stakeholders to build connections and remain connected and embrace sustainability practices within their everyday practices and activities,

The projects proposed in this grant application are guided by *Choices for Our Future* as listed here and explained individually and in more detail below. Some represent the continuation of planning efforts already begun, while others are proposed to address current gaps in planning activities.

Project 1: Develop a 5-year Comprehensive Regional Fair & Affordable Housing Plan

The proposed project partners under Project 1 include the Mid-Michigan HUD Participating Jurisdiction (City of Lansing) and a variety of public and non-profit housing agencies and departments. The evaluation will include assessments of fair housing conditions and complaints, a full inventory of the housing stock in the tri-county region, the demographic trends in light of the current housing development efforts and the regulatory barriers that may impede the preservation and development of fair and affordable housing.

The Plan will include input from municipalities, fair and affordable housing experts, representatives from traditionally underserved populations, public and private sector housing industry representatives, and regional Consortium members with an interest in fair and affordable housing. GLHC will lead the housing taskforce, working closely with officials from the Michigan State Housing Development Authority and the U.S. Department of Housing & Urban Development to ensure that the final plan meets state and federal livability principles. The Comprehensive Regional Fair & Affordable Housing Plan will include the following:

- Housing inventory by county with further breakdowns for each of the incorporated communities (cities, townships, villages)
- An analysis of demographic data trends that includes predictive models at 5, 10 & 20 year intervals with corresponding anticipated housing needs
- An inventory of planned housing projects gathered from Consortium partners, local developers, HUD, MSHDA, municipalities and other housing developers (1, 3, & 5 year increments)
- A comprehensive community needs assessment conducted throughout the region (in partnership with Consortium and Housing Committee members) that reflect the opinions and needs of traditionally underserved populations

- Development of a model fair and affordable housing guide that can be accepted/adopted/approved by local municipalities
- Recommendations on the formation of task force(s) to address specific regional needs (i.e. Multi-Family Housing Developers & Providers, Green Building Code Development)
- A Comprehensive Regional Fair & Affordable Housing Plan document that is accessible to and reflective of the needs of the region and the traditionally underserved populations in Ingham, Eaton and Clinton Counties
- Outreach to, and inclusion of marginalized and underrepresented populations.

GLHC, in partnership with Tri-County and the Cities of Lansing and East Lansing, will review the existing Fair Housing programs and protocols offered by the project area's two largest communities. Using these as models, GLHC will develop a best practices guide that can be easily implemented by municipalities region-wide. GLHC will also help local partners develop a regional fair housing clearinghouse with the near-term goal of applying for HUD Fair Housing Education and Outreach funds to support this important work. Further, GLHC will work with existing fair housing organizations that serve in Michigan (but not our region) to consider expanding their testing services to our region. Better integration with federal housing programs can provide us a critical framework for ensuring fair and affordable housing to mid-Michigan residents.

Project 2: Develop a Regional Affordable Housing Study

As supervised by the Greater Lansing Housing Coalition, this project will include a thorough review of census data of the 2000 and 2010, focusing in on an analysis of information on demographic and socioeconomic characteristics of population and households in these areas and physical and socioeconomic characteristics of existing housing stock in mid-Michigan. This Study will provide a more accurate diagnosis of current housing stock and will help set up practical goals to improve housing affordability in the tri-county region. The research will also review land use and zoning regulations of the tri-county region to examine criteria and standards for improving housing affordability. In addition, the Study will focus on identifying and describing incentives currently being implemented or considered to support energy-efficient housing development or redevelopment.

A series of interviews with 10-15 yet-to-be identified housing experts will be conducted to obtain practical opinions on housing affordability in the region. Finally, a public survey of less than 1000 residents, identified with the help of Consortium members, will collect help to collect opinions on diverse housing type, size, location, cost, and jobs/housing balance.

The ultimate outcomes include: A set of policy and program directions that will be the basic guidelines for establishing a strategic plan to maximize housing affordability in the tri-county region; An analysis of the inventory of housing stock; A list of barriers to affordable housing in the region; and identification of housing partners who can advance the region's housing objectives.

Project 3: Build capacity in the region through a Community Reinvestment Fund

Broad-based community participation is critical to the long-term sustainability of the regional planning process. By integrating the needs of all residents, balanced with the financial constraints and the legal obligations of representative municipalities, we can achieve a regional plan that will truly make a difference in the Mid-Michigan area. To achieve full participation by traditionally under-served and marginalized populations, TCRPC recognizes the need to provide a supportive framework within which representative organizations and individuals can access resources including mini-grants to fund staff time and outreach engagement activities, create educational materials in a variety of formats to meet the needs of respective constituencies, place grantees on subject-specific task forces and access existing professional development and sharing opportunities. The Mid-Michigan Community Reinvestment Fund will be managed by a 5 - 7 member volunteer board and administered by the Mid-Michigan Environmental Action Council. Mid-MEAC, in partnership with TCRPC, will create an accountability structure, ensure that traditionally under-served and marginalized populations are personally invited to participate in the Fund's activities, host public input sessions within neighborhoods or community centers, facilitate dissemination of educational materials and foster professional development and capacity building activities through the existing Consortium partners and future partners.

All organizations participating in the proposed projects will be full members of the Consortium and will agree to serve on one (or more) task force with the guidance and support of the Fund Board. Mid-MEAC, with input from TCRP, will conduct a vigorous outreach campaign to ensure maximum feasible participation of representative organizations and will develop a mini-grant application process that includes reasonable benchmarks and goals. We envision an annual event, a gathering of sustainability partners in which grantees will present a summary of their work to their peers and engage in small group sessions of information sharing. Results of each annual meeting will inform the Fund Board in determining strategies for outreach, engagement, educational materials, participating organizations, gaps and more. This evaluation method will allow full participation in a culturally-appropriate way for all grantees rather than a more traditional narrative and traditional report. An additional goal is to foster relationships between grantees on projects that are complementary to the regional planning process. This "matchmaking" process will be spearheaded by Mid-MEAC but will also happen organically during task force meetings and the annual event, as well as through the new online portal (Project 9).

Project 4: Develop an energy audit study of built structures

This planning initiative will develop and implement an Energy Intensity Audit of housing and other built structures along the 19-mile Michigan Avenue/Grand River Avenue Corridor (addressed under Project 7) and will be coordinated with the region's largest utility providers: the Lansing Board of Water and Light (a municipal authority) and Consumers Energy (public-private utility provider). The audit will identify buildings that consume the most energy per the space they occupy. The audit will target buildings by type such as residential, commercial, or industrial. Data collected will assist project partner Michigan Energy Options (MEO) and our region's utilities providers to increase energy efficiency and build renewable energy programs that reduce energy consumption by the largest or most inefficient users.

In addition, a sample of residential buildings along the corridor will be inspected by the Michigan Department of Community Health, using the HUD-developed *Healthy Homes Rating Tool* to identify the home health hazards common in the target project area. A combination of actions addressing energy consumption, energy efficiency, as well as reducing exposure to hazardous materials and pollution will create a safe, sustainable quality of life as well as improve existing programs by offering best practices and replicable analyses and strategies.

Project 5: Build capacity for a regional urban service management area

The prohibitive cost of maintaining existing water and sewer infrastructure is now creating a culture of cooperation between communities in order to preserve the current level of service through shared costs. Tri-County and its partners are meeting as a regional Urban Service Management Committee to keep urbanized areas viable, to protect farmland, open space and rural quality of life, to preserve priority conservation areas, to utilize existing infrastructure and to save costs through cooperation and efficiency. The Committee's goal is to facilitate adoption of urban service management areas and encourage municipalities to plan together for sustainable placement of future public water and sewer infrastructure. In order to build capacity for this regional urban service management area, Tri-County staff and consortium members will actively engage in outreach activities to formalize local commitment to its 2011 *Urban Service Management Study* and to explore and employ tools that support urban service management. Engagement will include presentations to the public and local policy boards, educational materials to be shared amongst stakeholders, and sit-down strategy meetings with planners and policy-makers to address issues of partnership and future collaboration on the provision of services. One televised public media piece will also be developed to provide concise information on urban service management in the greater Lansing area. The outcomes of this activity will include: Locally adopted strategies for identifying an urban service management policy throughout a multi-jurisdictional area of greater Lansing; Increased capacity and commitment between local units of government for shared capital improvement planning and infrastructure maintenance.

Project 6: Promote a multi-faceted and prioritized green infrastructure system

Tri-County has worked extensively on green infrastructure issues through its *Greening Mid-Michigan* taskforce, the Groundwater Management Board and the Greater Lansing Regional Committee for Stormwater

Management. However, it is missing a comprehensive prioritization of projects and it requires sustained collaboration between jurisdictions and public and private stakeholder groups, including marginalized populations in order for implementation of the plan to fully occur. The purpose of this project is to benchmark our region's current level of investment in green infrastructure planning and projects and to increase the integration of these plans and projects into everyday activities and local policy. Specific tasks include: Developing a training module and hosting four workshops to promote inter-jurisdictional park and recreational planning across mid-Michigan; Hosting an annual community showcase for information-sharing related to implementation of green infrastructure projects across the region; Prioritizing existing green infrastructure vision elements through a public workshop process that includes digitizing of workshop results and poster creation.

In addition, this project will identify the benefits of various watershed protection activities within the Middle Grand River watershed through two workshops to gain public involvement and input on services provided by an area wide watershed organization. This organization (already in development) will bring together several smaller disconnected watershed groups to have a consistent, clear and strong regional collaborative effort and presence. A collaborative information sharing network will be developed along with a public education campaign for the Middle Grand River watershed based on the findings of the Middle Grand workshops and survey. As an example, this will potentially include a *Heritage River Trail* and access point signage and promotion. Another component will assess the level of protection evident in groundwater/wellhead protection policy by analyzing existing wellhead protection ordinance language adopted by the local units of government located along the 19-mile Michigan Avenue/Grand River Avenue Corridor and beyond; and promote professional trainings for at least 60 elected officials in the region concerning green infrastructure planning, or low-impact development strategies through the existing "Citizen Planner" program at Michigan State University

Project 7: Development of a Sustainable Corridor Design Portfolio

Mid-Michigan is blessed with the Michigan/Grand River Avenue Corridor (the Corridor) which is unquestioningly accepted as the region's "main street." The Corridor includes the State Capitol, central business districts, regional health science clusters, internationally-recognized educational institutions, suburban shopping districts and seven of the region's ten largest employers. The corridor also carries over 1.7 million transit trips annually. The Capital Area Transportation Authority (CATA), along with regional partners, recently completed a multi-year *Alternatives Analysis* for a portion of the corridor that identified Bus Rapid Transit as the Locally Preferred Alternative. In sum, the Corridor is the ideal laboratory for development of a design portfolio to catalyze sustainable development in the region.

The Corridor Design Portfolio will function as an online, query-based best practice toolkit that serves two principal purposes: 1) it will be an educational tool for citizens, developers and local government officials on the design transects of Urban/Suburban/Rural/Small Town using the familiar corridor from the State Capitol Building out to the Village of Webberville and 2) it will provide guidance on land uses and densities appropriate for such a corridor. Based on an inventory and analysis of existing land uses relative to the principles in *Choices for our Future* and HUD's Livability Principles, the Design Portfolio will provide recommendations for future multi-modal connectivity, housing access and affordability, access to jobs, Safe Routes to School and Complete Streets planning, Transit Oriented Design, greenhouse gas emission reduction, green infrastructure implementation, and inclusionary zoning for each segment along the corridor. Where appropriate, samples of local master plans, zoning ordinances and form-based code language will be included in the portfolio to assist communities with policy decisions and adoption of consistent implementing language.

The Design Portfolio project will include three phases:

1. Development of the Design Portfolio
2. Implementation and testing of Portfolio
3. Education and outreach related to the Portfolio

Development of the Design Portfolio

During the first year of the initiative, a subset of the regional consortium will be convened to help guide the corridor inventory, analysis and planning, and to discuss the type of guidelines, ordinances and codes that are aligned with the *Choices for our Future*'s priority strategies. Existing best practices, model ordinances and zoning codes will be identified through resources such as HUD, the Smart Growth Network, the Congress for New Urbanism, American Planning Association, and others. The Portfolio will also be guided by the results of between 6 and 8 design charettes (multi-day workshops) held in the urban, suburban, rural and small town areas along the corridor in non-traditional venues that serve marginalized populations. The charettes will provide an opportunity for in-depth public engagement on the future design of the Corridor related to access to housing, the design of the built environment, environmental protection, economic development opportunities, access to transportation and jobs, and many more elements of sustainability. The outcomes (drawings and opinions) of the charettes will help shape the Design Portfolio's recommendations for an improved, sustainable corridor. In the second year of the initiative, training and technical assistance will be provided to local planning officials through multiple workshops and the online portal in adoption of the design guidelines, model ordinances and codes appropriate to their situation.

Implementation and Testing of the Portfolio

The Consortium will engage in a variety of planning activities that will lead to the implementation of the Portfolio including design charettes, site feasibility and reuse plans, and stakeholder engagement. The Portfolio will provide local leaders with access to technical assistance and data analysis that otherwise would not be available, and are too expensive or time-consuming for existing staff to undertake. This technical assistance, provided directly to Consortium members will move the Portfolio strategies and tools towards implementation and real-world testing.

Education and Outreach Related to the Portfolio

To build on the Michigan/Grand River Corridor component, the Consortium will conduct sustainable communities and green development training sessions for local elected and appointed officials and stakeholders will be interviewed on the topic of community design and sustainability. The purpose of the trainings will be to convey best practices for implementing local sustainable community and green development tools and techniques to help meet the goals of *Choices for Our Future*. A web-based online training module will also be created to make better use of the new Online Portal (see below) developed as part of the grant. A sustainability and green development audit will take place in selected communities to inform the recommendations and local policy change in these communities. The audit will build on an existing web-based Smart Growth Readiness Assessment Tool and other assessment tools that will be available on the proposed informational portal described in Project 9, below, that provides communities with baseline scores and can be used to measure progress.

Project 8: Build capacity for Complete Streets planning and implementation

"Complete Streets" integrates multi-modal transportation systems with traffic calming designs and ordinances that serve the needs of under-represented persons such as youth, the elderly, persons with disabilities and other residents who cannot rely on a car for transportation. Complete Streets planning and implementation is critical for filling gaps found within our current regional framework such as outreach to under-represented populations. In order to address these gaps, Tri-County and its consortium partners will survey residents within 0.5 miles of the laboratory corridor about their non-motorized activities and changes needed to improve non-motorized transportation. With key partners, Tri-County will also conduct bicycle-friendly workshops for business owners and help them to apply for Bicycle-friendly Business Status with the State of Michigan. Bike/walk audits in communities along the corridor will also be conducted to evaluate changes needed along primary connectors that improve non-motorized transportation access in the laboratory corridor. TCRPC will also promote its non-motorized facility audit as a tool for neighborhood assessments for walkability and bikeability.

In addition, a focus will be placed on working with school districts, their transportation departments, and the municipalities in the Michigan Avenue/Grand River Avenue corridor to develop or increase safe routes for students traveling to school campuses from neighborhood areas through and across the corridor area. Seven presentations/workshops for school boards, parent councils, families, city officials, community members, teachers, and staff will promote Safe Routes to School programming and will build capacity for walking school buses and/or

bike trains to be utilized within the school districts. School districts specifically identified in the laboratory corridor activities include the Ingham Intermediate School District, the Lansing, East Lansing, Haslett, Okemos, Williamston and Webberville school districts.

Another aspect of this project includes the development of additional Complete Streets ordinances in the region. Tri-County will promote development the adoption of Complete Street Ordinances in the jurisdictions along the Corridor including Williamstown Township, Leroy Township and the Village of Webberville. Michigan is second in the nation in the adoption of Complete Streets ordinances, and mid-Michigan is enjoying a notable interest in Complete Streets ordinances including within the Cities of Lansing and East Lansing and Lansing Charter Township. Our proposed projects will increase the study and prioritization of non-motorized transportation projects connected to housing, schools, downtown areas, parks and other community amenities in mid-Michigan communities through ordinance development and non-motorized transportation infrastructure audits. Activities will include facilitation of an Ordinance Steering Committee, development and adoption of an ordinance, hosting a public workshop at a non-traditional venue such as a gallery, cultural center or school and engaging non-traditional stakeholders for their participation in the workshops.

Finally, Smart Commute activities will be promoted throughout the Corridor area. Smart Commute is a national program, locally coordinated by Mid-Michigan Environmental Action Council. The program educates residents about multi-modal transportation options including non-motorized transit. It includes bike safety classes, educational materials, field trips to explore public transit, ride share pairing and more. The highlight of the program is a regional competition between similarly-sized community groups, businesses and organizations to accumulate the largest number of "smart commutes" over a two-week *Challenge* period. Marketing materials will be developed and disseminated, and public media pieces will be created for TV and radio through the help of the Consortium and its taskforces. In 2011, participants logged 6,500 "smart commutes" and plans are in place to double this during the project period.

Project 9: Evaluate and promote sustainability efforts: An Online Portal for information sharing

A modern and accessible forum for interactive learning and communications regarding sustainability is critical to the success of our regional planning initiatives. This project proposes to create a web-based Portal that will facilitate the Consortium functions and provide a public forum for the community. All news and information relevant to the projects within the Mid-Michigan Program for Greater Sustainability will be shared. Further, the site will offer forums for citizens to express their opinions and ideas on sustainable development. Social media will be integrated into the site to issue messages on program developments and events, as well as to measure trending on specific sustainability topics. The portal will be active and responsive to public feedback.

In addition to the increased capacity for public engagement, the Portal will feature Geographic Information Systems (GIS) mapping overlays that allow users to toggle through layers of information based on their sustainability interests. A *Health Impact Assessment* tool will be integrated into the portal. It will allow users to access data on the public health impacts of various development types from housing to office or industrial development. It can demonstrate exact parcel relationships within the Corridor area to transit routes, pollution levels, proximity to schools, trails, commerce centers, fresh food grocers, farmers markets, emergency services and many other indicators of public health. An *Energy Efficiency Tool* will be hosted on the Portal as well, allowing for self-audits for energy efficiency. Also, a *Green Review Tool* for businesses will be incorporated into the Portal to provide information, resources, and support for businesses trying to boost their “triple bottom line” by increasing profits, eco-friendliness, and quality of life.

The Portal will also host links to many helpful, regionally significant sustainable planning outreach tools such as the *Greening Mid-Michigan Toolkit* that is home to our regional green infrastructure vision, the U.S. EPA *Water Quality Scorecard* that will allow communities to score their existing land use policies based on environmental impacts, the Federal Highway Administration’s *Road Construction Sustainability Tool* that is currently in testing, and many others. Expected outcomes of the Online Portal project include:

- An online location for hosting project planning and public engagement information related to the Consortium activities in this application.

- Increased access to maps, reports, newsletters, live meetings, webinars, meeting minutes, workshops and workshop materials related to ongoing activities under this proposal.
- An online *Health Impact Assessment* tool that provides access to site specific data related to walkability, access to healthy foods, water and air pollution data, access to transit, access to job sites, and many other site analysis tools.
- Online *Energy Audit and Green Review* assessment tools.
- The site's tools will be developed for mobile access. Studies by the Pew Research Center have found that low-income and minority populations are the fastest growing group of mobile internet users and have a higher likelihood of accessing the internet from a mobile phone. These trends indicate a need for any website that is meant to engage these populations be accessible from a mobile phone.
- The Portal will be ADA compliant and will host materials in non-English languages when available.

d) Moving from plan to action

There will be a number of steps required to move these projects from planning to action. Identifying these specific steps will be a major component of each of the projects undertaken in this grant .However, some have already been identified:

- Sustainability practices will need to be integrated into local government master plans and other policy documents.
- Changes to local zoning ordinances and codes will likely be needed to facilitate reuse of existing properties as a result of these grant activities.
- Sustainability will need to be a part of the cultural mindset of local government elected officials and staff as they develop their plans and policies. It will also need to be part of the general public's mindset in order to garner support for these plans and policies.
- Formalized multi-jurisdictional agreements to share services and collaborate in other ways will be needed. Likewise, formal agreements among infrastructure service providers both public and private will be needed to ensure coordination and collaboration are institutionalized.
- Legislative reforms will likely be needed to facilitate new and different ways of providing services, implementing green infrastructure and complete streets projects, meeting environmental standards and financing energy efficiency improvements, housing and redevelopment initiatives.

e) Catalytic projects

The projects defined in this application are more than just plans, they are a call to action. Following is a list of catalytic projects we expect will result from implementation of this grant proposal.

- Strategic investment in housing, jobs, water/sewer infrastructure and transportation infrastructure.
- Large investments in green infrastructure, specifically within Lansing, East Lansing, suburban, rural and small town areas with linkages throughout the region.
- Revitalized urban cores, including the City of Lansing, City of East Lansing as well as smaller urban areas around the region, focusing on livability issues such as walkability.
- Corridor-specific implementation integrating transportation, housing, commercial reuse, and greening.
- Reduction in energy consumption and greenhouse gas emissions to meet agreed upon regional goals,
- A change in culture regarding sustainability and each individual's ability to impact sustainability locally.

f) How Other Public Agencies Will Advance Elements of the Plan

The projects within this proposal are closely aligned with multiple federal and state planning activities. With a high level of alignment, the elements of the plan will be readily advanced by outside agencies. Examples include:

- The Michigan State Housing Development Authority will utilize the outcomes of the proposed housing, design portfolio and economic development projects as a state-wide pilot for sustainability across Michigan as part of their state-mandated policy to address regionalism and place-making.
- The Governor's Council on Physical Fitness will utilize the outcomes of the proposed green infrastructure and complete streets projects in their own state-wide outreach on *Safe Routes to School* programming and planning.
- The Michigan Department of Transportation, and therefore the U.S. DOT, has approved the existing regional plan and will actively acknowledge the outcomes of the proposed Design Portfolio, Complete Streets and green infrastructure projects and integrate them into their own infrastructure planning efforts.

(3) Governance and Management

TCRPC, as the Metropolitan Planning Organization (MPO) for mid-Michigan, is serving as the lead applicant for this grant. As the MPO, TCRPC constitutes a large network of local communities and agencies working together for a stronger region. For the last 55 years, mid-Michigan communities have worked together through TCRPC, therefore, it is logical to start from this base network to form our Consortium. *The formal structure of the Consortium* includes seven subject-specific taskforces: *housing, community outreach, energy efficiency, environmental protection, transportation, local units of government, and economic development.* The respective management and organization of each taskforce is as follows:

- The Housing Taskforce will be headed by the GLHC who will be responsible for proactive facilitation of monthly meetings, active engagement of housing stakeholders and underrepresented populations, and involvement with the other taskforces under this proposal. The taskforce is responsible for advising the affordable housing study and the fair and affordable housing development plan.

- The Community Outreach Taskforce will convene groups that actively engage traditionally underserved and marginalized populations. The taskforce will ensure full engagement in the local and regional planning processes. Target populations include (but are not limited to) seniors, , the homeless, persons with disabilities, youth, refugees, non-English speaking individuals, minorities, and the LGBT community.

- The Energy Efficiency Taskforce will be made up of energy stakeholders both of the built environment and other energy use stakeholders.

- The Environmental Protection Taskforce will be fulfilled by existing members of the Greening Mid-Michigan group, the Groundwater Management Board and the Greater Lansing Regional Committee for Stormwater Management and will actively engage including other environmental health and protection stakeholders.

- The Transportation Taskforce will be fulfilled by the existing Capital Area Regional Transportation System group, the Long Range Transportation Taskforce, the Walk Bike Taskforce and the Regional Non-Motorized Taskforce, along with increased engagement and active recruitment of non-traditional partners through the Consortium.

- The Local Units of Government Taskforce will include the existing Urban and Rural Service Management Committee, and will include the active engagement of non-traditional partners through the Consortium.

- The Economic Development Taskforce will be headed by the existing Comprehensive Economic Development Strategy Team at TCRPC, with a strengthened engagement process that will more fully engage marginalized or under-represented populations through the Consortium.

The taskforces will meet regularly, incorporating membership of existing workgroups in the region as well as new, non-traditional members through the outreach efforts of the Consortium. Outreach and engagement efforts will include face to face meetings and phone calls between existing Consortium members and potential members, dissemination of marketing materials related to the projects under this proposal, and the Community Reinvestment Fund. These taskforces will promote and complete the activities within this proposal under the existing auspices of the *Choices for our Future* Steering Committee and will develop activity reports, which will be available on the Online Portal and make policy recommendations for the Steering Committee. The Steering Committee meets quarterly and its membership is made up of local units of governments and agencies that are closely tied to our RPSD. Steering Committee membership will be expanded to include the chairperson or representative of each taskforce, and other interested Consortium partners. The Steering Committee will then make policy recommendations to the full Tri-County Regional Planning Commission based on the project completion and recommendations of the taskforces.

Decision-making mechanisms will include taskforce discussion and consensus building concerning activities and policy issues. Again, our Consortium is representative of the entire region, meaning all of our diverse populations, including those who have traditionally been underrepresented or marginalized from the planning process, will be represented and considered from various perspectives. TCRPC's full Commission will be kept apprised of Consortium activities and will be asked to take action on policy decisions resulting from implemented projects. *Budget resources* include cash match, current project activities and values, and staff time of all Consortium partners during the project period. Rating Factor Form 4 and the HUD 424 CBW forms are attached to this application and list proposed budget resources from TCRPC and its Consortium partners.

(4) Project Completion Schedule: The following schedule lists specific project tasks and milestones.

Projects and Associated Deliverables	Year 1				Year 2				Year 3			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Projects 1 & 2: Develop a regional 5-year Comprehensive, Fair & Affordable Housing Plan, and Affordable Housing Study												
1) Approximately 12 stakeholder workgroup summaries												
2) Analysis of regional housing needs, including fair and affordable housing												
3) Assessment of Supply/Demand												
4) Develop housing strategy												
5) Develop fair housing report												
6) Development of outreach and implementation strategies												
Project 3: Build capacity in the region through a community reinvestment fund												
1) Approximately 6 stakeholder workgroup summaries												
2) Development of Fund requirements and benchmarks/Fund Committee membership												
3) Monitor and record awardee outcomes												
Project 4: Develop an energy audit study of built structures												
1) Approximately 6 stakeholder workgroup summaries												
2) Development of energy use inventory												

3) Evaluation of energy use reduction strategies												
4) Action plan identifying energy use reduction targets and prioritized strategies to achieve them												
Project 5: Build capacity for a regional urban service management area												
1) Work with 19 communities to develop local urban service management area policies												
2) Create regional approach and best practices report												
Project 6: Promote a multi-faceted and prioritized green infrastructure system												
1) Approximately 6 stakeholder workgroup summaries												
2) Develop multi-jurisdictional planning training module- Summaries of 4 workshops to promote the module												
Projects and Associated Deliverables	Year 1				Year 2				Year 3			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
3) Yearly summary of annual community showcase/elected officials training												
4) Green infrastructure priority plan												
5) Evaluation of benefits of existing stormwater protection activities in the Middle Grand River Watershed												
6) Public education plan for Middle Grand River Watershed Area												
7) Evaluation of eight community groundwater/wellhead protection ordinance												
Project 7: Develop a sustainable infrastructure system and develop a design portfolio related to sustainability practices along a laboratory corridor that encompasses, housing, transportation, schools, and energy efficiency within urban, suburban, small town and rural areas												
1) Portfolio of best practices for sustainable corridor design												
2) Summary of corridor design charettes (multi-day workshops)												
3) Summary of site-specific design analysis and recommendations												
4) Results of GHG reductions based on design strategies in the Portfolio												
5) Summary of policy trainings												
Project 8: Build capacity for Complete Streets planning and implementation												
1) Work with seven school districts and nine communities to develop safe routes to school and complete streets summaries												

2) Summary of public workshops												
3) Three new communities with Complete Streets ordinances												
4) Summary of Smart Commute public engagement activities												
Project 9: Evaluate and promote sustainability efforts: An online portal for information sharing.												
1) Approximately 12 stakeholder workgroup summaries												
2) Develop an online public forum based on information sharing related to the projects proposed in this application												
3) Development of an Health Impact Assessment checklist												
4) Development of Energy Audit tool												

Projects and Associated Deliverables	Year 1				Year 2				Year 3			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
5) Development of a Green Review tool/Health Impact Assessment Tool and Energy Efficiency Tool as part of the Online Portal												
6) Summary of online portal tools and their uses												
7) Web-based distribution of data and consortium-related materials												
8) New and traditional public outreach techniques-TV, radio, social media marketing materials,newsletters												
9) Partner with consortium members to host public meetings/workshops												
All Projects												
1. Fulfill reporting requirements												

The following table illustrates how the needs identified under Factor 2 relate to HUD's mandatory outcomes and the projects proposed to address them.

Factor 2 Challenges	Outcomes*	Projects to Achieve Outcomes (18-36 months)
We lack data to effectively plan for regional housing strategies	1,2,3,4,6,7,8,10	1,2,4,7,9
We can't sustain historic levels of transportation infrastructure expansion	1,2,3,4,5,6,7,8,10	5,6,7,8
Our infrastructure network is oversized	1,2,3,4,5,6,7,8,9,10	5,6,7,8,
Underrepresented populations, marginalized populations and other stakeholders are not fully integrated into the community planning process	1,2,3,4,5,6,7,8,9,10	1,2,3,4,5,6,7,8,9

at their greatest potential		
We lack priorities for green infrastructure planning.	1,2,3,4,5,6,7,10	5,6,7,8

Outcomes*

1. Creation of shared elements in regional transportation, housing, water and air quality plans ties to local comprehensive land use and capital investment plans.
2. Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable, inclusive communities.
3. Increase participation and decision-making in developing and implementing a long-range vision for the region by populations traditionally marginalized in the public planning process.
4. Reduced social and economic disparities for low-income populations and communities of color within the target region.
5. Decreased per capita Vehicle Miles Traveled (VMT) and transportation-related emissions for the region.
   (Based on TCRPC data modeling, we can expect reasonable increases on the Project 7 Corridor in transit ridership, pedestrian and bicycle use, park and ride options, rideshares, etc. based on changes to the built environment over the next 24 years if we implement sustainable design practices. We expect a 78% reduction in greenhouse gas emissions, under that "sustainable scenario" as compared to the emissions expected within a "do nothing" scenario(103,000kgs/day vs.22,479kgs/day)).
6. Decreased overall combined housing and transportation costs per household.
7. Increased share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.
8. Increased proportion of low to very-low income households within a 30-minute transit commute of major employment centers in urban, suburban and rural settings.
9. Creation of a regional economic development plan that is built upon thoughtful economic analysis, including consideration of the region's comparative economic advantages and its current and emerging economic clusters.
10. Increased integration of local and regional planning with state level initiatives that advance sustainable development in line with the livability principles.

c) Budget Proposal The budget narrative and required forms are attached to this application.

d) HUD's Departmental Policy Priorities

Capacity building, knowledge sharing and expanded cross-cutting policy knowledge are fundamental components to our approach to sustainability and will be accomplished through active participation in the Consortium, topic-specific stakeholder workgroups, and specific activities conducted under all proposed projects, and particularly under the community reinvestment fund project (Project 3), the sustainable infrastructure projects (Projects 5 & 7), and the online portal project (Project 9).

The Consortium includes representatives from our three counties and the greater Lansing area municipalities, who already have a wealth of experience working together on regional initiatives. Implementation of this grant will only strengthen that experience. The Consortium also includes several private and non-profit organizations that each bring their own unique perspectives to the table. By coming together, we will strengthen the capacity of each of the partners and develop an even stronger level of regional cooperation.

Throughout the course of grant implementation, the Consortium will utilize numerous stakeholder workgroups to take advantage of existing expertise, broaden everyone's knowledge on key sustainability issues, and ensure a variety of ideas and opinions are considered from a broad cross-section of the community.

While all of the projects in this application have capacity building, knowledge sharing components, five in particular have these actions as their primary objective:

- Project 9 involves reaching out to the local communities, public and consortium members to educate, solicit comments, and motivate a change of culture towards more sustainable living and policy change.

- Projects 1,4, 5 & 7 involves the collection, analysis and dissemination of sustainability metrics and design strategies to build capacity in all facets of community planning, including transportation, housing, jobs, water/sewer infrastructure, connectivity, land redevelopment and energy efficiency.

Specific outcomes documenting capacity-building and knowledge sharing are as follows:

- Documentation of information gleaned from technical stakeholder workgroups for each project (7 taskforces with approximately 20 participants each),
- One on one mentoring with up to eight communities and seven school districts resulting in documented complete street and safe route to school reports,
- One-on-one mentoring with up to 19 communities resulting in urban service management area reports,
- Design charettes along one nineteen mile, eight community corridor regarding various aspects of sustainability such as site design, transportation, access to housing, jobs, schools and neighborhoods.
- Best practices reports resulting from the execution of many of the projects, such as the urban service management area, green infrastructure and complete streets projects (Projects 5,6 & 8) to be shared with all consortium members and their constituency (approx. 40 members representing 75 local jurisdictions and multiple underrepresented stakeholder groups.)
- "Citizen Planner" training workshops for elected officials based on sustainable planning (5 workshops with approximately 30 attendees each).
- Weekly or daily radio, television and internet media pieces highlighting various project activities and goals, reaching approximately 250,000 residents.
- Quarterly newsletters to be disseminated alongside our online portal information-sharing outlet.
- Webinars and live broadcasts of design charettes and planning workshops and presentations to be posted on the Consortium's online portal.

Cross-cutting policy knowledge is a vital component within the projects listed in this application. For household-level data, Consortium partners will develop the the housing data and transportation and design data both throughout the region and along the laboratory corridor. Data collected will include:

- Housing inventory, needs and affordability,
- GHG reductions based on recommended changes to transportation corridors resulting in a reduction in vehicle miles traveled (VMT),
- Assumed increases in public health due to recommended sustainable design strategies,

Based on the data listed above, policy recommendations and data exchange will be embedded into the proposed projects. Particularly significant to the dissemination of this data is the Consortium partnership with MSU, which produces multiple peer-reviewed publications each year on land use and economic development issues.

For parcel-related data, the Consortium is made up of the metropolitan planning organization, TCRPC, and Ingham, Eaton and Clinton Counties along with many local jurisdictions in mid-Michigan that provide consolidated local land use data to the public for free. Policy lessons will be disseminated throughout the three year project period as follows:

- Monthly workshops/educational presentations on the project topic areas described in this application for policy makers and stakeholders (approx. 500 policy-makers, and a minimum 3000 stakeholders including agencies, community leaders, school districts, underrepresented and marginalized populations)
- Newsletters and other developed media related to the proposed projects will be provided to all Consortium members and stakeholders for posting on their own websites or sharing amongst constituents.
- A minimum of six policy reports/research studies will be made available on the online portal once respective project activities are complete (i.e, Project 6- Best practices report on stormwater protection activities).

(4) Rating Factor 4: Leveraging Resources

In total, our proposal leverages over $7 million in resources throughout the region. The Factor 4 Form includes details on leveraging resources.

(5) Rating Factor 5: Achieving Results and Program Evaluation

a) Mandatory Outcomes from a Regional Plan for Sustainable Development

The projects proposed in the grant application will have specific deliverables designed to address HUD's desired outcomes. The Factor 5 Form is attached.

Outcome 1: Creation of regional transportation, housing, water, and air quality plans that are deeply aligned and tied to local comprehensive land use and capital investment plans.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study aligning land use and capital investment plans in the region (Projects 1 & 2);
- Develop an energy audit study of built structures (Project 4) to improve air quality and increase energy efficiency;
- Build capacity for a regional urban service management area that integrates infrastructure projects, capital investments and long-term planning of public water and sewer service (Project 6);
- Develop recommendations for a sustainable infrastructure system via a design portfolio along the Michigan Avenue/Grand River Corridor (Project 7) that can be modeled for other corridors in the region;
- Build capacity for Complete Streets and Safe Routes to School planning that links transportation and air quality with walkable/bikeable communities (Project 8); and
- Promote evaluation and sharing of sustainability efforts through the Online Portal (Project 9).

Outcome 2: Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study aligning with federal planning and investment resources (Projects 1 & 2);
- Develop an energy audit study of built structures (Project 4) to improve air quality and increase energy efficiency;
- Build capacity for a regional urban service management area that integrates infrastructure projects, capital investments and long-term planning of public water and sewer service (Project 6);
- Develop recommendations for a sustainable infrastructure system via a design portfolio along the Michigan Avenue/Grand River Corridor (Project 7) that can be modeled for other corridors in the region.

Outcome 3: Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study based on increased participation by traditionally marginalized populations (Projects 1 & 2);
- Build capacity in the region through a community reinvestment fund combined with extensive outreach and engagement activities through partners and the lead members of the Consortium (Project 3); and
- Promote evaluation and sharing of sustainability efforts through the Online Portal (Project 9).

Outcome 4: Reduced social and economic disparities for the low-income, minority communities, and other disadvantaged populations within the target region.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study that reduces disparities for low income minority communities in our region (Projects 1 & 2);
- Promote evaluation and sharing of sustainability efforts through the Online Portal (Project 9).

Outcome 5: Decrease in per capita VMT and transportation-related emissions for the region.

- Build capacity for transportation infrastructure/land use design and Complete Streets that links transportation and air quality with walkable/bikeable communities (Projects 7, 8); and
- Through the Community Investment Fund (Project 3) and ongoing education and outreach projects as well as the Smart Commute program, educate regional residents about reducing VMTs and GHGs.

Outcome 6: Decrease in overall combined housing and transportation costs per household.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study aligning with a decrease in overall combined housing and transportation costs per household (Projects 1 & 2);

- Develop an energy audit study of built structures (Project 4) to improve air quality and increase energy efficiency; and
- Build capacity for Complete Streets/Safe Routes to Schools that links transportation and air quality with walkable/bikeable communities (Project 8).

Outcome 7: Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study that encourages revitalization while minimizing displacement(Projects 1 & 2);

Outcome 8: Increased proportion of low and very low-income households within a 30-minute transit commute of major employment centers.

- Develop a 5-year regional comprehensive, fair and affordable housing plan, and fair housing study aligning recommendations with an increased proportion of low to very low income households with access to 30 minute commutes (Projects 1 & 2);
- Build capacity for Complete Streets that links transportation and air quality with walkable/bikeable communities (Project 8); and develop a sustainable infrastructure system via a design portfolio along the Michigan Avenue/Grand River Corridor (Project 7) that can be modeled for other corridors in the region.

b) Additional Outcomes Anticipated

Outcome 2: Increased proportion of homes and rental units affordable to a full range of household incomes close to high-quality transit service in urban areas or within traditional town centers in small towns and rural areas.

- Develop a 5-year Regional Comprehensive Fair and Affordable Housing Plan, and Affordable Housing Study (Projects 1 & 2) that will identify advantageous locations for development near transit services; and
- Develop a sustainable infrastructure system through a design portfolio related to sustainability practices along Michigan Avenue/Grand River Avenue that encompasses, housing, transportation, schools, and energy efficiency within urban, suburban, small town and rural areas (Project 7).

Outcome 5: Increased proportion of affordable housing units located close to walking trails, parks, green space, and vital amenities such as hospitals and schools

- Develop a sustainable infrastructure system and develop a design portfolio related to sustainability practices along a laboratory corridor that encompasses, housing, transportation, schools, and energy efficiency within urban, suburban, small town and rural areas (Project 7); and build capacity for Complete Streets that links transportation and air quality with walkable/bikeable communities (Project 8).

Outcome 6: More equitable distribution of housing that is affordable to all income levels throughout the target region;

- Develop a 5-year Regional Comprehensive Fair and Affordable Housing Plan, and Affordable Housing Study (Projects 1,2) to assess distribution and create a planning guide for future development (Projects1,2.)

Outcome 7: Improved public health outcomes that result from creating safer, more walkable neighborhoods

- Build capacity for Complete Streets planning and implementation which will include more biking/walking trails, accessible communities and increased physical activity (Project 8); and Develop a sustainable infrastructure system via a design portfolio along the Michigan Avenue/Grand River Avenue Corridor (Project 7) that can be modeled for other corridors in the region.

(6) Preferred Sustainability Status

The *Mid-Michigan Program for Greater Sustainability* does not have preferred sustainability status.

(7) RC/EZ/EC-II

The *Mid-Michigan Program for Greater Sustainability* application includes a signed HUD 2990 and should therefore be awarded an additional two points. The Form is attached to this application.