

Potential Funding Sources

The following is a list of possible funding sources that the City could pursue to fund the implementation of the Comprehensive Plan. The sources listed below have many sub-categories that allow communities to apply for funding for many different types of projects. In addition to these sources, the City of Marion should continue to work with other agencies to request additional cost participation in the redevelopment of some areas, namely those areas impacting regional infrastructure.

It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for some of these resources cannot be known. For example, several of the transportation related programs, identified here are currently funded through the Federal Highway Administration's SAFETEA-LU legislation which expires in October 2009. At the time this Plan was completed, Congress was considering an 18-month transitional bill until long term financing could be identified.

It is unknown at this time whether funding for these programs will be reauthorized, but the City is encouraged to keep these funding opportunities in mind. The potential uses indicated for any given funding source is intended to serve as an example of the types of projects likely to be funded through that source and is by no means an exhaustive list. The City should revise, update, and expand this list of potential funding sources as a component of any future Comprehensive Plan updates.

Economic Development

Community Attraction and Tourism Program (CAT)

Administrator: Iowa Department of Economic Development (IDED)

Annually Available Funds: \$12 Million

Program Description: The Community Attraction and Tourism (CAT) Program supports projects that promote recreational, cultural, educational or entertainment attractions that are available to the general public. There is no minimum or maximum award amount. Funding for the CAT program is through an appropriation by the Iowa legislature. The CAT program receives \$12 million annually through fiscal year 2013. Eligible projects include those which are related to a community or tourism attraction, and which would position a community to take advantage of economic development opportunities in tourism and strengthen a community's competitiveness as a place to work and live. Eligible projects include building construction or reconstruction, rehabilitation, conversion, acquisition, demolition for the purpose of clearing lots for development, site improvement, equipment purchases, and other projects as may be deemed appropriate by the vision Iowa board.

Potential Use: Improvements to Uptown Marion related to attracting tourists including land acquisition and construction, major renovation and major repair of buildings, all appurtenant structures, utilities, site development, and recreational trails. Signage and streetscape improvements that improve appearance of the commercial district and pedestrian environment may qualify if associated with the creation or renovation of other vertical infrastructure.

Source: <http://www.iowalifechanging.com/vision/cat.aspx>

Iowa Community Cultural Grant (ICCG)

Administrator: Iowa Department of Cultural Affairs (IDCA)

Typical Funding Ratio: 50/50

Maximum Contribution: \$25,000

Program Description: The Iowa Community Cultural Grant Program (ICCG) provides matching grants to support projects that provide jobs for current Iowa residents while enhancing Iowa's artistic, cultural and historical resources. Requests must focus on salary support for current Iowa residents. Examples of previously funded projects include but are not limited to performing arts events, museum exhibits, historic restoration and archeology projects, docent training, folklife and other festivals, public art projects, and ethnic heritage projects that enhance Iowa's cultural climate while providing employment for Iowans.

Potential Use: Historic restoration projects or public art installations in the Uptown area.

Source: http://www.culturalaffairs.org/funding/iowa_community_cultural_grant/index.htm

Phase I and Phase II Environmental Site Assessment (ESA) Grants

Administrator: Iowa Department of Natural Resources (IDNR)

Maximum Contribution: \$200,000 (\$350,000 is contaminated by hazardous substances)

Program Description: Grants are available to cover the cost of conducting a Phase I ESA or asbestos inspection. IDNR may also conduct a Phase II ESA on behalf of an eligible applicant. Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites.

Potential Use: Brownfield assessment.

Source: www.iowabrownfields.com

Cleanup Cost-Share Grants

Administrator: IDNR

Typical Funding Ratio: 50/50

Maximum Contribution: \$25,000

Program Description: Cost-matching grants toward the cleanup of environmental contaminants, including but not limited to, asbestos, petroleum, heavy metals, and solvents.

Potential Use: Brownfield remediation.

Source: www.iowabrownfields.com

Cleanup Revolving Loan Fund (RLF)

Administrator: IDNR

Loan Parameters: Up to 40% of loan is forgivable; Repayment terms and rates vary by project.

Maximum Contribution: \$250,000

Program Description: Loans are provided by the IDNR to carry out clean-up activities at brownfield sites. When loans are repaid, the loan amount is returned into the fund and re-lent to other borrowers, providing an ongoing source of capital for brownfield remediation.

Potential Use: Brownfield remediation.

Source: www.iowabrownfields.com

Acquisition, Remediation or Redevelopment Grants and Loans

Administrator: IDED

Annually Available Funds: \$500,000

Maximum Contribution: Up to 25% of eligible costs

Program Description: IDED provides funds on a competitive basis for the acquisition, remediation, and redevelopment of qualified brownfield sites. A city, county, site owner or non-owner of a site may apply for funding. A site owner or non-owner of a site must secure local city or county sponsorship before applying. Assistance may be awarded in the form of a grant, forgivable loan, conventional loan or some combination.

Potential Use: Acquisition, remediation or redevelopment of brownfield sites.

Source: <http://www.iowalifechanging.com/business/brownfields.html>

EPA Assessment and Cleanup Grants

Administrator: EPA

Maximum Contribution: Grant - \$200,000 over three (3) years; Loan - \$1 Million over five (5) years

Program Description: EPA grants may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum).

Potential Use: Brownfield assessment and remediation.

Source: http://www.epa.gov/brownfields/cleanup_grants.htm; http://www.epa.gov/brownfields/assessment_grants.htm

Federal Brownfield Income Tax Deduction - IRS Code, section 198(c)(1)(B)

Administrator: Environmental Protection Agency (EPA)

Program Description: The federal brownfield tax deduction allows a taxpayer to deduct qualified environmental remediation expenditures at a property held for use in a trade or business or for the production of income. The taxpayer takes the deductions from federal income in the year that the expenditures were paid or incurred, rather than depreciating them over several years.

Potential Use: Brownfield assessment and remediation.

Source: www.iowabrownfields.com; http://www.epa.gov/brownfields/tax_incentive_faq.htm

Trails, Open Space, and Natural Resources

Resource Enhancement and Protection (REAP) - City Parks and Open Space

Administrator: IDNR

Typical Funding Ratio: 100%

Maximum Contribution: \$150,000 (based on population of between 25,001 and 50,000)

Program Description: Parkland expansion and multi-purpose recreation developments are typical projects funded under this REAP program. The DNR administers the city grant program. City officials appointed by the Director of the DNR help select which projects receive funding. Funds are not available for single or multipurpose athletic fields, baseball or softball diamonds, tennis courts, golf courses, and other organized sport facilities. Swimming pools and playground equipment are also ineligible.

Potential Use: Park land acquisition in existing neighborhoods and growth areas. Development of park land and trailways. Construction of park and trail amenities such as restrooms, shelters, landscaping, trail markers, etc.

Source: <http://www.iowadnr.gov/reap/cityopen.html>

DOT/DNR Fund

Administrator: Iowa DOT

Typical Funding Ratio: 100%

Maximum Contribution: \$100,000

Program Description: Roadside beautification of primary system corridors with plant materials. The site must be on primary highway right-of-way, including primary highway extensions. Participation is limited to the cost of materials and installation of seed or live plants.

Potential Use: Landscaping along Highway 151 and Highway 13.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Recreational Trails Program

Administrator: Iowa DOT; IDNR

Typical Funding Ratio: 75/25

Maximum Contribution: \$100,000

Annually Available Funds: \$2 Million

Program Description: This is a national program, administered by the Federal Highway Administration (FHWA), to provide funds to states to allocate grants for trails and trail-related projects. Iowa DOT has been designated as the state agency responsible for the program in Iowa which co-administers the program with the IDNR. Funds are intended for recreational trails and may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Funds may be used for projects in several categories including:

- Maintaining and restoration of existing trails; Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on Federal lands);
- Acquisition of easements or property for trails;
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5 percent of a state's funds).

Potential Use: Expansion of local and regional trail network including enhancements to existing trails, such as Boyson Trail, and the construction of new trails such as the Marion Trail.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Transportation Enhancement Activities

Administrator: Corridor MPO

Typical Funding Ratio: 80/20

Maximum Contribution: \$100,000

Program Description: Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. These activities include:

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- Inventory, control, and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation— to address water pollution due to highway runoff; or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums.

Potential Use: Addition of bicycle and pedestrian amenities, such as dedicated bike lanes, sidewalks, or bus shelters, along major roadways.

Source: <http://www.fhwa.dot.gov/environment/te/brief.htm>

Transportation and Infrastructure

Revitalize Iowa's Sound Economy (RISE)

Administrator: Iowa DOT

Typical Funding Ratio: 50/50 – 80/20

Annually Available Funds: \$11 Million

Program Description: This state program was established to promote economic development in Iowa through construction or improvement of roads and streets. Funding may be in the form of a grant, loan or combination thereof. Projects must involve construction or improvement of a public roadway. Project types:

- Immediate Opportunity – projects related to an immediate, non-speculative opportunity for permanent job creation or retention. Jobs created are to be value-adding in nature (e.g. manufacturing, industrial, non-retail). Relocation of jobs within the state does not qualify. Local match is a minimum of 20 percent.
- Local Development – projects which support local economic development but which do not require an immediate commitment of funds (e.g. industrial parks, tourist attractions), or do not meet the Immediate Opportunity criteria. Projects are evaluated using the following five factors: development potential, economic impact, local commitment and initiative, transportation need, and area economic need. Local match is normally 50 percent.

Potential Use: Road improvements providing improved access to industrial and business park areas.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Traffic Engineering Assistance Program (TEAP)

Administrator: Iowa DOT

Maximum Contribution: 100 hours of consultant time

Program Description: TEAP provides traffic engineering expertise to local units of government. The purpose is to identify cost-effective traffic safety and operational improvements as well as potential funding sources to implement the recommendations. Typical studies include high-crash locations, unique lane configurations, obsolete traffic control devices, school pedestrians, truck routes, parking issues, and other traffic studies.

Potential Use: Traffic engineering projects related to improving potentially problematic intersections, mitigating school related traffic congestion, or enhancing parking in Uptown Marion.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Traffic Safety Improvement Programs (TSIP)

Administrator: Iowa DOT

Maximum Contribution: \$500,000

Program Description: The Traffic Safety Improvement Program (TSIP) (Also known as "Traffic Safety Funds," "TSF," or "Half-Percent") provides funding for traffic safety improvements or studies on any public roads under county, city or state jurisdiction. Eligible projects will fall into one of three categories:

- Construction or improvement of traffic safety and operations at a specific site with an accident history;
- Purchase of materials for installation of new traffic control devices such as signs or signals, or replacement of obsolete signs or signals; or
- Transportation safety research, studies or public information initiatives such as sign inventory, work zone safety and accident data.

Potential Use: Improvements to potentially problematic intersections. Creation of new signalized intersections.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Urban-State Traffic Engineering Program (U-STEP)

Administrator: Iowa DOT

Maximum Contribution: \$200,000 - \$400,000

Program Description: The intent of this program is to solve traffic operation and safety problems on primary roads in Iowa cities. Qualifications for funding:

- The city must engineer and administer the project.
- Improvements must involve a municipal extension of a primary road. The two types of projects eligible are spot improvements and linear improvements (spot improvements are those limited to single locations; linear improvements are those which span two or more intersections).
- City match is 45 percent of the construction cost (55 percent state-funded).
- An engineering analysis of the problem area is required.
- Iowa Traffic Engineering Assistance Program (TEAP) can be used for analysis.

Potential Use: Extension of existing roadways to improve east-west and north-south connectivity.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Pedestrian Curb Ramp Construction

Administrator: Iowa DOT

Typical Funding Ratio: 55/45

Maximum Contribution: \$250,000

Program Description: This program is intended to assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities. Qualifications for funding:

- The city must engineer and administer the project.
- Improvements must involve a municipal extension of a primary road.
- Curb ramps must meet ADA standards.

Potential Use: Installation of curb ramps and along roadway extensions.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Safe Routes to School Program

Administrator: Iowa DOT

Typical Funding Ratio: 100%

Program Description: The purpose of this program is to provide infrastructure and non-infrastructure improvements which will result in more students walking or bicycling to school

Potential Use: Improvement to or construction of sidewalks connecting to local schools.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf

Iowa Clean Air Attainment Program (ICAAP)

Administrator: Iowa DOT

Typical Funding Ratio: 80/20

Annually Available Funds: \$5-10 Million

Program Description: The ICAAP funding is awarded on a statewide competitive application basis. The federal funds are awarded to those projects with the highest potential for reducing transportation-related congestion and air pollution. Project applications may be submitted by cities, counties, public transit agencies, and state and federal agencies. Private nonprofit organizations and individuals who wish to apply for funding must have a public agency as a co-sponsor.

Potential Use: Expansion of bus routes servicing Marion. Traffic signal system timing enhancement.

Source: http://www.iowadot.gov/pol_leg_services/images/fundguide.2007.pdf