# Section six IMPLEMENTATION



## Section 6 **Implementation**

Completion of the Route 8-Sunnyland Corridor Plan is only the first step, not the last. A sustained effort, led by both cities, will be necessary to take this Plan from paper to action. This section prescribes specific actions required to carry out the recommendations and policies of the Corridor Plan. In addition to implementation techniques, this section also provides the detail necessary to track the progress and effectiveness of the Plan and maximize its usefulness as a tool to achieve the community's vision.

In order for the Plan to be fully implemented, it must be based on a strong partnership between the City of Washington, the City of East Peoria, other public agencies, residents, local business owners, and developers. The implementation section is intended as a road map for City staff and officials in their efforts to realize the vision set forth in this document. It is also a reference for other stakeholders and interested parties, such as residents, business owners, community organizations, and developers.

There are several requirements for effective implementation of the Route 8-Sunnyland Corridor Plan. This section highlights the implementation tools available for the Cities to utilize in order to fulfill key recommendations of the Plan. The following implementation tools are highlighted below:

- Administrative Actions
- · Regulatory Actions
- Corridor Beautification
- Economic Development

For each action, a proposed implementation timeline is established to provide clear guidance on priorities and timing. Implementation timelines are broken into short (less than one year), medium (1-3 years), long (3 or more years) and on-going for those actions that have no specific timeline. This section also provides information on potential funding sources for implementation.

#### **Administrative Actions**

The following components require administrative action and/or public policy to implement the Plan. These actions do not require a significant allocation of funds and can be completed in a fairly short timeframe.

#### **Plan Related**

Adopt the Plan. The Route 8-Sunnyland Corridor Plan should become the cities' official policy guide for improvement and development within the corridor. It is essential that the Plan be adopted by both cities and then used on a regular basis by staff, boards, and commissions to review and evaluate all proposals for improvement and development within the Plan area.

Implementation timeline: Short

Use the Plan on a Regular Basis. The Plan has been designed with a great deal of emphasis on the use of graphics with the intent of more easily illustrating specific ideas and recommendations. The purpose of this graphic approach is to help to ensure that the Plan is easily understood and able to be used on a regular basis.

Implementation timeline: On-going

#### **Communication Related**

Meet with residents and businesses owners. Meet with residents, business owners, and others to review the recommendations of the Plan. Meet specifically with major property owners to review the plan, and begin discussions about future improvements and work to forge an effective public/private relationship.

Implementation timeline: On-going

Make the Plan available. Both cities should post a copy of the Plan on their respective websites that can be easily accessed and downloaded. A hardcopy of the Plan should also be kept at each City Hall for public viewing.

Implementation timeline: Short

Promote Communication and Cooperation. The City of East Peoria and the City of Washington should assume a joint leadership role in implementing the new Route 8-Sunnyland Corridor Plan. In addition to carrying out the administrative actions and many of the public improvement projects recommended in the Plan, the cities may choose to administer a variety of programs available to local residents, businesses and property owners.

In order for the Route 8-Sunnyland Corridor Plan to be a success, it must be based on a strong partnership between the cities, other public agencies, utility companies, IDOT, various neighborhood groups, local business owners, property owners and residents. Implementation timeline: On-going

#### **Development Related**

Ensure development plans are in compliance with the Plan. Review plans and proposals from property owners and developers to ensure consistency with the recommendations of this document.

Implementation timeline: On-going

#### **Regulatory Actions**

Adoption of the new Route 8-Sunnyland Corridor Plan should be followed by a review and update of the current development controls of both cities including zoning, subdivision regulations, and other related codes and ordinances such as the signage ordinance. It is essential that all development controls are consistent with and complement the Route 8-Sunnyland Corridor Plan.

The Plan's policies and recommendations should greatly assist the cities in creating new zoning and development code regulations that can better reflect the needs and aspirations of the community.

Update Zoning Maps. Zoning is one of the most powerful tools municipalities have to control, guide, and regulate land use and development. In addition to designating what uses are permitted in what locations, zoning also sets the standards for the physical form and certain aesthetic components of the built environment – height, setbacks, lot coverage, floor area, parking requirements, signage, landscaping, and more.

Although the regulations of the existing zoning districts provide controls for the use and development of properties along the corridor, they do little to communicate the desired character of the area. Collectively, the cities' zoning districts should work together toward a comprehensive and "synchronized" objective for the corridor. Because individual zoning districts are often not effective at delivering a desired and coordinated approach to development, alternative regulatory strategies should be considered. Zoning maps should be updated to reflect new land use designations as recommended in the Plan.

Implementation timeline: Short

Update Zoning Ordinances. In conjunction with the zoning maps, the cities' Zoning Ordinances need to reflect the recommendations of this Plan. Revise existing zoning regulations as a means of implementing the recommendations of the Plan. For example, consideration should be given to a maximum setback for commercial properties in order to encourage buildings to orient towards the street. Implementation timeline: Short

Create an Overlay District. An effective regulatory strategy often used for establishing a unique and coordinated physical environment, distinct from other areas within a municipality, is an overlay district. Together with a planned unit development ordinance, an overlay district can provide the direction, guidance, and regulations needed to transform an area, as individual development projects, either large or small, are proposed, reviewed, and approved.

A Route 8 Corridor Overlay District is intended to enhance the visual appearance and image of the Corridor and advance the public welfare through the resulting benefits to the economy, character, and quality of life for the Cities of East Peoria and Washington. The cities have recognized the importance of the Route 8 Corridor as a thoroughfare for regional traffic, the impact its character has on the image of the community, and the need to provide restrictions and guidelines to enhance the visual appearance and image of the Corridor.

The Route 8 Corridor Plan and all of its goals, recommendations, concepts, and guidelines serve as a foundation for the development and adoption of a Route 8 Corridor Overlay District. Establishment of such an overlay district is an important implementation component of the Route 8 Corridor Plan.

Each city should adopt a new overlay district with consistent restrictions, regulations, and guidelines on development and construction. It is important that the overlay district boundaries be clearly defined and identified on each city's Official Zoning Map.

The restrictions, regulations and guidelines of the overlay zoning district governing standards, setbacks, height regulations, bulk regulations, open space and landscaping requirements, off-street parking and loading requirements, buffer requirements, architectural standards, sign regulations, lighting standards, street right-of-way improvements, or other requirements and standards which are greater, or different than those set forth in the underlying zoning district shall govern.

The creation of an overlay district would address several components as recommended in the Route 8 Corridor Plan:

- Permitted uses (in accordance with the Plan)
- Building orientation and location (this may include the introduction of a maximum setback in addition to minimum setbacks in order to achieve an orientation of buildings more towards Route 8)
- Bulk regulations (including contextspecific height, setbacks and F.A.R. requirements)
- Parking areas (including location, buffering and screening, and access)
- Access and circulation (minimizing the number of curb cuts, improving cross access between private properties, and opportunities for improving the pedestrian environment)
- Enhanced use of Planned Unit
  Development review process
  (establishes standards or findings of
  fact that require, as a part of approval,
  consistency with the goals and
  objectives of the Route 8 Corridor
  Plan.)

Implementation timeline: Medium

Update Signage Ordinances. The cities should examine and update their commercial sign regulations where necessary. An overall examination of each Sign Ordinance should be conducted to improve the appearance, character, and consistency of signage along the Route 8 corridor.

Implementation timeline: Short

Update Transportation Policies.
Consider the development of access control policies and standards to be integrated into an updated Zoning Ordinance. The policies should reflect the desire to reduce the number of individual curb cuts along Route 8 in favor of shared access.

Implementation timeline: Medium

#### **Corridor Beautification**

Agreement has been widely established on the importance of improving the aesthetics of Route 8. The following implementation strategies address several methods of achieving that shared goal.

## Property Maintenance and Improvements

The cities should work together to identify unattractive areas or sites that are highly-visible within the Corridor and work with property owners to clean up and/or aesthetically improve those locations. In addition to encouraging the improvement of private parcels, the cities should also "lead by example" and continue to implement streetscape and beautification techniques. (See recommendation to create Streetscape and Design Guidelines).

The cities should develop an awareness campaign regarding property maintenance regulations. One part of the campaign should address the responsibilities of private property owners; the other part of the campaign should advise neighbors and residents on how to make a formal complaint regarding lack of property maintenance.

The cities (separately or working together) should develop an awards program to recognize property improvements made by private property owners.

Implementation timeline: Short

#### **Streetscape and Design Guidelines**

A cornerstone of implementation is the use of the streetscape recommendations included in the Corridor Plan. To complement these recommendations, the cities should develop and adopt specific design guidelines that uniformly guide development along Route 8. Design guidelines provide clarity to the private sector and help to ensure that individual development decisions are in the best interest of the community.

Implementation Steps:

- Create a Steering Committee
  consisting of representatives from
  cities (including elected/appointed
  officials and Staff), IDOT, local
  business owners, property owners,
  and residents.
- Create Design Guidelines and require future developers to implement the recommendations of the Plan. Require proposed developments to meet the intent of the Guidelines as part of the Planned Unit Development process.
- Pursue funding to implement streetscaping and work with current property owners and agencies (such as IDOT) to implement beautification initiatives.

4. Create a Facade and Property
Improvement Program to assist
existing businesses in improving
their properties to meet the
recommendations of the Guidelines.
Implementation timeline: Medium

#### **Bury Overhead Utility Lines**

The Cities should work with utility companies to bury existing overhead utility lines as properties redevelop. Given that the Washington portion of the IDOT construction project has not yet begun, the opportunity to complete this as part of the project should be explored.

Implementation timeline: Long

#### **Improve Corridor Function**

*Cross-access*. The Cities should begin to work with private landowners to create improved cross-access between parcels, as identified in the Plan.

Implementation timeline: Medium

Pedestrian and Bicycle Improvements. The Cities should work with partner agencies to secure funds for improved pedestrian amenities and new bicycle paths connecting to each of the Cities. Implementation timeline: Medium

### Parking Lot Landscaping and Maintenance

There are many off-street surface parking areas throughout the Corridor that are unsightly due to lack of maintenance, screening and landscaping. The Cities should work to improve parking lot landscaping requirements within their ordinances.

The maintenance and improvement of existing parking lots should be encouraged as part of the proposed Design and Development Guidelines. To assist existing business/property owners, the improvement of parking areas should be included as part of a Façade and Property Improvement Program.

Specifically, the Cities should encourage that all existing and new parking lots include perimeter landscaping that consists of a continuous shrub hedge that is maintained at a height of 24"-36".

In addition to perimeter screening, landscape elements should be required for interior areas of all parking lots. This may include a combination of shade trees, landscape islands, decorative ground cover, and other landscape elements.

Where a landscaped perimeter cannot be provided, a low masonry wall or decorative wrought iron fence may be utilized. Best Management Practices should also be included within an updated landscape ordinance.

Native plantings, swales, and pervious pavers which promote environmental stewardship, but also improve stormwater management can, in most cases, be less expensive to install and maintain.

Implementation timeline: Medium

#### **Economic Development**

## Attract an Entertainment Use for Sunnyland Plaza

Sunnyland Plaza is a major anchor for the area. Attracting an entertainment use, or improving the appearance and function of the existing movie theater, would greatly enhance the visibility and stature of this site. Such uses also serve to create a destination environment that can act as a catalyst for additional development.

#### **Create a Farmers Market**

Given the abundance of surface parking lots in the Corridor, an opportunity exists to create a farmers market to establish a destination and provide local produce and goods. Candidate sites for this proposal include the East Peoria Event Center, Sunnyland Plaza or Cueworks. Farmers Markets typically operate during times that would be considered "off-peak" for these existing businesses.

Implementation timeline: Medium

#### **Land Acquisition and Assembly**

The Cities may wish to acquire key parcels within the study area. Doing so allows for the cities to better control and dictate development of key sites. This strategy would involve issuing an RFP to developers and then negotiating the terms of a development agreement. Terms could include land cost write downs, donation of the land or other public subsidies as deemed necessary to attract the desired development. In other cases the cities may provide incentives to facilitate property assemblage.

Incentives can include the relaxing of setback requirements or assistance with infrastructure upgrades. Assemblage allows for increased development opportunity through the creation of larger sites and/or the more efficient use of space. This in turn facilitates enhanced development that may otherwise not occur.

Implementation timeline: Long

#### **Partnerships**

Marketing. The cities should hold regular meetings with the business, real estate, and development communities to apprise them of active changes and improvements within the study area. Providing up-to-date site inventories on properties available for development and participating in economic development organizations in the area can be useful in maximizing exposure. Implementation timeline: On-going

Business Retention. Along with promoting new development, the retention of existing businesses should be a priority. Both retention and recruitment efforts work to increase employment and the local tax base. The cities are aware of the importance of maintaining contact with retail and employers in the community to stay informed of their respective needs. Future economic development will, in part, result from the viability of existing uses and expansion of businesses in the community.

Implementation timeline: On-going

Support and enhance the Sunnyland Business Association. It will be important to continue to build a strong relationship with the business community. Many recommendations of the Plan involve business interests and strong partnerships between the Cities and business community will greatly help to facilitate success in these efforts in the future.

The Sunnyland Business Association provides an existing structure with which to work. The cities should support the efforts of the SBA and create opportunities to promote and enhance the organization as an economic development partner who can assist with implementation of the Plan.

Implementation timeline: On-going

# Potential Funding Sources

Several potential funding sources are available for assisting the cities in implementing recommendations contained in this Plan. Listed below are overviews of some programs that the cities may want to consider.

#### **Economic Development**

The cities should consider the use of redevelopment and finance tools to encourage appropriate and desirable redevelopment in the Corridor. The use of these tools can assist in both attracting the strongest mix of uses, as well as providing additional control over the scale and physical design of development.

#### **Tax Increment Finance (TIF)**

TIF is a powerful tool that several Corridor municipalities have used successfully. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district.

The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, storm-water and other site related issues.

Each municipality would need to undertake a study to determine whether areas or projects are TIF eligible. Municipalities could use the provision of TIF funding to incentivize and attract desired development along or adjacent to the Corridor. A TIF District for example, could include IL 47 properties as well parcels on adjoining arterials.

#### **Special Service Areas (SSA)**

A SSA provides a means of funding improvements and programs within a defined, targeted area. In an SSA, a predetermined percentage, (dependent upon the amount of funding required) is added to the property tax of properties within the service area.

The revenue received from the SSA is channeled back into projects and programs benefiting those properties. An SSA can only be established if a majority of both property owners and electors within the defined area do not object to its implementation.

SSAs may be particularly useful in areas with a concentration of businesses fronting the Corridor. SSA funded projects can include such things as marketing and advertising assistance, promotional activities and events, streetscape and signage improvements, and property maintenance services. SSAs can also be used to fund revolving loan funds or façade improvement programs.

#### **Business Development Districts (BDD)**

A BDD allows a municipality to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and/ or 1% sales tax within a designated district. A municipality can also form a Business District Development and Redevelopment Commission to oversee development and redevelopment within the district.

Similar to a TIF district, a BDD has a maximum life of 23 years; however the eligibility requirements are not as stringent. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD funds can be used for a multitude of things including infrastructure improvements, public improvements, site acquisition, and land assemblage. Given the limited amount of funds that a BDD is capable of generating, a BDD is well suited to fund small scale improvements and property maintenance programs.

## **Community Development Corporations**

Many communities use Special Service Areas or Tax Increment Financing (as appropriate) to fund the start up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts.

A CDC is typically an independently chartered organization, often times with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community.

CDCs are often funded through publicprivate partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate.

CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses.

Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap.

An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc.

Some state and federal small business assistance programs are structured to work in combination with CDC-administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

#### **Enterprise Zone**

The Enterprise Zone (EZ) is in effect for both cities' portion of the study area. Some of the incentives of an EZ are consistent across the state while some vary among municipalities.

#### State Incentives:

- Investment tax credit (0.5%) against State income tax for the value of investments in qualified property.
- Job tax credit (\$500 per employee) against State income tax for eligible employees hired.
- Income tax deductions dividend subtraction and interest deductions.
- Industrial revenue bond financing option.
- Participation Loan financing option.

City of Washington Incentives:

- Sales tax deduction (100%) on building material and equipment purchases associated with a building improvement project.
- Property tax waiver (100%) on the increased property assessment for five (5) years following the building improvement.
- Building permit fee reduction (50%) on filing and value fees.
- Utility connection fee reduction (50%) for new water and sewer service connections.

#### East Peoria Incentives:

- Demolition Permit Fees waived 50% when redeveloping property.
- Water and Sewer Connection Fees waived 20%.
- Building Permit Fees waived 50%.
- Plumbing and Electrical Permit Fees waived 50%.
- Property taxes are abated 100% on improvements to the site, for five (5) years.
- Sales taxes for building materials purchased in the State of Illinois and used in the East Peoria Enterprise Zone are waived.

 Investment Tax Credit of .5% credit against the state income tax is offered to taxpayers making investments in an enterprise zone. The investment credit is in addition to the existing investment tax credit available throughout Illinois.

Income Tax Deductions are provided for the following:

- a. Businesses may receive a deduction at double the value of a cash and/or inkind charitable contribution to the East Peoria Designated Zone Organization, an approved not-for-profit community organization operating to enhance the enterprise zone.
- b. Financial institutions may deduct the amount of interest received from development in the enterprise zone.
- c. Taxpayers can deduct dividends paid by a corporation, which conducts substantially all of its operations in the Enterprise Zone

## Business Development Public Infrastructure Program

This program is administered by the Illinois Department of Commerce and Economic Opportunity (DCEO) and provides low to no interest loans to municipalities for the construction of public infrastructure.

## **Community Development Assistance Program for Economic Development**

Also administered by DCEO, this program offers 100% funding up to \$750,000 for business retention or expansion that improves job opportunities and/or the quality-of-life for low-to-moderate income residents.

#### Brownfield Redevelopment

The potential may exist that certain properties within the study area could be classified as brownfields. The Illinois Environmental Protection Agency (IEPA) defines a brownfield as "a site or a portion thereof that has actual or perceived contamination and an active potential for redevelopment." There are governmental funding sources available to assist with the assessment, remediation and redevelopment of brownfield sites.

## **Municipal Brownfields Redevelopment Grant**

This grant program is administered through the Illinois Environmental Protection Agency (IEPA) and offers assistance to municipalities for brownfields remediation investigation and planning for key redevelopment sites. Maximum funding is \$120,000 with a 30% required match.

#### **Brownfields Assessment Grants**

Provided by the Federal Environmental Protection Agency, the funding and required match for this program varies depending on the scope of the project. This program offers direct funding for assessment, remediation, revolving loans and job training.

## Parks, Trails and Open Space

As an enhancement to the economic development of the Corridor, the cities should coordinate the pursuit of grant opportunities for the provision of improved bicycle access and additional park and open space opportunities.

The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location.

## Open Space Lands Acquisition and Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of such recreation facilities as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.

IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses (bike paths, snowmobile, off-highway vehicles, motorized and non-motorized recreational trails, etc.).

#### **Illinois Bicycle Path Grant Program**

The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, nonmotorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. This program can provide up to 50% federal funding on approved projects with a \$200,000 maximum for construction. There is no maximum funding amount for acquisition.

# Transportation and Infrastructure Improvements

A number of state and federal funding sources are potentially available to assist the cities in implementing the transportation and infrastructure improvements detailed in the Plan. Several of the funding sources may be committed until the next funding cycle.

Below is a list of possible funding sources that the cities should aggressively pursue to fund some of the improvements listed in this Plan. The sources listed below have many sub-categories that allow communities to apply for funding for many different types of projects.

#### **Enhancement Funds**

The Illinois Transportation
Enhancement Program (ITEP) is
a reimbursable program that is
funded by a 10% set aside of the
Federal Surface Transportation
Program. The ITEP provides funding
for 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.

Project sponsors may receive up to 80% reimbursement for project costs. The remaining 20% is the responsibility of the project sponsor. In order to qualify for funding, a project must qualify as one of the 12 eligible activities listed below and it must relate to surface transportation. Possible eligible activities for the Route 8-Sunnyland Corridor are pedestrian and bicycle facilities, landscaping and scenic beautification, and outdoor advertising control.

#### Safe Routes to School

The Safe Routes to School Program offers 100% funding up to \$250,000 per school district for improvements to bicycle and pedestrian paths and related infrastructure with the goal of encouraging walking and bicycling to school.

#### Legislative "Set-Asides"

The cities of East Peoria and Washington should aggressively lobby their local State Representatives to get Route 8-Sunnyland funding via the State Legislature.

#### Surface Transportation Program-Urban (STU)

The Surface Transportation Program is a federal program for roadway improvements that is managed by regional councils throughout Illinois. The Tri-County Regional Planning Commission is in charge of programming monies for STU projects in this area; applications are accepted every two years. Applications for STU projects are reviewed by the Peoria/ Pekin Urbanized Area Transportation Study (PPUATS) and are ranked according to established criteria. These projects become part of the Transportation Improvement Program (TIP) and are programmed for a 5 year period.

Category	Program Name	Agency	Typical Funding Ratio/Loan Type	Maximum Funding	Internet Link	IL Route 8 Application Potential
Economic Development	Business Development Public Infrastructure Program	DCEO	Low Interest/ Zero Interest	\$500,000	http://www.commerce.state. il.us/dceo/Bureaus/Business_ Development/Grants.bdpip. htm	Attracting a job-generating user through the extention/improvement of infrastructure.
	Community Development Assistance Program for Economic Development	DCEO	100%	\$750,000	http://www.commerce. state.il.us/dceo/ Bureaus/Community_ Development/Grants/ EconomicDevelopment_1. htm	Business retention/expansion that provides job opportunities or improved quality-of-life for low-to-moderate income residents.
Transportation and Infrastructure	Surface Transportation Program (STU)	TCRPC	Varies	Varies	http://www.tricountyrpc.org	Reduce number of curb cuts; increase accessibility and multi-modal transportation
	Illinois Safe Routes to School Program (SRTS)	IDOT	100%	\$250,000 per school district	http://www.dot.state.il.us/ saferoutes/SafeRoutesHome. aspx	Improvements to bicycle and pedestrian paths and related infrastructure to encourage walking and bicycling to school.
	Illinois Transportation Enhancement Program (ITEP)	IDOT	80/20%		http://www.dot.state.il.us/ opp/itep.html	Landscaping and scenic beautification; control of outdoor advertising.
Brownfield Redevelopment	Municipal Brownfields Redevelopment Grant	IEPA	70%/30%	\$120,000	http://www.epa.state.il.us/ land/brownfields/grants	Brownfield remediation investigation and planning for key redevelopment sites.
	Brownfields Assessment Grant	EPA	100%	\$400,000	http://www.epa.gov/ brownfields	Direct funding for assessment, clean up, revolving loans, job training.
Parks, Trails and Open Space	Open Space Lands Aquisition and Development (OSLAD)	IDNR	50%	\$400,000-\$750,000	http://dnr.state.il.us/OCD/ newoslad1.htm	Enhance the quality of life for Sunnyland residents through the acquisition and/or improvement of nearby open space.
	Bicycle Path Program	IDNR	50%	\$200,000 (no max for acquisition)	http://dnr.state.il.us/OCD/ newbike2.htm	Acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities along the corridor.