

**Addendum to the Comprehensive Economic Development Strategy 2018-2022
to address EDA’s CARES Act Recovery Assistance
June 4, 2020**

Requirements for EDA’s CARES Act Recovery Assistance

To be eligible for funding under EDA’s CARES Act Recovery Assistance, applicants must explain clearly in their application how the proposed project would “prevent, prepare for, and respond to coronavirus” or respond to “economic injury as a result of coronavirus.”

Eligible applicants under the EAA program include a(n):

- a. District Organization;
- b. Indian Tribe or a consortium of Indian Tribes;
- c. State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions;
- d. Institution of higher education or a consortium of institutions of higher education; or
- e. Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.

Examples of projects that may be funded include:

- economic recovery planning and preparing technical strategies to address economic dislocations caused by the COVID-19 pandemic
- preparing or updating resiliency plans to respond to future pandemics
- implementing entrepreneurial support programs to diversify economies
- constructing public works and facilities that will support economic recovery, including the deployment of broadband for purposes including supporting telehealth and remote learning for job skills

Complete information starts on page 46 https://www.swmpc.org/downloads/fy20_pweaa_nofu_including_ncc_and_cares.pdf

Additions to Goal Objectives (pg. 28 – 33)

Goal 1: Livability for Talent Attraction

Objective 1: Diversify Transportation

- I. Develop transportation infrastructure that supports new and existing modes and creates more choice for job, healthcare, recreation, and food access
- II. Develop innovative solutions to create a comprehensive, linked non-motorized transportation network across the region
- III. Optimize the maintenance of transportation infrastructure for the best possible condition and performance
- IV. Support the most efficient and effective possible public transportation network
- V. Support the most efficient and effective possible passenger rail system for southwest Michigan

Objective 2: Additional Recreational Opportunities

- I. Encourage the redevelopment of public spaces to adjust to the changing needs of residents and visitors
- II. Encourage the development of additional public spaces in urban, suburban, and rural environments
- III. Promote existing and support development of new trails and natural areas (e.g. parks, recreational areas, and river trails).

Objective 3: Sustainable Development

- I. Develop infrastructure that can be sustained financially and environmentally over the long term
- II. Redevelop infrastructure (grey infrastructure and green infrastructure) where necessary to respond to climate change
- III. Ensure universal access to public infrastructure
- IV. Raise standards for future development to embrace and enhance the natural resources where they exist and identify practical solutions in areas where there is less impact.

Objective 4: Housing

- I. Support the alignment of public and private resources to fill housing needs
- II. Develop housing that accommodates the needs of the region's existing and future workforce
- III. Allow for and promote more density of housing in urban or planned areas to bring down the cost, increase connectivity and use land effectively.

Objective 5: Quality of Place

- I. Support projects that grow the regional economy while also improving the quality of place

Goal 3: Infrastructure

Objective 4: Transportation of People

- I. Develop transportation infrastructure that supports new and existing modes and creates more choice for job, healthcare, recreation, and food access
- II. Develop innovative solutions to create a comprehensive, linked non-motorized transportation network across the region
- III. Optimize the maintenance of transportation infrastructure for the best possible condition and performance
- IV. Support the most efficient and effective possible public transportation network
- V. Support the most efficient and effective possible passenger rail system for southwest Michigan

Adjustments to CEDS Committee Membership

CEDS Strategy Committee Membership (2020)		
<i>Member</i>	<i>Title</i>	<i>Organization</i>
Troy Clay	President and CEO	Mno-Bmadsen
Matt Davis	President, P.E., LEED AP	Wightman & Associates, Inc.
K. John Egelhaaf	Executive Director	Southwest Michigan Planning Commission
Dan Fette	Community Development Director	Berrien County
Jeff Carmen	County Administrator	Cass County
Jeff Rea	President and CEO	Greater Niles Chamber of Commerce
Rachel Wade	Vice President of Strategy	United Way of Southwest Michigan
Jodi Gruner	Economic Development Specialist	Michigan Dept. of Agriculture & Rural Develop.
Zach Vaughn	Project Manager of Physical and Business Development	Cornerstone Alliance
Shelley Klug	Manager of Econ. & Business Development	Indiana Michigan Power (AEP)
Zachary Morris	Economic Development Coordinator	Van Buren County/Kinexus
Gary Wood	Vice Chair	Local Food Council
Mark Parrish	Tribal Council Member/ Secretary	Pokagon Band Tribal Council
Gail Patterson-Gladney	County Commissioner	Van Buren County
Dan Peat	Chief Strategy Officer	Kinexus (Michigan Works!)
Michelle Audette-Bauman	Community Development Team	Michigan Economic Development Corporation
Linda Preston	Supervisor/ MTA Chair	Pokagon Twp/ SWMPC
Bob Harrison	County Commissioner	Berrien County
Tony McGhee	Vice President of Development Services	Abonmarche
Sarah Spoonholtz	Regional Director	Southwest Michigan Regional Chamber