



# Administration & Funding:

## Logistics and Planning

7

This chapter presents the administrative tasks Long Beach will need to consider while implementing this Plan. It also offers funding strategies and sources to implement this Plan.



# 7



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## Logistics and Planning

- » Overview ..... 85
- » Complete Streets Assessment ..... 85
- » CEQA ..... 85
- » ATP Compliance ..... 85
- » Cost Estimates ..... 86
- » Sources of Potential Funding ..... 88



## Overview

Without ongoing administration and funding, the programs and projects recommended in this Plan may never get implemented. This Plan helps Long Beach remain competitive when applying for funds to install the recommended projects or develop the recommended programs.

The administration section of this chapter ensures that projects and programs are implemented well. Through environmental compliance and a complete streets checklist, Long Beach is poised to design and implement projects and programs that will fulfill its goal of becoming an 8-to-80 city.

## Complete Streets Assessment

The Complete Streets Assessment is a checklist required to be filled out by City staff when analyzing roadway projects' design and implementation. It includes information about the number of collisions that have occurred in the area, existing condition of the facility, and the trip generators in the vicinity that would attract walking, transit, or bicycling trips. The Assessment was developed to ensure that the City of Long Beach Capital Improvement Projects comply with the City's Complete Streets Policy. The intent of this assessment is to provide appropriate accommodation and promote safe operation for pedestrians, bicyclists, transit riders, freight, and people of all abilities. The Assessment must be signed off by the Director of Public Works, City Engineer, or City Traffic Engineer in order to ensure Complete Streets elements are being incorporated into the project scope.

## CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Bicycle Plans, such as this one, are exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that involve restriping roadways or the expansion of existing bicycle trails that do not significantly alter land, water, or vegetation are also exempt from the environmental review process. For bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific bicycle infrastructure projects, the City should consult CEQA guidelines and Senate Bill 1380 for further information.

## NEPA

The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. If any of the recommendations in this Plan are located fully or partially on federal lands, the NEPA process will be triggered. It is unlikely any of the project recommendations in this Plan would trigger the NEPA process.

## ATP Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended. This Plan is in compliance with ATP guidelines as shown in Appendix H: ATP Compliance.

## Cost Estimates

### Infrastructure Costs

Planning level cost assumptions can be used to determine general cost estimates for particular infrastructure projects, based on length or other units of measurement, as the project segments are further conceptualized and designed. The cost assumptions in Table 7-1 show the industry standard costs in 2016 dollars for the types of treatments recommended in this Plan. While they reflect typical costs, unit costs do not consider project-specific factors such as right-of-way

acquisition, intensive grading, landscaping, or other location-specific factors that may increase actual costs. For some segments or facilities, project costs may be significantly greater. This Plan does not recommend specific types of projects, only the order for recommended projects to be implemented. City staff may use these numbers when estimating a project cost.

**Table 7-1: Planning Level Cost Assumptions**

Treatment	Unit of Measurement	Per Unit Cost Estimate
Shared-Use Path (Class I)*	Mile	\$700,000
Separated Bikeway (Class IV)*	Mile	\$600,000
Bicycle Boulevard with Traffic Calming (Class III-A)*	Mile	\$50,000
Bicycle Lanes (Class II)	Mile	\$45,000
Buffered Bike Lanes (Class II)	Mile	\$95,000
Bike Route – Signs Only (Class III-C)	Mile	\$2,000
Bike Route - Sharrow Marking Only (Class III-B)	Each	\$100
Bicycle Parking U-Rack	Rack	\$350
On-Street Bicycle Parking Corral	Corral	\$1,500
Long-Term Bicycle Locker	Locker	\$800
Hydration Station	Station	\$3,500
Fix-It Station	Station	\$1,300

\*Indicates 8-to-80 facility

## Bikeway Maintenance Costs

Maintenance is a very important piece to a successful bicycle network. Maintenance, like new projects, require funding and maintenance costs are important to factor in during the City's annual budgeting process. Table 7-2 shows the estimated total annual costs of maintaining the bikeway facility types discussed in this Plan.

**Table 7-2: Total Annual Maintenance Costs**

Facility Type	Cost per Mile per Year	Notes
<b>Class I Shared-Use Path</b>	\$8,500	Lighting, debris cleanup, and removal of vegetation overgrowth
<b>Class II Bicycle Lanes (two sides)</b>	\$1,500	Repainting lane stripes and stencils; sign replacement as needed
<b>Class III Bicycle Routes (two sides)</b>	\$1,000	Sign and shared-lane stencil replacement as needed
<b>Class IV Separated Bikeways (two sides)</b>	\$4,000	Debris removal; repainting stripes and stencils; sign replacement; replacing damaged barriers

## Sources of Potential Funding

All levels of government and private entities offer funding sources to further plan, design, and construct bicycle transportation projects. This section provides information on potential funding sources that could help the City of Long Beach or other organizations make bicycle infrastructure improvements or fund education and encouragement programs in the city.

## Federal Sources

### Fixing America’s Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

**Table 7-3: Sources of Potential Funding**

Name	Source
Fixing America’s Surface Transportation Act (FAST Act)	Federal
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal (administered through SCAG)
Bus and Bus Facilities Grants Program	Federal (FTA)
Highway Safety Improvement Program (HSIP)	Federal
Rivers, Trails, and Conservation Assistance Program (RTCA)	Federal (NPS)
Community Transformation Grants	Federal (CDC)
Transportation Investments Generating Economic Recovery (TIGER) Program	Federal
Community Action for a Renewed Environment	Federal (EPA)
Community Development Block Grant Program (CDBG)	Federal (US HUD)
Active Transportation Program (ATP)	State (CTC & Caltrans)
State Transportation Improvement Program (STIP)	State (Caltrans)
Caltrans Sustainable Transportation Planning Grant Program	State (Caltrans)
Office of Traffic Safety (OTS) Grants	State (OTS)
Environmental Enhancement and Mitigation Funds (EEMP)	State (Natural Resources Agency)
Land and Water Conservation Fund	State (Parks)
California Strategic Growth Council	State (Strategic Growth Council)
Coastal Conservancy Grants	State (Coastal Conservancy)
Local Coastal Program Local Assistance Grant Program	State (Coastal Commission)
AB2766 Motor Vehicle Subvention Program	Regional and Local (SCAQMD)
Metro Local Return Program	Regional and Local (LACMTA)
Metro Call for Projects	Regional and Local (LACMTA)
Metro Open Streets Program	Regional and Local (LACMTA)
Interstate 710 Corridor Project	Regional and Local (TAC)
Metro Transit Oriented Development (TOD) Planning Grant Program	Regional and Local (LACMTA)
SCAG Sustainability Planning Grant Program	Regional and Local (LACMTA)
Transportation Development Act	Regional and Local (Administered by LACMTA)
City of Long Beach Sales Tax Measure A	Regional and Local (Long Beach)
Traffic Impact Fees	Regional and Local (Long Beach)
PeopleForBikes Community Grant Program	Private (PeopleForBikes)
The Robert Wood Johnson Foundation	Private (Robert Wood Johnson Foundation)
The Walmart Foundation	Private (Walmart Foundation)
Kodak American Greenways Program	Private (Conservation Fund)
Rails-to-Trails Conservancy	Private (Rails-to-Trails)
Knight Cities Challenge	Private (Knight Foundation)
Plan4Health Coalitions	Private (APA and APHA)
Corporate Donations	Private
Roadway and Utility Construction, Repair and Upgrade	Joint projects

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

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

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

#### Bus and Bus Facilities Grants Program

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles. In Long Beach, these funds flow directly to Long Beach Transit and are used to fund bus and bus-related facilities.

#### Highway Safety Improvement Program (HSIP)

HSIP is a data-driven funding program for construction-related projects with a goal of reducing traffic fatalities and serious injuries on all public roads. Agencies must identify eligible projects through crash analyses. Agencies can use HSIP funds for both infrastructure and non-infrastructure projects, including bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments in school zones. In California, all HSIP projects must be consistent with the California Strategic Highway Safety Plan.

#### Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails, and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service (NPS). RTCA provides technical assistance to a variety of agencies and organizations in order to preserve open space and develop trails. RTCA's funds can be used for developing plans, engaging the public and identifying other sources of funding for conservation and outdoor recreation projects.

#### Community Transformation Grants

The Centers for Disease Control (CDC) administers Community Transportation Grants, which support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke and diabetes. These grants are awarded to a variety of state, and local agencies and other organizations. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

#### Transportation Investments Generating Economic Recovery (TIGER) Program

TIGER discretionary grants are awarded annually to state, local, and tribal governments for innovative transportation infrastructure projects, including multimodal and multi-jurisdictional transportation projects. These projects, which can include bicycle and pedestrian improvements, must promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. In urban areas, the project must be at least \$6.25 million to meet match requirements.

#### Community Action for a Renewed Environment (CARE)

Environmental Protection Agency's CARE is a competitive grant program that offers an innovative way for a community

to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible, and grants range between \$75,000 and \$300,000.

#### Community Development Block Grant Program (CDBG)

The Community Development Block Grants (CDBG) program run by the U.S. Department of Housing and Urban Development (HUD) provides money for a variety of different projects, including pedestrian and bicycle improvements and streetscape revitalization. The CDBG Entitlement Program provides annual grants to municipalities of at least 50,000 people and counties, and the Section 108 Loan Guarantee Program provides loan guarantees for local government or third party developers.

### **State Sources**

#### Active Transportation Program (ATP)

The California Transportation Commission and Caltrans jointly administer ATP, which combines funds from federal and state sources to encourage increased use of active modes of transportation throughout the State. The funding is distributed through both a statewide competition and regional pools, and can be used both for infrastructure and non-infrastructure projects. The goals of ATP are to:

- » Increase the proportion of trips accomplished by biking and walking;
- » Increase safety and mobility for active transportation users;
- » Advance active transportation efforts of regional agencies to achieve California's greenhouse gas reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009);
- » Enhance public health;
- » Ensure that disadvantaged communities fully share in the benefit of the program; and
- » Provide a broad spectrum of projects to benefit many types of active transportation users.

The minimum request for funding is \$250,000, except for Safe Routes to School (SRTS) projects, Non-Infrastructure projects, Recreational Trail projects, or plans, which have no

minimum. Eligible bicycle and SRTS projects include:

- » Infrastructure Projects: Capital improvements that will further program goals, typically including planning, design, and construction.
- » Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- » Active Transportation Plans for disadvantaged communities: Includes bike, pedestrian, safe routes to school, or comprehensive active transportation plans for disadvantaged communities.

#### State Transportation Improvement Program (STIP)

The STIP is a five-year plan developed by Caltrans that allocates funding to new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees. Bicycle and pedestrian projects can be programmed under ITIP and RTIP.

#### Caltrans Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements."

#### Office of Traffic Safety (OTS) Grants

The California OTS distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in

current programs. The list of traffic safety priority areas includes pedestrian and bicycle safety. Eligible grantees are governmental agencies, state colleges and universities, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

#### Environmental Enhancement and Mitigation Funds (EEMP)

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

#### Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

#### California Strategic Growth Council

The Strategic Growth Council is a state agency that manages the Sustainable Communities Planning Grant and Incentives (SCPGI) Program, as well as the Affordable Housing and Sustainable Communities (AHSC) program. The SCPGI program provides grants for development and implementation of plans that have a variety of environmental, economic, and social benefits. The AHSC program provides funding for compact transit-oriented development and related infrastructure and programs that reduce greenhouse

gas GHG emissions. These projects increase the accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, and transit.

#### Coastal Conservancy Grants

The State of California Coastal Conservancy provides grants to public agencies and nonprofit organizations which support the Conservancy's enabling legislation, Division 21 of the California Public Resources Code. Bicycle and pedestrian facilities and trails are eligible if they help to preserve, protect, or restore coastal resources in the State.

#### Local Coastal Program Local Assistance Grant Program

The California Coastal Commission provides grants to local governments to develop or update their Local Coastal Programs (LCPs) to be consistent with the California Coastal Act. The Act requires LCPs to include a public access component, which could include plans for improving bicycle access to coastal zones. The California Coastal Commission is not currently awarding grants, but will resume in the future.

### **Regional & Local Sources**

#### AB 2766 Motor Vehicle Subvention Program

The State of California charges a motor vehicle registration fee authorized by AB 2766. The South Coast Air Quality Management District (SCAQMD) distributes these Motor Vehicle Subvention Program funds to cities and counties based on their populations within its district, which includes the City of Long Beach. Cities and counties use these funds to develop measures or programs that reduce motor vehicle emissions. Funds can be used for projects that encourage biking, walking, and/or use of public transit. For bicycle-related projects, eligible uses include: "designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/improvements by installing bicycle lockers, bus bicycle racks; providing assistance with bicycle loan programs (motorized and standard) for police officers, community members and the general public."

#### Metro Local Return Programs

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit,

paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

#### Metro Call for Projects

Every other year, Metro accepts Call for Projects applications in eight modal categories from local jurisdictions, transit operators, and other public agencies. One of the modal categories is Bicycle Improvements, and includes projects that “provide access and mobility for local and regional bicycle travel, gap closures that connect bikeway networks, on-street improvements to transit hubs, high-capacity bicycle parking, and innovative projects that promote bicycling. Rehabilitation, Restoration, and Resurfacing (3R) are eligible as a component of a larger project.” Long Beach has successfully competed for Call for Projects funds in the past, including a recent grant to partially fund the bike share program.

#### Metro Open Streets Program

Metro allocates up to \$2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. These events temporarily close streets to vehicle traffic and open them to non-motorized transportation. The first cycle, announced in 2014, funded 12 open streets events to occur in 2015 and 2016. Applications for the second funding cycle were solicited in fall 2016. Long Beach won Metro Open Streets funding for the first Beach Streets Uptown in 2015, as well as the November 12, 2016 Beach Streets Midtown.

#### Interstate 710 Corridor Project

Caltrans, Metro, and a number of other agencies are working to make changes to the Interstate 710 Freeway from the Port of Long Beach to Interstate 5. The project will widen the freeway and modify interchanges, access points, and the streets leading to the freeway. A Technical Advisory Committee (TAC) comprised of these agencies along with the cities along the freeway is helping to steer the planning effort as well as make sure certain improvements, such as enhanced bicycle access, are incorporated into the project. The City of Long Beach’s representative to the TAC can help ensure that the planned bicycle projects in the I-710 area are included in the project’s implementation, including during its “early action program” that commits to funding local active transportation mitigation measures.

#### Metro Transit Oriented Development (TOD)

##### Planning Grant Program

Metro’s TOD Planning grants are intended to spur the adoption of transit-supportive land use and other regulatory plans around station areas in order to increase access to and utilization of public transit. Los Angeles County jurisdictions with land use authority within one-half mile of existing, planned or proposed transit stations are eligible for grant funding.

##### SCAG Sustainability Planning Grant Program

SCAG’s Sustainability Planning Grant Program provides member jurisdictions with technical assistance for planning and policy work that work towards the implementation of the regional Sustainable Communities Strategy (SCS). SCAG awards grants under three categories, including Active Transportation, which includes bicycle, pedestrian and SRTS plans and non-infrastructure programs. The 2016 grant cycle limited proposed planning and non-infrastructure programs to a maximum award of \$200,000.

##### Transportation Development Act (TDA)

The TDA provides local agencies with two major sources of funding: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds contribute to the development and support of public transportation and are allocated to areas of each county based on population, taxable sales, and transit performance.

Administered by Metro in Los Angeles County, TDA Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles for the planning and construction of bicycle and pedestrian facilities. Local agencies may either draw down these funds or place them on reserve.

##### City of Long Beach Sales Tax Measure A

Long Beach residents voted to approve local Measure A in June 2016, providing an additional source of general fund revenue to implement public infrastructure projects across the city. Funding will be used to fund a variety of city services, including implementation of the City’s complete streets policy, reconstruction, and resurfacing of public streets and

sidewalk improvements citywide.

#### Port of Long Beach Community Grant Program (CGP)

The Port of Long Beach offers grants “designed to improve community health by lessening the impacts of Port-related air pollution, and to reduce the emissions of greenhouse gases.” According to the recently published 2016 Community Grants Investment Plan, the port will award grant funding for bicycle and pedestrian infrastructure and traffic-calming projects that work to address the effects of congestion.

#### Traffic Impact Fees

As a condition for development approval, Long Beach requires developers to pay traffic impact fees to fund specific infrastructure improvements to meet the traffic needs of future development, which can include bikeway, pedestrian and transit improvements. The allowable projects are identified and approved by the City Council as a part of the City’s Traffic Mitigation Program.

### **Private Sources**

#### PeopleForBikes Community Grant Program

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded \$2.9 million in community grants and leveraged an additional \$670 million since its inception in 1999. The grant program funds bicycle paths and rail trails, as well as mountain bike trails, bicycle parks, BMX facilities, and large-scale bicycle advocacy initiatives.

#### The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today is the largest U.S. foundation devoted to improving the health and health care of all Americans. The organization awards grants to public agencies and non-profit organizations for a variety of health-related projects, including bicycle education and bicycle infrastructure projects.

#### The Walmart Foundation

The Walmart Foundation offers a Community Grant Program, and a State Giving Program. The Community Grant Program awards grants of \$250 to \$5,000 through local Wal-Mart and Sam’s Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December.

The State Giving Program provides grants of \$25,000 to \$250,000 to nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women’s Economic Empowerment or Workforce Development. The program has two application cycles per year: January through March and June through August.

#### Kodak American Greenways Program

The Conservation Fund’s American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design, and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

#### Rails-to-Trails Conservancy

The Rails to Trails Conservancy provides technical assistance for converting abandoned rail corridors to use as multiuse trails.

#### Knight Cities Challenge

The Knight Cities Challenge awards grants to innovative projects at the city, neighborhood, and block level that help cities attract and keep talented people, improve economic prospects for individuals and encourage civic involvement. The grant program is funded by the Knight Foundation and the funds are distributed over an 18-month period.

#### Plan4Health Coalitions

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average \$150,000, and no more than two awards will be granted in a single state.

#### Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e., cash, stock, bonds) and in the form of land. Employers recognize that creating places to bicycle and walk

is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify transactions from corporations. Corporations typically donate when a widely supported capital improvement program is implemented.

#### Roadway and Utility Construction, Repair and Upgrade

Cities should coordinate bicycle infrastructure improvements with ongoing road resurfacing/maintenance, road diet, utility company capital improvement, cable installation, and other road infrastructure projects within the same area or corridor, following the City's Complete Streets Checklist. Doing so can take advantage of efficiencies and save money.

Joint projects between cities and utility companies require a great deal of coordination, a careful delineation of scope items and some type of agreement or memorandum of understanding. Joint projects between cities and cable television and telephone companies also require a significant amount of advance planning and disruption of travel lanes. Because of this, it may be possible to request reimbursement for impacted bicycle and pedestrian facilities.

### **Other Sources**

Cities should be creative when considering how to develop or maintain bicycle infrastructure. Soliciting volunteer work can substantially reduce the cost of implementing some routes, particularly shared-use paths. For example, Long Beach should partner with a local college design class and landscape architecture or engineering firm to design a shared route for a class project when the opportunity is available. When possible, the City should organize work parties to help clear the right-of-way for the route or ask a local construction company to donate or offer discount services for construction work. Where feasible, Long Beach should develop an "adopt a trail" program, where local businesses or residents can "adopt" a bicycle route to help with construction and maintenance.

### **Conclusion**

The City of Long Beach continually receives money from many of the aforementioned sources in this chapter, at all levels. This money has and will continue to play a pivotal role in financing many of the needed and desired bicycle infrastructure projects that Long Beach needs. Continuing to build and maintain partnerships with these agencies and organizations will be very important to our continued

application success. Long Beach will submit more competitive projects going forward based the phasing prioritization strategies established in this Bike Master Plan. This Plan lays the necessary ground that many of these applications require for approval.





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