

**CAPITAL REGION SUSTAINABLE COMMUNITIES INITIATIVE
APPLICATION TO HUD SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT**

Consortia: Regional Partnership for Sustainable Communities – CARPC, MPO, City of Madison and other municipalities, Dane County, RTA, non-profit organizations

Existing Regional Plan for Sustainable Development – Vision 2020 Dane County Land Use and Transportation Plan, Regional Master Plan documents, local comprehensive plans.

Goals

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Increase community revitalization and efficiency of public works investments
5. Enhance protection of environmentally sensitive lands
6. Safeguard rural landscapes, preserve and strengthen local agriculture
7. Identify opportunities for alternative energy and energy conservation
8. Facilitate a strong alliance of residents and regional interest groups that are able to maintain a long-term vision for a region.
9. Build greater transparency and accountability into planning and implementation efforts.
10. Expedite implementation of goals through changes in local zoning and land use laws and regulations.

Need

- Unsustainable growth patterns
- Concentrations of low-income
- High housing/transportation costs
- Threats to environmental/water quality
- Fragmented authority
- Lack of a shared regional vision and reduced capacity to build a broad consensus
- Lack of participation by low-income and communities of color

Activities

Region-wide

- *Gap Analysis* of Regional Plan for Sustainable Development
- *Corridor Analysis* to determine potential of transit-oriented and mixed-use development, and to better connect low-income and communities of color to employment and activity centers
- *Inventory vacant and “under-utilized” commercial properties* to identify the potential for infill and redevelopment
- *Market Assessment* to determine potential demand for mixed-use urban and transit-oriented development
- *Regional Partnerships* to establish and promote broad agreement on sustainable development

Detailed Execution Plans

- For preservation and development areas in watersheds and transportation areas of Urban Service Areas and surrounding rural lands
- Build on existing plans
- Assess community conditions
- Affirm goals, establish performance targets
- Identify preservation and development areas
- Determine development potential
- Conduct scenario planning
- Identify implementation methods
- Prepare and adopt plans

Catalytic Projects

- For communities with existing detailed execution plans
- For predevelopment costs to implement plans and foster development

**HUD SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT
CAPITAL REGION WISCONSIN APPLICATION: DRAFT 1 (7/30/10)**

This document is an initial draft application. As such, it is a work in progress, subject to change.

TITLE: Detailed Execution Plans and Catalytic Projects for Sustainable Development in the Capital Region.

**CONSORTIA: REGIONAL PARTNERSHIP FOR SUSTAINABLE
COMMUNITIES**

CARPC

Madison Area MPO*

City of Madison*

Other municipalities

Non-profit organizations (representing low-income, communities of color, and environmental)*

Regional Transit Authority (RTA)

Dane County

University of Wisconsin

Development community (developers, builders, realtors)

Business community

Finance Community

* Required

FUNDING REQUEST: \$2,000,000

CAPITAL REGION'S EXISTING PLAN FOR SUSTAINABLE DEVELOPMENT

Vision 2020: Dane County Land Use and Transportation Plan

Regional Transportation Plan 2030

Dane County Parks and Open Space Plan

Dane County Farmland Preservation Plan

Dane County Water Quality Plan

Dane County Consolidated Plan for Housing and Community Development

Madison Consolidated Plan for Housing and Community Development

Dane County Solid Waste Plan

Dane County Recycling Plan

Local Comprehensive Plans

CAPITAL REGION SUSTAINABLE COMMUNITIES INITIATIVE - GOALS AND DESIRED OUTCOMES

1. Provide more transportation choices
 - Desired Outcomes: reduce VMT, increase walking, transit and bicycling
 - Desired Outcome: increase physical activity through walking and bicycling and corresponding improvements in health
2. Promote equitable, affordable housing
 - Desired Outcomes: reduce average combined housing-transportation costs
3. Enhance economic competitiveness
 - Desired Outcome: reliable and timely access to employment centers, increased portion low- and very low-income households within 30-minute transit commute of major employment centers, services and education,
 - Desired Outcome: increase opportunities for sustainable business development
 - Desired Outcome: increase economic viability of sustainable local agriculture
4. Increase community revitalization and efficiency of public works investments
 - Desired Outcome: increased development on under-utilized and infill sites while discouraging displacement
 - Desired Outcome: reduce social and economic disparities for the low-income and communities of color within the region
5. Enhance protection of environmentally sensitive lands
 - Desired Outcome: increased capacity to identify and protect sensitive lands, and to assess adverse impacts from nearby activities
6. Safeguard rural landscapes, preserve and strengthen local agriculture
 - Desired Outcome: permanently preserved agricultural lands
 - Desired Outcome: increase access to locally-produced fresh foods
7. Identify opportunities for alternative energy and energy conservation
 - Desired Outcome: reduced energy consumption and greenhouse gas emissions
8. Facilitate a strong alliance of residents and regional interest groups that are able to maintain a long-term vision for a region over time and simultaneously support progress through incremental sustainable development practices
 - Desired Outcome: increased participation and decision-making in developing and implementing a long-range vision for the region by populations traditionally marginalized in public planning processes.
 - Desired Outcome: establish broad agreement for regional sustainable development

9. Build greater transparency and accountability into planning and implementation efforts.
 - Desired Outcome: improved public communication and participation methods
10. Expedite implementation of goals through changes in local zoning and land use laws and regulations that remove barriers to sustainable development for housing, economic development, transportation, and related water, sewer, and other environmental quality issues.
 - Desired Outcome: identification of barriers and changes needed in local zoning and land use laws and regulations to remove barriers to sustainable development

STATEMENT OF NEED

The Capital Region (Madison and Dane County Wisconsin) benefits from a strong economy but is experiencing unsustainable growth patterns characterized by developed area growing faster than population, concentrations of low-income communities in the central city and with poor access to employment centers emerging in areas with low-capacity transit service, growing dependence on cars for transportation, high combined costs of housing and transportation outside of the central city, and threats to environment and water quality, and loss of farmland. Fragmented authority for planning and implementation reduces the capacity of the region to address these sustainability challenges. Lack of a shared regional vision and reduced capacity to build broad regional consensus restricts ability of region to forge agreement on policies and programs to achieve sustainability goals. Lack of participation by low-income people and communities of color mean their voices and goals are not fully addressed in existing plans and implementation activities.

Required Measures

- a. Housing costs
 - Regional housing costs relative to household income
 - Proportion of regional population paying more than 45% of income to housing and transportation expenses
- b. Environmental quality
 - Change in urbanized land per capita (1990 – 2000)
- c. Transportation access
 - Per capita VMT in region –
 - Share of regional trips performed by automobile, transit, walking and bicycling
- d. Socioeconomic inequity
 - Measures of segregation and school poverty by participating community and by region (2009)
- e. Economic opportunity
 - Availability of subsidized housing within 2 miles of region's 5 largest employment centers.
- f. Fresh food access
 - Proximity of full-service grocery stores for low-income and auto-dependent households
- g. Healthy communities
 - Prevalence of preventable disease
- h. Area of severe economic distress (reserved 2 rating points for criteria that Madison region does not meet).

Additional quantitative measures such as (from larger list in NOFA, those that seem applicable to making the case for funding for Madison region):

- Cost burden of housing for region's very low-income and extremely low-income populations
- Share of new residential and commercial construction on previously developed parcels
- Percentage of new homes built within ½ mile of high-capacity transit service
- Disparities in educational attainment by geography/population
- Percent of employment within ¼ mile of high-capacity transit
- Concentration of poverty in communities by race/ethnicity/community (possibly)

REGION-WIDE ACTIVITIES

The Capital area functions as a region with natural and built systems that pay no attention to political boundaries. Achievement of a number of the sustainable community goals above will depend on improvements to these regional systems and markets such as transportation and housing. Progress towards sustainability at the local level will, to some extent, also depend on such regional improvements. The Capital Region Sustainable Communities Initiative includes the following region level activities.

Regional Plan for Sustainable Development Gap Analysis

Existing regional and local comprehensive plans address the goals of the Capital Region Sustainable Communities Initiative (CRSCI). Taken together, and given the fragmented nature of planning and implementation authority in the region, they represent a regional plan for sustainable development. However, a number of gaps exist between the CRCSI goals and desired outcomes and the goals, objectives and recommendations of the various plans.

In preparation for this application, an initial analysis of the consistency between the CRCSI and existing plan goals was conducted. The CRCSI will complete this consistency analysis and identify and describe gaps between existing plans and CRCSI goals and desired outcomes. Recommendations will be made for closing the gaps, for consideration during plan updates. The analysis will also examine recent efforts to prepare detailed execution plans and to implement sustainable developments, such as those in the cities of Madison and Fitchburg.

Corridor Analysis

Major transportation corridors move tens of thousands of people into and out of Madison, and across the isthmus on a daily basis. These roadway corridors - including East Washington Avenue, University Avenue, Park Street, Fish Hatchery Road, Mineral Point Road, and Northport/Packers (State Highway 113) - connect communities in the central urban area including Madison, Sun Prairie, Fitchburg, Monona, Shorewood Hills, and Maple Bluff. Adjacent land uses are primarily commercial and were mostly developed since the 1950s to serve vehicle traffic with low densities characterized by single-use, one-story buildings with large parking lots.

Also along these corridors are garden apartment complexes that were planned in part as buffer areas between commercial and single-family residential. A number of these apartment complexes house mostly low-income households or communities of color;

areas the Madison Area Transportation Planning Board – A Metropolitan Planning Organization (MPO) characterizes as “environmental justice areas” in its Regional Transportation Plan 2030 (RTP 2030). Many of these environmental justice areas are poorly connected to employment and activity centers such as educational, medical, retail and recreational (see map on Figure 49, RTP 2030).

Given this under-utilization and adjacent concentrations of environmental justice areas, these corridors could hold significant potential to serve future growth and better connect people to destinations. In addition, new transit-oriented development along the corridor could provide more affordable, “location-efficient” housing (considering combined housing and transportation costs).

The Capital Region Sustainable Communities Initiative (CRSCI) will conduct an analyses of these corridors to determine their potential to increase density, transit usage, mix of uses, walking and bicycling connections to adjacent neighborhoods, and better connect environmental justice areas and other multi-family complexes to regional employment and activity centers. The corridor analyses will address the following questions:

- What combination of enhanced bus service including Bus Rapid Transit (BRT) and transit-oriented development, with increased density, mix of uses and walkable/bikable neighborhood connection, can serve to best reduce vehicle miles traveled (VMT), increase non-automobile mode share, increase affordable housing, and better connect environmental justice areas to employment and activity centers?
- How would such enhanced bus service be integrated into existing bus service?
- How much growth can the corridors serve over the next 50 years? How many of what type of residential units? How many square feet of what types of commercial space? What portion of the regions growth does this potential represent?
- How can parking best be accommodated with higher levels of density? Where are potential nodes along the corridors that could best accommodate new transit-oriented development while also connecting adjacent neighborhoods with increased access to retail and transit?
- What policies, regulations, incentives and programs will foster desired levels of transit and transit-oriented development.

Communities outside the central urban area also have major transportation corridors with much the same physical characteristics described above. The primary difference between outlying and central corridors is reduced transit capacity (due to lower community population levels) and lower density capacities (consistent with village and small city contexts with limited transit capacity). Accordingly, the CRSCI will conduct analyses of major corridors in outlying communities that focuses less on transit-oriented development and more on pedestrian-friendly, higher density development potentials.

The MPO in conjunction with the Regional Transit Authority will lead the transit and transportation analysis. CARPC in cooperation with municipal and development partners

will conduct the transit-oriented development analysis. Non-profit partners will assist with analyzing better connections between environmental justice and employment/activity areas.

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Infill and Redevelopment Inventory

Regional and local plans emphasize the importance of better utilizing existing infrastructure through infill development and redevelopment of under-utilized parcels. One obstacle to realization of such development priorities is lack of information about availability of vacant and under-utilized parcels. The Capital Region Sustainable Communities Initiative (CRSCI) will create an inventory of such parcels for the purpose of identifying short-term and long-term potential for infill and redevelopment. The inventory will be available to the development community (developers, builders, realtors), municipalities and the community at large.

The inventory will build on and expand information generated by the corridor analysis. In addition to parcels along major transportation corridors, the infill/redevelopment inventory will examine industrial other parcels such as and residential properties. The outcome will be a listing of parcels including information such as size, use, building, zoning, assessed value, and development potential. Properties with short-term development potential – for example, vacant, available on the market, in a tax increment district – will be highlighted.

CARPC and Dane County, in conjunction with municipal and development partners will conduct the inventory.

Market Studies

Regional and local plans emphasize infill and redevelopment as well as new development in the form of more compact, walkable, mixed-use and, where appropriate, transit-friendly neighborhoods and mixed-use districts. When considering such options communities face the question, what is the market demand for such developments? Demographic data point to growing proportion of younger and older households without children deemed more likely to desire urban amenities and neighborhoods. More specific market data about such demand, however, is limited for the Capital region. Given uncertainty about the demand for more compact, mixed-use and walkable forms of development, communities sometimes balk at establishing policies and guidelines to require or encourage them.

The Capital Region Sustainable Communities Initiative (CRSCI) will conduct an assessment to identify the demand for more urban forms of development: compact,

mixed-use, walkable and bikable and, where appropriate, transit-oriented. The assessment will consist of market studies and site visits to comparable developments in other regions.

A housing demand study will estimate the future demand for a wide range of housing and neighborhood types and compare this demand to current existing and planned supply. A commercial market study will estimate demand for retail and office space, including demand in more urban and mixed-use buildings, and compare this demand to existing and planned supply. The studies will identify whether gaps exist between demand and supply for various forms of housing and commercial space, estimate the size of any gaps. Market demand information generated by the studies will provide guidance for policies and programs to foster more urban forms of development, and for promoting urban development projects to developers, residents, builders and businesses. The studies will build on and complement studies commissioned by CARPC, being conducted by University of Wisconsin, Department of Urban and Regional Planning, examining the relationship between growth management policies and land prices in the Capital Region.

Members of the Regional Partnership for Sustainable Communities will be invited to tour examples of compact, mixed-use, walkable developments in other comparable regions to learn about their design, financial, marketing and development features. Tours will enable members to gain a better understanding of how such developments work in other regions and how to apply those lessons in the Capital Region. Development, business and financial partners will be encouraged to attend the tours.

Regional Partnerships

Promoting sustainable development in the Capital region is hampered by fragmented government and authority over planning and development. Water quality implementation, for example, is regulated by different agencies with authority regarding sewer extensions, wetland protection, shoreland protection, erosion control and agricultural and urban runoff, even though the region has an area-wide water quality management planning agency in the Capital Area Regional Planning Commission (CARPC). CARPC is also tasked with planning the physical development of the region, though its plans are solely advisory. The implementation of such plans fall on various government agencies, For example, farmland preservation, transportation and solid waste are also regulated by different entities. Local communities regulate land use, land division and street standards. Within each of these entities, competing interests come into conflict over narrow issues while the regional context is not adequately addressed.

The Regional Partnership for Sustainable Communities will bring together a broad range of interests with the intent to establish common ground and broad agreement on goals, outcomes, policies and programs for regional sustainable development. This regional partnership will guide the work of the Capital Region Sustainable Communities Initiative (CRSCI) to ensure that a broad range of interests are considered in CRSCI activities and outcomes. Broad agreement established through the Regional Partnership will provide leadership to better facilitate consideration and adoption of sustainable development policies at the local level. The work of the Partnership and the Initiative will lay the

groundwork for updating, by CARPC, the Regional Land Use and Transportation Plan, scheduled for 2014-2017.

CARPC will lead facilitation of the regional partnership.

DETAILED EXECUTION PLANS

Description

Regional plans state goals, objectives and recommendations to achieve sustainable development. Local comprehensive plans identify natural and agricultural preservation areas, and development areas for economic development, housing, transportation and infrastructure, arts and culture – consistent with regional plans. The natural, agricultural and development areas are typically general in nature. The Capital Region Sustainable Communities Initiative (CRSCI) will prepare detailed plans for preservation and development areas, consistent with the CRSCI goals. Each planning area will focus at the watershed level and include one or more city and/or village and surrounding rural area (and local town government). ___ planning areas will be selected from the Urban Service Areas (USAs are designated by CARPC to which urban services including sewer and water may be provided) and surrounding communities listed below.

1. Central (Middleton portion) and Waunakee USA: City of Middleton, Town of Westport and Village of Waunakee
2. Northern USA: Village of DeForest and Towns of Windsor, Vienna, and Burke
3. Cottage Grove USA: Village of Cottage Grove, City of Madison and Town of Cottage Grove
4. Black Earth USA: Village of Black Earth and Town of Black Earth
5. Cross Plains USA: Village of Cross Plains, Town of Cross Plains and Town of Berry
6. Deerfield USA: Village of Deerfield and Town of Deerfield
7. Marshall USA: Village of Marshall and Town of Medina
8. Mount Horeb USA: Village of Mount Horeb, Town of Blue Mounds and Town of Springdale
9. Oregon USA: Village of Oregon, Town of Oregon, Town of Dunn, Town of Rutland and City of Fitchburg
10. Stoughton USA: City of Stoughton and the Towns of Dunkirk, Pleasant Springs, Dunn and Rutland
11. Sun Prairie USA: City of Sun Prairie, City of Madison, and Towns of Sun Prairie, Bristol, Burke and Windsor
12. Verona USA: City of Verona, City of Madison and Town of Verona

Activities

1. **Form local steering committees.** Steering committees representing city, village, town, residents including low-income and communities of color, and local stakeholders including businesses and organizations. Steering committees will guide the planning process and make recommendations to the local governing bodies and the Capital Area Regional Planning Commission.

2. **Review regional and local comprehensive plan, prepare scope of work.** Review existing plan goals, objectives and recommendations and identify gaps with sustainable community goals (above). Review assessment of existing conditions and identify gaps and updates needed. Review future land use plans and identify need for more detailed planning. Based on reviews, prepare project scope of work, including public participation plan, to address gaps and planning needs. Engage local citizens and stakeholders to confirm scope of work.
3. **Assess community conditions.** Gather information, sufficient to address CRCSI goals and desired outcomes, about existing conditions related to:
 - Environment
 - Agriculture
 - Economic
 - Housing
 - Social
 - Transportation
 - Infrastructure
4. **Affirm community goals, establish metrics and performance targets.** Based on review of plan goals and assessment of community conditions, determine and affirm community planning goals for sustainable development. Using CRCSI desired outcomes above as a guide, establish metrics with which to measure achievement towards goals. Measure existing performance and establish future performance targets. Engage local citizens and stakeholders to shape and affirm goals and performance targets. Solicit input from the Regional Partnership.
5. **Identify preservation and development areas.** Building on the steps above, determine lands that need to be preserved to maintain and enhance the functions of natural systems or preserve viable agriculture, lands suitable for varying levels of development (depending on environmental susceptibility) including infill and redevelopment of under-utilized parcels. Identify phasing of development. Engage local citizens and stakeholders to identify and affirm preservation and development areas. Solicit input from the Regional Partnership.
6. **Determine development potential.** Estimate the physical and market potential of development areas. Physical potential is what can be built under existing land use regulations. Market potential is what the market will bear in new residential, commercial, industrial and agricultural development. Conduct market studies. Engage local citizens and stakeholders to communicate development potentials. Solicit input from the Regional Partnership.
7. **Conduct scenario planning.** Engage public and stakeholder groups to identify and evaluate a range of alternative future development options including current trends. Conduct design charrettes with public and stakeholders to create alternative designs. Estimate the performance of each alternative development design using metrics established in earlier activity. Evaluate and select desired scenarios.
8. **Identify implementation methods.** Establish policies and guidelines required to achieve desired development and preservation. Review existing land use and other

laws and regulations to identify gaps and barriers to achieving desired preservation and development. Identify changes to laws, regulations, programs and policies required to achieve desired development and preservation. Engage local citizens and stakeholders to communicate and affirm recommended changes. Solicit input from the Regional Partnership.

9. **Prepare, adopt plans.** Prepare draft plans that include the outcomes of above activities. Engage local citizens and stakeholders to review and comment on draft plans. Incorporate comments and submit final draft plans for approval by local communities.

CATALYTIC PROJECTS

Description

Some communities, like the City of Madison and the City of Fitchburg, already have detailed sustainable development plans for priority sites. For these sites, the challenge is making the development happen. The Capital Region Sustainable Community Consortia will provide resources for predevelopment costs to help these projects break ground. Predevelopment costs could include environmental studies, developer recruitment, marketing, site improvements, legal, and financing.

Project 1

Project 2

RESOURCES

The following is a general list of resources required for the Capital Region Sustainable Communities Initiative.

CARPC staff – project management, corridor analysis, infill inventory, detailed execution plans, mapping, graphic design, impact analyses, partnership staffing, public participation

MPO staff – corridor transportation and transit analysis

Dane County – farmland preservation planning, infill inventory, affordable housing

Municipal staff – corridor analysis, infill inventory, detailed execution plans, catalytic projects, public participation

Non-profits – participate to ensure inclusion of social equity, affordable housing and environmental considerations.

Consultants – market analyses, charrette assistance, impact analyses, catalytic project predevelopment

Supplies, materials, travel

Equipment?

WORKPLAN
BUDGET

DRAFT- WI Capital Region Sustainable Communities Planning Consortium
Memorandum of Understanding

This Memorandum of Understanding (“MOU”) constitutes an agreement between parties constituting the Capital Region Sustainable Communities Planning Consortium.

Background and Purpose

In June 2010, the federal Sustainable Communities Partnership (HUD, EPA, DOT) released the Notice of Funding Availability (NOFA) for the Sustainable Communities Planning Grant Program (SCPGP). The purpose of SCPGP is to support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact.

The Program places a priority on investing in partnerships that translate the Livability Principles (See Section I. B. of NOFA) into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, utilize data to set and monitor progress toward performance goals, and engage stakeholders and citizens in meaningful decision-making roles.

The sole intent of this MOU is to establish a consortium of member organizations that will prepare and submit the grant application (Application) and, carry out grant activities if a grant is awarded, and continue to implement grant activities.

Agreement

All parties expressly agree to the following.

- 1) A consortium is a “grouping of units of governmental, regional planning agencies, nonprofit organizations, and allied public and private sector partners that seek to develop a Detailed Execution Plan and Program for a Regional Plan for Sustainable Development.”
- 2) Cooperatively carry out the program in the Application (Attachment A), upon HUD approval.
- 3) Authorize the Capital Area Regional Planning Commission (CARPC) to act as lead applicant with responsibility for submitting an application to HUD and, if the consortium is selected for funding, to execute the cooperative agreement with HUD, and assume fiscal responsibility for the grant on behalf of the consortium in compliance with all HUD requirements.
- 4) If selected for funding by HUD, establish a formal consortium agreement to be executed no later than 120 days after the effective start date of the grant agreement. The formal agreement will include management and governance provisions.
- 5) Promote the objective of the SCPGP as described in Sec. G.1. Purpose of the Program (pg 3) of the NOFA:

The Sustainable Communities Regional Planning Grant Program (Program) will support metropolitan and multijurisdictional planning efforts that integrate housing, land use,

economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. The Program will place a priority on investing in partnerships, including nontraditional partnerships (e.g., arts and culture, recreation, etc.) that translate the Livability Principles into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, utilize data to set and monitor progress toward performance goals, and engage stakeholders and citizens in meaningful decision-making roles. Funding from this Program will support the development and implementation of Regional Plans for Sustainable Development (RPSD) that:

- a.** Identify affordable housing, transportation investment, water infrastructure, economic development, land use planning, environmental conservation, energy system, open space, and other infrastructure priorities for the region;
 - b.** Clearly define a single, integrated plan for regional development that addresses potential population growth or decline over a minimum 20-year time frame, sets appropriate 3- to 5- year benchmark performance targets, and delineates strategies to meet established performance goals;
 - c.** Establish performance goals and measures that are, at a minimum, consistent with the Sustainability Partnership's Livability Principles;
 - d.** Utilize geo-coded data sets and other metrics in developing, implementing, monitoring, and assessing the performance goals of various reinvestment scenarios;
 - e.** Provide detailed plans, policies, and implementation strategies to be implemented by all participating jurisdictions over time to meet planning goals;
 - f.** Prioritize projects that facilitate the implementation of the regional plan and identify responsible implementing entities (public, nonprofit, or private) and funding sources;
 - g.** Show how the proposed plan will establish consistency with HUD, DOT, and Environmental Protection Agency (EPA) programs, and policies, such as Consolidated Plans, Analysis of Impediments to Fair Housing Choice, Long Range Transportation Plans, and Asset Management Plans, including strategies to modify existing plans, where appropriate; and
 - h.** Engage residents and stakeholders substantively and meaningfully in the development of the shared vision and its implementation early and throughout the process, including communities traditionally marginalized from such processes, while accommodating limited English speakers, persons with disabilities, and the elderly.
- 6) Parties will report all staff time, other in kind, and financial information pertinent to this grant that may qualify to meet the 20 percent leverage requirement to complete the Application.
- 7) If any party wishes to change this arrangement, it shall provide formal written notice to the other parties at least 3 months prior to the desired effective date of change. No changes shall be made to this MOU unless agreed upon in writing by each signatory of this MOU or his/her designee.

Period of Agreement

This MOU will be effective July 16, 2010 through until the formal agreement is executed. No modifications may be made unless agreed upon in writing by all parties.

for Capital Area Regional Planning
Commission

for Dane County

Phil Van Kampen, Chair, CARPC

Date

Kathleen Falk, Dane County Executive Date

for City of Madison

for Madison Area Transp. Planning Bd. (MPO)

David Cieslewicz, Mayor

Date

Al Matano, Chair

Date

For

for

[Mayor/President/Director]

Date

[Mayor/President/Director]

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