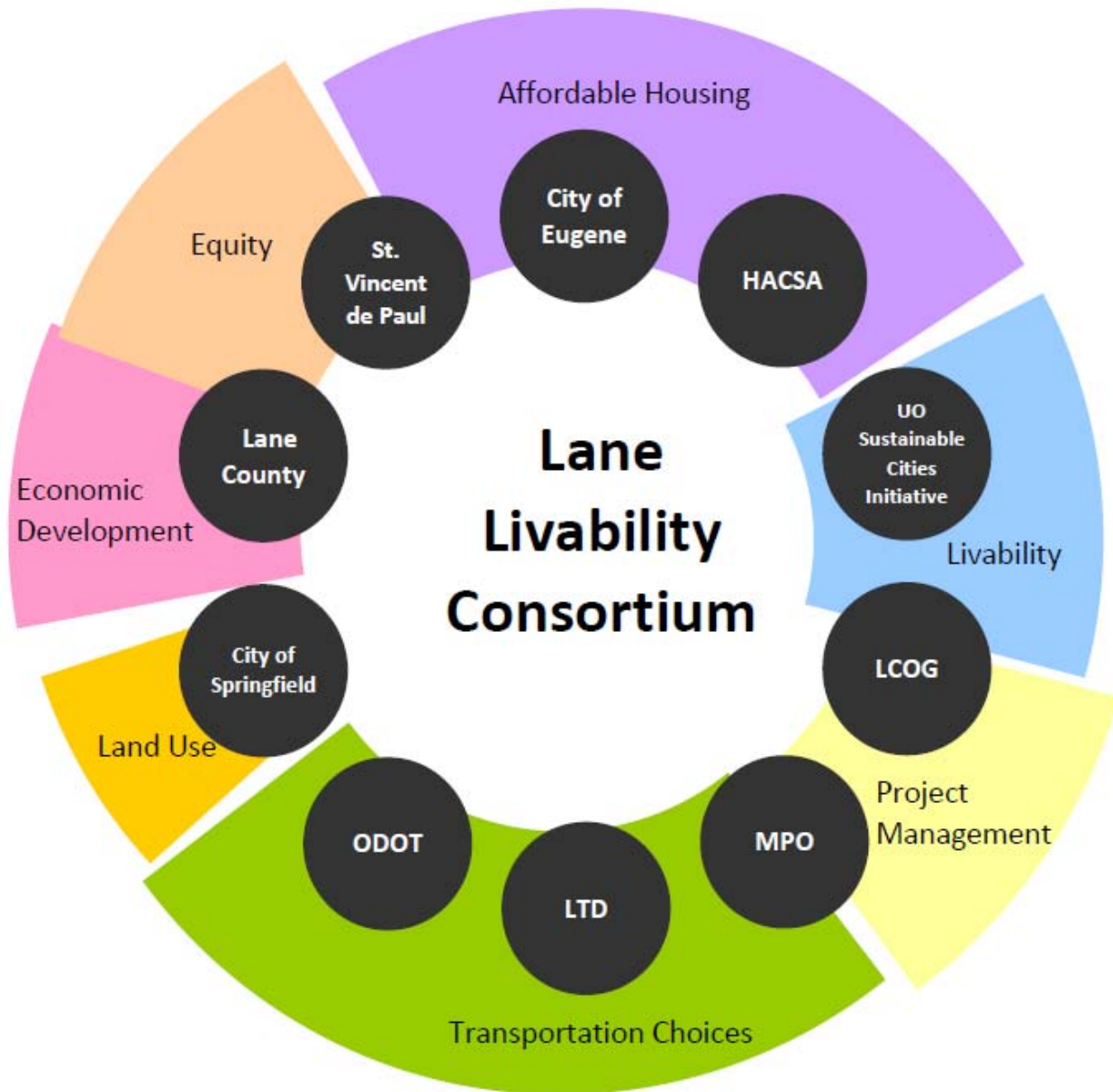


Lane Livability Consortium

SMART Communities Project



Prepared by Lane Council of Governments
Eugene, Oregon

Lane Livability Consortium SMART Communities Project

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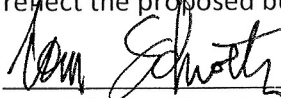
Memorandum of Understanding

We, the undersigned, are staff or lead decision makers within our agencies or nonprofit entities. We have participated in or been consulted concerning the proposed Sustainable Communities Regional Plan grant application being prepared by Lane Council of Governments.

The proposed program of improving the regional plan to enhance sustainability in the region reflects key elements of our entities' current and future planning. Because the proposed project is central to developing a more sustainable vision and set of practices for our entity, we anticipate that, if the application is approved, our entity will agree to the proposed Memorandum of Understanding (MOU) and fully participate in the project as proposed, and as outlined in the attached table.

Following the award of the grant to LCOG, we as staff will work for immediate adoption of the MOU and will then initiate participation in the Sustainable Communities Regional Plan Project.

Our signatures below indicate our understanding that our entity can and will commit to bring this project forward and to provide the budgeted staff support to it. The dollar amounts after our signatures reflect the proposed budget of the LCOG project and our entities' commitment to the project.




Tom Schwetz, Development Director

Lane Transit District

Proposed Match: \$53,500

Proposed Payment: \$89,000

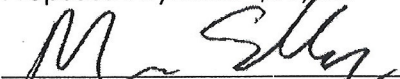


Gino Grimaldi, City Manager

City of Springfield

Proposed Match: \$25,000

Proposed Payment: \$70,000



Marc Schlossberg, Co-Director

Sustainable Cities Initiative

Proposed Match: \$200,000

Proposed Payment: \$180,000



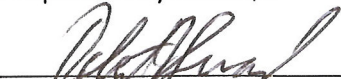
Larry Abel, Executive Director

Housing & Community Service Agency

Agency of Lane County

Proposed Match: \$25,600

Proposed Payment: \$0

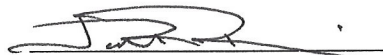


Bob Swank, Associate Director

Lane Council of Governments

Proposed Match: \$105,000

Proposed Payment: \$1,225,300



Jon Ruiz, City Manager

City of Eugene

Proposed Match: \$43,500

Proposed Payment: \$115,000

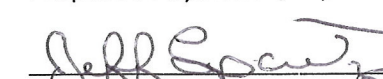


Terry McDonald, Executive Director

St. Vincent de Paul

Proposed Match: \$10,470

Proposed Payment: \$36,700

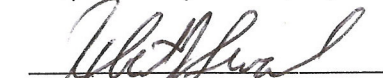


Jeff Spartz, County Administrator

Lane County

Proposed Match: \$37,200

Proposed Payment: \$89,000



Bob Swank, Associate Director

Metropolitan Planning Organization

Proposed Match: \$245,000

Proposed Payment: \$195,000



Jerri Bohard, Operations Deputy Director

Oregon Department of Transportation

Proposed Match: \$439,200

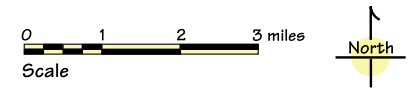
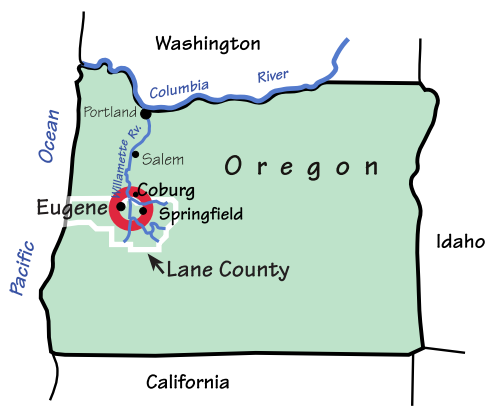
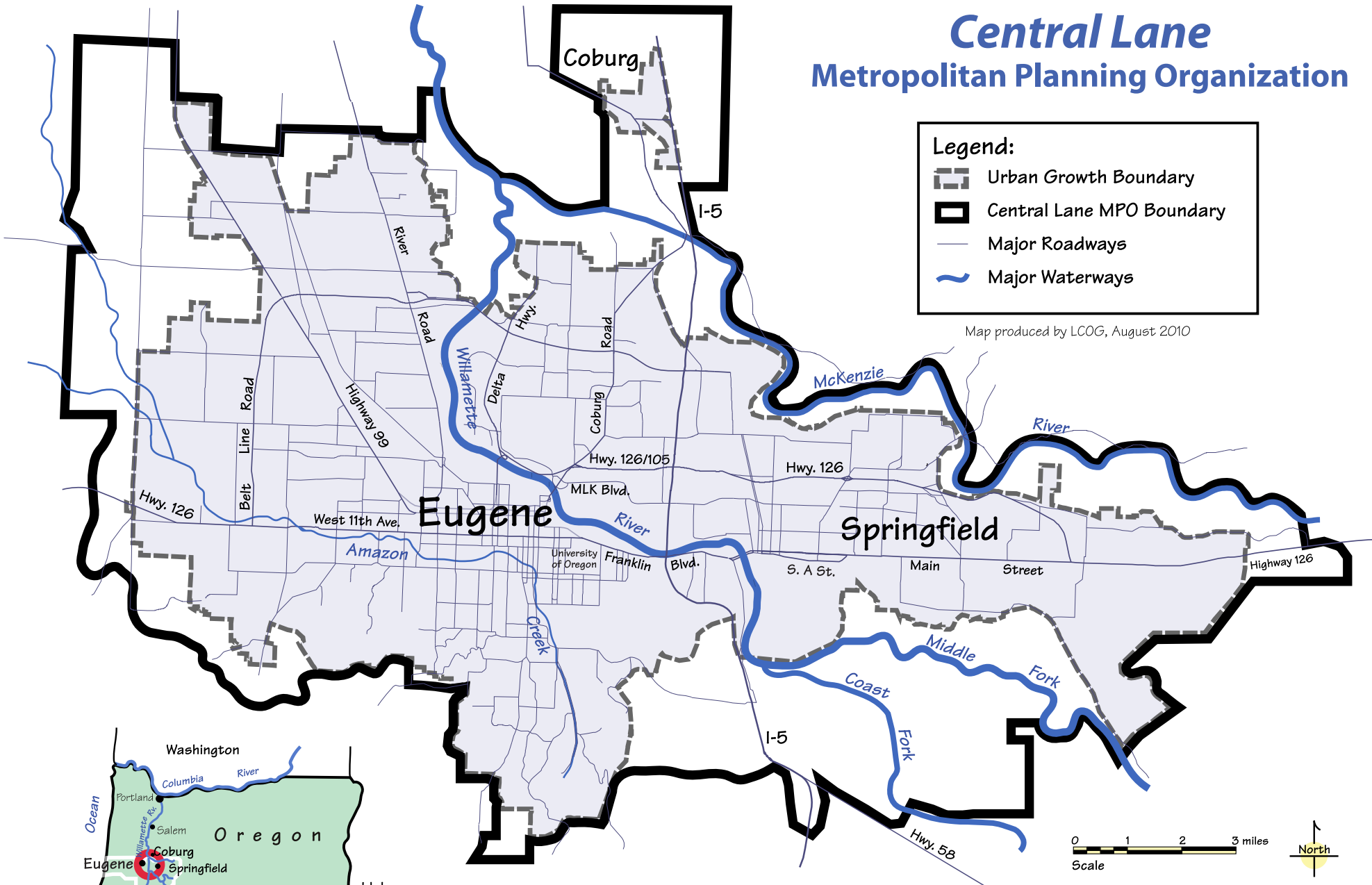
Proposed Payment: \$0

Central Lane Metropolitan Planning Organization

Legend:

-  Urban Growth Boundary
-  Central Lane MPO Boundary
-  Major Roadways
-  Major Waterways

Map produced by LCOG, August 2010



ABSTRACT

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 Statewide Planning Goals that express the state's policies on issues ranging from Citizen Involvement, Agricultural and Forest Lands, to Economic Development, Housing, and Transportation. Other Statewide Planning Goals address Natural Resources, Scenic and Historic Areas, and Open Spaces; Air, Water and Land Resources Quality; and Energy Conservation.

In the Eugene-Springfield metropolitan area, the Eugene-Springfield Metropolitan Area General Plan, or *Metro Plan*, has been developed in accordance with the statewide planning goals. The *Metro Plan* is the basic guiding land use policy document, providing an overall framework supplemented by more detailed refinement plans, programs, and policies. The Metro Plan and its concurrent and complementing plans address each of the stated objectives of a Regional Plan for Sustainable Development within the metropolitan area. This system of plans includes the 2010 Eugene-Springfield Consolidated Plan, the Regional Transportation System Plan and federally-required Regional Transportation Plan, the Regional Wastewater Facilities Plan, and the Rivers to Ridges Open Space Vision. Together these coordinated plans define a Regional Plan for Sustainable Development supporting Citizen Involvement, Land Use/Urbanization, Housing, Transportation, Water Infrastructure, Economic Development, Agriculture, and Natural Resources.

These documents and efforts can be placed in the existing livability context. For example, housing prices are higher in the Eugene-Springfield metropolitan area while the availability of rental units and low-cost housing is suppressed. Urban Growth Boundaries, created to stem urban sprawl has also contributed to housing inequities and hardship, hitting low-income families and individuals the hardest. This will require new housing models—planning effort to make low income housing available as a policy matter. This is a controversial matter; however, this project is designed to get discussion started among housing advocates and jurisdictions that control growth and to focus on finding solutions.

There are also gaps in the coordination of regional infrastructure planning. Transportation expenditure plans, for example, don't take into account plans for water infrastructure because these entities don't talk to each other. Economic development is often left out of all these calculations so when people are talking about transportation infrastructure investments; they don't take into consideration their economic impacts nor take into consideration the region's existing economic goals.

In order to advance our plan, this project will address these and other related gaps. The first goal will address the challenge of better integrating the component pieces within and between agencies by addressing the barriers presented by various boundaries and their correlating decision-making structures; and by developing strategies for increased collaboration and integration of key plan components. By building our capacity for more collaborative discussions we will be prepared to take on the content-specific gaps, which include climate change, public health, and equity.

The primary mechanism for advancing sustainability will be the Lane Livability Consortium—an inter-agency and interdisciplinary coalition of the Central Lane MPO, Lane Council of Governments (LCOG), the Cities of Eugene and Springfield, Lane County, Lane Transit District, St. Vincent de Paul Society of Lane County, University of Oregon (UO) Sustainable Cities Initiative, Housing and Community Services Agency of Lane County (HACSA), and the Oregon Department of Transportation (ODOT). Additional jurisdictions and interests will be added as partners throughout the project. Consortium tasks include comprehensive, inclusive public engagement, establishing a baseline for sustainability, building organizational capacity, and identifying a process to make more strategic regional investments in support of sustainability primarily in the areas of housing, transportation and economic development.

Lane Livability Consortium SMART Communities Project

Checklist and Submission Table of Contents

- (1) Applicant Abstract
- (2) Rating Factors Response
 - (a) Capacity of the Applicant & Relevant Organizational Experience & Factor 1 Form
 - (b) Needs/Extent of the Problem & Factor 2 Form
 - (c) Leveraging & Matching Resources & Factor Form 4
- (3) Other Materials in Support of Rating Factors
 - (a) Form SF-424, Application for Federal Assistance
 - (c) HUD-424-CBW, HUD Detailed Budget Worksheet & Budget Justification Narrative
 - (d) Form HUD-2880, Applicant/Recipient Disclosure/Update Report
 - (f) Form HUD-96011, Third Party Documentation Facsimile Transmittal

Lane Livability Consortium
SMART Communities Project

FACTOR 1: ORGANIZATIONAL CAPACITY & EXPERIENCE

A. Organizational Capacity and Qualifications



CONSORTIUM ORGANIZATION

There are ten agency members of the Lane Livability Consortium representing the key plan elements of affordable housing, livability, transportation, land use, economic development, and equity. LCOG and MPO Transportation Manager Andrea Riner will serve as Project Manager. The Consortium will stress consensus based decision-making and consider each agency equal participants in developing and implementing the plan, allocating resources, and making decisions. The chart (above) presents our concept for the Lane Livability Consortium.

ROLES/RESPONSIBILITIES

It will be the role of the Project Manager (PM) to establish and maintain the project schedule and budget and to provide leadership in meeting the goals and intended outcomes of the project. The PM will be responsible for implementing the overall project communication plan, and supporting the partner agencies in their outreach efforts. The Project Manager will also ensure adequate project documentation, data management. Each Consortium member agency has identified a staff member who will be responsible to provide ongoing communication to and from their organization, and to serve a lead role in a specific program area as shown in the chart above.

CONSORTIUM MEMBER QUALIFICATIONS

- The **Central Lane MPO** will provide a regional collaborative structure for discussion and development of recommendations, including existing public outreach programs and communication protocols. The MPO will also provide leadership in GHG planning, by providing significant data and modeling tools, and by assisting in the implementation of scenario planning. The MPO has been operating since 1974, becoming a Transportation Management Area (TMA) following the results for the 2000 Census. The designated MPO for the Eugene/Springfield area, the Central Lane MPO is responsible for developing the *Regional Transportation Plan (RTP)* and the *Metropolitan Transportation Improvement Plan (MTIP)* working with the Cities of Eugene and Springfield, Lane Transit District, ODOT, and Lane County. MPO Staff Lead will be **Andrea Riner**.
- **Lane Council of Governments**, in close coordination with the Central Lane MPO, will provide the staff responsible for day-to-day project implementation. LCOG will also serve as the regional data collection and dissemination hub for the project, a role they have served in the Lane County area for decades. In fact, LCOG has been the area's regional planning entity for more than 65 years facilitating regional collaborative decision making, and providing data, technical support, and planning expertise to its 28 member agencies. LCOG has also been the lead agency in the development of the state-required Transportation System Plan, *TransPlan*, and *Rivers to Ridges Open Space Vision*, a long-range vision for park, open space and recreational trails in the Eugene-Springfield area. LCOG Staff Lead is **Megan Banks**.
- LTD, or the **Lane Transit District**, has provided transportation services to Eugene-Springfield and our surrounding communities since 1970 and have been regional promoters of sustainability. In 1985, LTD became the first transit district in the nation to have 100% wheelchair accessible routes, and was the first transit district to make all of their buses provide bike racks. In 2004, LTD started the nation's first Bus Rapid Transit system EmX, an internationally renowned model for urban transit. LTD collaborates with the Cities of Eugene and Springfield in planning and developing the system and with other partner agencies in the Central Lane MPO. LTD Staff Lead is **Tom Schwetz**.
- **St. Vincent de Paul** is Lane County's largest nonprofit human services organization. Founded in 1954, the agency helps over 84,000 individuals and families each year. St. Vincent de Paul is committed to providing comprehensive programs to alleviate poverty and to help all individuals to find a path out of poverty and into self-sufficiency. St. Vincent de Paul accomplishes its mission in six core areas, including affordable housing, emergency services, homeless services, recycling programs, and self-sufficiency programs as well as through their retail thrift stores. Their Aurora Building housing project has received numerous awards, including the Oregon Housing and Community Service's Excellence in Housing award. St. Vincent de Paul of Lane County is an internationally recognized leader in developing recycling-based businesses that responsibly reuse and recycle products; provide quality goods and services to the community; provide jobs and job training; and generate revenue to fund other charitable activities. St. Vincent de Paul has partnered with the City of Eugene, Lane County, and the City of Springfield to provide over 960 units of quality affordable housing since 1988. St. Vincent de Paul Lead Staff is **Terry McDonald**.
- SCI or the **University of Oregon Sustainable Cities Initiative** is a cross-disciplinary effort that integrates research, education, service, and public outreach to impact the design and development of Oregon's cities and to serve as a model of sustainable city design for the nation. SCI works at a variety of scales from geographic regions to individual buildings. The aim is to apply multiple perspectives and disciplines to achieve solutions to sustainable city design problems and to bring this expertise to students, scholars, funders, project partners, and policy makers. SCI has been

honored by various awards. In late March, SCI was one of five worldwide nominees (and the only one from the United States) for the prestigious Globe Award in sustainability research. Second, the Oregon chapter of the American Planning Association recognized SCI in 2010 for its “Special Achievement Award.” SCI will be awarded a national award in December 2010 by the Partnership for Livable Communities. SCI has been visited by the U.S. Undersecretary of Education, members of Congress, the Oregon University System Chancellor, various state agencies, and mayors from multiple cities. SCI is currently partnering with ODOT, LCOG and LTD to produce *Performance Indicators for Transit and Livability*. SCI Staff Lead is **Marc Schlossberg**.

- The **City of Eugene** (2009 estimated population 153,231), “A Great City for the Arts & Outdoors,” has set multiple goals for 2010 and beyond, including regional economic development, a collaborative policy regarding land supply and future growth, integrated land use and transportation planning, sustainable business initiatives, climate and energy action plan implementation, and food security and global warming reduction planning. In 2009, Eugene was upgraded from Silver to the Gold-level designation from the League of American Bicyclists in their Bicycle-Friendly Communities Program. The **City of Springfield** (2009 estimated population 57,336), which celebrates its 125th anniversary in 2010, adopted its first Strategic Plan to continue the City’s mission of making the city of Springfield a desirable and preferred place to live and work. The plan’s five goals include: financially responsible and stable government services; community and economic development revitalization; enhanced public safety; maintained and improved infrastructure and facilities; and preservation of their hometown feel, livability and environmental quality. These principal cities will provide leadership roles in affordable housing (Eugene) and land use (Springfield), and recently collaborated to complete the *Eugene-Springfield 2010 Consolidated Plan*. City of Eugene Staff Lead is **Stephanie Jennings**. City of Springfield Staff Lead is **Greg Mott**.
- **Lane County** is home to 12 cities, 73 parks, 20 historic covered bridges and the largest region of coastal sand dunes in the United States. Lane County is larger than Delaware and Rhode Island combined, spanning from the Pacific Ocean to the Cascade Mountains. Lane County leads a collaborative Economic Development program with regional partners such as the Lane Workforce Partnership, LCOG, the Oregon Business Development Department, St. Vincent de Paul of Lane County, Travel Lane County, Oregon Housing and Community Services, Lane Metro Partnership, and Lane MicroBiz. Staff at Lane County will provide a leadership role in economic development. Lane County recently collaborated with Eugene and Springfield on the development of a *Regional Prosperity Economic Development Plan*. Lane County Staff Lead is **Mike McKenzie-Bahr**.
- ODOT, or the **Oregon Department of Transportation**, was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities. ODOT programs relate to diverse transportation system components, including highways, roads, and bridges; railways; public transit; and transportation options. They are also leading the Statewide Transportation Strategy to reduce GHG emissions, having pioneered several data and modeling tools to measure the relative impacts of various transportation and land use strategies. ODOT is a member agency of the Central Lane MPO. ODOT Staff Lead is **Savannah Crawford**.
- HACSA or the **Housing and Community Services Agency of Lane County** is the public housing authority for Eugene and Springfield, and Lane County. HACSA's primary mission is to provide affordable, decent, safe and sanitary housing to low and moderate income families and households. HACSA administers several housing programs in Lane County for low- and very low-income families including Section 8 rental assistance, public housing and other agency-owned housing. HACSA Staff Lead is **Larry Abel**.

B. Qualifications of Key Personnel

The Staff Team for the Livability Consortium was developed by identifying areas of needed expertise, and by emphasizing strong collaboration and communication skills. Following is a brief summary of the most relevant qualifications of these ten individuals. Complete resumes are provided in the Appendix.

Andrea Riner is LCOG's Transportation Program Manager, providing planning leadership for regional transportation planning for the Central Lane Metropolitan Planning Organization (MPO). Recently she has been actively involved in Oregon's statewide Greenhouse Gas policy development, serving as the Eugene-Springfield representative to ODOT's Statewide Strategy Technical Advisory Team and the Land Conservation and Development's Commission Target Rulemaking Advisory Committee. Prior to her work in transportation, Andrea was the Planning Director for Denver Parks & Recreation where she directed planning, public involvement, design, and construction for the city's 30,000 acre regional park system. From 1999 to 2005, Ms. Riner served as the Parks and Open Space Planning Manager for the City of Eugene, developing the agency's first Parks, Recreation and Open Space Master Plan. She has 25 years of experience in private and public sector planning, including land use, transportation, natural resources, and parks, public involvement, and urban design. Andrea is a graduate of the University of Wisconsin—Madison and a registered Landscape Architect in the State of Oregon.

Megan Banks is a Senior Planner at LCOG, specializes in facilitation, public outreach, and land use planning and analysis. She combines her background in design and extensive experience in public involvement to manage and lead public workshops, and facilitate small groups and design charrettes. Megan is a master at engaging the public on multi-disciplinary projects such as the Willamette River Interstate 5 Bridge replacement project. She also serves as primary staff for the planning directors of Eugene, Springfield and Lane County. Megan holds a BS in Landscape Architecture from Cal Poly and a Master's in Community and Regional Planning from the University of Oregon.

Terry McDonald has been the executive director of St. Vincent de Paul of Lane County since 1984 and is both a hands-on and a visionary leader of the agency. With degrees in Political Science and History and a Masters of Education from the University of Oregon, Terry's energies are focused on affordable housing and economic development projects which create jobs while improving the environment and the community. St. Vincent's is the largest non-profit humanitarian agency in Lane County, Oregon with 320 employees. Terry's strengths lie in creating new strategies and community coalitions to deal with old problems, and giving low-income and homeless people a chance to reclaim their dignity through employment and self-sufficiency.

Marc Schlossberg is co-Director of the Sustainable Cities Initiative and Associate Professor of Planning, Public Policy, and Management at the University of Oregon, and also an Associate Director of the national transportation research center OTREC - the Oregon Transportation Research and Education Consortium. His area of expertise is on sustainable urban design with particular focus in two areas: 1) retrofitting cities for the benefit of pedestrians and cyclists; and 2) developing handheld mapping tools to engage and empower citizens to make change to their active transportation environment. Professor Schlossberg is a recipient of an Entrepreneurial American Leadership Award from the Partners for Livable Communities, a Distinguished Fulbright Scholar in the United Kingdom (2009-10), and was a Peace Corps volunteer in Fiji (1995-97).

Resumes are provided in the Appendix for Stephanie Jennings, City of Eugene; Tom Schwetz, LTD; Greg Mott, City of Springfield; Larry Abel, HACSA; Mike McKenzie Bahr, Lane County; and Savannah Crawford, ODOT.

Factor I – Capacity of the Applicant and Relevant Organizational Experience			
1. Key Personnel			
1. Key Personnel			
Name and Position Title (please include the organization position titles in addition to those shown)	Percent of Time Proposed for this Grant	Percent of Time to be spent on other HUD grants	Percent of time to be spent on other activities
1.1 Overall Project Director			
Name: Andrea Riner	33%	0%	67%
Organization Position Title: Transportation Program Manager			
Address: 859 Willamette Street, Suite 500			
City: Eugene			
State: Oregon			
Zip Code: 97401			
Phone Number: 541-682-6512			
Fax Number: 541-682-4099			
Email: ariner@lcoq.org			
1.2 Day-to-Day Program Manager			
Name: Megan Banks	27%	0%	73%
Organization Position Title: Senior Planner			
Address: 859 Willamette Street, Suite 500			
City: Eugene			
State: Oregon			
Zip Code: 97401			
Phone Number: 541-682-7413			
Fax Number: 541-682-4099			
Email: mbanks@lcoq.org			
1.3 Other			
Name:	0%	0%	0%
Organization Position Title:			
Address:			
City:			
State:			
Zip Code:			
Phone Number:			
Fax Number:			
Email:			
2. Partners			
Name and contact information	Description of Commitment	Proposed Activities to be Conducted by Partner	Resource and leveraged resource commitment (\$ value for services)
Name: Tom Schwetz	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in transportation issues; outreach; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$53,500
Organization Position Title: Lane Transit District, Develop Dir.			
Sub-recipient: X Yes <input type="checkbox"/> No			
Address: PO Box 7070, Eugene, Oregon 97401			
Phone Number: 541-682-6203			
Email: tom.schwetz@ltd.org			
Name: Stephanie Jennings	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in sustainability strengths & gaps; outreach; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$43,500
Organization Position Title: City of Eugene Grants Mgr.			
Sub-recipient: X Yes <input type="checkbox"/> No			
Address: 777 Pearl Street, Eugene, Oregon 97401			
Phone Number: 541-682-5529			
Email: Stephanie.a.jennings@ci.eugene.or.us			
Name: Greg Mott	Core Team Member providing project guidance & oversight; carry out tasks via the	Participate in overall project with special emphasis in sustainability strengths & gaps; outreach; Task 2	\$25,000
Organization Position Title: City of Springfield Planning Dir.			
Sub-recipient: X Yes <input type="checkbox"/> No			
Address: 225 5 th Street, Springfield, Oregon 97477			
Phone Number: (541) 726-3774			

Email: gmott@ci.springfield.or.us	Interagency Steering Committee	Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	
Name: Mike McKenzie-Bahr Organization Position Title: Lane County Community & Economic Development Director Sub-recipient: X Yes <input type="checkbox"/> No Address: 125 East 8 th Avenue, Eugene, Oregon 97401 Phone Number: 541-682-4118 Email: Michael.mckenziebahr@co.lane.or.us	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in infrastructure planning; inter- & intra-jurisdictional integration; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$37,200
Name: Terry McDonald Organization Position Title: St. Vincent de Paul Executive Dir. Sub-recipient: X Yes <input type="checkbox"/> No Address: 705 Seneca Road, Eugene, Oregon 97402 Phone Number: 541-687-5820 ext. 125 Email: tmcdonald@svdp.us	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in affordable housing; outreach; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$10,470
Name: Marc Schlossberg Organization Position Title: University of Oregon, Sustainable Communities Initiative Co-Director Sub-recipient: X Yes <input type="checkbox"/> No Address: 1209 University of Oregon, Eugene, Oregon 97403 Phone Number: 541-346-2046 Email: schlossb@uoregon.edu	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in inter- & intra-jurisdictional integration; evaluation; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$200,000
Name: Savannah Crawford Organization Position Title: ODOT Senior Region Planner Sub-recipient: <input type="checkbox"/> Yes X No Address: ODOT Reg. 2, 644 "A" St., Springfield, OR 97477 Phone Number: 541-747-1354 Email: savannah.crawford@odot.state.or.us	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in transportation issues; Task 3 New Components for Sustainability	\$439,000
Name: Larry A. Abel Organization Position Title: Housing & Community Services Agency Executive Director Sub-recipient: X Yes <input type="checkbox"/> No Address: 500 East 4 th Ave., Eugene, Oregon 97401 Phone Number: 541-682-3755 Email: label@hacsa.us	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in affordable housing; outreach; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$25,600
Name: Andrea Riner Organization Position Title: MPO Lead Staff Sub-recipient: <input type="checkbox"/> Yes X No Address: 500 East 4 th Ave., Eugene, Oregon 97401 Phone Number: 541-682-3755 Email: label@hacsa.us	Core Team Member providing project guidance & oversight; carry out tasks via the Interagency Steering Committee	Participate in overall project with special emphasis in transportation issues; Task 2 Baseline Analysis of Regional Sustainability Issues; Task 3 New Components for Sustainability; Task 4 Strategies for Closing Gaps; Task 5 Priority Recommendations	\$245,000

Lane Livability Consortium
SMART Communities Project

FACTOR 2: NEED/EXTENT OF PROBLEM (Category 2)

PERSISTENT INEQUITY & ECONOMIC DISTRESS

The need for better coordination among jurisdictions addressing sustainability will help address some of the economic distress in the area. Better coordination will especially help address the housing disparity. The irony is that containing urban sprawl has a tendency to limit housing options, which in turn harms the lower income strata of the region disproportionately.

The project region does face some severe economic distress. The average poverty rate of the region in 2008 was 19.5%; however the largest urban area, City of Eugene, had a poverty rate of 20.8%. Based on the continued economic crisis and type of industries prevalent in our region, all indicators point toward a higher poverty rate for 2009, though numbers have not yet been formalized. The 2008 average median income for the population centers of Eugene and Springfield is \$40,456 and \$38,754 respectively or 78% and 74% of the national average. As of June 2010, the national unemployment rate was 9.5 where our region's was 10.6. Where the regional average for those spending 45% or more for combined housing and transportation costs is 56.2% some block groups in this region are as high as 89%. In a 2009 Community Assessment Report done by United Way, the cost of transportation is second only to the cost of doctor/dentist visits as the most reported financial hardship. The same study reported the number of homeowners expressing problems with housing affordability and utility payments has nearly doubled since 2007. As of December 2009, over 3,000 Lane County families are on the Housing and Community Services Agency of Lane County (HACSA) waiting list, which has an average waiting time of approximately 18 months. Of all rental units available, only 11% are three bedrooms/suitable for families.

Based on the dissimilarity index referenced by the HUD data source, the region has a moderate level of segregation. The HUD data source omits Native Americans so local data was utilized to develop a dissimilarity index to find Native Americans have the highest score on the dissimilarity index: Native American/White=41%. Moving beyond such an index to on the ground reality, our region has persistent inequity. For example, Native Americans make up approximately 2.8% of the high school population in our region, yet make up 7.7% of the dropout population. Asian/Pacific Islanders and Blacks are also disproportionately dropping out. Where Asian/Pacific Islanders are .75% of the high school population, they are 1.5% of the drop out population. Blacks are 1.9% of the high school population but 3.3% of the drop out population. In addition to education, inequity is most basely articulated by available public health data from the state. Public health data (including free and reduced lunch eligibility) by race/ethnicity is not even available at the county level.

Asthma, diabetes and obesity are major health concerns for our region where we have a higher incidence than national levels. Oregon is in the top 5 in the US with the highest percent of adult asthma. Given the known risk factors of many chronic diseases (income, race, gender, age), it is assumed low-income, seniors, and Native Americans, Latinos, Asian/Pacific Islanders and African Americans are affected more by such diseases. What this means, for example, is that Native Americans lose approximately 16.24 years of life and Latinos lose 24.87 years of life compared to whites with diabetes who lose approximately 6.97 years of life. Data on childhood obesity is extremely limited in Oregon. One community project, Communities and Schools Together (CAST): A Community-Based

Participatory Research Project to Prevent Childhood Obesity (2007) has lunch eligibility data by race/ethnicity for one school district in Lane County.

These data show:

Group	% Eligible for Free Reduced Lunch
Latinos	65.51%
Native Americans	61.76%
African Americans	55.56%
Asian	40.92%
Asian/Pacific Islander	38%
Native Hawaiian/Other Pacific Islander	33.33%

The same study indicates schools providing more reduced/free meals also have a higher percent of overweight children which reinforces what is known about the correlation of poverty and obesity, and cumulative burden on marginalized communities. In Lane County 50% of all students are eligible for free and reduced lunch.

Oregon ranks fourth in the nation for the number of elderly over the age of 65, and tenth for the number of elderly dependent on others for care. Lane County is seeing a nearly 22% increase in its 65+ population. It is projected that the senior population will steadily increase and more than triple by 2040. The State of Oregon’s Priority of Services Administrative Rule focuses service dollars on the elderly and disabled at the “greatest level of impairment.” A major consequence of population growth and a limited public budget is that growing numbers of low-income seniors are rendered ineligible for critically needed support.

CLIMATE CHANGE & MOMENTUM

In addition to our existing challenges, climate change poses numerous issues for our region including but not limited to impacts on our agricultural, forest, and service industries; water quantity and quality; energy availability; and ecosystem function amongst others. The *Preparing for Climate Change in the Upper Willamette River Basin of Western Oregon* report prepared in March 2009 gives a generalized description of anticipated impacts and potential strategies with which to address local changes. Higher runoff and more flooding, decreased flow and warmer water, erosion and loss of water storage, increased water conflict, and changed in upland vegetation are indicated to strain a variety of habitats and species such as the Chinook salmon who will have the most problems with warmer water, spawning conditions and barriers to upstream movement.

Impacts on the Chinook have specific meaning for most of the Native Nations in our region and the state, most succinctly articulated by the Confederated Tribes of Umatilla (CTUIR) Department of Natural Resources program which bases ecosystem management on the First Foods principles:

In the tribal creation belief, the Creator asked the foods “who will take care of the Indian people?” Salmon was the first to promise, then other fish lined up behind salmon. Next was deer, than cous, then huckleberry. Each “First Food” represents groupings of ecologically related foods (Figure 1). The First Food serving ritual

in the longhouse is based on this order and reminds people of the promise the foods made and the people's reciprocal responsibility to respectfully use and take care of the foods. The longevity and constancy of these foods and serving rituals across many generations and their recognition through First Food ceremonies demonstrate the cultural and nutritional value of First Foods to the CTUIR community. *Umatilla River Vision, October 2008*

Thus, the impact to the Chinook is exponential and all encompassing, for example: health, economy, education and sovereignty. Initial efforts to address these challenges include and incorporated into the proposal are: updating monitoring and evaluation procedures, cross-jurisdictional planning for protecting natural systems, shift management direction to whole systems approaches rather than multiple use, and conduct life cycle analyses to prevent secondary impacts.

While we are just beginning to understand climate change implications (such as increased fire, flood, blight and health hazard), they are concurrently compounded by our likely conversion to a refuge area for those living in the southern pacific and southwest United States where impacts such as severe risk of water supply will occur. Such a phenomenon will compound our already high growth rate placing exponential strain on resources, capacities, and processes; and add to the cumulative burden of marginalized communities.

Our small successes to date give us confidence in tackling these emerging issues and highlight the need to keep such momentum going. The population of the area has increased since 1990 while the amount of urbanized land has been relatively constant. An overall decline in vehicle miles traveled per capita occurred between 1993 and 2009. Density increased and the urban growth boundary helped prevent sprawl enabling the area to experience a decline in vehicle miles traveled. Compared to other small urban areas, the Central Lane MPO has the lowest vehicle miles traveled per capita. A decline in the portion of regional trips by automobile (includes drove alone and carpool) between 1990 and 2008 was accompanied by an increase in transit, walking and bicycling during same timeframe. According to the Texas Transportation Institute Urban Mobility Report (2009), the area is one of the groups who show much slower and much lower growth in congestion. The region has made great strides toward sustainability, however, without addressing the gaps and issues identified in this proposal stagnation or degradation is a very real possibility.

Factor 2 – Need and Extent of the Problem												
1.	Housing Costs			5.	Economic Opportunity							
2.	Environmental Quality			6.	Fresh Food Access							
3.	Transportation Access			7.	Healthy Communities							
4.	Socioeconomic Inequity											
1. Housing Costs												
1.1 Median Regional Housing Prices Relative to Household Income				1.2 Proportion of Regional Population Paying More than 45% of Income to Combined Housing and Transportation Costs								
YEAR	median regional rental prices	median regional household income	rent to income ratio	median housing to income ratio	Location	regional housing and transportation cost	regional income level	portion spending more than 45% of Income				
1990 (Census)	428	25,199	20.4		Region-wide	20,736.00	47987	56.187.6				
2000 (Census)	613	36,262	20.3		Community 1							
2008 (ACS)	762	41,136	22.2		Community 2							
					Community 3							
Source: http://www.hud.gov/sustainability				Source: http://htaindex.cnt.org/								
Date Documented: 8/18/2010				Date Documented: 8/18/2010								
2. Environmental Quality												
2.1 Urbanized Land per Capita				2.2 Total Miles of Distribution of Water Infrastructure per Population Served EWEB ONLY								
YEAR	urbanized land (acres)	population of region	urbanized land per capita	year	miles of distribution of water infrastructure	population of region	water distribution service population	miles of distribution of water infrastructure per population served				
1990 (Census)	41,984	189,192	0.22	1990	567	189,192	146,835	0.004				
2000 (Census)	43,840	224,049	0.20	2000	759	224,049	160,514	0.005				
2008 (ACS)	43,840	242,300	0.18	2008	792	242,300	178,009	0.004				
Source: http://www.hud.gov/sustainability				Source: Public Utilities; http://www.hud.gov/sustainability								
Date Documented: 8/12/2010				Date Documented: 8/12/2010								
3. Transportation Access												
3.1 Vehicle Miles Traveled per Capita				3.2 Portion of Regional Trips: Automobile, Transit, Walking, and Bicycling								
Year	total road mileage (all modes)	vehicle miles traveled	vehicle miles traveled per capita	Years	Automobile - includes drove alone & carpool		Transit		Walking		Bicycling	
					trips	% of total	trips	% of total	trips	% of total	trips	% of total
1990 (1993)*	1203	3536	17.7									
2000	1482	4129	18.0	1990	73184	83.1	2944	3.3	4336	4.9	3462	3.9
2009**	1077	4379	17.3	2000	89343	81.9	4768	4.4	4884	4.5	4447	4.1
* Population below threshold for federal reporting; 1993 earliest available ** Preliminary, ODOT				2010	91308	77.1	7620	6.4	6620	5.6	7591	6.4
				Total								
Source: http://www.hud.gov/sustainability				Source: http://www.hud.gov/sustainability								
Date Documented: 8/12/2010				Date Documented: 8/12/2010								
4. Socioeconomic Inequity												
4.1 Segregation by County												
County Name		2009 Black/White Dissimilarity Index		2009 Asian/White Dissimilarity Index		2009 Hispanic/White Dissimilarity Index						
1	Lane	40.4%		37.2%		39.9%						
2												

3				
4				
5				

4.2 School Lunch Eligibility

County Name		2009 Black/White Dissimilarity Index	2009 Asian/White Dissimilarity Index	2009 Hispanic/White Dissimilarity Index
1	Lane	40.4%	37.2%	39.9%
2				
3				
4				
5				

Source: <http://www.s4.brown.edu/cen2000/SchoolPop/SPDownload.html>; <http://www.nces.ed.gov/>; instructions at <http://www.hud.gov/sustainability>
Date Documented:

5. Economic Opportunity

5.1 Availability of Subsidized Affordable Housing near Employment Centers
(Note: please list the five largest employers and the housing conditions related to it)

employment center (name / SIC [NAICS] designation)	# of employees	number of housing units within 2 miles of the employment center	% of housing near employment center that is subsidized
1 University of Oregon / 611310	5850	24158	5.4
2 Sacred Heart Medical Center-Riverbend / 622110	3000	13589	4.0
3 Sacred Heart Medical Center / 622110	1000	26154	5.0
4 Lane Community College / 611310	1700	2322	0.0
5 Symantec Corporation / 511210	850	11884	5.6

Source: Local Economic Development Departments, Offices of Housing(?), University of Oregon, InfoUSA 2010, The Register-Guard (daily newspaper), McKenzie Willamette Hospital.
Date Documented: 8/12/2010

6. Fresh Food Access

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

	% households with no car and > 1 mile to grocery store	% low-income people living > 1 mi to grocery store
Regional Average	1.47	9.51
County 1	1.47	9.51
County 2		
County 3		
County 4		
County 5		

Source : <http://www.ers.usda.gov/foodatlas/>

Date Documented:

7. Healthy Communities

7.1 Prevalence of Preventable Disease

County: Lane

Race:	White	Native American	African American	Hispanic	Asian American/ Pacific Islander	Other
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000

Lane Livability Consortium
SMART Communities Project

FACTOR 3: PROJECT APPROACH (Category 2)

1. SMART Communities: General Description

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 Statewide Planning Goals that express the state's policies on issues ranging from Citizen Involvement (Goal 1), Agricultural and Forest Lands (Goals 3 and 4), to Economic Development (Goal 9), Housing (Goal 10), and Transportation (Goal 12). Other Statewide Planning Goals address Natural Resources, Scenic and Historic Areas, and Open Spaces (Goal 5); Air, Water and Land Resources Quality (Goal 6); and Energy Conservation (Goal 13).

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. Local comprehensive plans must be consistent with the Statewide Planning Goals and are the controlling document for land use in the area covered by that plan. Oregon's planning laws apply not only to local governments but also to special districts and state agencies. The laws strongly emphasize coordination -- keeping plans and programs consistent with each other, with the goals, and with acknowledged local plans. For more information, see the Metro Plan Summary in the Appendix.

EUGENE-SPRINGFIELD METRO PLAN

In the Eugene-Springfield metropolitan area, the Eugene-Springfield Metropolitan Area General Plan, or *Metro Plan*, has been developed in accordance with the statewide planning goals. The *Metro Plan* is the basic guiding land use policy document, providing an overall framework supplemented by more detailed refinement plans, programs, and policies, as depicted in Figure 1. Refinements to the *Metro Plan* include city-wide comprehensive policy documents, functional plans and policies addressing single subjects throughout the area, and neighborhood plans or special area studies. In all cases, the *Metro Plan* is the guiding document, providing the overall framework for the following planning functions, including:

- Providing continuity in planning over an extended period of time and establishing a means for consistent and coordinated planning decisions by all public agencies and across jurisdictional lines.
- Guiding governments and agencies in the metropolitan area in developing and implementing their own activities relating to the public planning process.
- Establishing the policy basis for a coordinated, long-range approach for the provision of needed facilities and services in the area.
- Making planning information available to assist citizens to better understand the basis for public and private planning decisions and encouraging their participation in the planning process.
- Recognizing the social and economic effects of physical planning policies and decisions.
- Identifying the major transportation, wastewater, stormwater, and water projects needed to serve a future population within the Urban Growth Boundary.

THE EUGENE-SPRINGFIELD METRO PLAN IS A REGIONAL PLAN FOR SUSTAINABLE DEVELOPMENT

The Metro Plan and its concurrent and complementing plans address each of the stated objectives of a Regional Plan for Sustainable Development within the metropolitan area. This system of plans includes the 2010 Eugene-Springfield Consolidated Plan, the Regional Transportation System Plan and federally-required Regional Transportation Plan, the Regional Wastewater Facilities Plan, and the Rivers to Ridges Open Space Vision. Together these coordinated plans define a Regional Plan for Sustainable Development supporting the components of Citizen Involvement, Land Use/Urbanization, Housing, Transportation, Water Infrastructure, Economic Development, Agriculture, and Natural Resources.

Figure 1. Eugene-Springfield Metro Plan Diagram

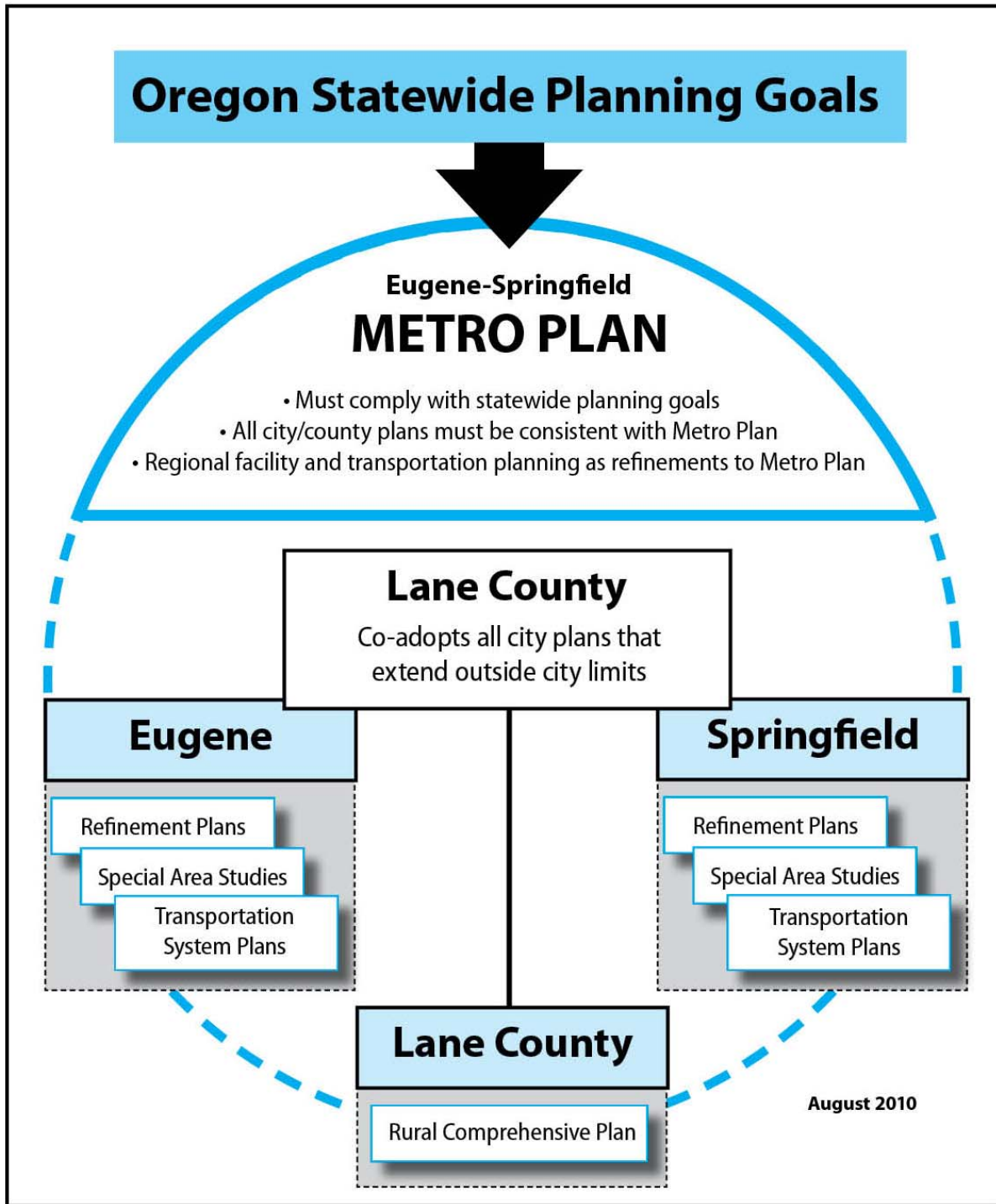


TABLE 1. HOW THE METRO PLAN ADDRESSES THE SIX LIVABILITY PRINCIPLES

Provide more transportation choices.

- **State:** Oregon adopted the Transportation Planning Rule (TPR) in 1991 to ensure that the transportation system supports a pattern of travel and land use that avoids the air pollution, traffic and livability problems faced by other areas. The rule aims to improve livability by promoting systems that make it convenient for people to walk, bicycle, and use transit, and drive less.
- **Local:** The primary goal of the Regional Transportation Plan is to provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the auto and enhance livability, economic opportunity, and quality of life.

Promote equitable, affordable housing

- **State:** Goal 10 is to provide for the housing needs of citizens. Plans shall encourage the availability of adequate numbers of needed housing units at prices commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.
- **Local:** Metro Plan Element A is to provide viable residential communities so all residents can choose sound, affordable housing that meets individual needs. The Eugene-Springfield 2010 Consolidated Plan details the regional strategy for affordable housing.

Enhance economic competitiveness.

- **State:** Goal 9 is to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- **Local:** Metro Plan includes goals to improve, and diversify the area's economy while maintaining or enhancing the environment. The region has adopted a new vision of how various interests can work together to help the Eugene-Springfield metro area achieve economic sustainability.

Support existing communities.

- **State:** State Planning Goal 14 is to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.
- **Local:** The Metro Plan contains goals, objectives, and policies supporting compact growth and sequential development of suitable vacant, underdeveloped, and redevelopable land where services are available, thus capitalizing on public expenditures already made for these services.

Coordinate policies and leverage investment.

- **State:** Goal 2 is to establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. It requires the development of comprehensive plans that are coordinated between all levels of governments, semi-public and private agencies and citizens.
- **Local:** The Metro Plan interrelates functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation, educational facilities, recreation, and natural resources, air, and water quality management programs.

Value communities and neighborhoods.

- **State:** Oregon State Planning Goals and related policies address many issues that support community livability principles, including Natural Resources, Scenic and Historic Areas, and Open Spaces; Recreational Needs; Housing; and Transportation.
- **Local:** The primary goal of the adopted Regional Transportation Plan is to provide an integrated transportation and land use system that supports development patterns that will reduce reliance on the automobile and enhance livability, economic opportunity, and the quality of life.

ADDRESSING THE GAPS

In order to advance our plan, this project will address two types of primary gaps in the current Regional Plan for Sustainable Development, a process-related gap and some key content-related gaps. The first goal will address a process gap by better integrating the component pieces within and between agencies by addressing conflicting boundaries and their correlating decision-making structure; developing strategies for increased collaboration and integration of key plan components. Secondly, by building our capacity for more collaborative discussions we will be prepared to take on the content-specific gaps, which include climate change and greenhouse gas emission reduction, public health, and social equity.

LEVERAGING EUGENE-SPRINGFIELD'S EXISTING ECONOMIC ASSETS

Principles of sustainability have been incorporated into statewide and local economic development planning, resulting in the following core components of the region's economic framework:

Community Livability. Our regional value of sustainability has resulted in protection and enhancement of our natural resources and open space as a critical economic asset. These include a system of diverse and interconnected parks, natural areas, and recreation facilities, excellent bicycle and pedestrian connections, and a sense of place linked to the Willamette and McKenzie Rivers. The community also boasts a robust transit system featuring Bus Rapid Transit.

Highly Educated Workforce. This region is home to the University of Oregon, and benefits from the research, informational and educational work of their programs. Lane Community College is a major partner in developing and maintaining the regional economy through workforce development and retraining programs and their Small Business Development Center.

Sustainable Business Initiatives. Entrepreneur Magazine recently ranked Eugene its top city for "Green Scenes: Where capitalism meets eco-consciousness." The magazine cited Eugene's Sustainable Business Initiative as a champion for eco-friendly startups and jobs and the areas use of hydroelectric and wind-generated energy.

Technology. This project comes at an opportune time for the region. The region is a participant in a Department of Commerce NTIA BTOP grant for broadband deployment. While this grant focuses on broadband service to critical institutions in the area, it also includes a component of making new infrastructure available for economic development opportunities.

The entities charged with managing and directing these economic development assets have committed to work together to bring these assets together to apply contemporary understandings of sustainability to the economic development program. This will involve refining the regional and sustainable focus of the ongoing efforts for economic development. It will also involve the integration of economic development needs and activities with other activities, especially infrastructure investment planning. Developing and maintaining these cross cutting arrangements, where decisions are made that are fully informed and take into consideration the plans and efforts of others is the key to refining the Regional Sustainability Plan. It is also a way to expand the leveraged contribution of the consortium.

The economic development component of the Regional Sustainability Plan will leverage the region's current commitments to economic development to develop a specific set of action items to improve the quantity and quality of the region's employment opportunities. All the entities that have an impact on economic development will be engaged in sustainable decision making that matches the needs of the region's housing, transportation and other infrastructure planning with the region's existing economic assets.

2. SMART Communities: A Process to Advance the METRO PLAN

The primary mechanism for advancing the Metro Plan will be the development of an interagency and interdisciplinary coalition—the **Lane Livability Consortium**. Members of the Consortium include the Central Lane Metropolitan Planning Organization, Lane Council of Governments (LCOG), City of Eugene, City of Springfield, Lane County, Lane Transit District, St. Vincent de Paul Society of Lane County, University of Oregon (UO) Sustainable Cities Initiative, Housing and Community Services Agency of Lane County (HACSA), and the Oregon Department of Transportation* (ODOT). It is anticipated that additional jurisdictions and interests will be added as partners early in the project.

Specific program areas for Consortium efforts include comprehensive and inclusive public engagement, establishing a baseline for measuring the success of future sustainability efforts, building organizational capacity locally and statewide, and identifying a process to make more strategic regional investments in support of sustainability primarily in the areas of housing, transportation and economic development. Effective engagement of a diverse set of regional stakeholders will be a core component of our work in assessing and addressing the gaps in the current Regional Plan for Sustainable Development.

A. PUBLIC ENGAGEMENT

In Oregon, Citizen Involvement is literally Goal #1.

State Land Use Planning Goal #1: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Citizens throughout our region are actively involved in a variety of important community issues, including urban growth and long-range planning, economic development, sustainability, climate change, affordable housing, human rights, transportation and transit. Citizen involvement is conducted through standing advisory boards and commissions, neighborhood associations. In addition, project-specific public engagement programs typically include workshops, community surveys, and stakeholder advisory committees.

What is lacking is an approach that takes advantage of these individual efforts for a larger, integrated and inclusive regional discussion about sustainability. The Central Lane MPO has found this work especially challenging in the arena of regional transportation and has recently updated their Public Participation Plan with specific strategies to solve this challenge, including an annual community forum with trusted leaders and representatives of Hispanic and African-American communities, people with disabilities, and low income residents. The purpose of this forum is to check in regarding key messages, communication methods, and core areas of interest to ensure continuous process improvement of our public involvement and public information programs. Findings are documented and distributed for use by all MPO partner agencies.

There are two foundational components for our public engagement for the project:

- **Integrating and Enhancing Existing Programs.** Further integration of the broad range of existing public engagement activities will involve developing shared trainings relating to sustainability across disciplines, identification of common goals, and discussion/clarification of competing goals or perceptions of conflicting goals. A table of Current Public Involvement Programs is provided in the Appendix, providing an overview of current committees, boards, and commissions that will provide the foundation for this public engagement activity.
- **Developing More Inclusive Strategies.** Component two will be working with these groups to identify under-represented community groups and individuals and to develop a specific public

outreach program to include those traditionally absent from the decision-making process. Many of these organizations have fostered relationships with marginalized groups and that trust will need to be carefully leveraged to involve their members in the broader dialogue of sustainability.

The Central Lane MPO has recently adopted a Title VI plan for all of their activities. A significant component of that plan addresses improvements to public involvement to increase participation by traditionally underrepresented parties, including people with disabilities, low-income residents, persons with limited English proficiency, and minorities. In implementing this plan, the MPO has started to cultivate relationships with minority, senior, disabled, and low-income community leaders as part of a Community Focus Group designed to improve the MPO's outreach efforts and involve a broader cross-section of our community in transportation decision-making. Community organizations and their leaders are invaluable in building communication between agencies and underrepresented groups. Community groups also provide access to individuals and can serve as forums for participation. Community organizations reflect community-wide concerns and can advise an agency on useful strategies for interaction. The MPO continues to stay in touch with participants from the Community Focus Group, and will leverage these existing connections to continue to broaden our outreach. The Title VI plan and the relationships that have been cultivated from it will provide a foundation for a regional approach to more inclusive public involvement.

Toolkit #1: Sustainability in Public Outreach. This will include tools to build an inclusive and transparent planning process, including strategies to engage members of the community that are traditionally marginalized in the planning process. In developing this part of the toolkit, the Sustainability Resource team will work with existing public involvement programs to identify under-represented community groups and individuals and to develop a specific public outreach program to include those traditionally absent from the decision-making process. The toolkit will be informed by social marketing study findings to identify the proper mix of outreach tools and appropriate marketing messages and approaches for different sustainability strategies. The toolkit will include outreach tools designed to deliver a relevant and accessible message that is targeted for different partner and stakeholder audiences, is understandable by the target audience, is vivid and memorable, and motivates behavior and attitude change.

B. REGIONAL SUSTAINABILITY PLANNING GAPS

In order to advance our plan, this project will address two types of primary gaps in the current Regional Plan for Sustainable Development, a process-related gap and some key content-related gaps. The first goal will address the challenge of better integrating the component pieces within and between agencies by addressing conflicting boundaries and their correlating decision-making structure; developing strategies for increased collaboration and integration of key plan components. Secondly, by building our capacity for more collaborative discussions we will be prepared to take on the work program to address content-specific gaps, which include climate change and the reduction of greenhouse gas emissions, public health, and social equity.

PROCESS GAP: LACK OF INTEGRATION

While Oregon expects—and requires—local governments to develop and implement comprehensive plans that look at most elements of a sustainable plan, it also has inadvertently created barriers that impede local jurisdictions from developing fully regional and fully sustainable plans. For example:

- Urban growth boundaries are required to define a city or immediately adjacent cities, and rural areas between urbanizing areas are often disconnected from regional conversations;
- Each jurisdiction is required to develop its own comprehensive plan that must stand on its own;

- A number of small cities with their own Urban Growth Boundaries exist just outside of the Eugene-Springfield UGB. These communities are inextricably linked to Eugene and Springfield by employment, housing, educational, cultural and recreational opportunities. Large numbers of residents work in one location and live in another. Residents of outlying areas seek the diverse cultural offerings of the larger cities while urban residents enjoy the open space and recreational opportunities of the County's farm, forest, parklands, and protected natural areas.
- Many local, regional, state, and federal agencies have described different boundaries, with different processes, requirements, decision-makers, funding sources. These include Urban Growth Boundaries; the Metro Plan Boundary; the boundary of the Central Lane MPO; service areas of various power and water districts; Lane Transit District's service areas; and definition of areas for application of federal Economic Development funds.

As with any plan, its implementation by different portions of the cities governments over time tends to create isolated programs and projects, disintegrate decision-making, and lose the integrated perspective of sustainability. Even with a truly integrated plan, often the greatest barrier to integration are the rules and restrictions applied to various funding mechanisms, whether those are local, state or federal. Funding from gas tax revenues can only be used for roadways, system development charges can only be used to provide increased capacity according to each agencies specific methodology, and the availability of more flexible funds, such as general fund revenues are committed to other core services.

ACTION AREA: IMPROVING INTEGRATION

Currently there are only two frameworks for regional decision making, the community level (within an individual urban growth boundary) and the County. Some discussions make sense occurring within at least one of these two levels. However, some core components of sustainability lend themselves to an organizing structure that more closely resembles a regional water- or travel-shed. Such a region would tie together multiple jurisdictions through functional commonalities that political boundaries tend to ignore. In order to develop strategies for integrating key policy components, organizing public outreach, and debating regional policy issues, the project will include the following tasks:

- Building and developing the capacity and value of the Lane Livability Consortium and providing its member agencies with tools within each of their focus areas that help them to define issues more broadly to address the economic, environmental, and equity components of sustainability;
- Creating a new understanding of the region. This work will involve developing an inventory and mapping key regional boundaries for purposes of discussion and education. Boundaries inventoried would define Urban Growth; Metro Plan; Central Lane MPO; service areas of various power, water, and wastewater districts; and Lane Transit District.
- Exploring new formats and forums for Regional Decision-Making. In the near future, the region will need to address the challenge of planning to reduce greenhouse gas emissions. The process will require the region as a whole to analyze potential greenhouse gas emissions reduction opportunities, synergies, and potential conflicts, costs and benefits, resource needs, and timing.
- Developing a Regional Strategic Investment strategy. Models for more integrated decision making, including a tool for policy makers and staff to use to incorporate full cost accounting that considers the social, environmental and economic costs associated with policy decisions, or allocation of public funds and/or other resources.

CONTENT GAP #1: Climate Change/GHG Emissions

In 2009, the Oregon Legislature passed HB 2001, the Jobs and Transportation Act. Section 38 of the bill requires the Central Lane MPO to develop transportation modeling and technical capabilities needed to support greenhouse gas planning. These capabilities are to allow the MPO to develop two or more land use and transportation scenarios that accommodate population and employment growth and achieve reduce greenhouse gas emissions to meet state targets. The Cities of Eugene, Springfield and Coburg will then be required to cooperatively select one scenario. The Central Lane MPO will also be required to report to the House and Senate committees on transportation regarding a cooperative process of rulemaking and for enforcement of these rules, and regarding the implications of implementing the land use and transportation scenario and amending the Metro plan and related implementing plans.

ACTION AREA: CLIMATE CHANGE

This work program item will include the development and implementation of a scenario planning process for climate change mitigation and initiation of work needed to address climate change adaptation issues. The MPO has begun the work by developing an MPO greenhouse gas system-based inventory, and investigating sketch planning tools. The scenario planning process will require the region to work together to test various future alternatives and to make decisions to implement actions that meet state and community needs. Integral to this process is the need for members of the LLC and focus area teams to share knowledge in order to develop future scenarios, visualize, and understand the impacts of future growth according to livability and sustainability-related criteria. Further, to inform these workshops, scenarios and evaluation indicators that are meaningful to the community will be developed in a collaborative effort by consortium members and stakeholders, through discussions at LLC meetings, individual and group interviews with each participating partner, and consultation with public participation agencies described as Current Public Involvement Programs in the Appendix.

CONTENT GAP #2: Public Health in Planning

In updating our Regional Transportation Plan, policy officials have requested that our work include a higher level of consideration of Public Health issues relevant to transportation. We recognize that this work will require a better overall understanding of the human health impacts of pollution, increased obesity from sedentary lifestyles and development patterns that discourage walking and biking. Although many of our planning documents promote alternative transportation and compact development, there has not been an effort to specifically respond to these and other public health concerns.

ACTION AREA: PUBLIC HEALTH

To address this gap, specific strategies will include the following:

- Identification of additional Consortium members or partners with knowledge and leadership responsibilities in public health locally and regionally;
- Involvement of existing public health interests to participate in and to lead trainings, collaboration, and data sharing and communications efforts;
- Development of core competencies relating to public health for leaders in transportation, land use, and infrastructure planning; and
- Inclusion of public health indicators and assessment data in the review and analysis of the Sustainability Baseline work.

CONTENT GAP #3: Understanding Social Equity Impacts

The area of social equity has always been a foundational element of our regional planning effort. What is lacking, however, are more sophisticated tools to understand the issue and to ensure that our planning decisions result in a truly equitable community. In many communities, areas or populations experiencing inequity are highly evident. In the Eugene-Springfield area, however, the problem is more subtle and pervasive, making it easier to miss or even to ignore. Policy makers and the public, however, are asking planners to do more and to develop more systematic ways of evaluating and ensuring social equity as an important factor in sustainability planning.

ACTION AREA: EQUITY

To address this gap, specific strategies will include the following:

- Identification of additional Consortium members or partners with knowledge and leadership responsibilities in human services, human rights, and social equity;
- Involvement of social equity interests, such as members of the Hispanic community, low income residents, and other marginalized populations in trainings, collaborations, and data sharing and communications;
- Development of core competencies relating to social equity for leaders in transportation, land use, and infrastructure planning.
- Inclusion of social equity indicators and assessment data in the review and analysis of the Sustainability Baseline work.

C. ASSESSMENTS OF EXISTING CONDITIONS

A thorough assessment of existing conditions, plans, and policies has not been conducted on a system-wide basis. However, the Cities of Eugene, Springfield, and Coburg are currently developing updates to their comprehensive plans, including assessments of their 20-year need for land within their UGB's for residential, commercial and other purposes. This project will be able to take full advantage of the information gathered in these studies. Information regarding transportation programs can be derived from preliminary work occurring to update the Regional Transportation Plan, and from the recently completed Consolidated Housing Supply.

Establishment of a Community Sustainability Baseline. This will allow the region to identify strengths, gaps and barriers in our existing sustainability efforts. The results of these regional dialogues will lead to the development of several white papers addressing steps needed to make transportation, housing, and economic development more sustainable within a regional context.

Development of a Sustainability Report Card. This product will provide the LLC a communication tool to advance the issues of sustainability with policy leaders and the public. The report card will provide a quick-glance summary of numerous performance goals.

Toolkit #2: Sustainability Assessments. This package will include tools to assess existing regional community sustainability, as well a strength, weaknesses, opportunities, and threats (SWOT) analysis. The results of the analysis will highlight strategies in current plans that have not been implemented and other strategies that should be added to help further regional sustainability goals. Regional sustainability and adaption strategies, as well as a decision-support framework and draft goals and policies and findings that provide guiding principles for use in local planning documents,

D. MOVING FROM PLAN TO ACTION

This project will develop organizational structure, staff capacity, and public involvement tools to support a more integrated approach to community planning and development. To realize the potential of this approach, the Consortium proposes the following as specific actions to implement and sustain this approach to sustainability:

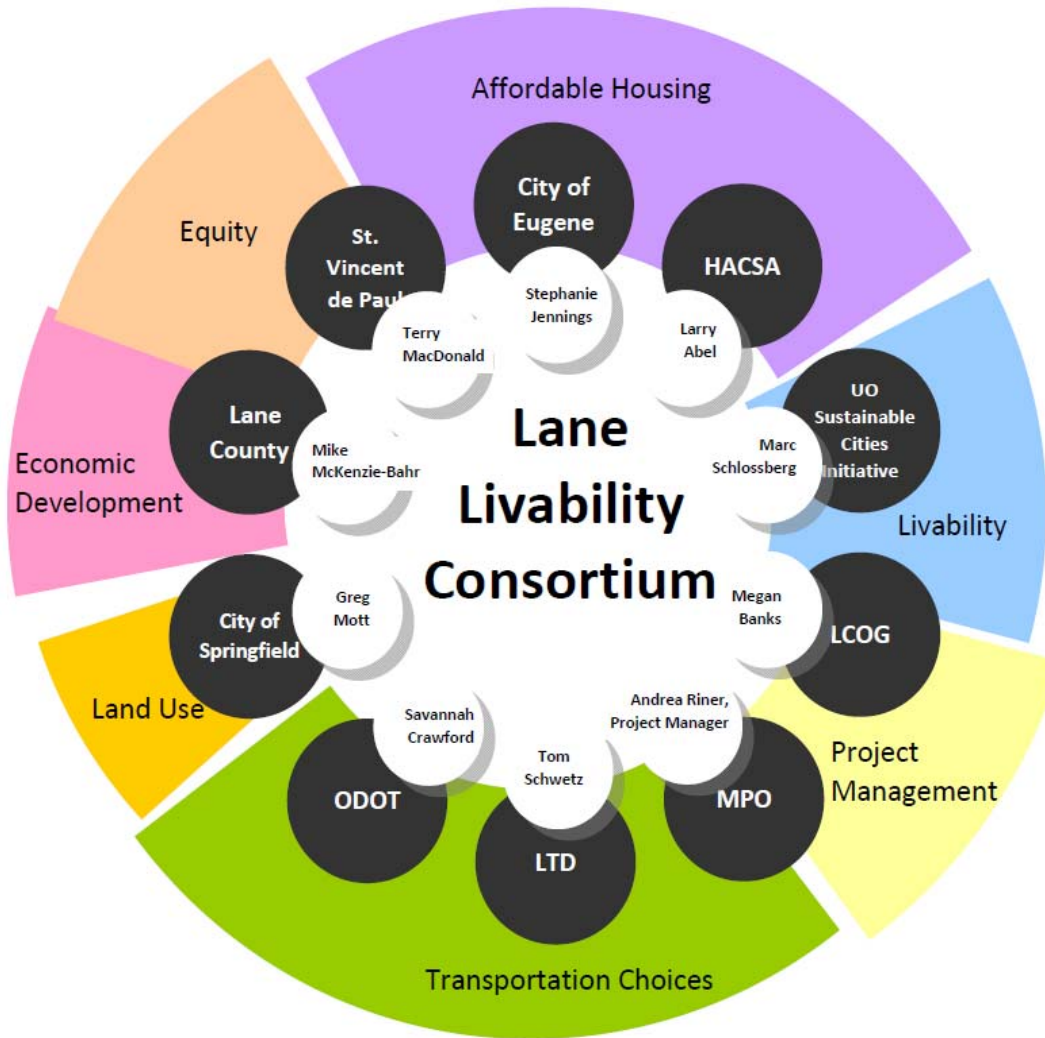
- *Expand the current set of Central Lane MPO regional priorities to incorporate economic development and affordable housing considerations into regional transportation funding discussions and prioritization exercise.*
- *Augment the current Regional Economic Development Strategy by identifying key public and private infrastructure needs and by developing and implementing a Regional Sustainability Community Investment Strategy.*
- *Promote and market the 5 Sustainability Toolkits to assist and inform other Oregon communities, MPOs, partner agencies and interested stakeholders in their sustainability efforts.*
- *Develop and sustain an annual Livability Planning training at the Oregon Planning Institute in to support system-wide understanding of transportation, housing, economic development and other issues. Continue to cross-train private- and public sector planners.*
- *Implement regional scenario planning guidelines develop and test strategies for reducing transportation sector greenhouse gas emissions. Identify the appropriate regional discussion and decision-making process for selection of preferred alternatives..*
- *Conducting negotiations to formally recognize co-location of regional planning boundaries; Charter and bylaws for an Interagency, interdisciplinary Sustainability Resource Team; Regionally supported triple-bottom line assessment tool to use in decision-making; Regionally-based integrated public involvement programs.*

E. CATALYTIC PROJECTS

The primary purpose of this project is to create an organizing structure and to build capacity for the region to take on implementation of more meaningful, more sustainable, and more cost effective projects. In preparing for this grant application, partner agencies forwarded several types of catalytic capital project ideas. The group quickly discovered, however, that success would likely be limited by the fact that an appropriate regional body did not exist that could facilitate such an effort, nor serve in a decision-making capacity. Until an improved framework was in place, we could only make marginal gains in sustainability. Once in place, however, we see tremendous potential for a number of catalytic projects, such as:

- Implementation of the West 11th Corridor Development in Eugene to provide affordable housing in close proximity to bus rapid transit;
- Expansion of current affordable housing land bank programs; and
- Development of a regional Sustainability Center to assist local businesses interested in sustainable business practices and/or to serve as a sustainable business incubator.

3. SMART Communities: Governance and Management



A. CONSORTIUM RATIONALE

The makeup of the Consortium provides a strong foundation of recognized, accomplished agencies with significant experience in regional collaboration. The members were selected to represent the core focus areas of Housing, Transportation, and Economic Development, as well as Human Services, Sustainability, Equity, and Education. The Central Lane MPO provides an existing regional forum and allows an initial structure into which more diverse interests can be added. All of these agencies are strongly committed to the successful completion of this project, including providing outstanding staff who will be responsible for the management of the project and for the ongoing implementation of project recommendations and outcomes.

In addition, an early step of the project will be to identify partners who have expressed a desire to be involved, but are unable to make definite commitments of resources at this time. These entities include the Eugene Water & Electric Board; Lane Community College; Lane Workforce Partnership; The City of Coburg; The State Department of Land Conservation and Development; United Way of Lane County; Travel Lane County; and Springfield and Eugene Chambers of Commerce.

B. CONSORTIUM MEMBER ROLES

The Lane Livability Consortium includes the following as primary members, with leadership roles indicated in bold. Member agencies of the Central Lane MPO are indicated with an asterisk.

Consortium Member	Roles
Central Lane Metropolitan Planning Organization* (MPO)	PROJECT MANAGEMENT, Project Coordination, Transportation, Public Involvement and Information, Data Collection and Management, Infrastructure Finance
Lane Council of Governments (LCOG)	Project Coordination, Land Use, Public Involvement and Information, Data Collection and Management
City of Eugene* (principal city)	Transportation, Land Use, Sustainability, Affordable Housing, Economic Development
City of Springfield* (principal city)	Transportation, Land Use, Affordable Housing, Economic Development
Lane County*	Transportation, Land Use, Sustainability, Affordable Housing, Economic Development, Public Health, Human Services
Lane Transit District* (LTD)	Transportation, Infrastructure Planning and Finance
St. Vincent de Paul Society of Lane County (non-profit)	Affordable Housing, Sustainability, Engaging Diverse Populations, Human Services, Employment
University of Oregon (UO) Sustainable Cities Initiative (educational institution)	Sustainability, Livability, Research Methods, Education
Housing and Community Services Agency of Lane County (HACSA)	Affordable Housing, Community Services
Oregon Department of Transportation* (ODOT)	Transportation, Data and Modeling, GHG Reduction Strategies, Scenario Planning

LCOG’s Transportation Manager, who is also the Manager of the Central Lane MPO, will serve as the Project Manager. This will be helpful in building on the regional nature of the COG, as well as upon the successes and lessons learned from the development of the MPO interagency regional partnership. An interagency, interdisciplinary team has been identified to serve as liaison’s to their respective agencies and to provide leadership for their individual disciplines. For example, Stephanie Jennings will serve as lead staff to the Consortium for Affordable Housing issues, and will also provide representation for the City of Eugene. In this way, team members will be tasked with facilitating information-share within their agencies and between disciplines. It is anticipated that this group would meet once per month for the first 18 months of the project, then as needed for the duration of the project.

C. FORMAL STRUCTURE

The Consortium will involve each of the agencies listed above as equal partners. At project kick-off, staff from the Consortium will meet to begin the process to charter a Sustainable Community Resource Team. This will include developing a set of bylaws, meeting plans, decision-making protocols, roles and responsibilities, and a communications strategy. The structure of the Central Lane MPO will be used as a starting point, including the boundary; the roles/responsibilities of staff; elected officials; and stakeholders; communication strategies; data management; and public information/involvement protocols. This outline structure will be adapted based on the more specific needs of this project and input from the Consortium members in the chartering process.

To ensure that the work of the Consortium has relevance and connection to traditionally under-represented populations, including the Hispanic community, low- and very low- income residents, and the homeless, St. Vincent de Paul of Lane County is considered a critical member of the Consortium.

To augment their efforts, both Lane County and the City of Eugene staff Human Rights entities that connect directly to diverse populations that may not participate in standard public involvement processes. Their input will be necessary at several stages of the project, in identifying and defining policy gaps, establishing baseline sustainability parameters, evaluating proposals, and recommending priority actions, especially as they relate to social equity.

In establishing the Lane Livability Consortium, several viable stakeholders were contacted during the development of this grant proposal. Agencies and non-profit organizations such as Eugene Water & Electric Board, Lane Community College, and United Way of Lane County will be involved at project onset to develop a strategy for their continued participation, whether they wish to simply remain informed or if they would like to take a leadership role in any aspect of the project implementation. Building the Consortium will be an ongoing process if sustainability is to become part of our community fabric.

D. DATA MANAGEMENT PLAN

The region has extensive experience collaborating on data collection, management and dissemination. For example, the region has established a Regional Land Information Database (RLID). The Regional Land Information Database (RLID) is the product of more than 35 years of collaboration among local government agencies in Lane County. For the partner agencies it is a framework for interagency collaboration and sharing. It is also a central repository of shared regional data that streamlines access and promotes efficiency. For other public and private agencies throughout the region, RLID is a valued resource and useful set of tools for querying, analyzing, mapping and reporting information within Lane County. In addition, the region works collaboratively to maintain a series of data sets in support of its regional travel modeling.

The region currently has data management protocols in place that are consistent with federal and state requirements. The existing data management protocols address key issues including, but not limited to: description of data to be collected and the methodology, data quality issues, backup procedures, how data will be made available for public use and potential secondary uses, as well as arrangements that are needed to protect confidentiality. The region currently has a multi-agency committee working with land use data that focuses on maintenance and quality management process improvement, data redesign and inter-agency coordination.

LCOG will serve as the central repository of data supporting this project and will be responsible for identifying and collecting data from different partners. This is consistent with LCOG's current role within the region, managing RLID and the regional travel model.

Development of a web-based Regional Sustainability Information Clearinghouse. This clearinghouse would provide a central repository of information on sustainability efforts throughout the region and well as progress made toward regional goals and objectives. The clearinghouse will also provide a network of tools, resources, examples and a peer-to-peer networking forum to support the region's role in developing collaborative partnerships to advance sustainability planning. The clearinghouse will be designed to show the sustainability linkages across disciplines, as well as key indicators and measurement of progress towards values. The system will be designed to be freely accessible and user friendly.

E. IMPLEMENTATION

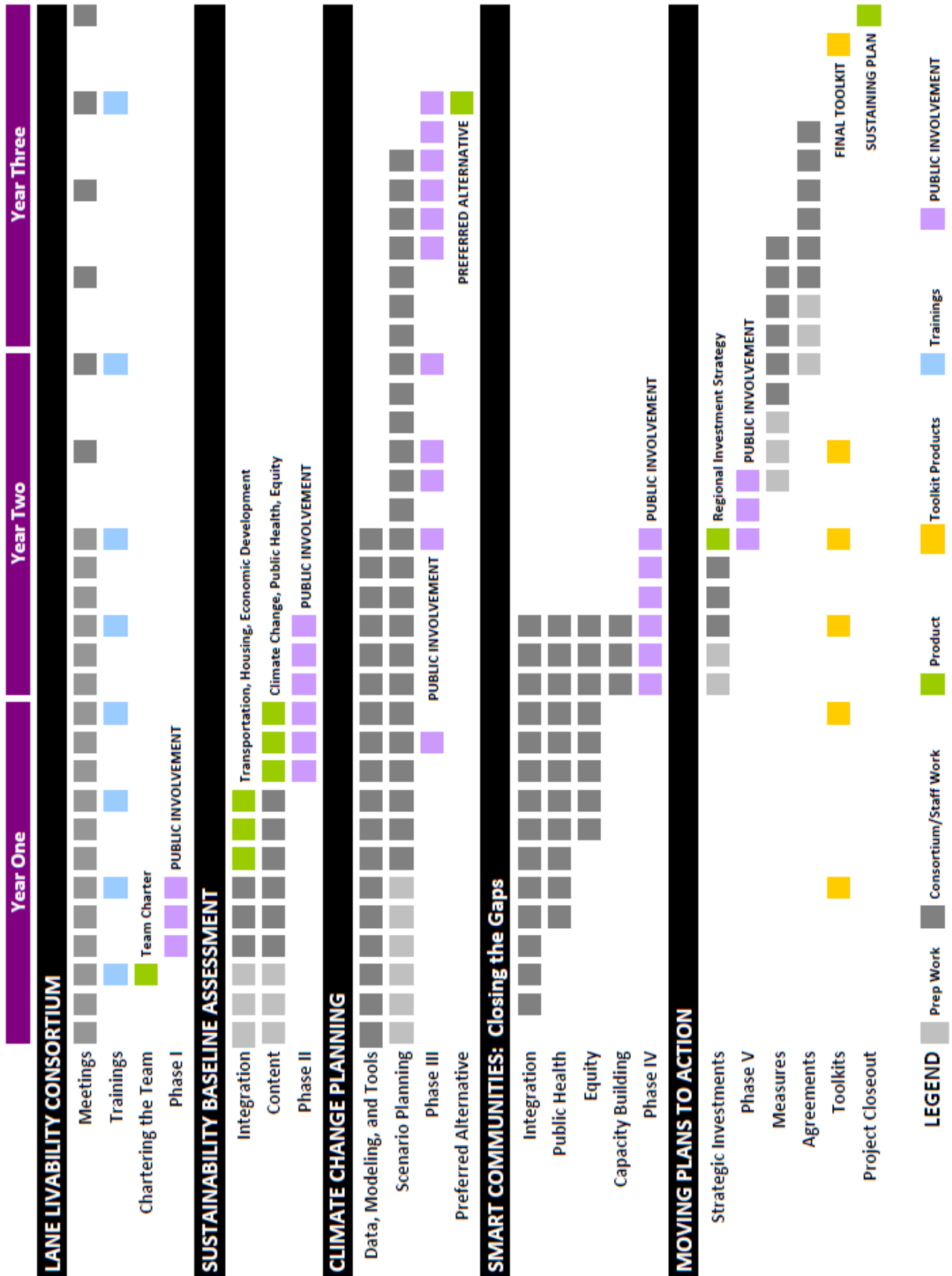
The region has several mechanisms that promote implementation of the existing and future components of our Regional Plan for Sustainable Development, including guiding planning documents, capital programs, and regional policy bodies and initiatives.

- **Guiding planning documents** include the Metro Plan, the 2010 Eugene-Springfield Consolidated Plan, and the Regional Transportation Plan. Relevant and supported findings from the Lane Livability Consortium SMART Communities project will be packaged for incorporation into these documents through formal adoption processes.
- **Capital programs** include the capital improvement plans completed by the Cities of Eugene and Springfield, Lane County, LTD, and the Central Lane MPO. For example, the region's recently adopted Metropolitan Transportation Improvement Plan includes over \$250 million in funded transportation improvements for Federal Fiscal Years 2010-2013. The creation of an integrated investment strategy through the SMART Communities project will inform development of future capital improvement plans.
- **Regional policy bodies** already in place include the Lane Council of Governments Board of Directors, the Metropolitan Policy Committee (MPC), and the Joint Elected Officials of Eugene, Springfield and Lane County. The LCOG Board is made up of representatives from the 27 partner agencies, including all incorporated cities; park, library, and school districts; utilities; and public safety agencies. MPC serves functions for transportation, telecommunications, parks and open space, and land use with representatives of Eugene, Springfield, Coburg, Lane County, ODOT, and LTD. Regional decision-making and collaborative problem-solving strategies learned during the Lane Livability Consortium SMART Communities project will be presented to these bodies for consideration and approval.
- **Regional initiatives** include the Regional Prosperity Economic Development Plan, the MPO GHG Planning Initiative, and the Lane County United Front partnership for prioritization of federal funding for local projects. Elements of Lane Livability Consortium SMART Communities project will be packaged specifically for use in these processes.

Through the project we will also be able to inventory and assess the complete set of funding tools available to the region for application or for repurposing towards sustainability, reducing redundancies, and eliminating silos where possible. However, we consider the strongest tool to implement the recommendations of this project and to advance sustainability in our region will be:

- To create regional incentives for collaboration, such as access to easily implemented tools and toolkits;
- To find efficiencies within current planning processes by taking a more integrated approach; and
- To build and sustain the capacity of the local and regional agencies through the ongoing work of a Lane Livability Consortium.

4. SMART Communities: Project Completion Schedule



FACTOR 3: SMART COMMUNITIES Budget Narrative

The budget for this project is laid out by Phase and Task. Dollar amounts have been rounded to the nearest dollar. The budget aligns with Rating Factor 4, Leveraging Resources, providing cost, grant request, match and LCOG and partner leveraged funds for each of the following tasks.

PHASE I

Task 1 LANE LIVABILITY CONSORTIUM

Lane Council of Governments will conduct a project initiation process, providing the members of the Consortium with an overview of the process, clarifying roles and responsibilities and developing a detailed project timeline and public involvement program. This task includes supporting and conducting the Consortium meetings and trainings, and a process to charter the team to create bylaws, meeting and decision-making protocols, and communication expectations. Partner agencies will be responsible for attending meetings and trainings, and contributing to the public involvement program development.

This Task includes **Phase I of Public Outreach** and development of **Toolkit Chapter #1: Sustainability in Public Outreach** which will include tools to build an inclusive and transparent planning process, including strategies to engage members of the community that are traditionally marginalized in the planning process.

Task 1	HUD	Match
Lane Council of Governments		
Base	\$11,125	\$2,118
Fringe	\$9,215	\$1,825
Indirect	\$17,825	\$0
Lane Transit District	\$3,343	\$2,009
City of Eugene	\$4,320	\$1,634
City of Springfield	\$2,628	\$939
Lane County	\$3,343	\$1,397
St. Vincent de Paul	\$1,379	\$393
OR Dept. of Transportation	\$0	\$16,496
Sustainable Cities Initiative (UO)	\$6,761	\$7,512
Central Lane MPO	\$7,324	\$9,202
Housing & Com. Services Agency	\$0	\$962
Mileage: divided over the project duration; it is allocated at \$300 per Task.: 36 months x 100 mi. x \$.50/6.	\$300	\$0
Supplies: general supplies; Toolkit, chapter 1	\$500	\$0
Subtotal	\$68,093	\$44,487

Task 2 SUSTAINABILITY BASELINE ASSESSMENT

Lane Council of Governments will lead the development of a Baseline Assessment to include a Consortium discussion of the Overall Framework, including Oregon’s Statewide Planning Goals and the Metro Plan and correlated planning documents. Step two will evaluate the component pieces as they relate to the six livability principles, starting with the three focus areas of Housing, Transportation, and Economic Development, and progressing to supporting areas such as Natural Resources, Water Infrastructure, and Energy. The third step will be review current integration efforts to identify strengths, gaps, and barriers of regional interdisciplinary and interagency collaboration.

This Task will include **Public Outreach Phase II** and the development of **Toolkit Chapter #2: Sustainability Assessment** which will include tools to assess existing regional community sustainability, as well a strength, weaknesses, opportunities, and threats analysis, and references to data sources.

Task 2	HUD	Match
Lane Council of Governments		
Base	\$32,614	\$6,193
Fringe	\$26,944	\$5,337
Indirect	\$52,111	\$0
Lane Transit District	\$9,773	\$5,878
City of Eugene	\$12,628	\$4,777
City of Springfield	\$7,687	\$2,745
Lane County	\$9,773	\$4,085
St. Vincent de Paul	\$4,030	\$1,150
OR Dept. of Transportation	\$0	\$48,229
Sustainable Cities Initiative (UO)	\$19,766	\$21,962
Central Lane MPO	\$21,413	\$26,903
Housing & Com. Services Agency	\$0	\$2,811
Mileage: divided over the project duration; it is allocated at \$300 per Task.: 36 months x 100 mi. x \$.50/6.	\$300	\$0
Travel: Evaluation Conference in Anaheim, CA, airfare/\$300; per diem 5 days/\$355; lodging/\$725; registration/\$460	\$1540	\$0
Supplies: creation of white papers; general supplies, Toolkit, chapter 2	\$800	\$0
Subtotal	\$199,379	\$130,068

PHASE II

Task 3 CLIMATE CHANGE PLANNING

Lane Council of Governments will support the Central Lane MPO and partner agencies in developing a regional approach to address the MPO Greenhouse Gas planning requirements of Oregon House Bill 2001 and Oregon Senate Bill SB 1059. This work will include applying the tools developed through the current Statewide Strategy to meet the targets being set by the State Rulemaking Committee, and then adapting them to the MPO's current data and modeling program. This task includes significant support from Oregon Department of Transportation Technical Planning and Analysis Unit (TPAU) as well as the Oregon Modeling Steering Committee, a statewide coalition of local, regional, and state transportation planning agencies. MPO staff involvement with these committees, and coordination with the Statewide Strategy and Rulemaking processes is included in this task to ensure a high level of integration of federal, state, and local efforts in the development of policies, best practices, and tools for climate change planning.

Once the data and modeling capabilities have been developed, the MPO, ODOT and the Consortium will initiate Scenario Planning. Through this work the region will investigate transportation and land use strategies to reduce GHG emissions and test various alternative futures for a range of livability factors. Lane Council of Governments and the MPO will conduct an interagency process to discuss alternatives to work towards the identification of a preferred alternative for the region for consideration at the local level.

This Task includes **Public Outreach Phase III**, a significant public involvement and public information effort to develop and evaluate various scenarios and to select a preferred alternative. The Task also includes development of **Toolkit Chapter #3: Climate Change Planning**.

Task 3	HUD	Match
Lane Council of Governments		
Base	\$132,180	\$25,101
Fringe	109,201	\$21,629
Indirect	\$211,204	\$0
Lane Transit District	\$39,609	\$23,810
City of Eugene	\$51,181	\$19,360
City of Springfield	\$31,154	\$11,126
Lane County	\$39,609	\$16,556
St. Vincent de Paul	\$16,333	\$4,660
OR Dept. of Transportation	\$0	\$195,466
Sustainable Cities Initiative (UO)	\$80,109	\$89,010
Central Lane MPO	\$86,785	\$109,038
Housing & Com. Services Agency	\$0	\$11,393
Mileage is divided over the project duration; it is allocated at \$300 per Task: 36 months x 100 mi. x \$.50/6.	\$300	\$0
Supplies: general supplies; Toolkit, chapter 3	\$600	\$0
Subtotal	\$798,265	\$527,149

PHASE III

Task 4 SMART COMMUNITIES: Closing the Gaps

Lane Council of Governments will lead the Consortium in developing recommendations to address the gaps identified and defined in Task 2. Consortium deliverables will include:

- New models for more integrated planning and decision-making, especially related to the focus areas of housing, transportation, and economic development, with additional considerations for natural resource values, water infrastructure, and energy;
- Recommendations, data, measures, and tools to inform the consideration of public health issues in planning and decision-making;
- Recommendations, data, measures, and tools to inform the consideration of social equity issues in planning and decision-making;
- Key capacity-building strategies, roles, and responsibilities within each partner agency, especially relating to integration, public health, social equity, and climate change; and
- Criteria for development of a Regional Strategic Investment to link key housing, transportation, economic development and other infrastructure investments for maximum overall benefits, including social, environmental, and economic.

This Task includes **Public Outreach Phase IV** and the development of **Toolkit Chapter #4: Building Capacity**. This chapter will include models for building capacity to support more integrated decision making, to incorporate full cost accounting that considers the social, environmental and economic costs associated with policy decisions, and to assist with the allocation of public funds and/or other resources.

Task 4	HUD	Match
Lane Council of Governments		
Base	\$58,197	\$11,052
Fringe	\$48,080	\$9,523
Indirect	\$92,991	\$0
Lane Transit District	\$17,440	\$10,483
City of Eugene	\$22,534	\$8,524
City of Springfield	\$13,717	\$4,899
Lane County	\$17,440	\$7,289
St. Vincent de Paul	\$7,191	\$2,052
OR Dept. of Transportation	\$0	\$86,061
Sustainable Cities Initiative (UO)	\$35,271	\$39,190
Central Lane MPO	\$38,210	\$48,008
Housing & Com. Services Agency	\$0	\$5,016
Mileage is divided over the project duration; it is allocated at \$300 per Task.: 36 months x 100 mi. x \$.50/6.	\$300	\$0
Supplies: general supplies; Toolkit, chapter 4	\$300	\$0
Subtotal	\$351,671	\$232,097

PHASE IV

Task 5 MOVING PLANS TO ACTION

Lane Council of Governments will lead the Consortium in the development of a Regional Sustainability Community Investment Strategy for presentation and discussion with the Cities of Eugene and Springfield, Lane County, LTD, and the Central Lane MPO. The investment strategy will be designed to better link key housing, transportation, economic development and other infrastructure investments for maximum overall benefits, including social, environmental, and economic. LCOG will also lead the Consortium in the development of draft and Final Implementation and Financing Plans.

This Task includes **Public Outreach Phase V** and the development of **Toolkit Chapter #5: Sustainable Community Investment Strategy** which will include tools to consider sustainability in prioritizing public investments, including public transit, transportation options, and other transportation improvements, housing, and economic development.

Task 5	HUD	Match
Lane Council of Governments		
Base	\$42,242	\$8,022
Fringe	\$34,899	\$6,912
Indirect	\$67,497	\$0
Lane Transit District	\$12,658	\$7,609
City of Eugene	\$16,356	\$6,187
City of Springfield	\$9,956	\$3,556
Lane County	\$12,658	\$5,291
St. Vincent de Paul	\$5,220	\$1,489
OR Dept. of Transportation	\$0	\$62,467
Sustainable Cities Initiative (UO)	\$25,601	\$28,446
Central Lane MPO	\$27,735	\$34,846
Housing & Com. Services Agency	\$0	\$3,641
Mileage is divided over the project duration; it is allocated at \$300 per Task.: 36 months x 100 mi. x \$.50/6.	\$300	\$0
Supplies: general supplies; Toolkit, chapter 5	\$500	\$0
Subtotal	\$255,622	\$168,466

Task 6 PROJECT COMPLETION

Lane Council of Governments will lead the Consortium in completing the project and developing strategies, structures, and funding recommendations to sustain the Consortium and the SMART Communities initiatives. This will include the development of suggested Sustainability Catalytic Projects building on the Sustainable Communities Strategic Investment plan, development of an ongoing measurement and evaluation framework, completion of implementation agreements with Consortium member agencies and other partners, and presentations throughout the community to gain additional public buy-in. Project close-out will include capacity-building activities such as a statewide training at the Oregon Planning Institute, and publication and presentation of the final Sustainability Toolkit.

This Task will include **Public Outreach Phase V, Toolkit Chapter #6: Measuring Success**, and the production of the final **Sustainability Toolkit**. Toolkit Chapter #6 will include references to data sources and tools to measure, track, and report progress and results for various outcomes relating to sustainability.

Task 6	HUD	Match
Lane Council of Governments		
Base	\$20,612	\$3,914
Fringe	\$17,029	\$3,373
Indirect	\$32,935	\$0
Lane Transit District	\$6,177	\$3,713
City of Eugene	\$7,981	\$3,019
City of Springfield	\$4,858	\$1,735
Lane County	\$6,177	\$2,582
St. Vincent de Paul	\$2,547	\$727
OR Dept. of Transportation	\$0	\$30,480
Sustainable Cities Initiative (UO)	\$12,492	\$13,880
Central Lane MPO	\$13,533	\$17,003
Housing & Com. Services Agency	\$0	\$1,777
Mileage is divided over project duration; it is allocated at \$300 per Task.: 36 months x 100 mi. x \$.50/6 tasks.	\$300	\$0
Supplies: general supplies; final Toolkit	\$800	\$0
Subtotal	\$125,441	\$82,203
	HUD	Consortium
	\$1,798,471	\$1,184,470
Project Total	\$2,982,941	

D. SMART Communities: HUD'S Departmental Policy Priorities

CAPACITY BUILDING AND KNOWLEDGE SHARING

The project contains a number of strategies to increase the skills and technical expertise of partner organizations. Methods that will be used include the development of toolkits, in-service training, webinars, planning conference tracks, and on-line information ports.

CREATING THE SUSTAINABILITY TOOLKIT

Through the completion of the project, a series of sustainability toolkit chapters will be developed to guide ongoing regional efforts, and to inform other Oregon communities. The Final Toolkit or individual Toolkit Chapters will be distributed to partner agencies and interested stakeholders and will be made available on the project website.

- **Toolkit #1: Sustainability in Public Outreach.** This will include tools to build an inclusive and transparent planning process, including strategies to engage members of the community that are traditionally marginalized in the planning process.
- **Toolkit #2: Sustainability Assessments.** This package will include tools to assess existing regional community sustainability, as well as a strength, weaknesses, opportunities, and threats analysis, and references to data sources.
- **Toolkit #3: Climate Change Planning.** This chapter will include data sources, outline description of relevant sketch planning tools, public involvement program outlines and materials. Also included will be a decision support tool to analyze potential greenhouse gas emissions reduction opportunities, synergies, and potential conflicts, costs and benefits, resource needs, and timing, as well as identification of potential funding implementation strategies.
- **Toolkit #4: Building Capacity.** This chapter will include models for building capacity to support more integrated decision making, to incorporate full cost accounting that considers the social, environmental and economic costs associated with policy decisions, and to assist with the allocation of public funds and/or other resources.
- **Toolkit #5: Sustainable Public Investment Strategies.** This will include tools to consider sustainability in prioritizing public investments, including public transit, transportation options, and other transportation improvements, housing, and economic development.
- **Toolkit #6: Measuring Success.** This product will include references to data sources and tools to measure, track, and report progress and results for various outcomes relating to sustainability.

WORKSHOPS AND TRAINING PROGRAMS

- **Sustainability Training Modules.** The training modules will be based upon each developed toolkit and will be designed for speaker's bureau connected with community organizations and local governments. The training modules will contain relate to each of the toolkit focus areas to build local capacity relating to sustainability across disciplines in order to expand the knowledge base of participants on different aspects of sustainability.
- **Oregon Planning Institute (OPI).** OPI is an annual conference produced by the Lane Council of Governments that provides a statewide forum for planners and planning commissioners to learn about and discuss Oregon planning challenges and opportunities and to participate in trainings and network with their professional colleagues. Over 400 planners and other professionals attend from across the state. The Livability Consortium will provide an annual training at the conference aimed at improving interdisciplinary and system-wide understanding of transportation, housing, economic development and other issues.

Anticipated Output: LLC and focus area team meeting materials (36); 35 Consortium member staff trained; 100 Public Involvement Program managers and/or staff trained; 48 hours of OPI training with average participation of 25 planners; Participation by a minimum of ten different disciplines, including those represented by the LLC; 5 toolkits; 5 training modules.

KNOWLEDGE SHARING

Under the proposed program framework, the Lane Livability Consortium (LLC) will provide a key conduit for information and knowledge exchange. It is anticipated that the LLC will act as a forum for two-way communication: the LLC will use its existing networks to bring critical information to the table and, in turn, will take the interdisciplinary knowledge gained from participation to take back to their organizations and constituents and broaden the knowledge base within the region. Methods that will be used include monthly LLC meetings as well as focus group meetings; advisory meetings, briefings, on-line information, and speaker's bureau. Anticipated products include a Community Sustainability Baseline; Regional Scenario Planning for climate change mitigation and adaptation strategies; Regional Sustainability Information Clearinghouse; and Sustainability Report Card.

Anticipated Outputs: 36 LLC Meetings, plus additional focus area team meetings; Community Sustainability Baseline; White papers (4); Regional Sustainability Information Clearinghouse, with weekly updates as needed; and Yearly Sustainability Report Cards.

EXPANDING CROSS-CUTTING POLICY KNOWLEDGE

LCOG and the MPO will provide significant analysis of data in order to measure policy impacts, consistent with its role in the region. The project will also result in the development and collection of data to create a robust set of performance measures that are easily understood by the public and that can be obtained at least on a yearly basis. In addition, the project will include the University of Oregon Sustainable Cities Initiative as a partner in this project. The UO will be key members in addressing livability, the linkages between transit and regional and local indicators to address how transit systems integrate with local accessibility and land use, as well as opportunities to retrofit existing built environments toward more sustainable and livable places. There is a data-sharing agreement in place between LCOG and the UO that will be used and/or modified as necessary for this project.

The information in Factor 5 provides an overview of the type of data that will be collected and disseminated. Many different data sets will be needed to evaluate the cross-disciplines of sustainability. These data sets include demographic, ethnic, socio-economic, and travel behavior data that characterize travel needs and impacts of the transportation system on various groups of people. An inventory of current land uses, household distribution by density and structure type, employment by sector, pipeline projects, comprehensive land use plans and other development policies that constrain or encourage certain types of growth are just a few of the data sets needed.

Anticipated Outputs: 5 toolkits; 5 training modules; Community Sustainability Baseline; White papers (4); Regional Sustainability Information Clearinghouse, with weekly updates as needed; Yearly Sustainability Report Cards; 24 hours per year of training at OPI, for a total of 48 hours of training; 2-3 research studies in peer-reviewed publications.

Lane Livability Consortium
SMART Communities Project

Factor 4 – Leveraging Resources				
Name and contact information of the organization or entity that will partner with applicant	Work To Be Accomplished In Support of the Program	Value of In-Kind or Cash Match Contribution*	Additional Leveraged Funds Contribution	Total of Match and Leveraged Contributions
Name: Lane Transit District Type of Organization: Transit District Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: PO Box 7070 City: Eugene State: Oregon Zip Code: 97401 Phone Number: 541-682-6203 Fax Number: 541-682-6111 Email: tom.schwetz@ltd.org		\$53,500		\$53,500
Name: City of Eugene Type of Organization: City Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 777 Pearl Street City: Eugene State: Oregon Zip Code: 97401 Phone Number: 541-682-5529 Fax Number: 541-682-5572 Email: Stephanie.a.jennings@ci.eugene.or.us			\$43,500	\$42,500
Name: City of Springfield Type of Organization: City Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 225 5 th Street City: Springfield State: Oregon Zip Code: 97477 Phone Number: 541-726-3774 Fax Number: 541-726-3689 Email: gmott@ci.springfield.or.us			\$25,000	\$25,000
Name: Lane County Type of Organization: County Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 125 East 8 th Avenue City: Eugene State: Oregon Zip Code: 97401 Phone Number: 541-682-4118 Fax Number: 541-682-4616 Email: Michael.mckenziebahr@co.lane.or.us			\$37,200	\$37,200
Name: St. Vincent de Paul Type of Organization: Housing & community services nonprofit Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 705 Seneca Road City: Eugene State: Oregon Zip Code: 97402 Phone Number: 541-687-5820 ext. 125 Fax Number: 541-683-9423 Email: tmcdonald@svdp.us			\$10,470	\$10,470
Name: Sustainable Cities Initiative, University of Oregon Type of Organization: Nonprofit Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1209 University of Oregon City: Eugene State: Oregon Zip Code: 97403 Phone Number: 541-346-2046 Fax Number: Email: schlossb@uoregon.edu			\$200,000	\$200,000
Name: Oregon Department of Transportation Type of Organization: State agency Partner Receiving Award Grant Funds: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			\$439,200	\$439,200

U.S. Department of Housing and Urban Development
Office of Sustainable Housing and Communities
Rating Factor – Form

OMB Approval Number: 2501-0024
Expiration Date: 12/31/2010

Address: 644 "A" Street				
City: Springfield				
State: Oregon				
Zip Code: 97477				
Phone Number: 541-747-1354				
Fax Number: 541-744-8088				
Email: savannah.crawford@odot.state.or.us				
Name: Housing & Community Services Agency			\$25,600	\$25,600
Type of Organization: Affordable housing nonprofit				
Partner Receiving Award Grant Funds: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
Address: 177 Day Island Road				
City: Eugene				
State: Oregon				
Zip Code: 97402				
Phone Number: 541-682-3755				
Fax Number: 541-682-3411				
Email: label@hacsa.us				
Name: Central Lane Metropolitan Planning Organization			\$245,000	\$245,000
Type of Organization: MPO				
Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
Address: 859 Willamette Street, Suite 500				
City: Eugene				
State: Oregon				
Zip Code: 97401				
Phone Number: 541-682-6512				
Fax Number: 541-682-4099				
Email: ariner@lcoq.org				
	Total Amount	\$53,500	\$1,029,570	\$1,079,470
	LCOG Match	\$105,000		\$1,184,470 Including LCOG Match

Lane Livability Consortium
SMART Communities Project

Factor 5 – Achieving Results and Program Evaluation

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
Disconnection between low- and moderate-income workforce to employment options (sample)	a. Increased proportion of low- and very-low income households within to transit commute of major employment centers (sample)	Providing More Transportation Choices; Increasing Economic Competitiveness	Strengthen Communities. (2) Enhance sustainability of communities by expanding economic opportunities.	Workforce Transportation 2020 plan that cements agreements between major employers and regional transit agency (sample)	Identify potential long term employers willing to participate in program; secure participation of transit agency (sample)	Letters of commitment from participating agencies	Convene working group that has 4-month charge to develop agreements to incorporate into the RPSD (sample)	Summaries of meetings; strategic plan outline	Draft plan submitted to leadership Team for review and incorporation into the RPSD – review process commenced (sample)	Draft plan, ratification by RPSD
1. Region Inadequately Defined 2. Plans and Efforts Remain Dis-aggregated	b. Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use.	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Enhance economic competitiveness - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Establish Lane Livability Consortium (LCC)</p> <p>B. Survey existing plans and processes to identify opportunities for improved integration and alignment</p> <p>C. Build capacity of partner agencies</p> <p>D. Redefine the region</p>	<p>A1. Consortium Chartered</p> <p>B1. Draft Issues Paper</p> <p>NA</p> <p>D1. Boundary Scenario Options</p>	<p>A1. By-Laws Adopted A1. # and Diversity of Members</p> <p>B1. LCC comment on draft</p> <p>NA</p> <p>D1. LCC comment on options</p>	<p>A1. Focus Areas Teams Established and Operational</p> <p>B1. Revised Goals, Objectives and Evaluation Plan</p> <p>C1. LCC work session trainings</p> <p>C1. LCC Workshop at Statewide Planning Conference</p> <p>D1. Boundary Defined</p>	<p>A1. Number of Teams/Reports A1. Diversity of Members</p> <p>B1. Adopted Revisions B1. valuation Report</p> <p>C1. #Trainings/hours C1. # Partners Attended</p> <p>D1. Adopted Boundary</p>	<p>A1. LCC Sustainability Plan</p> <p>B1. Implement Strategies</p> <p>C1. Speakers Bureau Established</p> <p>C1. LCC Workshop at Statewide Planning Conference</p> <p>C1. Website with reports and toolkits</p> <p>NA</p>	<p>A1. Work Program & Budget Adopted</p> <p>B1. # Strategies Implemented B1. # Partners Implementing B1. Evaluation results/report card</p> <p>C1. # Speakers C1. # Presentations C1. # Partners attended C1. # Toolkits Implemented C1. # hits on website</p> <p>NA</p>

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
1. Region Inadequately Defined 2. Plans and Efforts Remain Disaggregated 3. Climate Change Issues Not Adequately Incorporated	c. Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Enhance economic competitiveness - Support Existing Communities - Coordinate policies and leverage investment 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Transform the Way HUD Does Business 	<p>A. Develop triple bottom line checklist to utilize in all Capital Improvement Plan (CIP) processes</p> <p>B. Develop integrated financing plan template.</p> <p>C. Utilize LCC as venue to design multiple objective CIP projects</p>	NA NA NA	NA NA NA	A1. Draft checklist presented to LCC B1. Draft template presented to LCC C1. Draft CIP	A1. LCC Comment B1. LCC Comment C1. LCC Comment	A1. Final Checklist Available for Use & Distributed/Published B1. Finance Plan template Available for Use and Distributed C1.CIP Agreed Upon by LCC	A1. # partners using checklist A1. Checklist Complete B1. Template complete B1. # partners using template C1. # partners adopting CIP C1. # partners using data from CIP development for related projects
1. Region Inadequately Defined 4. Persistent Inequity	d. Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes			<p>A. Establish public outreach focus team under the LCC.</p> <p>B. Assess success of engagement efforts by partners and stakeholders in region</p> <p>C. Work with successful groups to develop trusting relationships, establish processes, and offer incentives to make it easier for and desirable to</p>	A1. List of potential team members B1. Preliminary review of outreach efforts NA	A1. List presented to LCC B1. LCC comment NA	A1. Public outreach focus team established B1. Draft assessment to LCC C1. Public outreach plan	A1. # committed to team A1. Diversity of team A1. Team scope of work B1. LCC comment and Adoption C1. LCC comment and Adoption	A1. Team implements scope NA C1. Continue plan implementation	A1. # committed to team A1. Diversity of team A1. # tasks completed NA C1. # individuals/groups engaged C1. Diversity of individuals/groups engaged (age, race, income, etc) C1. % of materials available in Spanish C1. % of materials available to the hearing and visually impaired C1. Variety of media for information distribution

	Increased participation and decision-making in developing and implementing a long range vision for the region by populations traditionally marginalized in public planning processes (Contd)			traditionally marginalized populations to participate. D. Establish Climate Change Focus Area Team	NA	NA	D1. Climate change focus team established	D1. # committed to team D1. Diversity of team D1. Team scope of work	D1. Team implements scope	D1. # committed to team D1. Diversity of team D1. # tasks completed
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
1. Region Inadequately Defined 2. Plans and Efforts Remain Disaggregated 3. Climate Change Issues Not Adequately Incorporated 4. Persistent Inequity	e. Reduced social land economic disparities for the low-income and communities of color within the target region.	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Enhance economic competitiveness - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Develop triple bottom line check list to utilize in all Capital Improvement Plan (CIP) processes</p> <p>B. Work with successful groups to develop trusting relationships, establish processes, and offer incentives to make it easier for and desirable to traditionally marginalized populations to participate.</p> <p>C. Develop full cost accounting tool to articulate the health, social, environmental and</p>	NA NA	NA NA	A1. Draft checklist presented to LCC B1. Public outreach plan	A1. LCC Comment B1. LCC comment and adoption	A1. Final checklist available for use & distributed/published B1. Continue plan implementation	A1. Checklist completed A1. # partners using checklist B1. # individuals/groups engaged B1. Diversity of individuals/groups engaged (age, race, income, etc) B1. % of materials available in Spanish B1. % of materials available to the hearing and visually impaired B1. Variety of media for Information Distribution C1. LCC accepts results and applies in project analysis A1-C1: All by race and ethnicity to degree data is available: - Income Distribution - Unemployment rate - Poverty rate

<p>Reduced social land economic disparities for the low-income and communities of color within the target region. (contd)</p>				<p>economic costs of projects thus standardizing considerations of equity in all community realms</p>		<ul style="list-style-type: none"> - Income Distribution - Unemployment rate - Poverty rate - Educational attainment - Rate of workforce participation - % of population receiving food stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - # and % jobs located near affordable housing - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care - #, type and amount of capital improvements funded in low income neighborhoods and other communities of concern - # and % of small or minority-owned business started and retained - Degree of improved mobility - % Free and Reduced Lunch by Ethnicity - % at-risk for overweight and % overweight - Rate of low and very low birth weight births - % diabetes - % heart disease 		<ul style="list-style-type: none"> - Educational attainment - Rate of workforce participation - % of population receiving food stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - # and % jobs located near affordable housing - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care - #, type and amount of capital improvements funded in low income neighborhoods and other communities of concern - # and % of small or minority-owned business started and retained - Degree of improved mobility - % Free and Reduced Lunch by Ethnicity - % at-risk for overweight and % overweight - Rate of low and very low birth weight births - % diabetes - % heart disease - % asthma 		<ul style="list-style-type: none"> - Unemployment rate - Poverty rate - Educational attainment - Rate of workforce participation - % of population receiving food stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - # and % jobs located near affordable housing - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care - #, type and amount of capital improvements funded in low income neighborhoods and other communities of concern - # and % of small or minority-owned business started and retained - Degree of improved mobility - % Free and Reduced Lunch by Ethnicity - % at-risk for overweight and % overweight - Rate of low and very low birth weight births - % diabetes - % heart disease - % asthma
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Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
<p>1. Region Inadequately Defined</p> <p>2. Plans and Efforts Remain Disaggregated</p> <p>3. Climate Change Issues Not Adequately Incorporated</p>	f. Decrease in per capita VMT and transportation-related emissions for the region.	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does 	<p>A. Establish regional scenario planning guidelines to develop and test strategies for reducing greenhouse gas emissions</p> <p>B. Redefine region</p>	<p>A1. Review criteria established</p> <p>A1. Assumptions established</p> <p>A1. Data obtained</p> <p>B1. Boundary scenario options</p>	<p>A1. LCC comment A1:</p> <ul style="list-style-type: none"> - Internal VMT and VMT/Capita - Mode split: portion of travel made by walking, cycling, rideshare, public transit and telework - % Transit Mode Share on Congested Corridors - % Non-Auto Trips - Priority Bikeway Miles - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Per capita fossil fuel consumption, and emissions of CO2 and other climate change emissions <p>B1. LCC comment</p>	<p>A1. Modeling tool developed</p> <p>A1. Scenarios developed</p> <p>B1. Boundary Defined</p>	<p>A1. Model results accepted by LCC</p> <p>A1. LCC comment on scenarios</p> <p>A1.</p> <ul style="list-style-type: none"> - Internal VMT and VMT/Capita - Mode split: portion of travel made by walking, cycling, rideshare, public transit and telework - % Transit Mode Share on Congested Corridors - % Non-Auto Trips - Priority Bikeway Miles - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Per capita fossil fuel consumption, and emissions of CO2 and other climate change emissions <p>B1. Adopted boundary</p>	<p>A1. Preferred scenario identified</p> <p>A1. Modeling and Scenario Planning Toolkit developed</p> <p>NA</p>	<p>A1. LCC apply preferred scenario</p> <p>A1. # accessing toolkit</p> <p>A1. # utilizing toolkit</p> <ul style="list-style-type: none"> - :Internal VMT and VMT/Capita - Mode split: portion of travel made by walking, cycling, rideshare, public transit and telework - % Transit Mode Share on Congested Corridors - % Non-Auto Trips - Priority Bikeway Miles - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Per capita fossil fuel consumption, and emissions of CO2 and other climate change emissions <p>NA</p>

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
2. Plans and Efforts Remain Disaggregated 4. Persistent Inequity	g. Decrease in combined housing and transportation costs per household.	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Transform the Way HUD Does Business 	A. Expand the current set of Central Lane MPO regional priorities to incorporate economic development and affordable housing considerations	NA	NA	A1. Draft regional MPO priorities integrating economic and affordable housing concerns	A1. LCC comment on draft priorities	A1. Proposed revised regional MPO priorities	A1. LCC comment
				B. Apply triple bottom line analysis in decision making.	NA	NA	B1. Draft triple bottom line analysis applied by one or more LCC focus area teams	B1. LCC comment on analysis	B1. Triple bottom line analysis(es) results reviewed by LCC	B1. LCC comment
				C. Develop integrated CIP	NA	NA	NA		C1. Integrated CIP Developed	C1. LCC approval
				D. Develop integrated finance plan for catalytic project(s)	NA	NA	NA		D1. Integrated finance plan established	D1. LCC approval
						A1 -D1: -% of families spending more than 45% of income on combined housing and transportation costs -% of household paying more than 30% of income for housing		A1 -D1: -% of families spending more than 45% of income on combined housing and transportation costs -% of household paying more than 30% of income for housing		A1 -D1: -% of families spending more than 45% of income on combined housing and transportation costs -% of household paying more than 30% of income for housing

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
<p>1. Region Inadequately Defined</p> <p>2. Plans and Efforts Remain Disaggregated</p> <p>3. Climate Change Issues Not Adequately Incorporated</p>	<p>h. Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations</p>	<ul style="list-style-type: none"> - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Establish LCC</p> <p>B. Develop Sustainability Assessment Tool</p> <p>C. Develop integrated CIP</p> <p>D. Develop integrated finance plan</p>	<p>A1. Consortium Chartered</p> <p>NA</p> <p>NA</p> <p>NA</p>	<p>A1. By-Laws Adopted</p> <p>NA</p> <p>NA</p> <p>NA</p>	<p>A1. Focus Areas Teams Established and Operational</p> <p>B1. Draft sustainability assessment tool applied by at least one focus team</p> <p>NA</p> <p>NA</p>	<p>A1. Number of Teams/Reports</p> <p>A1. Diversity of Teams</p> <p>B1. LCC Comment</p> <p>NA</p> <p>NA</p>	<p>A1. Focus team recommendations adopted by partners</p> <p>B1. Sustainability assessment tool complete and distributed</p> <p>C1. Integrated CIP Developed</p> <p>D1. Integrated finance plan established</p>	<p>A1. # of recommendations adopted</p> <p>A1. # of partners adopting</p> <p>B1. # of assessments done with tool</p> <p>B1. # partners and others using assessment tool</p> <p>C1. # adopting CIP</p> <p>D1. # implementing finance plan</p> <p>D1. Amount financing obtained</p>

U.S. Department of Housing and Urban Development
Office of Sustainable Housing and Communities
Rating Factor – Form

OMB Approval Number: 2501-0024
Expiration Date: 12/31/2010

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress		
1. Region Inadequately Defined 2. Plans and Efforts Remain Disaggregated 3. Climate Change Issues Not Adequately Incorporated 4. Persistent Inequity	h. Increased proportion of low-and very-low income households within to transit commute or major employment centers.	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Enhance economic competitiveness - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<ul style="list-style-type: none"> A. Apply triple bottom line analysis in decision making. B. Develop Sustainability Assessment Tool C. Develop integrated CIP D. Develop integrated finance plan for catalytic project(s) 	NA NA NA	NA NA NA	NA NA NA	NA NA NA	<ul style="list-style-type: none"> A1. Draft triple bottom line analysis applied by one or more LCC focus area teams B1. Draft sustainability assessment tool applied by at least one focus team NA NA 	<ul style="list-style-type: none"> A1. LCC comment on analysis B1. LCC Comment NA NA 	<ul style="list-style-type: none"> A1. Triple bottom line analysis(es) results reviewed by LCC B1. Sustainability assessment tool complete and distributed C1. Integrated CIP Developed D1. Integrated finance plan established 	<ul style="list-style-type: none"> A1. LCC comment B1. # of assessments done with tool B1. # partners and others using assessment tool C1. LCC approval D1. LCC approval

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
1. Region Inadequately Defined 2. Plans and Efforts Remain Disaggregated 3. Climate Change Issues Not Adequately Incorporated 4. Persistent Inequity	i. Increased proportion of affordable housing units that have high access to a supermarket or grocery store that provides quality fresh foods	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Apply triple bottom line analysis in decision making.</p> <p>B. Develop Sustainability Assessment Tool</p> <p>C. Develop integrated CIP</p> <p>D. Develop integrated finance plan for catalytic project(s)</p>	NA NA NA	NA NA NA	A1. Draft triple bottom line analysis applied by one or more LCC focus area teams B1. Draft sustainability assessment tool applied by at least one focus team NA NA	A1. LCC comment on analysis B1. LCC Comment NA NA	A1. Triple bottom line analysis(es) results reviewed by LCC B1. Sustainability assessment tool complete and distributed C1. Integrated CIP Developed D1. Integrated finance plan established	A1. LCC comment B1. # of assessments done with tool B1. # partners and others using assessment tool C1. LCC approval D1. LCC approval A1-D1; <ul style="list-style-type: none"> - % households with no car and > 1 mile from grocery store - % low-income people living > 1 mile from grocery store - % CSA's and farmers' markets accepting food stamps - Location of CSA pick ups and farmers' markets accepting food stamps no greater than 1 mile from low income block groups and housing - Degree to which culturally appropriate fresh foods are available

Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
2. Plans and Efforts Remain Disaggregated 4. Persistent Inequity	j. Increased proportion of affordable housing units located close to walking trails, parks, green space, and vital amenities such as hospitals and schools	<ul style="list-style-type: none"> - Provide More Transportation Choices - Promote equitable, affordable housing - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Apply triple bottom line analysis in decision making.</p> <p>B. Develop Sustainability Assessment Tool</p> <p>C. Develop integrated CIP</p> <p>D. Develop integrated finance plan for catalytic project(s)</p>	NA NA NA	NA NA A1-D1: -% of Households within 1/4 mile of walking trails, parks, green space, and vital amenities such as hospitals and schools -Households within ¼ mile of neighborhood center (accessibility to a neighborhood center) -Walkability Index	A1. Draft triple bottom line analysis applied by one or more LCC focus area teams B1. Draft sustainability assessment tool applied by at least one focus team NA	A1. LCC comment on analysis B1. LCC Comment NA A1-D1: -% of Households within 1/4 mile of walking trails, parks, green space, and vital amenities such as hospitals and schools -Households within ¼ mile of neighborhood center (accessibility to a neighborhood center) -Walkability Index	A1. Triple bottom line analysis(es) results reviewed by LCC B1. Sustainability assessment tool complete and distributed C1. Integrated CIP Developed D1. Integrated finance plan established	A1. LCC comment B1. # of assessments done with tool B1. # partners and others using assessment tool C1. LCC approval D1. LCC approval A1-D1: -% of Households within 1/4 mile of walking trails, parks, green space, and vital amenities such as hospitals and schools -Households within ¼ mile of neighborhood center (accessibility to a neighborhood center) -Walkability Index
1. Region Inadequately Defined 2. Plans and Efforts Remain Disaggregated 3 Climate Change Issues Not Adequately Incorporated	k. Increased use of compact development as a tool for regional planning, either to accommodate population growth or to adjust to population decline within the target area	<ul style="list-style-type: none"> - Support Existing Communities - Coordinate policies and leverage investment - Value communities and neighborhoods 	<ul style="list-style-type: none"> - quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Apply triple bottom line analysis in decision making.</p> <p>B. Develop Sustainability Assessment Tool</p> <p>C. Develop integrated CIP</p>	NA NA NA	NA NA NA	A1. Draft triple bottom line analysis applied by one or more LCC focus area teams B1. Draft sustainability assessment tool applied by at least one focus team NA	A1. LCC comment on analysis B1. LCC Comment NA	A1. Triple bottom line analysis(es) results reviewed by LCC B1. Sustainability assessment tool complete and distributed C1. Integrated CIP Developed	A1. LCC comment B1. # of assessments done with tool B1. # partners and others using assessment tool C1. LCC approval

	Increased use of compact development as a tool for regional planning, either to accommodate population growth or to adjust to population decline within the target area (contd.)			D. Develop integrated finance plan for catalytic project(s)		A1-D1: - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - Supply of affordable housing - Value of public and private investment in infill and brownfield development		NA A1-D1: - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - Supply of affordable housing - Value of public and private investment in infill and brownfield development	D1. Integrated finance plan established	D1. LCC approval A1-D1: - Acres of zoned nodal development - % of dwelling units built in nodes - % of New "Total" Employment in Nodes - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - Supply of affordable housing - Value of public and private investment in infill and brownfield development
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress
2. Plans and Efforts Remain Disaggregated 3 Climate Change Issues Not Adequately Incorporated 4.Persistent Inequity	I. Increased proportion of the local population adequately prepared to participate in the core economic growth sectors of the region	<ul style="list-style-type: none"> - Provide More Transportation Choices - Enhance economic competitiveness - Support Existing Communities 	<ul style="list-style-type: none"> - Strengthen the Nation's housing market to bolster the economy and protect consumers - Meet the need for quality affordable rental homes - Utilize housing as a platform for improving quality of life - Build inclusive and sustainable communities free from discrimination - Transform the Way HUD Does Business 	<p>A. Work with successful groups to develop trusting relationships, establish processes, and offer incentives to make it easier for and desirable to traditionally marginalized populations to participate.</p> <p>B. Develop full cost accounting tool to articulate the health, social, environmental and economic costs of projects thus standardizing considerations of equity in</p>	NA B1. Cost accounting elements and methods researched	NA B1. Findings and proposed next steps to LCC A1-B1: All by race and ethnicity to degree data is available: - Income Distribution - Unemployment rate - Poverty rate - Educational attainment - Rate of workforce	A1. Public outreach plan B1. Draft accounting too	A1. LCC comment and adoption B1. LCC comment A1-B1: All by race and ethnicity to degree data is available: - Income Distribution - Unemployment rate - Poverty rate - Educational attainment - Rate of workforce participation - % of population receiving food	A1. Continue plan implementation B1. Apply tool to LCC priority project(s)	<p>A1. # individuals/groups engaged</p> <p>A1. Diversity of individuals/groups engaged (age, race, income, etc)</p> <p>A1. % of materials available in Spanish</p> <p>A1. % of materials available to the hearing and visually impaired</p> <p>A1. Variety of media for Information Distribution</p> <p>B1. LCC accepts results and applies in project analysis</p> <p>A1-B1: All by race and ethnicity to degree data is available: - Income Distribution - Unemployment rate - Poverty rate - Educational attainment - Rate of workforce participation</p>

U.S. Department of Housing and Urban Development
Office of Sustainable Housing and Communities
Rating Factor – Form

OMB Approval Number: 2501-0024
Expiration Date: 12/31/2010

	Increased proportion of the local population adequately prepared to participate in the core economic growth sectors of the region (contd)			all community realms		<ul style="list-style-type: none"> participation - % of population receiving food stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care - # and % of small or minority-owned business started and retained 		<ul style="list-style-type: none"> stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care # and % of small or minority-owned business started and retained 		<ul style="list-style-type: none"> - % of population receiving food stamps - % of population that are food insecure - % of existing and new housing in region affordable to <i>very low, low, moderate, and upper income</i> households - Distribution of low income housing by neighborhood/patterns of segregation in housing in region - #, type of outcomes of Workforce development programs - % of population earning Living Wage Income - # and % of population with access to health care # and % of small or minority-owned business started and retained
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	HUD goals addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated 6-month progress	Measure of progress	Anticipated 12-month progress	Measure of progress	Anticipated 24-month progress	Measure of progress

Lane Livability Consortium
SMART Communities Project

Metro Plan Summary

August 2010

Metro Plan Chapter, Section, and Applicable Statewide Planning Goal	Chapter Summary	Gaps or Shortcomings by Regional Topic Area and Complementary Planning Efforts that Require Integration
<p>CHAPTER I Introduction</p>	<ul style="list-style-type: none"> • Third update to Plan that was originally adopted in 1972 • Updates reflect changing needs and circumstances and ensure validity and usefulness • Official long-range comprehensive plan and overall land use planning policy framework • Lists general assumptions and findings applicable to all Metro Plan chapters 	<ul style="list-style-type: none"> • State-mandated HB 3337 (p. I-1, -3, -5 and -10) • State planning goals and administrative rules (p. I-6) • Population projections (p. I-1 and -7) • Metro Plan diagram (p. I-4 and -6) • Plan boundaries diagram (p. I-4 and -6) • Urban transition (p. I-8)
<p>CHAPTER II, Sections A - G Fundamental Principles and Growth Management Policy Framework</p>	<ul style="list-style-type: none"> • Includes fundamental principles that reflect overall themes and goals • Lists metro area-wide growth management goals, objectives, findings and policies • Delineates jurisdictional responsibilities by the two cities and county • Defines and addresses urban and urbanizable land • Lists goals, objectives, findings and policies for River Road and Santa Clara within the Eugene area • Explains the purpose and land use designations of the Metro Plan diagram, including Goal 14 (Urbanization) factors and criteria 	<ul style="list-style-type: none"> • State-mandated HB 3337 (Sections II-A: -C, D, E) • Jurisdictional autonomy (p. II-A-1) • State planning goals and associated administrative rules • Population projections (p. II-A-2) • Abolishment of boundary commission (Section II-E) • River Road/Santa Clara (Section II-F) • Metro Plan diagram, designations, location descriptions and Plan boundaries diagram (Section II-G) • Urban and urbanizable land (Section II-E)
<p>CHAPTER III [Specific Elements] A Residential Land Use and Housing Element (Goal 10)</p>	<ul style="list-style-type: none"> • Lists goals, findings and policies related to residential land supply and demand; residential density; housing type and tenure; design and mixed use; existing housing supply and neighborhoods; affordable, special need and fair housing; and coordination • Acknowledges that residential land use occupies the largest share of land within the UGB 	<ul style="list-style-type: none"> • Metro Plan designations (low, medium and high density; mixed use areas; nodal development area; and rural residential) (Section II-G) • State-mandated HB 3337 • Eugene-Springfield Consolidated Housing Plan
<p>CHAPTER III B Economic Element (Goal 9)</p>	<ul style="list-style-type: none"> • Lists economic goals, objectives, findings and policies • Describes shift in metro area's economy from lumber and wood to diversification in non-manufacturing jobs • Acknowledges development of metro area as a regional trade and service center serving southern and eastern Oregon 	<ul style="list-style-type: none"> • City-specific commercial and industrial inventories • City-specific economic opportunities analyses • Metro Plan diagram and designations (p.III-B-6) • Regional Economic Development Plan
<p>CHAPTER III C Environmental Resources Element (Goals 3, 4, 5, 6 and 7)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for environmental resources including agricultural lands; forest lands; riparian corridors, wetlands and wildlife habitat; mineral and aggregate resources; open space; noise; air, water and land resources quality; and natural hazards 	<ul style="list-style-type: none"> • Lane County Rural Comprehensive Plan • Lane County Natural Hazards Mitigation Plan • Eugene-Springfield Natural Hazards Mitigation Plan • City-specific land inventories (p. III-C-8 to 10) • Metro Plan diagram, designations and location descriptions (p. III-C-8 to 10) • Plan boundaries diagram (p. III-C-11 to 12; C-15 to 16)
<p>CHAPTER III D Willamette River Greenway, River Corridors and Waterways Element (Goal 15)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for the Willamette River greenway, river corridors and waterways • Acknowledges the Willamette and McKenzie Rivers, and other metro area waterways as valuable natural assets 	<ul style="list-style-type: none"> • Metro Plan diagram, designations and location descriptions • Plan boundaries diagram • Willamette River Open Space Vision • West Eugene Wetlands Plan

Metro Plan Chapter, Section, and Applicable Statewide Planning Goal	Chapter Summary	Gaps or Shortcomings by Regional Topic Area and Complementary Planning Efforts that Require Integration
<p>CHAPTER III</p> <p style="text-align: center;">E</p> <p>Environmental Design Element</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for environmental design. • Explains focus on process and components of the urban area to achieve a distinctive, livable form with a high quality of life 	<ul style="list-style-type: none"> • City-specific planning and implementation in mixed use and nodal development areas
<p>CHAPTER III</p> <p style="text-align: center;">F</p> <p>Transportation Element (Goal 12)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for transportation in the areas of land use; transportation demand management; transportation system improvements for the entire system, roadways, transit, bicycle, pedestrian, goods movement and other modes; and finance 	<ul style="list-style-type: none"> • Regional Transportation System Plan [federal-required] • Eugene-Springfield TransPlan [state-required] • City-specific Transportation System Plan Updates • State planning goals and associated administrative rules • Metro Plan diagram, designations; location descriptions and Plan boundaries diagram
<p>CHAPTER III</p> <p style="text-align: center;">G</p> <p>Public Facilities and Services Element (Goal 11)</p>	<ul style="list-style-type: none"> • Lists overarching goals and findings • Lists more specific findings and policies for services to development within the urban growth boundary including planning and coordination; water; stormwater; electricity; schools; solid waste); services to areas outside the urban growth boundary; locating and managing public facilities outside the UGB; and financing 	<ul style="list-style-type: none"> • Public Facilities and Services Plan • City- and county-specific updates • Regional agreements • Metropolitan Wastewater Management Commission
<p>CHAPTER III</p> <p style="text-align: center;">H</p> <p>Parks & Recreation Facilities Element (Goals 5 and 8)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for parks and recreation facilities • Defines the types of facilities ranging from regional-metropolitan parks, community parks, neighborhood parks, play lots, community centers and special recreational facilities 	<ul style="list-style-type: none"> • River Road and Willamalane Park and Recreation Districts (p. III-H-1) • Rivers to Ridges Regional Open Space Vision • Willamalane Parks and Recreation Comprehensive Plan • Eugene PROS Comprehensive Plan • Lane County Parks Master Plan
<p>CHAPTER III</p> <p style="text-align: center;">I</p> <p>Historic Preservation Element (Goal 5)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for historic preservation • Notes that historic structures, sites and areas provide a tangible physical connection with the past as growth and change occur in the metro area 	<ul style="list-style-type: none"> • City- and county-specific historic preservation plans
<p>CHAPTER III</p> <p style="text-align: center;">J</p> <p>Energy Conservation Element (Goal 13)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for energy conservation. • Focus on maximizing conservation and efficient utilization of energy, and developing environmentally acceptable energy resource alternatives. 	<ul style="list-style-type: none"> • Eugene Water & Electric Board, River Road Water District • Springfield Utility Board, Rainbow Water District • City- and county-specific energy management plans

Metro Plan Chapter, Section, and Applicable Statewide Planning Goal	Chapter Summary	Gaps or Shortcomings by Regional Topic Area and Complementary Planning Efforts that Require Integration
<p style="text-align: center;">CHAPTER III</p> <div style="text-align: center; border: 1px solid black; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> K </div> <p style="text-align: center;">Citizen Involvement Element (Goal 1)</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for citizen involvement. • Citizen advisory committees provide a citizen's perspective on a wide-range of planning issues. 	<ul style="list-style-type: none"> • Metropolitan Policy Committee • MPO Public Participation Plan • Joint Planning Commission Committee • Individual planning commissions • Envision Eugene Community Resource Group • Springfield 2030 Citizen Committee
<p style="text-align: center;">CHAPTER IV</p> <p style="text-align: center;">Metro Plan Review, Amendments and Refinements</p>	<ul style="list-style-type: none"> • Lists goals, objectives, findings and policies for review, amendments and refinements to the Metro Plan. • Explains and defines different types of amendments (Type I or II), who initiates and which governing bodies are required to participate in the process. 	<ul style="list-style-type: none"> • State-mandated HB 3337 • Metropolitan Policy Committee • Metro Plan amendments initiated by individual cities
<p style="text-align: center;">CHAPTER V</p> <p style="text-align: center;">Glossary</p>	<ul style="list-style-type: none"> • Defines commonly used terms in the Metro Plan. 	<ul style="list-style-type: none"> • Definitions related to sustainability and livability

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Current Public Involvement Programs

Land Use/Urbanization	Eugene Planning Commission Springfield Planning Commission Coburg Planning Commission Lane County Planning Commission Envision Eugene Advisory Committee Springfield 2030 Advisory Committee Lane County Land Use Task Force
Housing	Housing Policy Board Eugene Rental Housing Department Advisory Committee
Transportation	Central Lane MPO Citizen Advisory Committee Lane County Roads Advisory Committee Lane Area Commission on Transportation (pending) Eugene Bicycle Advisory Committee
Water/Wastewater Infrastructure	Eugene Water and Electric Board River Road Water District (Eugene) Springfield Utility Board Rainbow Water District (Springfield) Metropolitan Wastewater Management Commission
Economic Development	Eugene-Springfield Metro Partnership Eugene Redevelopment Advisory Committee Eugene Neighborhood Matching Grant Advisory Committee Lane Economic Committee Lane County Economic Development Standing Advisory Committee Eugene and Springfield Chambers of Commerce Lane Workforce Partnership Green Jobs Task Force (Lane County, Eugene and Springfield) Career and Technical Education Coordinating Committee Joint Elected Officials Economic Development Task Force Advisory Committee Lane County Tourism Council, Lane County Rural Tourism Committee Springfield Community Development Advisory Committee
Agriculture	Lane County Food Policy Council Willamette Farm and Food Coalition LCC Small Business Center Horticulture and Master Gardener Working Group
Natural Resources/Parks, Recreation, Open Space and Culture	Eugene Cultural Services Advisory Committee Eugene Public Art Committee Lane County Parks Advisory Commission Long Tom Watershed and McKenzie River Watershed Councils River Road Parks and Recreation District (Eugene) Springfield Arts Commission Willamalane Park and Recreation District Board (Springfield) Willamette Resources and Educational Network (west Eugene wetlands)
Sustainability	Eugene Sustainability Commission Climate Energy Action Plan Working Group Energy Efficiency and Renewable Energy Design Team
Human Rights	Eugene Human Rights Commission Lane County Commission for the Advancement of Human Rights Human Services Commission (Lane County, Eugene and Springfield)
Public Health	Lane County Community Health Council Eugene Toxics Board
Other	Neighborhood Organizations/Associations Team Springfield (City, School District, and Springfield Utility Board Lane Regional Air Pollution Authority (LRAPA) Board

Expertise

- Regional transportation planning
- Parks and recreation planning
- Public involvement/group facilitation
- Intergovernmental coordination
- Natural resource planning
- Landscape architecture

Education

Bachelor of Science in Landscape Architecture, University of Wisconsin—Madison, 1983

Professional Experience**Transportation Program Manager ■ 2008-present*****Lane Council of Governments, Eugene, Oregon***

- Responsible for ongoing operations of Central Lane MPO including intergovernmental coordination with partner agencies, public involvement, and the development of the annual work program
- Responsible for oversight on transportation planning activities for Eugene-Springfield area, supervising technical staff, providing oversight for development of transportation improvement program, air quality conformity, and long-range planning
- Assist with organizational development, outreach and service improvements for the LCOG's Government Services Division

Planning Director ■ 2005 - 2007***City and County of Denver Parks and Recreation Department, Denver, Colorado***

- Agency lead for long- and short-range planning efforts, including public involvement, design, and construction.
- Responsible for developing and implementing the Department's annual \$9 million Capital Improvement Plan
- Provided interagency coordination and represented parks interests in economic development, natural resource protection, transportation planning, public art, urban design, and funding.
- Lead parks and recreation planning for urban redevelopment projects at Stapleton Airport, Lowry Air Force Base, and Cherokee-Gates
- Facilitation of Infrastructure Task Force to develop recommendations for \$350 million bond measure.

Planning Manager ■ 1998-2005***City of Eugene Parks and Open Space Division, Eugene, Oregon***

- Lead the implementation of \$25.3 million bond measure to develop new parks, upgrade existing parks, and acquire open space
- Served as project manager for Parks, Recreation and Open Space Comprehensive Plan, a long-range vision and action plan addressing park and open space facilities, recreation programs, maintenance and operations, and funding.
- Managed acquisition program for parks, natural open space and trail corridors. Responsible for oversight on city-wide acquisition strategy, contacts with property owners, coordinating property negotiations, and outlining planning considerations.
- Developed public involvement policy and implemented programs including extensive outreach to affected stakeholders, workshops, community surveys, accessible public information, and responsive development planning.

Planner ■ 1995 - 1997***MIG Inc., Eugene, Oregon***

- Lead staff for development of Gresham Parks, Recreation and Open Space Master Plan.
- Lead staff for River District Recreation Needs Assessment for Portland Parks and Recreation.

Project Manager ■ 1988 - 1991***The LA Group, Saratoga Springs, NY***

- Landscape architect and project manager for private residential, industrial and commercial development.
- Provided consulting for land use, environmental, and regional planning permitting processes.

Expertise

- Regional coordination
- Public involvement
- Current and long-range land use planning
- Group facilitation
- Project management
- Natural resource planning

Education

Master of Community and Regional Planning, University of Oregon, Eugene, Oregon, 1996

Bachelor of Science in Landscape Architecture, California Polytechnic State University, San Luis Obispo, California, 1990

Professional Experience**Senior Planner ■ 1996-present*****Lane Council of Governments, Eugene, Oregon***

- Contract manager/project coordinator for the Eugene, Springfield and Lane County metropolitan area planning (in progress)
- Public involvement coordinator/subconsultant for the \$147 million Interstate 5 Willamette River Bridge replacement project
- Project manager/project coordinator for the City of Creswell planning assistance contract, including a Comprehensive Plan Update
- Project manager for *City of Creswell Parks and Open Space Master Plan*
- Project manager for *City of Coburg Downtown Plan* and *Junction City Downtown Plan*
- City project manager for *City of Creswell Interchange Area Management Plan (IAMP) and Transportation System Plan (TSP) Update*, City of Creswell
- Public outreach coordinator for Willamette Valley Livability Forum's *Alternatives Transportation Futures*
- Project manager for *City of Creswell Regional Economic Development Plan*
- Team member or contributor to:
 - Fire Defense Board Emergency Communications District Formation Final Report
 - Lane County Local Government Boundary Commission transition
 - Coburg Transportation System Plan
 - Oakridge Community Center Feasibility and Siting Study
 - Lane County Fairgrounds *Amazon Creek Enhancement Study*
- Successful grant writing for *City of Coburg Downtown Plan* and *IAMP-TSP Update* (TGM program) and *City of Coburg Local Wetlands Inventory* (Division of State Lands)

Assistant Planner ■ 1994-1996***City of Eugene Planning Division, Eugene, Oregon***

- Lead staff on the Eugene Growth Management Study Parks and Open Space topic area
- Wrote *Growth Management Glossary and Demographic Comparisons Report* for the Eugene Growth Management Study
- Completed detailed analysis on potential nodes for *TransPlan*
- Wrote partition, zone change, subdivision, site review staff reports

Landscape Architect ■ 1990-1993***Kawasaki Thielacker Ueno + Associates; San Diego, California***

- Prepared site analyses, construction documents, designed and oversaw installation of plant and irrigation projects
- Coordinated consultant and landscape drawings, prepared illustrative drawings for presentations
- Prepared cost estimates

Affiliations

Facilitation Skills Training; Wetland Identification Training; National Charrette Institute Training; Silver Quill Exceptional Writing Award, City of Eugene Planning Department; Received State of California Landscape Architecture license, 1993; Graduate Teaching Fellow, University of Oregon; Member, Sigma Lambda Alpha, Landscape Architecture National Honors Society; Dean's List, Cal Poly, Landscape Architecture Department

Education

Ph.D., University of Michigan, Urban, Technological and Environmental Planning (2001), Certificate in Transportation Logistics Studies

MUP, San Jose State University, Urban and Regional Planning (1995)

BBA, University of Texas – Austin, Marketing (1991)

Current Position

Associate Professor (2001-current)

Planning, Public Policy and Management, University of Oregon

Co-Director, Sustainable Cities Initiative, University of Oregon

Associate Director, Oregon Transportation Research and Education Consortium

Classes taught: Mobile GIS, Applied GIS and Social Planning, City Growth/City Design, Bicycle Planning, Planning for Social Change, Community Leadership and Change, Introduction to Public Service, Planning for the Transportation Disadvantaged, Introduction to the Nonprofit Sector, Regional Social Planning Models

Affiliations

Fulbright Scholar (United Kingdom 2009-10)

Research Associate, Mineta Transportation Institute

University of Oregon Faculty Fund for Excellence Awardee

NextGen Scholar, STELLA Transatlantic Thematic Network

Education Technology Expert, Institute of Mathematical Geography

Participating Faculty, University of Oregon Environmental Studies Program

Publications/Scholarship

Schlossberg, Marc and Christo Brehm. "Participatory GIS And Active Transportation: Collecting Data and Creating Change" (in press). **Transportation Research Record**.

Weinstein, Asha, Marc Schlossberg, and Katja Irvin (2008). *How Far, by Which Route, and Why? A Spatial Analysis of Pedestrian Preference*. **Journal of Urban Design**. Vol. 13. No. 1, 81–98.

Schlossberg, Marc, Asha Weinstein and Katja Irvin (2007). *An Assessment of GIS-Enabled Walkability Audits* **URISA Journal**. Vol. 19, No. 2, pp. 5-11

Schlossberg, Marc (2007) "Teaching by Doing: PPGIS and Classroom-Based Service Learning" – **URISA Journal**, Vol. 19, No. 1, pp. 14-23.

Schlossberg, Marc (2007). "From TIGER to Audit Instruments: Using GIS-Based Street Data to Measure Neighborhood Walkability". **Transportation Research Record: Journal of the Transportation Research Board**. No. 1982. pp. 48-56.

Schlossberg, Marc, Jessica Greene, Page Paulsen Phillips, Bethany Johnson, and Robert Parker. (2006). "School Trips: Effects of Urban Form and Distance on Travel Mode". **Journal of the American Planning Association**. Vol 72, No 3, pp. 337-346.

Doyle, S., Kelly-Schwartz, Schlossberg, M. and Stockard, J. (2005) "Active Community Environments and Health: The Relationship of Walkable and Safe Communities to Individual's Health". **Journal of the American Planning Association**. Vol 72, No. 1, pp. 19-31.

Schlossberg, Marc, Page Paulsen Phillips, Bethany Johnson, and Robert Parker. (2005). "How Do You They Get There? A Spatial Analysis of a 'Sprawl School' In Oregon". **Planning Practice & Research** Vol. 20, No. 2, pp. 147 – 162.

Schlossberg, Marc and Elliot Shuford. (2005). "Delineating 'Public' and 'Participation' in PPGIS". **URISA Journal**. 16(2), 15-26.

TERRENCE McDONALD

ST. VINCENT de PAUL

Education:	University of Oregon, BA Political Science, BA Medieval History Post Graduate, University of Oregon, Education	1970 1977-78
Experience:	St. Vincent de Paul (SVDP) Director of Stores Operation SVDP Executive Director	1971-1984 1984-present

Programs directed within St. Vincent de Paul Society of Lane County, Inc.

Economic development

- * Major Appliance Repair and Recycling
- * Reusables Recovery from Solid Waste System
- * Freon Recycling Program
- * Cars for a Cause
- * Long Haul Trucking
- * de Paul Building Systems
- * Computer recycling
- * DR ³ (Divert, Reduce, Reuse, Recycle)
- * Industrial Textile Recycling
- * Woodshop Furniture manufacturing
- * Aurora Glass Foundry
- * Mattress Factory
- * Propane Recycling
- * Sustainable Waste Based Business Recycling Model

Service Programs

- * Interfaith Emergency Shelter System
- * SVDP Social Service Office
- * Richard W. Lindholm Service Center
- * HomeShare Program
- * Eugene Service Station
- * Self-Sufficiency Services - contracts with Oregon Vocational Rehab, AFS, and others
- * First Place Family Center
- * Low income Weatherization Program
- * Overnight Camping Program
- * Administration of the Energy Share program

Housing programs:

- * Second Chance Renter Program
- * American Dream Home Ownership
- * HOPE III Home Ownership
- * Transitional housing
- * Permanent Affordable Housing
- * Threshold Homeownership Program

Agency Awards

Catholic Charities Award	1990
City of Eugene Homelessness Response Award	1991
Springfield Utilities Board Award	1992
Lane County Recycling Recognition Award	1994 and 1995
Oregon Housing and Community Services Dept. Award for 25 years of Community Service	1996
City of Eugene Award for Affordable Housing	1996
Lane County Recognition Award	1997
Sustainable Northwest's New Founders of the Northwest Award	1998
ARC's Good Neighbor Award	1998
EPA Recycler of the Year Award	2000

Personal Honors

Eldon G. Schafer-Nils B. Hult Humanitarian Award from Eugene Rotary	1997
United Way's Professional Leader of the Year Award	1997

STEPHANIE A. JENNINGS, AICP

3020 Hendricks Hill Drive ♦ Eugene, Oregon 97403 ♦ 541.554.2879 ♦ stephaniejennings@gmail.com

SUMMARY OF QUALIFICATIONS

Over a dozen years of experience managing affordable housing and community development programs, grants, loans, and initiatives. Advanced national and field-based knowledge of best practices in housing policy and development. Team-oriented professional with strong strategic planning, project management, supervision, writing, presentation, and analytical skills.

RECENT WORK EXPERIENCE

City of Eugene ♦ Eugene, Oregon

Grants Manager, Community Development Division ♦ January 2009 – present

Manage the planning and use of over \$4 million in federal funds from the U.S. Department of Housing and Urban Development including Community Development Block Grant, HOME Investment Partnership Program, and American Recovery and Reinvestment Act funds. Supervise a team of seven people to implement programs for landbanking and affordable housing development, a revolving housing rehabilitation fund, social service operations and capital facilities, homelessness prevention, and homebuyer assistance. Provide staffing for the Intergovernmental Housing Policy Board, the Intergovernmental Human Services Commission, and Eugene City Council. Collaborate with local and statewide entities to advance affordable housing and community development programs and policies.

City of Eugene ♦ Eugene, Oregon

Housing Finance Analyst, Community Development Division ♦ November 2005 – December 2008

Managed the City's affordable housing development programs to facilitate the development of multifamily and special needs housing for low-income persons. Responsible for federal regulatory compliance related to use of CDBG and HOME funds and served as environmental review, acquisition, and relocation specialist. Lead City application to Harvard's Innovations in American Government Award Program for the Landbanking Program for Affordable Housing. Responsible for providing oversight and guidance to multiple internal staff and external consultants.

Fannie Mae Foundation ♦ Washington, D.C.

Manager, National Initiatives ♦ May 2001 – May 2005

Research Fellow, Program Development ♦ July 2000 - May 2001

Program Associate, Program Development ♦ June 1999 – July 2000

Served as program officer and project manager for a wide range of programs and initiatives seeking to advance national policy, practice, research and organizational effectiveness related to affordable housing and community development. Managed over 80 grants and loans totaling over \$9 million to universities and national and local nonprofit organizations engaged in affordable housing production and preservation, policy, and research across the United States. Created and executed funding strategy for reusing vacant land and abandoned properties that resulted in the creation of the National Vacant Properties Campaign. Reviewed proposals, conducted site visits, structured grants, prepared recommendations, negotiated outcomes and assessed progress. Also developed performance indicators and evaluation strategies for multiple grantmaking programs. Served as Associate Editor for *Housing Facts & Findings*, a quarterly publication for policymakers and practitioners, and for *Housing Policy Debate*, a quarterly peer-reviewed journal.

EDUCATION

University of North Carolina at Chapel Hill ♦ Master of Regional Planning, May 1999

Specialized in Real Estate and Housing Finance

University of North Carolina at Chapel Hill ♦ Master of Public Administration, May 1998

Recipient, L. Richardson Preyer Scholarship

Guilford College ♦ Bachelor of Science with Honors, May 1996

Double major in Political Science and International Studies; Minor in Economics

Recipient, The Senior Excellence Award (for scholarship, leadership, and community service), 1996

President, Guilford College Student Government Association, 1995 – 1996

Expertise

- Transit system planning and analysis
- Public sector project management
- Economic analysis of public investments
- Intergovernmental coordination
- Public involvement
- Strategic planning

Education

Master of Science in Commerce and Business Administration (Transport) from the, University of British Columbia, Vancouver, BC

Bachelor of Science in Urban and Regional Planning from the California Polytechnic University, Pomona, California

Certified Project Management Professional (PMP) by Project Management Institute, Newtown Square, Pennsylvania, 1994

Professional Experience

Planning and Development Director ■ 2006 - present

Lane Transit District Eugene, Oregon

- Responsible for the development of the region's Bus Rapid Transit system and management of LTD's infrastructure lifecycle

Transportation Program Manager ■ 1986 - 2006

Lane Council of Governments, Eugene, Oregon

- *Eugene-Springfield Transportation System Plan*
 - Manage project to update Eugene-Springfield long-range transportation system plan
 - Manage several-year project working with large multi-disciplinary team
 - Project involves several components including public involvement, system modeling, data development, population/employment forecasting and land use/transportation system integration
 - Responsible for client (federal, state, local agencies) negotiations and procurement and management of consultants for special studies related to the plan update
- *Metropolitan Planning Organization (MPO)*
 - Responsible for ongoing program of technical transportation planning activities for Eugene-Springfield area
 - Supervise technical staff, development of annual work program, grant application and management, development of transportation improvement program (TIP), air quality conformity analysis of the TIP, and the long-range plan
- *Small City Transportation System Plans*
 - Responsible for program oversight in preparation of transportation system plans for small cities in Lane County outside of the Eugene-Springfield metropolitan area
 - Supervise project managers in completion of inventories, analysis, evaluation, and plan development
- *Benefit-Cost Analysis Case Study*
 - Project manager for application of benefit-cost analysis techniques to a proposed transit investment through grant from FHWA

Affiliations/Presentations

- *Enhancing Transportation Planning Using GIS*, Presentation to Second Conference on application of Transportation Planning Methods, Orlando, Florida, Tom Schwetz, John Replinger, Cress Bates, April 24-29, 1989.
- *Sustaining Public Involvement in Long-Range Planning Using a Stakeholder-Based Process*, Sixth National Conference on Transportation Planning for Small and Medium-Sized Communities, Tom Schwetz and Lee Shoemaker, 1998.
- *Cooperation and Patience, The Key to a High-Quality, Sustainable GIS*, Sixth National Conference on Transportation Planning for Small and Medium-Sized Communities, Tom Schwetz, Cress Bates, 1998.
- *Responding to Complexity: The Development and Uses of Household Activity Survey Data in a Medium-Sized MPO*, Bud Reiff, Tom Schwetz, Seventh National Conference on Transportation Planning for Small- and Medium-Sized Communities, 2000.

Member of National Research Council – Transportation Research Board Committee for Transportation Planning Needs and Requirements of Small- and Medium-Sized Communities, 1996-present

EXPERIENCE**June 2009 - Present Executive Director**

Housing and Community Services Agency (HACSA), Lane County, Oregon.

Responsible for all aspects of the Agency's operations, including planning, finance, human resources, grants and procurement and public relations.

1988 - May 2009 Deputy Director - HACSA of Lane County, Oregon. Also, Finance Director and Administrator of the HACSA 401 (K) Plan; Management Representative during union negotiations; Acting Executive Director, February to June 2008. Responsibilities included directing all financial aspects of the Agency, including conversion of public housing to asset management and project-based budgeting and accounting. Previous responsibilities included human resources and insurance management.

1979 - 1988 Fiscal Officer - Lane County Department of Housing and Community Development, which merged into HACSA. Became HACSA Finance and Administrative Support Director, 1985. Responsibilities included budgets, investments, accounting systems and procedures, grant accounting, preparation of financial statements, liaison with auditors.

1975 - 1979 Certified Public Accountant (State of Oregon) - Private practice. Also accounting instructor at Lane Community College in 1976 and Merritt Davis Business College from 1977 through 1979.

1974 - 1975 Controller - Museum of the City of New York. Responsible for all financial aspects of the museum's operations.

1971 - 1974 Certified Public Accountant (State of New York) - Private practice. Also accounting instructor at the New School for Social Research.

1969 - 1971 Manager - Blackman, Lefrak & Blackman (CPAs), New York City. Responsible for developing and revising accounting systems and procedures. Supervised audit and tax engagements.

1960 - 1969 Supervisor - Ernst & Ernst (CPAs), New York City. Conducted all phases of financial and operational audits. Trained and supervised a staff that grew from five to 25. Became a CPA in New York State in 1963.

EDUCATION

1960 B.B.A. in Accounting - Hofstra University, Hempstead, New York.

COMMUNITY SERVICE

1996 - Present Treasurer on Board of Directors and Chair of Supervisory Committee of O.U.R. Federal Credit Union, Eugene, Oregon

2007 - Present Volunteer Food for Lane County - Food Rescue Express (FREX).

1976 - 2007 Member of ShelterCare Board of Directors. Served 27 years as Treasurer and two years as President.

1997 - 2003 Treasurer on Board of Directors of Students Helping Street Kids International (SHSKI).

1979 - 1980 Member of the City Youth Commission, Eugene, Oregon

Savannah Crawford

EDUCATION

- [2005-2007] University of Oregon Eugene, Oregon
Master of Community and Regional Planning
Master of Public Administration
- [2003-2005] University of Oregon Eugene, Oregon
Baccalaureate of Planning, Public Policy and Management
- [2001-2003] Lane Community College Eugene, Oregon
Associate of Arts Oregon Transfer Degree

EMPLOYMENT

- [2008-Current] Oregon Department of Transportation Springfield, Oregon
Senior Region Planner
- Duties:
- Metropolitan Planning Organization Liaison
 - Development Review Coordination
 - Prepare and Manage Planning Projects and Budgets
 - Assist Statewide Transportation Improvement Program Development
 - Manage ODOT Facility Plans
 - Facilitate Project Committees
 - Facilitate Public Meetings
 - Coordinate with other State and Local Agencies
- [2005-2008] Oregon Department of Transportation Roseburg, Oregon
Senior Long-Range Planner
- Duties:
- Prepare Conditional Use Permits for aggregate sites
 - Prepare Work Scopes
 - Manage Contractors on variety of Long Range Projects
 - Manage Transportation Growth Management Grants
 - Manage Delivery and Adoption of Transportation Plans
 - Facilitate Public Meetings
- [2004-2005] City of Cottage Grove Cottage Grove, Oregon
Planning Assistant
- Duties:
- Developed City Community Park Master Plan
 - Developed Street Tree List
 - Prepared City Code and Comprehensive Plan Amendments

ADDITIONAL BIOGRAPHICAL INFORMATION

Mike McKenzie-Bahr is the Community and Economic Development Coordinator for **Lane County**. Mike brings a vast range of award-winning economic development experience to the Consortium. His professional experience includes serving as a chief executive officer in the telecommunications industry, and encouraging small business development through successful grant writing. He has led projects to provide wastewater system upgrades, form a water district, and establish a business revolving loan fund and housing redevelopment program. He also works directly with local businesses and community members to identify, plan and finance projects including business recruitment and expansion, enterprise zones, brownfield redevelopment, renewable energy infrastructure development, tourism development, and low income housing rehabilitation and renewable energy projects. He has led numerous economic and community development implementation projects.

Gregory Mott is Planning Division Manager for the **City of Springfield** and manages the City's Planning Department and implements its planning code on a daily basis. Greg began working for the City of Springfield Planning Department in 1975, and has worked his way from a beginning planner to the department head. He has co-authored the current Springfield Development Code, served as City staff representative on two updates to the Eugene Springfield Metro Plan, one update of the Regional Transportation System Plan update, and served as the staff representative for the monitoring of the Metro Plan Residential element and the Willamette Greenway element. Greg has served on the statewide Department of Land Conservation and Development technical advisory committee on Growth Management, the technical advisory committee on affordable housing and is currently serving on the technical advisory group on greenhouse gas reduction scenario planning guidelines. Greg currently also serves as the project supervisor for the mixed-use center designations in Springfield and project supervisor for the development of a new urban growth boundary for Springfield. Greg Mott received a Bachelor of Science degree in Geography from the University of Oregon.

