Partnership for Sustainable Communities
Washington Community Dialogue

Executive Summary

On July 21, 2010, stakeholders from across Washington State convened at Gould Hall on the University of Washington Seattle campus for a day-long, cross-disciplinary dialogue focused on providing input to the federal Partnership for Sustainable Communities. The Partnership for Sustainable Communities is a groundbreaking initiative within the United States government intended to align the objectives and resources of three major federal agencies: the Department of Housing and Urban Development (HUD), the Department of Transportation (DOT) and the Environmental Protection Agency (EPA). Because this interagency partnership is focused on outcomes within communities, feedback at the local level is crucial to help shape the agenda.

The Region 10 Administrators, Mary McBride (HUD); Rick Krochalis (FTA); Daniel Mathis (FHWA); and Dennis McLerran (EPA); selected the Runstad Center for Real Estate Studies, located within the College of Built Environments at the University of Washington, to convene the listening and dialogue session. The purpose of the session was to hear from statewide stakeholders on strategies, ideas and programs that could be implemented to advance the Sustainable Communities initiative across Washington State. A team from the University of Washington/Washington State University William D. Ruckelshaus Center provided professional facilitation for the event. The more than 140 participants who attended included representatives from state, regional and local government agencies as well as a range of organizations from the private and non-profit sectors. The day's activities included presentations from federal agency representatives as well as local leaders in complementary fields. The facilitated dialogue centered on four main questions, which participants addressed first in one-on-one interviews and later in extremely productive group breakout sessions.

Interestingly, although each of the afternoon breakout sessions responded to a different question, the four discussion groups yielded very similar outcomes. Their ultimate recommendations to the federal agencies are represented by the following themes:

> **1. There is a desire by local governments for more direct collaboration with the federal agencies. There is also enthusiasm for the agencies' efforts to operate in a more integrated way to address community challenges;**
>
> **2. There is a need for increased and streamlined funding to aid in the development and implementation of sustainable communities at varying scales;**
>
> **3. All types of communities, large and small, urban and rural, desire technical assistance;**
>
> **4. Stakeholders will benefit from a consistent vision and goals set forth by the agencies over time.**

The federal agency administrators who attended concurred that the response they received was very helpful. The community-based information and recommendations the administrators received from this event will inform the evolving Partnership and its initiatives in the future.

From left to right: Melanie Wood (EPA), Linda Gehrke (FTA), Mary McBride (HUD), Dan Mathis (FHWA)join hands to kick off the Region 10 Sustainable Communities Partnership.

Background on Partnership for Sustainable Communities

In June of 2009, the leaders of HUD, DOT and EPA announced their agencies would join together to form the Partnership for Sustainable Communities. This unique and unprecedented collaboration aims to advance sustainability, affordability and livability for American families nationwide through the implementation of joint housing and infrastructure initiatives while simultaneously protecting the environment.

The Partnership has identified six **Livability Principles**, which it is using to identify new policies and procedures that will serve its mission:

Livability Principles:

1. **Provide more transportation choices**

2. **Promote equitable, affordable housing**

3. **Increase economic competitiveness**

4. **Support existing communities**

5. **Leverage federal investment**

6. **Value communities and neighborhoods**

As a result of this new partnership, DOT, HUD and EPA have already increased interagency coordination on select internal initiatives. The following are a few examples of these efforts:

- *HUD launch of Office of Sustainable Housing and Communities*

- *EPA Sustainable Communities Brownfields Pilots*

- *DOT funds for Urban Circulator, Bus and Bus Facility Projects*

- *Joint HUD/DOT Community Challenge and TIGER II Planning Grants*

- *Smart Growth Implementation Assistance*

- *EPA Urban Waters Initiative*

The collaboration and partnership seen in these projects and many others reflect the partner agencies' goals to increase efficiency and allocate resources more effectively to achieve sustainable community goals.

"It's time to throw out old policies that encourage sprawl and congestion, pollution, and ended up isolating our communities in the process. We need strategies that encourage smart development linked to quality public transportation, that bring our communities together."

- President Barack Obama

The Event

Gould Hall, home of the Runstad Center for Real Estate Studies at the University of Washington's College of Built Environments, was a fitting backdrop for the event, considering the Center's forward-looking, multi-disciplinary work on the planning, design, construction, financing and management of sustainable urban developments and infrastructure.

The Runstad Center subcontracted facilitation work to the William D. Ruckelshaus Center, a joint project of Washington State University's Extension program and the University of Washington's Evans School of Public Affairs. The Ruckelshaus Center fosters collaborative public policy in the State of Washington and the Pacific Northwest. Michael Kern, Director of the Ruckelshaus Center, served as the event moderator. Five graduate students from the College of Built Environments recorded the day's events.

Participant Diversity

Significant efforts were made to ensure there would be balanced representation from all areas of the state, as well as from the various sectors involved

in sustainability initiatives locally, regionally and statewide. The response from invitees was higher than anticipated, particularly given the short timeframe in which the event was conceived and organized. The event's 141 registrants included representatives from the partnership's three areas of focus: housing, transportation and the environment. The session featured voices from all levels of government including local, regional, and state agencies as well as non-profit organizations, private companies and academic institutions.

- **Area of Expertise:** 24% Environment, 45% Housing, 31% Transportation

- **Geography:** 54% Local, 18% Regional, 23% State, 5% National

- **Sector:** 47% Public, 32% Non-Profit, 17% Private, 4% Academic

Geographical Representation

- Local
- Regional
- National

Sector

- Public
- Non-Profit
- Private
- Academic

Area of Expertise

- Environment
- Housing
- Transportation
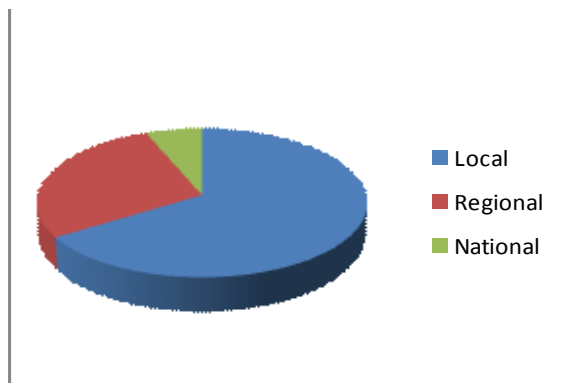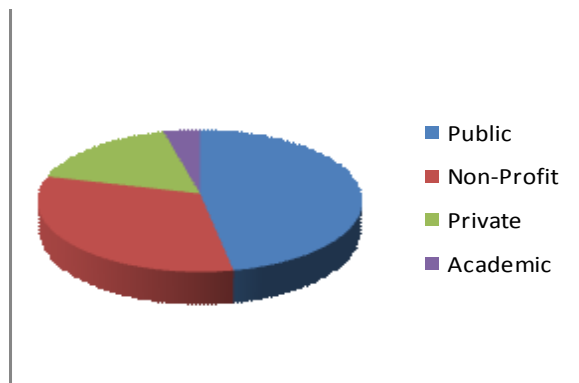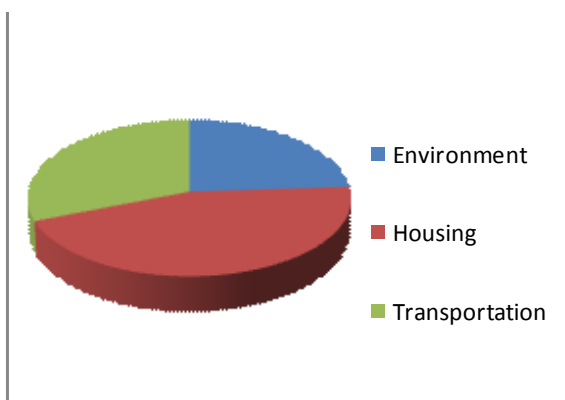
Overview of Activities

9:00 am: The day's events began with informal networking for attendees and agency staff.

10:00 am: The Dialogue Session kicked off with opening remarks by Daniel Friedman, Dean of the College of Built Environments. Following these remarks, the federal agency administrators presented the Partnership and the role that each agency is playing. Participating administrators included Mary McBride (Administrator, Housing and Urban Development Region 10), Dan Mathis (Administrator, Federal Highway Administration Washington Division) and Linda Gehrke (Deputy Regional Administrator, Federal Transit Administration Region 10 DOT), and Melanie Wood (Sustainability Program Director, Environmental Protection Agency Region 10).

11:00 am: The dialogue portion of the event was structured around four big-picture questions:

Four Questions for Dialogue:

1. *What are the specific barriers to implementing sustainable communities that could be addressed though federal policies or programs?*

2. *With the federal agencies working in a more integrated way, what specific opportunities are created at the state and local levels?*

3. *What specific actions could be taken now to implement sustainable communities projects (in your community) within the next 3 years, given federal support?*

4. *How could funding be administered more collaboratively? What opportunities would be created by integrated funding programs?*

Participants divided themselves into groups of four, and each group member was then assigned one of the four questions listed above. In a playful twist on the "speed-dating" concept, each participant used his or her question to conduct timed, one-on-one interviews with each of the three other group members. This rapid-fire format allowed for more

than 600 interviews to be conducted over the span of approximately one hour and is based on a model format developed by Laurel Singer of the National Policy Consensus Center. Each participant recorded the interviews on paper and these sheets were collected at the end of the day.

12:00 pm: Participants enjoyed a catered lunch and an inspiring presentation by Gene Duvernoy, President, Cascade Land Conservancy (see p. 7).

1:00 pm: Participants broke into four groups based on the questions assigned to them in the morning's exercise to continue the dialogue. Each group was joined by one of the four Administrators as well as a facilitator from the Ruckelshaus Center and a student recorder. Drawing on their own experiences as well as the input they had received from fellow participants in the morning's interviews, group members worked together to further explore the four questions, finally arriving at the key themes and examples they felt would assist the federal agencies in creating policies and programs to support sustainable communities locally and statewide.

During the breakout sessions the facilitators guided the group conversations, encouraged participants to synthesize their responses into key themes, and pressed participants for specific examples to illustrate their suggestions. The results of the breakout sessions are highlighted in the outcomes section of this report.

2:15 pm: Attendees enjoyed a short break and remarks from Paula Hammond, Secretary of the Washington State Department of Transportation (see p. 15).

2:30 pm: During the final session of the day, the four Administrators presented the findings from their respective groups to the full audience. Each demonstrated they had listened carefully to the suggestions from Washington State stakeholders and were sincere in their intention to integrate these suggestions into Partnership programming. Mary McBride, HUD, concluded the formal session with rousing closing remarks outlining the next steps for the sustainable communities dialogue in Region 10. The day closed with an informal, catered reception which allowed guests to engage the Administrators and one another in a casual setting to continue the dialogue, discuss new ideas, and build new connections.

Gene Duvernoy:
"Towards a Sustainable Future"

The Sustainable Communities Partnership "is high time in coming," began Gene Duvernoy, President of the Cascade Land Conservancy, as he took the podium. "There is a strong need for this kind of multi-agency partnership to really transform how we develop our regions."

The Cascade Land Conservancy, a 20-year-old organization recognized nationally for being on the cutting edge of land conservation, has undergone what some would call a radical shift in its mission, values and outlook. "We recognized that conservation is only part of the equation; that we needed to broaden our view of sustainability to include not just conservation but also a great built environment and a great economy" said Duvernoy. "We have come to realize that cities are not an environmentalist's worst nightmare; cities are an environmentalist's best friend ... if we design them with our children and our grandchildren in mind."

In the Puget Sound Region, for example, the main challenge to sustainability is projected population growth. Over the next 100 years, the region will absorb enough people to equal 15 more cities the size of Seattle, and these people will need appropriate places to live and work. On the Olympic Peninsula, the most pressing challenge is a depressed economy. "We're not going to build sustainable communities there until we give them a meaningful economy that allows them a livelihood without squandering resources."

Washington State is lucky to have several established visions for sustainable future growth, including the state Growth Management Act; the Puget Sound Regional Council's Vision 2020 and Prosperity Partnership, and CLC's Cascade Agenda and Olympic Agenda. Though different, these visions interlock well. Still, they demand strong community buy-in to become reality. This will require strategic partnerships between governments, non-profits and the private sector. It's important to remember that the sustainability movement is asking for fundamental change across American society, and it faces significant backlash from many people who do not understand nor welcome such change.

Rural communities, he continued, too often become an afterthought under Growth Management Act implementation. It's crucial to make citizens in these communities feel supported, empowered and connected, and to provide them with attractive and affordable options for housing.

Lastly, we must make urban communities great places to live. "We have to make our cities worthy of our children. We can no longer be afraid of them; we have to invest in them to the highest degree." People will embrace compact development if economic vitality, good transportation, good infrastructure, strong schools and thriving cultural institutions make it comfortable, convenient, beneficial and attractive for them.

"I think this region gets it," Duvernoy said, citing multi-institutional organizations like the Quality Growth Alliance and the CLC's Green Cities Network as examples of groups working together to achieve holistic regional goals. There is still, however, a long road ahead. We need to invest in pilot projects that can serve as examples of what works when translating vision to practice. Creating truly sustainable communities will require the participation of stakeholders at all levels, from local government to NGOs to the federal government. Working together, he concluded, we can make our state the most sustainable in the nation.

Gene Duvernoy has led the Cascade Land Conservancy over the past decade to national prominence with its development of bold, innovative and successful conservation strategies.

Outcomes

The Washington Community Dialogue session produced a rich variety of comments and suggestions from each of the breakout groups. The report out slides for each group are presented below along with comments synthesized from the discussion from the student recorders.

Breakout Group 1

What are the specific barriers to implementing sustainable communities that could be addressed though federal policies or programs?

Theme 1: Lack of holistic, dynamic decision-making capacity across agencies

- Need liaison or portal into all agencies

- Need integrated governance across agencies

- Agencies should build capacity within communities

During this discussion, one group member pointed out that agencies with different missions attempting to communicate with one another can be "like people with language barriers … there are people who get their message across, and people who don't." Designating one neutral but well-informed person to serve as liaison between the agencies could facilitate more open communication.

Theme 2: Funding

- Not enough funding overall for initiative

- Funding was not shared equitably – urban vs. rural, public transit vs. autos

One member suggested co-locating funding decision-makers from various departments so that they could communicate more easily and recognize roadblocks early-on.

The gas tax was discussed as an example of infrastructure funding inequity because it can hit low-income drivers hard and allow many drivers to effectively ride free on the roads in a particular jurisdiction, because many people buy gas where they live instead of where they drive.

Theme 3: Federal policies may not engage the most effective mix of communities

- Communities with fewer resources often are not as competitive in attracting grant funding

- Agencies should reduce "barriers to entry" in the grant application process as much as possible

The process as it stands, group members said, is so frustrating that it discourages many organizations from even applying because of the bureaucratic process and because the overworked, understaffed agencies are difficult to deal with. Agencies should be prepared to offer thorough assistance and support to jurisdictions applying for grants, because this is a resource-intensive process and ultimately because funding great projects will help meet agency goals. One group member suggested that agency staff undergo "mandatory sensitivity training" in order to better prepare them to handle requests.

"Agencies with different missions … can be like people with language barriers."

Theme 4: Lack of similar goals among agencies

- Similar grant requirements

- Single vision

All grant applications issued by Partnership agencies should look the same and involve similar process, in order to clearly communicate a consistent set of goals and standards to grantees. Another suggestion to increase alignment between funded projects and the Partnership was to raise the standard for funding recipients when it comes to metrics. In one attendees words, "if you're going to apply for top money, you should have to measure everything" in order to prove that your project is meeting all of the integrated goals of sustainable communities.

Theme 5: "Sustainability" is too abstract a concept

- Federal agencies should provide tools to show examples of their goals – demonstration projects

- Government policies that influence price signals (e.g. gasoline taxes) shape land use as much as "sustainable communities" policies do

- Agencies should educate on the impacts of individual choices on sustainability

This discussion hinged on suggestions for making the goals of the Sustainable Communities Partnership more transparent, and holding jurisdictions accountable for money they receive in the name of sustainability. For example, when applying for grants, applicants should be required to show how their proposed projects will serve all of the sustainability goals in a holistic way. Applicants should also demonstrate that they have made basic strides toward sustainability (by, for example, updating their comprehensive plan) in order to be eligible for funding a new project.

"Applicants should demonstrate that their community has already made basic strides ... for example, by updating their comp plan ... in order to be eligible for a new project."

With the federal agencies working in a more integrated way, what specific opportunities are created at the state and local levels?

Theme 1: Alignment/Integration: Streamlining of funding

- Cross-agency collaboration for funding
- Joint applications
- One-stop shop
- Coordinated/Pooled funding
- Shared performance measures & reporting
- Limited earmarking

Each agency has a different funding profile - HUD is different than Highways but each agency could collaborate to better leverage their resources to meet sustainable communities goals.

Theme 2: Alignment/Integration/ Streamlining Administration and Policy

- Shared clearinghouse of funding opportunities
- Shared performance measures & reporting
- Reduced cost of managing grant
- Consolidate criteria/regulation requirements
- Community outreach in different ways than what we're doing will be important - we could really use a simplified set of instructions like a "NOFA for Dummies"

Theme 3: Better Product / More Comprehensive Solutions

- Reinventing transportation solutions
- Prioritize money for the central business district

As one respondent pointed out, transportation dollars normally (now) go to high traffic areas (on fringe of urban areas), but sustainable communities priorities require more to go to central business districts and the urban core.

Theme 4: Better Process/Community Engagement and Social Equity

- Provide technical assistance
- Encourage communities of color and lower income levels to participate in cross-departmental initiatives

Existing grant processes are so complicated that some potential applicants lack the capacity to apply successfully, respondents said. Agencies need to provide more technical/writing assistance so potential applicants know what is available and how to apply.

Part of the discussion focused on social equity: we need better ways of measuring social equity outcomes and incorporating that information in environmental impact statements on infrastructure and development projects.

In one group member's words, "Community starts at the federal level and goes all the way down to an individual in their own home."

What specific actions could be taken now to implement sustainable communities projects (in your community) within the next 3 years, given federal support?

Theme 1: Funding/Finances and Resources

- More money is needed – there are resources out there, but not enough

- Access, smaller grants with fewer requirements/hoops to jump through

- Incentives to draw out investments from the private sector (alternative financing, options for utilities)

- Single portal where smaller communities can find all information about funds and reach the right person who can help

All group members agreed that streamlining the funding process would bring enormous relief to local stakeholders. Some group members expressed a need for "quick" grants that would be easy to obtain for projects like community solar (to name just one example). Others requested consolidation of all funding opportunities available into a single portal accessible online.

Program plans need to include incentives and programs to encourage the participation of private sector and utilities, who often can't make money from conservation strategies. Alternative financing options need to be made available to utilities in order to catalyze energy conservation programs in local communities.

Theme 2: Technical Assistance and Education

- More resources to support planning & organizing grants

- Planning databases for neighborhoods (institutional memory)

- Creating model codes and offering technical assistance for communities that do not have the necessary capacity to implement complex sustainable communities projects

Providing technical assistance from the grant initiation process through program implementation is necessary to maximize the Partnership's potential, because not all communities have the robust resources of a city like Seattle. These communities might need assistance in preparing a comprehensive or neighborhood plan, for example; they would also benefit from case studies of successful programs.

Theme 3: Effective Practices and Pilot Projects

- Build on existing assets and lessons learned (institutional memory on a federal agency level)

- Analyze and distribute findings. Use graphics to illustrate reports – i.e. "this is what we want development to look like; this is what we don't want. Be very clear about what will be funded and what will not

- Invest in pilot projects that can be models for others to use (i.e. district energy)

Pilot projects should be completed in both urban and rural communities. Findings should be consistently documented, because often institutional memory is lost due to time and turnover, and communities end up reinventing the same solution to a problem others have dealt with in the past. Plans for solutions like district energy need to be included as part of the outreach to local partners, so that leaders can understand how to implement such a program in their own community.

"Programs need to include incentives that encourage investment from the private sector."

Theme 4: Common Language

- We need both a top down and bottom up approach to a national discussion defining sustainability which includes creating common lexicon, drawing on needs of communities

- Need a common understanding of what we mean by "sustainable community" and we must communicate this clearly to the general public

Communities need leadership from people who are accessible and whom they can trust, so leadership at the regional level that can translate the federal vision into local action will be key to motivating and mobilizing regional efforts.

As a suggestion for communicating the meaning of "sustainable community," one group member offered the phrase "great community" as an alternative. "We don't necessarily know what sustainable communities are, but everyone wants to live, work and recreate in a great community."

How could funding be administered more collaboratively? What opportunities would be created by integrated funding programs?

Theme 1: Begin crafting an integrated system of funding, grant award and grant administration. Funding should incorporate common definitions, enhanced accessibility (one-stop shopping), and should foster an integrated planning process.

Agencies should get together and discuss their funding decisions before funding goes out in order to check that decisions are cohesive across partners. Funding should be administered using one application and set of metrics so that the process goes smoothly and efficiently. There are too many different processes if this is not implemented. Pooling funding resources would make the process consistent and streamlined: not only would funds come from one pot, but funding would also be tied to consistent definitions of success. This would require auditing processes to be consolidated as well. The group envisioned two main benefits: reduced overhead and transparent process. Information would ideally be conveyed via a single source: i.e., a website that can be accessed by all.

"Beauty and community value should be integral parts of all projects."

Theme 2: Reduce and break down silos, or create one main silo.

- The evaluation process has to be outcome-based

- Capture common metrics and data reporting processes

We've had great plans for years, respondents said, but too often they don't get past the planning stage. The process needs to move from integrated planning to integrated funding to integrated outcomes.

Additionally, whatever is being done at the federal level needs to be flexible to be able to work for agencies at lower levels of government depending on the local planning framework that is in place. FEMA's flood plain control program that is independently operated provides a model. On one hand, some respondents said, FEMA does a good job engaging all levels of government and taking a holistic approach to response capacity; however, the agency also has a "stand-alone" reputation among other agencies.

Washington State's Puget Sound Partnership (PSP) provides another model. Five federal agencies have put $250 million a year into Puget Sound, but have never talked to each other. Not until a strong regional strategy was developed through the PSP were these agencies forced to talk and interact, specifically on funding. When federal agencies collaborate with state agencies there is a huge benefit to the effectiveness of funding for the effected programs.

Theme 3: The funding process must include some sense of education, awareness and capacity building

Education must be ongoing for both federal and local governments. Federal goals and local goals need to be aligned; the federal government should encourage local partnerships and solicit local input. A lot of the education is currently happening among individual agencies but is not being shared with other agencies.

Respondents pointed out that it is important to focus on capacity building at the agency level. Federal agencies should be crafting a more systemic policy framework, so that programs don't need to be micromanaged by agencies (i.e. FEMA made clear decisions on defining flood plain areas and now that precedent has been set and avoids much case-by-case decision making). It may be useful to bring in non-traditional participants to increase awareness of alternative policy and program models to help find common ground.

Theme 4: The benefits of sustainable communities should be popularly supported in their respective locales

When designing pilot projects, it's important to make community engagement and aesthetic delight part of the end goal. Pilot projects, even for technical strategies, should be made into "things of beauty" that will be understood, appreciated and used by the community, so that community demand builds for similar projects. Beauty and community value should be integral parts of all projects – beauty and value will drive support and investment.

Theme 5: Funding should target projects that build community, generate leveraged investments and build momentum for sustained activity.

- Examples of successful funding outcomes:
  - Puget Sound Partnership
  - TIGER and TIGER II Grant Programs

Summary of Breakout Group Input

Despite having been given distinctly different questions to focus discussion around, the four groups had remarkably similar recommendations and comments to offer the agencies. Four clear themes emerged:

1. There is a desire by local governments for more direct collaboration with the federal agencies. There is also enthusiasm for agencies' efforts to operate in a more integrated way to address community challenges;

2. There is a need for increased and streamlined funding to aid in the development and implementation of sustainable communities at varying scales;

3. All types of communities, large and small, urban and rural, desire more technical assistance;

4. Stakeholders will benefit from a consistent vision and goals set forth by the agencies over time.

The bottom line is that communities are eager for more resources to implement sustainable communities principles; they want more flexibility and fewer "strings" on the use of that funding; they are very interested in technical assistance from the agencies - both on grant writing and on project implementation; and they want the agencies to stick to the sustainable communities principles and goals for the long term.

Paula Hammond: "Washington State Perspective"

Washington State's commitment to a cleaner, greener and more energy efficient future lies part and parcel with the implementation of a successful and more sustainable transportation system.

At the state level, the need for a sustainable future has been recognized by those at the top. In 2009, Governor Gregoire signed into law Executive Order 09-05 – Washington's Leadership on Climate Change – which orders reductions in greenhouse gas emissions, increased transportation efficiencies, and protection of the state's vulnerable waterways and coasts. WSDOT is moving forward with implementing more sustainable transportation policies and programs that address the concerns of preserving the environment and building a durable transportation system with quality and environmentally sensitive materials all while providing choice of transportation alternatives and an efficient means of transporting goods for the residents of Washington State.

Hammond went on to mention that WSDOT considers sustainability in all that they do, "from connecting land-use and smart transit planning, to building bike lanes and foot paths and reducing freeway noise and storm water pollutants on our construction projects." Hammond further pointed out "[WSDOT] create(s) more sustainability in our day-to-day operations when we reduce, reuse, re-purpose and recycle our maintenance and construction materials," saving the state money over time.

As is being done on the federal level with HUD, DOT, and EPA; Washington State agencies are creating similar alliances to further sustainable communities initiatives within the state. Hammond stated, "we are expanding our focus to work with regional transportation planning organizations, local governments and non-profits and communities to support them as they develop more sustainable plans and come up with the best fit between land-use and transportation needs while creating communities their citizens want." Doing so will allow for money and resources to be allocated more efficiently and leveraged through the various channels; federal, state, regional, and local. Some examples of the partnerships on the state level include partnering with the Departments of Ecology and Commerce to create

the I-5 West Coast Green Highway and Downtown Spokane's growth and transportation efficiency center aimed at reducing vehicle miles traveled.

Echoing sentiment from many others during the day's dialogue session, Hammond urged the federal agencies "to enable and authorize flexibility for each state to tailor their land use and transportation to their needs and to incentivize partnerships for the greater good."

The collaboration must continue, Hammond concluded, in order to meet the changing needs of our communities. We need more sustainable and livable solutions to further improve our communities with smart land-use and transportation choices as we construct the transportation system of the future.

Paula Hammond was appointed Secretary of the Washington State Department of Transportation in August 2007 by Governor Christine Gregoire. Hammond manages an agency of 7,200 employees, with responsibility for 20,000 lane miles of highways, 3,500 bridges, general aviation airports, passenger and freight rail programs, and the Washington State Ferry system, the nation's largest.

Pilot Project Ideas

Participants at the Washington State dialogue contributed the following ideas for pilot projects that could demonstrate the principles that the Partnership for Sustainable Communities in practical application.

Bothell Downtown Revitalization Plan

- Build on an existing community center through transportation improvements, environmental clean up, new housing and business development
  - Build a two-way boulevard on part of a state highway;
  - Environmental cleanup;
  - Affordable housing including potential student housing;
  - Storm water management to improve water quality and support development.

Bel - Red Subarea Plan

- Recently adopted plan in Bellevue that combines transit, TOD, affordable housing, green spaces and restoration of riparian corridors.
- Infrastructure needs (roads, parks, and stream enhancements) are very high.
- Great local/regional example of integrated planning for sustainability.

  www.bellevuewa.gov/bel-red_intro.htm

Federal Agencies' Response

The Region 10 Administrators were extremely pleased with the turnout at the Washington Community Dialogue session. They noted that the right people were in attendance, representing a broad range of stakeholders from urban and rural to tribal, local and state governments; to non-profit organizations and private sector companies. Reflecting on the event, the Administrators noted the high level of optimism among participants. Without this optimism, they said, the Partnership would most likely fade quickly and not be a success.

In her closing remarks, Mary McBride (HUD Region 10) spoke for all the Administrators in expressing the desire to continue to work together with the various stakeholders locally, regionally and statewide. McBride invited all participants to continue to engage the Agencies directly, and to provide constructive criticism for those policies that they feel inhibit the progress of the Sustainable Communities initiative. She also reminded the audience to have patience with the process: it took years for HUD, DOT and EPA to get to where they are regarding agency structure and culture and it will take time for the needed changes to be implemented.

A Poetic Response

We're all here
Working together
To further sustainability
By getting to know each other better

We've got diverse views
And represent diverse communities
But we're here today
To begin building our future with great certainty

The challenges before us
Are monumental and tough
But we can do it
Because we've got the right stuff

It won't be easy
It won't be quick
But we must begin
To make it stick

So let's go back home
And toward sustainability head
And make this day
The first of our new future ahead

--Dan Mathis,
FHWA Washington,
Division Administrator

Next Steps

The Region 10 Partnership agencies are deeply committed to implementing policies and programs that support local sustainable communities goals across the state. As a result, the Region 10 Agency Administrators are developing a plan to move the initiative forward.

The ideas and models generated at the Washington Community Dialogue session will be reported to national agency leadership. This guidance will help the Partnership agencies to work more efficiently to meet community needs at the national level. Perhaps the most important long-term outcome of the event was the relationships built between the federal agencies and the local stakeholders. The Administrators anticipate that there will be additional forums to discuss specific policy initiatives so that the Partnership will become the truly collaborative effort that the agency leaders envisioned. Additionally, the Administrators are looking to utilize technology to continuously engage the Washington stakeholders by way of forums, blogs and the like to keep all stakeholders up to date to what is going on at the agency level in addition to advancements in the Partnership.

We look forward to working with all interested stakeholders to make Region 10 a leader in the nationwide Sustainable Communities initiative.

Mary McBride	Dennis McLerran	Rick Krochalis	Daniel Mathis
Regional Administrator	Regional Administrator	Regional Administrator	WA Division Administrator
HUD Region 10	EPA Region 10	FTA Region 10	FHWA

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