Partnership for Sustainable Communities: Recent Regional Accomplishments Q1 2012







The leadership for the Partnership for Sustainable Communities (PSC) met in December 2011 and created a 2012 work plan that identified three key areas of focus to shape how the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the U.S. Environmental Protection Agency will implement the Partnership's goals and continue to build on the work accomplished since 2009. The areas of focus include:

- Communicating successes
- Coordinating policies and programs
- Supporting communities.

Some regional engagement milestones and successes between January and March, 2012 include:

Communicating Successes

Regional offices have sought to document local success stories. Region 1 EPA is nearing completion of several short videos that document sustainability initiatives and support in Bridgeport, CT. One of the segments showcases the value of Federal partnerships and assistance provided under the Partnership for Sustainable Communities, and includes interviews with Regional Administrators Curt Spalding (EPA); Barbara Fields (HUD); and Mary Beth Mello (FTA). Region 9 FHWA Hawaii Division conducted various presentations about the Partnership, reaching over 350 participants in Hawaii and the Pacific Basin (including Guam, American Samoa, Northern Mariana Islands (CNMI), Yap, Palau, Federated States of Micronesia (FSM), Marshall Islands, and Chuuk) as well as sister agencies (e.g., NOAA, FEMA, NWS, NPS, DOD).

Coordinating Policies and Programs

Regional offices have been working hard to improve communication and coordination amongst Federal agencies. Region 6 held a cross-agency training session about each agency's key programs and requirements for funding, and Region 2 implemented its own interagency cross training. Region 5 established a work group to plan and develop a symposium for grantees, with significant input from HUD grantees and technical assistance providers, which will focus on community engagement approaches and environmental justice; Fair Housing Equity Assessment (FHEA); performance metrics; and hazard mitigation planning.

Supporting Communities

Regional offices continue to strategically seek new ways to support communities. Region 7 met with representatives of the Kansas City Urban Summit to discuss ways that the Partnership can assist the Urban Summit with redevelopment efforts in Kansas City, MO. Region 4 EPA held initial discussions with FEMA about potential collaboration on pre- and post-disaster planning to achieve more sustainable outcomes. FEMA has already participated in meetings for the Anniston, AL HUD Regional Planning Grant project and the Land of Sky Regional Council project in Asheville, NC. FEMA has also engaged with EPA, HUD, FHWA, the state of NC and others in two pilot projects in New Bern and Wilmington, NC that will help these communities prepare for climate-related flooding.



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Region 1 – Began inviting guest speakers to participate in monthly meetings. In February, the Director of Planning for the City of Somerville presented on Form-Based Codes,1 which Somerville is developing with a HUD Community Challenge Grant in the areas surrounding planned new transit stations. On March 22, the Program Delivery Team Leader for FHWA's Rhode Island Division Office delivered a presentation on Value Capture.2 Future meetings will feature other speakers.

Region 2 — Collected data on over one thousand EPA grants from 2009 to the present. The data was filtered, geocoded, and mapped. Region 2 is currently gathering data for HUD and DOT grants.

Region 3 – FHWA and EPA participated in the Greening America's Capitals design charrette in Anacostia Washington, DC. This community visioning session was intended to help improve pedestrian safety near the Anacostia Metro Station.

Region 4 – Continued work on the Selma-Montgomery project in collaboration with ACE, NPS, the Alabama Department of Environmental Management, city of Montgomery, AL, and others. As part of that, the Genetta Stream Daylighting project will improve water quality and access to greenspace.

Region 5 – DOT and HUD met with the Regional FEMA Work Group to discuss opportunities for the Federal Partnership to promote the Disaster Recovery Framework with Region 5 Grantees. This is an approach to recovery that encourages resiliency.

Region 6 – Held a meeting in Tulsa, OK on the revitalization of north Tulsa with an emphasis on eliminating brownfield areas. Federal, State and local partners participated on-site and via webinar and teleconference.

Region 7 – USDA Rural Development has been in contact with HUD Regional Planning Grant awardees Flint Hills Regional Council, Inc. and the Regional Economic Area Partnership of South Central Kansas in order to offer assistance with any eligible projects resulting from the planning efforts.

Region 8 – EPA and HUD met with city officials in Richardton and New England, ND as well as with representatives of the Western North Dakota consortium to plan an initial workshop for Preferred Growth Area planning to support the consortium's HUD Planning Grant efforts to address growth impacts of the oil and gas industry on communities. FHWA North Dakota Division and NDDOT are currently working on plans for bypasses of four communities impacted by oil field traffic.

Region 9 – EPA, HUD, FTA, and FRA continue to meet regularly with the California High Speed Rail Authority (CHSRA), and the California Strategic Growth Council to promote Partnership principles in the planning and design of the proposed California High Speed Rail system, and in planning efforts in nearby communities likely to be impacted by the system.

Region 10 – Completed the strategic Management Plan for the relocation of the Alaska Native Village of Newtok to Mertarvik. This document represents the culmination of a year-long effort that included community-wide council meetings, site visits, interagency planning group meetings, and more than forty-five interviews with stakeholders and potential funders.

¹ An alternative to conventional zoning that regulates physical form rather than uses to shape development.

² A method to generate revenue that can be used by local governments to provide match for transportation projects and support Transit-Oriented Development.