EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Housing and Urban Development
Sustainable Communities Grant

Meeting Date: June 20, 2011
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: A
Staff Contact: Sarah Medary
Contact Telephone Number: 541-682-6877

ISSUE STATEMENT

The Eugene-Springfield metropolitan area is one of 45 regions in the country selected to receive a Sustainable Regional Communities Planning Grant from the U.S. Department of Housing and Urban Development. Its primary purpose is to build economic competitiveness by connecting housing with good jobs, quality schools and transportation. The greatest opportunity of this grant is to enhance our region's competitive advantage for receiving future federal funds for priority economic development, transportation, and housing projects.

The purpose of this work session is to provide the City Council with background information on the grant program, local use of these funds, and linkages to City of Eugene goals as well as an opportunity to discuss the Memorandum of Understanding (MOU).

BACKGROUND

On October 14, 2010, Housing and Urban Development (HUD) Secretary Shaun Donovan announced that 45 regional areas across the country, including the Eugene-Springfield metropolitan area, were awarded nearly $100 million in new, competitive grants to promote smarter and sustainable planning for economic growth. The federal notice for the Sustainable Communities grant program and a complete list of grant recipients is attached.

In his announcement, Secretary Donovan said "Regions that embrace sustainable communities will have a built-in competitive edge in attracting jobs and private investment. Planning our communities smarter means parents will spend less time driving and more time with their children; more families will live in safe, stable communities near good schools and jobs; and more businesses will have access to the capital and talent they need to grow and prosper."

The Sustainable Communities grant program reflects a federal priority to reduce single objective funding appropriations, and to better integrate federal programs that can support local plans, policies, and economic goals. The federal competitive grants program, spread across multiple federal agencies, represents the majority of discretionary funding available to communities across the country. This grant program is part of the federal Partnership for Sustainable

Communities which seeks to better integrate the policies, programs, and funding of EPA, HUD, DOT, and USDA within a framework of six Livability Principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

The benefits and opportunities linked with the Sustainable Communities Grant program were discussed as a part of a very recent meeting of Institute for Sustainable Communities Climate Leadership Academy in Washington, D.C which was attended by City Councilor Alan Zelenka, Planning Director Lisa Gardner, City Engineer Mark Schoening, and 1000 Friends of Oregon Willamette Valley Advocate Mia Nelson. The academy reinforced that the City of Eugene priorities on economic prosperity, social equity, and integrated land use and transportation policies are shared across the country, in cities and counties, from smaller urban areas like Eugene-Springfield, to Minneapolis-St. Paul, Salt Lake City, San Francisco, and Washington, D.C. Of the 13 participating cities and states from across the country, seven were recipients of the HUD Sustainable Communities Grant, nearly all the remaining six had applied in hopes of funding and advancing local priorities. Conversations at this convening reflected the importance and advantages available to those regions that have already been awarded a Sustainable Communities grant.

Application for Funds - In 2010, the Lane Council of Governments led the development and submission of an application to the U.S. Department of Housing and Urban Development (HUD) for a Sustainable Communities Regional Planning Grant for the Lane Livability Consortium (LLC). Applications were required to be submitted by multi-jurisdictional, multi-sector partnerships. As the Metropolitan Planning Organization (MPO) and focal point for regional governmental coordination, LCOG was the appropriate entity to fill this role. This region was selected as one of 45 Sustainable Communities grant recipients selected from over 1,000 applications and will receive $1,450,000. This region is the only one selected from Oregon.

The City of Eugene will receive $52,000 in grant funds and will provide an in-kind match of $43,500.

Project Scope - The LLC seeks to build on the strength of existing regional plans and to create linkages among those plans. One of the major strengths of the region's application was the presence of multiple multi-jurisdictional plans including the Regional Plan for Economic Prosperity, the Regional Transportation Plan, and the Eugene-Springfield Consolidated Plan. The consortium program seeks to set these existing plans and goals in a sustainability framework and strengthen coordination and integration among these efforts to maximize effectiveness. This product will be presented as a regional investment strategy. Given HUD's emphasis on Federal interdepartmental integration, this work is largely focused on enhancing future efforts to obtain Federal funding for local projects.

<u>Participants</u> - Parties to the application included City of Eugene, City of Springfield, Lane County, Lane Transit District, Lane Council of Governments, Metropolitan Planning Organization, Oregon Department of Transportation, Housing and Community Services Agency of Lane County, the University of Oregon Sustainable Cities Initiative, and St. Vincent de Paul Society of Lane County. Eugene Water & Electric Board and Emerald People's Utility District subsequently agreed to join the consortium.

<u>Next Steps</u> - As proposed to HUD, this project will be led and managed by the Lane Council of Governments and supported with grant funds through the HUD Sustainable Communities Grant. The LLC supporting this grant needs to be formalized through a Memorandum of Understanding (MOU). Once the MOU is completed, there are multiple opportunities to further shape the outcomes of this project.

The most current version of the MOU is attached. It is important to note that the contents of the MOU are still being revised and changes will continue to be made as questions and issues arise with different portions of the agreement. Some issues raised during the May 26, 2011, Joint Elected Officials Meeting have already been addressed in the contents of the new MOU.

RELATED CITY POLICIES
The project seeks to build on the strengths of existing regional plans as well as plans specific to participating jurisdictions and agencies. Such plans include but are not limited to the following:
- Regional Prosperity Economic Development Plan
- TransPlan
- Central Lane MPO Regional Transportation Plan
- Eugene- Springfield 2010 Consolidated Plan
- Eugene Climate and Energy Action Plan
- Eugene Growth Management Policies and Envision Eugene

CITY MANAGER'S RECOMMENDATION
The purpose of this work session is to provide the City Council with background information on the grant program, local use of these funds, and linkages to City of Eugene goals as well an opportunity to discuss the Memorandum of Understanding (MOU).

ATTACHMENTS
A. Partnership for Sustainable Communities Program Description
B. Sustainable Communities Grant Award Recipients
C. Memorandum of Understanding

FOR MORE INFORMATION
Staff Contact: Sarah Medary
Telephone: 541-682-6877
Staff E-Mail: sarah.j.medary@ci.eugene.or.us

Partnership *for* Sustainable Communities

A YEAR OF PROGRESS FOR
AMERICAN COMMUNITIES

> "When it comes to housing, environmental, and transportation policy, the federal government must speak with one voice."

—Secretary Shaun Donovan
U.S. Department of Housing and Urban Development

> "Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park, all without having to get into your car. Livability means building the communities that help Americans live the lives they want to live—whether those communities are urban centers, small towns, or rural areas."

—Secretary Ray LaHood
U.S. Department of Transportation

> "Well-conceived, effectively implemented environmental protection is good for economic growth…. A clean, green, healthy community is a better place to buy a home and raise a family; it's more competitive in the race to attract new businesses; and it has the foundations it needs for prosperity."

—Administrator Lisa P. Jackson
U.S. Environmental Protection Agency

Sustainable Communities:
A Response to Today's Challenges

One of our country's most pressing goals is to build an economy that provides good jobs now—and that creates a strong foundation for enduring prosperity. To accelerate job growth for this and future generations, that foundation must be built with expanded housing and transportation choices, greater energy independence, and better protection for our clean air and water. These issues are closely related and should not be tackled as separate challenges. We can achieve our economic, social, and environmental goals most effectively when we work on them together.

Sustainable communities are places that balance their economic and natural assets so that the diverse needs of local residents can be met now and in the future. Typically, these communities have lower costs for consumers and more value for taxpayers because they are more connected and efficient.

Sustainable communities provide economic momentum and help America compete more effectively for jobs. Regions all around the country recognize this and are enthusiastically planning for them based on their own local resources, landscape, culture, and ingenuity. The Partnership for Sustainable Communities, one of the Obama Administration's signature urban policy initatives, is enabling these regions to accelerate those plans and to jump-start private investment and implementation.

Ultimately, this approach will make communities more prosperous by making them more attractive places for businesses to locate and for young people to remain or move to. Sustainable communities allow people to live closer to jobs and save money on personal transportation, usually the second largest household expense and sometimes the largest for low-income Americans. Neighborhoods that make it easy to walk or bike to work, school, stores, parks, and other destinations help people stay healthy by incorporating regular exercise into their daily routines. Sustainable communities also reduce air and water pollution and protect treasured landscapes and prime agricultural land.

People want to live in these types of places—in fact, right now, the demand for these neighborhoods far outstrips the supply. And that demand is expected to grow—the United States is in the midst of a demographic shift that is changing the nation's housing preferences and development patterns. The two largest demographic segments—millennials, who are entering the workforce, and baby boomers, who are leaving it—are most interested in walkable neighborhoods that offer a variety of housing choices, convenient transportation options, shopping, restaurants, parks, and cultural amenities.

A New Federal Approach

On June 16, 2009, U.S. Secretary of Transportation Ray LaHood, U.S. Secretary of Housing and Urban Development Shaun Donovan, and U.S. Environmental Protection Agency Administrator Lisa P. Jackson announced that they were forming the interagency Partnership for Sustainable Communities. This action marked a fundamental shift in the way the federal government structures its transportation, housing, and environmental spending, policies, and programs. The three agencies agreed to collaborate to help communities become economically strong and environmentally sustainable. Rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Through the Partnership and guided by six Livability Principles (see below), the Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) are coordinating investments and aligning policies to support communities that want to give

HUD–DOT–EPA PARTNERSHIP FOR SUSTAINABLE COMMUNITIES GUIDING LIVABILITY PRINCIPLES

- **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

- **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

- **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

- **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy

- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

" By working together, [HUD, DOT, and EPA] can make sure that "
when it comes to development—housing, transportation, energy
efficiency—these things aren't mutually exclusive; they go hand in
hand. And that means making sure that affordable housing exists in
close proximity to jobs and transportation. That means encouraging
shorter travel times and lower travel costs. It means safer, greener,
more livable communities.

–President Barack Obama

Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is working to incorporate the principles into its funding programs, policies, and future legislative proposals.

The Partnership breaks down the traditional silos of housing, transportation, and environmental policy to consider these issues as they exist in the real world—inextricably connected. In the past, the federal government has too often operated as if these areas were unrelated. The old approach has proven to be ineffective, costly, complicated, and inconsistent. Not only does interagency collaboration get better results for communities—such as making it easier to build affordable housing that is convenient to a range of job opportunities and transportation choices—it also uses taxpayer money more efficiently. Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives with each dollar spent. For example, investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations.

Agencies throughout the federal government are realizing the value of this new model of collaboration. Together or individually, HUD, DOT, and EPA are also working with the Centers for Disease Control and Prevention, the Department of Agriculture, the Department of Defense, the Department of Education, the Department of Energy, the Department of Health and Human Services, the Economic Development Administration, the Federal Emergency Management Agency, the General Services Administration, the National Endowment for the Arts, the National Oceanic and Atmospheric Administration, and other federal agencies on related issues.

Parks, open space, and recreational opportunities make communities more attractive and help keep residents healthy by giving them places like Gasworks Park in Seattle to exercise, play, or just relax.

The Partnership's First Year: June 2009–June 2010
More Effective Federal Investments, Better Outcomes for Communities

In its first year, the Partnership for Sustainable Communities made strides toward three goals:

- ❧ Targeting resources through grants and other programs to help states and communities create jobs and stronger economies by developing more sustainably.

- ❧ Removing regulatory and policy barriers at the federal level to make it easier for state and local governments to access federal services and resources.

- ❧ Aligning agency priorities and embedding the Livability Principles in each agency's actions so that transportation, housing, and environmental protection efforts are coordinated.

TARGETING RESOURCES TO COMMUNITIES

Communities across the country are eager to build more sustainable neighborhoods. Some have projects ready to go but lack the funds to put shovels in the ground; others have citizens and local leaders who are excited about planning a sustainable future but need help taking the next step to translate their ideas into actual development. In response to those needs, the Partnership for Sustainable Communities has focused on getting resources to communities so they can turn their visions into reality.

Transportation Investment Generating Economic Recovery (TIGER) Grants

In February 2010, as part of the American Recovery and Reinvestment Act, DOT announced $1.5 billion in TIGER grants for more than 50 innovative transportation projects across the country. Twenty-two of these projects were selected because they would promote livability by increasing transportation choice, providing better access to job opportunities, strengthening economic resiliency, and protecting air and water quality. As part of the continuing coordination under the Partnership, DOT used EPA and HUD's expertise in its application review to select projects that would achieve multiple benefits.

Now urban, suburban, and rural communities across the nation are getting ready for the exciting improvements TIGER grant money will bring. For example, TIGER will fund a new streetcar loop linking downtown New Orleans with other transit services and an Amtrak hub.

In Revere, Massachusetts, TIGER funding will be used to turn acres of dilapidated parking lots into a bus and rail station with pedestrian access to the adjacent Wonderland neighborhood, site of America's first public beach. Grant money

Downtown Boise, Idaho, is welcoming to bicyclists, pedestrians, drivers, and transit users. It has many historic buildings that have seen new life with renovation and reuse.

will also support Whitefish, Montana's plan to improve vitality on its main street and maintain a pedestrian-friendly streetscape, balanced with the need to move significant volumes of traffic.

Joint DOT TIGER II-HUD Community Challenge Grants

For the first time, DOT and HUD will join forces to award up to $75 million—up to $35 million in transportation planning grants from the second round of TIGER funds and $40 million in HUD Community Challenge Planning Grants to support local planning activities that integrate transportation, housing, and economic development. To make it easier for communities to apply to both programs, DOT and HUD accepted a single application for both opportunities and will make joint awards as well as

individual grants in the fall of 2010. The three agencies collaborated on the joint proposal and will review applications together.

HUD Sustainable Communities Regional Planning Grants

In June 2010, HUD opened the application process for the $100-million Sustainable Communities Regional Planning Grant program. This program will support metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments. With strong, comprehensive, long-range regional plans, communities can better address the interdependent challenges of economic competitiveness and revitalization, social equity and access to opportunity, public health, energy efficiency,

SUSTAINABLE COMMUNITIES TOUR

In September 2009, Administrator Jackson, Secretary LaHood, Secretary Donovan, and White House Urban Affairs Director Adolfo Carrión embarked on a Sustainable Communities Tour, visiting Chicago, Dubuque, and Denver to hear from leaders on the ground about ways the Partnership could help communities create more economic opportunities and affordable homes while protecting their air and water. They talked with state, regional, and local officials and held community forums to hear from the public. The agency leaders visited several projects that exemplify the types of places the Partnership wants to support:

The public investment in Denver's Union Station spurred private investment nearby.

- ⌀ Chicago's Bethel Center is a new community services hub in a green building on a former brownfield. It is located next to a train station and has affordable homes nearby.

- ⌀ Dubuque, Iowa, is transforming its historic Millwork District into a sustainable neighborhood with a mix of uses, housing options for a range of income levels, transportation options, and infrastructure improvements.

- ⌀ Denver has refurbished its historic Union Station to make it a multimodal transit hub that has helped revitalize the surrounding area. Also in Denver, South Lincoln Park Homes built new affordable housing on a former brownfield near a transit station.

Arlington County, Virginia, offers a wide variety of transportation options, including Metrorail and Metrobus to downtown Washington, D.C., and the surrounding region; carsharing; and an extensive network of bike and pedestrian routes.

environmental protection, and climate change. The Partnership agencies collaborated on the development of the proposal and will jointly review applications. Funding announcements will be made in the fall of 2010.

Funds for Urban Circulator and Bus & Bus Livability Projects

In July 2010, DOT awarded nearly $300 million under two new programs that will give Americans better transportation choices and strengthen communities. Six cities were selected for Urban Circulator grants, which will fund streetcar, bus, and other urban transportation projects that connect destinations and foster walkable, mixed-use redevelopment. For example, the award will help Cincinnati construct a 6-mile streetcar route that will connect its downtown to Over-the-Rhine, a low-income neighborhood, and to Uptown, the region's second largest employment center.

Bus & Bus Livability grants went to 47 projects in 31 states that will improve bus service and facilities, encouraging development around public transit and giving bus riders better access to jobs, health care, and education. Funded projects include a bike and pedestrian trail connecting downtown destinations to a bus and commuter rail hub in Orlando; a real-time bus-tracking system in Montrose, Colorado; and New York City's 34th Street Transitway, which will add bus lanes and a pedestrian plaza to the busy corridor,

easing traffic congestion, improving bus service, and enhancing pedestrian safety.

State Revolving Funds for Water Infrastructure

The single largest category of funds that flow from EPA to states and ultimately local communities is funding for water infrastructure projects, also known as State Revolving Funds (SRFs). In May 2010, EPA issued guidance to states on spending the 2010 appropriation of $3.3 billion for clean water and drinking water infrastructure. The guidance explicitly recommends that states make funding decisions that are consistent with the Livability Principles, and that they discourage expanding infrastructure to accommodate growth if there are available facilities in existing communities. Three states—Maryland, New York, and California—are now testing how the billions they receive in Clean Water SRF dollars can support their efforts to make communities more sustainable.

Smart Growth Implementation Assistance

EPA has engaged HUD and DOT in its Smart Growth Implementation Assistance (SGIA) program, which provides direct technical assistance to three to five communities selected each year through a competition. Over the last five years, this program has worked with urban, suburban, and rural communities across the country on issues such as stormwater management, code revision, transit-oriented development, affordable housing, infill development, corridor planning, green building, and climate change. In addition to helping communities directly, the SGIA program helps EPA, HUD, and DOT learn more about the challenges that communities around the country face as they strive to create places that provide transportation and housing choices while protecting environmental resources. Reports from these projects often provide new tools for other communities to use. In the first year of the Partnership, the agencies worked together on SGIA projects with the state of California; Louisville, Kentucky; Montgomery County, Maryland; and Las Cruces, New Mexico. The next round of selected communities will be announced in fall of 2010.

Greening America's Capitals

This new EPA-led Partnership project will help up to five state capital cities per year develop a vision of distinctive, environmentally friendly neighborhoods that incorporate innovative green building and green infrastructure. EPA will fund a team of designers to visit each city and work with residents and local leaders to produce designs for a demonstration neighborhood that can catalyze or complement a larger planning process. HUD and DOT will also bring their expertise to these teams. Each project will involve city staff as well as staff from the state legislature and governor's office. The cities selected in 2010 will be announced in the fall.

HUD Adoption of Sustainability Criteria in Scoring Grant Applications

Secretary Donovan announced in May 2010 that HUD will adopt the Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) system to evaluate applications for its $3.25 billion in discretionary funding. Funded by EPA and developed by the U.S. Green Building Council, the Natural Resources Defense Council, and the Congress for the New Urbanism, LEED-ND is a system for rating and certifying neighborhoods that integrate housing with jobs and services, offer a range of transportation choices, and incorporate green building and green infrastructure. With this change, grant applications that emphasize sustainable communities can be awarded additional points.

Mixed-Income, Transit-Oriented Development Action Guide

The Federal Transit Administration (FTA) and HUD have developed an action guide to help planners implement mixed-income, transit-oriented development. This interactive Web guide, *www.mitod.org*, will help local planners and community groups find effective strategies and tools to encourage mixed-income development around transit.

FRESNO, CALIFORNIA

The San Joaquin Valley faces incredibly challenging environmental, human health, and social issues. The Partnership for Sustainable Communities is supporting local and regional efforts to improve quality of life in the valley. A focus of this pilot project is increasing transit for better access to jobs and services, including potential links to future high-speed rail stations. The project aims to engage local residents to learn what they want from future development, to teach them about the health and economic benefits of cleaning up and reusing brownfields, and to empower them to influence development decisions. HUD, DOT, and EPA will also help their regional partners evaluate whether local brownfield sites are good locations for green spaces, commercial development, and transit-oriented development. Together, the federal partners and the city have already initiated efforts such as a redevelopment project in West Fresno, and are considering collaborating around a possible Bus Rapid Transit system.

"We're excited about the promise of federal agencies working in such a focused, concentrated way with the city of Fresno. We hope this partnership will provide us with the technical expertise and resources to focus on one of the most challenging neighborhoods in the city."

—Ashley Swearengin, Mayor, Fresno, California

REMOVING FEDERAL BARRIERS

For too long, federal policy has inadvertently encouraged inefficient development patterns that are costly to taxpayers and cause traffic congestion and pollution. Many federal regulations and policies unintentionally erected barriers to smart, sustainable development. The Partnership agencies are working with state and local governments, nonprofit organizations, and other entities to learn about federal policies that have hampered their work. With input from these stakeholders, the agencies are working to remove federal regulatory and policy barriers and make it easier for communities to implement the type of development they want.

Executive Order on Federal Leadership in Environmental, Energy, and Economic Performance

President Obama's Executive Order 13514, signed on October 5, 2009, aims to make federal government facilities more sustainable and to encourage the federal government to lead by example in using resources more efficiently. EO 13514 requires agencies to reduce their greenhouse gas emissions, make their buildings more energy efficient, and work with communities to site federal buildings in downtowns, near transit and affordable housing, and with easy access on foot or by bike. Because the location of federal facilities can influence communities' development patterns for decades, the three Partnership agencies worked with the General Services Administration and consulted with the Department of Defense and the Department of Homeland Security to develop siting recommendations that will make future federal facilities assets to communities and catalysts for better development.

Brownfields Policy Change

HUD revised its policies to make it easier to develop Federal Housing Administration-insured multifamily housing on cleaned-up former industrial and commercial sites, known as brownfields, while ensuring the health and safety of future residents. This change makes it easier for communities to build homes that working people can afford on reused sites that are near key amenities, such as public transit. Redeveloping sites like these can revitalize entire neighborhoods, providing new jobs, stores, and services.

Brownfields Pilot Communities

EPA, HUD, and DOT have selected five pilot communities—Boston; Indianapolis; Iowa City, Iowa; Denver; and National City, California—where there is a convergence of multiple brownfield sites, economic distress, public transit, and the need for affordable housing. The three agencies are helping these communities clean up and reuse contaminated and vacant properties, which will provide new sustainable housing and transportation choices, create jobs, and expand economic opportunity. EPA, HUD, and DOT will use lessons learned from the pilots to identify barriers and find opportunities for program and policy changes that will make federal investments more effective in economically distressed places.

> **"** Small towns and rural areas face major obstacles to plan and implement strategies that increase livability. Therefore, I'm very pleased to see the federal government's new focus on incentive-based funding and technical assistance for rural areas. **"**
>
> —Julia Gouge, President, Board of Commissioners, Carroll County, Maryland

BOSTON, MASSACHUSETTS

The Fairmount Commuter Rail Line in Boston passes through three low-income neighborhoods—Roxbury, Dorchester, and Mattapan. For decades, however, the rail line did not stop in these communities. Boston is now using investments from the Partnership to turn the rail line into an engine of economic development and community revitalization. The FTA is supporting four new stations and the renovation of two existing stations in the three neighborhoods. EPA has provided funding to clean up more than 30 brownfield sites within a half-mile of the new and renovated stations and will be providing technical assistance to a Green Jobs Incubator on a former brownfield. HUD's funding provided support for a significant portion of the more than 2,000 new housing units that are being built along the corridor.

The corridor was selected as one of the Partnership's Brownfields Pilots. This project will assist a collaborative of four community development corporations (CDCs) with two transit-oriented development planning efforts and an area-wide brownfield revitalization strategy for the corridor. The Partnership is working with the city, the CDCs, The Boston Foundation, and other partners to help avoid displacement of existing residents as the area is revitalized, to create job and recreational opportunities for residents, and to encourage development of affordable housing near transit.

The area around Uphams Corner, a station on the Fairmount line in Dorchester, before the transit upgrade, and a rendering showing the planned redevelopment around the station.

Images courtesy of Goody Clancy and the Fairmount Collaborative

In National City, for example, the three agencies are supporting the efforts of the local redevelopment authority and neighborhood organizations to revitalize a brownfield site in the Westside neighborhood, a low-income, heavily polluted area. The Partnership's assistance will help the city clean up the site, link it to an adjacent light rail station, develop 201 units of affordable housing, improve the nearby tidal creek, and create a much-needed park for local families.

Brownfields Area-Wide Planning Pilot Initiative

In collaboration with HUD, DOT, and other agencies, EPA's Brownfields Area-Wide Planning Pilot initiative will work with about 20 communities to help each one create a shared vision for brownfields redevelopment that will inform cleanup decisions. The pilots will demonstrate how brownfield reuse can clean up health hazards, create new economic opportunities, and bring new life to disadvantaged communities. Recipients will be announced in fall of 2010.

INDIANAPOLIS, INDIANA

Indianapolis' Smart Growth Redevelopment District, chosen as one of the Partnership's Brownfields Pilots, focuses the resources of EPA, HUD, and DOT on a portion of the city's northeast side, which faces widespread abandonment, environmental contamination, poor transit accessibility, and housing needs. The Partnership team is working with the state of Indiana, the city government, local nonprofits, and community groups to coordinate federal investments in and near the Smart Growth Redevelopment District. These investments include brownfields and Superfund cleanups, a transit corridor, and a green housing redevelopment.

These traditional homes in the Smart Growth Redevelopment District sit across the street from an abandoned brownfield and vacant property (inset). The district's revitalization strategy will propose ways to bring back amenities and residents, strategically reuse brownfields, improve transit access, and spur economic development.

Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

DOT has issued a new bicycle-pedestrian policy that emphasizes the need to consider non-motorists in federally funded road projects, discourages transportation investments that jeopardize the safety of cyclists and pedestrians, and encourages investments that go beyond minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities. The department has also proposed emphasizing its policy that extends FTA funding to pedestrian and bicycle improvements within a designated area around a transit stop.

Reducing Contracting Conflicts

The Federal Highway Administration (FHWA) worked with HUD to resolve a contracting conflict that had the potential to hold up projects. FHWA will use Special Experimental Project No. 14 (SEP-14) to permit, on a case-by-case basis, the application of HUD contracting requirements on federal-aid highway projects. This will allow better coordination of transportation and housing expenditures because HUD and FHWA requirements were often in

> " It is important that these federal agencies work together as these issues are all interconnected. From the local perspective, this cross-disciplinary partnership is an important, all-encompassing approach, which will make our lives easier by giving us access to more resources and streamlining the process. "
>
> —Mark Stodola, Mayor, Little Rock, Arkansas

conflict. For example, HUD's Section 3 Program requires that low-income people living in a project area be hired as a condition of funding that project, which conflicts with FHWA rules that prohibit geographic hiring preferences. FHWA's action will make it easier for communities to build the infrastructure they need and will generate jobs for these communities.

Change to Federal Transit Administration's New Starts Program

FTA's New Starts program funds locally planned, implemented, and operated rail and bus projects. In January 2010, DOT changed a rule that had required the New Starts program to consider cost-effectiveness above all other factors when selecting major transit projects to support. Building on this policy shift, in June 2010, FTA asked for public comment on how to change the way proposed New Starts projects are rated and evaluated. FTA is now reviewing the comments as it develops new ways to define and measure statutory program criteria to evaluate major transit project proposals. Changes will give meaningful consideration to a broader range of benefits transit can provide, including economic development, a healthier environment, and increased access to opportunities.

JACKSONVILLE, FLORIDA

EPA's Environmental Justice Showcase Communities program convenes federal agencies, state and local government entities, non-governmental organizations, and other stakeholders to help underserved communities shape their neighborhoods' futures with comprehensive, locally appropriate solutions. As one of ten Environmental Justice Showcase Communities, Jacksonville is receiving assistance from the Partnership agencies to help address local environmental, health, and economic challenges. EPA, HUD, and DOT representatives participated in the Jacksonville project's kickoff event, where they toured the northeastern part of the city, a disad-

During the kickoff event in April 2010, community leaders talked with federal and local government officials and private-sector partners on one of the contaminated sites slated for redevelopment.

vantaged area with several Superfund and brownfield sites and high rates of heart disease, cancer, diabetes, asthma, and infant mortality. The agencies will support the local partners as they establish a community health center, designed with green building techniques, on a cleaned-up brownfield site close to parks, community gardens, and other amenities. The center will provide training for health care jobs in partnership with historically black colleges and universities and will offer educational programs on healthy living. The lessons learned through this and other Environmental Justice Showcase Communities pilots will help the Partnership better use its resources to help underserved communities build more sustainable neighborhoods with better access to opportunities; improved services and amenities; and healthier places to live, work, and play.

ALIGNING POLICIES AND BUDGETS

To make the Livability Principles a part of the way the three agencies do business and to ensure ongoing collaboration, HUD, DOT, and EPA have been working to align their respective programs, policies, and budgets.

Coordinating Policies and Funding Programs

The three agencies have been working together in unprecedented ways to promote sustainable communities through their policies and grant programs. They have jointly evaluated applications for the TIGER, Brownfields Area-Wide Planning Pilot, Sustainable Communities Regional Planning, and Community Challenge Planning grants, among others. They have collaborated on regulatory and policy changes such as HUD's brownfields policy change, DOT's bicycle–pedestrian funding policy changes, and recommendations for federal facility siting.

HUD Office of Sustainable Housing and Communities

In February 2010, HUD launched the Office of Sustainable Housing and Communities to serve as the center point for HUD's sustainability efforts and the main liaison to the Partnership. The Office of Sustainable Housing and Communities will support stronger, more sustainable communities by advancing policies that connect housing to jobs, foster local innovation, and support a clean energy economy.

EPA Office of Sustainable Communities

In February 2010, EPA announced that the Office of Sustainable Communities would be created to coordinate the agency's work on smart growth and green building. The office will provide technical assistance to urban, suburban, and rural communities in support of the Partnership and will

Seneca Falls, New York, invested in its main street to maintain its rural character while also creating a vibrant, thriving place that attracts visitors and residents.

work with a wide range of stakeholders to produce research, tools, and other resources to help communities create sustainable neighborhoods.

Regional Partnerships

The national Partnership for Sustainable Communities is being replicated by field staff in the three agencies' regional offices around the country. Regional HUD, DOT, and EPA staff are collaborating on a variety of projects. For example, regional HUD, FTA, and EPA staff met with Tucson leaders to kick off the Tucson Modern Streetcar Project, a TIGER grant recipient. They toured the corridor and explored opportunities to connect the streetcar project to other local public investments, such as brownfield cleanups and housing and small business development along the corridor.

> " The smallest municipalities are connecting to federal agencies, which has not happened in a coordinated fashion, not just on Long Island but any suburban area in the nation…. This new federal partnership could provide the resources necessary to assist the revitalization of our downtowns and support needed sewer and transit infrastructure. "
>
> —Eric Alexander, Executive Director, Vision Long Island

The Road Ahead:
The Partnership's Plans for the Future

The Partnership for Sustainable Communities has already yielded impressive results—but HUD, DOT, and EPA still have a lot of work to do together. The agencies plan to continue working with other interested federal partners to help them better support communities that offer more job opportunities, better housing choices, reliable and convenient transportation options, and high quality of life.

For example, to better support economic growth and community development in rural areas, the Partnership is working with the U.S. Department of Agriculture (USDA). The agencies are discussing how to facilitate future technical assistance collaborations, how the Livability Principles support USDA programs to improve economic opportunity and quality of life in rural America, and how best to address rural issues in the Partnership's work. This collaboration builds on work EPA has done with USDA's Rural Development Program, including providing smart growth assistance to the town of Waverly, Iowa, which was damaged by floods and tornadoes in 2008.

The Partnership is also exploring ways to work with the Federal Emergency Management Agency (FEMA) to incorporate sustainable communities practices into hazard mitigation planning and long-term disaster recovery. This potential collaboration stems from work between EPA and FEMA to help six Iowa towns that were damaged by floods and tornadoes in 2008 and a Memorandum of Understanding between these two agencies. This work is also helping to inform a federal task force working on a national strategy for climate adaptation, and it could be used to help local climate change adaptation planning as well.

The Partnership plans to continue examining and, if necessary, modifying federal policies and actions on transportation, housing, and environmental protection to complement each other and to better reflect the Livability Principles. In addition, the Partnership will screen these policies and actions to ensure they provide equal opportunities to disadvantaged communities, including rural and tribal areas. The Partnership will make sure our programs are fair and inclusive. The Partnership for Sustainable Communities recognizes that effective decision-making about how and where growth occurs depends on understanding and properly addressing the unique needs of different socioeconomic groups. We will ensure the full and fair participation in our activities and programs by all potentially affected communities.

All photos courtesy of EPA unless otherwise noted.

http://www.hud.gov/sustainability

http://www.dot.gov/livability

http://www.epa.gov/
smartgrowth/partnership
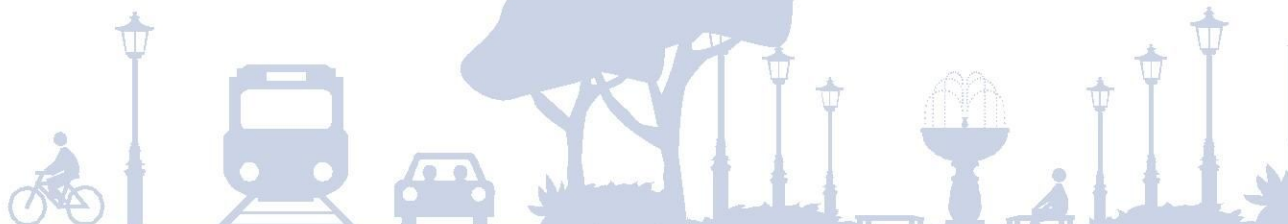
Photos on front cover (from left to right): Boise, Idaho; Kentlands, Gaithersburg, Maryland; Washington, Virginia; Salt Lake City, Utah; Philadelphia, Pennsylvania.

Photos on back cover (from left to right): Starkville, Mississippi; Vermont; Millennium Park, Chicago; Stapleton, Denver, Colorado; Providence, Rhode Island.

FY2010 Sustainable Communities Regional Planning Grant Program – Grantees

Grantee Consortium Leader	City	State	Funding Amount
East Alabama Regional Planning and Development Commission	Anniston	AL	$225,000
Apache County	St. Johns	AZ	$820,500
California State University, Fresno Foundation	Fresno	CA	$4,000,000
Sacramento Area Council of Governments	Sacramento	CA	$1,500,000
Capitol Region Council of Governments	Hartford	CT	$4,200,000
Windham Region Council of Governments	Willimantic	CT	$225,000
Central Florida Regional Planning Council	Bartow	FL	$1,400,000
South Florida Regional Planning Council	Hollywood	FL	$4,250,000
Des Moines Area Metropolitan Planning Organization	Urbandale	IA	$2,200,000
Chicago Metropolitan Agency for Planning	Chicago	IL	$4,250,000
Tri-County Regional Planning Commission	Peoria	IL	$1,200,000
Rockford Metropolitan Agency for Planning	Rockford	IL	$600,000
Evansville Metropolitan Planning Organization	Evansville	IN	$1,420,300
University of Kentucky Research Foundation	Lexington	KY	$680,000
Metropolitan Area Planning Council	Boston	MA	$4,000,000
Franklin Regional Council of Governments	Greenfield	MA	$425,000
Berkshire Regional Planning Commission	Pittsfield	MA	$590,700
Northern Maine Development Commission	Caribou	ME	$800,000
Greater Portland Council of Governments	Portland	ME	$1,600,000
Southeast Michigan Council of Governments	Detroit	MI	$2,850,000
Metropolitan Council	St. Paul	MN	$5,000,000
Region Five Development Commission	Staples	MN	$825,050
Mid-America Regional Council	Kansas City	MO	$4,250,000
East-West Gateway Council of Governments	Saint Louis	MO	$4,687,750
Southern Bancorp Capital Partners	Helena-West Helena	MS	$710,900
Gulf Regional Planning Commission	Gulfport	MS	$2,000,000
Land-of-Sky Regional Council	Asheville	NC	$1,600,000
Piedmont Authority for Regional Transportation	Greensboro	NC	$1,600,000
Regional Plan Association Inc.	New York	NY	$3,500,000
Northeast Ohio Areawide Coordinating Agency	Cleveland	OH	$4,250,000
Lane Council of Governments	Eugene	OR	$1,450,000
Thunder Valley Community Development Corporation	Porcupine	SD	$996,100
City of Knoxville, Tennessee	Knoxville	TN	$4,327,500
Capital Area Council of Governments	Austin	TX	$3,700,000
Houston-Galveston Area Council	Houston	TX	$3,750,000
Salt Lake County	Salt Lake City	UT	$5,000,000
Thomas Jefferson Planning District Commission	Charlottesville	VA	$999,000
New River Valley Planning District Commission	Radford	VA	$1,000,000
Roanoke Valley Alleghany Regional Commission	Roanoke	VA	$625,000
Chittenden County Regional Planning Commission	Winooski	VT	$995,000

Thurston Regional Planning Council	Olympia	WA	$1,500,000
Puget Sound Regional Council	Seattle	WA	$4,999,700
Northwoods NiiJii Enterprise Community, Inc.	Lac du Flambeau	WI	$525,000
Capital Area Regional Planning Commission	Madison	WI	$1,997,500
Southwestern Wisconsin Regional Planning Commission	Platteville	WI	$475,000

FY2010 Sustainable Communities Regional Planning Grant Program – Preferred Sustainability Status

Lead Applicant	City	State
Metroplan	Little Rock	AR
City of Flagstaff	Flagstaff	AZ
City of San Diego	San Diego	CA
Denver Regional Council of Governments	Denver	CO
Metropolitan Washington Council of Governments	Washington	DC
New Castle County Department of Community Services	New Castle	DE
Hillsborough County Board of County Commissioners	TAMPA	FL
Atlanta Regional Commission	Atlanta	GA
East Central Intergovernmental Association - Dub Metro Area	Dubuque	IA
Madison County Council of Governments	Anderson	IN
Institute for Energy & Sustainability	Worcester	MA
Centralina Council of Governments	Charlotte	NC
Triangle J Council of Governments	Durham	NC
North Carolina's Eastern Region	Kinston	NC
Omaha-Council Bluffs Metropolitan Area Planning Agency(MAPA)	Omaha	NE
Nashua Regional Planning Commission	Merrimack	NH
Rutgers, The State University of New Jersey	New Brunswick	NJ
Henderson, City of	Henderson	NV
Ohio Kentucky Indiana Regional Council of Governments	Cincinnati	OH
Mid-Ohio Regional Planning Commission	Columbus	OH
Metro	Portland	OR
Lehigh Valley Economic Development Corporation	Bethlehem	PA
State of Rhode Island	Providence	RI
Southeast Tennessee Development District/CARCOG	Chattanooga	TN
Metropolitan Government of Nashville-Davidson County	Nashville	TN
City of San Antonio	San Antonio	TX
Hampton Roads Planning District Commission	Chesapeake	VA
East Central Wisconsin Regional Planning Commission	Menasha	WI
Southeastern Wisconsin Regional Planning Commission	Waukesha	WI

FY2010 Sustainable Communities Regional Planning Grant Program – All Other Applicants (by region)

HUD Regions
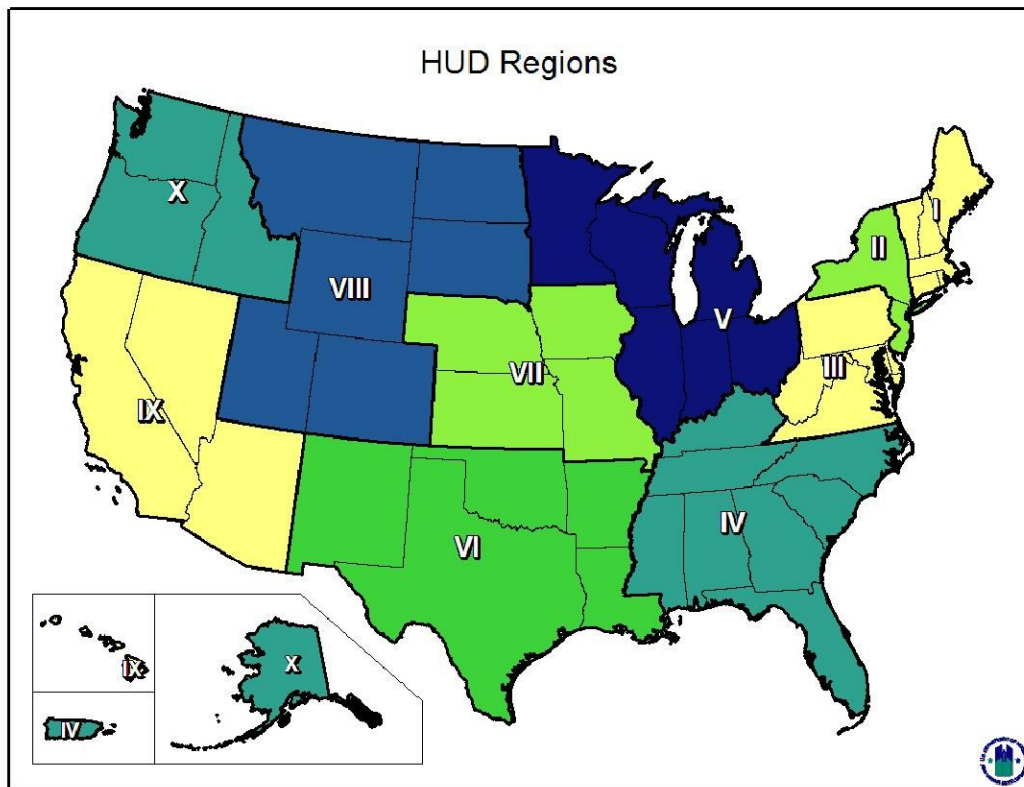
Region I

Applicant	City	State
Council of Governments of the Central Naugatuck Valley	Waterbury	CT
Barnstable County	Barnstable	MA
Northeast States for Coordinated Air Use Management	Boston	MA
Old Colony Planning Council	Brockton	MA
Montachusett Regional Planning Commission	Fitchburg	MA
Martha's Vineyard Commission	Oak Bluffs	MA
SE Regional Planning & Economic Development District	Taunton	MA
Eastern Maine Development Corporation	Bangor	ME
Central Falls Public Housing Authority	Central Falls	RI

Region II

Applicant	City	State
Capital District Regional Planning Commission	Albany	NY
Niagara Frontier Transportation Authority (NFTA)	Buffalo	NY
Southern Tier Central Regional Planning and Development Boar	Corning	NY
Montgomery County Government, New York	Fonda	NY
Village of Freeport	Freeport	NY
City of Glens Falls	Glens Falls	NY

County of Orange	Goshen	NY
Tompkins County	Ithaca	NY
CNYRPDB	Syracuse	NY

Region III

Applicant	City	State
Southwestern Pennsylvania Corporation	Pittsburgh	PA
County of Berks	Reading	PA
Borough, Sewickley	Sewickley	PA
Accomack-Northampton Regional Housing Authority	Accomac	VA
Virginia's Gateway Region Inc.	Colonial Heights	VA
Lenowisco Planning District Commission	Duffield	VA
Northern Shenandoah Valley Regional Commission	Front Royal	VA
Richmond Regional Planning District Commission	Richmond	VA
Central Shenandoah Planning District Commission	Staunton	VA
Morgantown Transportation Planning Organization	Morgantown	WV

Region IV

Applicant	City	State
The Regional Planning Commission of Greater Birmingham	Birmingham	AL
Alabama-Tombigbee Regional Commission	Camden	AL
Top of Alabama Regional Council of Governments	Huntsville	AL
City of Montgomery	Montgomery	AL
Stillman College	Tuscaloosa	AL
Macon County Commission	Tuskegee	AL
East Central Florida Regional Planning Council	Altamonte Springs	FL
Apalachee Regional Planning Council	Blountstown	FL
Southwest Florida Regional Planning Council	Fort Myers	FL
Northeast Florida Regional Council	Jacksonville	FL
Coastal Regional Commission	Brunswick	GA
City of Buford	Buford	GA
Southwest Georgia Regional Commission	Camilla	GA
River Valley Regional Commission	Columbus	GA
Chatham County-Savannah Metropolitan Planning Commission	Savannah	GA
Kentuckiana Regional Planning and Development Agency	Louisville	KY
Green River Area Development District	Owensboro	KY
Northeast Mississippi Planning and Development District	Booneville	MS
City of Gulfport	Gulfport	MS
Kerr-Tar Regional Council of Governments	Henderson	NC
Cape Fear Regional Community Development Corporation	Wilmington	NC
Central Midlands Council of Governments	Columbia	SC
Desarrollo Integral del Sur, Inc. (DISUR)	Ponce	PR
La Fundacion del Perpetuo Socorro	San Juan	PR

Applicant	City	State
Lynchburg Community Development Corporation	Lynchburg	SC
Berkeley Charleston Dorchester Council of Governments	North Charleston	SC
Upper Cumberland Development District	Cookeville	TN
First Tennessee Development District	Johnson City	TN
Shelby County Government	Memphis	TN
Lakeway Area Metropolitan Transportation Organization	Morristown	TN

Region V

Applicant	City	State
Village of Alorton with City of Centreville	Alorton	IL
McLean County	Bloomington	IL
Illinois Institute of Technology	Chicago	IL
City of Kankakee (Kankakee Community Development Agency)	Kankakee	IL
Bi-State Regional Commission	Rock Island	IL
Springfield-Sangamon County Regional Planning Commission	Springfield	IL
Southern Five Regional Planning Dist. & Devel. Commission	Ullin	IL
Champaign County Regional Planning Commission	Urbana	IL
City of Indianapolis	Indianapolis	IN
Greater Lafayette Public Transportation Corporation (CityBus)	Lafayette	IN
Northwestern Indiana Regional Planning Commission	Portage	IN
SE Indiana Regional Planning Commission	Versailles	IN
Northeast Michigan Council of Governments	Gaylord	MI
Grand Valley Metropolitan Council	Grand Rapids	MI
Region 2 Planning Commission	Jackson	MI
Tri-County Regional Planning Commission	Lansing	MI
Northwest Michigan Council of Governments	Traverse City	MI
Arrowhead Regional Development Commission	Duluth	MN
City of St. Cloud, Minnesota	St. Cloud	MN
Miami Valley Regional Planning Commission	Dayton	OH
Sandusky County	Fremont	OH
City of Springfield	Springfield	OH
Clinton County Regional Planning Commission	Wilmington	OH
Village of Gays Mills	Gays Mills	WI
City of La Crosse	La Crosse	WI

Region VI

Applicant	City	State
White River Planning and Development District, Inc.	Batesville	AR
Southwest Arkansas Planning and Development District, Inc.	Magnolia	AR
Lafayette City-Parish Consolidated Government	Lafayette	LA
Evangeline Economic & Planning District Council, Inc.	Lafayette	LA
University of Louisiana at Monroe	Monroe	LA
City of New Orleans	New Orleans	LA

Northwest Louisiana Council of Governments	Shreveport	LA
City of Vidalia	Vidalia	LA
Mid Region Council of Governments	Albuquerque	NM
North Central New Mexico Economic Development District	Santa Fe	NM
Santa Fe County	Santa Fe	NM
Grand Gateway Economic Development Association	Big Cabin	OK
Choctaw Nation of Oklahoma	Durant	OK
The City of Enid, Oklahoma	Enid	OK
Association of Central Oklahoma Governments (ACOG)	Oklahoma City	OK
Otoe-Missouria Tribe	Red Rock	OK
Indian Nations Council of Governments (INCOG)	Tulsa	OK
Two Hundred West main Sinton Transitional Home	Aransas Pass	TX
North Central Texas Council of Governments	Arlington	TX
Central Texas Council of Governments	Belton	TX
Brazos Valley Council of Governments	Bryan	TX
Diamonds of Dallas Community Development Corporation	Dallas	TX
Deep East Texas Council of Governments	Jasper	TX
East Texas Council of Governments	Kilgore	TX
Lower Rio Grande Valley Development Council	McAllen	TX

Region VII

Applicant	City	State
Southwest Iowa Planning Council	Atlantic	IA
City of Perry	Perry	IA
Siouxland Interstate Metropolitan Planning Council	Sioux City	IA
Flint Hills Regional Council, Inc.	Ogden	KS
Regional Economic Area Partnership	Wichita	KS
North East Community Action Corporation	Bowling Green	MO
County of Cass, Missouri	Harrisonville	MO

Region VIII

Applicant	City	State
Eagle County	Eagle	CO
Weld County	Greeley	CO
Southeast Colorado Resource Conservation & Development Inc.	Lamar	CO
Yellowstone Business Council dba YBP	Bozeman	MT
National Affordable Housing Network, Inc.	Butte	MT
Opportunity Link, Inc.	Havre	MT
NDSU Research & Technology Park, Inc.	Fargo	ND
Ogden City Corporation	Ogden	UT
Six County Association of Governments	Richfield	UT
Lincoln County Wyoming	Kemmerer	WY

Region IX

Applicant	City	State
Cibecue School Board of Directors	Cibecue	AZ
Maricopa Association of Governments	Phoenix	AZ
Claire Robinson	Altadena	CA
Kern Council of Governments	Bakersfield	CA
Northern Rural Training and Employment Consortium	Chico	CA
Bear River Band of Rohnerville Rancheria	loleta	CA
Los Angeles County Metropolitan Transportation Authority	Los Angeles	CA
Poverty Solutions, Inc.	Los Angeles	CA
Community Development Commission, County of Los Angeles	Monterey Park	CA
Metropolitan Transportation Commission	Oakland	CA
City of Santa Ana	Santa Ana	CA
County of Kauai	Lihue	HI
Single Family Services	North Las Vegas	NV
Truckee Meadows Regional Planning Agency	Reno	NV
Tahoe Metropolitan Planning Organization	Stateline	NV

Region X

Applicant	City	State
Juneau Economic Development Council	Juneau	AK
Native Village of Kotzebue	Kotzebue	AK
Nez Perce Tribe	Lapwai	ID
Community Planning Association of Southwest Idaho (COMPASS)	Meridian	ID
Southern Oregon Regional Economic Development Inc.	Medford	OR
Cowlitz-Wahkiakum Council of Governments	Kelso	WA
Confederated Tribes and Bands of the Yakama Nation	Toppenish	WA
Clark County	Vancouver	WA

Lane Livability Consortium
Memorandum of Understanding

WHEREAS, In June 2009, the U.S. Departments of Housing and Urban Development (HUD), Transportation, and the Environmental Protection Agency announced the creation of an interagency partnership and Sustainable Communities Regional Planning Grant Program that would support regions who committed to work collaboratively across jurisdictional boundaries to create "Regional Plans for Sustainable Development";

WHEREAS, as part of the application process a group of 10 organizations composed of local governments, metropolitan and transportation planning organizations, nonprofit community-based organizations, public and private sector organizations, and educational institutions were organized to form a collaborative called the "Lane Livability Consortium" (Consortium) that could be expanded over time to include additional members;

WHEREAS on behalf of the Consortium, the Lane Council of Governments (LCOG), as lead applicant, submitted an application (Project) to HUD and was subsequently selected as one of 45 recipients of the first round of Sustainable Communities grants in 2010;

WHEREAS, at the time of the application the Consortium participants (Parties) agreed to enter into a formal Consortium Agreement (Agreement) to fully participate in the Project and commit themselves to bring the Project forward and provide the budgeted staff support to it.

NOW THEREFORE, the Parties hereto agree as follows:

I. Consortium Participants
This Agreement is entered into by members of the Consortium, as follows:

- Lane Transit District
- City of Eugene
- City of Springfield
- St. Vincent de Paul Society of Lane County
- University of Oregon, Sustainable Cities Initiative
- University of Oregon, Community Planning Workshop

- Lane County
- Housing And Community Service Agency of Lane County
- Central Lane Metropolitan Planning Organization
- Lane Council of Governments
- Oregon Department of Transportation
- Eugene Water & Electric Board

Purpose of the Agreement: The purpose of this Memorandum of Understanding is to outline how the Parties plan to work together to ensure effective function of the Consortium and successfully complete the Project.

Consortium members will ensure that any regional discussions occur within the current governance framework and within adopted policies and procedures of the respective jurisdictions or agencies. To ensure accountability and successful completion of the project activities, subgrantee contracts will be developed to clarify specific deliverables, time frames and reporting requirements.

II. Goals

- To provide a regional forum for improving our economic health, providing affordable housing, and increasing transportation choices;
- To build regional and organizational capacity for sustainable community planning and development;
- To better integrate core community planning functions, especially in the areas of affordable housing, economic development and transportation;
- To make our public engagement programs more effective by ensuring outreach is equitable and inclusive;
- To incorporate emerging public policy issues such as public health and climate change into our existing regional plan for sustainable development;
- To identify infrastructure investment strategies that use our limited public resources wisely and sustainably for multiple community benefits;
- To identify ways of monitoring and measuring progress towards sustainable community outcomes; and
- To consistently incorporate evaluation and learning opportunities into our work.

III. Roles/Commitments

The Consortium will work together to successfully carry out the activities within the general timing outlined in the Lane Livability's Work Plan (see Attachment A). Specific work plan deliverables, milestones, and schedules will be more fully developed by the Consortium.

Consortium member agencies will designate a primary and a backup delegate to serve as points of contact for their agency and to participate in the Consortium Steering Committee meetings[1].

The Project Manager will work with Consortium participants to develop a communication plan that ensures accountability to policymakers and decision-makers of respective Parties, including providing regular reports and updates, as needed.

Any Consortium member may terminate its membership in the Partnership upon written notice from the organization's Executive Director or Chief Executive Officer. Before any Consortium member terminates their participation in this agreement, the Consortium member agrees to give the Consortium notice of its desire to withdraw and reasons for withdrawal to the Consortium. All Consortium members commit to work to preserve the Consortium, and wherever it is consistent with the goals of the Consortium, to accommodate the concerns of any member who is seeking to withdraw, in order to prevent such a withdrawal and preserve the Consortium. Termination of Consortium member status shall not relieve a member of any responsibilities or liabilities already incurred.

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[1] The University of Oregon will provide one representative to the Consortium.

The following table represents relative levels of involvement by agency for the tasks presented in the project work plan.

Key
- ◆ Task Lead Agency
- ■ Task Contributor, Key Partner (High Level)
- ☐ Task Contributor, Support Role (Mid-Level)
- • Task Contributor, Review Role (Low-Level)

Task	LCOG	Eugene	Springfield	Lane County	EWEB	HACSA	LTD	MPO	ODOT	St. Vincent de Paul	UO Sci	UO CPW
1.0 Lane Livability Consortium												
1.1 Program/Purpose	◆	•	•	•	•	•	•	•	•	•	•	
1.2 Organizational Structure	◆	•	•	•	•	•	•	•	•	•	•	
1.3 Communications Plan	◆	•	•	•	•	•	•	•	•	•	•	
1.4 Focus Areas/Teams	◆	■	☐	■	■	☐	☐	■	☐	■	☐	
1.5 Other Partners/Stakeholders	◆	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
1.6 Meetings/Project Management	◆	■	■	■	■	☐	■	■	■	■	■	
1.7 Public Engagement Groundwork	◆	•	•	•	•	•	•	•	•	•	•	
1.8 Data Plan	◆	■	■	■	☐	☐	☐	■	☐	☐	☐	
2.0 Sustainability Baseline Analysis: Public Engagement												
2.1 Framework	◆	☐	☐	☐	•	☐		☐		☐	•	
2.2 Assess Existing Programs	◆	☐	☐	☐	•	☐	☐	■	☐	■		
2.3 Participatory Research Program	■										◆	
3.0 Sustainability Assessment: Regional Plan												
3.1 Framework	■	☐	☐	☐	•		•	☐	☐	☐	•	◆
3.2 Core Area Reports	■	■	☐	■	☐	•	■	■	☐	☐	☐	◆
3.3 Integration Analysis	■	☐	☐	☐	☐	☐	☐	☐	☐	☐	•	◆
3.4 Final Sustainability Assessment	■	•	•	•	•	•	•	•	•	•	•	◆
4.0 Climate Change Planning												
4.1 Data and Modeling	■	☐	☐	☐			☐	◆	■			
4.2 Equity Considerations	☐	•	•	•	•	•	•	◆	•	■		
4.3 Land Use/Transportation Integration	■	■	■	☐			■	◆	■		☐	
4.4 Scenario Planning Methodology	■	■	■	☐	•		■	◆	■			
4.5 GHG Reduction Strategies	•	■	■	☐	•		■	◆	■		☐	
4.6 Regional Decision-Making Strategies	■	■	■	☐	☐		☐	◆	☐			
4.7 Climate Change/GHG Reduction Public Outreach	■	•	•	•	•		•	◆	•	•	•	
4.8 Toolkit #3: Climate Change Planning	■	•	•				•	◆	•	•	•	
5.0 Triple Bottom Line Analysis												
5.1 Triple Bottom Line Tool	■	■	■	■	☐	•	■	■	☐	■	◆	
5.2 Equity Atlas	◆	•	•	•	•	•	•	•	•	•	•	
6.0 Emerging Issues												
6.1 Climate Change	■	☐	☐	☐				◆				
6.2 Public Health	◆	☐	☐	☐				■				
6.3 Social Equity	◆	☐	☐	☐		☐		■		☐	■	
7.0 Lessons Learned												
7.1 Regional Plan Improvements	◆	■	■	☐	☐	•	☐	•	☐	•	•	
7.2 Collaborative Planning Models	◆	■	■	☐	☐	•	☐	•	☐	•	•	
7.3 Collaborative Decision-Making Models	◆	■	■	☐	☐	•	☐	•	☐	•	•	
7.4 Performance Measures	◆	■	■	☐	☐	•	☐	•	☐	•	•	
7.5 Defining our Region(s)	◆	■	■	■	☐	•	☐	•	☐	•	•	
8.0 Capacity Building												
8.1 Agency/Organization Staff	◆	■	■	☐	☐	•	•	■	☐	■	•	
8.2 Organizational Capacity	◆	■	■	•	•	•	•	■	•	■	•	
8.3 Leadership Capacity	◆	■	■	•	•	•	•	■	•	■	•	
8.4 Toolkit Chapter 4	◆	•	•	•	•	•	•	•	•	•	•	
9.0 Community Investment Strategy												
9.1 CIP Inventory	◆	☐	☐	☐	•	•	☐	☐	☐	•	•	
9.2 Finance Plan	◆	☐	☐	☐	•	•	☐	☐	☐	•	•	
9.3 Regional Investment Strategy	◆	■	■	■	☐	•	☐	■	☐	■	•	
9.4 Public Outreach	◆	☐	☐	☐	☐	☐	☐	■	☐	☐	•	
9.5 Toolkit Chapter 5	◆	•	•	•	•	•	•	•	•	•	•	
10.0 Next Steps												
10.1 Catalytic Project Prospectus	◆	■	■	■	•	•	•	•	•	•	•	
10.2 Implementation Agreements	◆	•	•	•	•	•	•	•	•	•		
10.3 Ongoing Funding	◆	•	•	•	•	•	•	•	•	•		
11.0 Project Close												
11.1 Project Evaluation	◆	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
11.2 Final Toolkit	◆	•	•	•	•	•	•	•	•	•	•	

IV. Responsibilities of Consortium Members

1. Provide the necessary institutional support for the Project Steering Committee representatives to complete their responsibilities.
2. Support a culture of discussion and communication among the Consortium members.
3. Contribute to the efficient flow of information and access to relevant data.
4. Give due consideration to proposals, tools and strategies brought forth by the Project Steering Committee.

V. Lane Livability Consortium Structure

The core elements of the Consortium include the following:

Consortium Agencies. The Lane Livability Consortium (Consortium) provides a regional forum for discussion and consensus building on issues of importance to the Eugene-Springfield area and to serve as a resource for information, collaboration, and technical assistance between the Parties. The Consortium is comprised of those agencies included as signatories to this MOU.

Project Manager. The Project Manager will oversee the Sustainable Communities Regional Planning Grant administration; provide leadership in meeting the goals and intended outcomes of the Project; implement the overall Project communication plan and support the Consortium agencies in their outreach efforts; facilitate conflict resolution between Consortium members; investigate opportunities to recruit additional membership to the Consortium; manage the day-to-day operations of the Project and reporting to the Consortium; and serve as the Liaison to HUD for the project and for the Consortium.

Project Steering Committee. The Project Steering Committee is comprised of one representative staff member from each of the Consortium Agencies. The Steering Committee shall have the following functions and responsibilities:

- Meet regularly to coordinate, collaborate, and complete tasks.
- Receive reports from Focus Area Teams and include Focus Area Team recommendations / proposals as part of the deliberation on issues to be considered by the Consortium ;
- Decide upon measures to ensure the effective day-to-day coordination and monitoring of the progress of the technical work affecting the Project as a whole;
- Discuss emerging trends and strategies for addressing common Consortium issues.
- Provide on-going public information, presentations, and outreach about the program purpose and activities.
- Identify and investigate opportunities to recruit additional membership to the Consortium;
- Identify and engage stakeholders as may be needed to meet the long-range goals of the Project.
- Develop proposals, strategies and tools relating to public outreach and engagement, policies, planning and decision-making processes, and funding issues.

- Initiate reports, plans, and studies, as needed, to communicate and coordinate proposals, priorities, and activities, and collaborate with other organizations and interests on sustainability issues.
- Serve as primary conduits of information between their agencies and the Consortium. Consortium members shall coordinate with Management and Elected Officials of their respective agencies, as appropriate, to ensure that Consortium activities are consistent with Party goals for the Project.

The Consortium is an advisory body and is intended to provide assistance to partner agencies as and when requested and as an adjunct and available resource for on-going mandated projects. Decisions will be in the form of reports and/or proposals to agency staff. The tools and strategies proposed by the Consortium will serve as framework documents to advance the consideration federal Livability Principles by the appropriate implementing agencies. Assistance with communicating to agencies' boards, commissions, and decision-making bodies will be provided by the Project Manager as requested.

Focus Area Teams. Focus Area Teams may be appointed by the Project Manager or Consortium as needed. At minimum, at least one member of the Steering Committee shall serve on each Focus Area Team. Consortium representatives shall be responsible for communicating Focus Area Team discussions and recommendations to the Steering Committee and Consortium. Each team shall have a facilitator appointed by the Steering Committee who shall be responsible for assisting the team to achieve their common objectives and communicating the progress of the team.

Partners. Partners are non-voting members that have been approved by the Consortium Membership. These entities could include educational, economic, human services, public utility or other agencies such as Lane Community College; Lane Workforce Partnership; Springfield Utility Board; City of Coburg; United Way of Lane County; Travel Lane County; and Springfield and Eugene Chambers of Commerce. Partners may attend and participate in Consortium meetings and be members of teams working on Project tasks.

Stakeholders. Stakeholders are groups identified by the Consortium Membership as representing varied disciplines, such as (but not limited to) housing, educational, economic, human services, public utility or other boards, commissions, and committees. Stakeholders may attend and participate in Steering Committee meetings at the discretion of the Consortium members.

VI. Decision-Making

Steering Committee Decision-Making
Steering Committee decisions will be in the form of reports and/or proposals to agency staff. The Committee will use a **consensus decision-making process** and will foster mutual respect and a collaborative approach to problem solving. Members will seek to advance broad interests and look for win-win solutions. Consensus means that all voting members present can live with

the decision. Members are encouraged to voice and have recorded all views. Once a consensus decision has been reached, all members agree to support that decision.

If reaching consensus seems unlikely, the Steering Committee may decide to delay discussion of the item to a later date.

A quorum for decision-making purposes will be two-thirds (2/3) of the voting membership. A quorum may include teleconferencing of members, if feasible. The committee may consider non-action items with less than a quorum present. All voting members of the Steering Committee are expected to participate in all meetings or to send an alternate if applicable.

If the Steering Committee is unable to reach consensus on a decision, any member may call for a vote to close discussion and switch from consensus decision making to majority decision making using the following process: Decisions will be made by an 80% supermajority of the voting members present. A quorum is needed in order for a supermajority vote to be taken. A simple majority of voting members present may call for the end of discussion and a supermajority vote. If a vote is required, each member of the Project Steering Committee or their alternate shall be entitled to one vote.

Consortium Agencies and Decision-Making Bodies

The appropriate implementing agencies, organizations, and interests represented in the Consortium shall give due consideration to proposals brought forth by the Consortium. The following diagram depicts this due consideration:
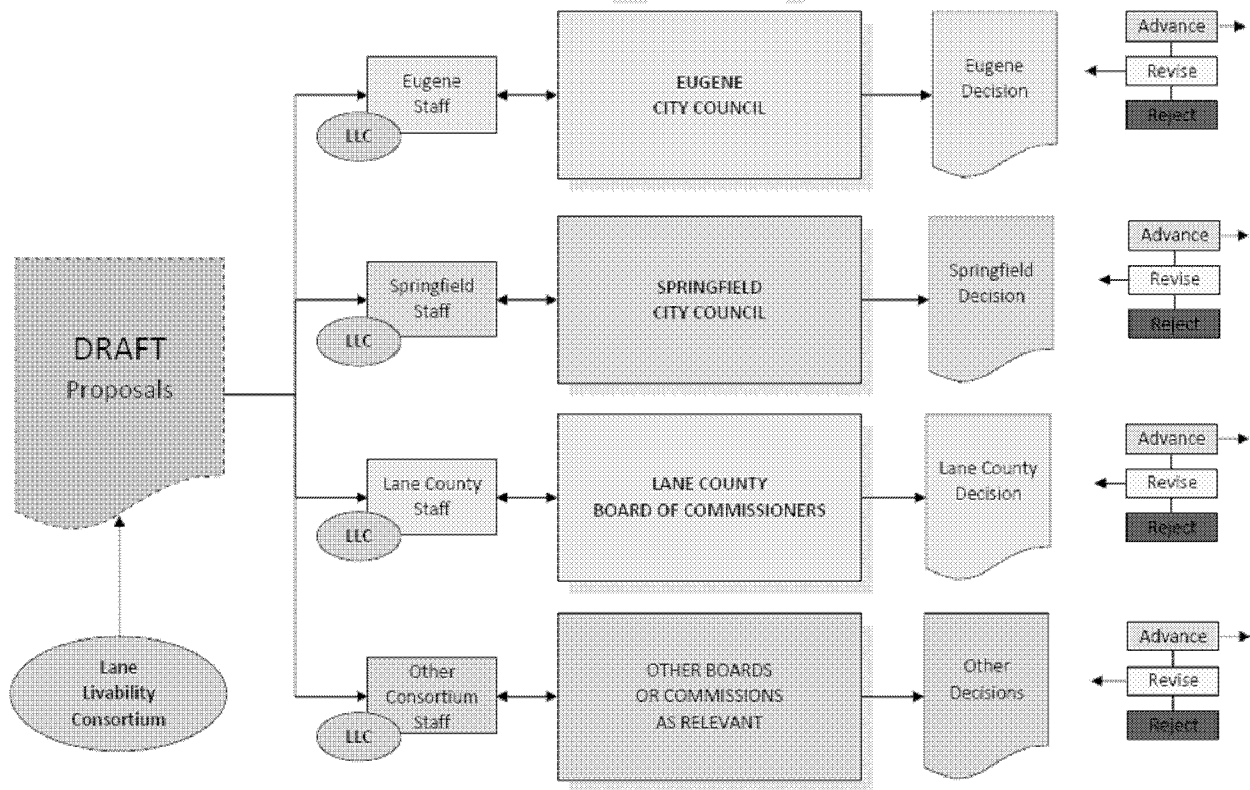
VII. Resources and Financing

The following Parties are programmed to receive grant funding in support of work activities associated with the completion of project tasks:

- Lane Transit District
- City of Eugene
- City of Springfield
- St. Vincent de Paul
- University of Oregon, Sustainable Cities Initiative

- University of Oregon, Community Planning Workshop
- Lane County
- Central Lane Metropolitan Planning Organization
- Lane Council of Governments

These agencies have also agreed to provide leveraged resources in the form of in-kind work to be established as part of subsequent contractual documents.

The following Parties are providing leveraged resources in the form of in-kind work or cash[2] to support work activities associated with the completion of project tasks:

- Housing And Community Service Agency of Lane County
- Oregon Department of Transportation
- Eugene Water & Electric Board

Nothing set forth herein constitutes a commitment to provide leveraged resources beyond the amounts specified in the contract and terms and conditions. Furthermore a party may discontinue leveraged resources whenever the reimbursement payments come in arrears or do not equal the amounts set forth in the Subgrantee Contract terms with LCOG.

VIII. Joinability

The Consortium will continue to grow over time. An ongoing task will be to reach out to potential new partners and seek their membership and active involvement. Together, the Consortium will collaborate to bring other Parties into the Consortium. The Consortium is authorized to direct the Project Manager to add new members on behalf of the entire Consortium. New members will be asked to sign the Consortium MOU.

The Consortium membership has been designed to provide an extensive diversity of interests and representation. As future members are added or representation within the membership changes, every effort shall be made to limit the amount of overlap between interest areas so that no entity or interest is able to exercise an undue voice in relation to others.

IX. Public Engagement

The Consortium will implement a wide ranging public engagement process throughout the region that prioritizes the engagement of all community residents and stakeholders, particularly groups traditionally underrepresented in public planning processes. The public involvement component will ensure the participation of a wide range of stakeholders to ensure a diversity of population, viewpoints, and issues.

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[2] The Oregon Department of Transportation is the only Party anticipated to provide a cash match.

By my signature below, my organization / agency reaffirms its commitment to serve as a member of the Lane Livability Consortium in accordance with the terms outlined in this Agreement. I understand that this Agreement will be executed in one or more counterparts, each of which will be deemed an original, but all of which will constitute one and the same instrument. The executed Agreement will be kept on file at the Lane Council of Governments.

This Agreement will become effective upon signature and may be terminated upon written notice to the Lane Council of Governments. The provisions of this Agreement will be reviewed periodically and amended or supplemented, as appropriate, as may be mutually agreed upon.

_____

Mark Pangborn, General Manager
Lane Transit District

Jon Ruiz, City Manager
City of Eugene

_____

Gino Grimaldi, City Manager
City of Springfield

Terry McDonald, Executive Director
St. Vincent de Paul

_____

Robert Liberty, Executive Director
UO Sustainable Cities Initiative

Liane Richardson, County Administrator
Lane County

_____

Larry Abel, Executive Director
Housing And Community Service Agency of Lane County

George Kloeppel, Executive Director
Central Lane Metropolitan Planning Organization

_____

George Kloeppel, Executive Director
Lane Council of Governments

Jerri Bohard, Operations Deputy Director
Oregon Department of Transportation

_____

Roger Gray, General Manager
Eugene Water & Electric Board

Bob Parker, Director
UO Community Planning Workshop

PHASE I   LANE LIVABILITY CONSORTIUM

Task 1.1   LLC Program/Purpose

Purpose: To develop a clear message about the Consortium and the project's purpose and outcomes for use by Consortium members in promoting the project, building constituencies, and completing tasks.

Activities: Draft Project Overview, discussions at Consortium Meetings

Products: Project Overview (draft completed)

Task 1.2   Organizational Structure

Purpose: To define an organizational structure for the Consortium, including an internal structure, and a structure for a regional framework for communication and operations.

Activities: Draft structure for review and acknowledgement by Consortium members. Ongoing communication as needed.

Products: Bylaws and Organization Chart/Graphic

Task 1.3   Communications Plan

Purpose: To ensure accountability to Consortium Member agencies by clarifying roles and responsibilities for internal and external communications. To identify stakeholder audiences and information/messaging needs and opportunities.

Activities: Draft communications plan for review and acknowledgment by Consortium members. Include training components as needed.

Products: Stakeholder Database; Consortium Member Contact List; Internal Consortium Communications Plan and Diagram(s); External Communications Plan and Diagram(s)

Task 1.4   Focus Area/Teams

Purpose: To identify range of focus areas and teams responsible for leadership for specific interest areas, activities and/or products.

Activities: Consortium meeting discussions.

Products: Team/Focus Area Roster (people, purpose)

Task 1.5   Other Partners/Stakeholders

Purpose: To continue to build the Consortium with additional partners and stakeholders as may be needed to meet the long range goals of the project.

Activities: Stakeholder identification, ongoing public information, presentations, outreach.

Products: Informational packets; Existing electronic and printed newsletters/memos; Stakeholder information updates.

Task 1.6   Meetings/Project Management

Purpose: To provide a regional forum for sustainable community planning and development, and to help build capacity of staff, agencies and decision-makers towards sustainable outcomes.

Activities: Scheduling, convening, facilitating, and documenting Consortium meetings. Managing day-to-day activities, including contract administration and program leadership. Facilitating communications and information exchange within the

	Consortium and with stakeholders, including management of on-line collaboration tool.
Products:	Meeting agendas, materials, and summary notes/reports. Public notices, as needed. Billing narratives and invoices and bi-annual HUD-mandated reports.

Task 1.7   **Public Engagement Groundwork**

Purpose: To prepare for informing the public and interested parties about the activities of the Lane Livability Consortium.

Activities: Develop website and begin preparing public engagement materials, including fact sheets, press releases, and other materials. Ongoing communication including website posting, public presentations, newsletters or other media (throughout the project).

Products: Program website; Fact sheets, press releases, and other materials; Presentation(s); Interested Parties List.

Task 1.8   **Data Plan**

Purpose: To assess existing data collection and determine whether any gaps exist for measuring long-term outcomes as identified in the grant.

Activities: Inventory and assess existing data sources and performance measures within Consortium agencies and regionally. Identify gaps in data sources. Completion of data plan, including ongoing data collection and data sharing agreements for measuring long-term outcomes. Investigate opportunities for data visualization techniques.

Products: Data Inventory; Final Data Plan

PHASE II   **SUSTAINABILITY BASELINE ASSESSMENT**

Task 2.1   **Public Engagement Assessment Framework**

Purpose: To develop a framework for assessing current public engagement activities within the region, focusing on access and participation levels of typically underrepresented groups and individuals.

Activities: Consortium meeting(s), research, draft framework for review and comment, final framework documentation.

Products: Public engagement assessment framework (draft and final)

Task 2.2   **Assess Existing Public Engagement Programs**

Purpose: To assess current public engagement activities within the region, focusing on access and participation levels of typically underrepresented groups and individuals. To identify existing best practices and areas for improvement. Adapt existing or develop new public engagement tools, materials and processes based upon results of evaluation.

Activities: Inventory and assess existing public engagement programs, activities, and policies within Consortium agencies and regionally.

Products: Program Inventory; Program Assessment(s); Draft Assessment document for review and comment; Final Public Engagement Assessment; Best Practices; New,

revised and/or adapted public engagement tools, materials, and processes; Toolkit #1: Sustainability in Public Outreach

Task 2.3 **Participatory Research Program**
Purpose: To develop proposals for outreach strategies for better involving under-represented members of our community to make sure that public input is a reliable resource for decision-makers.
Activities: Participatory research with the Latino community; Workshops, informal focus groups, in-depth interviews, and other participatory techniques.
Products: Proposals for increasing engagement of the Latino community; Effective social and economic indicators; Guidance for how findings may apply to other under-represented communities

Task 3.1 **Regional Plan Assessment Framework**
Purpose: To develop an assessment framework, evaluation strategies, and processes for describing and assessing sustainability of regional plans and planning activities.
Activities: Consortium meeting(s), research, draft framework for review and comment, final framework documentation.
Products: Regional Planning Assessment Framework (draft and final)

Task 3.2 **Core Area Reports**
Purpose: To collect needed data and develop findings within each core planning function (Economic Development, Affordable Housing, and Transportation), as well as supporting areas such as Natural Resources, Water Infrastructure, and Energy, to inform the Sustainability Assessment.
Activities: Data collection and research of plans and processes, documentation, presentation, review and comment
Products: Economic Development Program Inventory and Assessment; Affordable Housing Program Inventory and Assessment; Transportation Program Inventory and Assessment; Additional Inventories and Assessments, as desired (e.g. Energy and Water, Recreation and Open Space, and Natural Resources)

Task 3.3 **Integration Analysis**
Purpose: To identify planning program areas that could be further integrated with one another to support sustainability outcomes.
Activities: Data collection and research of plans and processes, documentation, presentation, review and comment
Products: Assessment of Integrated Components with Regional Planning (Draft and Final)

Task 3.4 **Final Sustainability Assessment**
Purpose: To develop a final Sustainability Assessment report with proposals for additions and revisions for existing plans and planning programs.
Activities: Draft document, interviews and/or workshops with constituent groups, presentations, public input and preparation of final documents.
Products: Sustainability Assessment of Regional Planning (draft and final); Toolkit #2: Sustainability Assessments

PHASE III   CLIMATE CHANGE PLANNING

Task 4.1   Data & Modeling
Purpose: To assess, obtain and implement the data and the modeling tools necessary to conduct planning to reduce transportation sector GHG emissions within the MPO region. To train local and MPO staff as needed to use modeling and other technological tools for GHG planning purposes.
Activities: Inventory of needed data, identified data sources, and data acquisition plan. Development of appropriate modeling tools. Staff training programs. Coordination with other Oregon MPOs and ODOT.
Products: GHG Data Plan; GHG Modeling Plan; GHG Modeling and Technologies Training Program

Task 4.2   Equity Considerations
Purpose: To assess the potential impacts on low-income and other Title VI populations relative to various GHG reduction strategies.
Activities: Environmental justice assessments, demographic and socioeconomic research and analysis, and stakeholder input. Coordination with ODOT regarding Statewide GHG policies.
Products: Memo summarizing findings and presenting recommended evaluation methodologies.

Task 4.3   Land Use/Transportation
Purpose: To identify best practices for more integrated land use and transportation planning.
Activities: Assessment of current transportation and land use planning in the Central Lane MPO. Research of best practices and development of planning process improvements.
Products: Memo summarizing findings and presenting recommended evaluation methodologies.

Task 4.4   Scenario Planning Methodology
Purpose: To identify a preferred methodology for conducting scenario planning in the Central Lane MPO for the purposes of GHG reduction.
Activities: Presentation, evaluation, and selection of scenario planning methodology, baseline inputs, planning variables to be tested, and evaluation criteria.
Products: Scenario Planning Methodology Presentations; Proposed Methodology

Task 4.5   GHG Reduction Strategies
Purpose: To develop a set of locally relevant and feasible GHG reduction strategies for use in scenario planning.
Activities: Presentation, evaluation, and selection of GHG Reduction Strategies to be tested in regional scenario planning based upon the GHG Planning Toolkit developed by ODOT and DLCD.
Products: GHG Toolkit Presentations; Proposed GHG Reduction Strategies

Task 4.6   Regional Decision-Making Framework

Purpose: To develop a framework for cooperatively selecting a preferred alternative.

Activities: Discussions with local jurisdictions to develop draft. Presentations and discussions with decision-makers, such as Eugene and Springfield City Councils, Lane County Board of Commissioners, Lane Area Commission on Transportation, Joint Elected Officials, and/or LCOG Board of Directors.

Products: Presentation(s); Draft Framework; Final Framework

Task 4.7   **Climate Change/GHG Reduction Public Outreach**

Purpose: To inform, educate, and involve the community in regional GHG reduction efforts specific to the transportation sector.

Activities: Website development and maintenance; outreach to existing stakeholder groups; community-wide workshop and/or open house.

Products: Project Website GHG Component; Public involvement materials, including presentations, fact sheets, comment sheets; Public comment summary report(s)

Task 4.8   **Toolkit Chapter 3**

Purpose: To develop a toolkit for local jurisdictions to conduct scenario planning in compliance with the Oregon Sustainable Transportation Initiative.

Activities: Documentation of GHG planning components, including data and modeling requirements, equity considerations, land use/transportation planning integration strategies, scenario planning methodology, GHG reduction strategies, regional decision-making, and public outreach and engagement.

Products: GHG Planning Toolkit

PHASE IV   **SMART COMMUNITIES: Closing the Gaps**

Task 5.1   **Triple Bottom Line Tool**

Purpose: To develop a tool that provides a framework for considering environmental, economic and human outcomes in decision making, recognizing that issues and topics cannot be evaluated or addressed in isolation; using sustainability as a unifying concept to integrate and connect topics.

Activities: Research and evaluation of existing triple bottom line assessment tools, including use for policy, process and capital projects; presentation to Consortium; development of preferred tool

Products: Research findings; Draft Triple Bottom Line Tool; Final Triple Bottom Line Tool, including instructions, data needs, training tools

Task 5.2   **Equity Atlas**

Purpose: To develop resources that will allow for visual representation of communities of concern and their access opportunities to affordable housing, jobs, transit, schools, parks, shopping, and other community resources and amenities. Use this resource to consider how to distribute the burdens and benefits of policy and infrastructure choices.

Activities: Research and evaluation of equity atlas tools (e.g. Portland) and methodology, inventory data sources and opportunities, presentation to Consortium, development of mapping tools and reports

Products: Research findings; Draft and Final Equity Atlas, including methods and reports

Task 6.1   Climate Change/GHG
Purpose: To develop implementable strategies in support of climate change planning and
               GHG reduction within appropriate regional planning documents.
Activities: Draft proposals for agency consideration.
Products: Draft and final Climate Change/GHG planning proposals.

Task 6.2   Public Health
Purpose: To develop implementable strategies in support of public health within
               appropriate regional planning documents.
Activities: Draft proposals for agency consideration.
Products: Draft and final Public Health planning proposals.

Task 6.3   Social Equity
Purpose: To develop implementable strategies in support of social equity within
               appropriate Metro planning documents.
Activities: Draft proposals for agency consideration.
Products: Draft and final Social Equity planning proposals.

Task 7.1:   Regional Plan Improvements
Purpose: To promote implementable strategies within a specific set of local and regional
               plans in support of more sustainable planning outcomes.
Activities: Inventory and assessment of applicable local and regional plans, discussion with
               Consortium, final documentation.
Products: Regional Plan for Sustainable Development: Improvement Strategies

Task 7.2   Collaborative Planning Models
Purpose: To develop proposals to support more collaborative planning processes within
               the region towards more efficient and more sustainable outcomes.
Activities: Develop draft document based on findings of Task 3.0 Sustainability Assessment
               of Regional Plans. Include guidance for new planning models, with a focus on
               core areas of transportation, housing, and economic development, and new
               components of climate change, public health, and social equity.
Products: Regional Plan for Sustainable Development: Collaborative Planning

Task 7.3   Collaborative Decision-Making Models
Purpose: To develop proposals for efficient regional decision-making in support of more
               sustainable outcomes.
Activities: Develop draft document based on findings of Task 3.0 Sustainability Assessment
               of Regional Plans. Include guidance for collaborative decision-making models, in
               core areas of transportation, housing, and economic development, and
               components of climate change, public health, and social equity.
Products: Regional Plan for Sustainable Development: Collaborative Decision-Making

Task 7.4   Performance Measures
Purpose: To identify existing and develop new performance measures for evaluating
               progress in meeting regional sustainability objectives.

Activities: Develop draft document based on findings of Task 3.0 Sustainability Assessment of Regional Plans. Include proposals for new performance measures, with a focus on core areas of transportation, housing, and economic development, and new components of climate change, public health, and social equity. Identify baseline and ongoing data and data collection needs.

Products: Regional Plan for Sustainable Development: Performance Measures

Task 7.5 **Defining Our Region(s)**

Purpose: To understand the complexity of varying definitions of our region and how they provide opportunities or present barriers towards meeting important goals.

Activities: Develop draft document based on findings of Task 3.0 Sustainability Assessment of Regional Plans.

Products: Regional Plan for Sustainable Development: Defining Our Region(s)

Task 8.1 **Agency/Organization Staff**

Purpose: To develop strategies for building capacity of individual staff within partner agencies supporting full cost accounting that considers the social, environmental and economic costs, and more integrated decision making.

Activities: Identify current gaps in understanding and expertise. Develop training materials for use by agency staff in a wide range of disciplines.

Products: Training Module relating to Regional Plan for Sustainable Development focusing on new plan components, planning processes, and performance measures. Focus training modules for planners in transportation, land use, affordable housing, and economic development.

Task 8.2 **Organizational Capacity**

Purpose: To develop strategies for building organizational capacity of Consortium member agencies, supporting full cost accounting that considers the social, environmental and economic costs, and more integrated decision making.

Activities: Identify current gaps in organizational processes related to sustainability planning. Develop strategies for building organizational capacity in support of more sustainable outcomes.

Products: Organizational development strategies in support of sustainability. Focus on sharing new decision-making models and ideas to redefine the region.

Task 8.3 **Leadership Capacity**

Purpose: To develop a program for building regional leadership in sustainability.

Activities: Develop a draft leadership-building program based on findings to-date. Present to public- and private-sector regional leadership groups for review and discussion. Prepare final program outline and supporting materials. Identify current training and leadership development venues for potential integration or enhancement of existing programs.

Products: Leadership in Sustainability Program outline and supporting materials.

Task 8.4 **Toolkit Chapter 4**

Purpose: To document capacity building framework, strategies, and tools to ensure ongoing learning and development. To share lessons learned with other agencies.

Activities: Compile framework, strategies, and tools used and tested in Tasks 7.1, 7.2, and 7.3 in easy-to-use toolkit. Develop program for promoting and sharing the toolkit.

Products: Toolkit #4: Capacity Building

PHASE V   MOVING PLANS TO ACTIONS

Task 9.1   CIP Inventory

Purpose: To compile, document, and map a comprehensive list of capital improvement plans within the region, including project types, agencies involved, estimated costs, project goals, other project partners, funding sources, and agency priorities.

Activities: Inventory existing capital improvement plans for infrastructure, including transportation, affordable housing, water, stormwater, and wastewater systems, energy/electricity, natural resource enhancement, parks and open space, and facilities such as fire and police stations, schools, hospitals, and maintenance and operations facilities. Conduct extensive review process with facilities planning and development entities in the region, including local, state, and federal agencies, as well as relevant non-profits.

Products: CIP Inventory document and mapping.

Task 9.2   Finance Plan

Purpose: To compile and document a comprehensive list of public revenue needs and funds available for the completion of capital improvements included in the CIP Inventory developed in Task 8.1

Activities: Inventory private or foundation, local, state, and federal funds currently received within the region on an ongoing or consistent basis. Identify existing gaps. Assess potential for additional funding or identify alternative funding sources. Identify potential synergies between programs as well as existing conflicts or barriers to coordination.

Products: Public Infrastructure Finance Plan

Task 9.3   Regional Investment Strategy

Purpose: To assist local agencies in developing a coordinated strategy for investing in and obtaining support for public and private infrastructure. To identify opportunities for meeting multiple sustainability objectives in cost-effective and collaborative ways. To build a framework for developing regionally-significant infrastructure that meets local objectives and priorities for sustainable economic development.

Activities: Present findings of CIP Inventory and Finance Plan tasks to key economic development stakeholders. Engage state and federal funding agencies to help eliminate barriers to innovative development. Develop relationships with new organizations able to provide sustained funding. Facilitate local agency collaboration in development of a range of viable alternatives.

Products: Regional Investment Strategy (Draft and Final)

Task 9.4   **Regional Investment Public Outreach**

Purpose: To involve key stakeholders in considering alternative regional investment strategies, and to obtain support for priorities.

Activities: Conduct public outreach to provide opportunities for public review and comment on the draft alternatives. Develop set of evaluation criteria; involve public in prioritizing proposals.

Products: Regional Investment Strategy presentations and public information materials; Summary Report (Draft and Final)

Task 9.5   **Toolkit Chapter 5**

Purpose: To document the framework, strategies, and tools needed for developing a regional investment strategy for public infrastructure in support of sustainable economic development.

Activities: Documentation of methodologies for CIP Inventory and Finance Plan, and public outreach and engagement. Development of tools and/or templates for use by other agencies and jurisdictions.

Products: Toolkit #5: Regional Investment Strategies

Task 10.1   **Catalytic Project Prospectus**

Purpose: To position the region to implement a catalytic capital project or set of projects based on the findings of the Regional Investment Strategy.

Activities: Detailed project scoping, project review and analysis, development of capital and operational cost estimates and identification of preliminary funding sources. Completion of triple-bottom line assessment.

Products: Project Overview document (1-2 page summary); Concept drawing(s) as necessary to communicate project; Project Prospectus, including detailed project information and list of implementing agencies; Preliminary capital and operating budget estimates; Memo presenting findings of triple-bottom line analysis

Task 10.2   **Implementation Agreements**

Purpose: To develop agreements among agencies needed to implement Catalytic Project(s).

Activities: Development of draft agreements for review and comment. Production of final agreements.

Products: Draft and final Implementation Agreements

Task 10.3   **Ongoing Funding**

Purpose: To pursue and obtain funding for the implementation of livability projects and programs throughout Lane County.

Activities: Outreach to public-, private-, and non-profit partners, grant-writing, and ongoing resource development.

Products: Informational brochures; Web-based information; Grant applications.

Task 11.1   **Project Evaluation**

Purpose: To conduct an end-of-grant project evaluation. To identify ongoing measuring/monitoring activities related to long-term outcomes of the grant.

Activities: Evaluation of progress in completing deliverables, and meeting short-term project outcomes. Evaluation of Lane Livability Consortium and Consortium Steering Committee process and products.

Products: Project Evaluation Report (Draft and Final); Template for reporting ongoing performance measures

Task 11.2   Final Toolkit

Purpose: To incorporate the various toolkits developed throughout the grant into a comprehensive package, both hard-copy and web-based.

Activities: Minor updates to individual toolkits as needed to be current. Document production, web content development. Toolkit promotion and outreach as desired.

Products: Final Sustainability Toolkit hard-copy document; Final Sustainability Toolkit web-based