

The Los Angeles County Compass Blueprint Implementation Partnership Agreement Between the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, the City of Los Angeles, the County of Los Angeles, the Gateway Cities Council of Governments, the South Bay Cities Council of Governments, the Westside Cities Council of Governments, the San Gabriel Valley Council of Governments, the Los Angeles Regional Collaborative, and Move LA.

PREAMBLE

This Partnership Agreement is dated as of _____ and is between the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the City of Los Angeles, County of Los Angeles, the Gateway Cities Council of Governments, the South Bay Cities Council of Governments, Westside Cities Council of Governments, San Gabriel Valley Council of Governments, the Los Angeles Regional Collaborative, and Move LA to establish the Los Angeles County Compass Blueprint Implementation Partnership, the “Partnership”, to apply for the Department of Housing and Urban Development’s Fiscal Year 2010 Sustainable Communities Regional Planning Grant Program and to carry out the Sustainable Corridors Implementation Strategy, hereinafter referred to as the “Strategy”, in the Los Angeles County region should the application be approved. The Strategy is a mechanism to implement the Southern California Regional Compass Blueprint, the “Compass Blueprint”, by connecting the regional growth vision with community goals, city policies and implementation resources in key transportation corridors.

The Strategy includes two phases. In Phase I, leadership networks will be formed to incorporate the federal Livability Principles into corridor planning and build regional capacity for systemic change; planning tools will be assembled and created to support multi-jurisdictional corridor planning; and up to five demonstration projects will be completed to showcase Sustainable Corridors. In Phase II, additional corridor plans will be completed throughout the county and resources will be directed to cities to implement policy change and fund capital improvements consistent with the corridor plans and strategies that are developed in Phase I. The Partnership is applying for the Department

of Housing and Urban Development's (HUD) Fiscal Year 2010 Sustainable Communities Regional Planning Grant Program to complete Phase I of the Strategy and to obtain Preferred Sustainability Status, as defined by the Notice of Funding Availability, to qualify for a broad spectrum of benefits that will support individual partners and the collective in completing Phase II.

SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANT

The Department of Housing and Urban Development's Fiscal Year 2010 Sustainable Communities Regional Planning Grant Program supports multi-jurisdictional planning efforts that foster the development of sustainable communities consistent with the following Livability Principles: Provide more transportation choices; Promote equitable, affordable housing; Enhance economic competitiveness; Support existing communities; Coordinate policies and leverage investment; and Value communities and neighborhoods. In regions with an adopted regional plan for sustainable development, such as the Compass Blueprint, funds are available for the preparation of detailed execution plans and programs. The Strategy is a detailed execution plan and program that implements the Compass Blueprint and establishes a place-based framework for integrating the federal Livability Principles into regional and local transportation, housing and environmental policies.

This agreement meets a requirement of the grant program to provide proof of commitment to work together and describes the challenge and purpose of the Strategy and a plan of cooperation to ensure its implementation, should funding be awarded to the Partnership. As a signatory to this agreement, and as required by the Notice of Funding Availability (NOFA), the Partners agree collectively to submit an application per the NOFA that includes this signed partnership agreement. If the application is approved, the Partners collectively (a) commit to working cooperatively to carry out the program described herein and in the application; (b) agree to provide leveraged resources toward satisfying the requirement for the application, including at a minimum, the value of time

spent by key staff to participate in the Leadership Forum described herein; (c) will ensure any leveraged resources committed are available at the time of executing a cooperative agreement with HUD, (d) will adopt a formal consortium agreement within 120 days after the effective start date of the grant describing each partner's specific activities under the program.

GRANT PROPOSAL: SUSTAINABLE CORRIDORS IMPLEMENTATION STRATEGY

Challenge

- The SCAG Region encompasses over 38,000 square miles and a population that exceeds 19 million residents and is expected to grow by another 6 million people by 2035. The County of Los Angeles alone encompasses 4,752 square miles and roughly 10 million residents.
- While the Compass Blueprint presents a vision for sustainable growth and development, the implementation of the Compass Blueprint requires cooperation and action from many entities across multiple disciplines and sectors including public, private, and non-profit organizations.
- There are limited resources and great need in Los Angeles County; therefore, the county must to be more strategic on a much larger scale.
- Models for multi-jurisdictional planning and collaboration need further development through practice to ensure that policies and investments are leveraged and do not conflict.

Purpose

- Establish a place-based framework for implementing the Southern California Compass Blueprint, a regional plan for sustainable development, within Los Angeles County and throughout the six-county southern California region that can be replicated nationally within other regions.

- Use Sustainable Corridor demonstration projects to showcase multi-jurisdictional, interagency, and multi-sectoral planning to promote housing, economic development, environmental sustainability and community revitalization in transit corridors or along major arterials.
- Leverage LACMTA's investment in transportation corridors, including the Measure R program, to achieve regional and local housing, economic development, environmental sustainability and community revitalization goals.
- Support the ability of sub-regional agencies to work with their member cities to develop and implement strategies that can be incorporated into the broader regional Sustainable Communities Strategy to implement SB 375, and reduce greenhouse emissions.
- Establish a coordinated voice to support future corridor-wide funding needs; to create strategies for various funding partners; and to provide information to support individual agency funding requests.
- Attract private investment consistent with Sustainable Corridor goals and local land use plans and policies.
- Establish partnerships that commit to adopting integrated regional and cross-jurisdictional strategies, and facilitate alliances with all stakeholders in implementing sustainable practices.
- Build capacity within Los Angeles County to incorporate Livability Principles into regional transportation, housing, air quality, economic development and natural resource plans by further developing a countywide leadership network and policy forum.

Scope of Work

Concentrating development along existing and planned transportation corridors is one of the primary strategies in the Compass Blueprint for improving mobility, fostering livability, enabling prosperity and promoting sustainability for future generations. The Strategy helps to connect this regional vision with community goals, city policies and implementation resources by supporting multi-jurisdictional and integrated planning in key transportation corridors—rail, bus rapid transit, and major arterials.

In Phase I, sustainability planning and strategy development will be completed in five demonstration corridors. In each corridor, a Sustainability Audit will be conducted to assess housing capacity, energy efficiency, mobility, infrastructure capacity, economic opportunity, and environmental sustainability and to establish a baseline for improvement. The audit will enable an interagency and community planning process to set targets (related to countywide performance metrics) and develop coordinated strategies for creating a more sustainable corridor. The outcome of the planning process will be the development of a corridor-wide sustainability action agenda, including recommended policy changes and a coordinated public investment strategy that will leverage local actions and regional, state and federal resources to achieve targets.

The Strategy will be phased to build sustainability planning capacity across the county. In Phase I, a corridor planning process will be completed in up to five transportation corridors, one in each of the following major subregions: San Gabriel Valley, the Westside Cities, Gateway Cities, South Bay, and Central Area. In Phase II, contingent on identifying funds, additional corridor plans will be completed throughout the county and resources will be directed to cities to implement policy changes consistent with the sustainability action agendas that were developed in Phase I.

The Los Angeles County Sustainable Communities Strategy Leadership Forum, described below, will select the demonstration corridors, establish a common set of performance metrics for the corridors¹, provide oversight for corridor planning and

¹ The specific target for each metric will be developed by the corridor working groups.

community outreach, and help secure funding to support implementation of action agendas. A Corridor Working Group, assembled and led by a Lead Agency, either a council of governments or lead city, will facilitate the analysis and planning process in each corridor. The Los Angeles Regional Collaborative for Climate Action (LARC) will develop a strategy to evaluate the effectiveness of the sustainable corridor planning process, and conduct outreach and build local government networks to improve upon and expand the effort. The Move LA coalition will organize and engage non-governmental organizations to provide input to the Leadership Forum from both the non-profit and private sectors, and to take information back to their membership to get buy-in.

PLAN OF COOPERATION

The Partnership is the foundation for a larger consortium of regional leaders, policy makers, non-profits, planners, academics and community stakeholders who will provide the leadership to implement and replicate the Sustainable Corridors Implementation Strategy. The Partnership is formed by the Lead Applicant and Supporting Partners, who are key members of the consortium and are essential to securing grant funding and assembling a formal consortium agreement to carryout the Strategy.

Lead Applicant

The LACMTA, as the regional transportation planning agency for Los Angeles County, will be the lead applicant for the Sustainable Communities Planning Grant. Under the leadership of the Executive Director of Countywide Planning and Development, the LACMTA shall assume the responsibility for submitting the application to HUD, and, if the Partnership is selected for funding, shall provide staff in-kind to serve as the overall project director and day-to-day program manager. LACMTA will execute the cooperative agreement with HUD and assume fiscal responsibility for the grant on behalf of the consortium in compliance with all HUD and program requirements. LACMTA will serve in a representative capacity with HUD on behalf of all members and have administrative responsibility to ensure compliance with all HUD requirements.

Supporting Partners

The Partners to this agreement, including SCAG, City of Los Angeles, County of Los Angeles, the Gateway Cities Council of Governments, the South Bay Cities Council of Governments, the Westside Cities Council of Governments, the San Gabriel Valley Council of Governments, the LARC, and MoveLA will provide support for the development of the grant application and seek to build out the governance structure as described below to provide leadership for carrying out the Strategy. If the application is approved, the subregional agency partners will nominate the corridors in their subregion to be included as the demonstration projects using selection criteria described below and subject to approval by the Leadership Forum.

Governance Structure

The consortium is structured to encourage broad participation and tiered to engage regional policy-makers, planning practitioners, subject-area experts/scholars and community members in decision-making processes to ensure that there is a strong base of support to implement corridor plans and replicate the Strategy. This structure includes four primary levels of oversight: the LA County Sustainable Communities Strategy Leadership Forum (“Leadership Forum”); Non-Governmental Advisory Group; the LARC; and Corridor-Specific Working Groups.

1. *Los Angeles County Sustainable Communities Strategy Leadership Forum:*

Summary: The Leadership Forum is a working group of LACMTA's Ad Hoc Sustainability Committee, which is an official committee of the LACMTA's Board of Directors and includes three Board Members, a subregional executive director, and the director of a municipal transit agency. The working group was established through an adopted LACMTA Board Motion as an autonomous forum to promote countywide coordination to implement SB 375. The Leadership Forums provides recommendations and reports to the LACMTA's Ad Hoc Sustainability Committee and SCAG's Policy Committees. Participants include chief planning officers from regional and subregional transportation, air quality and land-use agencies, and the chief planning officers from the City and County of Los Angeles. The membership and work program of the working group, or Leadership Forum, will be expanded as determined necessary by members to provide oversight for carrying out the Strategy. Additional members may include government leaders in other disciplines such as public health, economic development, energy, social justice, as well as ex-officio representatives of the non-profit, academic, and business communities.

Composition: The Chair of LACMTA's Ad Hoc Sustainability Committee; planning directors from SCAG, LACMTA, County of Los Angeles, and the City of Los Angeles; the executive directors of the air quality management districts and the subregional councils of governments; and other government leaders as determined appropriate by the Leadership Forum.

Staffing: SCAG and LACMTA with support from MoveLA and LARC

Role:

- Select the five demonstration Sustainable Corridors and identify a lead agency for each Sustainability Corridor;
- Establish a Project Oversight Committee;
- Establish a common set of performance metrics that reflect the vision of the Compass Blueprint, SB 375, and the Livability Principles for the Lead Agencies to use to guide

their projects. (The specific target or goal for each metric will be unique to the corridor and determined by the Lead Agency and Corridor Working Group)

- Review work products of the Lead Agencies and Sustainable Corridor Working Groups and provide guidance on the development of corridor planning tools
- Identify funds to implement Sustainable Corridor Action Agendas and support additional planning in the County
- Complete assessment of Sustainable Corridors Strategy and, if appropriate, develop a plan for implementation across LA County.
- Mediate and resolve any disputes that may arise related to grant funding.

2. Non-Governmental Advisory Group

Summary: The Advisory Group will be convened by Move LA and be composed of organizations representing a broad cross section of county stakeholders, including: affordable housing advocates, business, labor, for-profit and non-profit developers, funders, environmentalists and conservationists, public health and air quality advocates, social and environmental justice advocates, bike and pedestrian and transit advocates, organizations of community groups (such as Los Angeles Neighborhood Initiative), and others to be determined. They will help to create a “movement of movements” – that joins the affordable housing and smart growth movements with the efforts of those concerned about public health, jobs and sustainable development, etc. – to build consensus around the implementation of the Compass. This will also serve to promote the development of a shared vision and support for implementation of this vision.

Composition: Organizations representing a broad cross section of county stakeholders including: affordable housing advocates, business, labor, for-profit and non-profit developers, funders, environmentalists and conservationists, public health and air quality advocates, social and environmental justice advocates, bike and pedestrian and transit advocates, organizations of community groups. Not to exceed 25 members.

Staffing: MoveLA

Role:

- Serve in an advisory capacity to the Leadership Forum to ensure that the perspectives of the private and nonprofit sectors are considered in the implementation of the Strategy with the ultimate goal of creating a more robust environment for public-private partnership.
- Promote the Strategy and its conclusions to member organizations. Create a “movement of movements” – that joins the affordable housing and smart growth movements with the efforts of those concerned about public health, jobs and sustainable development, etc. – and help build consensus around the implementation of the Compass. This will also help promote the development of a shared vision and support for implementation of this vision.

3. *LARC*

Summary: LARC is a program of the University of California in Los Angeles Institute of the Environment focused on developing informational tools and resources to help governments, businesses and non-profits take collaborative actions to mitigate and adapt to climate change. LARC will serve as a technical advisor to the Leadership Forum and liaison with the academic community to support program evaluation, capacity building and knowledge sharing.

Composition: LARC’s members include sustainability planners, researchers, and advocates representing governments, non-profits, academia or businesses committed to climate action. General membership is open to organizations committed to the principles and vision of the LARC.

Staffing: LARC

Role:

- Provide technical expertise to support the Leadership Forum in their oversight role.
- Host subject area workshops to coordinate cross-corridor information exchange and knowledge building.
- Engage credible policy researchers to assist in data analysis in order to measure policy impact.
- Identify and pursue funding opportunities to expand the reach of the Strategy.

4. Corridor-Specific Working Groups:

Summary: Planners and professionals representing cities, regional governments, non-profits, foundations, community groups or businesses in housing, urban planning, transportation, real-estate, energy, environment, public health, economic development, and social equity, arts /culture with interests related to a specific corridor. The Working Groups will be assembled by the Lead Agency, either a council of governments or lead city.

Composition: Members selected by Lead Agency, in consultation with MoveLA, to include representative from each of the city governments along the demonstration corridors as well as non-profits, community groups, foundations or businesses representing a broad array of stakeholders interests.

Staffing: Lead Agency and/or LACMTA and Consultant.

Role:

- Select consultant and manage Sustainability Audit and Action Agenda development. The audit should analyze housing market and capacity; infrastructure, energy efficiency; mobility; commercial markets; and environmental sustainability, among other existing conditions in the corridor, and enable the development of affordable

housing, economic development or natural resource conservation strategies, among others, to be included in an Action Agenda.

- Establish sub-committees and/or conduct outreach workshops to engage the community, city policy makers, and additional stakeholders.
- Establish targets for each of the standard performance metrics adopted by the Leadership Forum.
- Create Action Agenda with recommendations for land-use or regulatory changes specific to the corridor cities and a coordinated capital improvement program.
- Present plan recommendations to City Councils for adoption.

FORMAL CONSORTIUM AGREEMENT

Within 120 days of receiving the grant award, the following activities will be completed to facilitate the development of a formal consortium agreement.

1. Select Corridors (Within 30 days)

- Subregional partners will nominate the corridor in their subregion to be included as a demonstration corridor for the Strategy.
- The Leadership Forum will refine and adopt corridor selection criteria based on proposed criteria below and approve the full complement of corridors.

Preliminary Corridor Selection Criteria

A) A Council of Governments and the local governments along the corridor are committed to and will play a lead role in assembling partners to advance federal Livability Principles, Compass Blueprint Goals, and SB 375 goals in the corridor.

- 1) Livable Principles
 - 1a) Provide more transportation choices
 - 1b) Promote equitable, affordable housing
 - 1c) Enhance Economic Competitiveness
 - 1d) Support existing communities
 - 1e) Coordinate Policies and Leverage Investment
 - 1f) Value Community and Neighborhoods

- 2) Compass Blueprint
 - 2a) Principle 1: Improve Mobility
 - 2b) Principle 2: Foster Livability in All Communities
 - 2c) Principle 3: Enable Prosperity for All People
 - 2d) Principle 4: Promote Sustainability for Future Generations
 - 2e) Corridor located within a 2% Strategy Area or key part of the sub-region for targeting growth, where projects, plans and policies consistent with the Compass Blueprint principles will best serve the Growth Vision

- 3) SB 375
 - 3a) Reduce greenhouse gas emissions from passenger vehicles

B) If corridor is a new transit-line, the locations of stations or stops have been determined and the line will be in operation within the next five years.

C) If corridor is a transit-line, the transit is either in place or will be constructed within the next five years.

- D) There are underutilized or vacant parcels in the corridor that provide an opportunity for redevelopment.
- E) Corridors to be selected will test sustainable corridor planning in a cross-section of corridors with varying transportation infrastructure, land-use characteristics, demographics, and public/private institutions.
- F) Some priority will be given to advancing existing multi-jurisdictional corridor planning partnerships and to corridors where there is an opportunity to leverage other federal, state, or local resources.

2. *Finalize Scope & Budget (Within 60 days)*

- a. Each lead agency shall develop a detailed scope of work for the corridor demonstration project that is consistent with the work described herein.
- b. LARC shall develop a complete scope of work to complete an evaluation of the demonstration projects.
- c. LACMTA, SCAG and MoveLA shall develop work programs for the Leadership Forum, LARC and the MoveLA Coalition (MTA, SCAG, MoveLA)

3. *Reach out to perspective members to request participation in the consortium committees identified herein. Reach out, in writing, to PHAs, seeking their partnership, in order to ensure their participation in developing housing strategies.*

4. *Adopt Formal Consortium Agreement & MOUs with partners receiving funding from the grant (Within 120 days)*

MISCELLANEOUS

This Partnership Agreement facilitates cooperation among the parties to apply for the HUD Sustainable Communities Regional Planning Grant. The term of this agreement shall end upon the adoption of a formal consortium agreement or should the Partnership fail to be awarded a grant from HUD. Any signatory may withdraw from the agreement by giving 30 days prior written notice to the other signatories.

This agreement may be signed in counterparts with the same effect as if all signatories had signed the same document and, for convenience, the signatures may be aggregated electronically into a single document. Additional agencies may be added with the approval of the then signatories.

IN WITNESS WHEREOF, the parties have signed this Cooperative Agreement on the dates set forth below their signatures.

LEAD APPLICANT

Los Angeles County Metropolitan Transportation Authority

By: _____

Arthur T. Leahy
Chief Executive Officer

Date: _____

SUPPORTING PARTNERS

Gateway Cities Council of Governments

By: _____

Richard R. Powers
Executive Director

Date: _____

City of Los Angeles

By: _____

Vince Bertoni
Acting Director, Department of City Planning

Date: _____

Los Angeles County

By: _____

Richard J. Bruckner, Director
Department of Regional Planning

Date: _____

Los Angeles Regional Collaborative (LARC)

By: _____

Paul Bunje
Managing Director

Date: _____

Move LA

By: _____
Denny Zane
Executive Director

Date: _____

San Gabriel Valley Council of Governments

By: _____
Nicholas T. Conway
Executive Director

Date: _____

South Bay Cities Council of Governments

By: _____
Jacki Bacharach
Executive Director

Date: _____

Southern California Association of Governments

By: _____

Hasan Ikhrata
Executive Director

Date: _____

Westside Cities Council of Governments

By: _____

Maria Rychlicki
Interim Executive Director

Date: _____

DRAFT

APPENDIX

Sub-regional Council of Governments Member Cities

Gateway Cities Council of Governments

South Bay Cities Council of Governments

Westside Cities Council of Governments

San Gabriel Valley Council of Governments