

## CHAPTER 5: FUNDING AND IMPLEMENTATION

The implementation analysis includes a sources and uses analysis for each project, which identifies each public and private element and the initial funding and matching funding sources.

• This Chapter identifies funding mechanisms for the implementation of identified LiNC projects. The seven case studies outlined on the following pages describes solutions that have been implemented, and serve to identify and document precedents of how other communities and organizations have funded programs similar to those contained in this Plan. The implementation analysis includes a sources and uses analysis for each project, which identifies each public and private element and the initial funding and matching funding sources to eligible public and private activities.

This Chapter outlines the potential programs to fund the projects summaries outlined above. The LiNC Strategy outlined in this report provides the opportunity to target a series of funding programs to meet the overall needs in each of the LiNC areas. A comprehensive funding strategy that addresses several of the identified projects in the LiNC Strategy summaries will advance improvements on the West Side at an accelerated pace. That can be accomplished by including the projects in the City's CIP, the CDBG program and through an aggressive grant writing program.

## Case Studies

### Communities for a Better Environment Huntington Park, California

#### Project Description

Communities for a Better Environment (CBE) will conduct a process to facilitate community involvement in developing an area-wide plan around brownfields site assessment, cleanup, and potential reuses within an 100-acre industrial area, that will help transform the Huntington Park Brown-to-Green project area into a mixed-use, sustainable area.

#### Livability Elements

Uses desired by the community during workshops  
- Hospitals, Emergency/Safe shelters, Recreational facilities, Restaurants, Schools, Cultural & Community spaces, Museums, Food markets, Bicycle shops, Commuter Bus Station, Public Utility Facilities, Parks.

#### Project Background

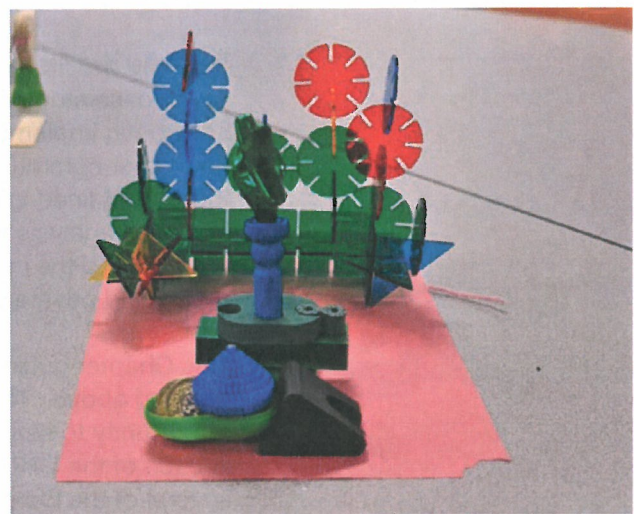
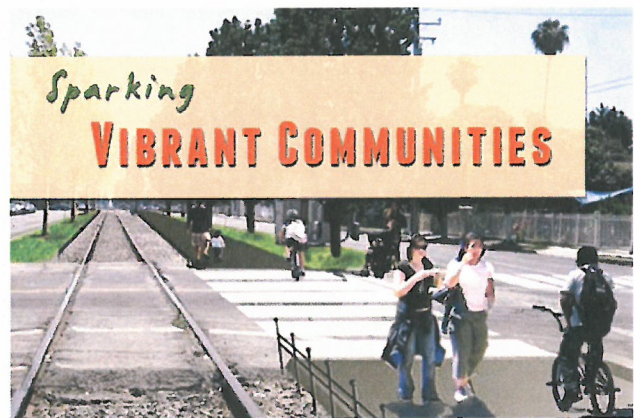
Huntington Park is the site of 110 acres of brownfields, abandoned or underused land previously used for heavy manufacturing and other industry that may still be contaminated by industrial chemicals. The project area is located in the west end of the city with an approximate population of 2,000. Huntington Park is a predominantly Latino community in Los Angeles County, in which approximately 21 percent of families live below the poverty level.

EPA has selected CBE as a Brownfields Area-Wide Planning Pilot Program recipient. CBE will focus its project on the Huntington Park Brown-to-Green project area.

**FUNDING AGENCY**  
EPA

**PROGRAM**  
Brownfields Area-wide  
Planning Pilot

**CONTRACT AWARD**  
\$175,000





## Case Studies

### Metrolink Station Accessibility Improvement Program San Bernardino Associated Governments (SANBAG)

#### Project Description

As part of the public outreach process for the 2012 Access to Transit Report, SANBAG conducted intercept surveys with the community at each of the six Metrolink stations to identify bicycling and walking improvements that commuters would like to see implemented and four public workshops over the course of the Project. The ATP grant funding will be used for the PS&E and construction phases of the Project.

#### Livability Elements

Improvements focus on providing safe pedestrian/ bicycle access, gates at the railroad tracks, wayfinding signage to direct users to the transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and the implementation of key corridors of the regional bicycle network designed to directly connect to the stations.

The Project will not only improve the level of day-to-day maintenance of the accessibility services but also make the much-needed repairs and new construction of pedestrian and bike amenities.

#### Project Background

The projects are situated within the 0.5 -mile radius for pedestrian access and 1 ½ - mile radius for bicycle access along existing six San Bernardino Line Metrolink stations, a passenger rail service to Los Angeles. Poor pedestrian access, narrow sidewalks, lack of maintenance and shade trees, disconnected bicycle networks and other barriers isolate neighborhoods from the existing multi-modal transit centers and make access to the transit stations unsafe and undesirable. The individual projects were thoughtfully and collaboratively pulled into a logical, achievable package for consideration in the Active Transportation Program (ATP) process based on the improvement to transit/bicycle/ pedestrian connectivity and safety.

**FUNDING AGENCY**  
CA State Transportation  
Agency

**PROGRAM**  
ATP 2014

**CONTRACT AWARD**  
\$4,678,729





## Case Studies

### Santa Ana River Trail Project Anaheim, California

#### Project Description

The TCSP Program funds are requested to help expand and improve the Santa Ana River Trail along the area immediately bordering the east side of the Anaheim Regional Transportation Intermodal Center (ARTIC). This project was selected because it met the statutory eligibility criteria and was highly qualified as it addressed livability and safety through the development of a new bicycle and pedestrian trail.

#### Livability Elements

Linking the pedestrian and bike pathways to the multimodal center will encourage these modes of transportation and reduce the impacts of transportation on the environment. The project will be a tremendous asset to link commuters to Santa Ana River Trail.

#### Project Background

Located in the city of Anaheim (the 10th largest city in California and with over 20 million visitors per year), ARTIC will creatively address the transportation needs that previously have plagued the region by linking Amtrak, Metrolink, buses, taxis, freeways, and major arterials, along with bicycle and pedestrian pathways.

**FUNDING AGENCY**  
DOT

**PROGRAM**  
Transportation, Community,  
and System Preservation  
Program

**CONTRACT AWARD**  
\$652,200









### Case Studies

#### Community Redevelopment Agency of Los Angeles

##### Project Description

The Northeast Los Angeles (NELA) Collaborative will bring together multiple groups to create an implementation strategy for the redevelopment of 2,200 acres of the Glendale Narrows portion of the Los Angeles River, guided by the policy and vision of the 2007 LA River Revitalization Master Plan.

*The NELA RC has three objectives:*

- » Engage the community in identifying a NELA Riverfront District.
- » Create a comprehensive implementation strategy for community revitalization and reinvestment that links land use, economic development and workforce strategies.
- » Create a model of engagement and public media to foster civic participation in the revitalization of communities.

##### Livability Elements

The grant will allow the NELA Collaborative to develop a technology tool that measures the benefits of redevelopment. It will also help grow key sectors, create localized family-supporting jobs, support small businesses, and bolster regional food security.

##### Project Background

In 2012, the Los Angeles Economic Workforce Development Department (EWDD) signed an agreement with the US Department of Housing and Urban Development (HUD) to implement a \$2.25 million Community Challenge planning grant from the Federal Partnership for Sustainable Communities, which includes HUD, US Department of Transportation (DOT), and the US Environmental Protection Agency (EPA). The grant funds an innovative, interdisciplinary partnership called the Northeast Los Angeles Riverfront Collaborative (NELA RC), which will capture the energy of the Los Angeles River (River) as a catalyst for integrating planning efforts, coordinating strategic investments, and implementing a comprehensive economic revitalization strategy that reflects sustainable development and will help NELA communities to thrive.

**FUNDING AGENCY**  
Federal Partnership for  
Sustainable Communities

**PROGRAM**  
Sustainable Community  
Challenge Planning Grant

**CONTRACT AWARD**  
\$2,250,000





## Case Studies

### Los Angeles County Metropolitan Transportation Authority

#### Project Description

The Los Angeles County Metropolitan Transportation Authority in cooperation with the California Department of Transportation will reconfigure Patsaouras Plaza in downtown Los Angeles to provide a busway station for El Monte Busway passengers.

#### Livability Elements

The improved bus station will include seating, shelters, lighting, information displays, elevators, and stairs connecting directly to Union Station, the main rail station in Los Angeles, providing a more convenient connection between bus rapid transit, regional and local bus service, Metro light rail, rail transit, Amtrak, and Metrolink commuter trains. These proposed changes would be consistent with surrounding land uses, which are primarily designated for transportation uses.

In addition, Investing in transit systems, rails, roads, ports, and airports will generate tens of thousands of construction-related jobs and put more money in the pockets of working Americans.

#### Project Background

The entrance to the existing HOV and El Monte Busway lanes at Union Station has been in need of reconfiguration to allow for the more efficient ingress and egress of pedestrians, buses and automobiles for some time. Currently, the passengers boarding/alighting areas are not located contiguous with Union Station, but rather are situated at the corner of Alameda Street and the Busway entrance/ramp terminus more than a 1/4-mile distance from the plaza. There is no direct pedestrian connection to Union Station currently and there are no passenger amenities such as lighting, Closed Circuit Television (CCTV), information displays, or landscaping. This issue has only become more acute upon revenue operation of the LA CRD and the Silver Line, since ridership on the Silver Line has increased significantly and passengers are forced to walk a 1/4-mile from Union Station to make transit connections such as the Red Line, Gold Line, and Metrolink.

**FUNDING AGENCY**  
DOT

**PROGRAM**  
Bus Livability

**CONTRACT AWARD**  
\$9,679,000





## Case Studies

### Jacobs Center for Neighborhood Innovation San Diego, California

#### Project Description

The Jacobs Center for Neighborhood Innovation (JCNI) will conduct an area-wide planning process that will incorporate input from community planning partners on brownfields site reuse priorities and adequacy of infrastructure to support those reuses. As a result of the plan, brownfields cleanup and reuse will be addressed in the Cultural Village Plan for the Village at Market Creek, an underused, brownfields-impacted area in southeastern San Diego.

#### Livability Elements

The Village is centered on a major transit hub consisting of a light-rail stop and major bus transfer station with 8 service routes that feed into the Euclid Ave Trolley Station. The Village at Market Creek will put approximately 60 acres of blighted land into productive use. It will replace substandard housing with nearly 1,000 quality, affordable homes, and restore nearly 5,500 linear feet of wetlands. Over 1.7 million square feet of new construction will bring more than \$300 million in construction contracts to the community, attracting over 250 new businesses and creating 2,000 jobs.

#### Project Background

The Village at Market Creek is an underused, brownfields-impacted area in southeastern San Diego. The Jacobs Center for Neighborhood Innovation knew the site had potential, and over the past several years has worked with Diamond Neighborhood residents to help shape the future of the site. The Center held an extensive series of workshops and input sessions with community members, where participants learned about the difficulties associated with remediation on the sites, and used that knowledge to create a comprehensive vision with housing, retail, office space and more. This process eventually shaped the Brownfields Area Wide Planning Action Plan for the Village at Market Creek, which set the stage for new development to begin.

**FUNDING AGENCY**  
EPA

**PROGRAM**  
Brownfields Area-wide  
Planning Pilot

**CONTRACT AWARD**  
\$175,000





Funding opportunities exist for streetscape and highway improvements, bicycle and pedestrian programs, transit projects and park projects. Federal, State, regional, local and foundation funding is available, but on very different funding schedules and with differing criteria. Long Beach should assume efforts to secure funds will be focused primarily on 2016 and beyond, once the final program list is established and the West Side Livability Plan Implementation (Plan) is adopted. As with most funding programs, whether it is the City's Capital Improvement Plan (CIP) or Community Development Block Grant (CDBG) program, scheduled funding is over several years. The process of looking at programs not under control by the City should also attempt to establish a reasonable and attainable schedule for securing the funds.

## Major Roadway Funding

### U.S. Department of Transportation/Caltrans

The U.S. Department of Transportation overview of its funding programs states "Livability is one of the five strategic priorities for the Department of Transportation". Again from the DOT summaries of the Federal Surface Transportation (STP) program: "The STP program is one of the main sources of flexible funding available for transit or highway purposes. STP provides the greatest flexibility in the use of funds". Caltrans administers the STP funds.

### Regional Surface Transportation Improvement (STP)

This is the primary federal highway program. The requests go through the local and regional funding allocation process. The City of Long Beach provides input to the STP on an annual basis. The projects identified in the Plan can be one of the factors use to decide which projects should be included in the STP.

### State Transportation Improvement Program (STIP)

Caltrans administers State funding for transportation projects through the STIP program. Eligible activities include local roads, safety and environmental enhancement and mitigation

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program focuses on projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. The applicability to West Long Beach could be traffic flow improvements on major arterials (signal coordination).

### Highway Bridge Program

Bridges are selected by local agencies based on Caltrans listings with application through the Caltrans District Local Assistance Engineer. A series of bridge projects are planned in West Long Beach that will greatly improve mobility for the residents.

### City Capital Improvement Plan (CIP)

The City's CIP identifies a broad range of projects in West Long Beach. As the streetscape and highway related projects are identified in the Plan



as priority projects and the Plan is adopted by the City, it will be the role of the Public Works Department to determine to what extent and when those programs would be included in and funding through the CIP. Each of the highway projects in the LiNCs is included in the Mobility Element of the City's General Plan, the CIP, or the Livability Plan.

### **Environmental Enhancement and Mitigation (EEM) Program**

The State Natural Resources Agency administers the EEM program, providing grants for projects that mitigate, either directly or indirectly, the environmental impacts of the modification of an existing Transportation Facility, or the environmental impacts of the construction of a new Transportation Facility. The projects fall into three categories: urban forestry, resource land mitigation projects or projects beyond the scope of the Lead Agency. The program is funded at \$7 million for the current year and grants are limited to \$500,000. The current round submittal deadline is July 13, 2015.

## **Streetscape Improvements, Bicycle and Pedestrian Improvements, and Transit Improvements**

Most of the major roadway improvement programs, as well as the bicycle and pedestrian improvement programs described below, include streetscape improvements as eligible activities to be included in the funded projects. As noted in the LiNC Strategies, the streetscape projects are an element of a highway or major road improvement project. The City's Mobility Element to the General Plan discusses complete streets and characterizes the street as "a public room" with streetscape features helping to create that environment.

Any project funded under the State Transportation Improvement Program (STIP) or under the State Active Transportation Program (ATP) described below should include a streetscape element. The City's CIP includes streetscape projects and a streetscape element could be included in the Metro Call for Projects.

### **State Active Transportation Program (ATP)**

The purpose of this funding program is to "increase the proportion of trips accomplished by biking and walking". The funding comes from the Federal Transportation Alternative Program, the Federal Highway Safety Improvement Program and the State Highway Account. Application for funding is through the Southern California Association of Governments (SCAG), with consultation with Metro. The program seeks a broad spectrum of projects to benefit many types of active transportation users and must be in compliance with applicable alternative transportation plans with clear project scope, cost and schedule. Example projects include new bikeways and walkways to improve mobility, elimination of hazardous conditions on existing bikeways and walkways, traffic control devices, Safe Routes to School projects, safe routes to transit projects, bicycle-carrying facilities on public transit, bike share programs, recreational trails and trailheads, park projects that facilitate trail linkages and many other bicycle and pedestrian projects. Priority is given to projects within disadvantaged communities. The State ATP program should be a high priority funding for West Long Beach. The deadline for 2015 projects has passed. Call for Projects is typically in the spring.

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

As noted previously, the CMAQ program focuses on projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Bicycle and pedestrian facilities are eligible for CMAQ funds.

### **Los Angeles Metropolitan Transportation Commission (Metro) Call for Projects**

The current modal categories under the Metro Call for Projects include bicycle and pedestrian improvements. The current year program emphasis was on complete streets. The deadline for the current round was January 30, 2015. The effort to apply for the 2016 Call for Projects should be scheduled for this fall. The new Call for Projects will detail the eligible projects for the 2016 round.



### **City Capital Improvement Plan (CIP)**

The City's CIP identifies a broad range of bicycle and pedestrian improvement projects in West Long Beach. It will be the role of the Public Works Department to determine to what extent and when those programs would be included in and funding through the CIP. Each of the bicycle and pedestrian projects in the LiNCs is included in the Mobility Element of the City's General Plan the CIP, Highway Plan or the Livability Plan.

### **I-710 Early Action Funding**

Measure R included \$590 million for the I-710 and/or Early Action Projects. Metro is working to secure federal funding from the next generation of the Surface Transportation Bill. The funding under the bill could support both the highway and bicycle and pedestrian programs in the Livability Plan.

### **Federal Transit Administration TIGER Grants**

Since the TIGER Discretionary Grants program was first created, \$4.1 billion has been awarded for capital investments in surface transportation infrastructure over six rounds of competitive grants. The TIGER Discretionary Grant program seeks to award projects that advance DOT's long-term priorities for the nation's transportation system found in DOT's Strategic Plan for FY 2014-FY 2018. The FY 2015 TIGER program will fund transformative projects of all eligible types, including projects that promote Ladders of Opportunity, to the extent permitted by law. The FY 2014 TIGER program gave consideration to projects that sought to improve access to reliable, safe, and affordable transportation for disconnected communities in urban, suburban, and rural areas. This included, but was not limited to, capital projects that better connected people to jobs, removed physical barriers to access, and strengthened communities through neighborhood redevelopment. The FY 2015 TIGER program clearly identifies this concept as Ladders of Opportunity. Ladders of Opportunity projects may increase connectivity to employment, education, services and other opportunities, support workforce development, or contribute to community revitalization, particularly for disadvantaged groups: low income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons

and populations. The deadline for the current round has passed. The Notice of Funding Availability (NOFA) for the TIGER program are typically released in the spring, with awards before the end of the Federal fiscal year (September 30).

### **State Affordable Housing and Sustainable Communities (AHSC) Funding**

The AHSC funding promotes transit projects where the transit oriented development incorporates affordable housing along with transit infrastructure activities. Under the State's Cap & Trade program, 20% is being set aside from the auction proceeds to fund the Affordable Housing and Sustainable Communities (AHSC) program. The projected amount for this year was \$130 million and the application deadline has passed. The funding supports transit oriented development (TOD) where the private sector brings new development including a minimum of 100 housing units. At least 20% of the units need to be restricted, but the emphasis is on workforce and market rate rental or for sale units. It is expected the 2016 funding round will begin early in 2016.

The Constraints to Development memo identified a series of developers that might be candidates to participate in the program. Specifically, Adobe Communities referred to the AHSC program. Adobe had identified the lack of funding for projects that provided units for those at 60% of AMI and above as a major constraint. The AHSC program meets that need. Adobe, and others identified in the memo would be the initial group upon which to focus.

### **Los Angeles Metropolitan Transportation Commission (Metro) Call for Projects**

The Metro Call for Projects for the current year included Regional Surface Transportation Improvements. As the 2016 Call for Projects is promulgated, transit improvement projects can be evaluated and included in the City's response to the Call for Projects.

### **The Funders' Network for Smart Growth and Livable Communities (TFN)**

The Funders' Network is a 100 member national organization that provides funding to organizations working on issues related to growth and



development. The stated objectives noted in the information about TFN states:

- » “Los Angeles’ strong network of funders are consciously committed to investing in quality public transportation that protects the environment, creates more jobs, and improves the economy. The philanthropic community and local governments are working together to provide for the needs of its large working-class population; ensure neighborhood investment without displacement, and support the implementation of strategies for sustainable communities.”

Their membership makes up a “Who’s Who” of philanthropy, including the California Endowment, Annie E. Casey Foundation, Kaiser Permanente, W.K. Kellogg Foundation, LISC, Margaret A. Cargill Foundation, The McKnight Foundation, Ford Foundation, Gates Family Foundation, Ruth Mott Foundation, The Heinz Endowment, Jacobs Family Foundation, Henry & Marilyn Taub Foundation, Walton Family Foundation, Wells Fargo and many more. The grants have varied from \$25,000 to \$85,000. Los Angeles received \$50,000 to fund the Transit Corridor Cabinet Coordinator position, Oakland - \$40,000 to engage the community in the Energy and Climate Action Plan and San Diego - \$56,250 to gather community feedback on TOD development at the planned light rail stations.

## Park Improvements and Expansion

### State Parks Programs

While the State Department of Parks and Recreation administers 34 different programs, most were funded by Propositions 84, 40 and 12. Those funds are now exhausted. Only the two programs listed below have annual funding.

### Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Funds are provided to the State to administer by the U.S. National Park Service. The City of Long Beach has effectively used the LWCF to fund park projects, the most recent being the approval of a

\$450,000 grant for the Pacific Electric Right-of-Way Greenbelt. An evaluation of the listed park projects in this Plan can be matched against the eligibility criteria for the program.

### Habitat Conservation Fund

Approximately \$2,000,000 is available annually from State appropriations for the Habitat Conservation Fund program. Funding is restricted to nature interpretation programs to bring urban residents into park and wildlife area and wildlife corridors and trails. The grant program has applicability to the RiverLink plan and could be part of an overall funding program, in conjunction with potential I-710 Early Action Funding.

### Community Development Block Grant (CDBG) Funding

The proposed CDBG funding for the next fiscal year includes park and open space development and urban forestry. Virtually all of the census tracts that make up West Long Beach are CDBG eligible and many are in Neighborhood Improvement Strategy (NIS) Areas. As the City implements its Five Year Consolidated Plan, it can be determined whether the CDBG funds can be utilized for park improvement or expansion projects noted in the Livability Plan.

### California River Parkways Grant Program

A one-time grant opportunity exists from the California River Parkways Grant Program. The program will allocate approximately \$7.6 million for eligible projects. The application deadline is September 1, 2015 and funding is limited to \$500,000 per project. The project must meet at least two of the following areas: recreation, habitat, flood management, conversion to river parkways and conservation and interpretive enhancement. The City or a California non-profit organization (501(c)(3) verified) may apply for the River Parkways Program.

### The Trust for Public Land (TPL)

The Trust for Public Land enters into partnerships to advance various programs. With agencies in the Los Angeles area, TPL has helped create a Green Alleys program to transform uninviting, concrete corridors into safe, green community areas. TPL’s Creative Placemaking program is a cooperative, community based process that leads to new and rejuvenated parks and open space.



## Health Education

### City Department of Health and Human Services

The Health Department is active in West Long Beach. The Communities of Excellence in Nutrition (CX3) addresses key nutrition issues shaping the health of the residence within the boundaries of the program. The program has been implemented in the Cabrillo, Edison, Lafayette and Washington neighborhoods of West Long Beach. The Health Department provides citywide services as well as the targeted CX3 services, which are available throughout West Long Beach.

The Department has four other citywide health services programs: the Community Health Improvement Plan projects, Child Health Disability Prevention (CHOP) Program, Childhood Lead Poisoning Prevention Program and the Lead Hazard Control Program.

### Foundation Support

More detailed information on foundations participating in the Funders' Network and others most applicable are summarized below:

#### Foundation 1: The California Endowment

The Endowment's funding is committed to the Building Healthy Communities (BHC) plan. The BHC sites were chosen based on criteria grounded in social determinants of health data, the grant-making history, and key stakeholder interviews. The data was used to identify areas that are impacted by poor health outcomes, but have the potential to inspire policy changes to create a healthy environment for all Californians.

The Foundation's approach to grant making focuses on 14 places across California (Long Beach is recognized as one of the sites), where residents are proving that they have the power to make health happen in their neighborhoods, schools and with prevention—and in doing so, creating a brighter future for their children and for our state.

#### California Endowment Goals:

The California Endowment (TCE) in partnership with Capital Impact Partners and Community Health Center Capital Fund provides low cost financing to projects that -

1. Increase access to the quality care provided by community clinics and health centers as a means to improve health outcomes,
2. Spur economic development that supports healthy communities, and
3. Encourage innovation in the way care is organized and delivered.

#### Foundation 2: Bloomberg Philanthropies

Bloomberg Philanthropies encompasses all of the charitable giving for founder Michael R. Bloomberg. It has already established itself as a force for policy innovation and global collaboration and is named the world's second most innovative organization, behind only Google, by Fast Company. Bloomberg pays importance to city needs as it feels change that happens in cities can change the world. Their efforts to address climate change on a local level are having a global impact.

#### Bloomberg Goals:

Bloomberg Philanthropies focuses on five key areas for creating lasting change:

1. Public health,
2. Environment,
3. Education,
4. Government innovation, and
5. Arts & culture.

#### Foundation 3: Kaiser Permanente

Kaiser Permanente works towards improvement of quality of health and life in the communities and accomplish this work in countless ways – from funding knowledge and resource sharing programs that address health disparities to providing assistance with health care costs to people in need.

The Kaiser Permanente Southern California Region Grants Program provides support to nonprofit organizations, government entities, and academic institutions in Kaiser Permanente service areas throughout Southern California.

#### Kaiser Permanente Goals:

1. Improve the health of communities
2. Eliminate health disparities



3. Health innovation
4. Help local economies shape local health

#### **Foundation 4: Annie E. Casey Foundation**

The Annie E. Casey Foundation is a private philanthropy based in Baltimore and working across the country. They help with grants that help federal agencies, states, counties, cities and neighborhoods that focus on developing a brighter future for millions of children at risk of poor educational, economic, social and health outcomes. Some of their strategies include: Adoption, Child Protection, Early Childhood, Education, Foster Care, Frontline Practice, Grade-Level Reading, Guardianship, Juvenile Detention, Juvenile Incarceration, Kinship Care, Permanence, Youth and Work, Youth Development, Youth in Transition, Community Change, Community Redevelopment, Education, Housing, Poverty, Social Investments, Working Families and others.

##### *Annie E. Casey Goals:*

The foundation emphasizes on families need to be surrounded by thriving neighborhoods with supportive services by helping initiatives that -

1. focus on improving outcomes for disadvantaged children
2. have significant potential to demonstrate innovative policy, service delivery and community supports for disadvantaged children and families
3. provide cost-effective responses to the issues that negatively affect children

#### **Port of Long Beach**

The Port has provided a series of grants in West Long Beach focused on mitigating the adverse impact of new projects at the Port. While no major new Port projects are imminent with specific mitigation funding, the Port is evaluating how it might continue to support programs in West Long Beach.

#### **Tidelands Funding**

It has not yet been determined whether Tidelands Funds may be allocated to projects in West Long Beach, or if so, under what circumstances would projects be eligible under the constraints of the funds. The proximity of the West Long Beach neighborhoods to the Tidelands suggests that an

effort should be made to determine how targeted projects could be funded.

## **Health Services**

#### **City Department of Health and Human Services**

The Health Department has primary responsibility for health education activities. Those include the Asthma Life Skills Academy for Adults Program, the Community Asthma and Air Quality Education program, the Health Promotion and Wellness Program and the Healthy Active Long Beach Program.

#### **EPA Building Blocks for Sustainable Communities**

Building Blocks for Sustainable Communities provides quick, targeted technical assistance to selected communities using a variety of tools that have demonstrated results and widespread application. The purpose of delivering these tools is to stimulate a discussion about growth and development and strengthen local capacity to implement sustainable approaches. Sample subjects where the technical assistance is provided include bike sharing, complete streets and infill development in distressed communities.

## **Safety and Security**

#### **State Active Transportation Program (ATP)**

As noted earlier in this report, the ATP program funding program is to “increase the proportion of trips accomplished by biking and walking”. Example projects include new bikeways and walkways to improve mobility, elimination of hazardous conditions on existing bikeways and walkways, traffic control devices, Safe Routes to School projects, safe routes to transit projects, bicycle-carrying facilities on public transit, bike share programs, recreational trails and trailheads, park projects that facilitate trail linkages and many other bicycle and pedestrian projects. Priority is given to projects within disadvantaged communities



**EPA Area-Wide Planning (AWP) grants**

For the current AWP round, EPA selected 20 communities in 16 states to receive approximately \$4 million in Brownfields Area-Wide Planning (AWP) grants for cleanup and reuse of Brownfields sites to revitalize communities and strengthen local economies. The planning grants were limited to \$200,000 per community. An equivalent level of funding is expected for the next Federal fiscal year.

**Focus on Community****The Neighborhood Clean-up Assistance Program**

This is a City program that provides materials and supplies to community organizations and volunteer groups to help with neighborhood cleanup efforts.

**HUD Choice Neighborhood Implementation Grants (CNIG)**

The current appropriation for the CNIG program is \$76 million. Choice Neighborhoods Implementation Grants support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood. Adoption of the West Long Beach Livability Implementation Plan would qualify Long Beach for this grant program. While the application deadline has passed for the current fiscal year, the program has applicability and consideration should be made to apply for the next fiscal year.

**Urban and Community Forestry**

The State Department of Fire and Forestry will begin a grant cycle on September 11, 2015 to allocate up to \$15.7 million for projects that support urban forests. Preference is given to Cal Enviro Screen disadvantaged communities, of which West Long Beach qualifies.

**Community Garden Program**

Community gardens are located at schools and park facilities in West Long Beach. The City continually seeks new locations for community gardens. The Health Department works with the community garden sponsors with education about the value of the fresh foods grown in the gardens.

**Other Funding Sources****Tidelands Funding**

It has not yet been determined whether the City can allocate Tidelands Funds to projects in West Long Beach, or if so, under what circumstances would projects be eligible under the constraints of the funds. The City should determine how to fund targeted projects based on the proximity of the West Long Beach neighborhoods to the Tidelands.



