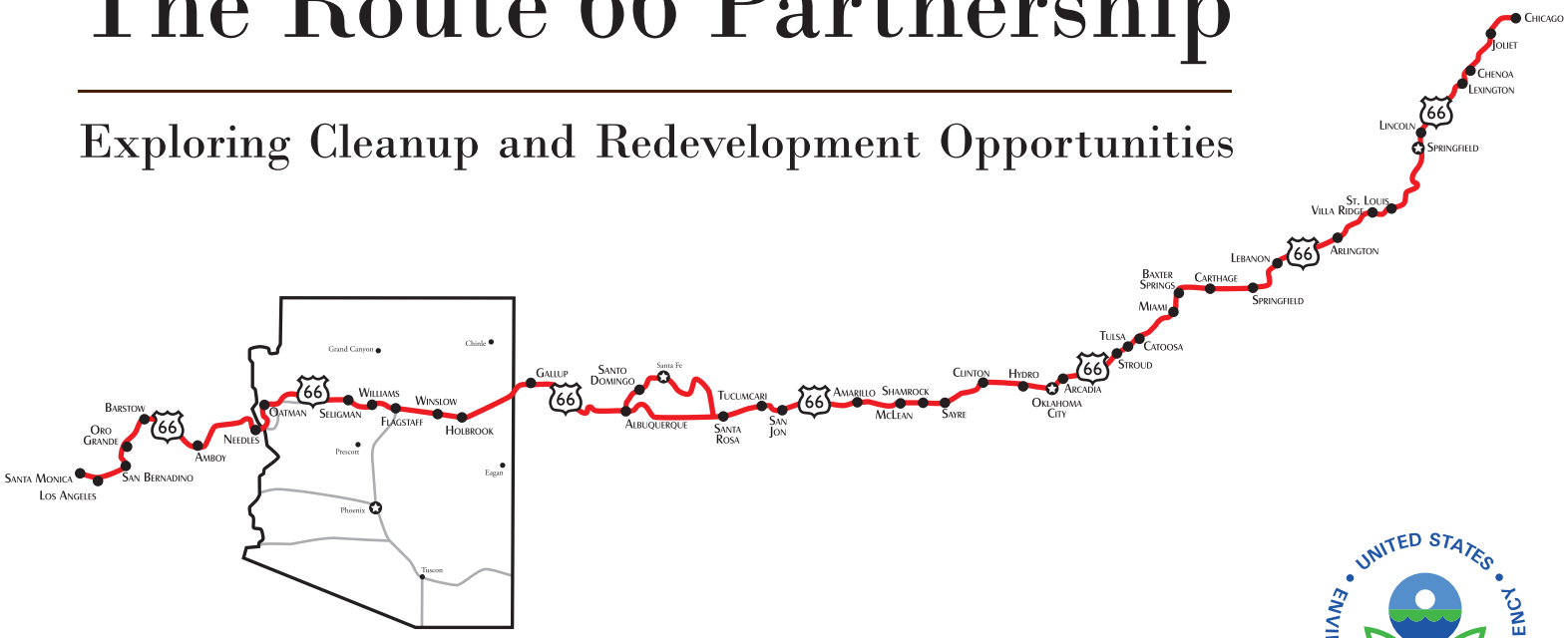
The Route 66 Partnership

Exploring Cleanup and Redevelopment Opportunities



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ADEQ Route 66 Initiative Web Site
http://www.azdeq.gov/environ/ust/66/index.html

EPA Region 9 Route 66 Web Site
http://www.epa.gov/region9/waste/brown/66/index.html

EPA Region 9 UST Program Web Site
http://www.epa.gov/region09/waste/ust/index.html

ACKNOWLEDGEMENTS
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Introduction

The Route 66 Partnership aims to help small communities identify opportunities for assessment, cleanup, and redevelopment at leaking underground storage tank (LUST) sites and abandoned gas stations along Route 66 in Northeastern Arizona. Along this stretch of historic highway, opportunities for redevelopment abound in the form of abandoned gas stations, dry cleaners, and LUST sites. In many cases, these sites have been out of business or abandoned for years. This report highlights opportunities for redevelopment partnerships and cooperation between the State of Arizona, the U.S. Environmental Protection Agency (EPA) and other federal agencies, local governments, and landowners. Additionally, this report seeks to share success stories and lessons learned by local governments and the State of Arizona from their recent redevelopment efforts presented during the January 2006 Kickoff Meeting.

Environmental contamination is not uncommon along transportation corridors, especially since vehicles rely on and transport fuel and other hazardous substances. Leaks and spills often lead to soil, water, and groundwater pollution, which can be both laborious and expensive to clean up. With fewer travelers on Route 66 after it was officially decommissioned in 1986, communities located on this historic highway faced significant economic and environmental challenges. Businesses—especially gas stations—went out of business, leaving behind idle and unused properties in the center of towns. Fueling systems at many old gas stations along Route 66 have since leaked their contents into the soil and

groundwater, threatening public health and the environment. Additionally, contaminated sites often become brownfields—defined by EPA as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Thus, when contamination occurs, towns and cities deal not only with cleanup, but also with the challenge of redeveloping these properties—many of which have become idle and unproductive. The stigma of unresolved environmental problems keeps many of these properties from being redeveloped or revitalized.

The Arizona Department of Environmental Quality (ADEQ) launched the Route 66 Initiative in 2004 to help with assessment and cleanup efforts at LUST sites along the historic highway. Since its inception, ADEQ's Route 66 Initiative has successfully facilitated the identification and removal of abandoned underground storage tanks (USTs) and expedited the cleanup of water and soil contamination from USTs. Recognizing this progress, EPA partnered with ADEQ in 2005 to strengthen redevelopment opportunities for clean properties and to link ADEQ's work with EPA's efforts to revitalize LUST sites. In 2000, EPA's Office of Underground Storage Tanks had launched the USTfields Initiative to promote revitalization efforts at LUST sites and gas station sites across the country. The success of EPA's USTfields pilot project prompted provisions in the 2002 Brownfields Law designating grant money for petroleum-contaminated sites. The USTfields project showed many examples of successful LUST site redevelopment.

Since 2005, the Route 66 effort has developed into an interagency collaboration—called the Route 66 Partnership—that seeks to facilitate relationships and cooperation to help Route 66 communities expedite cleanups and promote redevelopment. The Partnership highlights opportunities for technical and financial assistance from federal, state, local, and private partners to support assessment, cleanup, and revitalization efforts. ADEQ and EPA have also partnered with local, state, and federal agencies to ensure participation from those with a stake in the project or with resources to contribute. By providing recommendations and lessons learned, the Partnership aims to transfer knowledge not only to Route 66 projects in other states, but also to other small-scale redevelopment projects located along transportation corridors across the country.

Route 66: History of the Main Street of America

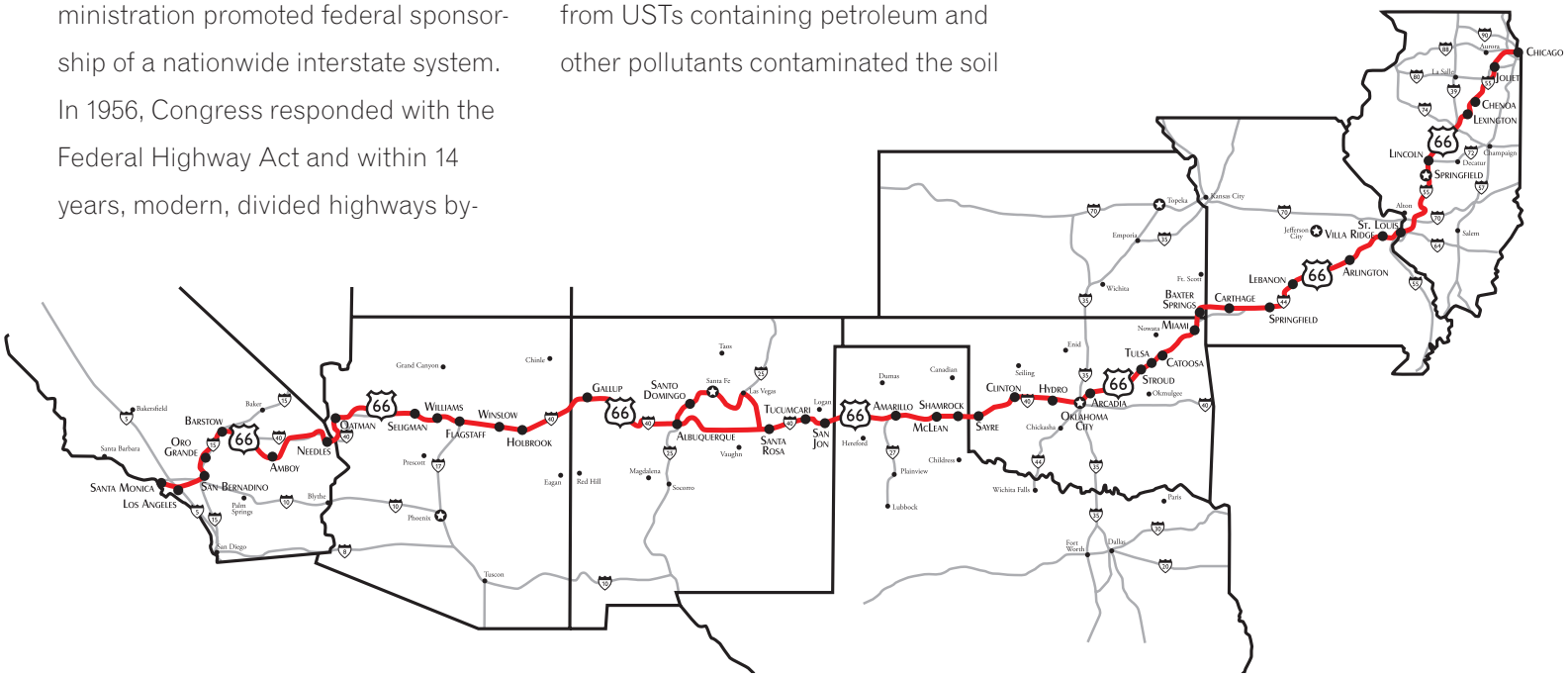
For over four decades, Route 66 operated as the country's main east-west artery, connecting Chicago and Los Angeles and everything in between with over 2,000 miles of continuously paved roadway. Like other communities located along major waterways, railways, and highways, cities and towns located along Route 66 reaped the benefits of the highway.

In the early twentieth century, the arrival of the automobile signaled a period of significant and ongoing change in America. Affordable and accessible vehicles meant increased mobility—people could travel farther than they had gone in horse-drawn wagons in a fraction of the time. But poor road conditions in these early years restricted automobile travel. To address this obstacle, Congress created new legislation for highway construction in 1925. The next year, the numerical designation Route 66 was assigned to the network of roads connecting Chicago and Los Angeles. After it had been completed, Route 66 crossed three time zones and extended through eight states—Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California.

Communities located along "The Mother Road"—as it was termed by John Steinbeck—thrived with new businesses. Motels and diners sprang up to cater to travelers. Gas stations became the new icon for America's increasingly mobile society. With the growing volume of cars and trucks on the road, some Route 66 towns sported gas stations and fuel pumps on virtually every corner.

By the early 1950s, plans for a new interstate system foreshadowed the demise of Route 66. Inf uenced by the speed and safety of four-lane highways in Europe, President Eisenhower's administration promoted federal sponsorship of a nationwide interstate system. In 1956, Congress responded with the Federal Highway Act and within 14 years, modern, divided highways bypassed nearly all segments of Route 66. In 1986, Route 66 was officially decommissioned. Though parts of the route are no longer drivable, 85 percent of the highway is still in use by local and tourist traffic. This includes portions that serve as the main streets of many cities and towns along the former route.

As traffic moved to neighboring interstates, communities along Route 66 experienced economic and environmental hardships. With fewer travelers, many businesses closed down, leaving behind neglected, abandoned properties. Abandoned gas stations were especially problematic because leaks from USTs containing petroleum and other pollutants contaminated the soil and groundwater. Today, leaking USTs remaining from Route 66's heyday continue to cause problems. The struggling economies of these bypassed communities do not have the necessary funds to cover the costs of environmental assessment and cleanup. The results are brownfields and abandoned properties that blight communities and may pose environmental and health hazards.



"We have targeted resources along Route 66 to clean up contaminated properties and help communities put them back into productive use. This is a great way to invest in the future of these communities and protect the environment."

Steve Owens, Director
ADEQ

Underground Storage Tanks

Throughout the history of the United States, transportation corridors have played an important role in the growth and development of communities, towns, and cities. In many instances, towns and cities emerged as transportation hubs along waterways, railways, and roadways. The income derived from transportation at these locations allowed these towns and cities to develop economically, becoming bustling centers for business and industry. While these transportation corridors yielded benefits, they also posed unique challenges and problems—especially related to the environment.

Across America, there are tens of thousands of abandoned gas stations and leaking underground storage tank sites where contamination from leaks may pose a threat to human health and the environment. UST risks, technologies, and cleanup programs throughout the nation aim to address these threats. The following gives essential background on underground storage tank issues and EPA programs for cleanup and redevelopment.

What is an Underground Storage Tank?

An underground storage tank (UST) is a tank and any connected underground piping that has at least 10% of its combined volume underground. Federal regulations apply only to USTs storing either petroleum or certain regulated substances.

What causes a leaking underground storage tank?

Until the mid-1980s, most USTs were made of bare steel, which is likely to corrode over time and allow an UST to leak its contents. Leaking underground storage tanks (LUSTs) can also be caused by faulty installation, negligence, or inadequate operating and maintenance procedures.

Improving Technology and Safety: Old Tanks vs. New Tanks

Old Tanks

Old tanks and piping are made of corrodible, bare steel, with no corrosion protection.

New Tanks

New tanks are made of non-corrodible material (i.e. fiberglass reinforced plastic) and also have cathodic protection and corrosion-resistant coating.

How have concerns about USTs/LUSTs been addressed?

In 1984, Congress added Subtitle I to the Resource Conservation and Recovery Act (RCRA), requiring EPA to develop a program to regulate USTs and prevent leaks. Since then, EPA has worked with state and local agencies to ensure compliance and conduct enforcement activities. When leaks occur despite these efforts and regulations, EPA and other agencies respond by working together to clean up contaminated sites.

What kinds of issues do LUSTs pose for the public and the environment?

Groundwater Pollution. Petroleum and hazardous substances stored in USTs contain chemicals that can move quickly through soil and contaminate groundwater, the source of drinking water for nearly half of all Americans.

Vapor Intrusion. When hazardous substances or petroleum leak into soil or groundwater, vapors from these chemicals can sometimes travel through the soil and into nearby buildings, contaminating indoor air. Though vapor intrusion is uncommon, it should nonetheless be monitored and considered at UST and LUST sites.

Safe and Smart Redevelopment at LUST sites

By approaching assessment and cleanup with an end use in mind, property owners and developers can determine the level of cleanup necessary for the planned redevelopment. For example, cleanup and remediation activities at LUST sties will vary greatly depending on whether the site will be redeveloped into a parking lot or a childcare center. As long as the potential risk to human health and the environment has been minimized and regulators, redevelopers, property owners, and the public are fully aware of the environmental conditions, redevelopment at LUST sites can produce far-reaching benefits for the community.

Prior to 2002, petroleum-contaminated sites were not eligible for funding from the EPA Brownfields Program. To encourage reuse of these sites, EPA's Office of Underground Storage Tanks (OUST) launched the USTfields Initiative in 2000. Through this pilot project, 50 petroleum-contaminated sites were awarded $100,000 each to conduct assessments and cleanups. The success of the USTfields pilot prompted provisions in the 2002 Brownfields Law designating 25% of Brownfields grant money for petroleum-contaminated sites. The 50 USTfields pilots and other examples demonstrate that successful redevelopment at former LUST sites is possible. For example, at the Whitney Screw site in Nashua, NH, funds from the USTfields pilot covered the cost of removing four abandoned USTs. The site now houses the state's largest bicycle dealer, Goodale's Bike Shop.

Before: Whitney Screw site prior to cleanup and redevelopment.

After: Goodale's Bike Shop, Nashua, New Hampshire.

ADEQ launched the Route 66 Initiative in 2004 to address assessment and cleanup efforts at LUST sites in small and economically challenged communities along Route 66. Through this program, ADEQ has assisted UST owners, operators, and property owners in completing site investigations, initiating cleanup efforts when necessary, and closing LUST sites. ADEQ funds corrective actions through the State Lead Program at sites where the owner is unknown, unwilling, or technically or financially unable to perform the necessary activities. Additionally, through its Brownfields State Response Grant (SRG) Program, ADEQ highlights the availability of SRG funding to assist with the economic development and revitalization of eligible sites along the Route 66 corridor. In October 2005, the Route 66 Initiative developed into a collaborative program when ADEQ partnered with EPA's Pacific Southwest Regional Office to achieve their common LUST cleanup and community redevelopment goals. This interagency partnership—the Route 66 Partnership—seeks to further emphasize revitalization and help communities explore the redevelopment of historic UST sites along old Route 66.

"The Route 66 Initiative is an excellent example of how partnerships can make a significant difference in the underground tank cleanup program. I am pleased that EPA's Region 9 Office and Arizona, along with other stakeholders—tank owners, industry, and community members—will work together to identify viable cleanup options for historic Route 66's blighted sites and make them safe so communities can productively reuse them."

Cliff Rothenstein, Director
Office of Underground Storage Tanks U.S. EPA Washington, D.C.

Case Study: Route 66 in Arizona

Arizona contains over 200 miles of original Route 66 roadway that runs through the northern part of the state. Along this stretch of highway, approximately 350 sites with leaking underground storage tanks or piping have been reported. Prior to ADEQ's Route 66 Initiative, 250 or 70 percent of these LUST sites had been successfully closed, with cleanup either completed or not needed. The remaining 100 sites still needed to be assessed and potentially cleaned up.

Approximately 50 percent of these remaining sites are concentrated in three small towns in Northeastern Arizona—Winslow, Holbrook, and Joseph City. Many of these sites pose unique challenges due to site-specific issues, including hydrogeologic conditions. Through the Route 66 Initiative, ADEQ has focused special attention on these towns and works closely with LUST site owners, consultants, and the community to move LUST sites through the cleanup and closure process. To facilitate these close working relationships, ADEQ has assigned project case managers

Demographic and Economic Snapshot

	Winslow	Holbrook	Navajo County	U.S.
Population (2000)	9,520	4,917	97,470	281,421,906
Median Annual Household Income (1999)	$29,741	$31,746	$28,569	$41,994
Annual Per Capita Income (1999)	$12,340	$13,912	$11,609	$21,587
Unemployment Rate (2004)	6.0%	5.3%	8.7%	5.5%
Families Below Poverty Level	17.5%	16.6%	23.4%	9.2%

Sources: U.S. Census Bureau (2000), Arizona Department of Commerce (2004), U.S. Department of Labor Bureau of Labor Statistics.

to each municipality or town. ADEQ also has a rural representative based in St. Johns, Arizona, to assist in fostering close relationships with local officials and interested parties.

While over three decades have passed since Interstate 40 bypassed Route 66 in Arizona, the towns of Winslow, Holbrook, and Joseph City continue to face economic challenges initiated by the shift from the highway to the interstate (see table, "Demographic and Economic Snapshot"). Due to these unfavorable economic circumstances, barriers to redevelopment at closed LUST sites and abandoned tank sites remain. Many former gas stations along Route 66 in Winslow, Holbrook, and Joseph City continue to remain idle and unproductive. Through the Route 66 Initiative, ADEQ is able to help improve the environmental conditions in these communities. And because the Initiative provides assistance for LUST site assessments and cleanups along Route 66, property owners and municipalities are no longer burdened with the full economic responsibility of these cleanups.

The Route 66 Partnership—as the redevelopment extension to ADEQ's Route 66 Initiative—aims to combine research, stakeholder interaction, and partnerships to explore viable opportunities for community revitalization. However, the action and steps toward redevelopment must occur at the local level of government around each site. To ensure projects align with existing local goals and interests, ADEQ and EPA have formed partnerships with the City of Winslow, the City of Holbrook, and Navajo County. These local government agendas already include plans to prioritize redevelopment as a means of achieving community beautification and economic development. Holbrook recently initiated a project to restore and preserve its historic downtown with money from the State Heritage Fund Grant. This grant is made possible by $20 million in Arizona Lottery revenues set aside annually for parks, trails, natural areas, historic preservation, and wildlife

ADEQ's Accomplishments on Route 66

During the first two years of ADEQ's Route 66 Initiative, 22 LUST sites were closed statewide and required no further action. In the Winslow-Holbrook area, work plans for corrective actions were approved for 15 sites that are being cleaned under contract with UST owners, operators and volunteers, and another six sites that are being cleaned up under the direction of ADEQ. ADEQ also addressed an additional 35 sites along Arizona's stretch of Route 66, including the removal of numerous "orphan" tanks under the State Municipal Tank Closure Program (MTCP). Most of these were in the Winslow-Holbrook area.

conservation. Winslow has also initiated its own revitalization program, the Renaissance Downtown Redevelopment Project. Moreover, Winslow Mayor Allan Affeldt (elected in 2005 and an advocate of redevelopment), purchased and renovated the local cultural and historic landmark, La Posada Hotel, originally constructed in 1929.

However, despite local interest and ambition, the economic atmosphere in Winslow, Holbrook, and Joseph City continues to thwart redevelopment.

How will these communities fund revitalization and make redevelopment projects at LUST sites and abandoned gas stations attractive to redevelopers or investors? With limited money and staff at the local level, how will these governments track down assistance from outside sources?

Partnerships can provide a viable solution. By working with other organizations and agencies, these communities can take advantage of a wide array of available resources—both technical and financial. Appendix A provides a "snapshot" of some specific programs available to assist Winslow, Holbrook, and Joseph City with their redevelopment projects along Route 66. Appendix B lists some additional programs at the federal and state level that offer financial or technical assistance for redevelopment. (It is by no means meant to be an exhaustive list.)

Left: Soil excavation in November 2005 at the Capitol Gas site in Holbrook, Ariz. Right: Maggie Witt, Route 66 Co-Lead for EPA's Pacific Southwest Regional Office, outside one of many abandoned gas stations located on Route 66 between Flagstaff and Winslow, Ariz.

"ADEQ has done an excellent job of assessing and cleaning up many contaminated properties along Route 66. The EPA is proud to join ADEQ to take the project one step further and explore ways to help local communities create more businesses where people can 'get their kicks' on Route 66."

Jeff Scott, Director
Waste Management Division
EPA Pacific Southwest Regional Office

Route 66: Lessons Learned and Recommendations

The Route 66 Partnership in Arizona can provide insight and lessons learned to similar projects in other parts of the country. Like Winslow, Holbrook, and Joseph City, other communities located along transportation corridors have contamination, brownfields, and redevelopment issues. There are a variety of agencies, programs, and organizations that offer resources for communities pursuing redevelopment projects. Federal agencies like the Department of Housing and Urban Development, the Department of Transportation, and EPA provide assistance and funding through a variety of applicable programs (many of which were discussed at the Route 66 Kickoff Meeting). The following recommendations and lessons learned from the Route 66 Partnership are intended to provide general guidance both for stakeholders in the Route 66 Partnership, as well as others pursuing small-scale redevelopment projects at brownfields sites around the country.

1 Forge Partnerships

A partnership involves two or more parties committed to a common task, sharing risk and generating rewards for all the partners. When partnerships function effectively, results and goals are achieved more efficiently. While the Route 66 Partnership is still in its infancy, the project's efforts have already yielded positive results. At the Route 66 Kickoff Meeting, representatives from partnering agencies began to discuss ways they could work together and pool resources. Both Winslow and Holbrook made progress toward securing grants by working with EPA, the Department of Commerce, the ADEQ Brownfields Program, and each other.

2 Facilitate Communication

For environmental assessments, cleanups, and redevelopment projects, communication is important during every step of the process. Property owners, regulators, and public and private stakeholders should maintain open lines of communication to ensure that environmental and human health concerns are addressed and that community interests are taken into consideration. Communication plays a central role in forming and maintaining partnerships. The Route 66 Kickoff Meeting provided an excellent forum to initiate conversations and communication. Many participants, including agency representatives, walked away from the meeting with fresh information about programs offered by their peers and contacts for future cooperation.

3 Be Creative and Resourceful

For many communities, figuring out where to look for help and partnerships can be a challenge. When it comes to brownfields redevelopment, creativity and resourcefulness play a major role. By thinking creatively and taking advantage of available resources, communities can expand their redevelopment opportunities.

(Left to right) Melissa Prather, Mary Barker, and Emma Marez of the Navajo County Historical Society at the Route 66 Kickoff Meeting in Holbrook, Ariz.

Route 66 Kickoff Meeting attendees at La Posada Hotel in Winslow, Ariz.

Route 66 Kickoff Meeting

In January 2006, ADEQ, EPA, and municipal and county governments kicked off the Route 66 Partnership with a two-day meeting in Winslow and Holbrook. Over 60 people attended, creating a network of stakeholders that included representatives from approximately 20 agencies and organizations, local press, private industry, business owners, bankers, community members, and UST and LUST site owners. At the meeting, participants learned about various programs, agencies, and organizations that offer financial or technical assistance for potential redevelopment projects (listed in Appendices A and B). Additionally, speakers from Washington D.C., Texas, and Washington state discussed success stories from other parts of the country. Through presentations, breakout discussions, and Q&A sessions, each stakeholder group gained a better understanding of their respective implementation challenges, options, and possible next steps for cleanup and redevelopment.

Top: Day One of the Route 66 Kickoff Meeting at La Posada. Bottom: Jim Ferguson (left), City of Winslow's City Administrator, and David Newlin (right), City of Holbrook's City Manager, at Day Two of the Route 66 Kickoff Meeting at the Navajo County Fairgrounds in Holbrook, Ariz.

Assessment, cleanup, and redevelopment at LUST sites will clearly involve EPA and state environmental agencies; however, since these sites are also closely linked to transportation, economic development, tourism, and commerce (among others), other state and federal agencies may also have resources available for brownfields-related projects. Many businesses and organizations in the private and non-profit sectors also offer various forms of assistance. In Arizona, state, local, and federal agencies have identified a range of resources that can be tapped for redevelopment projects along Route 66 (see Appendices A and B).

4 Develop a Plan

Creating a plan is the first and most important step in undertaking any task. But the planning process requires more than just creating a road map—it requires analytical thinking, problem solving, and research. When done properly, planning can both streamline the process and facilitate well informed decision making. End-use planning is especially helpful when dealing with assessment, cleanup, and redevelopment activities. By approaching assessment and cleanup with an end use in mind, property owners and developers can determine the level of cleanup necessary for the planned redevelopment. For example, if developers plan to redevelop a contaminated site into a parking lot, it may not be necessary to cleanup the property to residential cleanup levels.

To facilitate planning, Winslow and Holbrook have already engaged the local community in public meetings and design charrettes (planning sessions involving citizens, designers, and others) to collaborate on a vision for development. Holbrook has secured a grant to conduct an inventory of possible LUST sites for redevelopment, providing potential developers with the information they need to plan and make well-informed decisions.

5 Emphasize the Community's Role

The local community—no matter how big or small—plays a central and determining role in the success of brownfields redevelopment projects. While state and federal agencies and other organizations may provide tools like grants and technical assistance, implementation must occur at the local level. For assessment, cleanup, and redevelopment projects, it is also important for local governments to keep the community informed and involved in the process. Since the beginning of the project, Winslow, Holbrook, and Navajo County have conducted outreach to keep the public up-to-date and encourage participation.

Conclusion

While each of the activities highlighted above have contributed to progress in the Route 66 Partnership, none of these could have been achieved without first creating a vision. A vision is an image of success formed in terms of a contribution to society—what each member of the group sees as the ultimate goal and destination of the group's work. At the outset, those involved in a common effort (partners and the community) should work together (communicate and plan) to create a common vision. Visioning can be the cornerstone of success for cleanup and redevelopment projects.

When the Route 66 Partnership was initially formed, ADEQ and EPA drafted a vision statement explaining the purpose and objective—to help Route 66 communities expedite cleanup and promote redevelopment. By facilitating relationships and cooperation and partnering with local, state, and federal agencies, EPA and ADEQ leveraged a broad range of interest and support. Today, the vision and scope of the Route 66 effort extends much further than the group members had envisioned at the outset. The Route 66 Partnership offers opportunities for technical and financial assistance to support assessment, cleanup, and revitalization efforts. Furthermore, through this case study and the accompanying recommendations, ADEQ and EPA aim to transfer knowledge not only to Route 66 projects in other states, but also to other small-scale redevelopment projects located along transportation corridors across the country.

Since the January 2006 Kickoff Meeting, the Cities of Winslow and Holbrook have taken steps to realize the project's vision by applying for grants from state and federal partners. These communities, ADEQ, and EPA are confident that, by adhering to these recommendations and lessons learned, successful cleanup and redevelopment can be achieved, yielding results that reflect the past and resound into the future on Route 66 and beyond.

Appendix A

Case Study Partnerships and Resources

(For brief descriptions of these resources/programs, see Appendix B.)

Department, Agency, or Organization	Available Resources	Funding Information	Web Sites and Contact Information
Federal Resources			
U.S. Environmental Protection Agency	Brownfields Assessment Grants	Up to $200,000 available.	www.epa.gov/brownfields/pilot.htm www.epa.gov/region9/waste/brown/index.html Carolyn Douglas Brownfields Team Leader U.S. EPA Region 9 (415) 972-3092 douglas.carolyn@epa.gov
	Brownfields Revolving Loan Fund Grants	Up to $1,000,000 per eligible entity available.	
	Brownfields Cleanup Grants	Up to $200,000 available.	
	Brownfields Job Training Grants	Up to $200,000 available.	
U.S. Small Business Administration	Various Loan Guarantee Programs	SBA has programs for as little as $300 to as much as $1.5 million.	www.sba.gov (National) www.sba.gov/az (Arizona)
National Park Service	Route 66 Corridor Preservation Program	Cost-share grants in amounts between $5,000 and $50,000.	www.cr.nps.gov/rt66 Kaisa Barthuli Rt. 66 Corridor Preservation Program (505) 988-6701 kaisa_barthuli@nps.gov
State Resources			
Arizona Department of Environmental Quality	ADEQ LUST Program	State Assurance Fund (SAF) assists eligible UST owners, operators, and others in meeting the potentially high costs of LUST investigations and cleanups.	www.azdeq.gov/environ/ust/index.html (ADEQ UST Program) www.azdeq.gov/environ/ust/66/index.html (Route 66 Initiative)
	Brownfields Assistance Program	State Response Grant section: Site specific grants up to $50,000 available.	www.azdeq.gov/environ/waste/cleanup/brownfields.html Arcelious Stephens ADEQ Brownfields Coordinator (602) 771-4401

Department, Agency, or Organization	Available Resources	Funding Information	Web Sites and Contact Information
Arizona Department of Environmental Quality (cont.)	County and Municipal Tank Closure Program (CMTCP)	Total initial program funding of $2.4 million. Completes UST closure at no cost to the property owner or community.	www.azdeq.gov/environ/ust/index.html Mike Latin State Lead Program and CMTCP (602) 771-4308 mrl@azdeq.ogv
	State Lead Program	ADEQ will pay 100% of the cleanup costs for sites where the property owner did not own or operate the USTs at the time of the release.	
	Voluntary Remediation Program (VRP)	All applicants must submit a non-refundable $2,000 application fee with application. Once a site is accepted into the program, a positive balance must be maintained. An invoice for $4,000 is issued when the site is accepted and every time the balance falls below $1,000. VRP bills against a site account at an hourly rate of $110 per hour for oversight costs.	www.azdeq.gov/environ/waste/cleanup/vol.html Julie Riemenschneider VRP Manager (602) 771-4411 jjr@azdeq.gov
State of Arizona Department of Housing (ADOH)	Small Cities Community Development Block Grant (CDBG)	Approximately $13 million in federal CDBG funds are available per year. Please contact ADOH or seek information available online at www.housingaz.com for funds available for non-CDBG figures.	www.housingaz.com Sharon Tolman CDBG (Winslow, Holbrook, & Navajo County) (602) 771-1042 sharont@housingaz.com Tim Klont Non-CDBG (Winslow, Holbrook, Navajo County) (602) 771-1092 timk@housingaz.com
	HOME Program		
	Low Income Tax Credit Program		
	Housing Trust Fund Program		
	Housing Opportunities for Persons with AIDS		
	Shelter Plus Care		
	Supportive Housing Program		

Department, Agency, or Organization	Available Resources	Funding Information	Web Sites and Contact Information
Arizona State Historic Preservation Office	Historic Preservation Heritage Fund	Total of $1.7 million annually distributed through a competitive grant program.	pr.state.az.us/partnerships/grants/histpres.html grants@pr.state.az.us (602) 542-6997
	Investment Tax Credit Program (ITC)	20% income tax credit .	pr.state.az.us/partnerships/shpo/taxincen.html Bob Frankeberger (602) 542-4009
	Commercial State Property Tax Program	Freezes property tax for a ten year period.	pr.state.az.us/partnerships/shpo/taxincen.html Eric Vondy (602) 542-4009
	Certified Local Government Pass-Through Grants	Up to $10,000 grants available for the community.	
Arizona Department of Transportation	Transportation Enhancement	Total annual funds of $10 to $14 million. This is a reimbursement program and requires and 5.7% cash match.	www.adotenhancement.com
	Scenic Roads and Byways	Total annual funds of $30 million. This is a reimbursement program and requires a 20% match in cash, materials, and/or in-kind services.	www.adotscenicroads.com
Arizona Department of Commerce	Rural Economic Development Initiatives (REDI)	Provides both technical and matching fund assistance.	www.azcommerce.com/rural/redi.asp
	Main Street Program	Funds available for minor exterior improvements (i.e. paint, etc.).	www.azcommerce.com/mainstreet/default02.asp

Appendix B

Brief Resource Descriptions

Department, Agency, or Organization	Grant, Program, or Resource	Brief Description
Federal Resources		
U.S. Environmental Protection Agency	Brownfields Assessment Grants	Assessment grants provide funding for a grant recipient to: • Inventory sites (compile a listing). • Assess sites (determine existing contamination). • Conduct cleanup and redevelopment planning (scope and plan process). • Conduct community involvement (inform and engage community). For a Community-Wide Assessment Grant: • Applicable if a specific site has not been identified or if the assessment will address more than one site within the community. For a Site-Specific Grant: • Applicable if the assessment is limited to ONE site. • Applicant not allowed to substitute another site if the subject site is determined to be ineligible.
	Brownfields Revolving Loan Fund	Provides funding to capitalize a revolving loan fund that provides loans to carry out assessment or cleanup activities at brownfields sites.
	Brownfields Cleanup Grants	• Provide funding to carry out cleanup activities at brownfields sites. • Funds may be used to address sites contaminated by petroleum and/or hazardous substances, pollutants, or contaminants.
	Brownfields Job Training Grants	Colleges, universities, nonprofit job training centers, local governments, and tribes are eligible to apply for funding to train residents living near brownfields sites for future employment in the environmental field.
U.S. Small Business Administration (SBA)	Various Loan Guarantee Programs	SBA has programs for as little as $300 to as much as $1.5 million. These loans are made through a bank, and SBA can guarantee as much as 85% of the loan. This depends on the type of the loan and the purpose of the loan.
National Park Service	Route 66 Corridor Preservation Program	Dedicated to collaboration with partners to provide funding, technical assistance, and education toward the long-term preservation of the most representative and significant resources of the historic Route 66 Corridor.

Department, Agency, or Organization	Grant, Program, or Resource	Brief Description
State Resources		
Arizona Department of Environmental Quality	ADEQ UST Program	The program aims to protect public health and the environment by preventing regulated substance releases and reducing risks associated with contaminated sites.
	Brownfields Assistance Program	Provides funding and technical assistance to assess and clean up property where reuse is complicated by the presence or potential presence of hazardous substances or pollutants. ADEQ receives federal funding for this program for its State Response Grants (SRG), which are used to fund assessment grants.
	County and Municipal Tank Closure Program	The program completes UST closure at no cost to the property owner or the community. Funding is also available to reimburse counties, cities or towns for application costs. The site must be located in unincorporated areas of counties or incorporated communities of fewer than 15,000 people; the UST must be abandoned or orphaned; and the county, city, or town must apply.
	State Lead Program	Conducts corrective actions that the agency determines are necessary to protect human health and the environment at sites where the owner is unknown, unwilling, or technically or financially unable to perform the necessary work.
	Voluntary Remediation Program	Allows interested parties to volunteer and work cooperatively with the ADEQ to clean up contaminated properties and return the site to beneficial use.
State of Arizona Department of Housing	Small Cities Community Development Block Grant (CDBG)	A federally-funded program which may be used in a variety of ways to provide for community, economic and infrastructure development programs, projects and services.
	HOME Program	A federal HUD program offering funding for home ownership assistance, tenant-based rental assistance, rental housing production, rehabilitation, acquisition, or combinations of these.
	Low Income Tax Credit Program	A federal program designed to induce the acquisition, rehabilitation, or construction of multi-family development through tax credits to sponsors of eligible housing.
	Housing Trust Fund Program	A flexible state-funded program which may be used in a variety of ways for any housing or supportive housing activity for low- and moderate-income people.
	Housing Opportunities for Persons with AIDS	A federal program to provide new housing, housing assistance, and services for persons afflicted with AIDS.
	Shelter Plus Care	A federal program that provides rental assistance for hard-to-serve homeless persons with disabilities in connection with leveraged supportive services.
	Supportive Housing Program	A federal program designed to develop supportive housing and services that will allow homeless persons to live as independently as possible.

Department, Agency, or Organization	Grant, Program, or Resource	Brief Description
Arizona State Historic Preservation Office	Historic Preservation Heritage Fund	• Must involve listed or eligible properties. • Government entities and non-profits may apply. • Two criteria: does it demonstrate good planning; and what is the public benefit?
	Investment Tax Credit Program (ITC)	• Federal program provides 20% income tax credit for rehabilitating commercial buildings. • Must involve listed or eligible properties.
	Commercial State Property Tax Program	• Freezes property tax for a ten-year period, thus allowing rehabilitation of property paying only 1% of increased property taxes due to rise in assessed value.
	Certified Local Government Pass-Through Grants	• Used for non-construction work (surveys, signage, etc.). • Only available to Certified Local Governments.
Arizona Department of Transportation	Transportation Enhancement	The Transportation Enhancement (TE) program was developed to enhance surface transportation by developing projects that go above and beyond what transportation departments typically do. The ADOT Transportation Enhancement and Scenic Roads Section administers this federally-funded program.
	Scenic Roads and Byways	The Scenic Roads and Byways program provides federal funding to protect, preserve, and enhance national and state-designated Scenic Byways. The ADOT Transportation Enhancement and Scenic Roads Section administers this federally-funded program.
Arizona Department of Commerce	Rural Economic Development Initiatives (REDI)	The REDI program provides direct assistance to rural communities in organizing an economic development program or effort, and evaluating community resources. Qualified rural economic development programs and organizations can be recognized through REDI accreditation.
	Main Street Program	The Main Street Program fosters economic development within the context of historic preservation by working as a partner with local and state agencies, property owners, and business people to revitalize downtown areas.

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