



# County of Los Angeles CHIEF EXECUTIVE OFFICE

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WILLIAM T FUJIOKA  
Chief Executive Officer

January 24, 2013

To: Supervisor Mark Ridley-Thomas, Chairman  
Supervisor Gloria Molina  
Supervisor Zev Yaroslavsky  
Supervisor Don Knabe  
Supervisor Michael D. Antonovich

From: William T Fujioka  
Chief Executive Officer

Board of Supervisors  
GLORIA MOLINA  
First District

MARK RIDLEY-THOMAS  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

## REPORT ON HEALTHY DESIGN PHASE II (ITEM 7, AGENDA OF JANUARY 23, 2012)

On January 23, 2012, the Board of Supervisors 1) declared that it is the intent of the Board and the policy of this County to encourage design of public and private facilities in a manner that encourages pedestrian activity, bicycling, use of public transit, and outdoor physical activities; 2) directed the Chief Executive Officer (CEO) to coordinate a department-wide effort to review the approaches contained within the "Healthy Communities Report: Active Transportation Design Guidance and Recommendations" as well as the best practices contained within the Model Design Manual for Living Streets; 3) instructed the CEO to report back to the Board with a recommendation as to: a) which practices should be either mandated or encouraged by the County; b) the appropriate mechanism by which practices should be implemented; c) an implementation program to ensure the recommended practices implemented, as appropriate, in both public and private facilities; and d) potential funding mechanisms to implement the practices, including future Public Health grants or other sources; and 4) directed every County Department, specifically including the Director of Public Works, the Director of Planning, the Fire Chief, and the Director of Public Health, to actively cooperate in this effort, and to assist in achieving the intent of the Board and the policy of this County.

As directed by the January 23, 2012 Board motion, the CEO convened a high-level Healthy Design Policy Group (Policy Group), including representatives from the Departments of Public Works, Regional Planning, Fire, and Public Health. The Policy Group further requested the participation of four additional departments determined to play a role in the Healthy Design Phase II effort: Chief Information Office, Parks and Recreation, Beaches and Harbors, and the Community Development Commission. This report summarizes accomplishments to date and identifies the next steps for the future.

*"To Enrich Lives Through Effective And Caring Service"*

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### **Healthy Design Background**

In November 2009, the Department of Public Health (Public Health) released a report to the Board for a grant regarding an initiative of the Centers for Disease Control and Prevention (CDC) called "Communities Putting Prevention to Work." The grant aimed to improve public health by fighting obesity, focusing on "healthy and active lifestyles", encouraging better nutrition, and increased physical activity. On November 24, 2009, your Board instructed the Director of Public Health to seize upon the CDC funding opportunity to encourage developers to include healthy design features into their projects and focus the grant application on creating design standards for building pedestrian-, transit-, and bicycle-friendly developments throughout the County of Los Angeles. The Board directed Public Health to request funding to prepare a study that identifies healthy design features in both private and public development projects in order to promote walking, bicycling, and other outdoor physical activities.

As part of the CDC grant opportunity, the Department of Regional Planning (Regional Planning) was allocated funding to develop a Healthy Design Ordinance (HDO), which was intended to help achieve the County's goal of improving the overall health of residents through changes in the built environment that will encourage more physical activity through walking, bicycling, and exercise, and provide better access to healthy foods. On January 24, 2012, the Board approved the HDO which:

- Legally established community gardens and farmer's markets throughout the County. This streamlined process, along with development standards, help provide better customer service and more efficient allocation of resources for customers and the County.
- Enabled the establishment of community gardens and farmers' markets which can serve as community resources for the County's diverse unincorporated communities, including County residents of all income levels by requiring CalFresh benefits to be accepted as form of payment for farmers' markets.
- Proposed changes to the physical environment, such as wider sidewalks, through-connections for pedestrians and bicyclists, bicycle parking, and shade tree plantings, all of which will directly enable and encourage residents to make more healthy choices related to physical activity and diet. Wider sidewalks and privately-maintained walkways and landscaping also enhance the quality of life of County residents living with physical and/or mental disabilities by providing more pleasant environments for mobility and comfort.

As part of the January 24, 2012 discussion, the Board further indicated that the County's effort to build healthier neighborhoods should not stop with the adoption of the HDO. To ensure continued effort and collaboration between departments, the Board introduced the directive detailed in paragraph one of this report; this effort is commonly referred to as "Healthy Design Phase II."

### **Subgroups**

Three distinct subgroups were created from the Policy Group: The Technical Subgroup, The Funding Subgroup, and The Geographical Information System Subgroup. Each group was led by a departmental subject matter expert and reported back to the Policy Group on a monthly basis.

#### **Technical Subgroup**

The Technical Subgroup was created to identify mechanisms and practices that will ensure that the design of public and private facilities encourage pedestrian activity, bicycling, comfortable use of public transit, and outdoor physical activities. To achieve this goal, Regional Planning developed a preliminary draft of the Healthy Neighborhood Design Guidelines (Design Guidelines). Once adopted, the Design Guidelines will apply to private development projects and will be used by staff to verify compliance with Healthy Design standards. In addition, the Design Guidelines will contain new street design standards that can be utilized for public road improvement projects.

The Design Guidelines, including recommendations from the Healthy Communities Report, and street design standards from the Manual for Living Streets reports, will be a utilized as a mechanism to implement many practices of sustainable land use development and design in both public and private facilities. Specifically, the Design Guidelines will incorporate new standards for the full range of the "12 design areas" covered in the 2010 Healthy Design framework document and will also serve useful in implementing many of the sustainability and "Smart Growth" policy objectives of the Los Angeles Countywide General Plan 2035 Update, the State of California Strategic Growth Council, and the Partnership for Sustainable Communities (consisting of the U.S. Environmental Protection Agency, the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation).

The Subgroup has completed its initial review of the draft Design Guidelines. A new 2.0 version, incorporating the Subgroup's feedback, was recently created and distributed for review and comment. It is anticipated that the 2.0 version, along with any subsequent comments from the Subgroup, will be handed to a design consultant for further refinement into the official "working draft" of the Design Guidelines.

The CEO has identified funding for the consultant and will work with Regional Planning to secure an agreement for the required consultant services. Regional Planning is currently in the process of reviewing the most qualified firms with expertise in urban design, town planning, architecture, landscape architecture, and civil engineering. Once completed, Regional Planning will submit the Design Guidelines to the Board for approval.

#### Funding Opportunity Subgroup

The Funding Opportunity Subgroup was created to provide a forum to discuss funding needs and opportunities to help facilitate an understanding of collective funding opportunities that would enhance interdepartmental collaboration on Healthy Design planning and projects. To achieve this goal, the Subgroup created a comprehensive list of all known and regularly occurring county, state, and federal grant opportunities, as well as several foundations that fund planning or implementation efforts (Attachment I).

Additionally, the Subgroup is tracking state decisions regarding funding for active transportation projects. Changes at the federal level and proposed changes at the state level alter the funding opportunities the County has traditionally relied on for bicycle and pedestrian project implementation. Discreet programs such as Safe Routes to School, Transportation Enhancements, and Recreational Trails funding have been collapsed into one funding category called "Transportation Alternatives." The change provides potential opportunities for increased funding for active transportation, but could also mean substantially less funding depending on the guidelines that are developed at the state level, and how the programs will be administered at the state and/or regional level.

#### Potential Funding Mechanisms

Upcoming planning grant opportunities include the *Strategic Growth Council's Prop 84 Urban Greening Planning Grant*. This grant opportunity funds interagency planning efforts that will reduce energy consumption, conserve water, improve air and water quality, improve the public health, and the quality of life of primarily urban communities. The State has already released the grant guidelines and expects to solicit participation in the program in March or April 2013 with grant applications due in early summer 2013.

There are two state transportation and land-use planning grant opportunities administered by Caltrans due in early April 2013. The *Community-Based Transportation Planning* grant funds coordinated transportation and land-use planning that promotes public engagement, livable communities, and a sustainable transportation system, which include mobility, access, and safety. The *Environmental Justice* grant funds community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.

Participating departments continue to pursue project funding opportunities as well. The Department of Parks and Recreation is developing five initial proposals for park projects for the state Strategic Growth Council Prop 84 Urban Greening Project grants. The Department of Public Works submitted 23 *Metro Call for Projects* applications. Of those proposed projects, 10 of the applications are bicycle and pedestrian projects or include bicycle and pedestrian improvements.

The Subgroup will continue to convene regularly to ensure that planning efforts and projects are well aligned across departments and allow for maximum benefit to the County. By convening when grant opportunities are announced, departments can better share priorities and work together to develop grant applications that achieve the goals of the Board. This also better enables the County to leverage existing work being done by various departments and create more competitive grant applications.

#### Geographical Information System Subgroup

The Geographic Information Systems (GIS) Subgroup was created to explore various methods to enable departments to share information related to Healthy Design and an online map system which could support and enhance policy development, collaboration, and communication.

The Subgroup selected over one hundred GIS data layers from the County's Enterprise GIS Repository for inclusion into the initial map system, and identified a number of new layers that were created and added. These were organized into the following groups:

- Healthy Design Projects by County departments.
- Administrative Boundaries (e.g. Service Planning Areas, School District Boundaries).
- Political Boundaries (e.g. City Boundaries, Supervisorial District Boundaries).
- Demographic Data (e.g. Obesity Rates, Population Counts).
- Service Locations (e.g. Parks, Child Care Locations, Libraries)
- Transportation (e.g. Metro Stations, Bike paths, Bus Routes).

This map system can be accessed 1) by policy makers to support decision making, 2) by departments to determine potential Healthy Design project integration, and 3) by your Board to see where projects have been completed. The map system can be found at <http://egisapp1.lacounty.gov/sviewer/?Viewer=HDO>.

The Subgroup also discussed creating a "health score" index for the County. A single score would combine various factors that influence the health of residents (distance to services, walkability, transportation options) to create a single metric to visualize the relative healthiness or unhealthiness of an index. The concept mirrors the official Walk Score (<http://www.walkscore.com>) which assists in finding a walkable place to live by assigning a score between 0 and 100 that measures the walkability of any address. Programs/tools such as this are contingent upon future funding availability.

### **Future Outlook**

The Policy Group has allowed departments to expand and solidify working relationships and has generated great support and willingness from all departments to work collaboratively on healthy design. Nevertheless, this work is time consuming and requires extensive coordination between staff in various departments. To further support these cross departmental efforts, the Policy Group has identified a consultant to assist with the finalization of the Design Guidelines (previously outlined in the Funding Opportunity Subgroup section) and in the development of departmental implementation plans.

Public Health has secured the services of Dr. Linda Rudolph, former Deputy Director of the Division of Chronic Disease and Prevention at the California Department of Public Health, to assist the County on a part time basis with furthering healthy design work over the course of the next year, development of departmental implementation plans. The in-kind services to be provided by Dr. Rudolph are part of her contract with The California Endowment to assist jurisdictions around the state on Health in All Policies work. In 2010, the State of California created a Health in All Policies Task Force under the auspices of the Strategic Growth Council. The Task Force was charged with identifying "priority programs, policies, and strategies to improve the health of Californians while advancing the goals of improving air and water quality, protecting natural resources and agricultural lands, increasing the availability of affordable housing, improving infrastructure systems, promoting public health, planning sustainable communities, and meeting the climate change goals." Dr. Rudolph has committed to serve as a facilitator; will support interdepartmental efforts to coordinate and collaborate on potential opportunities to expand the reach of health; and will work with the Policy Group to hone in on concrete tasks each department can undertake to implement healthy design. Additionally, her facilitation services will help each department develop implementation action plans around issues and opportunities identified by the Policy Group.

In February 2013, Dr. Rudolph will facilitate a one-day meeting with the Policy Group to identify high priority, implementable initiatives and map out next steps for their implementation. In preparation for the meeting, Public Health will work with Dr. Rudolph to:

- Prepare pre-meeting materials to solicit ideas from departments about potential projects each department is interested in working on.

- Convene individual meetings with each department to discuss potential projects.
- Develop an agenda for the one-day intensive Healthy Design meeting.
- Work with each department to develop implementation plans based on priorities identified during the one-day intensive meeting.
- Support in facilitating future Policy Group meetings.

### Department Roles

Each of the participating departments plays a critical role in Healthy Design Phase II. As we move forward, we would like to identify each of the department's primary role and responsibilities:

1. Public Health: Assume lead role in all Healthy Design Phase II efforts. Activities will include: convene and facilitate Policy Group and monthly Funding Opportunity Subgroup meetings; administer in-kind service agreement with Dr. Rudolph and assist with the preparation of one-day Healthy Design meeting; research best practices and public health evidence for healthy design policies and practices; help draft policies for input by Policy Group; and convene outside stakeholders to get input into draft policies.
2. Chief Executive Office: Provide administrative oversight; participate in monthly Policy Group meetings; execute agreement for Design Guidelines consultant services; review/analyze/make departmental funding recommendations; and serve as liaison between the Board and Policy Group.
3. Regional Planning: Finalize and obtain approval of the Design Guidelines from the Regional Planning Commission and Board; administer the agreement for Design Guidelines consultant services; develop minor Code amendments authorizing the use of the Design Guidelines on applicable discretionary development projects; complete environmental analysis; and convene and facilitate monthly Technical Subgroup meetings.
4. Public Works: Ensure that any Healthy Design features incorporated on Public Roadways or Rights of Way complied with all County, State, and Federal Regulations, and that they meet standards for safety, maintainability, and traffic capacity (for vehicular/transit uses as well as pedestrian/bicycle uses).
5. Chief Information Office: Convene and facilitate monthly GIS Funding Subgroup meetings.

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6. Fire/Beaches and Harbors/Community Development Commission/Parks and Recreation: Participate in Policy Group and monthly Subgroup meetings and provide input/feedback on all aspects of Healthy Design Phase II.

In addition, Regional Planning, Public Works, and Public Health, in collaboration with the CEO, will provide the Board status reports, as warranted, detailing the overall progress of the Healthy Design Phase II effort as well as individual departmental accomplishments.

Please let me know if you have any questions, or your staff may contact Rita Robinson at (213) 893-2477, or via email at [rrobinson@ceo.lacounty.gov](mailto:rrobinson@ceo.lacounty.gov).

WTF:RLR  
RG:AB:kd

#### Attachments

c: Executive Office, Board of Supervisors  
County Counsel  
Beaches and Harbors  
Chief Information Office  
Community Development Commission  
Fire  
Parks and Recreation  
Public Health  
Public Works  
Regional Planning



## **FUNDING OPPORTUNITIES for HEALTHY PLANNING and ACTIVE TRANSPORTATION**

### **Federal Sources:**

#### **Environmental Protection Agency**

- **Smart Growth Implementation Assistance (SGIA) program**

The Smart Growth Implementation Assistance (SGIA) program focuses on complex or cutting-edge issues and can take about 18 months. These projects explore innovative ideas to overcome barriers that are preventing communities from getting the kind of development they want.

Potential topics for this round of assistance include economic development for rural communities, resilience planning for natural hazards, linking planning for land use and economic development, using locally generated energy, and smart growth for tribal communities. EPA will choose up to four communities to receive assistance.

**Letters of Interest Due: October 28<sup>th</sup>, 2012**

For additional Information: <http://www.epa.gov/smartgrowth/sgia.htm>

- **Building Blocks Technical Assistance Program**

The Building Blocks program provides targeted technical assistance to communities that face common development problems. It employs a variety of tools such as improving pedestrian access and safety, zoning code reviews, and housing and transportation evaluations. EPA will select up to 50 communities and provide direct assistance by EPA staff and private sector experts. Applicants should determine which technical assistance program is right for their community.

**Letters of Interest Due: October 28<sup>th</sup>, 2012**

For additional information: <http://www.epa.gov/smartgrowth/buildingblocks.htm>

- **Environmental Justice Small Grants Program**

The Environmental Justice Small Grants Program, supports and empowers communities working on solutions to local environmental and public health issues. The program assists recipients in building collaborative partnerships to help them understand and address environmental and public health issues in their communities. Successful collaborative partnerships involve not only well-designed strategic plans to build, maintain and sustain the partnerships, but also working towards addressing the local environmental and public health issues.

Applicants must be incorporated non-profits, federally recognized tribal governments, or tribal organizations working to educate, empower and enable their communities to understand and address local environmental and public health issues. EPA will host four pre-application teleconference calls on October

30, 2012, November 14, 2012, December 1, 2012, and December 13, 2012 to help applicants understand the requirements.

**Grant Application Due: January 7, 2013**

For additional information: <http://www.epa.gov/environmentaljustice/grants/ej-smgrants.html>

**Federal Highway Administration**

- **Federal Safe Routes to Schools (SRTS) Program**

The Safe Routes to Schools Program is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Program was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU).

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

- to enable and encourage children, including those with disabilities, to walk and bicycle to school
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

Each State administers its own program and develops its own procedures to solicit and select projects for funding. The program establishes two distinct types of funding opportunities: infrastructure projects (engineering improvements) and non-infrastructure related activities (such as education, enforcement and encouragement programs).

**Announcement date currently unknown, pending state legislation will decide how this program will be continued in California.**

**For additional information:** <http://safety.fhwa.dot.gov/saferoutes/funding/>  
[http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts\\_guide.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts_guide.htm)  
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>  
<http://www.casaferoutestoschool.org>

- **Transportation, Community, and System Preservation**

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships

between transportation, community, and system preservation and to identify private sector-based initiatives.

States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

**Application Deadline: – applications due date unknown, likely Winter 2013**  
**For further information:** <http://www.fhwa.dot.gov/discretionary/memo2012.htm>  
<http://www.fhwa.dot.gov/tcsp/projects.html>

### **State Sources:**

#### **Caltrans**

- **Bicycle Transportation Account (BTA)**  
Caltrans anticipates appropriation of \$7.2 million annually for projects that improve safety and convenience for bicycle commuters. **SHC Section 2106** stipulates the annual BTA funding level in the approved State budget, with awards announced after enactment. Per **SHC 891.4(b)**, funds are allocated to cities and counties on a matching basis that requires the applicant to furnish a minimum of 10 percent of the total project cost. Maximum grant amount \$1 million.

#### **Announcement & due date likely to be Winter/Spring 2013**

For additional information:

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

- **Transportation Planning Grants Program**  
Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects. The program categories are list below:
  - Office of Community Planning  
(<http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html>)
    - Environmental Justice
    - Community-Based Transportation Planning Grants
  - Office of Regional and Interagency Planning  
(<http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>)
    - Partnership Planning
    - Statewide or Urban Transit Planning Studies
    - Rural or Small Urban Transit Planning Studies
    - Transit Planning Student Internships

Detailed information about each program and eligibility requirements can be found at: <http://www.dot.ca.gov/hq/tpp/grants.html>

**Funding announcement likely to be Winter/2012, applications likely to be due in Spring 2013**

For additional information [http://www.dot.ca.gov/hq/tpp/grant\\_files/FY\\_12-13/Grant\\_Guide\\_FY2012-13\\_FINAL.pdf](http://www.dot.ca.gov/hq/tpp/grant_files/FY_12-13/Grant_Guide_FY2012-13_FINAL.pdf)

- **Highway Safety Improvement Program (HSIP)**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005, established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

**Announcement & due date likely to be Winter/Spring 2013**

For additional information: [http://www.dot.ca.gov/hq/LocalPrograms/General Information](http://www.dot.ca.gov/hq/LocalPrograms/GeneralInformation): <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>  
Guidelines and Application Tool:

[http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply\\_now.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm)

Guidelines Document:

[http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/HSIP\\_Guidelines.pdf](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/HSIP_Guidelines.pdf)

- **Safe Routes to Schools (CA State Program SR2S)**

State version of Federal Safe Routes to School Program, targeting k-12. \$45 million total available, maximum grant \$450,000.

**Announcement & due date likely to be Winter/Spring 2013**

For additional information

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

<http://www.casaferoutestoschool.org/>

## **Natural Resources Agency**

- **Environmental Enhancement and Mitigation Program – awarded annually**

The Environmental Enhancement and Mitigation Program (EEMP) offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility.

**Open now, Due January 4, 2013**

**For further information: <http://resources.ca.gov/eem/>**

## California State Parks

- **Statewide Park Program**

This program will award grants on a competitive basis for the creation of new parks and new recreation opportunities in proximity to the most critically underserved communities across California. The creation of new parks in neighborhoods will be given priority.

These projects will benefit the health of families, youth, senior citizens, and other population groups by meeting their recreational, cultural, social, educational, and environmental needs.

**Applications due (estimate) summer 2013**

**Example of application guide:** [http://www.parks.ca.gov/?Page\\_id=26500](http://www.parks.ca.gov/?Page_id=26500)

**For further information:**

[http://www.parks.ca.gov/pages/1008/files/spp\\_application\\_guide\\_2009.pdf](http://www.parks.ca.gov/pages/1008/files/spp_application_guide_2009.pdf)

- **Land and Water Conservation Fund**

The Land and Water Conservation Fund program provides funds to federal agencies, and to the 50 states and 6 territories. The money allocated to the states may be used for statewide planning, and for acquiring and developing outdoor recreation areas and facilities.

Acquisition or development of outdoor recreation areas and facilities. Priority development projects include trails, campgrounds, picnic areas, natural areas and cultural areas for recreational use. Property acquired or developed under the program must be retained in perpetuity for public outdoor recreation use.

Normally an annual program, generally in the Fall, depends on the National Park Service authorization for funding.

For further information: [http://www.parks.ca.gov/default.asp?page\\_id+21360](http://www.parks.ca.gov/default.asp?page_id+21360)

## Coastal Conservancy

- **California Coastal Conservancy – applications accepted on continuous basis**

To achieve its goals, the Coastal Conservancy may award grants to public agencies and nonprofit organizations that qualify under Section 501(c)(3) of the United States Internal Revenue Code and whose purposes are consistent with Division 21 of the California Public Resources Code.

Some examples of the kinds of projects the Coastal Conservancy may fund include trails and other public access to and along the coast, natural resource protection and restoration in the coastal zone or affecting coastal areas, restoration of coastal urban waterfronts, protection of coastal agricultural land,

and resolution of land use conflicts. The Coastal Conservancy can also provide advice about forming and running a nonprofit.

The stages of a project generally funded by the Coastal Conservancy include pre-project feasibility studies, property acquisition, planning (for large areas or specific sites) and design, environmental review, construction, monitoring, and, in limited circumstances, maintenance.

**For further information: <http://scc.ca.gov/applying-for-grants-and-assistance/forms/>**

### **Strategic Growth Council:**

- **Urban Greening Project for Sustainable Communities Grant Program**  
The Urban Greening Projects for Sustainable Communities Program provides funds to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens). The goal is for these greening projects to incrementally create more viable and sustainable communities throughout the State. Grants are funded through the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Act of 2006 (Proposition 84).

Some portion of the project must be located in an urban area. For the purpose of this program, an urban area is a geographic area where the existing or planned-for average density within a half mile radius of the project or an adjacent geographically-equivalent area (minus existing or planned for open space including the proposed project and non-residential uses) is approximately ten (10) dwelling units per acre.

**Project Concept Proposals Deadline: Mid-to-late February 2013**

**Invited Applications Deadline: projected to be Spring 2013**

**For additional information:**

**[http://sgc.ca.gov/docs/funding/Urban\\_Greening\\_PROJECT\\_Guidelines\\_October\\_2012.pdf](http://sgc.ca.gov/docs/funding/Urban_Greening_PROJECT_Guidelines_October_2012.pdf)**

- **Urban Greening Planning for Sustainable Communities Grant Program**  
The Urban Greening Planning for Sustainable Communities Program provides funds to assist entities in developing a master urban greening plan that will ultimately result in projects to help the State meet its environmental goals and the creation of healthy communities. The plan must be consistent with the State's planning policies and any applicable general or regional plan. The plan must outline or layout projects that reduce greenhouse gas emissions and provide multiple benefits including, but not limited to, decreasing air and water pollution, reducing the consumption of natural resources and energy, increasing the reliability of local water supplies, or increasing adaptability to climate change.

Grants are funded through the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Act of 2006 (Proposition 84). Requests for funding are limited to a maximum of \$250,000. Larger grant awards may be considered for organizations that work together to develop joint planning documents that cover all jurisdictions involved.

**Applications Deadline: projected to be late Spring/Summer 2013**

**For additional information:**

**[http://sgc.ca.gov/docs/funding/Urban\\_Greening\\_PLANNING\\_Guidelines\\_October\\_2012.pdf](http://sgc.ca.gov/docs/funding/Urban_Greening_PLANNING_Guidelines_October_2012.pdf)**

- **Sustainable Communities Planning Grant and Incentive Program**

The Strategic Growth Council (SGC), the Department of Conservation manages competitive grants to cities, counties, and designated regional agencies to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements. The Sustainable Communities Planning Grant Program offers a unique opportunity to improve and sustain the wise use of infrastructure and natural resources through a coordinated and collaborative approach.

Grants are funded through the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Act of 2006 (Proposition 84). DOC has allocated approximately \$18 million of Proposition 84 funds for round two. The funds awarded will support development, adoption, and implementation of Sustainable Community planning elements throughout the State, including, but not limited to, Climate Action Plans and General Plan amendments.

**Applications Deadline: February 15, 2012.**

**For additional information: [http://sgc.ca.gov/planning\\_grants.html](http://sgc.ca.gov/planning_grants.html)**

### **Regional & County Sources:**

#### **Southern California Association of Governments**

- **SCAG Demonstration Projects - no dates announced**

Compass Blueprint Planning Services are provided through Demonstration Projects, opportunities for local planning efforts to become regional showcases for great planning. Demonstration Projects enable cities and counties to better evaluate planning options and stimulate sustainable development opportunities. Assistance is free of charge to local partners.

These projects should generally be large in scope and have the potential to be significant at the regional or sub-regional level. **With the recent passage of Senate Bill 375, this year's program will focus on reducing regional vehicle miles traveled (VMT) and resulting greenhouse gas (GHG) emissions** while providing the "co-benefits" of community livability, mobility, prosperity and sustainability.

Demonstration Projects might include: greenhouse gas reduction strategies, partial General Plan updates; feasibility studies; visioning workshops; development code and zoning change analysis; transit oriented developments; infill, redevelopment or brownfields; creation or addition to a downtown district; housing projects including multi-family and affordable; mixed use development; and pedestrian infrastructure.

**For further information: <http://www.compassblueprint.org/apply>**

## **Metro**

- **Call for Projects**

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.

Every other year, Metro accepts Call for Projects applications in seven modal categories (including: Regional Surface Transportation Improvements; Goods Movement; Signal Synchronization and Bus Speed Improvements; Transportation Demand Management; Bikeways Improvements; Pedestrian Improvements; Transit Capital; and Transportation Enhancement Activities). Local jurisdictions, transit operators, and other public agencies are encouraged to submit applications proposing projects for funding.

**Announcement just made, due in January 15, 2013**

For further information: [http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/)

## **Foundation Sources:**

- **Bike Belong**

The Bikes Belong Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Since 1999, Bikes Belong has awarded 215 grants to municipalities and grassroots groups in 49 states and the District of Columbia, investing \$1.7 million in community bicycling projects and leveraging close to \$650 million in federal, state, and private funding.

Priority is given to: Bicycle organizations, coalitions, and associations—particularly those that have not received Bikes Belong funding in the past and



Projects that build coalitions for bicycling by collaborating the efforts of bicycle industry and advocacy.

Bikes Belong participates in **Community Partnership Grants**. These grants will fund collaborations between non-profit organizations, businesses, and government entities on bicycle infrastructure or advocacy projects. For more information and grant criteria, visit the website.

**Applications due by February 29, 2012**  
**Committee Decisions in early May, 2012**

For additional information: <http://www.bikesbelong.org/grants>

For upcoming grant cycles: <http://www.bikesbelong.org/grants/apply-for-a-grant/schedules-deadlines/>

- **Kresge Foundation – applications accepted on continuous basis**  
Two grant programs, Emerging and Promising Practices and Healthy Environments.

Through Emerging and Promising Practices, we seek to support innovative, cross-sector, interdisciplinary methods that address the cumulative impacts of social and environmental factors disproportionately affecting at-risk communities. We also aim to advance the creation of new knowledge regarding the conditions – social and environmental – that lead to health disparities.

Healthy Environments aims to improve the health and well being of vulnerable children from low-income families by making the places they live, learn and play safe and supportive of overall good health. Funding priorities are clean air, safe and healthy housing and schools, and safe, accessible, and inviting outdoor play spaces – all advanced with community engagement, citizen leadership and cross-sector alliances.

**For further information:** <http://www.kresge.org/funding/apply-for-funding>

- **The California Endowment Building Healthy Communities in California – funding is very limited**  
As part of TCE's 10-year strategic direction, The California Endowment launched CalConnect, a Building Healthy Communities network designed as a collaborative environment for our users to create, connect, collaborate, mobilize and change California into a healthier state.

**For further information:** [http://www.calendow.org/grant\\_guide/](http://www.calendow.org/grant_guide/)