

CHAPTER 8: NEXT STEPS FOR IMPLEMENTATION

INTRODUCTION

The recommendations made during the *US 50 Gateway Study* will ease congestion and improve safety in the corridor, but only if they are implemented. In order for a project to be implemented it needs strong support and funding. This section of the report identifies possible funding sources for the *US 50 Gateway Study* recommendations.

It should always be the objective of any multi-jurisdictional plan to encourage participants to continue talking and planning after the initial planning effort is over. A coordinated approach to zoning and development regulation among the various jurisdictions will be important to achieving a consistent level of quality in development throughout the corridor. This may be the most important recommendation of the study. Dearborn County, Greendale, Lawrenceburg, Aurora and Dillsboro must work together to improve traffic congestion, enhance safety and produce sustainable development patterns. US 50 is a shared resource and must be looked at strategically in its entirety within Dearborn County.

To this end, each community should draft and approve a resolution that adopts the recommendations of this plan. Additionally, an intergovernmental advisory review board or committee should be established to share information with and seek involvement from, each community as development and transportation plans are proposed. Such a body would help to maintain communication, coordination and cooperation among the participating jurisdictions. Such collaboration and community involvement, will in the end be one of the key yardsticks by which success will be measured.

POSSIBLE FUNDING SOURCES

Below is a list of possible funding sources that could be used to finance some of the improvements recommended by the *US 50 Gateway Study*.

Economic Development

The following programs would help communities along the US 50 Corridor create jobs and diversify and expand their tax base by attracting new businesses to business parks along the corridor. These strategies have particular applicability in the areas closest to the I-275 Interchange.

Certified Technology Park Program

The Certified Technology Parks program was created as a tool to support the attraction and growth of high-technology business in Indiana and promote technology transfer opportunities. Designation as a "Certified Tech Park" allows for the local recapture of up to \$5 million in incremental sales and income taxes over the life of the park and invests the funds in the development of the park.

Economic Development for a Growing Economy (EDGE) Tax Credit

This program was created to reward companies creating new jobs and contributing to income growth. EDGE credits are calculated as a percentage of payroll tax withholding for net new Indiana jobs. EDGE may be awarded for up to 100 percent of the projected state income tax withholdings attributable to the company's Indiana project and may be awarded for up to 10 years. The company must commit to maintaining operations in Indiana for at least two years beyond the term of the company's EDGE award.

Hoosier Business Investment Tax Credit (HBITC) Program

This program encourages capital investment in Indiana by providing a credit against a company's Indiana tax liability. The credit amount is based on a company's qualified capital investment with the final credit amount determined by the Indiana Economic Development Corporation based on an analysis of the economic benefits of the proposed investment.

Industrial Recovery Tax Credit

The Industrial Recovery tax credit provides an incentive for companies to invest in facilities requiring significant rehabilitation or remodeling expense. After a building has been designated as an industrial recovery site, companies may be eligible for a tax credit calculated as a percentage of qualified rehabilitation expense.

Shovel Ready Program

The Shovel Ready Program is a new state program created to help communities certify sites as "ready for development." Shovel Ready is designed to ultimately help companies locate and develop a property site quickly. The program lowers the cost

of site development, improves efficiency of state permitting and enhances the marketability of the site. Because site information is available before development, potential risks of investing and improving new land are reduced for businesses. The program's goals are as follows:

- Help local communities prepare sites ready for development by pre-permitting a site as much as possible
- Certify sites to help companies more easily navigate the selection and permitting process
- Generate a list of remaining permits necessary for a specific site
- Help fast track the remaining state, federal and local business/industry specific permits

Marketing Strategy

Local chambers of commerce and economic development organizations should coordinate to create and implement a marketing strategy for Dearborn County to attract prospective businesses and residents. Efforts should focus on the assets and opportunities of the region, such as the existing tourism industry, the planned Honda manufacturing plant near Greensburg, Indiana, the natural beauty and recreational opportunities of the area, and the location near Cincinnati and the Cincinnati/Northern Kentucky International Airport.

Private Sector Partnerships

Establishing public/private relationships between local governments and private sector development-related professionals and companies will likely be needed to implement the land use and design goals of this plan. Private/public agreements and ventures appear to be more common to implement shared development goals and finance projects that might not otherwise come to fruition due to decreased federal and state funding opportunities. Much of this work would require outreach to the local business community to determine interest and other networking opportunities. Another component of attracting private sector partners is persuasive education. Local communities must effectively communicate the plan vision and the opportunities that exist to make a profit by investing in the US 50 Corridor.

Redevelopment

Many older structures have environmental concerns that may make reuse more difficult. Properties whose reuse may be complicated by the presence of hazardous materials are often called brownfields. Many older industrial buildings contain such materials as a result of past industrial processes or the construction of the building itself. The extent to which individual properties within the study area have environmental concerns is not known at this time. Reuse, rehabilitation or demolition of such buildings often require assessment to ascertain whether such

materials exist, and ultimately require cleanup if such materials do exist.

Assessment and cleanup can add substantial, often prohibitive cost to redevelopment projects. Fortunately, the United States Environmental Protection Agency (USEPA) as well as the Indiana Finance Authority and IDEM administer several grants and revolving loan funds that can be used to bridge the financial gap on such projects.

The following brownfields programs are administered by the USEPA:

- USEPA Brownfield Assessment Grant: \$200,000 to inventory, characterize, assess and conduct planning and community involvement related to brownfield sites.
- USEPA Brownfields Cleanup Grants: up to \$200,000 for cleanup activities at a brownfield site.
- USEPA Brownfields Cleanup Revolving Loan Fund: up to \$1 million to provide financial assistance for cleanup activities.

The Indiana Finance Authority, with support from the IDEM, administers the following grant and loan incentives:

- Stipulated Site Assessment Grants: up to \$100,000 for environmental site assessments and related activities for brownfield sites
- Stipulated Remediation Grants: up to \$300,000 for cleanup activities at a brownfield site.
- Petroleum Remediation Grants: up to \$300,000 for cleanup of petroleum contamination at a brownfield site.
- Federal Matching Grants: The Indiana Finance Authority will provide matching funds to assist local communities in obtaining USEPA grants. Matching percentages include up to 15 percent for USEPA Assessment Grants, 20 percent for USEPA Cleanup Grants, and 20 percent for the USEPA Revolving Loan Fund.
- Brownfields Low-Interest Loans: Provides assistance to communities for the identification, assessment and/or cleanup of brownfield sites.
- Voluntary Remediation Tax Credits: Rewards taxpayers who voluntarily conduct brownfield cleanup activities. The maximum credit is the lesser of \$100,000 or 10 percent of the cleanup investment.

Transportation Enhancement Grants

Transportation Enhancement (TE) grants are available from the federal government and administered through state governments or metropolitan planning organizations. The grants fund projects that expand travel choices and enhance the

transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. The following projects are eligible for TE funding and must relate to surface transportation:

- Pedestrian and bicycle facilities
- Pedestrian and bicycle safety and educational activities
- Acquisition of scenic or historic easements and sites
- Scenic or historic highway programs including tourist and welcome centers
- Landscaping and scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities
- Conversion of abandoned railway corridors to trails
- Inventory, control, and removal of outdoor advertising
- Archaeological planning & research
- Environmental mitigation of runoff pollution and provision of wildlife connectivity
- Establishment of transportation museums

Recreational Trails Grant Program

The Recreational Trails Program (RTP) is a matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. The program is sponsored by the U.S. Department of Transportation's FHWA but is administered through the IDNR.

The program operates on a reimbursement basis, and the local sponsor must provide 20 percent of the project cost in matching funds. The local share may include tax sources, bond issues, community development funds, Farmers Home Administration loans or force account contributions. The donated value of land, cash, labor, equipment and materials may also be used.

Applicants may request grant amounts ranging from a minimum of \$10,000 up to a maximum of \$150,000. All units of government and agencies incorporated as not-for-profit corporations are eligible to participate.

Projects will be eligible if they provide public access to trails. Funds from RTP can be used for:

- Maintenance and restoration of existing trails

- Development and rehabilitation of trailside, trailhead facilities and trail linkages
- Purchase and/or lease of trail construction and maintenance equipment
- Construction of new trails with the restrictions for new trails on Federal lands
- Acquisition of easement or property for trails
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5 percent of state's funds)
- Providing stream and river access sites
- Construction of bridges, boardwalks and crossings
- Signage
- Construction of equestrian facilities
- Building of sanitary facilities and other support facilities (e.g., water fountains, shelter, etc.)

Tax Increment Financing (TIF)

TIF is a method of raising additional capital within a declared district to pay for needed improvements within those districts. The base of existing assessed property tax valuation is frozen with the incremental revenues obtained by the taxes on new development in the TIF District then becoming available to fund improvement projects. TIF could be used to fund a variety of access management and streetscape recommendations in this plan.

Assessments

Special assessment districts, as permitted by law, could be used to generate additional revenue to pay for the construction and maintenance of streetscape improvements.

Urban Forest Conservation Grants

The IDNR offers four grant programs that help improve, protect, maintain and increase the number of trees in Indiana communities. The Urban Forest Conservation (UFC) Grants are intended to help communities develop long term programs to manage their urban forests. Grantees may conduct any project that helps to improve and protect trees and other associated natural resources in urban areas. Community projects that target program development, planning and education are emphasized. Previously funded projects include conducting tree inventories, developing tree maintenance and planting plans, writing tree ordinances, conducting programs to train municipal employees and the public, purchase or development of publications, books and videos, hiring consultants or city foresters, etc. This program provides \$2,000 to \$20,000 in grants, which grantees must match with an in-kind and/or monetary match.

Federal Surface Transportation Program (STP) funds

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. In addition, the following projects can apply: advanced truck stop electrification systems; projects relating to intersections that have disproportionately high accident rates, have high congestion, and are located on a Federal-aid highway; environmental restoration and pollution abatement; and control of terrestrial and aquatic noxious weeds and establishment of native species.

The Federal share is generally 80 percent, subject to the sliding scale adjustment. When the funds are used for interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the Federal share may be 90 percent, also subject to the sliding scale adjustment. Certain safety improvements listed in 23 USC 120(c) have a Federal share of 100 percent.

Federal Highway Safety Improvement Program (HSIP) Funds

The program authorizes a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Each state's apportionment of HSIP funds is subject to be set aside for construction and operational improvements on high-risk rural roads. High-risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadways; or likely to experience an increase in traffic volume that leads to a crash rate in excess of the average statewide rate. The set-aside will total \$90 million nationally and be applied proportionally to the states' HSIP apportionments. If a state certifies that it has met all its needs relating to construction and operational improvements on high-risk rural roads, it may use those funds for any safety improvement project eligible under the HSIP. The Federal share is 90 percent, subject to the sliding scale adjustment, except that the Federal share is 100 percent for certain safety improvements listed in 23 USC 120(c).

Transportation, Community and System Preservation Program (TCSP) funds

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.

- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

The TCSP Program Federal share is 80 percent or subject to the sliding scale rate.

Congestion Mitigation Air Quality Improvement Program

The Congestion Mitigation Air Quality Improvement Program is a sub-program of the Transportation Systems Management and Operations Program. The purpose of the air quality program is to encourage and promote the safe and efficient management and operation of integrated, intermodal surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development. This program expands eligibilities to include projects or programs that improve transportation systems management and operations that mitigate congestion and improve air quality, including:

- Projects to establish or operate a traffic monitoring, management, and control facility or program.
- Programs or projects that improve traffic flow, including projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, and implement Intelligent Transportation Systems (ITS) strategies.

Other Funding Methods

- Special Assessments (i.e. on casinos)
- Tax Increment Financing future development in project area and dedicate those funds to US 50
- Dearborn County/Local Funds
 - Special Assessments and Tax Increment Financing could be used as the local match portion by Dearborn County required in many of the federal programs listed above.