

Sustainable Communities Regional Planning Grant Program
Application by the Regional Economic Area Partnership of South Central Kansas

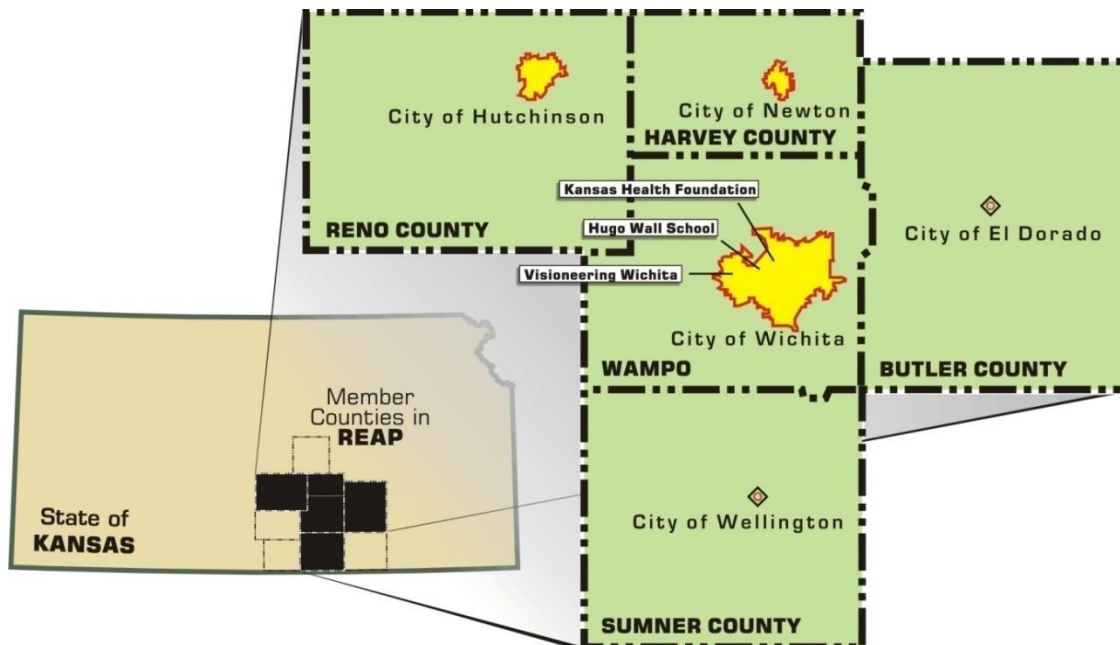
1. Rating Factor 1: Capacity of the Applicant and Relevant Organizational Experience

In a ranking of all 50 states, the State of Kansas is ranked fifth in having the largest number of government units; 3,931 separate units of governments can be identified in the state of Kansas. Only California, Texas, Pennsylvania and Illinois have more units of government than Kansas. In contrast Kansas ranks 33rd in population. While some might mistakenly believe the considerable number of government units indicates a pro-government mindset, in reality the disproportional number of governments represents an ingrained political and social culture of independent control and self-determination. While the fierce independence has served our state well in many respects, the concepts of collaboration and cooperation are often contradictory to our “go it alone” mentality.

Therefore, in 1997, there was great skepticism when the Mayor of the City of Wichita proposed the Regional Economic Area Partnership (REAP) of South Central Kansas. The role of REAP was defined as: 1) To be a voluntary council of governments formed to guide state and national actions that affect economic development in the region; and 2) To consider and adopt joint actions among member governments that enhance the regional economy. Today REAP has defied skeptics and stands strong with membership of thirty-seven city and county governments in the nine counties of South Central Kansas, which include Butler, Cowley, Harper, Harvey, Kingman, McPherson, Reno, Sedgwick, and Sumner counties.

Applicant Organization – Regional Economic Area Partners (REAP)

Since REAP views governmental cooperation as an essential step in the expansion of the regional economy, it created a consortium to lead this grant. The REAP-led consortium represents the Wichita MSA with the addition of Reno County. The consortium includes the City of Wichita, as the MSA’s traditional principal city, as well local units of government for Butler County, Harvey County, Reno County, Sumner County, as well as the largest cities in each county: El Dorado, Newton, Hutchinson, and Wellington.



a. **Organizational Capacity and Qualification** –

Consortium Organization/Leadership Structure

The Consortium will be organized to ensure a connectivity to the REAP governing body, as well as content experts in the region to provide a multi-faceted approach to reach stakeholders on topical areas. Aside from local governments, the consortium also includes the Wichita Area Metropolitan Planning Organization (WAMPO); Wichita State University’s Hugo Wall School of Urban and Public Affairs; Visioneering Wichita; and the Kansas Health Foundation.

Regional Sustainability Council – The Consortium will be led by the Regional Sustainability Council, a standing REAP subcommittee comprised of local elected REAP members to ensure commitment and support.

Leadership Team – A Leadership Team will be created comprised of professional expertise from Consortium members to ensure content expertise to guide the regional transformational effort and address broad policy and coordination issues.

Executive Council – An Executive Council will be established representing five livability principles task teams. The Council will be responsible for the plan development for each task team.

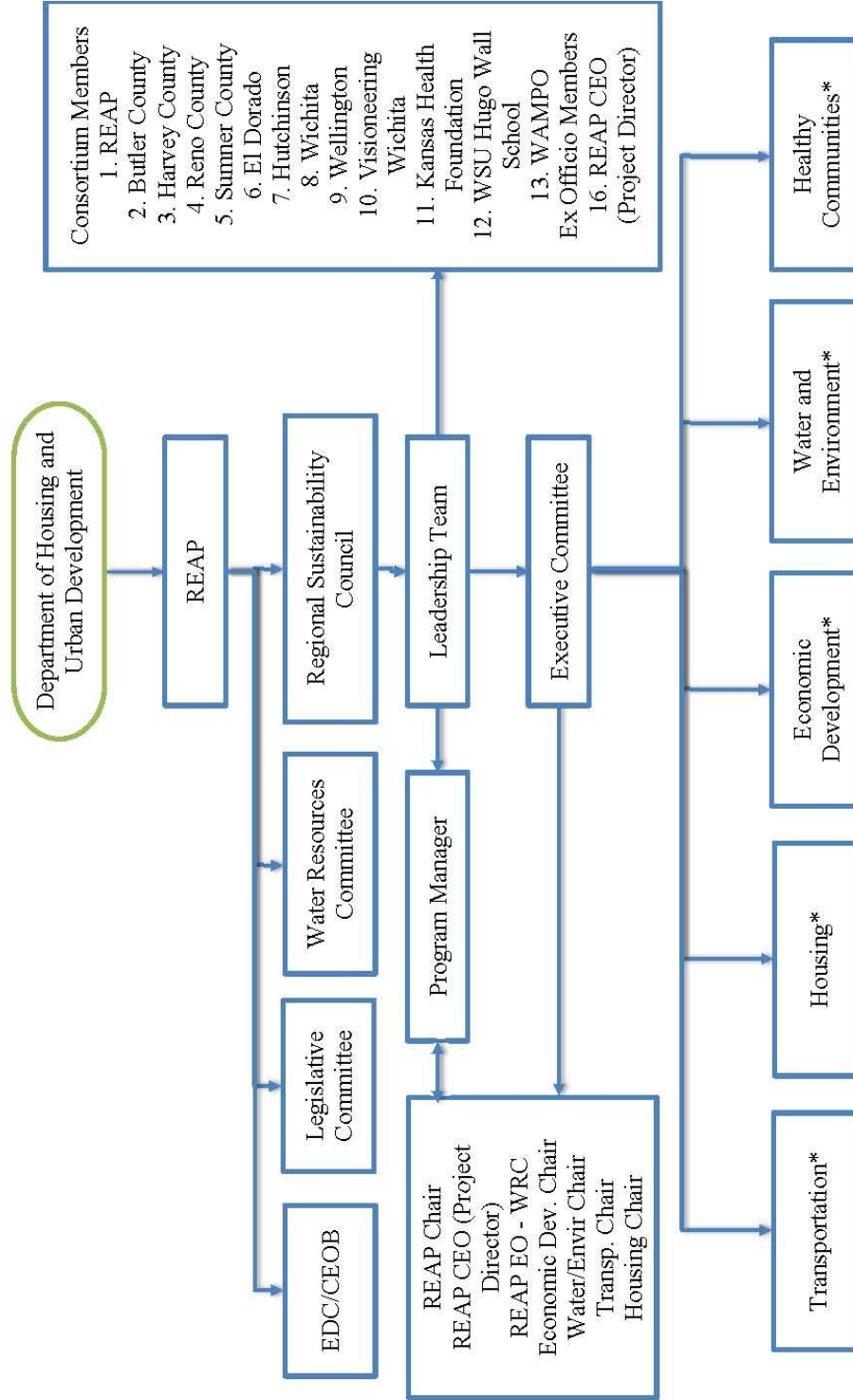
Task Teams – There are five primary strategies in the initiative, and Task Teams will oversee and coordinate execution of the initiative for each of the strategies. Task Teams will consist of experts on the strategy areas from the consortium members, as well as other community experts on the strategy areas from various sectors. The role of the Task Teams is to coordinate and integrate the grant activities, leverage resources to maximize outcomes and track program metrics. The Task Teams will be comprised of a multitude of partners from the five county region representing local governments, planning groups, housing organizations, business associations, neighborhood organizations, higher education, public education, private industry, builders associations, nonprofit, medical, religious, underserved populations, state organizations, environmental alliances and other relevant organizations.

Program Manager – Responsibility for daily operation of the initiative will rest with a Program Manager, including but not limited to monitoring the work of the consulting team; organizing the work of the Leadership Team, Executive Council, and Task Teams; documenting performance requirements, and preparing quarterly financial and progress reports for the Leadership Team and federal agencies. The Program Manager will work for the Hugo Wall School of Urban and Public Affairs and will be funded by the grant through a written agreement between REAP, on behalf of the consortium, and the Hugo Wall School.

Consulting Professionals for Sustainable Communities – The Consortium will contract with qualified experts through the issuance of a competitive Request for Proposals (RFP) for consulting services. An RFP based on the scope of work outlined in the Rating Factor 3 section will be issued within one month of the grant award. Qualified experts will have one month to submit proposals, and the process to review and select the most qualified experts also will take one month. Once the most qualified experts have been selected, a final scope of work will be negotiated and contract will be issued consulting services to prepare the Regional Plan for Sustainable Development will be issued prior to 120 days after the grant award.

Experience and Accomplishments

Hugo Wall School of Urban and Public Affairs – The REAP organization since inception has contracted with the Hugo Wall School (HWS) for staff and consultation support. Both the REAP Chief Executive Officer and the REAP Water Resources Executive Officer are Hugo Wall



- Consortium Members
1. REAP
 2. Butler County
 3. Harvey County
 4. Reno County
 5. Sumner County
 6. El Dorado
 7. Hutchinson
 8. Wichita
 9. Wellington
 10. Visioneering Wichita
 11. Kansas Health Foundation
 12. WSU Hugo Wall School
 13. WAMPO
- Ex Officio Members
16. REAP CEO (Project Director)

* Each taskforce will include a Chair and partners identified from the public, private, and non-profit sectors.

School employees. In addition, the HWS and Wichita State University faculty provide consultation on issues and applied research on critical issues to the REAP members. Over the past fifty years, the Hugo Wall School of Urban and Public Affairs has partnered with communities and professional organizations of all sizes to support sustainable, responsible, and effective government and non-profit management. Faculty, staff, and graduate assistants at the HWS respond to requests of public officials and community organizations to conduct research, offer training and professional development, and provide technical assistance and consultation. In addition, the HWS has conducted numerous community assemblies and survey research designed to solicit and engage underrepresented populations on community issues.

Environmental Finance Center – As part of the outreach effort, the Hugo Wall School was designated as the Environmental Finance Center (EFC) for Region 7 in 2010. The Wichita State University EFC is one of 10 university-based centers that form the Environmental Finance Center Network. As part of the network, the Environmental Finance Center provides multi-media environmental finance expertise and outreach to a variety of areas including water resources and infrastructure, solid waste management, air quality, renewable energy, green building and land conservation.

REAP – REAP and the consortium members have recently undertaken four collaborative efforts that highlight some of the important regional issues we face today.

(1) Affordable Airfares for Kansas – With funding from the Kansas Legislature, REAP is assigned authority for administering the \$7 million annual Kansas Affordable Airfares Program.

(2) Water – REAP has made water a high priority through the creation of the REAP Water Resources Committee in 2007. The Committee’s actions are aimed at preserving this precious natural resource, to make sure the region’s high quality water supply is maintained into the future by working with the State and other local partners.

(3) Workforce Investment – Through an agreement entered into by counties, REAP serves as the Chief Elected Officials Board, as defined in the Workforce Investment Act of 1998. REAP has authorized the Workforce Alliance of South Central Kansas to oversee the management and administration of the Workforce Investment Act programs.

(4) Visioneering Wichita – The Wichita MSA conducted a process to form a vision for the region that resulted in the Visioneering Wichita plan. As a result of the process extensive community engagement has continued to occur, with 16,000 people having directly participated in Visioneering Wichita and more than 500 businesses and organizations (representing over 100,000 citizens) having signed up as Vision Partners to help implement the plan.

Wichita Area Metropolitan Planning Organization (WAMPO) – WAMPO is the other significant regional entity that operates with the five-county region. As the MPO for the immediate Wichita metropolitan area, it adopted its most recent plan, the Metropolitan Transportation Plan 2035, in July, following a two-year community engagement process. Its planning boundaries are a subset of the larger five-county region, encompassing all of Sedgwick County and smaller adjacent portions of Butler and Sumner Counties. In compliance with federal law, WAMPO does significant community outreach to disadvantaged individuals and groups in the development of all its plans, studies and policy documents. Like all MPOs it follows its adopted Title VI & Environmental Justice Policy.

- b. **Capability and Qualification of Key Personnel** – The 14-member consortium will assign a total of 41 professional staff to assist the Program Manager and consulting team in the

development of the Plan. These 41 staff represent a cross-section of professional disciplines associated with regional sustainability, including city management, community engagement, project management, land use planning, transportation planning, engineering, public housing, environmental sustainability, transit and fleet operations, storm water management, public health, economic development, water and wastewater operations, and public facility operations.

Eight key staff, as well as the Program Manager, will comprise the Executive Council, and five of the eight key staff will serve as chairs of the Task Teams. The resumes for the key staff are included in the appendix.

- (1) Kristey Williams, REAP Chairperson and Mayor of the City of Augusta
- (2) Joe Yager, Chief Executive Officer, REAP
- (3) Dane Baxa, REAP Executive Officer of Water Resources
- (4) Tim Johnson, Assistant City Manager, City of Newton (Economic Development Chair)
- (5) Nancy Scott, Director of Planning and Development, City of Hutchinson (Housing Chair)
- (6) John Schlegel, Director of Planning, Wichita-Sedgwick County (Transportation Chair)
- (7) Kay Johnson, Environmental Initiatives Manager, City of Wichita (Environment Chair)
- (8) Elizabeth Ablah, Assistant Professor, University of Kansas School of Medicine (Healthy Community Design Chair)

Fiscal Agent – REAP will serve as the grant recipient and will enter into an agreement with the City of Wichita to serve as fiscal agent. The City of Wichita is a REAP member community, the largest city in the region, and administers a budget of more than \$500 million of local, state and federal funding. As fiscal agent for the HUD Sustainable Communities Planning Grant the City of Wichita will handle budget, accounting, procurement, financial reporting and auditing associated with the grant.

2. **Rating Factor 2: Needs/Extent of the Problem**

Our five-county region is at a pivotal point in development. Transforming ourselves from traditionally separate urban and rural communities to understand the connectivity is a critical challenge. Aligning housing resources with economic needs, connecting transportation systems across communities, developing the regional workforce to meet emerging industries, and ensuring a long-term quality water supply force us to move beyond our comfortable boundaries and standard operations. Within each livability section, specific needs are highlighted. (Note: Additional Measurements identified in *i. Narrative Statement of Need*, have been incorporated in each livability topic.)

- a. **Housing Costs** – The region as a whole has reasonable overall cost-of-living. According to the ACCRA Cost-of-Living Survey for Q3-2009 the region's overall cost-of-living index is a very moderate 90.8, roughly 9 percent below the national urban area average of 100.

An important indicator of housing costs, for this region, is how much people pay for housing as a proportion of their household income. The percentage of households that are cost burdened (those spending over 30% of their household income on housing) compares favorably in comparison to the US and Kansas for owner-occupied households, but it is for renter households that the region has significantly higher costs, particularly compared to the state as a whole. For both the US and the Wichita MSA, nearly half (49.6% and 47.2% respectively) of all renters are cost burdened. For Reno County and Sedgwick County, nearly 36% and 48% respectively are cost burdened. For Kansas, the percentage is 43.6%. This data is taken from the American Community Survey, 2006-2008. When households have to pay more than 30 percent of their income for housing costs (a threshold

established by the U.S. Department of Housing and Urban Development), they have insufficient income to spend on other necessities of living such as utilities, maintenance, transportation and food. In terms of owner-occupied housing, less money is available for upkeep. This leads to a trend of deteriorating housing, especially among the older housing stock of a community which often needs such basic improvements as weatherization.

There are several issues that both the urbanized and rural areas face, including the fact that the housing market in the region has favored new construction in outlying areas for both single-family residences and apartments. While these developments contribute significantly to the local economy and are responding to market forces, this pattern of development leaves older neighborhoods competing with these newer neighborhoods for scarce municipal services and hampers development of the inner-core of the urban areas. The housing stock in the older neighborhoods is often neglected by owners, leading to downward spiral in the livability of the neighborhoods.

Furthermore, outside of the urban core of the region, there is a lack of decent affordable housing to own or to rent, with conditions of dwelling units varying greatly due to differences or even lack of building, rental, and nuisance codes as well as the level of subsequent enforcement. Often the housing stock is in a state of disrepair or does not have such basics as water, sewer, or heat. Many of the homes could benefit from weatherization efforts and need new windows, roofs and heating – things that would help them be more energy efficient. In addition, in a few communities there is a shortage of any type of housing, with high rent, high building costs, and a general lack of population that causes higher taxes.

According to data acquired by the Metropolitan Area Planning Department from 2004-2011, the percentage of new homes within ½ mile of high capacity transit system is 11.7 percent, which illustrates the lack of consideration due to minimal levels of transit services within the region as a whole.

Homelessness: There is a lack of housing for the disabled and homeless, especially in the less urbanized areas. In fact, the majority of the communities do not even acknowledge that there is a homeless population. The United Way of Kansas annually publishes a report entitled the “Kansas Point in Time Homeless Count” which counts the number of homeless individuals within the metropolitan area. Homeless services are sparse in the rural counties adjacent to Sedgwick County, and maintain very little data in regards to the number of homeless individuals. The report states there are 346 homeless individuals in Sedgwick County; 13 in Butler County; 14 in Harvey County; and 40 in Reno. Sumner County did not submit data to this study. Creating a regional plan to assist this vulnerable population is important for systemic change.

Although we often feel like we know the situation of our housing, what we think we know and what is reality are often two different things. We need a housing study to assist us in knowing exactly what type of housing is needed, what price range is needed, what we will need in the future, and how we can accomplish these goals. We must plan for the future regarding housing in the region.

- b. **Environmental Quality** – The region is rich with environmental resources which enhance the quality of life and livability. Our activities and development practices greatly impact the natural environment. Planning to protect our environmental resources and giving them proper consideration for the sustainability of such resources is important to any development related project and the viability of the community moving forward. The key environmental resources of concern are water (quality and quantity), air, stormwater management, solid waste management/recycling, and flood

control. The region also needs to have a conversation on climate change to better understand the issue and assess the impacts.

Water: Quality and Quantity: The region covers portions of both the Lower Arkansas and Walnut River Basins, which have some challenges ahead. Both have experienced growth at an increasingly high rate over the last few years, resulting in increasing demands being placed on existing water supplies. While surface water and ground water supplies are available to meet current and future demands in the area and are generally of good quality, the quality is threatened and supplies are not located in the immediate area of demand. A complete understanding of the capability of meeting future demand is needed.

The region also has some opportunities available to develop a more sustainable water supply by promoting regional cooperation among water suppliers to share common sources of supply, both surface and subsurface as well as distribution and treatment facilities. Other areas where focus and collaboration are needed include identifying and maintaining but surface and aquifer water resources as well as exploring additional non-conventional water sources available. Community leaders need to strategize on ways to sustainably meet future municipal and industrial demands in a region that also is heavily utilized by agriculture needs.

Air Quality: Like water issues the region's air quality faces challenges. The Wichita MSA is faced with the possibility of exceeding the 8-hour National Ambient Air Quality Standard for Ozone. Because the ozone levels are close to the federal limit, they threaten the community's health and, because of increased regulatory burden, they threaten the economy. EPA recently announced plans to lower the health-based ozone limit in August. With a new standard, the region finds itself even closer to noncompliance along with increasing ozone health effects. If the Wichita area does exceed the ozone standard and is designated as a non-attainment community, it is estimated that the economic impact will be approximately \$10 million per year for at least ten years. The Wichita region is also facing eventual non-attainment on the standards for particulate matter if additional proactive remedies are not put in place soon. This is another area where community collaboration and dialogue will be needed to remain in attainment.

Stormwater Management and Flood Control: Stormwater management is a regional concern for a number of reasons, most predominately, the impacts to water quality. Water quality has a direct effect on the quality of life for residents. As development continues in the region, run off and its impacts to water quality are issues that need to be examined. The challenge of how to better handle storing, treating and monitoring the stormwater runoff from existing and new developments is an item in need of regional consideration. The region needs to further explore opportunities available to grow the community while decreasing stormwater runoff and maintaining good water quality.

The region is also susceptible to flooding in a number of areas. Floodplains are often not kept intact to absorb rising waters and as a result properties are damaged and negative economic impacts occur. The region needs to comprehensively evaluate the region's flooding concerns and the land use decisions that exacerbate flooding and design a plan to mitigate the impacts of flooding.

Solid Waste Management/Recycling: Many of the communities within our region have good solid waste management and recycling plans in place. Other communities, particularly the largest community, Wichita, do not have a comprehensive solid waste management plan that provides for or incentivizes recycling. The lack of recycling puts additional strain on regional waste disposal sites. The lack of regional coordination leads to additional truck traffic which increases both the strain on

transportation infrastructure and air pollution. The region needs to engage in a dialogue to learn what has worked well within the region and across the nation and develop a plan for sustainable solid waste management.

Climate Change: Over the next century the impacts of climate change could have a significant impact on the region's environmental resources. This issue is controversial for our region as there are a number of diverse perspectives on what the actual implications will be. The most recent scientific modeling predicts for Kansas that temperatures will continue to rise and rain storms will intensify which will likely result in more frequent flooding and crop destruction. It is also projected that annual precipitation will not increase to meet the need for additional water. This scientific perspective is one of many as others do not feel there will be a significant impact. The region needs to engage in a community dialogue to better understand climate change, the anticipated impacts, and evaluate what planning needs to occur to prepare.

- c. **Transportation Access** – South Central Kansas travel patterns reflect the region's predominately rural landscape, dotted with a number of urban centers. The road system focuses on these major population centers, with Wichita being the major population and employment hub. Since the vast majority of households in the region (93 percent) have access to at least one vehicle, it is not surprising that automobile trips dominant the transportation system. Even within the urban centers, population densities are relatively low, making cost-efficient transit service a challenge.

Intercity transit service is provided by a number of private bus and taxicab companies. Despite the fact that intercity commuting for employment is common within the region, there is no intercity commuter service.

Public transit within the region is provided by Wichita Transit, the City of Derby, and over 15 other agencies. Wichita Transit, a City of Wichita department, is the largest transit service provider in the region, providing both fixed route and paratransit service within its corporate boundaries. The low percentage of trips on public transit reflects prevailing attitudes within the region that transit is the ride of last resort, intended for those unfortunate few who cannot drive or afford a car.

Wichita Transit also contracts with social service agencies to provide supplemental paratransit service. There are other demand response services provided by the cities of Derby, Hutchinson, Newton, and El Dorado. Within the region Coordinated Transit District #12 coordinates paratransit services. In some of the rural areas of the region there are local agencies that provide on demand service for daytime appointments essential travel.

The region is served by one commercial and one regional airport. Wichita Mid-Continent Airport, the largest airport in Kansas, serves as the primary airport for passenger service and goods movement. Air transportation helps to drive economic development and provides for the movement of people and goods. REAP's Affordable Airfares Program represents a significant regional effort to keep air travel accessible to the region's residents.

Disproportionate access of transit alternatives to different populations/communities: Based on a study performed by WAMPO, the Greater Wichita Area provides sufficient access to transit alternatives to all populations within the area. WAMPO's Title VI and Environmental Justice Policy contains a map of the area's transit system detailing the areas of low income, minorities, and low income/minorities and their proximity to transit within the Greater Wichita Area.

- d. **Socioeconomic Inequity** – According to information taken from the School District databases within each county based on 1999 MSA data with county averages, the dissimilarity indices indicate there is not large separation of groups across the region, although there is a disparity with the Asian/White population at 94% and Hispanic/White population at 54.9% in Reno County. Some segregation is evident with the student free lunch ratios on the Hispanic index, ranging from 71.98-92.66% across the region. In addition, there is a similar increase in all indices with Sedgwick County compared to the rest of the region due to a more significant number of races represented. The significance of this measure suggests that there are some inequities within the region, especially with inner-city population in Wichita/Sedgwick County.
- e. **Economic Opportunity** – Transforming our region from an aviation-based economy and developing a regional approach on major economic issues are the critical needs for economic opportunity in our region. According to research on the total private industry employment establishments, the region’s manufacturing employment was 61,012 jobs accounting for 22.8 percent of employment in the region. The location quotient of 2.1 – meaning that the manufacturing industry employment in the region represented 210 percent of the national average, in 2009. The five largest employers in the region are major aviation manufacturing employers, including: Spirit AeroSystems Inc. (10,300 employees), Cessna Aircraft Co. (5,994), Hawker Beechcraft Corp. (5,543), Boeing Defense, Space & Security (2,500) and Bombardier Learjet (2,239).

As of June 2010, aviation manufacturing employment had fallen 31 percent since its peak in November 2008 (12,981 layoffs of the total 41,600 employees). The region has been directly affected by these layoffs with overall unemployment near 17,000, or roughly 8%, which is almost 1.5% higher than the State of Kansas rate of 6.5%. A great concern in our region is the cyclical nature of manufacturing and our general lag with national economic cycles which is unique to our region due to our dependency on manufacturing. Meeting the changing workforce demands to transfer aviation manufacturing, to other industries is another significant need for our region.

Furthermore, the impact of economic contraction in South Central Kansas would be devastating to job growth and job creation and impact the quality of the regional labor pool. Without strong growing companies, the need for skilled workers diminishes significantly, thus lowering the overall earnings of employees and forcing many to relocate to seek work in other growing economic regions. Although the region has successfully replaced industries in the past, a larger or deeper contraction in the aviation industry would cause a domino effect for the employers and companies that remain in the area in the face of economic contraction in that they would have a much smaller labor pool to recruit skilled workers from, and thus be at a disadvantage in the ability to grow their companies and expand operations.

In addition, evaluation of the availability of subsidized affordable housing near these employment centers is another concern. Research indicates that 0-3% of the housing near these employers is subsidized. The majority of workers commute and although Wichita metro area average one-way travel time to work is about 19 minutes (27 percent shorter than the national average), there are significant impacts on the infrastructure needs, including roadway upkeep, accessible transit services, and potential environmental concerns.

- f. **Fresh Food Access** – Although our region does have some rural areas that increase the average percentage of low-income people living more than a mile from a grocery store, it is only 12.62 percent. The percentage of households with no car and greater than 1 mile to a grocery store is also

low (1.94%). Indicators illustrate that our region has adequate access to fresh food. However, financial resources, especially for minority areas still prevent a significant challenge.

- g. **Healthy Communities** – Residents of Butler, Harvey, Reno, Sedgwick, and Sumner Counties suffer premature death at a greater rate than the remainder of the state. Residents of the five-county region lost 7849 years of potential life lost (YPLL) per 100,000 individuals, compared to 6915 YPLL per 100,000 individuals in the remainder of Kansas. Defined as the number of years when death occurs before the age of 75, YPLL serves as a rough measure of the rate of preventable or premature deaths in a given area. Increased YPLL in a given region can be seen as a symptom of an unhealthy community environment. In addition to the overall difference in mortality, as represented by YPLL, there were also other key differences in terms of disease prevalence, health behaviors, and mental health between the five-county region and the remainder of the State. Residents of the five-county region fared more poorly in poor mental health days each month, low birth weight rate, adult smoking, and adult obesity (County Health Rankings, 2010). Diabetes and asthma are also prevalent in the region.

Census information indicates an aging population for Kansas, which implies that health concerns and access to healthy lifestyles and healthcare for seniors will be an ongoing issue for the region.

- h. **Area of Severe Economic Distress** – The Wichita MSA does not meet the qualifications as an area of severe economic distress. Target urban neighborhoods and specific rural areas within the region would qualify.
- i. **Narrative Statement of Need** – In review of the needs of our region, there are five issues that surpass others in terms of impact to the sustainability of our region:
- Connecting population concentrations within our regional communities to major employment centers;
 - Cooperating to ensure quality and quantity of water supply for the region and addressing air quality issues;
 - Assuring a regional effort to capitalizing on emerging industries;
 - Ensuring quality, affordable, accessible and available housing supply especially for low-income households; and
 - Supporting design efforts to ensure the built environment provides for development of a healthy community.

In addition, the need for the regional planning cannot be captured in only statistical information. Formulas and population statistics provide a *technical* piece of the story. Our challenge does not have a technical solution; the best plan created will not solve our issues UNLESS we change our mindset to working together. Our challenges are adaptive challenges, meaning it will take a change in social and political culture for our region to overcome our challenges. It will take a change in valuing working together for the best use of resources (financial, natural, human) instead of valuing independence and self-reliance above all else. Only through a significant investment in a stakeholder engagement process and understanding each other's stories will there be a transformation in mindset for us to not only talk about a region, but to behave like a region for a sustainable future. The geographical distance, the change in our primary industries of agriculture and aviation manufacturing, the rural versus urban challenge, coupled with the tremendous opportunity available to us to work together define our need to engage in a successful planning process.

3. Rating Factor 3: Soundness of Approach

Developing an engagement process to transform our region from “talking about a regional approach” to “thinking, behaving and valuing” a regional approach will be the fundamental measurement for all success of the planning process. The approach must ensure a process to have meaningful discourse on diverse and sometimes polarizing topics, with regional representatives of diverse interests and backgrounds. Recognizing our current political and social culture of communities acting separately is not sustainable or the best use of resources for our region.

Developing trust and agreement with political leadership will be a critical role of the Regional Sustainability Council of the Consortium. Technical expertise and commitment to connecting the usual and unusual voices will be a constant challenge of our Leadership and Executive Committees. The Consortium will be assisted by the Program Manager of the Hugo Wall School to lead the daily oversight of the plan development. The Consortium will seek, through competitive request for proposal process, a consulting team led by a primary consultant that will assemble a team of qualified experts in the various disciplines needed for developing the plan, such as planners, community engagement specialists, engineers, environmental specialists and topic experts. The Consortium will rely on consultant expertise to assist in data analysis, engagement process, technical advice and plan development in the described following process.

(1) **General Description of Proposed Regional Plan for Sustainable Development** – The consortium has identified five critical strategy areas on which the South Central Kansas Regional Plan for Sustainable Development will focus:

- Housing
- Environment (air quality and water)
- Transportation
- Economic development (long-term job creation)
- Healthy Community Design

Housing – Housing issues are interwoven throughout long-term planning for a Sustainable region; the issues are complex and must be defined into manageable and achievable solutions.

Location-Related Concerns – Transit-oriented development has not been considered in our region due to the minimal level of transit services. In addition, we have relied upon market forces to develop workforce housing near our major employment centers.

Housing and Neighborhood Conditions – There is a wide range of neighborhoods across the region, including center city, disinvested inner rings, older suburbs, newer developments, small acreage rural residential, family farms, and small towns. Although each has unique concerns, there are issues in common:

- Variances in building, rental, and nuisance codes and levels of enforcement;
- Variances in access to public water and sewer, and variances in quality of on-site wastewater and domestic water quantity and quality.
- Low-income and/or elderly residents may lack funding and ability to maintain older, energy inefficient homes and rental properties.
- Abandoned or blighted housing and vacant lots that affect neighborhood livability.

Access to Housing – Even if we had an ample supply of affordable and available housing across the region, we do not have an understanding of any impediments to housing choice. This understanding is necessary to affirmatively advance Fair Housing regionally. We also need to understand the unique housing needs of elderly, disabled, mentally ill, and homeless special populations and collaborate with members and their advocates to address housing needs.

Housing Affordability – Many communities in our region report a lack of affordable rental housing that is in good condition. The cost of new construction increases in small towns and inner cities due to the increased costs related to aging or non-existent infrastructure, small lot sizes, uncertain land ownership, and tax arrearage. These factors result in construction costs that exceed appraised value and an inability to obtain a mortgage.

Availability – Several communities in the region have new industries that will provide hundreds of new jobs. Most communities do not have rental properties to house construction workers, nor do they have multi-family or affordable housing for the anticipated workforce. Without local housing opportunities, workers will commute by personal vehicle from other parts of the region. In addition, many communities do not have a range of housing options for elderly or disabled members who wish to remain part of the fabric of their community, and may be forced to enter care facilities in another community.

The Regional Plan for Sustainable Development would develop housing strategies to:

- Develop coordinated strategies and new partnerships within the region to better address regional housing needs across jurisdictions.
- Assess the sustainability of housing stock in older neighborhoods and determine what to do with obsolete housing units.
- Improve the livability of older neighborhoods where the housing stock is still viable.
- Improve the accessibility of workers to jobs from affordable housing.
- Align regional planning efforts on housing with economic and workforce development and transportation that focus on livability.

Environment – The region faces a number of significant environmental challenges in the years ahead that will affect its quality of life. The predominant issues of concern are water (quality and quantity), air, stormwater management, solid waste management/recycling, and flood control. The region also needs to have a conversation on climate change to better understand the issue and assess the impacts.

Although generally the region has adequate water supply and the water is of adequate quality to meet the region's future urban and rural water needs, there are a number of significant challenges. Water distribution systems are fragmented and often too small to address environmental challenges. Frequently there is no political will to charge consumers at rates to provide and maintain the infrastructure to deliver the water to the cities. Salt water intrusions threaten aquifers. Failing on-site sewerage systems in high density neighborhoods is not uncommon. Flood control and storm water management continue to be concerns in a region of flat terrain and low public awareness of the risks of developing in floodplains.

With EPA expected to revise the standard for ozone this year, four of the five counties (the Wichita MSA) are likely to be designated as a non-attainment area for this pollutant. This new air quality status will have a significant impact on which transportation projects can receive federal funding and could impact economic development efforts.

A common theme in the region's environmental story is the need to balance agricultural and urban needs. Some examples include agricultural practices that create runoff that contaminate river and stream water quality; annual prairie grass burns in the Flint Hills that contribute to the creation of ozone; or rural property owners who are concerned that urban dwellers using the river adjacent to their property will damage their property.

While the region is rich with environmental resources, the protection and conservation of those resources should remain a high priority in order to maintain a high quality of life. Keeping environmental issues and concerns at the forefront of planning and as a priority will help to maintain a high quality of life in the region.

The Regional Plan for Sustainable Development would develop environmental strategies to:

- Develop coordinated strategies and new partnerships within the region to better address and region's demand for additional water supply in the future as well as maintain quality of existing supplies.
- Prepare the region for the eventual ozone non-attainment designation.
- Address the issue of maintaining water quality in both surface and aquifer water bodies.
- Address regional water supply needs and explore cooperative options.
- Address regional flood control and storm water management issues.
- Identify regional brownfields and determine if redevelopment of these areas is a priority.
- Seek a policy balance between rural and urban needs to access environmental assets.

Transportation – South Central Kansas is very fortunate to have a regional road system that is relatively uncongested and serves personal vehicle use well. It is well developed and generally well maintained, focusing on the major population centers of the region, with Wichita as the principal population and employment center. Travel patterns within the region have not changed significantly since 1990. The road system, however, has a number of under-designed facilities that are not adequate for the growth in traffic on the system. Plus, the region is challenged fiscally to maintain the existing system while trying to meet the demands of the future.

Public transportation services are available in many parts of the region but generally are not adequate to serve the populations most in need. The region's largest transit provider is Wichita Transit, which provides both a fixed route system and paratransit services within the City of Wichita. In addition, demand response services are provided by the Cities of Derby, Hutchinson, Newton and El Dorado. A variety of other agencies provide some paratransit services. These service providers all struggle financially to keep up with growing demand and are too fiscally dependent on State and federal funding.

Over 60 million tons of freight are shipped through the region annually on the interstate and rail systems. The value of all freight movement in 2006 was about \$69 million and is projected to increase to over \$130 million by 2030. Large-scale freight movements by rail through the region have caused increased traffic congestion in the region's urban centers due to the preponderance of at-grade rail crossings in the region. These traffic tie-ups also contribute to air pollution.

The region contains one MPO (Wichita Area Metropolitan Planning Organization). Its planning area is limited to Sedgwick County and very small portions of Butler and Sumner Counties. It has recently completed its most recent long-range transportation plan (MTP 2035). However, a substantial portion of the region is outside the WAMPO planning area and most of the region's jurisdictions operate with local plans only. Most of these local plans focus on streets, highways and bridges with little consideration of other modes of transportation. As a five-county region, there is now little coordination of transportation plans and funding and awareness of alternative modes, such as transit, walking and bicycling.

Because the MSA is expected to be designated by 2013 as a non-attainment area for ozone, the four counties within the MSA will be required to develop a means by which they can perform MSA-wide air quality conformity analysis for future transportation projects. This eventuality will cause these four counties to take at least this step toward regional coordination.

The Regional Plan for Sustainable Development would develop transportation strategies to:

- Develop the capacity within the region to coordinate transportation plans and funding in order to optimize available funding resources and to integrate economic development, housing and healthy community design opportunities with the transportation system.
- Develop coordinated strategies and new partnerships within the region to optimize available funding resources and to better address the needs of transit-dependent populations and the need for better pedestrian and bicycle facilities.
- Improve the availability and service level of public transportation within the region, including intercity commuting service.
- Increase the awareness within the region of how greater utilization of alternative transportation modes can help reduce congestion, air pollution and save consumers money.
- Address the impacts of steadily increasing interstate rail freight traffic on congestion in the urban centers and develop coordinated regional strategies.
- Develop the capacity within the MSA to perform air quality conformity analysis for transportation projects when the MSA is designated as non-attainment for ozone.

Economic Development – South Central Kansas has many assets and also liabilities. One of its strongest assets is superior technical manufacturing skills, primarily in aviation; an asset that is transferable across many industry sectors which require complex processes. In addition, our region has history of rich entrepreneurial spirit, being the birthplace of industry giants, such as Cessna Aviation, Beech Aircraft, Pizza Hut, Coleman Company, Learjet, and Koch Industries. However, the transference of these historical economic strengths to a new era of sustainable growth presents a critical challenge.

With such a large dependency on aviation, the regional economy is more volatile than the national economy due to the cyclical nature of the industry and general lag with national cycles. This industry also faces the prospect of a large portion of its skilled workforce retiring in the next ten years, jobs being outsourced out of country and a general recognition of the maturity or decline of the industry. Recruitment, retention, of emerging industry and recapturing our entrepreneurial spirit is vital and will require that the region pays attention to workforce training and livability issues.

In order to maintain the existing economic base, compete effectively for new business investment, and foster the emerging markets and industries the region needs to leverage local, regional, and State resources as well as continuing to develop coordinated efforts between the regional communities that build a cohesive and coordinated effort to focus on economic development, workforce training and livability issues.

The Regional Plan for Sustainable Development would develop economic development strategies to:

- Develop coordinated strategies and new partnerships within the region to better address the needs of economic and workforce development.
- Align local and regional initiatives to encourage growth and address the demands of future industry requests and skills in emerging markets and industries.

- Align local and regional initiatives in workforce development and technical training in manufacturing.
- Retain and recruit a skilled workforce to replace retiring baby-boomers, emphasizing livability concerns of young professionals.
- Enhance the quality of life and the regional economy by promoting regional assets that capture discretionary income from people living in the region as well as those outside the region.
- Pursue additional resources to diversify the arts, entertainment, recreation, and retail and promote increased population and tourism to keep and create regional expenditures within the region.
- Support existing efforts to encourage and invest State resources in start-up companies while creating an environment that encourages and supports business creation and growth.

Healthy Community Design – The previous four strategy areas all deal with the built environment in one form or another. As a result, the Consortium has identified healthy community design as an additional strategy area that begins to tie all the strategies together. Having a community that sustains itself in a healthy way will affect whether it can develop and sustain itself economically, socially and environmentally. Our individual health is impacted by whether we have a decent job, decent affordable housing, transportation choices and a clean environment in which to live. For our region, healthy community design supports the sustainable development of the region.

The built environment can be linked to a broad spectrum of adverse health effects, including mortality rates, disease prevalence, risky health behaviors, and mental health. Individual health factors that have been linked to community design include smoking rates, depression, obesity, and cardiovascular health. Many aspects of the built environment overlap and compound each other in terms of health effects. Perhaps the most striking is the relationship between built environment and mortality. People who live in lower socio-economic status neighborhoods suffer disproportionately from premature mortality compared to those from safer, higher status neighborhoods with abundant recreational amenities, social opportunities and quality food.

Given the tremendous impact the built environment can have on the overall health of a community, a holistic approach has the greatest potential for lasting and meaningful health benefits. Because one’s living environment is so inter-connected, even one change, such as an increase in public transportation, can reduce air pollution, decrease unemployment, decrease smoking, decrease obesity, increase self-esteem, and increase civic engagement, resulting in a healthier community in multiple facets.

Our Regional Plan for Sustainable Development would develop strategies to:

- Find common ground between the usual advocates for healthy community design and the “unusual” stakeholders on this issue.
- Develop a set of healthy community design guidelines appropriate for the region with the objective of lowering the YPLL rate for the region.
- Make all the jurisdictions within the five-county South Central Kansas region aware of the relationships among the built environment, community health and community sustainability.
- Help citizens to work with local government to promote healthier community design.

(a) **General Contents of the Plan** – It is proposed that the consortium hire a qualified Program Manager and consulting team to assist with the development of the South Central Kansas Regional Plan for Sustainable Development. Plan content will consist of the following key components/elements:

- i. Existing Regional Conditions & Plans Assessment in the Context of HUD’s Livability Principles
- ii. Alternative Future Regional Sustainability Scenarios Reflecting HUD’s Livability Principles
- iii. Preferred Regional Sustainability Scenario & Vision
- iv. Livability Elements of the Regional Plan for Sustainable Development - Goals, Objectives & Policies to: Improve Transportation Choices; Improve Affordable Housing; Enhance Economic Competiveness; Support Existing Communities; Coordinate Policies and Leverage Investment; Value Neighborhoods and Communities; Promote Healthy Community Design.
- v. Regional Sustainability Implementation Action Plan Initiatives
- vi. Plan Monitoring & Benchmarking

(b) **Advancing Sustainable Development** – The development of the South Central Kansas Regional Plan for Sustainable Development will represent a transformational step forward for this five-county region that has historically lacked any cohesive or consistent sensitivity/awareness to the concept of healthy community design and regional sustainability. It will provide the basis for subsequent adaptive changes in plans and policies at the local community level.

(c) **Scenario Planning** – Several members of the consortium (WAMPO, City of Wichita, Visioneering Wichita) have relevant and significant experience with scenario planning associated with regional visioning and various economic, land use, and transportation planning initiatives. This experience favorably positions the consortium in working with a qualified consultant in the development of various regional sustainability scenarios.

(d) **Incorporating the Six Livability Principles** – Within the overarching framework of healthy community design, the six HUD Livability Principles supplemented with an additional principle called ‘Healthy Community Design’ will form the guiding principles upon which the South Central Kansas Regional Plan for Sustainable Development will be developed.

(e) **Responding to Needs** – The regional sustainability plan will specifically address (and provide regional sustainability solutions to) the identified barriers, impediments and sustainability needs/challenges of this five-county area as articulated in the Rating Factor 2 section.

(f) **Leveraging Regional Assets** – As the grant applicant, REAP (Regional Economic Area Partnership) is well positioned to provide a unique and empowered leadership role in ensuring that the South Central Kansas Regional Plan for Sustainable Development contains specific policy direction and implementation strategies that leverage critical regional economic assets to advance sustainability.

(2) Process to Develop a Regional Plan for Sustainable Development

a) **Community Engagement** – A cross-section of local communities and stakeholder groups (including low-income, minority and economically disadvantaged representatives) within the five-county region will be engaged throughout the development of the Plan using an extensive process of individual interviews, focus group discussions, community engagement meetings, community sustainability education/awareness campaign, and a community-wide survey instrument. Livability Principles Task Teams representing all sectors, communities and geographic areas of the five-county area will also be appointed by the Plan Leadership Team (plan steering committee) to focus in on each of the six HUD Livability Principles as well as an additional livability principle called Healthy Community Design. Each Task Team will be chaired by a member of the Plan Executive Committee (technical support group). The purpose of these Teams will be to distill individual, focus group, and community feedback into specific plan recommendations related to each principle.

- b) **Existing Conditions and Trends Assessment** – A qualified consultant hired by the consortium will assemble and evaluate existing conditions and key regional trends in the areas of transportation, water supply, housing, employment generators, and affordable housing. The consultant will work with the Leadership Team, the Executive Council and the five Task Teams to develop alternative future regional sustainability scenarios that embrace the framework of healthy community design and reflect HUD’s six livability principles and the principle of Community Health and Wellness. These scenarios will then be presented for broad-based community input and feedback in order to shape an appropriate vision for regional sustainability.
- c) **Data Supporting the Vision** – Rating Factor 2 data represents important baseline information that will be used in conjunction with existing conditions/regional trends data to develop various regional sustainability scenarios, and ultimately shape an appropriate vision of regional sustainability.
- d) **Formulating Strategies** – Barriers to the creation of a regional sustainability plan will be identified early in the planning process as part of the existing conditions assessment. All aspects of existing local, regional and state plans that in whole or in part could detract or support the creation of a regional sustainability plan for the five-county area will be evaluated and specifically documented. Strategies will be developed that identify and recommend specific actions necessary to align existing local plans with the regional sustainability plan. In addition, the Plan will contain policies and implementation strategies that integrate housing planning, transportation planning, water infrastructure planning, environmental planning, economic development planning and healthy community design principles. The nature and composition of the five-county region is such that residential or small business demolition /displacement are not anticipated as a result of any specific recommendations contained in the South Central Kansas Regional Plan for Sustainable Development. Nevertheless, mitigation strategies will be developed to address such issues should they arise.
- e) **Achieving Consensus** – In order to ensure regional consensus in the development of this Plan, a diverse and extensive community engagement process will be initiated. The consortium partner representing the county seat in each of the five counties will be assigned specific responsibilities to engage, inform, invite and obtain necessary endorsements from the various local municipal jurisdictions within their respective county. Major institutions, employers and corporations throughout the five-county region will be individually approached by members of the Leadership Team and invited to participate in/endorse the plan development process.
- f) **Implementing the Vision** – Following the completion of the Plan, the implementation of the resulting regional sustainability vision will occur over time through a commitment to ongoing oversight on the part of the consortium partnership. Under the auspices of REAP, the consortium’s oversight efforts will be focused on encouraging and supporting all those entities that have been assigned ‘lead’ responsibility for the implementation of the various specific sustainability strategies contained in the Plan. It is also anticipated that the Plan will contain recommended demonstration projects or initiatives that will serve as the impetus for success in achieving long-term regional sustainability.
- g) **Implementation Metrics** – The Plan will contain metrics/benchmarks by which to track and assess progress towards the eventual achievement of regional sustainability in the five-county area of South Central Kansas. As part of its ongoing commitment to the oversight of the regional

sustainability plan, the consortium will prepare an annual Indicators of Regional Sustainability Report as a method of tracking regional sustainability progress.

(3) Governance and Management

- a) **Consortium Members and Partners** –The consortium includes the major units of local government for the Wichita MSA (Butler County, Harvey County, Sumner County, the City of El Dorado, the City of Newton, the City of Wellington, and the City of Wichita), as well as Reno County and City of Hutchinson, which were added because Hutchinson is the second largest city in the region. As the largest units of local government in the region, these major units of local government were selected to lead the process of developing a Regional Plan for Sustainable Development. These local governments will use their contacts and relationships that have been developed through their membership in REAP to involve the region’s other units of local government in the plan development process. However, involving all units of local government in the region directly as consortium members would be unwieldy. Additional members of the consortium are the Wichita Area Metropolitan Planning Organization (WAMPO); Wichita State University’s Hugo Wall School of Urban and Public Affairs; Visioneering Wichita; and the Kansas Health Foundation. The Hugo Wall School will provide project management services. Visioneering Wichita will provide its expertise in community engagement with diverse populations, and the Kansas Health Foundation will provide its expertise in healthy community design. Each member of the consortium is firmly committed through a signed memorandum of agreement pledging to provide leveraged resources, which are described in detail in the Rating Factor 4 section. In addition to the members of the consortium, there are numerous other project partners that will serve on Task Teams (as identified in the Rating Factor 1 section). Many of these partners have submitted letters of support for the initiative. The list of partners contained in the Rating Factor 1 section is not exhaustive, and additional partners will be added throughout the initiative, as additional assistance for the Task Teams is determined to be necessary by the Leadership Team.
- b) **Consortium Member Roles** – Each member of the consortium will serve on the Leadership Team that will provide governance for the initiative. As such, each member will have a direct vote on governance issues and provide overall leadership for the initiative. Additionally, each member of the consortium will provide leveraged resources to the initiative, primarily in the form in-kind staff services to collect data and provide information to the Program Manager and the consulting team, serve on the various Task Teams that will develop strategies for the initiative, and organize and host community engagement meetings in the various local communities throughout the region. Select consortium members (as identified in the Rating Factor 1 section) will have the additional role of chairing a Task Team and serving on the Executive Council. These consortium members will be responsible for convening the Task Teams and guiding their work as well as will meeting as the Executive Council to respond to specific topics that require expedited action or decision. In addition to the consortium members, the Task Teams will be comprised of numerous other project partners that will help guide the direction of the initiative.
- c) **Structure of Consortium** – The structure of the consortium, including an organization chart, is described in detail in the Rating Factor 1 section. A Leadership Team will provide governance for the initiative. The Leadership Team will be comprised of senior executives from each of the consortium members who are regional champions with significant social networks. To support the Leadership Team, and expedite actions or decisions associated with the execution of the initiative, an Executive Council will be empowered to act on behalf of the Leadership Team to address any modifications in funding or outcomes that require quick or immediate attention. Any issues before

the Executive Council and actions taken will be communicated to the Leadership Team. Responsibility for daily operation of the initiative will rest with a Program Manager. The Program Manager will report directly to the Leadership Team and will be a staff member of the Leadership Team, Executive Council, and the Task Teams. There are five primary strategies in the initiative, and Task Teams will oversee and coordinate execution of the initiative for each of the strategies. Task Teams will consist of experts on the strategy areas from the consortium members, as well as other community experts on the strategy areas from various partners.

- d) **Data Management Plan** – The Task Teams will meet monthly with the Program Manager to provide consistent communication while identifying and addressing issues impacting the implementation of the grant. In addition, the Program Manager will provide monthly updates to the REAP Board at its regularly scheduled meeting as well as the Leadership Team to ensure that all parties are aware of the status of the grant implementation. The Program Manager will also maintain a website of information regarding the initiative and provide an electronic communication midway through the month that will serve to keep all of the partners routinely informed about the grant implementation. Success stories will be tracked and serve as a reservoir of information on the continuous success of the grant providing awareness for partners, supporters, grant affiliates and the public.

The initiative will also host a semi-annual all partner meeting to enhance communication while providing forums to discuss the grant implementation across strategies and foster project team communication. The Leadership Team will receive a report on the progress of the grant implementation on a quarterly basis.

Press releases are planned to be regularly issued to increase communication, promote success and activities, and bring additional opportunities to the process. The Leadership Team will serve as a speaker's bureau to provide outreach and public presentation on the initiative throughout the region and the adjacent regions including briefings to legislators, government officials, business leaders, industry groups and schools. The purpose of these presentations is to educate the region on the initiative and to gain support for the long-term sustainability of the initiative.

- e) **Implementation** – Following the completion of the Regional Plan for Sustainable Development, REAP will create a Regional Sustainability Council that will function similarly to its other committees by focusing on regional sustainability efforts using the Plan to guide its efforts. Additionally, the local government consortium members each commit to adopting the Regional Plan for Sustainable Development as official governing body policy as well as commit to amend other plans and policies, as necessary, for consistency with the Plan. Other non-consortium local governments likely will be involved with the Plan as partners and also will adopt the Plan and amend other plans and policies. All consortium members commit to implementing the strategies for regional sustainability to be identified in the Plan. Finally, the Plan involves extensive community education and outreach, which will result in a significant increase in the number of community advocates for regional sustainability. These community advocates for regional sustainability place a greater public focus on the importance of the issue that will result in increased efforts toward the Plan's strategies for regional sustainability.

- (4) **Project Implementation Schedule** – The project implementation schedule is shown on the following two pages.

**Phase 1: Project Initiation,
Existing Conditions
Analysis**

10 Months

- HUD grant award notification
- Issue RFP for project consultant (1 mo.)
- Consultant interviews and selection process (2 mos.)
- Finalize project scope and contract (1 mo.)
- Appointments to the Livability Task Teams
- Consultant kick-off mtg. with Leadership Team & Executive Committee
- Assemble and evaluate key existing conditions/trends data (1 mo.)
- Identify regional sustainability needs, barriers and challenges (1.0 mo.)
- Finalize elements of healthy community design framework (1.0 mo.)
- Begin community engagement process
- Complete regional sustainability existing conditions report (2.0 mos.)
- Begin community sustainability education / awareness, engagement, campaign - ongoing
- Develop community sustainability survey (1.0 mo.)
- **Quarterly Executive Committee meetings**
- **Monthly Leadership Team and Livability Task Team meetings**

**Phase 2: Alternative Re-
gional Sustainability
Scenarios & Vision**

9 Months

- Train community meeting facilitators
- Develop alternative regional sustainability scenarios and associated vision statements (3.0 mos.)
- Administer and evaluate community sustainability survey (2.0 mos.)
- Hold community focus groups, individual interviews and community meetings (2.0 mos.)
- Feedback from Livability Task Teams
- Finalize a preferred regional sustainability scenario and vision (2.0 mos.)
- Presentations to governing bodies of the consortium partners (1.0 mo.)
- **Quarterly Executive Committee meetings**
- **Monthly Leadership Team and Livability Task Team meetings**

**Phase 3: Livability
Elements of the Regional
Sustainability Plan**

11 Months

- Develop draft integrated goals, objectives and policy statements related to the seven Livability Principles (3.0 mos.)
- Feedback from Livability Principles Groups
- Community engagement and feedback (2.0 mos.)
- Revise goals, objectives and policy statements (1.0 mo.)
- Develop regional implementation action strategies, possible demonstration projects, and associated plan benchmarks and metrics to address: fair, equitable and quality housing; improved regional transportation choices; secure water supply and infrastructure; economic competitiveness; air quality improvements; environmental awareness; and healthy community design (2.0 mos.)
- Feedback from Livability Principles Groups
- Community engagement and feedback (2.0 mos.)
- Presentations to governing bodies of the consortium partners (1.0 mo.)
- **Quarterly Executive Committee meetings**
- **Monthly Leadership Team and Livability Principles Group meetings**

**Phase 4: Alternative
Regional Sustainability
Scenarios & Vision**

6 Months

- Finalize plan document (2.0 mos.)
- Community feedback (2.0 mos.)
- Consortium and supporting partners endorsement (2.0 mos.)
- **Quarterly Executive Committee meetings**
- **Monthly Leadership Team and Livability Principles Group meetings**

- c. **Budget Proposal** – The total budget for developing the Regional Plan for Sustainable Development is \$2,141,177 to fund the three-year plan development process outlined above. The table below outlines the budget proposal. The proposed cost share is 64% grant funds and 36% leveraged resources, which results in a match of 56% as a percentage of the HUD share. Funding for the Program Manager will fund a part-time (20 hours per week) employee to be hired by the Hugo Wall School and employed during the duration of the three year grant period. Funding for operational expenses will pay for mileage and general office supplies for the Program Manager. Funding for administration expenses will be used for expenses associated with project oversight, contract development and oversight, space utilization, report processing and oversight of the financial commitments of the grant. Administrative support may also be used for additional resources associated with professional, faculty or graduate assistant time in support of project management of the grant. Funding for the consultant will pay the cost of a professional services contract with a multi-disciplinary consulting team that will be engaged to develop the Regional Plan for Sustainable Development per the scope of work described above.

Revenue	Amount
Grant funds	\$1,370,000
Local cash contributions	\$60,000
In-kind contributions (staff time)	<u>\$711,177</u>
Total Revenue	<u>\$2,141,177</u>

Expenditures	Amount
Program Manager	\$120,000
Operational Expenses	\$30,000
Administrative Expenses	\$24,000
Consultant	\$1,256,000
In-kind contributions (staff time)	<u>\$711,177</u>
Total Expenditures	<u>\$2,141,177</u>

d. **HUD’s Departmental Policy Priorities**

(1) **Capacity Building and Knowledge Sharing**

- (a) **Increase the Skills and Technical Expertise of Partner Organizations** – Volunteer meeting facilitators will be recruited and trained to assist with community meetings throughout the planning process. Web postings/information sharing and an ongoing sustainability public education/awareness campaign will be initiated by a qualified consultant as part of the plan development process.
- (b) **Share Knowledge Amongst Partners** – A website of information regarding the initiative will be maintained and a monthly electronic communication will be distributed to keep all of the partners routinely informed about the grant implementation. The initiative will host a semi-annual all partner meeting to enhance communication while providing forums to discuss the grant implementation across strategies and foster project team communication. The Leadership Team will serve as a speaker’s bureau to provide outreach and public presentation on the initiative throughout the region and the adjacent regions including briefings to legislators, government officials, business leaders, industry groups and schools. The purpose of these presentations is to educate the region on the initiative and to gain support for the long-term sustainability of the initiative.

(2) **Expanding Cross-Cutting Policy Knowledge** – The REAP organization will continue to partner with the Hugo Wall School and Wichita State University to broaden the impact of policy analysis and research across the region and across the nation. The Environmental Finance Center will work closely with the Project Manager in assimilating and documenting the potential impact for proposed policy changes and plan development. Through the Center for Urban Studies network of existing partners (see previous list) information will be distributed across the state of Kansas and through the four-state region of the EFC. Due to the EFC network that connects the entire nation, information on lessons learned and practical research applications will also be distributed. Aside from the public policy faculty at the Hugo Wall School, the Center for Urban Studies will also partner with other faculty expertise at Wichita State University, such as the Center for Economic Development and Business Research, the School of Engineering Sustainability Initiative, the College of Health Professions and other appropriate academic centers.

4. Rating Factor 4: Leveraging Resources

The \$771,177 in leveraged resources to be provided by the consortium members are itemized in the table below. The majority of the leveraged resources are in-kind contributions of staff time from the 43 professional staff to be assigned to the project; however, \$60,000 in local cash contributions also will be provided. The leveraged resources represent 36% of the project’s \$2,141,177 total cost and 56% of the HUD share of \$1,370,000. Each consortium member has signed a letter or agreement providing a firm commitment of the identified leveraged resources. The source of the leveraged resources is local, state, and federal governments; private sector; and community foundation.

Consortium Member	Amount	Type	Source
Hugo Wall School (CUS, REAP)	\$139,165	In-kind	State government
City of Wichita	\$348,042	In-kind	Local government
City of Wichita	\$29,486	In-kind	Federal government
City of Wichita	\$10,000	Cash	Local government
Kansas Health Foundation	\$50,000	Cash	Community foundation
Visioneering Wichita	\$45,000	In-kind	Private sector
City of Newton	\$43,144	In-kind	Local government
City of Hutchinson	\$25,245	In-kind	Local government
Reno County	\$22,403	In-kind	Local government
Harvey County	\$17,905	In-kind	Local government
WAMPO	\$14,355	In-kind	Federal government
Butler County	\$12,960	In-kind	Local government
Sumner County	\$6,664	In-kind	Local government
City of El Dorado	\$4,618	In-kind	Local government
City of Wellington	<u>\$2,190</u>	In-kind	Local government
Total Leveraged Resources	<u>\$771,177</u>		

5. Rating Factor 5: Achieving Results and Program Evaluation

Utilizing the plan development process/approach described in Rating Factor 3, the South Central Kansas Regional Plan for Sustainable Development will focus on five critical livability strategy areas: economic development (long-term job creation), housing, transportation, the environment (air quality and water) and healthy community design. Evolving from these strategy focus areas and their associated regional planning issues will be a series of goals, objectives and specific strategies to

accomplish the long-term sustainability outcomes identified in Rating Factor 3 and the Factor 5 Rating Form. These outcomes along with some proposed initial benchmarks are summarized below:

Long-Term Sustainability Outcome #1: Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities:

Benchmarks:

- The creation of a regional protocol/approach/process to formally communicate, evaluate and integrate all available federal resources in the region in a manner that will further the RPSD strategies to create sustainable communities and a sustainable region.
- A semi-annual forum sponsored by the proposed Regional Sustainability Council to discuss and collaborate with all governmental and non-government entities in the South Central Kansas Region that utilize federal planning and investment resources.

Long-Term Sustainability Outcome #2: Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use.

Benchmarks:

- The establishment of a Regional Sustainability Council that will formally co-ordinate, evaluate and champion the integration of local comprehensive plans to further key RPSD regional sustainability strategies related to transportation, housing, water, and air quality.
- The creation of a healthy community design protocol/handbook that serves as commonly-shared policy direction for all communities to shape the built environment throughout the region.
- Creation of an integrated/regionalized plan for the delivery of potable water throughout the region.
- Coordinated implementation of the State Regional Air Quality Mitigation Plan for ozone in order to maintain/regain attainment status.
- Identification of other environmental contamination issues that would benefit from a regional mitigation approach.

Long-Term Sustainability Outcome #3: Reduced social and economic disparities for the low-income, minority communities and other disadvantaged populations within the target region.

Benchmarks:

- The development of coordinated programs, initiatives and investments that encourage affordable housing developments by the private and public sectors in targeted low-income and disadvantaged communities throughout the region.
- The completion of an analysis of impediments to fair housing choice throughout the region.

Long-Term Sustainability Outcome #4: Decrease in per capita VMT and transportation-related emissions for the region.

Benchmarks:

- The development of a regionalized public transit system that targets major employment centers.
- The development of additional multi-modal transportation options/programs for the region to further specific RPSD regional sustainability strategies.
- Target new employment/economic development initiatives in areas with close proximity to major concentrations of existing housing.

Long-Term Sustainability Outcomes #5 & #6: Decrease in combined housing and transportation costs per household; and, Increase in commercial and residential components of infill redevelopment.

Benchmarks:

- The establishment of sustainable/healthy community design guidelines for use by all communities in the region as project-ranking criteria to help assess whether proposed public infrastructure investments will promote sustainable/healthy community design concepts.
- The creation of coordinated programs, initiatives and investments that encourage commercial and residential infill projects in key infill areas identified in the RPSD.

Long-Term Sustainability Outcome #7: Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes.

Benchmarks:

- Establishment of an ongoing community sustainability education and awareness campaign to complement the community outreach and engagement process for the RPSD.
- The development of a community outreach and engagement plan that contains specific initiatives/efforts that target, engage and communicate with traditionally marginalized populations.

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

Benchmarks:

- The development of a regionalized public transit system/approach that serves and targets major employment centers in the region.
- The development of a public transit system with elements that specifically target/serve low and very low income households within the region.
- The development of location-specific affordable housing in proximity to existing public transit and/or major employment centers.