

Date August 9, 2010

Resolution Authorizing Submittal Of Application For Community Challenge Planning Grant Sponsored by US Department of Housing and Urban Development

WHEREAS, the Federal Consolidated Appropriations Act of 2010 provided \$40 million for the US Department of Housing and Urban Development's Community Challenge Planning Grants to foster reform and reduce barriers to achieving affordable, economically viable and sustainable communities, and

WHEREAS, such efforts may include amending or replacing local master plans, zoning codes and building codes on a jurisdiction-wide basis to promote mixed-use development, affordable housing, the reuse of older building and structures for new purposes, and similar activities with the goal of promoting sustainability at the local level, and

WHEREAS, up to \$3 million may be awarded to an individual jurisdiction to conduct such efforts, and

WHEREAS, applicants must provide 20 percent of the requested funding amount in leveraged resources in the form of cash, verified in-kind contributions or a combination of these sources, and

WHEREAS, in-kind contributions may be in the form of staff time, donated materials, or services and cash contributions may come from any combination of local, state or Federal funds, or private and philanthropic contributions dedicated to the express purposes of this proposal, and

WHEREAS, on July 26, 2010 the City of Des Moines submitted a pre-application for a Community Challenge grant of up to \$3 million to complete a comprehensive plan update to incorporate a land use inventory and sustainable planning principles mandated by the State of Iowa; to audit and re-write zoning and construction codes to support transit, housing affordability, sustainability and green building goals; and to conduct a downtown sustainability study that includes the Eco-Core demonstration project; and

WHEREAS, City Staff has identified at least \$350,000 of leveraged resources for the Community Challenge grant which includes \$250,000 of U.S. Department of Energy funds that may be reallocated for the Downtown Sustainability study and at least \$100,000 of in-kind match that will be comprised of staff time and overhead from within the normal operating budget of the Community Development Department, and

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WHEREAS, the application deadline for the US Department of Housing and Urban Development's Community Challenge Planning Grant program is August 23, 2010.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that the City Council authorizes and directs staff to submit an application for a Community Challenge Planning Grant sponsored by the US Department of Housing and Urban Development (HUD) in the amount of up to \$1.75 million and authorizes the City Manager to sign the grant application for submission.

MOVED by _____ to adopt.

FORM APPROVED:


 Michael F. Kelley
 Assistant City Attorney

(Council Communication No. 10-485)

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GRIESS				
HENSLEY				
MAHAFFEY				
MEYER				
MOORE				
TOTAL				

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

 Mayor

 City Clerk

6/4/62



**Comparison Chart
Sustainable Communities Regional Planning Grants
TIGER II/Community Challenge Planning Grants**

	Sustainable Communities Regional Planning Grant (SCRPG) NOFA	TIGER II/Community Challenge Planning Grant (CCPG) NOFA
Purpose of Program	<ul style="list-style-type: none"> ✓ 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 translates the Livability Principles into strategies that direct long-term development and reinvestment, address issues of regional significance, and engage stakeholders and citizens in meaningful decision-making roles. 	<ul style="list-style-type: none"> ✓ DOT and HUD decided to issue joint NOFA for the TIGER II Planning Grant And Community Challenge Planning Grant (CCPG) Programs in order to better align transportation, housing, economic development, and land use planning and to improve linkages between DOT and HUD's programs. ✓ The TIGER II Planning Grant Program will fund the planning, preparation or design of surface transportation projects that would be eligible for funding under the TIGER II Discretionary Grant program. HUD's funding is designed to target housing, economic development, and land use planning strategies that will increase the efficiency and effectiveness of a related transportation project being planned.
Eligible Applicants	<ul style="list-style-type: none"> ✓ In Metropolitan and Micropolitan Statistical Areas, a consortium consisting, at a minimum, of: <ul style="list-style-type: none"> a. The traditional principal city (or cities if more than one) located within the boundaries of the region if the region is within a Metropolitan Statistical Area; b. The city, county, or any other unit of general local government with the largest population located within the region if different from (a) or if in a Micropolitan Statistical Area; c. Additional cities, counties, or units of general local government and Indian Tribes that will ensure that the consortium represents no less than 50 percent of the population residing within the region; d. The MPO, or the regional planning agency that facilitates planning and associated management activities for the geography represented by the applicant, or if the region has multiple MPOs, all MPOs that have jurisdiction within the designated region; and, e. A non-profit organization, foundation, or educational institution within the region that has the capacity to engage a diverse representation of the general population, and the ability to work in partnership with the units of general local government and the MPO or MPOs comprising a consortium to 	<ul style="list-style-type: none"> ✓ State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.

	<p>advance the program objectives of the Sustainable Communities Planning Grant Program.</p> <ul style="list-style-type: none"> ✓ In a non-defined area (an area outside the boundaries of a Metropolitan and Micropolitan Statistical Area), a consortium consisting of: <ul style="list-style-type: none"> a. Cities, counties, or units of general local government and Indian Tribes representing at least 50 percent of the population residing within the region; and b. If such an organization exists within the boundaries of the region, a Rural Planning Organization or Council of Governments. c. A non-profit organization, foundation, or educational institution within the region that has to engage a diverse representation of the general population, and the ability to work in partnership with the units of general local government to advance the program objectives of the SCRPG program. 	
<p>Eligible Activities</p>	<ol style="list-style-type: none"> 1. Establish coordinated intergovernmental planning and secure agreements among jurisdictions, regional planning units, State government, public authorities, special districts, and related public and private entities to support the goals of the Sustainable Communities Program; 2. Develop a comprehensive Regional Plan for Sustainable Development, which serves as a guide for local, regional, and state governmental policies and investments that will integrate existing or emergent land use plans, such as consolidated plans, asset management plans, long-range transportation plans, sewer, water, and stormwater, coastal protection, air and water quality plans, open space plans, food production and distribution plans, environmental conservation elements, pre-disaster mitigation plans, climate change impact assessments, energy reduction strategies, economic development plans, and long-range housing plans. At a minimum, the RPSD should explain how the consortium will: <ul style="list-style-type: none"> ✓ <i>Adopt a housing plan</i> that ensures that the full range of existing and projected housing need by type and tenure that is affordable to all ranges of family income is identified throughout the region, including an assessment of the need for affordable housing that is accessible to persons with disabilities. ✓ <i>Incorporate equity and fair housing analysis into regional planning</i> through the development of a regional analysis of impediments to fair housing choice. ✓ <i>Advance regional transportation planning</i> and the 	<ul style="list-style-type: none"> ✓ CCPG applicants: Activities related to the following: <ul style="list-style-type: none"> • Revisions to master plans or comprehensive plans that promote affordable housing co-located and/or well connected with retail and business development and discourage development not aligned with sustainable transportation plans or disaster mitigation analyses; • Development of local, corridor or district plans and strategies that promote livability and sustainability; • Revisions to zoning codes, ordinances, building standards, or other laws to remove barriers and promote sustainable and mixed-use development and to overcome the effects of impediments to fair housing choice in local zoning codes and other land use laws, including form-based codes and inclusionary zoning ordinances to promote accessible, permanently affordable housing that reduces racial and poverty housing concentration and expands fair housing choice for low-income minorities; • Revisions to building codes to promote the energy efficient rehabilitation of older structures in order to create affordable and healthy housing; • Strategies for creating or preserving affordable housing for low-, very low-, and extremely low-income families or individuals in mixed-income, mixed-use neighborhoods along an existing or planned transit corridor; • Strategies to bring additional affordable housing to areas that have few affordable housing opportunities and are close to suburban job clusters; and • Planning, establishing, and maintaining acquisition funds and/or land banks for development, redevelopment, and revitalization that reserve property for the development of affordable housing

	<p>development of transportation networks including the expansion of transportation choices, including quality bus service, street cars, light rail, regional rail, ridesharing, express bus lanes, shuttle services, complete streets, bicycle and pedestrian pathways, and programs that offer alternatives to driving alone, such as rideshare or public transit incentives.</p> <ul style="list-style-type: none"> ✓ <i>Advance water infrastructure planning</i> to ensure that investments in drinking water, wastewater and stormwater systems support the sustainability of the community and can be sustained by the community over the long term ✓ <i>Perform environmental planning</i> that includes environmental review systems to evaluate the impact of land use decisions, strategies to avoid adverse environmental impacts on neighborhoods through the careful planning and siting of housing and community facilities, methods to prevent undue damage, unwise use, or unwarranted consumption of natural resources, strategies to mimic natural systems within the built environment so as to minimize environmental impacts. ✓ <i>Plan for economic development activities</i> that stimulate the regional economy and create jobs, including the creation or expansion of existing commercial and industrial centers. ✓ <i>Conduct scenario planning</i> that allows the RPSD to project a variety of economic growth possibilities and anticipate responses to each of them. ✓ <i>Conduct comprehensive climate change impacts assessments</i> to guide regional planning and implementation strategies. Assessments may comprehensively evaluate a range of likely climate change impacts or may focus on an impact area of special concern in the region (e.g.: sea level rise, or reduced water availability). Findings from climate impact assessments should be used as a basis for defining adaptation actions to be implemented in appropriate plans and strategies. 	<p>within the context of sustainable development.</p> <ul style="list-style-type: none"> ✓ TIGER II applicants: Activities related to the planning, preparation or design of surface transportation projects, including, but not limited to: <ul style="list-style-type: none"> • Highway or bridge projects eligible under Title 23, United States Code; • Public transportation projects eligible under Chapter 53 of Title 49, United States Code; • Passenger and freight rail transportation projects; and • Port infrastructure investments. <p><i>Combined TIGER II Planning Grant/CCPG applicants:</i> <i>To the extent that an application has a project that has linked activities and would benefit from funding and associated activities in both DOT and HUD programs, applicants should indicate that in their application and the agencies may bother award funding to the project under their own respective program. However, only one application per project will be accepted.</i></p>
Match and/or Leveraging Requirement	<ul style="list-style-type: none"> ✓ Matching funds are not required. However, applicants must provide 20 percent of the requested funding amount in leveraged resources in the form of cash and/or verified in-kind contributions or a combination of these sources. Additional leverage is encouraged. Successful applicants must have the required amount of leveraged resources (the initial 20 percent) at the time of signing the cooperative agreement. In-kind contributions may be in the form of staff time, 	<ul style="list-style-type: none"> ✓ For those seeking TIGER II Planning Grants, a 20 percent non-federal match is required, whether such funds are contributed by the public sector or the private sector. DOT will not consider funds already expended as a local match. The 20 percent matching requirement does not apply to projects in rural areas. For those seeking HUD Community Challenge Planning Grants, applicants must provide 20 percent of the requested funding amount in leveraged resources in the form of cash and/or verified in-kind

	donated materials, or services.	contributions or a combination of these sources.
End Product	<ul style="list-style-type: none"> ✓ Regional Plan for Sustainable Development ✓ Detailed Execution Plans and Programs ✓ Limited Predevelopment planning activities for a catalytic project/projects central to achieving sustainability through the regional planning process. 	<p>CCPG:</p> <ul style="list-style-type: none"> ✓ Master plans or comprehensive plans that promote affordable housing co-located and/or well connected with retail and business development and discourage development not aligned with sustainable transportation plans or disaster mitigation analyses; ✓ Local, corridor or district plans and strategies that promote livability and sustainability; ✓ Revisions to zoning codes, ordinances, building standards, or other laws to remove barriers and promote sustainable and mixed-use development and to overcome the effects of impediments to fair housing choice in local zoning codes and other land use laws, including form-based codes and inclusionary zoning ordinances to promote accessible, permanently affordable housing that reduces racial and poverty housing concentration and expands fair housing choice for low-income minorities; ✓ Revisions to building codes to promote the energy efficiency and create affordable and healthy housing; ✓ Strategies for creating or preserving affordable housing for low-, very low-, and extremely low-income families or individuals in mixed-income, mixed-use neighborhoods along an existing or planned transit corridor; ✓ Strategies to bring additional affordable housing to areas that have few affordable housing opportunities and are close to suburban job clusters; and ✓ Planning, establishing, and maintaining acquisition funds and/or land banks for development, redevelopment, and revitalization that reserve property for the development of affordable housing within the context of sustainable development. <p>TIGER II:</p> <ul style="list-style-type: none"> ✓ Plans, preparation or design of surface transportation projects that would be eligible for funding under the TIGER II Discretionary Grant program.

Specific questions regarding the Sustainable Communities Grant Programs should be directed to sustainablecommunities@hud.gov or may be submitted through the www.hud.gov/sustainability website.