Rhode Island_Exhibit _One

Exhibit 1.1 – Applicant Abstract
Exhibit 1.2 – Rating Factor Narrative

A Sustainable Rhode Island

Project Name	A Sustainable Rhode Island
Lead Applicant	Rhode Island Division of Planning
Point of Contact	Kevin M. Flynn, Associate Director
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Population Level	Large Metropolitan Region
Total Population	1,052,567 - 2010 US Census
Category of Application	Category I
Total Budget	$2,386,655
HUD Request - $1,934,961	Applicant Match - $451,694

Location of Consortium	State of Rhode Island which is also the state's single Metropolitan Planning Organization (MPO)
Congressional Districts	Rhode Island Congressional Districts 1 & 2

Where Are We?

Rhode Island holds a unique identity with a strong distinction between the historic urban centers and the more rural surrounding areas. Rhode Island's population and housing densities are the fourth highest in the country with 75 percent of the population within a 40-mile long urban/suburban corridor, leaving 60 percent of the state's land area forested. This densely populated corridor contains virtually all of the state's public infrastructure, major transportation routes, as well as institutional and cultural centers.

Much of this corridor was developed prior to 1970. However between 1970 and 1995, Rhode Island developed land at a rate much higher than historic trends. It took over 300 years to develop the first 20 percent of the state's land, and only 25 more years to develop another nine (9) percent. Development increased nearly nine (9) times faster than the population grew, as people and businesses moved to the rural and suburban parts of the state, creating sprawl and increasing demand for new and improved infrastructure. The state's suburban communities gained 56,000 jobs, while the cities lost 10,000 jobs.

This pattern of low-density, large-lot, single-use, and scattered sprawl development unnecessarily consumes vast natural resources, requires redundant taxpayer investments in facilities and infrastructure, and is not sustainable. The essential land-use question for Rhode Island is whether to continue to sprawl, or return to a more efficient pattern of land use, inspired by traditional modes of development that have served the state well for over 300 years.

Where Do We Want to Be?

The Rhode Island of 2030 will be a unique and special place, retaining its distinctive landscape, history, traditions and natural beauty, while growing to meet its residents' needs for a thriving economy and vibrant, affordable places to live.

The State will have contained sprawling housing and commerce, and social interaction will be concentrated in dense centers of varying scales, marked by quality design. Greater Providence will be the region's premier center for people and culture. Other cities, towns, and villages will be lively subcenters, connected by efficient transportation and service networks. A forested band in the western third of the state will conserve essential resources and support resource-based economies. Farmland and forest will surround centers that are infused with greenways and open space. Narragansett Bay will be healthy and productive. The waterfront edge will remain the state's trademark, carefully managed to sustain its uses while preserving its natural qualities.

Rhode Island will balance the needs of its people with the protection of its natural resources. It will be a place where all generations may enjoy natural beauty, clean air and water, a productive economy, an affordable place to live, access to efficient transportation systems, a connection to the past, and a sustainable, prosperous future.

How Will We Get There?

The Rhode Island Division of Planning is seeking funds to develop a Regional Plan for Sustainable Development (RPSD) for the State of Rhode Island. As part of our 2010 Regional Planning Grant, we received strong, positive feedback from HUD, earning Preferred Sustainability Status. With that positive guidance, this Category 1 application retains many of the key action items included in the previous grant while addressing the constructive criticism offered by HUD. The proposed items for the 2011 grant are detailed below.

Project Overview/Deliverables

1. Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD.
2. Using the Livability Principles as evaluation criteria, synthesize the goals, strategies, and actions contained in the substantially linked Land Use, Transportation, Economic Development and Housing State Guide Plan Elements into an integrated RPSD implementation program outlining specific steps that will move the region from planning to action;
3. Identify and delineate specific geographic areas within the State that are most suitable for infill and development including areas most appropriate for infrastructure investment;
4. Build capacity within state and local government and among participants in the planning process by increasing skills and technical expertise in sustainable development;
5. Utilize a public participation strategy to reach target populations, engage them in the planning process and ensure sustained participation throughout implementation of the RPSD;
6. Develop an overall communication strategy for sharing data, publicizing project outcomes and sharing lessons learned in drafting the State's RPSD; and
7. Develop meaningful performance measures that are easily tracked and correspond with HUD's eight mandatory outcomes of a RPSD.

Grant Consortium

The grant consortium consists of 19 member organizations that were chosen based on area of expertise, geographic diversity and interest in participating in the RPSD process. The lead applicant is the Rhode Island Division of Planning, representing the State Planning Council, the MPO for the region. There are six (6) additional state and quasi-state agencies in the consortium including Rhode Island Housing, Rhode Island Public Transit Authority, Rhode Island Department of Transportation, Rhode Island Department of Environmental Management, Rhode Island Economic Development Corporation, and Rhode Island Department of Health.

The consortium also consists of nine (9) municipalities, including the traditional principal city in the region, Providence, comprising 52% of the region's population. The additional municipalities are the Cities of Warwick, Pawtucket, Cranston, East Providence, and Newport and the Towns of North Kingstown, Westerly, and Burrillville.

The consortium also includes three (3) non-profit organizations, Local Initiatives Support Corporation, Grow Smart Rhode Island and Rhode Island Legal Services, who have the capacity to engage a diverse representation of the general population and have the proven ability to work with units of local government and the MPO to advance sustainability in Rhode Island.

A Sustainable Rhode Island
HUD Sustainable Communities Regional Planning Grant Program
Category I Application

Rating Factor 1 - Capacity of Applicant and Relevant Organizational Experience

Consortium Membership

As a small state, Rhode Island has many advantages when it comes to cooperation. Due to proximity, it is relatively easy to get all of the right people in the same room at the same time. Consequently, we have a long and robust history of collaboration. The grant consortium consists of 19 member organizations that were chosen based on area of expertise, geographic diversity and interest in participating in the Regional Plan for Sustainable Development (RPSD) process. The lead applicant is the Rhode Island Division of Planning, representing the State Planning Council, the Metropolitan Planning Organization for the region. The Division of Planning was the primary author of both Land Use 2025 and Transportation 2030, the foundation of Rhode Island's RPSD. There are six (6) additional state and quasi-state agencies in the consortium: Rhode Island Housing, Rhode Island Public Transit Authority, Rhode Island Department of Transportation, Rhode Island Department of Environmental Management, Rhode Island Economic Development Corporation, and Rhode Island Department of Health.

The consortium also consists of nine (9) municipalities, including Providence, the traditional principle city in the region, comprising 53% of the region's population. The additional municipalities include Cities of Warwick, Pawtucket, Cranston, East Providence, and Newport and the Towns of North Kingstown, Westerly, and Burrillville. The consortium also includes three (3) non-profit organizations, Local Initiatives Support Corporation (LISC), Grow Smart Rhode Island and Rhode Island Legal Services (RILS), who collectively have the capacity to engage a diverse representation of stakeholders and the general population and have the proven ability to work with units of local government and the MPO to advance regional planning in Rhode Island. (Exhibit 3.2 – Letters of Commitment – Grant Application Consortium) All of the state agencies in the consortium, along with several of the municipalities and non-profits, have been informally cooperating through the KeepSpace initiative since 2007 (more on this initiative below), and all of the partners have worked together on previous planning projects. This consortium is an opportunity to formalize many strong, existing relationships and build on them to guide more sustainable development outcomes for Rhode Island.

Each of the 19 member organizations brings a level of experience and expertise that is essential for completing a RPSD. A major objective of our RPSD is to address the integration of regional plans and resources with local comprehensive land use and capital investment plans, addressing urban, suburban and rural needs. The cross section of municipalities that have been included in the consortium are not only geographically distributed within the state, but also have an array of housing and population densities. Each municipality will bring its own unique outlook to the RPSD process. This will ensure that the implementation plan developed as part of this process will be equitable and applicable across the State's diverse jurisdictions. It is also essential that each area of the state is afforded the opportunity to develop affordable housing and economic development opportunities that are appropriately scaled for the land use capacity and character of the community. The participation of this diverse group of municipalities will lend credibility to the process and result in a more effective implementation process.

The State agencies that are included in the grant consortium manage an array of federal and state programs that must be addressed in order to create a truly integrated RPSD. The programs of the represented agencies include the activities of the Metropolitan Planning Organization related to transportation planning, the provision of affordable homes, the management and provision of public

transit including bus service and commuter rail service, the creation of jobs including assisting companies in expanding and developing their workforce, and identifying opportunities to bring new companies into our state, and the implementation of initiatives designed to reduce health disparities and improve access to care by providing communities with the information, skills, and resources they need to improve preventive health systems.

The non-profit organizations included in the consortium, LISC, RILS, and Grow Smart RI, will be essential in increasing participation by involving populations traditionally marginalized in the public planning process throughout the RPSD development and decision making process. Each organization has experience with different aspects of community development including affordable housing, village development, appropriately scaled economic development, and infrastructure planning. They also have strong links to the private sector, whose support of our RPSD is essential for its success. For 20 years, LISC has worked to provide training, technical assistance, and pass through grants for community-based organizations to help build local capacity to transform neighborhoods into sustainable communities. They have had great success with outreach efforts to low income persons, residents of public housing, minorities, limited English speaking persons, and persons with disabilities particularly those living in revitalization areas where funds are proposed to be used. RI LISC has invested over $250 million in underserved communities and has attracted an additional $500 million in investment from public and private sources to produce more than 6,000 homes and apartments and nearly 600,000 square feet of retail and community space, including child care space for more than 6,000 low income children and recreational facilities including playgrounds and playing fields.

For over 13 years, Grow Smart Rhode Island has been advocating for sustainable economic growth that builds upon and strengthens Rhode Island's exceptional quality of place, working to achieve revitalized, walkable urban and town centers, housing options and affordability, expanded transportation choices, a vital agricultural sector, and responsible stewardship of natural resources. In addition, Grow Smart has been a leader in developing and delivering cost-effective workshops that enable participants to build planning and decision-making capacity and to learn about innovative planning techniques, design and financing strategies. They developed a broad and powerful coalition that includes business and religious leaders, university presidents, builders, realtors, historic preservationists, environmentalists, affordable housing experts, and municipal planners. Grow Smart RI was also the recipient of an Environmental Merit Award from EPA's Region 1 Office.

RILS was founded in 1969 and is the primary provider of free legal assistance to low income households in Rhode Island in civil matters. The RILS community lawyering project has worked closely with public housing residents across the state to preserve and enhance public housing environments, and has represented community groups on issues such as fair housing, community development and environmental justice.

Procedure for Conduct

As the lead applicant, the Rhode Island Division of Planning will assume responsibility for the day-to-day operation of the grant and will hold scheduled monthly meetings throughout the grant period in order to coordinate with the entire consortium on all major expenditures of funds and key project decisions. This consortium will represent a true partnership with each member’s input equally valued in all project discussions. All decisions will be made according to a majority vote of the consortium. Each consortium member will send a representative to each monthly meeting to participate in the discussion and vote on behalf of the organization.

Knowledge and Experience

Rhode Island is served by one single MPO, the State Planning Council, which covers the entire area of the State. The Associate Director of the Rhode Island Division of Planning serves as Secretary to the State Planning Council and the Division of Planning serves as staff to the MPO. Under the direction of the Associate Director and other senior level staff, the Division of Planning proposes to hire two (2) full time staff members who will work on this grant as the overall project director and the day-to-day program manager. In the interim, the Associate Director of the Division of Planning, Kevin Flynn, will serve as the overall project director and Karen Scott, Assistant Chief of the Statewide Planning Program, will act as the day-to-day program manager. (Exhibit 3.4 – Resumes for Kevin Flynn and Karen Scott) Both individuals have served as municipal Planning Directors and have extensive experience in multifaceted regional planning, including community outreach.

In addition to staffing the MPO, the Division of Planning has several additional statewide responsibilities that make the agency uniquely qualified to lead the application consortium and the region's efforts towards compiling and implementing a RPSD.

Within the Division of Planning are the Statewide Planning Program, the Office of Housing and Community Development, the Office of Strategic Planning and Economic Development, and the Water Resources Board. The diverse responsibilities of the Division of Planning and its programs have been integrated into one division of state government, providing a solid framework for sustainability in Rhode Island. Some of the Division's responsibilities include:

- Updating and maintaining the State's Long Range Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.
- Updating and maintaining the State Guide Plan, Rhode Island's centralized and integrated long-range, planning document. The State Guide Plan comprises several elements covering a range of topics including land use, housing, economic development, transportation, sustainable energy, water supply management, and recreation.
- Reviewing and approving local comprehensive plans for consistency with the State Guide Plan, ensuring integration of regional and local goals and policies.
- Coordinating the Rhode Island Geographic Information System, a consortium of government and private organizations employing computer and communications technology to manage and use a collective database of comprehensive geographically related information.
- Managing the Rhode Island Census Data Center, the primary outlet for local census data distribution and the State's lead office for demographic research.
- Staffing the Housing Resources Commission, a 27-member body representing a wide range of constituents, working to ensure that all Rhode Islanders have access to safe and affordable housing.
- Overseeing the State's Community Development Block Grant Program, including project selection and distribution of funds to municipalities.
- Maintaining the State's Comprehensive Economic Development Strategy, Project Priority List.
- Staffing the Water Resources Board, whose mission is to support the proper development, protection, conservation and use of the state's water resources while providing for economic development and protection for the environment

As a result of these diverse responsibilities, the key staff people from the Division of Planning working on this grant have significant experience managing different sources of federal funds and preparing and implementing regional, multi-jurisdictional efforts in housing, transportation, community and economic development, environmental conservation, water infrastructure planning and sustainable energy in a comprehensive and coordinated fashion.

We believe that we have assembled a consortium of grant applicants who have the organizational capacity and planning experience to successfully accomplish all activities outlined in this grant application in a timely and cost effective manner.

Rating Factor 2 - Need/Extent of the Problem

The advantage of Rhode Island's coordinated regional transportation, land use, housing, economic development and water supply planning place the state in a unique position to make major strides toward implementing a RPSD. The entire State of Rhode Island is the region under consideration for this grant. The activities of the MPO and the state's regional planning activities are led by the same state agency, which covers the entire geography of the State. Although the governmental framework for implementation is mostly in place, the State has struggled in creating a true unified vision for the future that addresses all the aspects of a RPSD. This grant program is a great opportunity to push the State to the forefront of sustainable regional planning and implementation.

Although the State is poised to move its sustainable vision for Rhode Island forward, we are faced with challenges that must be addressed as part of this process in order to ensure a successful program. The data outlined below provide an overview of the challenges that the region will face as we complete our RPSD and implementation program.

Land Use

Rhode Island has a number of challenges that can be addressed by the creation and implementation of a RPSD. The analysis conducted as a part of Land Use 2025, the State's Land Use Plan, showed that land consumption in Rhode Island has increased nearly nine (9) times faster than population growth. It took over 300 years to develop the first 20% of the state's land and only 25 more years to develop another 9%. This type of growth is not sustainable over the long term.

The State is made up of 39 incorporated municipalities that range from large core cities and suburban communities to more rural and village-centered towns. One of Rhode Island's greatest challenges in creating a regional plan is addressing the diversity and needs of each unique municipality, while establishing common goals, data sets, resources and performance measures for the region as a whole. The data outlined below highlight a number of disparities between the core cities in our State and the more suburban and rural communities. Statewide data often masks the higher incidences of poverty, health issues and limited access to resources found in our core cities.

Environment

Rhode Island is a beautiful place. Its geography is as rich and diverse as its cities and villages are unique and different. Environmental quality is something the State is very proud to have maintained over the years. Even as one of the most densely developed states in the nation, over 60% of the state remains forested, creating one of the largest swaths of open space in the Washington, DC – Boston mega-region. Over an 11-year period, over $85 million has been invested in land conservation in Rhode Island, preserving nearly 8,000 acres. However, even with these positive steps toward enhancing the State's environmental quality, Rhode Island still faces significant challenges. Rhode Island has one of the most densely developed coastlines in New England with the vast majority of the State's population and infrastructure centered around Narragansett Bay. Consequently sea-level rise is a real concern for the State over the long term. Rhode Island was also declared a federal major disaster area as a result of severe flooding experienced in March 2010, clearly illustrating the impact that climate change and increased storminess will have on our built and natural environment.

Rhode Island has also worked to improve air quality and is classified as an attainment area for particulate matter PM-2.5; however, the state is a moderate non-attainment area for 8-hour ozone standards. A complete RPSD and detailed execution plan can assist Rhode Island in addressing its largest environmental challenges while thinking holistically about the interconnectivity environmental issues have with housing, transportation, economic development, and public health.

Housing

Housing costs have been a serious issue in Rhode Island over the past decade. At the height of the housing boom, greater Providence was among the most over-valued markets in the country. For five quarters from 2002-03, Rhode Island led the United States in home price appreciation. Prices greatly outstripped income growth. Even after the collapse of the market, both home sale and rental prices remain expensive, especially relative to the state's 2010 median household income of $52,254. Based on the 2010 American Community Survey, 48.1% of Rhode Island renters paid 30% or more of their monthly income towards rent, ranking Rhode Island the 18th least affordable state in the nation. Further, Rhode Island's Housing Wage of $19.16 ranks 14th among all states, and the 70% gap between what people actually earn and the cost of renting a home is the fourth highest in the nation.

Complicating this picture is the foreclosure crisis that has decimated the state since 2007. Given the affordability issues, the state ranked first in use of subprime mortgages earlier in the decade. As the housing market began to collapse in 2007, Rhode Island's foreclosures have consistently led in New England and its national ranking climbed from 40th in 2005 to 5th in 2011 for foreclosure starts. For the last several years, the state has ranked consistently in the top twelve for delinquent loans overall, currently with 7.99% of all loans either 90+ days past due or in foreclosure inventory, representing nearly 11,000 loans. An analysis of foreclosure initiations indicates more than 80% of the activity consistently falling within the twelve municipalities that make up the urban core. The City of Providence accounts for nearly 25% of the state's total. The housing boom and subsequent foreclosure crisis has also led to a spike in the homeless population. There is an unmet gap of emergency shelter beds for individuals and for families with children. Low household incomes in our core cities continue to drive the housing affordability issue in the State. As demonstrated by the Housing and Transportation Affordability Index, the housing burden is relatively high everywhere in the State, even compared with the high-cost neighboring Boston metropolitan area, and much of the relative advantage that access to transit provides in our core cities is counteracted by very low household incomes.

Transportation

Transportation access in the state offers some particular advantages and challenges. The State is compact, which allows convenient highway access to employment centers. The average vehicle miles traveled is relatively low compared to other areas of the country but increased per capita by over 20% between 1990 and 2000 while the population grew less than half a percent. This fact illustrates a major issue facing the state that population growth is occurring outside of the urban core and in the more rural areas of the state. Although Rhode Island's compact size may sometimes act as a disincentive for public transportation, transit ridership is at an all-time high, having grown at a rate nearly six-times that of Rhode Island's population over the last ten years. Currently, Rhode Island has a very limited number of high-capacity transit options, such as rail and rapid bus capable of meeting this growing demand. There is an existing Massachusetts Bay Transit Authority (MBTA) commuter rail stop in Providence with service to Boston and its metropolitan area. MBTA began serving a second commuter rail stop south of Providence at the Warwick Interlink at T.F. Green Airport in December 2010. A third MBTA served commuter rail station is currently under construction and scheduled to open in Wickford, North Kingstown in April 2012, extending commuter rail service further south. Additionally, the first rapid bus lines are currently in the planning stage and are planned for launch in 2012. Each of these transit

modes offers an opportunity to bring high-capacity transit to thousands of households; however there are very few affordable and market rate homes located within a ½ mile radius of these projects. Through this grant, we would like to assist communities in accommodating growth in these desirable areas. A RPSD and detailed execution plan will help the region plan for transit-oriented development nodes at existing and planned high capacity transit stops, and to increase housing and transportation affordability while reducing vehicle miles traveled.

Socio-economics

Socioeconomic inequity is apparent at both the state and county level. The Hispanic and African American populations of the State are heavily concentrated in the core cities, while many of the suburban and rural municipalities are over 90% white. The Asian American population is somewhat less concentrated, but also generally resides in the core cities. Non-White residents account for more than 60% of the population in Providence and 40% of the population in Pawtucket. Poverty rates also have a disproportionate impact on minorities. While 7.9% of the white population is below the poverty level, the number jumps to 14% for Asian Americans, 24.2% for African Americans and 28.5% for Hispanics. Educational disparity is also an issue. The 2009 graduation rate of students in the cores cities was 63% compared to 83% in the rest of the state. In addition, while 30% of adults statewide have a Bachelor's degree or higher, adults in many of our core cities with high minority and/or low-income populations have significantly lower rates. Residents of core cities suffer from higher rates of lead poisoning, asthma hospitalization, residence in substandard housing, child abuse and more. The RPSD must include strategies for mitigating these instances of socioeconomic inequity.

Employment

Economic opportunity data present somewhat of a dichotomy. The top five employment centers in the State, as defined by HUD, are all in suburban locations. However, Providence remains the primary employment center for the State, accounting for nearly 25% of the total private sector jobs. Suburban Warwick, home to three of the five top employment centers, has the second-highest portion of private sector jobs outside Providence. Health Care & Social Assistance, Government, and Retail Trade are the largest industries in the State, comprising a significant 40% of Rhode Island's jobs. Unemployment remains high at over 10% and even higher in our core cities, exceeding 14%. Of the top five employment centers, the percent of homes within a two-mile radius that are subsidized and deed restricted range from 2.98% around the University of Rhode Island to 9.44% around T.F. Green Airport. A RPSD and detailed execution plan will help to better connect housing and transportation with existing job centers, and provide more affordable housing opportunities in emerging job centers.

Health

An individual's health is largely impacted by the built and social environments, including land use and development patterns, urban form, availability of transportation options, employment opportunities, socioeconomic status, educational attainment and social capital. RI's statewide and county level population-based data, tracked by the RI Department of Health, consistently show that the percentage of adults with a chronic disease risk factors, such as having high blood pressure, high cholesterol, being a current smoker, not meeting national guidelines for physical activity, eating a diet low in fruits and vegetables and being obese, remain consistently high. Additionally, RI adults with lower income and less formal education are shown to have a higher prevalence of chronic conditions, worse health status, and lack of access to health care services. A breakdown of health data by race, ethnicity and core cities versus non-core cities illustrates the large disparities that exist within the state's population. For example, African Americans are more than 175% more likely to experience asthma hospitalization than whites, and Hispanic 7th-graders are 12 percentage points more likely to be obese than white 7th-graders. Further, 6.7% of the adult population in non-core cities suffers from diabetes, while the same is true for

8.3% of adults in core cities. This pattern holds true for most health indicators with the exception of heart disease, which occurs at a greater rate in the non-core cities, which is consistent with research that links higher rates of hypertension with sprawl. Furthermore, the concentration of substandard housing in less advantaged neighborhoods further compounds racial and ethnic as well as socioeconomic disparities in health. This is especially evident in RI in 2011 where the highest percentage of poor children in the nation live in old housing where hazards are concentrated.

Meeting the Region's Needs

Using scenario based planning to create an integrated RPSD will specifically address many of the needs outlined above. In addition, a detailed implementation program will provide specific strategies that can be undertaken to create a more sustainable future for the State. A major step forward in achieving sustainable development patterns is proactively working with municipalities to identify areas best suited for infrastructure investment and more concentrated development. The identification of these specific growth centers will guide the State's limited resources towards investments that will have the greatest impact. We recognize that the key to our success is engaging a large and diverse cross section of the population in this process. The needs outlined above cannot be fully addressed without the input and participation of many Rhode Islanders, including those traditionally marginalized by the planning process. In the following section, we will clearly articulate how we plan to create a structure for meaningful, equitable regional planning and lead the effort of addressing these challenges and effecting change in our region.

Rating Factor 3 - Soundness of Approach

General Description of Proposed Regional Plan for Sustainable Development

Contents of the Plan

Rhode Island is already a recognized leader in the nation when it comes to comprehensive planning at the state level. In fact, the Center for Housing Policy promotes Land Use 2025, the State's land use plan, as a model for other states in Ideas for Housing Policy and Practice: State Policy Options to Support Sustainable and Equitable Development (Cohen, September 2011). While Rhode Island does not currently have all the components of a RPSD required by HUD, our existing framework serves as a solid foundation. Rhode Island state law defines and enables the Rhode Island State Guide Plan, which is defined as functional elements or plans dealing with land use; physical development and environmental concerns; economic development; housing production; energy supply, including the development of renewable energy resources in Rhode Island, and energy access, use, and conservation; human services; and other factors necessary to accomplish the objectives of the Rhode Island Statewide Planning Program. The elements of the State Guide Plan are adopted by the State Planning Council, which also serves as the MPO for the State. This State Guide Plan approval process has been in place since 1974.

Over the past several years, the State has engaged in significant regional planning exercises to update and link key elements of the State Guide Plan. The first of these efforts was Land Use 2025, the State's plan for conservation and development completed in 2006. This plan challenges all Rhode Islanders to work collectively to design, build and conserve the State's communities and landscapes over the next twenty years. This plan acts as a major connective State Guide Plan element in Rhode Island's planning and development system and will serve as the basis for Rhode Island's RPSD.

While many of Rhode Island's past plans have promoted shared concepts for statewide land conservation and community development, much of those efforts have revolved around process and policy consistency. With Land Use 2025, the State took a more prominent role in orchestrating statewide land use planning and promoting public investments in areas that can best accommodate growth. Land Use 2025 promotes environmental sustainability by specifically addressing the issues of

water and sewer infrastructure planning and the importance of conserving natural and ecological resources. It puts forth strategies to improve water use efficiency and minimize water quality impacts of transportation and housing, as well as avoid adverse environmental impacts on neighborhoods and prevent unwarranted consumption of natural resources.

A major aspect of Land Use 2025 was the development of a computer-based land capability analysis and scenario planning exercise focused on the area of the State identified as undeveloped and unprotected. The project studied areas suitable for conservation and development, based on the location of key natural resources and public water, sewer and transportation infrastructure. After determining how much land was available for development and analyzing how much of that land can accommodate development and at what level of intensity, four (4) alternative development scenarios were prepared, and a preferred scenario was selected. This preferred scenario focused on promoting a sustainable future by outlining policies to restore and reinforce the tradition of focusing growth in and around existing towns and cities, allowing future Rhode Islanders to live, work, and travel in ways that fully utilize public investment in roads, transit, water, and sewer services, while creating the fewest impacts to critical resources. A key component to maintaining the distinctiveness of various parts of the State's urban and rural landscapes is the establishment of a state land use map with an urban services boundary. (Exhibit 3.5 - State Land Use Map) The areas within the urban services boundary, along with potential centers outside of it, are identified as optimum areas for accommodating the bulk of the State's development needs through 2025. Outside the urban services boundary, burdens to environmental resources will be minimized and natural areas will be protected.

Upon completion of Land Use 2025, work immediately began on the State's Long Range Transportation Plan, Transportation 2030. This element of the State Guide Plan is the second key component of Rhode Island's RPSD. Transportation 2030 recognizes transportation as a core function that threads through all other elements of the state's regional planning activities. The Plan acknowledges that transportation must equitably benefit all communities and must be reconciled with quality of life issues including the preservation of our natural and historic heritage and beauty of the natural and built environments. In order to align the vision of Transportation 2030 with that expressed in Land Use 2025, the transportation plan recognized that the same sustainable land use policies that strive to preserve open space and create vibrant, dense urban centers and villages as outlined in Land Use 2025 also are conducive to more effective and efficient use of public transportation and non-motorized modes, which in turn eases congestion and is less harmful to the environment.

Unlike previous Long Range Transportation Plans, Transportation 2030 is directly linked to Land Use 2025 through its reliance on scenario based planning. Based on the scenario planning exercises outlined in Land Use 2025, Transportation 2030 incorporates the travel demand model by assigning different percentages of population and employment growth to Traffic Analysis Zones inside and outside the urban services boundary. The total numbers remain the same but the distribution changes with each shift in population and employment concentration. This analysis confirmed the conclusions outlined in Land Use 2025, that compact development is more sustainable, resulting in higher transit ridership, lower vehicle miles traveled, and improved air quality. Therefore, the goals and policies outlined in Transportation 2030 are very closely aligned with those outlined in Land Use 2025.

The MPO also has several on-going efforts to address climate change. Several state agencies have partnered with Rhode Island Sea Grant, The Nature Conservancy and others on two (2) grants from the National Oceanic and Atmospheric Administration and the United States Geological Survey to develop tools for communities to assess and plan for climate change adaptation using Light Detection and Ranging (LiDAR) data. As part of this effort, the best available digital elevation data for coastal Rhode

Island will be consolidated and developed into a series of map and data products so that resource managers and decision makers can begin to assess vulnerability to projected sea level rise. The team will then identify appropriate sea level rise scenarios, assess the vulnerability of public infrastructure, and clarify the most effective approach to viewing and disseminating data. The results will include a series of statewide GIS datasets, community vulnerability analyses, and an on-line map viewer. At the conclusion of this effort, the team's findings will be incorporated into Rhode Island's RPSD.

We believe that by linking Land Use 2025 and Transportation 2030 through a common vision using the scenario based planning exercises and proactively addressing climate change adaptation, Rhode Island has elevated the effectiveness of these plans overall and formed the basis of a RPSD.

The foundation of the State's RPSD, Land Use 2025 and Transportation 2030, discuss housing and economic development but do not address the subject matter in sufficient detail necessary for a RPSD. In an effort to fill this subject matter gap in Rhode Island's RPSD, we propose to update the existing Strategic Housing and the Economic Development components of the State Guide Plan utilizing the scenario based approach to sustainability that currently provides the foundation of and linkage between Land Use 2025 and Transportation 2030.

The Strategic Housing element will address existing and projected housing need by type and tenure and put forth policies to ensure that this housing is affordable to all ranges of family income identified throughout the region. In addition, we are currently developing a statewide analysis of impediments to fair housing choice closely following HUD's Fair Housing Plan Guide and the language on fair housing found in the NOFA for this grant. This report will be completed by the end of this year and will be incorporated into the Strategic Housing element. Using the scenario based planning exercises developed as a part of Land Use 2025 and Transportation 2030, we will then be able to link the locations of housing to growth areas and transportation infrastructure investments, ensuring that future housing investment removes impediments to fair housing choice and links transportation and employment to fair and affordable housing in high opportunity areas.

The Economic Development element will analyze the State's existing resources and explore opportunities that will stimulate the State's economy and create jobs, particularly among those sectors of the State's population that have had historically higher rates of unemployment such as African Americans and Hispanics. It will specifically address the creation or expansion of existing commercial and industrial centers, the reuse of brownfields, designation of rural growth centers, reuse of vacant and underutilized property, the expansion of Rhode Island's creative and knowledge economy and the inclusion of underrepresented populations in economic sectors. Using the scenario based exercises developed as part of Land Use 2025 and Transportation 2030 and continued into the Strategic Housing element, we will then be able to continue the link between environmental conservation, transportation, housing and employment opportunities.

At the completion of the above outlined process, we believe we will be able to demonstrate that the four (4) substantially linked elements of the State Guide Plan; Land Use 2025, Transportation 2030, Strategic Housing and Economic Development together with the proposed addition of the climate change vulnerability assessment, act as a regional blueprint for planning in the State and constitute a RPSD as outlined by HUD.

Advancing Sustainable Development

Rhode Island's compact size, coupled with its existing regulatory structure, has allowed the State to establish a reciprocal system for sustainable regional planning that integrates housing, land use,

economic and workforce development, and transportation. The long range planning efforts of the State are directly tied to those of the municipalities through a unique, nationally recognized, legislatively mandated comprehensive planning process. The State sets regional goals and policies through the State Guide Plan as outlined above and municipalities develop comprehensive plans that are intended to implement these statewide goals and policies while reflecting local conditions and desires. The comprehensive plans are reviewed by the State and when approved, become binding on state agencies and serve as the basis for local land use regulation.

The existing framework for planning in Rhode Island recognizes that the State Guide Plan is a means for centralizing, integrating, and monitoring long-range goals, policies, plans, and implementation activities related thereto. State agencies, local governments, and the public all participate in State Guide Plan development. As many aspects of community development are influenced by regional and statewide development factors and, conversely, exert an influence on the region and the state, it follows that the goals, policies and development actions at each level of government must be coordinated to assure optimum physical, social and economic development of the state and its municipalities. Avenues of plan implementation such as land use regulation, housing development, and community facility and services development are controlled at the local level; while highway, pollution control, water supply and others are principally controlled at the state level. The State has recognized that the proper coordination of such implementation activities depends entirely upon a high degree of consistency between local and state plans. This existing framework, which legislatively links regional planning to local planning, provides Rhode Island with a clear advantage in advancing sustainable development in the region.

Many of the key challenges facing Rhode Island were outlined previously in Rating Factor 2. These include:

- Land use patterns that consume area at an unsustainable rate, resulting in sprawl.
- Highly developed areas of the State clustered around Narragansett Bay and therefore very susceptible to the effects of sea level rise.
- Housing prices that are very high relative to incomes resulting in a lack of affordable housing options.
- Limited high capacity transit options to meet consumer demand.
- Lack of housing clustered around the existing transportation centers, including commuter rail stations.
- Disproportionate numbers of minorities living in poverty.
- Highest rate of unemployment in New England, 6th highest unemployment rate in the country.

Outlined below is a demonstration of how the proposed activities of this grant are firmly grounded in the Livability Factors, each addressing an issue outlined above and in more detail in Rating Factor 2.

<u>Relation to Livability Principles</u>

Land Use 2025 and Transportation 2030 are very closely aligned with the six (6) Livability Principles outlined by the Sustainable Communities Partnership. As previously detailed, both Land Use 2025 and Transportation 2030 were based on a sustainability scenario, emphasizing compact urban growth and maximizing the conservation of major resource areas. Development is to be concentrated within urbanized areas, along the urban fringe, and in existing and potential growth centers in rural and suburban communities. This scenario calls for a highly developed public transit system, the expansion or upgrade of existing water and sewer infrastructure within the urbanized area, and a balanced housing mix that is affordable to all residents. This scenario based planning will serve as the foundation of the Strategic Housing and Economic Development components of the RPSD proposed for completion as a

part of this grant. Using scenario based planning as the foundation for the entire RPSD, all communities within the region have the opportunity for locally appropriate, sustainable growth.

The development scenario outlined above, which serves as the basis for Rhode Island's RPSD, directly supports the Livability Principles. For example:

1. A highly developed public transit system coupled with dense, walkable and bikeable growth centers, provides residents with more transportation choices, leading to reduced household transportation costs and improved air quality.
2. The basis for the Strategic Housing element will be the existing sustainability scenario that is based on compact, urban growth, and as such will result in strategies that will promote equitable and affordable housing and expand location and energy efficient housing choices and access to employment for people of all ages, incomes, races and ethnicities.
3. The Economic Development element will be based on the same sustainability scenario and will outline methods for Rhode Island to enhance its economic competitiveness through access to employment centers, educational opportunities and services within close proximity to transportation and housing choices.
4. The urban services boundary detailed in Land Use 2025 marks a clear delineation between the more densely developed urban areas and the more rural areas of the State. This urban/rural distinction will support existing communities by promoting dense, mixed use development and revitalization efforts in existing centers, maximizing infrastructure investment and minimizing impacts on rural landscapes.
5. Described in a later section, the State with assistance from an EPA Smart Growth Technical Assistance award has developed a process to further align state and federal funding sources to strategically target projects that implement sustainable development, which is wholly consistent with the vision that will be outlined in the RPSD. This effort sought to remove barriers to collaboration between agencies and funding sources to coordinate policies and leverage investments, resulting in greater effectiveness at all levels of government.
6. A major reason that the sustainability scenario, and subsequently Land Use 2025 and Transportation 2030, was embraced by cities and towns is that it valued communities and neighborhoods by offering locally appropriate growth opportunities to all areas of the State. As communities update their comprehensive plans to align with the State Guide Plan, they are identifying locally appropriate growth areas and development densities consistent with the State's land use map, one of the major implementation tools developed as part of Land Use 2025, and a key component of Rhode Island's RPSD. As part of this grant, the State is proposing to partner with municipalities to accelerate and formalize this process by identifying and delineating specific geographic areas within the State that are most suitable for reuse and development including those areas most appropriate for infrastructure investment. A major component of Rhode Island's sustainability strategy is the concentration of growth in housing, economic development and transportation choices in areas with existing infrastructure. Once the centers are identified and mapped, the existing local regulatory structure will be reviewed and necessary changes will be formulated and adopted in order to accommodate growth without displacing existing residents, particularly those of low and moderate incomes.

Using the Livability Principles as evaluation criteria, the goals, strategies, and actions contained in the substantially linked Land Use, Transportation, Economic Development and Housing State Guide Plan Elements will be synthesized into an integrated RPSD implementation program. The RPSD implementation program will outline specific steps that will move the region from planning to action. We believe that systematically looking at the entire RPSD and developing a coordinated execution plan

based on the Livability Principles, will allow us to leverage our federal, state and local economic assets and resources to advance the vision of sustainability put forth in the RPSD.

Process to Develop a Regional Plan for Sustainable Development

Rhode Island has an established and well-regarded system in place for advancing regional planning, and this grant presents an opportunity to make this good system a great system. We are convinced that with assistance in pulling a few more planning pieces together, committing to social equity at every level, developing solid, trackable data and sharing it widely, and working to specifically define targeted areas for future growth and investment, we will have a model to proudly share with other states and regions in the country. Rhode Island is comprised of 39 individual cities and towns with no formal county government structure. Cooperating municipalities have utilized state enabling legislation to join together for regional comprehensive planning on Aquidneck Island (3 cooperating municipalities) and in Washington County (9 municipalities). However no municipalities have moved toward regional implementation of zoning or land development regulations; therefore all land use decisions continue to be made at the local level. This individual decision-making has led to a lack of coordination resulting in decisions with limited perspective beyond the borders of individual municipalities.

On a statewide level, a legislatively mandated State Planning Council comprised of state, local and non-profit representatives oversees several key aspects of land use and transportation planning including direction of MPO activities and adoption of the State Guide Plan. (Exhibit 3.6 - State Planning Council Membership) This relationship between transportation, economic development, housing and land use planning, and its link to mandated local comprehensive planning is unique to Rhode Island. In fact, during the last MPO recertification process, the State Planning Council received commendations from USDOT for Rhode Island's integrated approach to transportation and land use planning and was offered as a model for other MPOs to follow.

Building on Rhode Island's existing framework for integrated regional planning, Rhode Island Housing, the State's Housing Finance Agency, launched the KeepSpace Initiative in 2007. With similar goals as the Partnership for Sustainable Communities, KeepSpace is working to create a new paradigm for statewide, cross-silo collaboration by assembling a diverse group of partners, at the state agency, non-profit and community levels, to coordinate efforts to create sustainable communities. Today, this partnership has been successful in collaborating with local communities to achieve on-the-ground success in mixed-use building and affordable housing construction, local food supply access, recreational resources development, and more. Partner agencies now have a venue to discuss issues of common importance and nurture new ideas. For example, the Department of Environmental Management offers "one-stop-shop" permitting for all development projects related to KeepSpace communities. Applicants now have one point of contact to guide them through the permitting process, rather than contacting specific offices one by one. We expect similar successes through the RPSD planning process.

We intend to build on our current framework and maximize the momentum created by the KeepSpace Initiative to complete our RPSD and have identified several targeted steps to begin to move the region towards implementation. The activities proposed as a part of this grant include:

<u>Task 1 – Community Engagement</u>

This grant provides an opportunity to build on our prior successful public engagement efforts to further a framework of regional equity as a central concept to Rhode Island's RPSD and its implementation. To that end, we have included several non-profit groups in our grant consortium to assist us in developing a

comprehensive public participation strategy that will reach the broadest possible cross-section of local communities and underserved populations.

a. Formulate a public participation strategy to reach target populations, engage them in the planning process and ensure sustained participation throughout implementation of the RPSD

The development of both Land Use 2025 and Transportation 2030 included a broad outreach and public participation program in order to engage a diverse cross section of the region's residents. The outreach and public participation program for these efforts included the use of surveys, town meetings, smaller regional meetings with local planning officials and planning charrettes. A number of strategies were also used to reach out to minorities, low-income individuals, and persons with disabilities including employing an environmental justice e-mail list consisting of social advocacy groups, a bus users forum, an open house at a major public transit hub, and publication of resource materials in Spanish. We will use this successful foundation as the basis of a public participation strategy for completing the region's RPSD. It is also important to engage the private sector and business interests that play significant roles in regional economic growth. Under the leadership of the State's Economic Development Corporation, we plan to engage chambers of commerce, business groups and leaders of health care and higher education institutions in the process of completing the RPSD. **Deliverable** – Detailed written public participation strategy outlining outreach efforts for all projects included in the grant award.

b. Establish a Social Equity Advisory Committee

To improve community representation and participation, we are proposing a Social Equity Advisory Committee (SEAC), which will be established as an advisory committee to the State Planning Council, the region's MPO. The SEAC will draw on the first hand experience and knowledge of organizations and individuals living in the most marginalized communities. Additionally, members of the SEAC will be armed with the guidance and training that is needed to be active participants in the RPSD development process and will be provided with the tools necessary to assist in implementing the RPSD action plan in their communities.

The consortium will work directly with community agencies to seek out interested individuals to participate in this regional planning process. Through this process, the State Planning Council will appoint approximately 15 members to the SEAC. SEAC members will be paid a stipend to assure their participation throughout the grant period.

Capacity of the SEAC members to effectively participate in the regional planning process will be built through training and mentoring. A complete curriculum will be developed for the SEAC. The topics that will be covered will include planning methods and tools that can be used to address social inequity and to foster community engagement. In addition, the training for the SEAC will include a discussion of the basics of regional planning including the state's existing legal framework and the principles of smart growth, a review of the status of State Guide Plan elements related to housing, economic development, land use and transportation and a review and explanation of the Livability Principles as outlined by HUD.

The SEAC will work with the State Planning Council and its staff to audit Land Use 2025 and Transportation 2030 to identify social equity gaps and propose amendments to address those gaps. The SEAC will also develop policies and procedures to ensure that social equity is better incorporated into the State's regional planning process moving forward and will actively participate in the process of

developing the State's Strategic Housing and Economic Development elements of the RPSD and the associated detailed execution program.

Throughout the grant period SEAC members will remain in communication with and accountable to their communities to ensure that the community's vision and needs continues to be actively reflected by the SEAC member in all regional planning discussions. With the assistance of staff, SEAC members will organize community forums at which they will report on their work, solicit input and receive feedback as they participate in the development the RPSD. The intent of this process is not only to guarantee that the RSPD accurately reflects the vision and needs of the state's underserved and underrepresented populations, but also to produce relationships that will become the building blocks necessary for completing and implementing the RPSD. At the conclusion of the grant period, the SEAC will propose next steps for continuing their work, as it is imperative that these community leaders are committed not only to the completion of the RPSD but also to the successful implementation of the identified strategies. **Deliverables** – SEAC Curriculum including written materials and powerpoint slides that can be shared with other regions. Audit reports of Land Use 2025 and Transportation 2030. Reports from local community forums. Monthly progress reports from SEAC to State Planning Council detailing activities. Annual report outlining progress made toward increasing and diversifying public participation. An action plan illustrating next steps beyond the 3 year grant period.

c. Develop an overall communication strategy for sharing data, publicizing project outcomes and sharing lessons learned in drafting the State's RPSD

The grant consortium will work to ensure that information is readily available to all residents, business owners and other stakeholders that would like to be involved in the RPSD development process. We will create a webpage on the RI Division of Planning website dedicated to this effort. We will post all public participation opportunities, meeting minutes, draft documents, etc. and will offer a direct link to the consortium for feedback. The Division also has an e-newsletter that is distributed to several hundred recipients each month. This publication will include a monthly summary of grant activities and upcoming opportunities for participation. Several of our grant consortium members also have regular publications that are distributed regularly to different audiences. We will utilize those opportunities for communication as well. We will also engage the SEAC to ensure the communication materials appropriate for their communities are also developed. **Deliverables** – Website, copy of newsletter articles, and other relevant correspondence.

<u>Task 2 – Create a Regional Plan of Sustainable Development</u>

a. Review Land Use 2025 and Transportation 2030

The Division of Planning is in the process of completing implementation reports for both Land Use 2025 and Transportation 2030. These reports will review each strategy to assess the progress that has been made toward implementation and will identify any barriers that have impeded implementation efforts. As part of the RPSD development process, we will propose amendments to these components to ensure that they are integrated and coordinated with the Housing and Economic Development components. In addition, barriers to implementation that are identified will be addressed to ensure that progress continues. As outlined above, the SEAC will also audit these documents to identify social equity gaps and propose amendments to address those gaps. **Deliverables** – Document outlining proposed changes to Land Use 2025 and Transportation 2030. Amendments to Land Use 2025 and Transportation 2030.

b. Address gaps in Rhode Island's current planning documents to complete the required subject matter required for a RPSD.

i. Update the Strategic Housing State Guide Plan Element

The current Rhode Island Strategic Housing Plan, adopted in 2006, was the result of a concerted effort by the state's key housing agencies to develop a consensus-based vision for meeting the housing needs of Rhode Island's citizens. Faced with an affordability gap that continued to widen and affect more households, the General Assembly passed the "Comprehensive Housing Production and Rehabilitation Act of 2004." This law requires the Rhode Island Housing Resources Commission (Exhibit 3.7 - Housing Resources Commission Membership) to develop a strategic plan for housing that quantifies housing needs, identifies implementation strategies to address these needs, and provides guidelines for higher density residential development.

This initial housing plan will be used as the foundation for adding additional information and analysis that will elevate its content so that it may become a key piece of the State's RPSD. We plan to begin our analysis with the same scenario based planning that was utilized in Land Use 2025 and Transportation 2030 to ensure that this component of our RPSD is substantially linked with other key State Guide Plan Elements. The housing component will make certain that a 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 State, including an assessment of the need for affordable homes that are accessible to persons with disabilities. In addition, we are currently developing a statewide analysis of impediments to fair housing choice closely following HUD's Fair Housing Plan Guide and the language on fair housing found in the NOFA for this grant. This report will be completed by the end of this year and will be incorporated into this Strategic Housing element. **Deliverable** – Strategic Housing component of RPSD.

ii. Update the Economic Development State Guide Plan Element

The current Rhode Island Economic Development Plan and Policies, adopted in 2000, provides objectives and policies that are used by staff to review all projects and comprehensive plans that are required by statute to be reviewed by the Statewide Planning Program for consistency with the State Guide Plan. As we update this element for inclusion in the State's RPSD we are looking to better integrate with the goals and mission of the Rhode Island Economic Development Corporation, a consortium member, whose mission is to create jobs, help companies expand and develop their workforce, and identify opportunities to bring new companies into the state.

This plan, as with the other components outlined, will begin with the same scenario based planning that was utilized in the Land Use, Transportation and Housing elements. This plan will drastically expand the scope of the current plan and link with the other key RPSD elements by addressing activities that capitalize on the location efficiency of places by connecting housing, jobs, amenities and other quality of life resources. All avenues for stimulating the economy and creating jobs that are mentioned in the NOFA will be addressed in this effort including: expansion, creation or reuse of existing commercial and industrial centers, the reuse of brownfields, establishment of cultural districts, inclusion of underrepresented populations in economic sectors, and training to support the full range of workforce and worker needs in the region. **Deliverable** – Economic Development component of RPSD.

c. Create an integrated RPSD implementation program.

Using the Livability Principles as evaluation criteria, the goals, strategies, and actions contained in the substantially linked Land Use, Transportation, Economic Development and Housing State Guide Plan

Elements as well as the climate change research outlined previously, will be synthesized into an integrated RPSD implementation program outlining specific steps that will move the region from planning to action. This implementation program will articulate short, medium and long term strategies that are necessary to move the region toward sustainability. It will also assign responsibility and provide cost estimates. **Deliverable** – RPSD implementation program.

Task 3 - Identify and delineate specific geographic areas within the State that are most suitable for reuse and development including areas most appropriate for infrastructure investment.

In order to continue to create truly livable places in Rhode Island, we must ensure that housing and transportation options and environmental and employment amenities are accessible to all residents. A key aspect of Rhode Island's RPSD will be the designation and mapping of growth centers, specific geographic areas within the State that are most suitable for reuse and development including areas most appropriate for infrastructure investment. Land Use 2025 began this process by creating an urban services boundary. Land Use 2025 also recognized that not all growth can be accommodated within the Urban Services Boundary. Even within the Urban Service Boundary, there are areas where a higher concentration of growth is more appropriate, particularly around high capacity transit. In order to truly curb sprawl and encourage and fund compact mixed use development, the entire state much be examined and areas appropriate for more concentrated development must be clearly mapped.

As a part of this grant, we are proposing to work directly with communities to identify, and the state to approve, growth centers. The growth centers concept will help cities and towns plan for the future by identifying where they want growth and development to occur and what they want that growth to look like. By planning ahead, communities can reduce their costs for building and maintaining the infrastructure needed to support residential, commercial and industrial growth. At the same time, by directing future growth to specific areas, the character of other parts of the community can be preserved, including historic areas, agricultural lands and open space. These growth centers will be dynamic and efficient centers for development that have a core of commercial and community services, residential development, and natural and built landmarks and boundaries that provide a sense of place. They may differ in size, regional importance, and services provided but will share common characteristics such as public and private investments in services, facilities, buildings, transportation, water and wastewater systems; and some combination of schools, commercial and industrial buildings, and housing. **Deliverable** – Map illustrating the boundaries of all designated growth centers in the State and with narrative detailing methodology for selection.

Task 4 - Build capacity within state and local government and among participants in the planning process by increasing skills and technical expertise.

A key component of the region's implementation strategy is to ensure that capacity is built within state and local government and among participants in the planning process by increasing skills and technical expertise and emphasizing the sharing of resources and knowledge for maximum efficiency. Although we will not have a set of specific steps to move from planning to action until we have filled in the gaps on our RPSD, we do anticipate with a high degree of certainty that building the local capacity of our municipal and community partners will be of high priority.

To increase capacity, we plan to build on the very successful Land-Use Training Collaborative, founded by Grow Smart Rhode Island, a consortium member. This Collaborative is an alliance of agencies and organizations that share a commitment to the principles of smart growth and sustainable community development. The partnering members believe that if we are to curb the sprawling development patterns that threaten Rhode Island, municipal officials and staff must be fluent and comfortable with the principles and practices of sound land-use planning. At the same time, citizens must be equipped with

the knowledge necessary to have a stronger voice in local decisions, and the development community must also be brought into local planning efforts. The programs are designed to build the capacity of communities, regions and the state as a whole to adopt and implement land-use policies and practices that preserve individual community character and are equitable, environmentally sound and economically beneficial. The Land Use Training Collaborative will be utilized to design educational sessions on topics specified by our grant partners during the RPSD process and included in the detailed implementation program

In addition to using the Land Use Collaborative to offer capacity building opportunities through this grant, the consortium plans to work with a nationally recognized leader in sustainability planning, for example, the National Charrette Institute, to assist grant consortium members and grant partners in building capacity for designing and implementing a more integrated community engagement process that reaches populations traditionally marginalized in the planning process. **Deliverable** – Distributed materials and powerpoint presentations for all workshops developed as a part of this grant, which will be available for use by other regions.

Task 5 – Tracking Progress through Performance Measures

Qualitative performance measures that can be regularly tracked, compared, and published will be developed as part of the RPSD Implementation Program. These performance measures will be essential to benchmarking the state's progress in achieving the vision outlined in the RPSD. Transportation 2030 is the component of the State Guide Plan that includes performance measures; however the State has not been very successful in systematically tracking progress using these measures. We plan to work with an additional partner in this process, The Providence Plan. This non-profit organization was founded in 1992 as a joint venture of the City of Providence, the State of Rhode Island, the academic community, and the private sector. The Providence Plan has served as a resource for the State and municipalities, providing professional expertise in complicated research, mapping, data analysis and reporting. As a partner in this grant effort, they will assist us in designing a process to systematically collect and share data among consortium members and other interested agencies. The Providence Plan maintains the largest data warehouse in the State and develops data tools that help people access and interpret this collection of information. **Deliverables** – Collection of baseline data for the State easily accessible to the public. Detailed list of performance measures that will be used to track the short and long term success of the region's RPSD. A process to ensure that performance is regularly evaluated and appropriately restructured to meet the region's needs will also be developed.

Engaging other entities to implement the vision

The consortium sees this grant program as a real opportunity to explore the combination of the RPSD's collaborative implementation with the existing legislatively enabled, integrated planning process to effect real change in Rhode Island's landscape. Although Rhode Island did not receive a grant during the first round of Sustainable Communities funding, consortium members have collaboratively undertaken several projects that we believe have placed us in an even better position to be a national leader in implementing sustainable development practices. These new efforts include:

1. EPA Smart Growth Technical Assistance Grant - The KeepSpace Program, outlined earlier in this application as an excellent example of collaborative regional planning, was chosen as the recipient of an EPA Smart Growth Technical Assistance award (part of the Federal Sustainability Partnership) resulting in approximately $65,000 in consulting services and direct assistance from EPA staff. The EPA team has been working with Rhode Island Housing, the coordinating body for the KeepSpace Advisory Committee, which consists of several of the state's government agencies and statewide nonprofits engaged in smart growth implementation. The purpose of the

technical assistance is to identify programs, policies, and funding streams that can be aligned across state agencies to support more sustainable communities and develop metrics to assess the effectiveness of this coordination. This work is intended to mirror the cross-agency coordination at the Federal level under the Partnership for Sustainable Communities. The final product of this effort – a project selection tool designed to identify sustainable development projects – is organized according to the Partnership's Livability Principles.

2. IBM Smarter Cities Project - Providence is one of 24 cities to participate in this year's Smarter City Challenge, a program of the IBM Executive Service Corps. In August, six IBM executives spent three weeks in Providence interviewing about 90 people representing 25 stakeholder groups to develop a series of recommendations to improve the City's land management system. They focused primarily on the way data is collected and analyzed to drive decision making and how users of the system are served – both from within city government and those interacting with city government. At the end of their stay, they presented a preliminary set of recommendations. Later this month the team will submit a complete report detailing short, medium and longer term actions the City can take to begin to improve collaboration, data sharing and data analysis. The overall vision for this project, for Providence and Rhode Island, is to use data to power decision-making at the regional level. By developing the prototype of the land management system in the defined area of Providence, the data platform can be refined and tested. Once tested and refined in Providence, the system can slowly be expanded statewide.
3. The Rhode Island Department of Health (DOH) was awarded over $3 million by the Centers for Disease Control to develop a system for integrating healthy community policies into local comprehensive plans and building local capacity around healthy community planning. The mechanism that DOH has utilized is entitled the Healthy Communities Plan, which currently outlines statewide goals and objectives and local policies and recommended strategies for more fully supporting physical activity and access to healthy foods in local policies and ordinances. Additionally, DOH is currently working with three municipalities to undertake thorough assessment and public participation processes with the purpose of implementing comprehensive plan and ordinance revisions in support of these goals, and has developed several trainings related to the Healthy Communities Plan with Grow Smart RI. Over the next year, DOH will be expanding the Healthy Communities Plan to cover additional areas in which the built environment and health intersect, including air and water quality, economic development, social equity and capital, public participation and healthy development practices. DOH staff has already been in coordination with the Division of Planning to begin integrating the goals and objectives of the Healthy Communities Plan into the State Guide Plan.
4. FHWA Transportation, Community and System Preservation Program Grant - The Rhode Island Department of Transportation was awarded a $1.1 million TCSP Program grant. The funds will be used to advance and implement the Warwick Station Development District Master Plan developed by the City of Warwick. The Plan is expected to guide approximately 1.5 million square feet of mixed-use, pedestrian-friendly development in the vicinity of the new MBTA commuter rail station, the Interlink. It envisions a highly-visible, mixed-use, transit-oriented growth center within walking distance of a full range of transportation and live/work options. The City is seeking to capitalize on the public investment in multimodal transportation infrastructure by promoting mixed-use development to attract visitors and business people who use the Interlink and T.F. Green airport while providing a center of opportunity for new development.
5. Core Connector Alternatives Analysis and Environmental Assessment – The Rhode Island Public Transit Authority and the City of Providence, coupled with Planning Challenge Grant funding from the RI Division of Planning have partnered to advance the goal of building a more robust public transit system in the state. A key step to achieving this goal is the pursuit of a

major transit investment to connect the State's most significant educational, medical, employment and cultural destinations to the State's central bus hub and a major intermodal rail station serving both Amtrak intercity and MBTA commuter rail trains. This study will evaluate transportation alternatives in a two-mile corridor encompassing the key sites above as well as two mixed use districts within the City.

The State has been proactive in seeking out opportunities to further the sustainable development vision articulated in this grant application. This grant would be an opportunity to establish a RPSD and coordinate all of the State's on-going efforts, including those articulated above in to a detailed RPSD implementation program that will really move the region from planning to action.

One major avenue to further implementing the RPSD is utilizing the Rhode Island Division of Planning's Planning Challenge Grant program, which is very similar in scope and focus to HUD's Sustainable Community Challenge Grant Program. Since 2006, the Rhode Island Planning Challenge Grant Program has awarded over $2 million in funding to municipalities, regions, non-profits and universities for projects leading to the implementation of the State Guide Plan, particularly Land Use 2025 and Transportation 2030. This program has funded a diverse array of locally and regionally significant projects including comprehensive plan updates, zoning regulation rewrites, corridor studies, commuter rail feasibility studies, land use educational training and transfer of development rights programs. In an effort to align the State's efforts more closely with the Sustainable Communities Program, we have added a new partner to our Planning Challenge Grant Program in order to broaden the scope of the program and more efficiently utilize out scarce resources. With this newest $1 million round of grants, released in August 2011, projects that specifically address improving the quality or increasing the availability of affordable homes in the region are eligible for additional funding under Rhode Island Housing's Targeted Assistance Grant Program. Our ability to provide these funds has been a major avenue to partner with municipalities to implement the regional sustainability goals. As we complete the RPSD, we anticipate that this very popular grant program will continue as one of the primary vehicles for moving the RPSD from planning to action.

The types of projects that we are already promoting and will continue to pursue as part of the implementation process also include:

1. Transit Oriented Development – One of the primary ways for the State to create compact, sustainable communities with effective transit and non-motorized transportation systems where residents can live, work, shop, learn and recreate will be to maximize economic and housing development around existing and planned fixed route transit modes. Rhode Island is very fortunate to have an established commuter rail link from Providence to Boston. This commuter rail service has recently expanded south to Warwick through the newly constructed intermodal facility, the Interlink, located at T.F. Green Airport. In addition, construction is underway on an additional station south of Warwick in North Kingstown at Wickford Junction. Upon completion, this station will also be served by commuter rail. There are several other commuter rail stations in preliminary engineering or under study including Pawtucket, Cranston, South Kingstown, and Westerly. As outline above, there is currently an Alternative Analysis underway to look at transit options for downtown Providence, which may result in additional fixed service, appropriate for encouraging TOD. The opportunity to incorporate TOD concepts into future stations for commuter rail will significantly alter the development pattern of Rhode Island in a way that is in line with the vision in the RPSD.
2. Transit System Improvements – The Transit 2020 Working Group, a diverse group of stakeholders including transportation agencies, metro-area communities, environmental

organizations, transit advocates and private business owners, has examined Rhode Island's current transit system. This effort has resulted in several recommendations affecting the entire Providence Metropolitan Area, including introduction of bus rapid transit, real time bus arrival information, introduction of new bus hubs centered around major employment areas, increased park and ride capacity, and construction of a metro-area streetcar system. The Transit 2020 Working Group's proposed transit initiatives align with the vision of Rhode Island's RPSD and are likely to become catalytic projects moving forward.

3. Transfer of Development Rights – One of the major tenets of the vision of the RPSD for Rhode Island is maintaining the distinction between urban and rural areas of the State. While Rhode Island voters have very generously approved over $200 million in the past two decades to acquire open space in the State, we recognize that it is not possible to purchase all the valuable natural resource areas available for development statewide. We believe the investigation of a statewide transfer of development rights program, allowing development to be transferred from one community to another, could become a very effective tool for the implementation of the RPSD. This type of TDR program would be unprecedented as other regions use TDR to transfer from unincorporated counties to incorporated municipalities but no region has established a system for transferring from an incorporated municipality to another incorporated municipality.

Although the above list is not exhaustive, it provides a few examples of the type of innovative strategies that Rhode Island is ready to employ as we work to implement our RPSD and go from planning into action.

Governance and Management

Consortium, Partners and Role

As detailed in Rating Factor 1, the grant consortium consists of 19 member organizations including seven (7) state and quasi-state agencies, nine (9) municipalities, and three (3) non-profit organizations. Each consortium member has also agreed in writing to participate in this process and to enter into a formal consortium agreement no later than 120 days after the effective start date of any grant agreement.

As the lead applicant, the Division of Planning will be responsible for organizing the meetings of the consortium; however the consortium will be structured as a true partnership with each individual organization carrying an equal voice in the decision making process. All decisions will be reached through discussion and analysis by all partners. If there are instances where there is dissention among the consortium members, decisions will be made through majority voting.

We are committed to making the process of completing the RPSD and its implementation open and transparent, built on a framework of equity and accessible to all organizations and individuals who wish to have a voice in the process. We have assembled a very capable and diverse group to comprise the application consortium, and also recognize that it will take many more partners to have the sustained effort and success necessary to implement the RPSD. We hosted a very well attended pre-proposal meeting to inform potential partners about our grant application and ask for feedback on our focus. The input received from that meeting was incorporated into this application. We anticipate a wide array of partners in addition to our named consortium members including other municipalities, regional planning organizations, environmental advocacy groups, non-profits specializing in community engagement, private foundations, chambers of commerce, housing authorities, and universities. There is also the possibility that we will further expand the grant management consortium to include additional members if that becomes appropriate during the 36-month planning process. Many potential partners have already contacted the Division of Planning expressing an interest in participating in the process should a grant be awarded. (Exhibit 3.8 - Potential Grant Partners)

Project Implementation Schedule
In the table below, we have included a detailed project implementation schedule, which is divided by grant task. Each task has been assigned a time frame based on quarters of a year.

Grant Funded Tasks and Deliverables	Year 1				Year 2				Year 3				Cost
	1	*2*	*3*	*4*	*1*	*2*	*3*	*4*	*1*	*2*	*3*	*4*	
1. Mobilization, Personnel and Overhead													*$579,761*
2. Community Engagement													*$235,200*
a. Formulate Public Participation Strategy													
b. Establish Social Equity Advisory Com.													
c. Develop Overall Communication Strategy													
3. Create RPSD													*$571,200*
a. Review Existing Plans													
b. Address Gaps in Housing & Econ. Dev.													
c. Create Integrated Implementation Program													
4. Delineate Growth Centers													*$168,000*
5. Build Capacity													*$280,000*
5. Track Progress through Perf. Measures													*$100,800*
Total Grant Request													**$1,934,961**
Total Direct Match													**$451,694**
Total Project Cost													**$2,386,655**
Total Leveraged Resources (non-federal)													**$305,000**
Total Integrated Federal Resources													**$33,617,430**
Total Value of Project and Leveraged Resources													**$36,307,825**

Budget Proposal
In the above project implementation schedule, we have included budget estimates for each identified grant task. A detailed break down of the budget figures has been included in the detailed budget worksheet and a more detailed explanation of the methodology for estimating those budget figures is included in the Budget Justification Narrative. In summary, the total grant request is $1,934,961. We are providing a direct match of $451,694. The total project cost for this effort is $2,386,655. We are also providing leveraged resources and integrated federal resources, equal to approximately 17.5 times the total grant request. The direct match and leveraged resources are detailed in Rating Factor 4.

HUD's Departmental Policy Priorities
Capacity Building and Knowledge Sharing
Rhode Island is fortunate to have a number of skilled non-profit organizations committed to smart growth and social equity that we can engage to strengthen and sustain this effort. A process for developing a training curriculum for the Social Equity Advisory Committee (SEAC) was outlined in a previous section. Grow Smart Rhode Island, a grant consortium member, founded the Land-Use Training Collaborative, an alliance of agencies and organizations, including the RI Division of Planning, that share a commitment to the principles of smart growth and sustainable community development.

The partnering members believe that if we are to curb the sprawling development patterns that threaten Rhode Island, municipal officials and staff must be fluent and comfortable with the principles and practices of sound land-use planning. At the same time, citizens must be equipped with the knowledge necessary to have a stronger voice in local decisions, and the development community must also be brought into local planning efforts. The programs are designed to build the capacity of communities, regions and the state as a whole to adopt and implement land-use policies and practices that preserve individual community character and are equitable, environmentally sound and economically beneficial. The Land Use Training Collaborative will be utilized to design educational sessions on topics specified by our grant partners. In addition to using the Land Use Collaborative to offer capacity building opportunities through this grant, the consortium plans to work the National Charrette Institute to assist grant consortium members and grant partners in building capacity for designing and implementing a more integrated community engagement process. The results of this effort will incorporated into the development of the RPSD and its implementation documents and it will give local leaders the tools to engage the wider community as they move forward with their own local planning efforts.

Expand Cross Cutting Policy Knowledge

As outlined previously, The Providence Plan will collaborate with the consortium specifically around data collection and analysis. As an organization, The Providence Plan believes that the ability to access and use good information, particularly at a neighborhood level, gives people the knowledge and power to make decisions that lead to positive change. Through their Information for Change agenda, they are working to improve the scope, quality, accessibility, and usability of information available.

The Providence Plan generally serves as an "information intermediary", whereby they acquire and convert raw data into useable information and make the information available in a manner that respects confidentiality. Residents and community-based organizations are then able to access this information and use it as a tool for long-term development and social change. The Providence Plan strives to provide information that is unbiased, understandable, grounded in genuine community needs, and accessible to residents, community-based organizations, government, and other entities and is committed to working with data at the neighborhood level and smaller levels of geography as this level of analysis is often the most meaningful and useful for residents and community-based organizations, enabling them to relate data to places they know well.

As The Providence Plan acquires the data and compiles it into usable information, that data will be forwarded to credible policy researches within state government and our partner organizations, particularly the institutions of higher education for interpretation and analysis. Their conclusions will be utilized to formulate the policy that is incorporated into the completion of the RPSD. At the completion of the RPSD process, the State Planning Council will adopt the Plan, elevating it to official state policy.

Rating Factor 4 – Match, Leveraging Resources, and Program Integration

We are providing approximately $451,694 in direct grant match in the form of staff contributions from grant consortium members. The direct match totals 23% of the grant award. Each individual contribution is detailed in the table below and is documented in a letter of commitment from the corresponding agency. (Exhibit 3.3 – Resource Commitment Letters)

Direct Grant Match

Description	**Total**
Consortium Member Staffing Contributions	
Housing Commission Coordinator	*$30,000*

Providence, Director of Long Range Planning	*$16,968*
East Providence, Planning Dir. & Chief Plan.	*$26,250*
North Kingstown, Planning Dir. & Prin. Plan.	*$28,192*
Cranston, Principal Planner	*$13,186*
Pawtucket, Senior Planner	*$5,184*
Burrillville, Town Planner	*$22,500*
Newport, Planning Director	*$14,550*
Westerly, Town Planner & Asst. Planner	*$35,418*
RIDEM, Administrator, Sustainable Watersheds	*$30,000*
RI EDC, Director of Community Relations	*$30,000*
RI DOH, Community Development Specialist	*$33,000*
RI Housing, Dir. & Asst. Dir., Intergovernmental Relations, Technical Assistance Coordinator	*$56,556*
Grow Smart RI, Exec. Dir. & Dir. Res. & Comm.	*$47,736*
RI LISC, Program Officer	*$31,734*
RI Legal Services, Community Lawyer	*$30,420*
Total	**$451,694**

We are providing **$33,617,430** in federal resources and **$305,000** in non-federal leveraged resources in the form of on-going and upcoming projects that will increase the effectiveness of the proposed grant program activities. These federal resources are from a variety of sources including FHWA, FTA, and HUD. The non-federal leveraged resources are from Rhode Island Housing program income. Each individual leveraged resource is listed in the table below and is documented in detail in a letter of commitment from the corresponding agency. (Exhibit 3.3 – Resource Commitment Letters)

Integrated Federal Resources & Leveraged Resources

RI Division of Planning	**Value**
1. Challenge Grant Program - *FHWA PL Funds*	$2,000,000
2. Healthy Places By Design - *CDC/ARRA Grant*	$3,000,000
3. Low/Mod Housing Program - *HUD, CDBG*	$2,500,000
4. LiDAR Climate Change Assessment – *USGS, FHWA PL Funds*	$245,000
5. Federally funded salary & admin. (Associate Director, Chief, Statewide Planning, Asst. Chief, Statewide Planning) – *FHWA Funds*	$112,892
RI Department of Transportation	
1. Commuter Rail Extension - *FTA New Starts Program*	$9,570,000
2. Enhancement Program – *FHWA Highway Program ($4 million per year for the 3 year period of the grant)*	$12,000,000
3. Safe Routes to School Program - *FHWA Program*	$2,000,000
4. Portsmouth Town Center – *FHWA TCSP Funds*	$950,000
5. Tiverton Stone Bridge - *FHWA TCSP Funds*	$100,000

6. Warwick Station Master Plan – *FHWA TCSP Funds*	$1,100,000
7. Federally funded salary (Chief of Intermodal Planning) – *FHWA Funds*	$17,500
RI Housing	
1. KeepSpace Implementation – *RI Housing Funding (non-federal)*	$275,000
2. Targeted Assistance Grants – *RI Housing Funding (non-federal)*	$30,000
RI Public Transit Authority	
1. Federally funded salary (Planning Manager) – *FTA Funds*	$22,038
Total	**$33,922,430**

The lead applicant of this grant, the Rhode Island Division of Planning is part of the Rhode Island Department of Administration. As articulated previously in this grant, it is the agency responsible for preparing, adopting, and amending strategic plans for the physical, economic, and social development of the state. Clearly the planning efforts outlined in this grant application will align with current state government initiatives in prioritizing sustainable planning and development that reinforce the Federal Partnership for Sustainable Communities Livability Principles.

Rating Factor 5 - Achieving Results and Program Evaluation

Rhode Island is applying for this grant opportunity because we believe our proposal will lead to major positive outcomes for our residents and our environment. We are excited to go through this exercise of establishing outcomes and performance measures, as all of the program outcomes listed in the NOFA are things Rhode Island has been working towards for many years. The State is not starting from scratch in looking toward a more sustainable future. This application has outlined many projects which have begun to move the region forward. This grant is an opportunity to link all these related efforts into one, strong, consistent movement toward Statewide sustainability.

We believe we have assembled a consortium that will work to implement the results of these efforts. The integrated implementation program proposed as a part of this grant will serve as the region's first comprehensive roadmap to moving from planning to action. This concise document will also serve as a tool to rally others statewide to participate in the implementation of the RPSD because the action items will be clearly stated and the positive outcomes for individuals, municipalities, and the region as a whole will be clearly articulated.

HUD has provided eight (8) mandatory outcomes of a RPSD, all of which are in line with existing State goals. We greatly look forward to working with the federal government, consultants, and the broader public at the outset of this planning process to develop thorough baseline data and create specific performance measures to track the required outcomes. Although the specific performance measures have not been completed, we have included general metrics we expect to use as performance measures in the Rating Factor 5 table.

When deciding how to structure our RPSD program to ensure that regional needs are addressed, we carefully examined the data presented in Rating Factor 2. These needs that were highlighted are reflected in the regional planning issues to be addressed as part of this grant and include:

1. Lack of statewide planning document that addresses all the elements of a RPSD in an integrated way.
2. Disconnected Federal and State policies leading to unsustainable communities.
3. Lack of meaningful public participation from underrepresented communities.

4. Social and economic disparities among Rhode Island's disadvantaged populations.
5. Lack of housing choices in close proximity to employment, shopping, recreation and cultural centers.
6. Sprawling development patterns not concentrated within the urban services boundary and designated growth centers in more rural and suburban areas.
7. Disconnect between population centers and employment centers.
8. Limited regional transit system.
9. Need for increased local capacity to implement the RPSD.
10. Low density development patterns and declining investment in existing infrastructure leading to negative health outcomes.
11. Vulnerability to climate change impacts.
12. Need for timely, consistent and accurate information on local and regional conditions to ensure progress towards a sustainable future.
13. Lack of clearly defined performance measures to show progress towards achieving sustainable development.

This grant will assist Rhode Island in addressing the regional needs outlined above to achieve more sustainable development patterns moving forward. The highly participatory process for creating a RPSD and the proposed strategic implementation steps will ensure that we move forward as a region with federal, state and local resources aligned. The unique reciprocal planning system in Rhode Island linking state and local planning coupled with the foundation of the existing State Guide Plan leaves the State poised to be a leader in sustainable development practices.

Preferred Sustainability Status – 2 bonus points

The consortium applying for this grant holds FY10 Preferred Sustainability Status. Please refer to Exhibit 3.9 - HUD Form 2995, Certification of Consistency with Sustainable Communities Planning and Implementation.

Rhode Island_Exhibit _Two

HUD 2011 Rating Factor Response Forms 1, 2, 4, 5

OMB Approval Number: 2501-0024
Expiration Date: 07/31/2014

Factor I – Capacity of the Applicant and Relevant Organizational Experience

1. Key Personnel
2. Partners

1. Key Personnel – Two additional Division of Planning staff members will also be dedicating 10% of their time to this effort.

Name and Position Title (please include the organization position titles in addition to those shown)	Percent of Time Proposed for this Grant	Percent of Time to be spent on other HUD grants	Percent of time to be spent on other activities
1.1 Overall Project Director			
Name: Kevin M. Flynn Organization Position Title: Associate Director, Division of Planning Address: 1 Capitol Hill City: Providence State: RI Zip Code: 02908 Phone Number: 401-222-7901 Fax Number: 401-222-2083 Email: kevin.flynn@doa.ri.gov	10%	0%	90%
1.2 Day-to-Day Program Manager			
Name: To be Hired Organization Position Title: Supervising Planner Address: 1 Capitol Hill City: Providence State: RI Zip Code: 02908 Phone Number: 401-222-7901 Fax Number: 401-222-2083 Email:	100%	0%	0%
1.3 Other			
Name: To Be Hired Organization Position Title: Principal Planner Address: 1 Capitol Hill City: Providence State: RI Zip Code: 02908 Phone Number: 401-222-7901 Fax Number: 401-2222083 Email:	100%	0%	0%

2. Partners – Please refer to Exhibit 3.2 for a full list of consortium members and Exhibit 3.3 for individual resource contributions.

Name and contact information	Description of Commitment	Proposed Activities to be Conducted by Partner	Resource and leveraged resource commitment ($ value for services)
Name: Thomas Kravitz Organization Position Title: Town Planner, Town of Burrillville Sub-recipient: ☐ Yes ☒ No Address: 144 Harrisville Main Street, Harrisville, RI 02830-1499 Phone Number: 401-568-4300, ext. 130 Email: bplanning@burrillville.org	Grant Consortium Member	Actively participate in direction of planning process; assist with data collection and community outreach; assist to prioritize resources towards projects consistent with the RPSD.	$22,500
Name: Bonnie Nickerson Organization Position Title: Dir. of Long Range Planning, Providence Sub-recipient: ☐ Yes ☒ No Address: 444 Westminster Street, Suite 3A, Providence, RI 02903 Phone Number: 401-680-8400 Email: bnickerson@providenceri.com	Grant Consortium Member	Actively participate in direction of planning process; assist with data collection and community outreach; assist to prioritize resources towards projects consistent with the RPSD.	$16,968
Name: Marilyn Shellman Organization Position Title: Town Planner, Westerly Sub-recipient: ☐ Yes ☒ No Address: 45 Broad Street, Westerly, RI 02891 Phone Number: 401-348-2500 Email: Mshellman@westerly.org	Grant Consortium Member	Actively participate in direction of planning process; assist with data collection and community outreach; assist to prioritize resources towards projects consistent with the RPSD.	$35,418
Name: Amy Rainone Organization Position Title: Director of Policy, Rhode Island Housing Sub-recipient: ☐ Yes ☒ No Address: 44 Washington Street, Providence, RI 02903 Phone Number: 401-457-1234 Email: arainone@rhodeislandhousing.org	Grant Consortium Member	Actively participate in direction of planning process; assist with data collection and community outreach; assist to prioritize resources towards projects consistent with the RPSD.	$361,556

Please refer to Exhibit 3.2 for a full list of consortium members and contact information and Exhibit 3.3 for a full accounting of resource contributions.

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Factor 2 – Need and Extent of the Problem

1. Housing Costs
2. Environmental Quality
3. Transportation Access
4. Socioeconomic Inequity
5. Economic Opportunity
6. Fresh Food Access
7. Healthy Communities

1. Housing Costs

1.1 Median Regional Housing Costs Relative to Household Income

YEAR	median monthly regional rental prices	Median monthly regional household income	ratio: median monthly housing cost/income
1990	$489	$2,681.75	18.2
2000	$553	$3,507.50	15.8
2008	$869	$4,641.75	18.7

Source: http://www.hud.gov/sustainability

Date Documented: 2006-2008 American Community Survey, American Fact Finder 1989 and 1999, American Community Survey 2008 1 Year Estimates

1.2 Proportion of Regional Population Paying More than 45 percent of Income to Combined Housing and Transportation Costs

Location	regional housing and transportation cost	regional income level	households spending more than 45% of Income
Region-wide	53.3	$55,327	9.5%
Providence	48.1	$62,680	4.0%
Kent	56.2	$62,334	7.0%
Washington	59.0	$71,725	8.0%
Bristol	49.9	$68,126	19.0%

Source: http://htaindex.cnt.org/

Date Documented: 2010, American Community Survey – 2006-2008.

2. Environmental Quality

2.1 Urbanized Land per Capita

YEAR	urbanized land (acres)	population of region	urbanized land per capita
1990	535.62	1,003,464	.0005
2000	637.53	1,048,319	.0006

Source: http://www.hud.gov/sustainability

Date Documented: RIGIS: Public Recreation and Park Land – 2010, US Census Bureau – 2009 Data in square Miles

2.2 Total Miles of Distribution of Water Infrastructure per Population Served

year	miles of distribution of water infrastructure	population of region	water distribution service population	miles of water distribution infrastructure per 1000
1990	3,023.00	1,003,464	956,758	3.24
2000	n/a	1,048,319	921,760	n/a
2005	3,453.29	1,076,190	990,025	3.49

Source: Public Utilities; http://www.hud.gov/sustainability

Date Documented: No State Data available for 2008. Not all requested 2000 data available. USGS Circulars 1081, 1268, 4677, Estimated Use of Water in the United States 1990, 2000, 2005.

3. Transportation Access

3.1 Vehicle Miles Traveled per Capita

Year	total road mileage (all modes)	vehicle miles traveled	vehicle miles traveled per capita
1990	n/a	19,247,000	19.2
2000	n/a	24,308,207	23.2
2009	4,951	26,106,470	24.8

Source: http://www.hud.gov/sustainability

Date Documented: RIDOT: Highway Performance Monitoring System – 1990, RI Statewide Planning Report #112, Transportation 2030, and State Guide Plan Element 611.

3.2 Portion of Regional Trips: Automobile, Transit, Walking, and Bicycling

Years	Automobile		Transit		Walking		Bicycling	
	trips	% of total	trips	% of total	trips	% of total	trips	% of total
1990	433,907	90%	11,931	2.9%	20,727	4.8%	1,041	.26%
2000	444,330	83%	12,197	2.9%	18,717	4.3%	1,338	.32%
2008	431,221	92%	13,049	3.4%	14,658	3.9%	1,324	.34%

Source: http://www.hud.gov/sustainability

Date Documented: 1990, 2000, 2008. Data in Bristol for 2008 was unavailable so it was omitted.

4. Socioeconomic Inequity

4.1 Segregation by County

	County Name	2009 Black/White Dissimilarity Index	2009 Asian/White Dissimilarity Index	2009 Hispanic/White Dissimilarity Index
1	State of Rhode Island	34	21	39

4.2 School Lunch Eligibility

	County Name	2009 School Lunch Eligibility (pct.)		
1	State of Rhode Island	32.04		

Source: http://www.s4.brown.edu/cen2000/SchoolPop/SPDownload.html; http://www.nces.ed.gov/ ; instructions at http://www.hud.gov/sustainability
Note: include a regional figure if the data is available, if raw numbers of eligible students are available by county, please include them as well.
Date Documented: 2009

5. Economic Opportunity

5.1 Availability of Subsidized Affordable Housing near Employment Centers
(Note: please list the five largest employers and the housing conditions related to it. List specific locations (e.g. company HQ) rather than a regionally dispersed employers (e.g. school district))

	employment center (name / SIC designation)	# of employees	number of housing units within 2 miles of the employment center	percentage of housing near employment center that is subsidized
1	Met Life Financial SVC/52511004	3000	8,732	8.96%
2	University of Rhode Island/ 61111007	2500	2,346	2.98%
3	T.F. Green Airport/ 48811907	2500	13,485	9.44%
4	Kent County Hospital/ 42345015	2000	13,371	6.36%
5	Our Lady of Fatima Hospital/62211002	1900	31,647	6.57%

Source: RI Economic Development Corporation, Rhode Island Housing, Census Bureau's Landview 6. 2010, # of employees. 2006-2008, housing units. 2010, % subsidized.
TOTAL REGIONAL WORKFORCE: 554,225 Date Documented: 2010

6. Fresh Food Access

6.1 Proximity of Full-Service Grocery Stores for Low-Income and Auto-Dependent Households

	% households with no car and > 1 mile to grocery store	% low-income people living > 1 mi to grocery store
Regional Average	2.05%	6.58%
Providence	1.73%	4.62%
Kent	2.59%	8.4%
Washington	2.49%	12.84%
Newport	1.64%	6.42%
Bristol	3.64%	9.55%

Source : http://www.ers.usda.gov/foodatlas/
Date Documented: 2010

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7. Healthy Communities

7.1 Prevalence of Preventable Disease

County: State of Rhode Island

Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.28%	n/a	3.56%	2.99%	n/a	n/a	n/a
Childhood Obesity	17.4%	n/a	23.0%	29.7%	n/a	n/a	n/a
Diabetes	6.9%	n/a	Too Small to Weight	Too Small to Weight	n/a	n/a	n/a
Heart Disease	4.4%	n/a	Too Small to Weight	Too Small to Weight	n/a	n/a	n/a
Lead Poisoning	1.1%	3.1%	1.7%	3.7%	1.6%	n/a	n/a
Low birth weight	7.3%	n/a	10.1%	7.7%	n/a	n/a	n/a

Source : County and State Health Departments also http://www.communityhealth.hhs.gov

Date Documented: Childhood Obesity (data only collected for 7th graders), Immunization Program RIDOH 2009-2010, Diabetes (data only collected for adults 18+) 2005-2008 BRFSS, Asthma (data only collected for adults ages 18+) 2000-2007 Rhode Island Hospital Discharge Data, Low Birth Weight – RIDOG Maternal and Child Health Database 2005-2009, lead Poisoning – RI CLPPP 2010.

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Factor 4 – Leveraging Resources

Name and contact information of the organization or entity that will partner with applicant	Work To Be Accomplished In Support of the Program	Value of In-Kind or Cash Match Contribution*	Additional Leveraged Funds Contribution	Total of Match and Leveraged Contributions
Name: Thomas Kravitz Type of Organization: Town of Burrillville Partner Receiving Award Grant Funds: ☒ Yes ☐ No Address: 144 Harrisville Main Street City: Harrisville State: RI Zip Code: 02830-1499 Phone Number: 401-568-4300, ext. 130 Fax Number: 401-710-9307 Email: bplanning@burrillville.org	Consortium Member	$22,500	$0	$22,500
Name: Jonathan J. Reiner Type of Organization: Town of North Kingstown Partner Receiving Award Grant Funds: ☐ Yes ☒ No Address: 80 Boston Neck Road City: North Kingstown State: RI Zip Code: 02852-5762 Phone Number: 401-294-3331 Fax Number: 401-885-7373 Email: jreiner@northkingstown.org	Consortium Member, extension of commuter rail service, Transportation Enhancement Program, TOD Study	$28,192	$0	$28,192
Name: Amy Rainone Type of Organization: Rhode Island Housing Partner Receiving Award Grant Funds: ☐ Yes ☒ No Address: 44 Washington Street City: Providence State: RI Zip Code: 02903 Phone Number: 401-457-1234 Fax Number: 401-457-1136 Email: rgodfrey@rhodeislandhousing.org	Consortium Member, targeted grant assistance to implement Keep Space strategies, Targeted Assistance Grants	$56,556	$305,000	$361,556
Name: Ana Novais Type of Organization: Rhode Island Department of Health Partner Receiving Award Grant Funds: ☐ Yes ☒ No Address: 3 Capitol Hill City: Providence State: RI Zip Code: 02908 Phone Number: 401-222-5117 Fax Number: 401-222-4415 Email: anovais@health.ri.gov	Consortium Member	$33,000	$0	$33,000
Name: Keith Stokes Type of Organization : RI Economic Development Corporation Partner Receiving Award Grant Funds: ☐ Yes ☒ No Address: 315 Iron Horse Way, Suite 101 City: Providence State: RI Zip Code: 02908 Phone Number: 401-278-9100 Fax Number: 401-273-8370 Email: kstokes@riedc.com	Consortium Member	$30,000	$0	$30,000
Name: Jeanne Boyle Type of Organization: City of East Providence Partner Receiving Award Grant Funds: ☐ Yes ☒ No Address: 145 Taunton Avenue City: East Providence State: RI Zip Code: 02914 Phone Number: 401-435-7531 Fax Number: 401-435-7611 Email: jboyle@cityofeastprov.com	Consortium Member	$26,250	$0	$26,250
Please refer to Exhibit 3.3 for a full list of in-kind and leveraged resources. Total amount listed is reflective of the full list provided in Exhibit 3.3.				
	Total Amount	$451,694	$305,000	$756,694

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Factor 5 – Achieving Results and Program Evaluation

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated Progress and Forms of Measurement			
				6 months	**12 months**	**24 months**	**36 months**
Lack of statewide planning document that addresses all the elements of a RPSD in an integrated way	Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD	Mobilization of consortium, hiring of additional staff, formulate public participation strategy. **Measure:** Signed consortium MOU, two (2) new staff members hired, full public participation strategy outlined.	Social Equity Advisory Committee formed, Review of Land Use 2025 and Transportation 2030, Draft Strategic Housing element. **Measure:** SEAC formed and meeting, draft strategic housing element, summary and analysis of public input	Draft economic development element. **Measure:** draft economic development element, summary and analysis of public input.	RPSD completed and submitted to consortium and State Planning Council for review and adoption. **Measure:** Completed RPSD.
Disconnected Federal and State policies leading to unsustainable communities.	Align federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.	Coordinate policies and leverage investment	Using the Livability Principles as evaluation criteria, synthesize the goals, strategies, and actions contained in the substantially linked Land Use, Transportation, Economic Development and Housing State Guide Plan Elements into an integrated RPSD implementation program outlining specific steps that will move the region from planning to action	Compile goals, strategies and actions contained in existing plans for review for alignment with federal livability principles. **Measure:** Combined list of relevant action items to carry forward into implementation program.	Review Land Use 2025 and Transportation 2030 for goals, strategies, and actions aligned with the federal livability principles. **Measure:** List of relevant action items to carry forward into implementation program.	Compile strategic housing and economic development element goals, strategies and actions. **Measure:** Action items from housing element and economic development element for inclusion in implementation program	Final draft of integrated implementation program to guide state and local actions to move the RPSD forward. **Measure:** Completed implementation program
Lack of meaningful public participation from underrepresented communities	Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes.	Support existing communities, value communities and neighborhoods	Formulate a public participation strategy to reach target populations, engage them in the planning process and ensure sustained participation throughout implementation of the RPSD; Establish a Social Equity Advisory Committee	Work with non-profits in grant consortium to identify individuals for the SEAC, formulate public participation strategy. **Measure:** List of nominees for SEAC, public participation strategy outlined.	Appoint SEAC, develop and begin implementation of curriculum, review existing plans to identify social equity gaps and propose amendments to address those gaps. **Measure:** SEAC meeting minutes, curriculum, proposed amendments to existing plans.	Individual SEAC members hold forums in their own communities on housing and economic development. Other participation strategies outlined in public participation plan implemented. **Measure:** Detailed public input documented for incorporation into RPSD.	RPSD completed with input from a wide variety of audiences included those from populations traditionally marginalized in the public planning process. SEAC to propose next steps for continuing work. **Measure:** Completed RPSD. Action plan for SEAC to assist in RPSD implementation.
Social and economic disparities among Rhode Island's disadvantaged populations	Reduced social and economic disparities for the low-income and communities of color within the target region.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Using the Livability Principles as evaluation criteria, synthesize the goals, strategies, and actions contained in the substantially linked Land Use, Transportation, Economic Development and Housing State Guide Plan Elements into an integrated RPSD implementation program outlining specific steps that will move the region from planning to action	Compile goals, strategies and actions contained in existing plans for review for alignment with federal livability principles. **Measure:** Combined list of relevant action items to carry forward into implementation program.	Review Land Use 2025 and Transportation 2030 for goals, strategies, and actions aligned with the federal livability principles. **Measure:** List of relevant action items to carry forward into implementation program.	Compile strategic housing and economic development element goals, strategies and actions. **Measure:** Action items from housing element and economic development element for inclusion in implementation program	Final draft of integrated implementation program to guide state and local actions to move the RPSD forward. **Measure:** Completed implementation program

Lack of housing choices in close proximity to employment, shopping, recreation and cultural centers	Decrease in combined housing and transportation costs per household.	Provide more transportation choices, promote equitable, affordable housing, coordinate policies and leverage investment	Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD	Mobilization of consortium, hiring of additional staff, formulate public participation strategy. **Measure:** Signed consortium MOU, two (2) new staff members hired, full public participation strategy outlined.	Social Equity Advisory Committee formed, Review of Land Use 2025 and Transportation 2030, Draft Strategic Housing element. **Measure:** SEAC formed and meeting, draft strategic housing element, summary and analysis of public input	Draft economic development element. **Measure:** draft economic development element, summary and analysis of public input.	RPSD completed and submitted to consortium and State Planning Council for review and adoption. **Measure**: Completed RPSD.
Sprawling development patterns not concentrated within the urban services boundary and designated growth centers in more rural and suburban areas	Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.	Support existing communities, coordinate policies and leverage investment, value communities and neighborhoods	Identify and delineate specific geographic areas within the State that are most suitable for infill and development including areas most appropriate for infrastructure investment	Use existing data sources to map areas with existing infrastructure (water and sewer), high capacity transit centers, densely developed housing, and large employment centers. **Measure:** Draft map of areas most suitable for development.	Initiate discussions with individual municipalities regarding draft map. Adapt map to local conditions using local comprehensive plans and public participation. **Measure:** Initial map of growth centers statewide.	Continue interaction with municipalities to finalize exact locations of growth centers. **Measure:** Locally adopted growth centers with specific geographic boundaries.	Present map of growth centers to consortium and State Planning Council for final adoption into RPSD. **Measure**: Statewide map of geographically specific growth centers.
Disconnect between population centers and employment centers	Increased proportion of low-and very-low income households within a 30 minute transit commute or major employment centers.	Provide more transportation choices, enhance economic competitiveness	Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD	Mobilization of consortium, hiring of additional staff, formulate public participation strategy. **Measure:** Signed consortium MOU, two (2) new staff members hired, full public participation strategy outlined.	Social Equity Advisory Committee formed, Review of Land Use 2025 and Transportation 2030, Draft Strategic Housing element. **Measure:** SEAC formed and meeting, draft strategic housing element, summary and analysis of public input	Draft economic development element. **Measure:** draft economic development element, summary and analysis of public input.	RPSD completed and submitted to consortium and State Planning Council for review and adoption. **Measure**: Completed RPSD.
Limited regional transit system.	Decrease in per capita VMT and transportation-related emissions for the region.	Provide more transportation choices	Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD	Mobilization of consortium, hiring of additional staff, formulate public participation strategy. **Measure:** Signed consortium MOU, two (2) new staff members hired, full public participation strategy outlined.	Social Equity Advisory Committee formed, Review of Land Use 2025 and Transportation 2030, Draft Strategic Housing element. **Measure:** SEAC formed and meeting, draft strategic housing element, summary and analysis of public input	Draft economic development element. **Measure:** draft economic development element, summary and analysis of public input.	RPSD completed and submitted to consortium and State Planning Council for review and adoption. **Measure**: Completed RPSD.
Need for increased local capacity to implement the RPSD	Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Build capacity within state and local government and among participants in the planning process by increasing skills and technical expertise in sustainable development	Partner with existing Land Use Collaborative and municipalities statewide to begin to develop necessary workshop topics for increasing local capacity to implement the RPSD. **Measure:** Potential workshop topic list.	Begin development of several capacity building educational opportunities to be presented statewide. **Measure:** Workshop curriculum, power point presentations.	Engage the National Charrette Institute to assist grant consortium members and grant partners in building capacity for designing and implementing a more integrated community engagement process that reaches populations traditionally marginalized in the planning process. **Measure:** NCI workshop completed, workshop attendance.	Deliver workshops developed under this grant to grant partners statewide based on areas of interest. Let the workshops serve as a menu of options available upon request by individual municipalities or organizations. **Measure:** Number of workshops available, workshops presented, workshop attendance.

Low density development patterns and declining investment in existing infrastructure leading to negative health outcomes	Improved health outcomes that result from creating safer, more walkable neighborhoods.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Identify and delineate specific geographic areas within the State that are most suitable for infill and development including areas most appropriate for infrastructure investment	Use existing data sources to map areas with existing infrastructure (water and sewer), high capacity transit centers, densely developed housing, and large employment centers. **Measure:** Draft map of areas most suitable for development.	Initiate discussions with individual municipalities regarding draft map. Adapt map to local conditions using local comprehensive plans and public participation. **Measure:** Initial map of growth centers statewide.	Continue interaction with municipalities to finalize exact locations of growth centers. **Measure:** Locally adopted growth centers with specific geographic boundaries.	Present map of growth centers to consortium and State Planning Council for final adoption into RPSD. **Measure:** Statewide map of geographically specific growth centers.
Vulnerability to climate change impacts	Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.	Provide more transportation choices, coordinate polices and leverage investment	Address the subject matter gaps related to housing and economic development in Rhode Island's State Guide Plan and demonstrate that several substantially linked elements of that Plan constitute a RPSD as outlined by HUD	Mobilization of consortium, hiring of additional staff, formulate public participation strategy. **Measure:** Signed consortium MOU, two (2) new staff members hired, full public participation strategy outlined.	Social Equity Advisory Committee formed, Review of Land Use 2025 and Transportation 2030, Draft Strategic Housing element. **Measure:** SEAC formed and meeting, draft strategic housing element, summary and analysis of public input	Draft economic development element. **Measure:** draft economic development element, summary and analysis of public input.	RPSD completed and submitted to consortium and State Planning Council for review and adoption. **Measure:** Completed RPSD.
Need for timely, consistent and accurate information on local and regional conditions to ensure progress towards a sustainable future	Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Develop an overall communication strategy for sharing data, publicizing project outcomes and sharing lessons learned in drafting the State's RPSD	Work with consortium to develop best methods of communication both among consortium members and with members of the general public for grant updates, data sharing, etc. **Measure:** Written communication strategy that will be used for project.	Create a webpage on the Division of Planning website with all relevant information on grant progress as well as links to relevant data sources available to municipalities, non-profits and the general public. Monthly e-newsletter updates on grant progress and availability of new data. **Measure:** Webpage, E-newsletters	Continued updating of interested parties and data sharing via website, e-newsletter and other communication methods outlined in the overall communication strategy. **Measure:** Updated website, E-newsletters, other outlined communication strategies	Continued updating of interested parties and data sharing via website, e-newsletter and other communication methods outlined in the overall communication strategy. **Measure:** Updated website, E-newsletters, other outlined communication strategies
Lack of clearly defined performance measures to show progress towards achieving sustainable development	Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.	Provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate polices and leverage investment, value communities and neighborhoods	Develop meaningful performance measures that are easily tracked and correspond with HUD's eight mandatory outcomes of a RPSD	Initiate discussions with grant partner the Providence Plan to review and discuss available data statewide and how that data can be linked to the outcomes we hope to achieve. List data sources that are necessary to develop. **Measure:** Data sources linked to grant outcomes, list of additional data needed.	Work with partners to collect baseline data missing from the statewide data catalogue necessary to track progress on outcomes outlined in this grant. **Measure:** New data sources developed.	Ensure that each relevant performance outcome is linked with a maintained and updated data source. Establish baseline data for each outcome. **Measure:** Baseline data for each grant performance outcome.	Establish a web interface that can be used to query, track and measure data as time goes on so that solid, measurable outcomes can be easily track by project managers and the general public. **Measure:** Web interface for tracking grant outcome performance.

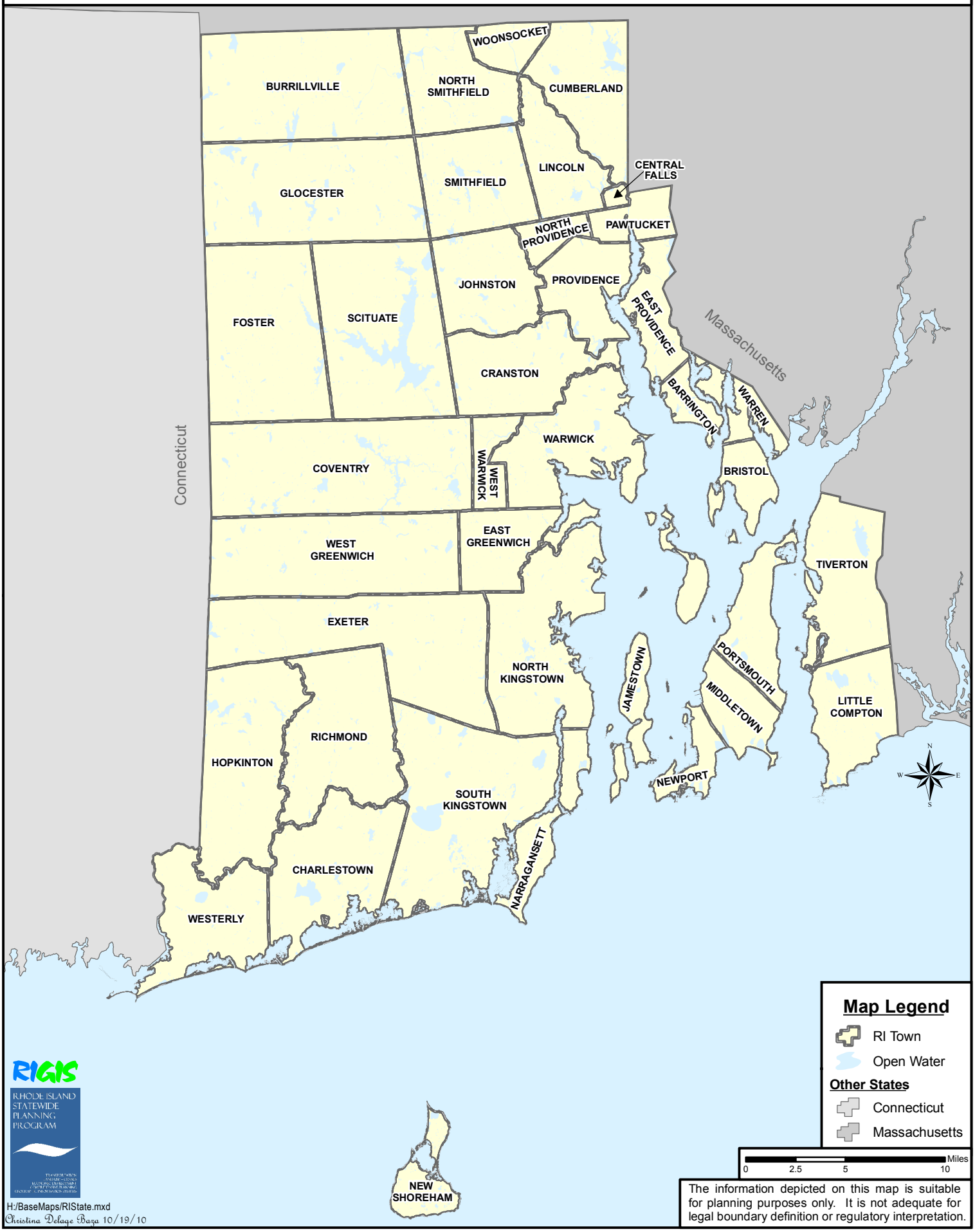
Rhode Island_Exhibit _Three

Exhibit 3.1 – Map of Project Area
Exhibit 3.2 – Consortium Commitment Letters
Exhibit 3.3 – Consortium Resource Commitment Letters
Exhibit 3.4 – Resumes for Kevin Flynn and Karen Scott
Exhibit 3.5 – Rhode Island State Land Use Map
Exhibit 3.6 – Rhode Island State Planning Council Membership
Exhibit 3.7 – Rhode Island Housing Resources Commission Membership
Exhibit 3.8 – Potential Grant Partners
Exhibit 3.9 – HUD Form 2995 - Certification of Consistency with Sustainable Communities Planning and Implementation

Rhode Island_Exhibit _Three

Exhibit 3.1 – Map of Project Area

State of Rhode Island



The information depicted on this map is suitable for planning purposes only. It is not adequate for legal boundary definition or regulatory interpretation.

Rhode Island_Exhibit _Three

Exhibit 3.2 – Consortium Commitment Letters

1. RI Division of Planning – Lead Applicant
   Contact - Kevin Flynn, Associate Director, 401-222-7901
2. RI Public Transit Authority – Letter attached
   Contact - Maureen Neira, CFO, 401-784-9400
3. RI Department of Transportation – Letter attached
   Contact – Michael P. Lewis, Director, 401-222-2481
4. RI Economic Development Corporation – Letter attached
   Contact - Keith Stokes, Director, 401-278-9100
5. RI Department of Environmental Management – Letter attached
   Contact - Janet Coit, Director, 401-222-4700, ext. 2409
6. RI Department of Health – Letter attached
   Contact - Ana Novais, Executive Director, 401-222-5117
7. RI Housing – Letter attached
   Contact - Susan Boddington, Executive Director of Programs, 401-457-1234
8. City of Providence – Letter attached
   Contact - Thomas Deller, Planning Director, 401-351-4300
9. City of East Providence – Letter attached
   Contact - Jeanne Boyle, Planning Director, 401-435-7531
10. City of Cranston – Letter attached
    Contact - Peter Lapolla, Planning Director, 401-461-1000, ext. 3136
11. City of Warwick – Letter attached
    Contact - Mark Carruolo, Chief of Staff, 401-738-2000
12. City of Pawtucket – Letter attached
    Contact - Donald Grebien, Mayor, 401-724-5200
13. City of Newport – Letter attached
    Contact - Edward Lavallee, City Manager, 401-845-5430
14. Town of North Kingstown – Letter attached
    Contact - Jonathan Reiner, Planning Director, 401-294-3331
15. Town of Burrillville – Letter attached
    Contact - Tom Kravitz, Town Planner, 401-568-4300
16. Town of Westerly – Letter attached
    Contact - Marilyn Shellman, Town Planner, 401-348-2500
17. Rhode Island Local Initiatives Support Corporation – Letter attached
    Contact - Jeanne Cola, Executive Director, 401-331-0131
18. Grow Smart Rhode Island – Letter attached
    Contact - Scott Wolf, Executive Director, 401-273-5711
19. Rhode Island Legal Services – Letter attached
    Contact - Robert Barge, President and CEO, 401-274-2652

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of the Rhode Island Public Transit Authority to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Maureen Neira, CFO
Rhode Island Public Transit Authority

705 ELMWOOD AVENUE, PROVIDENCE, RI 02907 • 401-784-9500
For Schedule Information, call 1-401-781-9400
www.ripta.com

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Michael P. Lewis
Director

Department of Transportation
OFFICE OF THE DIRECTOR
Two Capitol Hill
Providence, R.I. 02903-1124

OFFICE (401) 222-2481
FAX (401) 222-2086
TDD (401) 222-4971

September 30, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of Rhode Island Department of Transportation (RIDOT) to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Michael P. Lewis
Director

cc: P. Kydd, R. Shawver, S. Devine, K. Scott

State of Rhode Island and Providence Plantations
315 Iron Horse Way, Suite 101
Providence, RI 02908
401-278-9100

October 5, 2011

Keith W. Stokes
Executive Director

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of The Rhode Island Economic Development Corporation to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Keith W. Stokes
Executive Director
RI Economic Development Corporation

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
235 Promenade Street, Providence, RI 02908-5767 TDD 401-222-4462

October 4, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing & Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of the RI Department of Environmental Management (RIDEM) to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

RIDEM, and each consortium member, agrees to:

- Appoint one staff member to represent us, and serve as the main point-of-contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and available resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Janet Coit, Director
RI Department of Environmental Management

30% post-consumer fiber

Department of Health

Three Capitol Hill
Providence, RI 02908-5097

TTY: 711
www.health.ri.gov

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of the Rhode Island Department of Health to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Ana P. Novais, MA
Executive Director of Health
Division of Community, Family Health and Equity
Rhode Island Department of Health

RhodeIslandHousing
working together to bring you home

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of Rhode Island Housing to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We also look forward to using this grant opportunity to leverage the support we received this year through EPA's Smart Growth Implementation Technical Assistance award. A Sustainable Communities Regional Planning Grant will help Rhode Island implement the recommendations of that assistance and build on an existing investment of the Federal Sustainable Communities Partnership. We are excited to work with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Susan Bodington
Deputy Director of Programs

44 Washington St., Providence, RI 02903-1721 • Phone: 401 457-1234 Fax: 401 457-1136 • www.rhodeislandhousing.org

CITY OF PROVIDENCE

Angel Taveras, Mayor

October 5, 2011

Ms. Shelley R. Poticha, Director
Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

Dear Director Poticha,

This letter serves as a commitment on behalf of the City of Providence to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Thomas E. Deller, AICP

Director

DEPARTMENT OF PLANNING AND DEVELOPMENT
444 Westminster Street, Providence, Rhode Island 02903
401 680 8400 ph | 401 680 8483 fax
www.providencerl.com

City of East Providence

DEPARTMENT OF PLANNING

CITY HALL
145 TAUNTON AVENUE
EAST PROVIDENCE, RHODE ISLAND 02914-4505

OFFICE OF DIRECTOR

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

October 4, 2011

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of the City of East Providence to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Jeanne M. Boyle

Jeanne M. Boyle

Director of Planning

50% preconsumer content 10% postconsumer content

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TEL (401) 435-7531

FAX (401) 435-7611
TDD (401) 431-1633

Allan W. Fung
Mayor

Peter S. Lapolla
Planning Director

Charles Rossi
Chairman

Michael Smith
Vice Chairman

James Moran
Mark Motte
Gene Nadeau
Robert Strom

CITY PLAN COMMISSION
Cranston City Hall
869 Park Avenue, Cranston, RI 02910

October 3, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of Planning Department for the City of Cranston to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Peter S. Lapolla
Director of Planning
Cranston, Rhode Island

Telephone: (401) 461-1000 ext 3136

Fax: (401) 780-3171

EXECUTIVE CHAMBER

CITY OF WARWICK RHODE ISLAND

SCOTT AVEDISIAN
MAYOR

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, SW, Room 10180
Washington, DC 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of the City of Warwick Planning and Community Development Department to serve as a member of the Rhode Island consortium applying for this grant opportunity While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Mark Carruolo
Chief of Staff

c. William DePasquale, Planning Director

3275 Post Road • Warwick, RI 02886 • (401) 738-2000 • FAX (401) 738-6639

EXECUTIVE CHAMBER, CITY OF PAWTUCKET, RHODE ISLAND

DONALD R. GREBIEN
MAYOR

September 29, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment – HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of the City of Pawtucket, RI to serve as member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

As a consortium member, we agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards the project consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Donald R. Grebien, Mayor
City of Pawtucket, RI

CITY HALL • PAWTUCKET, RHODE ISLAND 02860
(401) 728-0500 EXT. 281 • FAX (401) 723-8620 • TDD (401) 722-8239

F:\DPR\HUD\sustainablegrant.bsh.doc

PRINTED ON RECYCLED PAPER

CITY OF NEWPORT
CITY MANAGER
Edward F. Lavallee

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

This letter serves as a commitment on behalf of **the City of Newport** to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Edward F. Lavallee
City Manager
City of Newport

/paf

City Hall, 43 Broadway • Newport, Rhode Island 02840
Tel: (401) 845-5430 • Fax: (401) 845-2510 • E-mail: elavallee@cityofnewport.com

Town of North Kingstown, Rhode Island

80 Boston Neck Road
North Kingstown, RI 02852-5762
Phone: (401) 294-3331
Fax: (401) 885-7373
Web: www.northkingstown.org

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of the Town of North Kingstown to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

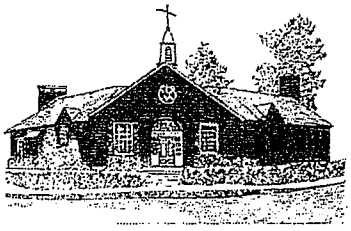
We are very enthusiastic about the opportunity to work with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together. If you have any questions on this matter, please feel free to contact me at (401) 268-1571.

Sincerely,

Jonathan J. Reiner, AICP
Planning Director
Town of North Kingstown, Rhode Island

TOWN OF BURRILLVILLE

144 Harrisville Main Street
Harrisville, Rhode Island
02830 - 1499



TOWN BUILDING
HARRISVILLE, R.I.

Planning Department
Phone: (401) 568-4300
Ext. 130 & 131
Fax (401) 710-9307
E-mail: bplanning@burrillville.org

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of the Town of Burrillville to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Tom Kravitz, Town Planner
Town of Burrillville

Town of Westerly

PLANNING & ZONING OFFICE, 45 BROAD STREET, WESTERLY, RI 02891
Tel. (401) 348-2500 Fax (401) 348-2513

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of The Town of Westerly to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint two staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Marilyn R. Shellman

Marilyn R. Shellman
Town Planner
Town of Westerly, RI

LISC

Helping neighbors build communities

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of **Rhode Island LISC** to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Jeanne Cola
Executive Director
LISC

LOCAL INITIATIVES SUPPORT CORPORATION
146 Clifford Street ▪ Providence, R.I. 02903
Phone 401-331-0131 ▪ Fax 401-861-8866 WWW.RILISC.ORG

GrowSmartRI
Sustainable Economic Growth
& Quality of Place

Howard M. Kilguss
Chairman of the Board

Scott Wolf
Executive Director

BOARD OF DIRECTORS:

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Michael S. Hudner
Michael F. Ryan
W. Edward Wood

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of **Grow Smart Rhode Island** to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Scott Wolf
Executive Director

235 Promenade Street, Ste.550 Providence, Rhode Island 02908 | t. 401-273-5711 f. 401-228-6594 | www.growsmartri.org

RHODE ISLAND LEGAL SERVICES, INC.
56 PINE STREET FOURTH-FLOOR
PROVIDENCE, RHODE ISLAND 02903

TELEPHONE: (401) 274-2652 **TDD: (401) 272-5335**
TOLL FREE: 1-800-662-5034 **FAX: (401) 453-0310**

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

This letter serves as a commitment on behalf of Rhode Island Legal Services to serve as a member of the Rhode Island consortium applying for this grant opportunity. While the Rhode Island Division of Planning is serving as the lead and fiscal agent for this application, all of the consortium members have equal footing in decision making throughout this proposed planning process and beyond.

We and each consortium member agree to:

- Appoint one staff member to represent us, and serve as the main point of contact for the consortium.
- Actively participate in shaping the content and direction of the planning process should an award be granted.
- Assist with data collection, community outreach, internal communications, etc. throughout the planning process as needed and according to our strengths and resources.
- Commit to looking for ways to prioritize resources towards projects consistent with the outcomes of the planning process.
- Enter into a formal consortium agreement no later than 120 days after the effective start date of the grant agreement.

We greatly look forward to working with this consortium in a spirit of collaboration to candidly discuss a sustainable future for Rhode Island and potential strategies for getting there together.

Sincerely,

Robert M. Barge
President and CEO

Rhode Island_Exhibit _Three

Exhibit 3.3 – Consortium Resource Commitment Letters

1. RI Division of Planning –Letter attached
   Integrated Federal Resources - $7,857,892
2. RI Public Transit Authority – Letter attached
   Integrated Federal Resources - $23,038
3. RI Department of Transportation –Letter attached
   Integrated Federal Resources - $25,737,500
4. RI Economic Development Corporation – Letter attached
   Direct Match – $30,000
5. RI Department of Health – Letter attached
   Direct Match – $33,000
6. RI Department of Environmental Management – Letter attached
   Direct Match - $30,000
7. RI Office of Housing and Community Development – Letter attached
   Direct Match - $30,000
8. RI Housing – Letter attached
   Direct Match – $56,556, Leveraged Resources - $305,000
9. City of Providence – Letter attached
   Direct Match – $16,968
10. City of East Providence – Letter attached
    Direct Match – $26,250
11. City of Pawtucket – Letter attached
    Direct Match – $5,184
12. City of Newport – Letter attached
    Direct Match – $14,550
11. Town of North Kingstown – Letter attached
    Direct Match – $28,192
12. Town of Burrillville – Letter attached
    Direct Match – $22,500
13. Town of Westerly – Letter attached
    Direct Match – $35,418
14. City of Cranston – Letter attached
    Direct Match - $13,186
15. Grow Smart Rhode Island – Letter attached
    Direct Match – $47,736
16. RI LISC – Letter attached
    Direct Match - $31,734
17. Rhode Island Legal Services – Letter attached
    Direct Match - $30,420

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Division of Planning is the lead applicant for the HUD Sustainable Communities Regional Planning Grant.

As an organization, we commit to provide the following resources to this planning process:

- 10 % of the Associate Director of the Division of Planning for the 36-month time frame of the grant. This in-kind contribution is valued at $45,541.
- 10 % of the Chief of the Statewide Planning Program for the 36-month time frame of the grant. This in-kind contribution is valued at $33,417.
- 10 % of the Assistant Chief of the Statewide Planning Program for the 36-month time frame of the grant. This in-kind contribution is valued at $31,374.
- Other administrative and overhead costs valued at $2,560.

The source of these funds is FHWA Planning funds, therefore the total dollar figures have not been included in the direct match contribution of the grant.

In addition, we offer the following as leveraged resources as these projects will increase the effectiveness of the proposed program activities under the HUD Sustainable Communities Regional Planning Grant:

- $2,000,000 from Federal Highway Administration Planning Funds for Planning Challenge Grants, which are funds granted to municipalities, non-profits, and universities for projects in support of the implementation of Land Use 2025 and Transportation 2030.
- $3,000,000 from the Center for Disease Control, Putting Prevention to Work Grant Program to support the Rhode Island Initiative for a Healthy Weight

Program, which will provide technical assistance to communities to integrate active living standards into their comprehensive plans to provide maximum opportunity for physical activity to achieve health equity.

- $2,500,000 from the Department of Housing and Urban Development Community Development Block Grant program to develop and/or rehabilitate housing to be occupied by low/moderate income households.
- $245,000, the Rhode Island match to a grant from the United States Geological Survey to fund the development of LiDAR data along the coast from Long Island, New York to Maine with consistent specifications to primarily support sea level rise and coastal storm inundation planning and adaptation.

Sincerely,

Kevin M. Flynn
Associate Director

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Public Transit Authority has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following leveraged resources to this planning process:

- 10% of Planning Manager for the 36 month time frame of the grant. This leveraged contribution is valued at $22,038.00.

Sincerely,

Maureen Neira, CFO
Rhode Island Public Transit Authority

705 ELMWOOD AVENUE, PROVIDENCE, RI 02907 • 401-784-9500
For Schedule Information, call 1-401-781-9400
www.ripta.com

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Michael P. Lewis
Director

Department of Transportation
OFFICE OF THE DIRECTOR
Two Capitol Hill
Providence, R.I. 02903-1124

OFFICE (401) 222-2481
FAX (401) 222-2086
TDD (401) 222-4971

September 30, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

Rhode Island Department of Transportation (RIDOT) has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- It is anticipated that 5% of the Department's Chief of Intermodal Planning and Planner will be utilized for the 36 month time frame of the grant. This in-kind contribution is valued at $17,500.

In addition, RIDOT is active in many projects that we offer as leveraged resources as they increase the effectiveness of the proposed program activities under the HUD Sustainable Communities Regional Planning Grant:

- Wickford Junction New Start Project: Approximately $7.12 million over three years from the Federal Transit Administration (FTA) under the New Starts Program and rail modification funds in order to extend the Massachusetts Bay Transportation Authority's (MBTA) Providence/Stoughton line south from Providence with a new platform, garage, and related amenities at the Wickford Station site. This major expansion in passenger rail service will establish a more balanced transportation system in the State of Rhode Island and will continue emphasis on modal diversification, reduction in congestion and pollution, and offer convenient and efficient means of transportation across the state.
- Warwick Station TOD TCSP Grant: $1.1 million from FHWA's Transportation, Community and System Preservation Program to assist local community with advancing and implementing its Master Plan for redevelopment around the new InterLink (train station and rental car facility), Skywalk and TF Green Airport.

- Transportation Enhancement Program: Approximately $4 million or ten percent of funds from the overall Surface Transportation Program (STP) are set aside annually to fund the State of Rhode Island's Enhancement Program. The state funds over 75 individual projects with this program. Projects under the Enhancement Program present a relationship to intermodal transportation, address the environmental impacts on local communities from transportation and highway construction, and support the goals of applicable local comprehensive plans.
- Pawtucket Station: Approximately $2.45 million over two years from the FTA under the New Starts Program to begin preliminary engineering and NEPA review of a proposed commuter rail station in Pawtucket along the existing MBTA Providence to Boston Commuter Rail service along Amtrak's Northeast Corridor (NEC). The construction of the station would provide transit options to residents of the surrounding neighborhoods who are disproportionately low-income, minority, and transit dependent.
- Safe Routes to School: $1 million is allocated annually in Rhode Island's Transportation Improvement Program (TIP) for the establishment of the national Safe Routes to School program. The program is a reimbursement program through FHWA's Office of Safety for a wide variety of projects and activities, both infrastructure and non-infrastructure, with the goal of creating comprehensive Safe Routes to School Programs in individual elementary and middle schools throughout the state.
- Portsmouth TCSP: $950,000 from FHWA's Transportation, Community, and System Preservation (TCSP) Program in order to establish a Town Center in the town of Portsmouth, RI. Several initiatives are under design including the installation of roundabouts to control and slow traffic, wide landscaped sidewalks, common sewage treatment, storm water collection, and development with buildings located close to the sidewalks.
- Tiverton TCSP: $100,000 from FHWA's TCSP Program in order to repair, rehabilitate and enhance the Old Stone Bridge approach in the town of Tiverton, RI. After a northerly storm in 2000 a large section of the already damaged bridge collapsed into the harbor, leaving much of the old road surface hanging over the water. The remainder of the bridge must be repaired in order to keep the town of Tiverton's basin protected and to safeguard structures along the Sakonnet River.

Should you require additional information, please contact Stephen A. Devine, Chief of Intermodal Planning at (401)222-4203 x4063, or sdevine@dot.ri.gov.

Sincerely,

Michael P. Lewis
Director

cc: Phil Kydd, Kevin Flynn, Karen Scott

State of Rhode Island and Providence Plantations
315 Iron Horse Way, Suite 101
Providence, RI 02908
401-278-9100

Keith W. Stokes
Executive Director

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Economic Development Corporation has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10% salary of a Senior Project Manager for the 36 month time frame of the grant. This in-kind contribution is valued at $30,000.

Sincerely,

Keith W. Stokes
Executive Director
RI Economic Development Corporation

Department of Health

Three Capitol Hill
Providence, RI 02908-5097

TTY: 711
www.health.ri.gov

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Department of Health has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 20% of a Principal Community Development Specialist for the 36 month time frame of the grant. This in-kind contribution is valued at $11,000 per year.

Sincerely,

Ana P. Novais, MA
Executive Director of Health
Division of Community, Family Health and Equity
Rhode Island Department of Health

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
235 Promenade Street, Providence, RI 02908-5767 TDD 401-222-4462

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Department of Environmental Management has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- **10** % of Administrator Sustainable Watersheds for the 36 month time frame of the grant. This in-kind contribution is valued at $30,000.

Sincerely,

Janet Coit, Director
RIDEM

30% post-consumer fiber

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT
Housing Resources Commission
One Capitol Hill
Providence, RI 02908

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Rhode Island Office of Housing and Community Development/Housing Resources Commission has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- Approximately 10% of Housing Commission Coordinator staffperson(s) for the 36 month time frame of the grant. This in-kind contribution is valued at an estimated $30,000.

If you have any questions or require additional information, please do not hesitate to contact me at (401) 222-6490.

Sincerely,

Michael Tondra
Chief

RhodeIslandHousing
working together to bring you home

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

Rhode Island Housing has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10% of Technical Assistance Coordinator for the 36 month time frame of the grant.
- 5% of Assistant Director of Intergovernmental Relations for the 36 month time frame of the grant.
- 5% of Director of Intergovernmental Relations for the 36 month time frame of the grant.
- The total of this in-kind contribution is valued at $56,555.94.

In addition, we offer the following as leveraged resources as these projects will increase the effectiveness of the proposed program activities under the HUD Sustainable Communities Regional Planning Grant.

- $30,000.00 from Rhode Island Housing under the Targeted Assistance Grant to assist local non-profits and municipalities implement KeepSpace strategies and other goals consistent with the smart growth principles of Land Use 2025 and HUD's Livability Principles. These funds can be applied for jointly with and to leverage the Division of Planning's Challenge Planning Grants.
- $275,000.00 from Rhode Island Housing under the KeepSpace budget to assist the four pilot KeepSpace communities implement strategies from their KeepSpace Community Design Plans.

Rhode Island Housing also has extensive experience managing Federal dollars, including HOME and Housing Tax Credit funding from HUD. Most affordable homes in Rhode Island are financed through the Federal funding Rhode Island Housing administers. All HOME and Housing Tax Credit funds are prioritized for development consistent with the KeepSpace elements, which are very much in line with HUD's Livability Principles.

Sincerely,

Susan Bodington
Deputy Director of Programs

44 Washington St., Providence, RI 02903-1721 ▪ Phone: 401 457-1234 Fax: 401 457-1136 ▪ www.rhodeislandhousing.org

CITY OF PROVIDENCE

Angel Taveras, Mayor

October 5, 2011

Ms. Shelley R. Poticha, Director
Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Letter of Commitment - HUD Sustainable Communities Regional Planning Grant

Dear Director Poticha,

The City of Providence has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5 % of the Director of Long-Range Planning for the 36 month time frame of the grant. This in-kind contribution is valued at $16,968.

Sincerely,

Thomas E. Deller, AICP

Director

DEPARTMENT OF PLANNING AND DEVELOPMENT
444 Westminster Street, Providence, Rhode Island 02903
401 680 8400 ph | 401 680 8492 fax
www.providenceri.com

City of East Providence

DEPARTMENT OF PLANNING

CITY HALL
145 TAUNTON AVENUE
EAST PROVIDENCE, RHODE ISLAND 02914-4505

OFFICE OF DIRECTOR

October 4, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The City of East Providence has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5 % of Planning Director for the 36 month time frame of the grant. This in-kind contribution is valued at $13,500; and
- 5 % of Chief Planner for the 36 month time frame of the grant. This in-kind contribution is valued at $ 12,750.

Sincerely,

Jeanne M. Boyle

Director of Planning

cc. Diane Feather, Chief Planner

EXECUTIVE CHAMBER, CITY OF PAWTUCKET, RHODE ISLAND

DONALD R. GREBIEN
MAYOR

September 29, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., - Room 10180
Washington, D.C. 20410

Re: Commitment of Resources – HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

The City of Pawtucket, RI has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10% of our Senior Planner's time for the 36 month time frame of the grant. This in-kind contribution is valued at $5,184.00.

Sincerely,

Donald R. Grebien, Mayor
City of Pawtucket

CITY HALL · PAWTUCKET, RHODE ISLAND 02860
(401) 728-0500 EXT. 281 · FAX (401) 723-8620 · TDD (401) 722-8239
PRINTED ON RECYCLED PAPER

CITY OF NEWPORT
CITY MANAGER
Edward F. Lavallee

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

The City of Newport has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5 % of the **Director of Planning and Development** for the 36 month time frame of the grant. This in-kind contribution is valued at **$14,550 (three years).**

Sincerely,

Edward F. Lavallee
City Manager
City of Newport

/paf

City Hall, 43 Broadway • Newport, Rhode Island 02840
Tel: (401) 845-5430 • Fax: (401) 845-2510 • E-mail: elavallee@cityofnewport.com

Town of North Kingstown, Rhode Island

80 Boston Neck Road
North Kingstown, RI 02852-5762
Phone: (401) 294-3331
Fax: (401) 885-7373
Web: www.northkingstown.org

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom It May Concern:

The Town of North Kingstown has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5 % of the Planning Director's time for the 36 month time frame of the grant. This in-kind contribution is valued at $16,355.
- 5 % of the one Principal Planner's time for the 36 month time frame of the grant. This in-kind contribution is valued at $11,837.

It should be noted that both of the planners have obtained a Masters Degree in community planning, and both are certified planners by the American Planning Association. The Town of North Kingstown is proud to serve as a partner in this collaborative effort. If you have any questions on any of this information, please feel free to contact me at (401) 268-1570.

Sincerely,

Jonathan J. Reiner, AICP
Planning Director
Town of North Kingstown, Rhode Island

TOWN OF BURRILLVILLE

144 Harrisville Main Street
Harrisville, Rhode Island
02830 - 1499

Planning Department
Phone: (401) 568-4300
Ext. 130 & 131
Fax (401) 710-9307
E-mail: bplanning@burrillville.org

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

Tom Kravitz, Town Planner, of the Town of Burrillville, has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10% of Town Planner's time for the 36 month time frame of the grant. This in-kind contribution is valued at $22,500.

Sincerely,

Tom Kravitz, Town Planner
Town of Burrillville

Town of Westerly

PLANNING & ZONING OFFICE, 45 BROAD STREET, WESTERLY, RI 02891
Tel. (401) 348-2500 Fax (401) 348-2513

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Town of Westerly Planning Department has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10 % of Assistant Planner for the 36 month time frame of the grant. This in-kind contribution is valued at $13,714.56.
- 10% of Town Planner for the 36 month time frame of the grant. This in-kind contribution is valued at $21,703.68

Sincerely,

Marilyn R. Shellman

Marilyn R. Shellman
Town Planner
Town of Westerly, RI

Allan W. Fung
Mayor

Peter S. Lapolla
Planning Director

Charles Rossi
Chairman

Michael Smith
Vice Chairman

James Moran
Mark Motte
Gene Nadeau
Robert Strom

CITY PLAN COMMISSION

Cranston City Hall
869 Park Avenue, Cranston, RI 02910

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

The Planning Department for the City of Cranston has agreed to serve as a member of the Rhode Island consortium October 4, 2011
applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5% of the Department's Principal Planner for the 36 month time frame of the grant. This in-kind contribution is valued at $13, 186.

Sincerely,

Peter S. Lapolla
Director of Planning

Telephone: (401) 461-1000 ext 3136

Fax: (401) 780-3171

GrowSmartRI
Sustainable Economic Growth
& Quality of Place

Howard M. Kilguss
Chairman of the Board

Scott Wolf
Executive Director

BOARD OF DIRECTORS:

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Louise Durfee, Esq.
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Michael S. Hudner
Michael F. Ryan
W. Edward Wood

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

Grow Smart Rhode Island has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 5% of Executive Director's time and 5% of Director of Research & Communication's time for the 36 month time frame of the grant. This in-kind contribution is valued at a combined total of $47,736 over the three-year period.

Sincerely,

Scott Wolf
Executive Director

235 Promenade Street, Ste.550 Providence, Rhode Island 02908 | t. 401-273-5711 f. 401-228-6594 | www.growsmartri.org

LISC

Helping neighbors build communities

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

Rhode Island LISC has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- **10** % of a Program Officer for the 36 month time frame of the grant. This in-kind contribution is valued at $31,733.52.

Sincerely,

Jeanne Cola
Executive Director
LISC

LOCAL INITIATIVES SUPPORT CORPORATION
146 Clifford Street ▪ Providence, R.I. 02903
Phone 401-331-0131 ▪ Fax 401-861-8866 WWW.RILISC.ORG

RHODE ISLAND LEGAL SERVICES, INC.
56 PINE STREET FOURTH-FLOOR
PROVIDENCE, RHODE ISLAND 02903

TELEPHONE: (401) 274-2652 **TDD: (401) 272-5335**
TOLL FREE: 1-800-662-5034 **FAX: (401) 453-0310**

October 5, 2011

Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th Street, S.W., Room 10180
Washington, D.C. 20410

Re: Commitment of Resources - HUD Sustainable Communities Regional Planning Grant

To Whom it May Concern:

Rhode Island Legal Services has agreed to serve as a member of the Rhode Island consortium applying for this grant opportunity.

As an organization, we commit to provide the following resources to this planning process:

- 10% of our program's Community Lawyer for the 36 month time frame of the grant. This in-kind contribution is valued at $30,420.

Sincerely,

Robert M. Barge
President and CEO

Rhode Island_Exhibit _Three

Exhibit 3.4 – Resumes for Kevin Flynn and Karen Scott

KEVIN M. FLYNN
25 MARDEN STREET
CRANSTON, RHODE ISLAND 02910
(401) 781-5804

PROFESSIONAL EXPERIENCE

2005 – Present	Associate Director, State of Rhode Island, Division of Planning
1981 – 2005	Cranston, Rhode Island, City Planning Director, and other positions

ACCOMPLISHMENTS

2005 – present Associate Director, RI Division of Planning; Manages all aspects of the Division of Planning, supervising a staff of 32 as outlined below:

Transportation: Oversees all aspects of Transportation Planning, including the State's long range transportation plan, Transportation *2030*, periodic updates to the State's *Transportation Improvement Plan*, as well as participation in strategic planning initiatives, such as the current Strategic Planning Committee, being managed by RIPTA. As staff to the MPO, the Division of Planning coordinates all public participation aspects of transportation planning. Oversight responsibility for the State's Safe Routes to School Program, as well as over $3 Million is Challenge Grant funds for RI Cities and Towns and qualified non-profit organizations.

Comprehensive Planning: Manages the state review process of mandated local Comprehensive Plans, to insure their consistency with state goals and policies as expressed in the *State Guide Plan*, which addresses all functional areas relating to the development of the state, including transportation, land use, infrastructure, housing and economic development. Managed the process of rewriting the state's enabling statutes relating to local comprehensive planning.

Land Use: Manages all aspects of land use planning at the state level, including such activities as water supply planning, renewable energy, assistance to local communities in land use activities, open space and agricultural lands preservation. The state's land use plan, *Land Use 2025*, adopted in 2006, serves as the state's overarching policy guide and calls for controlling low density sprawl through greater development with urban services areas and village centers, coupled with preservation of rural resource lands. Oversees activities related to the state's Geographic Informational Systems program, RIGIS.

Housing and Community Development - Oversees all aspects of the Office of Housing and Community Development, including implementing the state's *Five Year Strategic Housing Plan*, working with communities to implement their affordable housing goals, providing staff support to the Housing Resources Commission, managing the distribution and oversight of the small cities Community Development Block Grant Program (CDBG), Neighborhood Stabilization Program, HPRP, Neighborhood Opportunities Program, and Building Homes Rhode Island affordable housing bond funds. Oversees various programs related to homelessness and lead hazard mitigation.

1981-2005 City of Cranston, Rhode Island

Served in progressively responsible staff roles within the City Planning Department, including as its Director from 1985-2005. Responsible for major redevelopment initiatives including the redevelopment of the former Narragansett Brewery and the redevelopment of the former Training School for Boys as a 400,000 square foot mixed-use project called Chapel View. Rewrote the City's Comprehensive Plan in 1992, its first update since 1975. Continually developed local regulatory tools to incorporate better environmental project review, improved site design standards, development of impact fees, regulation of signage, etc. Prepared annual Capital Budget and 5 Year Capital Improvement Program for City. Developed and managed projects related to transportation and infrastructure improvements, including a biennial transportation plan for the City, numerous grant applications to the state, including projects involving complex regulatory hurdles, both environmental and multi community. Leveraged municipal open space funds resulting in the preservation of over 350 acres of open space through developing partnerships with the State of Rhode Island, the Champlin Foundation, and Nature Conservancy.

Made countless presentations at various public venues (Planning Commission, City Council, other legislative hearings). Worked successfully with 3 Mayors and 13 City Councils.

EDUCATION

University of Rhode Island – Masters of Community Planning 1980
University of Massachusetts – Bachelors of Arts (History) 1975 (member, PhiBetaKappa 1975)
Universite de Paris, Sorbonne – 1973 – 1974

ACTIVITIES/AFFILIATIONS

Chairman, State Planning Council, 2005 – present, member since 1985
Board of Directors, RI Housing, 2005 - present
Chairman, State Properties Committee, 2007 – present
Member, State of Rhode Island Housing Resources Commission, 1999 – present
Member, Water Resources Board, 2009 – present
Member, Capital Development Oversight Committee, Dept. of Administration, 2005 – present
Chairman, Board of Directors-Cranston YMCA 2010; Board of Directors Greater Providence YMCA Finance Committee 2006 - present
Adjunct Faculty Member, Graduate Curriculum in Community Planning and Area Development University of Rhode Island, 1992 – 2006; taught courses in land development and studio practicum at Kingston and Providence Campuses

REFERENCES

Available upon request

Karen Godin Scott

Objective

A supervisory position in statewide planning which will utilize my communication, organizational, and land use planning skills.

Education

University of Rhode Island
Master of Community Planning, Urban Design Concentration — Kingston, RI — May 1998

University of Connecticut
Bachelor of Arts, Urban Studies — Storrs, CT — May 1996

Experience

State of Rhode Island, Division of Planning

Assistant Chief — 10/10 - Present
Supervising Transportation Planner, Acting — 11/09 – 10/10 — Providence, RI

- Oversee all aspects of transportation planning including administration of the Transportation Improvement Program, the Long Range Transportation Plan, the transportation components of the Unified Planning Work Program, and updates to the transportation related State Guide Plan elements.
- Collaborate with RIDOT, RIPTA and other agencies on such topics as air quality, congestion management, strategic planning, future transit improvements, climate change, freight and passenger rail improvements, and funding opportunities.
- Oversee the Planning Challenge Grant Program and the Safe Routes to School Program including application review, compliance with federal and state regulations and required reporting.
- Supervise the transportation unit, the largest section of the Statewide Planning Program, and serve as staff to the Transportation Advisory Committee and its subcommittees.

Principal Planner — 3/09 – 11/09 — Providence, RI

- Cooperated with staff to complete a draft of the Comprehensive Planning System Assessment Report and to update State Enabling Legislation on comprehensive planning.
- Completed the update of the State Comprehensive Outdoor Recreation Plan, including document preparation, presentation and distribution.
- Collaborated with staff to prepare all materials required for the recertification of the MPO by USDOT. This successful recertification ensures that the Division will continue to receive several million dollars in funding from FHWA and FTA each year.

City of Conway, Planning Department

Planning Director — 11/05 – 03/09 — Conway, SC

- Oversaw all operations and functions of the Planning Department including the review, approval and tracking of all residential and commercial development during an unprecedented period of growth.
- Supervised staff which included GIS operations for the entire City, zoning administration and long range planning activities.
- Developed and administered the Planning Department budget of approximately $500,000.
- Operated and supported five citizen committees: Planning Commission, Board of Zoning Appeals, Community Appearance Board, Comprehensive Plan Steering Committee, and Bike and Pedestrian Committee. Administered state required yearly training to those boards as well as boards in neighboring jurisdictions.
- Guided and advised a diverse group of applicants through the development process including engineers, developers, non-profit community groups, school departments, faith based groups, and interested citizens. Projects ranged from 2500 lot subdivisions and 300,000 square foot shopping complexes to school building expansions and affordable housing developments.

- Made regular presentations to City Council during public meetings on an array of topics including annexations, rezonings, grant applications, budget requests, and community partnerships.
- Managed several large projects including the creation of a Comprehensive Long Range Transportation Plan, a Tree Planting Guide, a Guide to Opening a Business in the City, the Comprehensive Plan rewrite, the City's Code of Ordinances rewrite and a Fiscal Impact Study.

- Regularly collaborated with the metropolitan planning organization, neighboring jurisdictions and state agencies on issues of regional significance including transportation planning, utility extensions, and funding opportunities.
- Guided the transition of the Planning Department from a paper based records management system to a digital records management system.

Horry County, Planning and Zoning Department

Senior Planner 12/04 – 11/05 Conway, SC

- Motivated the Parks and Open Space Board to move forward on completing a countywide Open Space Plan, a directive from County Council in 2000. Conducted interviews with over 40 organizations to inventory all park and natural resource conservation areas in the County.
- Staffed the Comprehensive Plan Steering Committee. Created written and visual preference surveys administered at community meetings countywide to gauge citizens' priorities for the future.

City of Pawtucket, Department of Planning and Redevelopment

Senior Planner 04/01 – 12/04 Pawtucket, RI

- Successfully secured and managed over 3.8 million dollars in federal, state and foundation grants for projects within the City. These projects included recreational resource rehabilitation, historic preservation, transportation improvements and brownfield assessment and clean up.
- Oversaw all aspects of City Planning Commission operation. Responsibilities included guiding applicants through the subdivision and site plan review process, providing the Commission with written comments on all pending applications, and compiling the Capital Improvement Program.
- Directed all activity associated with the local historic district. This entailed staffing the Historic District Commission, guiding residents through the process of adding property to the local historic district, and assisting historic property owners in applying for state and local tax credits and low interest loans. Also, developed design guidelines to encourage the historically appropriate exterior renovation of historic properties.
- Rewrote all elements of the City's Comprehensive Plan, including the FEMA required Hazard Mitigation Plan. Updated the zoning ordinance to reflect the changes expressed in the plan.

University of Connecticut Cooperative Extension System

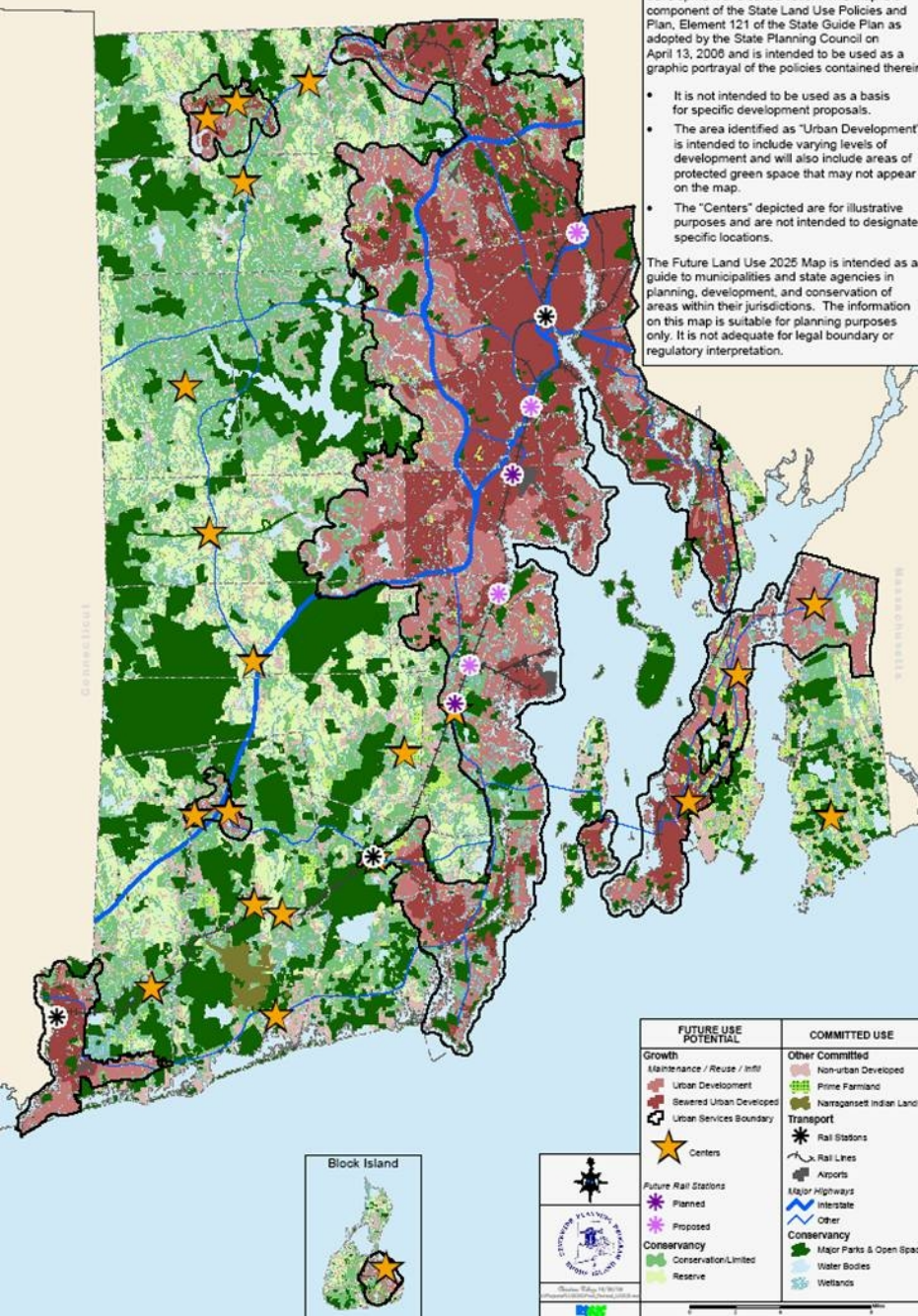
Assistant Educator in Residence; Land Use and Community Design 08/98 – 04/01 Brooklyn, CT

- Principle author of "Managing Development Along Scenic Roads: Guidelines for Municipal Officials, Landowners and Developers". This publication, which contains design guidelines for focusing development, general site planning, scenic roadway planning and village area planning, was distributed nationally through the Federal Highway Administration's National Scenic Byway Resource Center.
- Provided on-going, quality educational programs in land use planning and community design to municipal commissions in Northeast Connecticut. These programs specifically covered such topics as implementing historic districts and village districts, updating Plans of Conservation and Development, conducting natural resource inventories, and open space planning.
- Collaborated with fellow University faculty and the Quinebaug Shetucket National Heritage Corridor to create the Green Valley Institute, an organization dedicated to improving the knowledge base from which land use and natural resource decisions in the region are made.

Rhode Island_Exhibit _Three

Exhibit 3.5 – Rhode Island State Land Use Map

Future Land Use 2025



Rhode Island_Exhibit _Three

Exhibit 3.6 – Rhode Island State Planning Council Membership

Exhibit 3.6
Rhode Island State Planning Council Membership

Name	Affiliation
Kevin M. Flynn, Chair	Representing the Director of the Rhode Island Department of Administration
Chris Long, Vice Chair	Governor's Policy Office
Jared Rhodes, Secretary	Rhode Island Statewide Planning Program
Susan Baxter	Rhode Island Housing Resources Commission
Daniel Beardsley	Rhode Island League of Cities and Towns
Jeanne Boyle	City of East Providence Planning Department
Stephen Cardi, Esq.	Public Member
Thomas Deller	City of Providence Department of Planning & Development
Thomas Mullaney	Representing the Rhode Island Department of Administration, Budget Office
L. Vincent Murray	Town of South Kingstown Planning Department
Peter W. Osborn	Federal Highway Administration
Anna Prager	Public Member
Michael Rauh	Environmental Advocate
Janet White Raymond	Public Member
Bob Shawver	Representing the Director of the Rhode Island Department of Transportation
William Sequino	Public Member
John Trevor	Environmental Advocate
Sharon Conard Wells	West Elmwood Housing Development Corporation

Rhode Island_Exhibit _Three

Exhibit 3.7 – Rhode Island Housing Resources Commission Membership

Exhibit 3.7
Housing Resources Commission Membership

Name	Affiliation
Jeanne Cola, Chair	Executive Director, RI LISC
Richard Licht	Rhode Island Director of Administration
Paul McGreevy	Rhode Island Director of Business Regulation
Catherine Taylor	Rhode Island Director of Elderly Affairs
Michael Fine	Rhode Island Director of Health
Sandra Powell	Rhode Island Director of Human Services
Craig Stenning	Rhode Island Director of Healthcare, Developmental Disabilities & Hospitals
James DeRentis	Chairman, Rhode Island Housing
Peter Kilmartin	Rhode Island Attorney General
William Fenton	President, RI Bankers Association
Stephen Tetzner	President, RI Mortgage Bankers Association
Stephen Antoni	President, RI Realtors Association
Chris Hannifan	Executive Director, RI Housing Network
James Ryczek	Executive Director, RI Coalition for the Homeless
James Reed	President, Executive Directors for Housing
Kathleen Bazinet	Executive Director, East Bay CDC
Roberta Hazen Aaronson	Executive Director, Childhood Lead Action Project
Thomas Kravitz	Director, Burrillville Planning & Economic Development
Joseph Raymond	Building Official, Town of Burrillville
Michael Evora	Executive Director, RI Commission for Human Rights
Ana Novais	Project Director, RIDOH, Office of Minority Health
Albert Valliere	Rhode Island Builders Association
David Hammarstrom	Counsel, MetLife Home & Auto
Carrie Zaslow	Rhode Island LISC
Joanne McGunagle	Executive Director, Cranston CAP
Bonnie Sekeres	Executive Director, Shalom Housing, Inc.

Rhode Island_Exhibit _Three

Exhibit 3.8 – Potential Grant Partners

Exhibit 3.8
Potential Grant Partners

Town of Jamestown	Rhode Island Sea Grant
Town of South Kingstown	Providence Plan
Town of Portsmouth	Aquidnick Island Regional Planning Commission
Town of Middletown	Washington County Regional Planning Council
City of Woonsocket	Blackstone Valley Partnership
Town of Lincoln	RI League of Cities and Towns
Town of Cumberland	RI Legal Services
Town of Smithfield	Direct Action for Rights and Equality
Town of Johnston	Environmental Justice League of RI
Town of North Providence	Coalition for Transportation Choice
City of Central Falls	RI State Council on the Arts
Town of Barrington	Coastal Resources Management Council
Town of Warren	Save the Bay
Town of Bristol	Audubon Society
Town of West Warwick	The Nature Conservancy
Town of East Greenwich	Water Resources Board
Town of Narragansett	RI Airport Corporation
Town of Tiverton	Pawtucket Foundation
Town of North Smithfield	Greater Providence Chamber of Commerce
Town of Glocester	Brown University
Town of Foster	RI School of Design
Town of Scituate	Johnson and Wales University
Town of Coventry	University of Rhode Island
Town of West Greenwich	Public Housing Authorities
Town of Exeter	Economic Development Foundation of RI
Town of Richmond	Commission for Human Rights
Town of Hopkinton	East Greenwich Community Dev. Consortium
Town of Charlestown	Jobs with Justice
Town of Little Compton	Ocean State Action
Town of New Shoreham	Olneyville Neighborhood Association

Rhode Island_Exhibit _Three

Exhibit 3.9 – HUD Form 2995 - Certification of Consistency with Sustainable Communities Planning and Implementation

OMB Approval Number: 2535-0121 (Exp. 11/30/2011)

U.S. Department of Housing
and Urban Development

Certification of Consistency with Sustainable Communities Planning and Implementation

I certify that the proposed activities/projects in this application are consistent with the Livability Principles advanced by communities in the FY2010 Sustainable Communities Regional Planning and HUD-DOT Challenge Grants.

(Type or clearly print the following information)

Applicant Name: State of Rhode Island

Name of the Federal Program to which the applicant is applying: Sustainable Communities Regional Planning Grant Program

Name of the Preferred Sustainable Communities Status Community: State of Rhode Island

I further certify that:

(1) The applicant is engaged in activities, that in consultation with the designated Point of Contact of the HUD designated Preferred Sustainability Status Communities, further the purposes of the regional planning grant program;

(2) The applicant's proposed activities either directly reflect the Livability Principles cited and contained in HUD's General Section to the FY2011 NOFAs or will result in the delivery of services that are consistent with the goals of the Livability Principles;

(3) The applicant has committed to maintain an on-going relationship with the HUD Preferred Sustainability Status Communities for the purposes of being part of the planning and implementation processes in the designated area.

Name of the Official Authorized to Certify the Preferred Sustainable Communities Status meets the above criteria to receive bonus points: Kevin M. Flynn

Title: Associate Director

Organization: Rhode Island Division of Planning

Signature: Kevin M. Flynn

Date 10/5/11
(mm/dd/yyyy)

OMB Approval No. 2501-00

Grant Application Detailed Budget Worksheet

(Exp. 09/30/2011)

Name and Address of Applicant:

Public reporting burden for this collection of information is estimated to average 3 hours 12 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not collect this information, and you are not required to complete this form, unless it displays a currently valid OMB control number. Information collected will provide proposed budget data for multiple programs. HUD will use this information in the selection of applicants. Response to this request for information is required in order to receive the benefits to be derived. The information requested does not lend itself to confidentiality.

Category **Detailed Description of Budget (for full grant period)**

1. Personnel (Direct Labor)	**Estimated Hours**	**Rate per Hour**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Position or Individual												
Kevin Flynn	546	$63.67	$34,764	*								
Jared Rhodes	546	$46.72	$25,509	*								
Karen Scott	546	$41.64	$22,735	*								
Supervising Planner	5,460	$36.75	$200,655		$200,655							
Principal Planner	5,460	$34.03	$185,804		$185,804							
Housing Commission Coordinator	624	$36.98	$23,076			$23,076						
Providence Director of Long Range Planning	312	$41.84	$13,054			$13,054						
East Providence Planning Director, J. Boyle	312	$33.29	$10,386			$10,386						
East Providence Chief Planner, Diane Feather	312	$31.44	$9,809			$9,809						
North Kingstown Planning Director, Jon Reiner	312	$39.84	$12,430			$12,430						
North Kingstown Principal Planner, R. Lamond	312	$28.83	$8,996			$8,996						
Pawtucket Senior Planner, Sue Mara	156	$25.26	$3,941			$3,941						
Burrillville Town Planner, Tom Kravitz	624	$30.05	$18,750			$18,750						
Cranston, Principal Planner, J. Pezzullo	312	$32.51	$10,143			$10,143						
Newport Planning Director, Paige Bronk	312	$35.87	$11,191			$11,191						
Westerly Town Planner, Marilyn Shellman	624	$26.43	$16,494			$16,494						
Westerly Asst Planner, Blanche Higgins	624	$16.71	$10,424			$10,424						
RIPTA Planning Manager, Mark Therrien	624	$27.17	$16,954	*								
RI DOT, Chief Intermodel Planning	312	$42.63	$13,301	*								
RI EDC, Dir of Community Relations	624	$36.98	$23,076			$23,076						
RI DOH Com. Dev. Specialist	1,248	$20.34	$25,384			$25,384						
RI HOUSING Policy Director, Amy Rainone	312	$47.83	$14,922			$14,922						
RI HOUSING Asst Director of Policy, Annette B.	312	$35.12	$10,958			$10,958						
RI HOUSING Tech. Asst. Coordinator, Jeff D.	624	$27.41	$17,104			$17,104						
RI DEM, Administrator, Sustainable Watersheds, Millar	624	$36.98	$23,076			$23,076						
LISC Program Officer, Carrie Zaslow	624	$39.12	$24,411			$24,411						
Grow Smart RI Executive Director, Scott Wolfe	312	$64.68	$20,180			$20,180						
Grow Smart Director of Res. & Com., John Flaherty	312	$53.01	$16,539			$16,539						
RI Legal Services, Community Lawyer, Steve Fischbach	624	$37.50	$23,400			$23,400						
Total Direct Labor Cost			**$847,466**		**$386,459**	**$347,744**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Dollar amounts shown with an * are funded by FHWA and FTA federal funds. These amounts are shown to illustrate commitment on behalf of the organization but are not included in the direct match calculations.

2. Fringe Benefits	**Rate (%)**	**Base**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Kevin Flynn	31.00%	$34,764	$10,777	*								
Jared Rhodes	31.00%	$25,509	$7,908	*								
Karen Scott	38.00%	$22,735	$8,639	*								
Supervising Planner	34.50%	$200,655	$69,226		$69,226							
Principal Planner	34.50%	$185,804	$64,102		$64,102							
Housing Commission Coordinator	30.00%	$23,076	$6,924			$6,924						
Providence Director of Long Range Planning	30.00%	$13,054	$3,914			$3,914						

East Providence Planning Director, J. Boyle	30.00%	$10,386	$3,114			$3,114						
East Providence Chief Planner, Diane Feather	30.00%	$9,809	$2,941			$2,941						
North Kingstown Planning Director, Jon Reiner	31.58%	$12,430	$3,925			$3,925						
North Kingstown Principal Planner, R. Lamond	31.58%	$8,996	$2,841			$2,841						
Pawtucket Senior Planner, Sue Mara	31.58%	$3,941	$1,243			$1,243						
Burrillville Town Planner, Tom Kravitz	20.00%	$18,751	$3,750			$3,750						
Cranston, Principal Planner, J. Pezzullo	30.00%	$10,143	$3,043			$3,043						
Newport Planning Director, Paige Bronk	30.00%	$11,191	$3,359			$3,359						
Westerly Town Planner, Marilyn Shellman	31.58%	$16,494	$5,209			$5,209						
Westerly Asst Planner, Blanche Higgins	31.57%	$10,424	$3,291			$3,291						
RIPTA Planning Manager, Mark Therrien	30.00%	$16,954	$5,084	*								
RI DOT, Chief Intermodel Planning	31.58%	$13,301	$4,199	*								
RI EDC, Dir of Community Relations	30.00%	$23,076	$6,924			$6,924						
RI DOH Com. Dev. Specialist	30.00%	$25,384	$7,616			$7,616						
RI HOUSING Policy Director, Amy Rainone	31.58%	$14,922	$4,712			$4,712						
RI HOUSING Asst Director of Policy, Annette B.	31.58%	$10,958	$3,461			$3,461						
RI HOUSING Tech. Asst. Coordinator, Jeff D.	31.58%	$17,104	$5,399			$5,399						
RI DEM, Administrator, Sustainable Watersheds, Millar	30.00%	$23,076	$6,924			$6,924						
LISC Program Officer, Carrie Zaslow	30.00%	$24,411	$7,323			$7,323						
Grow Smart RI Executive Director, Scott Wolfe	30.00%	$20,180	$6,056			$6,056						
Grow Smart Director of Res. & Com., John Flaherty	30.00%	$16,539	$4,961			$4,961						
RI Legal Services, Community Lawyer, Steve Fischbach	30.00%	$23,400	$7,020			$7,020						
Total Fringe Benefits Cost			**$266,866**		**$133,328**	**$103,950**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Dollar amounts shown with an * are funded by FHWA and FTA federal funds. These amounts are shown to illustrate commitment on behalf of the organization but are not included in the direct match calculations.

3. Travel

3a. Transportation - Local Private Vehicle	**Mileage**	**Rate per Mile**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Supervising Planner	470	$0.510	$240		$240							
Principal Planner	470	$0.510	$240		$240							
			$0									
Subtotal - Trans - Local Private Vehicle			$480		$480	$0	$0	$0	$0	$0	$0	$0

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Detailed Description of Budget

3b. Transportation - Airfare (show destination)	**Trips**	**Fare**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
See Budget Narrative	6	$700.00	$4,200	$4,200							
			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Transportation - Airfare			$4,200	$4,200	$0	$0	$0	$0	$0	$0	$0

3c. Transportation - Other	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
None			$0								
			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Transportation - Other			$0	$0	$0	$0	$0	$0	$0	$0	$0

3d. Per Diem or Subsistence (indicate location)	**Days**	**Rate per Day**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
See Budget Narrative	18	$250.00	$4,500	$4,500							
			$0								
			$0								
			$0								
			$0								
Subtotal - Per Diem or Subsistence			$4,500	$4,500	$0	$0	$0	$0	$0	$0	$0
Total Travel Cost			**$9,180**	**$9,180**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

4. Equipment (Only items over $5,000 Depreciated val	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
None			$0								
			$0								
			$0								
			$0								
Total Equipment Cost			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

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5. Supplies and Materials (Items under $5,000 Depreciated Value)

5a. Consumable Supplies	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
See Budget Narrative	3	$533.33	$1,600	$1,600							
			$0								
			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Consumable Supplies			$1,600	$1,600	$0	$0	$0	$0	$0	$0	$0

5b. Non-Consumable Materials	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Elite Book 8440p Notebook PC	2	$1,990.00	$3,980	$ 3,980.00							
Business Inkjet 2800 dtn printer	2	$799.00	$1,598	$ 1,598.00							
			$0								
			$0								
			$0								
			$0								
Subtotal - Non-Consumable Materials			$5,578	$5,578	$0	$0	$0	$0	$0	$0	$0
Total Supplies and Materials Cost			**$7,178**	**$7,178**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

6. Consultants (Type)	**Days**	**Rate per Day**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Economic Development Element	360	$560.00	$201,600	$ 201,600.00							
Strategic Housing Element	360	$560.00	$201,600	$ 201,600.00							
Coordinated Implementation Program	300	$560.00	$168,000	$ 168,000.00							
Growth Center Assessment	300	$560.00	$168,000	$ 168,000.00							
Capacity Building & Tech. Assistance	500	$560.00	$280,000	$ 280,000.00							
Public Participation	320	$560.00	$179,200	$ 179,200.00							
Communication Strategy	100	$560.00	$56,000	$ 56,000.00							
Performance Measure Formulation	180	$560.00	$100,800	$ 100,800.00							
Total Consultants Cost			**$1,355,200**	**$1,355,200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

7. Contracts and Sub-Grantees (List individually)	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable at this time.			$0								
			$0								
			$0								
			$0								
			$0								
Total Subcontracts Cost			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Grant Application Detailed Budget Worksheet

Detailed Description of Budget

8. Construction Costs

8a. Administrative and legal expenses	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Administrative and legal expenses			$0	$0	$0	$0	$0	$0	$0	$0	$0

8b. Land, structures, rights-of way, appraisal, etc	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
Subtotal - Land, structures, rights-of way, …			$0	$0	$0	$0	$0	$0	$0	$0	$0

8c. Relocation expenses and payments	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Relocation expenses and payments			$0	$0	$0	$0	$0	$0	$0	$0	$0

8d. Architectural and engineering fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Architectural and engineering fees			$0	$0	$0	$0	$0	$0	$0	$0	$0

8e. Other architectural and engineering fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
			$0								
Subtotal - Other architectural and engineering fees			$0	$0	$0	$0	$0	$0	$0	$0	$0

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8f. Project inspection fees	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Project inspection fees			$0	$0	$0	$0	$0	$0	$0	$0	$0

8g. Site work	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Site work			$0	$0	$0	$0	$0	$0	$0	$0	$0

8h. Demolition and removal	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Demolition and removal			$0	$0	$0	$0	$0	$0	$0	$0	$0

8i. Construction	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Construction			$0	$0	$0	$0	$0	$0	$0	$0	$0

8j. Equipment	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
			$0								
Subtotal - Equipment			$0	$0	$0	$0	$0	$0	$0	$0	$0

8k. Contingencies	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Contingencies			$0	$0	$0	$0	$0	$0	$0	$0	$0

8l. Miscellaneous	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Not applicable			$0								
			$0								
			$0								
Subtotal - Miscellaneous			$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Construction Costs			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Grant Application Detailed Budget Worksheet

Detailed Description of Budget

9. Other Direct Costs	**Quantity**	**Unit Cost**	**Estimated Cost**	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Item											
Telecommunications (2 FTE & 3 weeks each add'l			$0	$ -							
EE's - quantity is in months over 3 yr period)	81	32.6	$2,641	$ 2,641.00							
Printing fees	3	10000	$30,000	$ 30,000.00							
Other printing	1	10000	$10,000	$ 10,000.00							
Postage	15	65	$975	$ 975.00							
Total Other Direct Costs			**$43,616**	**$43,616**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Subtotal of Direct Costs			**$2,529,505**	**$1,934,961**	**$451,695**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

10. Indirect Costs	**Rate**	**Base**	**Estimated Cost**		HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Type												
Overhead / Admin Allocation	9.00%	$28,113.00	$2,530									
(% of 3 yr. Estimate allocated to grant)												
Total Indirect Costs			**$2,530**	*	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Dollar amounts shown with an * are funded by FHWA and FTA federal funds. These amounts are shown to illustrate commitment on behalf of the organization but are not included in the direct match calculations.

Total Estimated Costs (Subtotal Direct + Total Indirect)			**$2,532,035**	**$1,934,961**	**$451,695**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

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*** Totals marked with an "*" do not include salary, fringe or indirect costs funded with federal funds as noted in the detailed table. These figures are also NOT included in the total project cost. These amounts are shown in the detailed table to illustrate commitment on behalf of the organization but are not included in the direct match calculations or total project cost.**

Detailed Description of Budget			
Analysis of Total Estimated Costs		Estimated Cost	ercent of Total
1*	Personnel (Direct Labor)	$734,203	31%
2*	Fringe Benefits	$237,278	10%
3	Travel	$ 9,180.00	0%
4	Equipment	$ -	0%
5	Supplies and Materials	$ 7,177.99	0%
6	Consultants	$ 1,355,200.00	57%
7	Contracts and Sub-Grante	$ -	0%
8	Construction	$ -	0%
9	Other Direct Costs	$ 43,615.60	2%
10*	Indirect Costs	$0	0%
	Total:	$2,386,655	100%
	HUD Share:	$ 1,934,961.00	
	Match: (as percentage of HUD Share)	$ 451,694.52	23%

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Budget Justification Narrative

The total cost for this project is budgeted at $2,386,655. The grant funds requested to support it total $1,934,961 (77%), whereas $451,694 (23%) is to be provided by the applicant consortium as direct match. Funding of the effort will leverage an additional $305,000 in non-federal funding sources and integrate $33,617,430 in additional federal resources. Please refer to the detailed budget worksheet for a breakdown of the budget categories.

1. Personnel (Direct Labor)

   Direct labor costs encompass three components. The first covers existing Division of Planning staff that will administer the project through the mobilization stage and oversee it through completion. Pertinent staff for this component includes the Division of Planning Associate Director (Kevin Flynn), Statewide Planning Program Chief (Jared Rhodes) and Statewide Planning Program Assistant Chief (Karen Scott). Costs for this component will be funded through the State and are considered integrated federal resources.

   The second component covers the proposed hiring of an additional Supervising and Principal Planner to the Division's staff. These positions will be created and filled through the mobilization stage and will have direct responsibility for the day-to-day administration and management of the project through completion. Costs for these positions over the three-year period are proposed to be 100% grant funded.

   The third component covers the commitments of those professionals who will be investing their time and effort in the operations of the consortium. Costs for this component will be funded through the respective entities that comprise the consortium and are also proposed as direct match to the requested grant amount, unless otherwise noted.

2. Fringe Benefits

   Each organization in the grant consortium calculates fringe in a slightly different manner. Individual fringe benefit rates have been included in the Detailed Budget Worksheet.

3a. Transportation – Local Private Vehicle

   Local transportation needs for the most part will be accommodated via state vehicles. Minimum mileage estimates proposed for grant reimbursement have been included however to cover those instances where state transportation may not be available and staff are required to use there private vehicles. Proposed mileage reimbursement is the State standard, $0.51 per mile.

3b. Transportation – Airfare

   The NOFA specifies that accommodations for two (2) people to travel to Washington, DC for three (3) nights on three (3) occasions should be accommodated within the travel budget. These travel estimates have been included.

3c. Transportation – Other

None.

3d. Per Diem or Subsistence

Per Diem costs have been included in association with 3b above. Estimates provided include hotel and daily allowances for 3-day trips. Hotel costs are assumed at $200/night and the daily allowance is based on the $50 State standard.

4. Equipment

None.

5a. Consumable Supplies

Grant funds are requested to cover miscellaneous office supplies in support of direct labor costs discussed above. Estimates are based on average unit costs for ink cartridges, folder, and paper per staff position per year. Costs are based on State of Rhode Island Master Price Agreement with W.B Mason. The quantity if three (3) represents the 3-year timeframe of the grant. The cost per year is $533, totaling $1,600 over the three (3) year grant period. The cost per year was derived by multiplying the total budget for office supplies for the Division of Planning of $5,923 by nine (9)%, which represents the percentage of the total personnel to be spent on the grant.

5b. Non-Consumable Materials

Grant funds are requested to cover costs of acquiring computers and printers for the Division of Planning's proposed Supervising and Principal Planner positions. Cost were estimates acquired from the State of Rhode Island Master Price Agreement with Dell Computers.

6. Consultants

The Consortium will need to rely on the services of consultants to execute the primary tasks/deliverables identified in the budget worksheet. Since the project had not been put out to bid at the time of this application, the project team then set about estimating what the probable costs for services within the project. The basis for these estimates was in the selection of a $70 hourly fee for service (a figure which is consistent with the OPM pay scale for our region), which equates to a $560 cost estimate for an eight (8) hour day. The project team then utilized its extensive experience in planning for and carrying out such activities to estimate the number of consultant days that would be needed to complete each task.

7. Contracts and Sub-Grantees

Not applicable at this time.

8. Construction Costs

Not Applicable.

9. Other Direct Costs

Other direct costs include telecommunications, printing and postage costs. Telecommunication cost estimates for applicable existing and proposed Division of Planning staff have been based on current average monthly costs per existing staff member. Printing costs are included for the proposed Strategic Housing and Economic Development elements of the Regional Plan for Sustainable Development and its Implementation Program components. Recent Division of Planning experience in the printing and distribution of Land Use 2025 indicate that the costs to print each additional component will be approximately $10,000. In addition, the budget includes an additional $10,000 in other printing costs. These have been included to provide for the printing of various project based educational and publicity pieces throughout the life of the project. Postage costs are projected at $975 throughout the course of the project.

10. Indirect Costs

Indirect costs include the overhead amount that Division of Planning will be required to pay to the State of Rhode Island, Department of Administration for the associated amount of staff time that will be directed to the project. The budgeted overhead expense amount of $2,530 was derived by taking the overall budgeted overhead expense for the Division totaling $9,371 and multiplying it by 3 years to get the base amount of $28,113 for the Division. The base amount of $28,113 was then multiplied by the percent of overall personnel hours assigned to the grant, which totals nine (9) percent.