

TDD Workshop

TDD Steering Committee

September 11, 2018

ILLINOIS
INDIANA



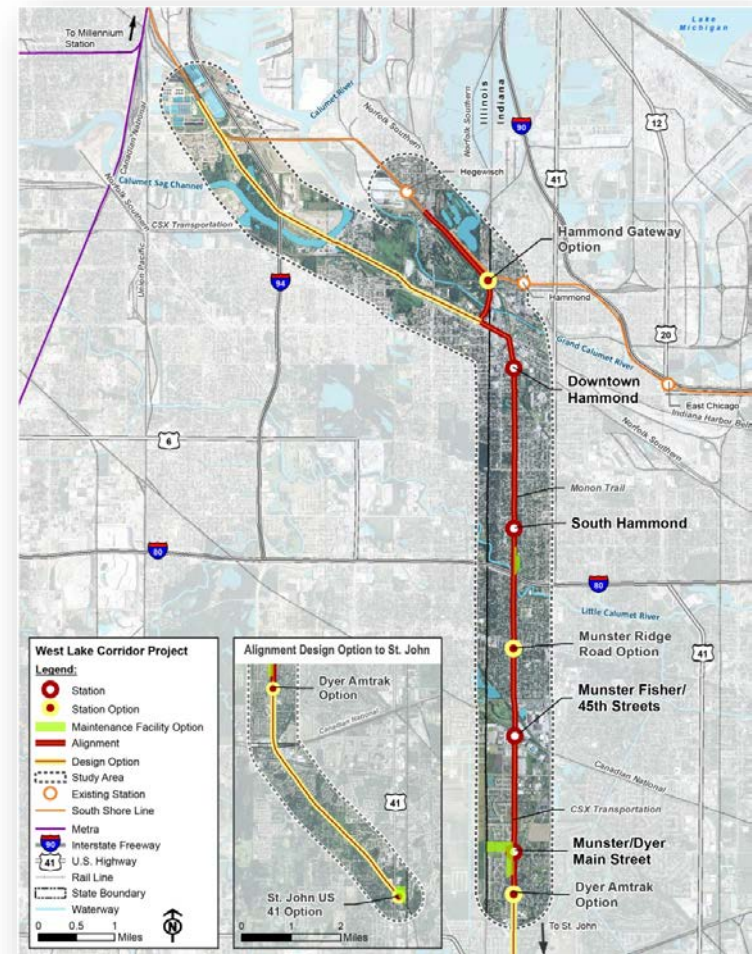
AGENDA

1. Introduction
2. Rail Projects Update
3. Policy Framework
4. Legal Framework
5. Overview of Transit Oriented Development (TOD)
6. Transit Development District (TDD) Process
7. Next Steps
8. Adjourn

RAIL PROJECTS UPDATE

West Lake Corridor Project

- 9 mile extension to Dyer, Indiana
- First extension of commuter rail in NW Indiana in over a century
- \$764 million estimated project cost
- Seeking federal New Starts funding, 50% non-federal share secured
- Completed environmental review and received a Record of Decision
- Completed 30% Engineering
- Submitted federal funding application and documentation on September 4, 2018



RAIL PROJECTS UPDATE

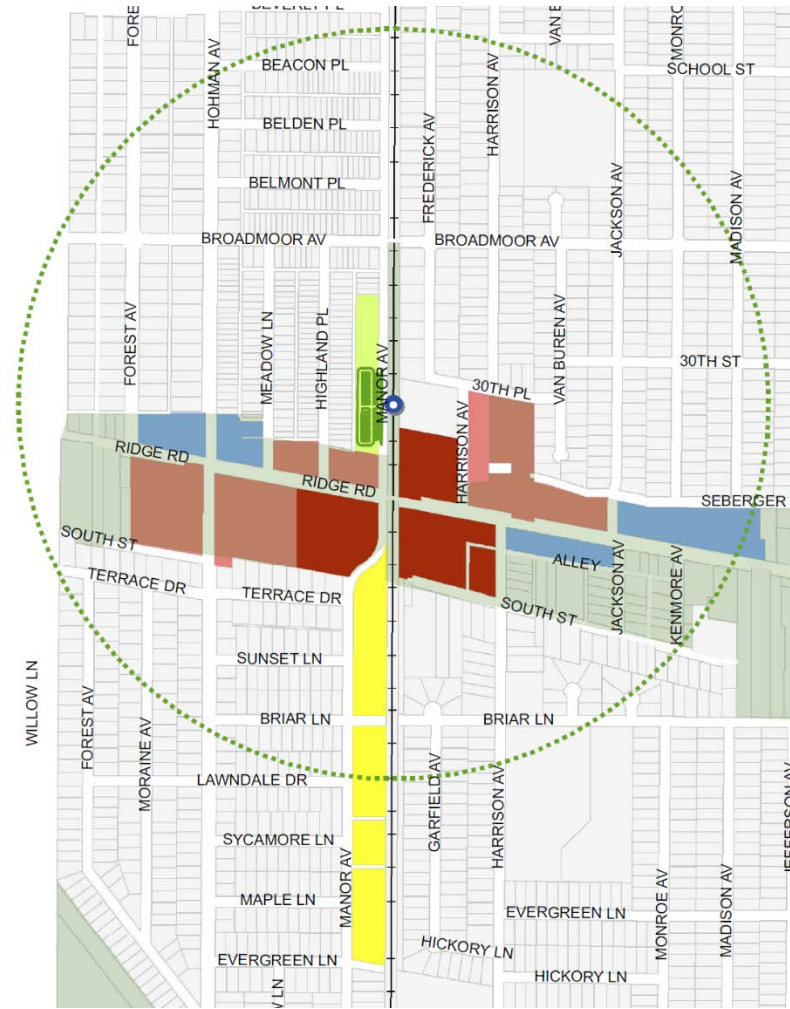
Double Track Project

- 25 mile project area, 16 miles new 2nd track, 4 new bridges, 3 new hi-level boarding platforms, 7 new hi-speed crossovers, closing 20 grade X-ings in Michigan City, train/car separation in Michigan City
- Finalizing environmental approvals
- Completed 30% Engineering
- Seeking federal New Starts funding, 50% non-federal share secured
- Developing federal funding application and documentation



POLICY FRAMEWORK

- HEA 1144 – Brief Overview
- TDD's are regional TIF districts focused on transit-oriented development
- Advantages of TDD's vs TIF's
 - Income tax revenue along with property tax revenue for investment
 - Flexible requirements to determine TDD area
 - Broader collateral backing debt service
- Local community retains land use and zoning control
- Revenue collected from the district – spent in the district



LEGAL FRAMEWORK

1. RDA draws the boundary with input from the local units – maximum of one-half square mile, initially
2. RDA holds 2 public hearings on boundary of the district
3. RDA takes the boundary description and a justification to the State Budget Committee for approval
4. TDD date of establishment is no earlier than SBC approval
5. RDA or redevelopment commission provides data on the geography of the district to the State Dept of Revenue and the relevant county auditor
6. RDA decides on amount of “pass-thru” revenue
7. County Auditor collects incremental property tax revenue in separate fund
8. Indiana Department of Revenue collects incremental income tax revenue
9. RDA receives the revenue in Lake and Porter, relevant redevelopment commission receives the revenue in St. Joseph and LaPorte counties
10. RDA must pass a resolution before monies may be spent on projects within the district

TOD 101

Transit oriented development (TOD) is a set of transportation and land use principles in which higher-density, mixed-use real estate development is oriented around a central commuter transit station

Benefits

- Reduced automobile trips and improved air quality
- Reduced transportation costs and commute times
- Improved access to regional amenities and job centers
- More livable communities with a “sense of place”

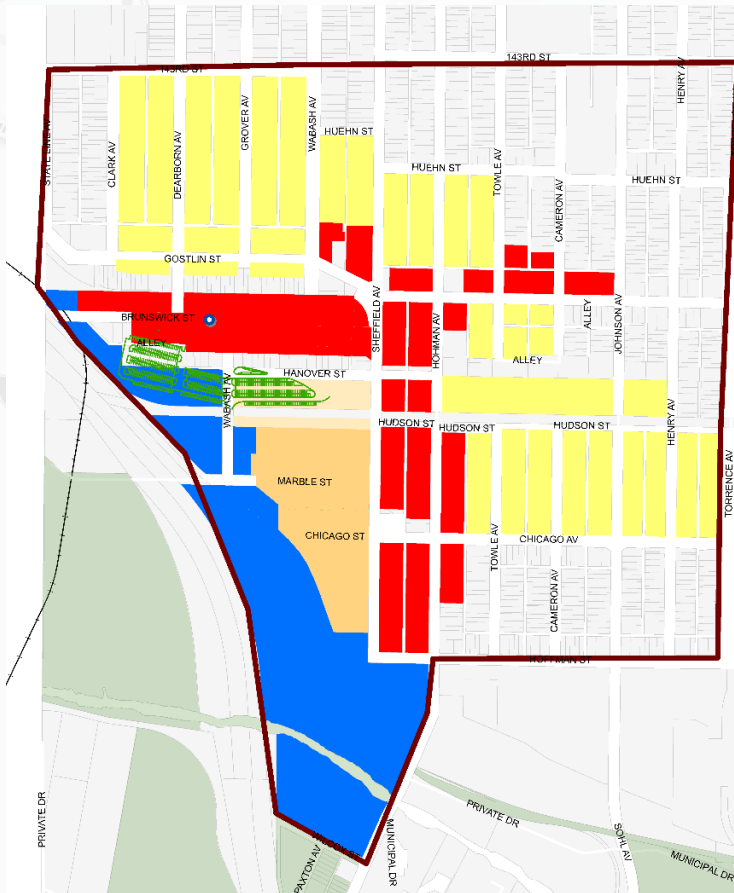
Best Practices

- Designate district boundaries based on proximity and walkability to transit access
- Orient mixed-use developments and highest densities around transit station
- Promote public plazas, retail shopping, and dining along pedestrian connections
- Create a dense network of pedestrian- and bicycle-friendly travel corridors
- Update zoning and permitting to advance the TOD plan
- Consider tax increment financing districts to leverage private sector investment

KEYS TO SUCCESSFUL TOD

Successful transit oriented development involves establishing districts based on several key factors

Hammond Gateway Station Area Plan:

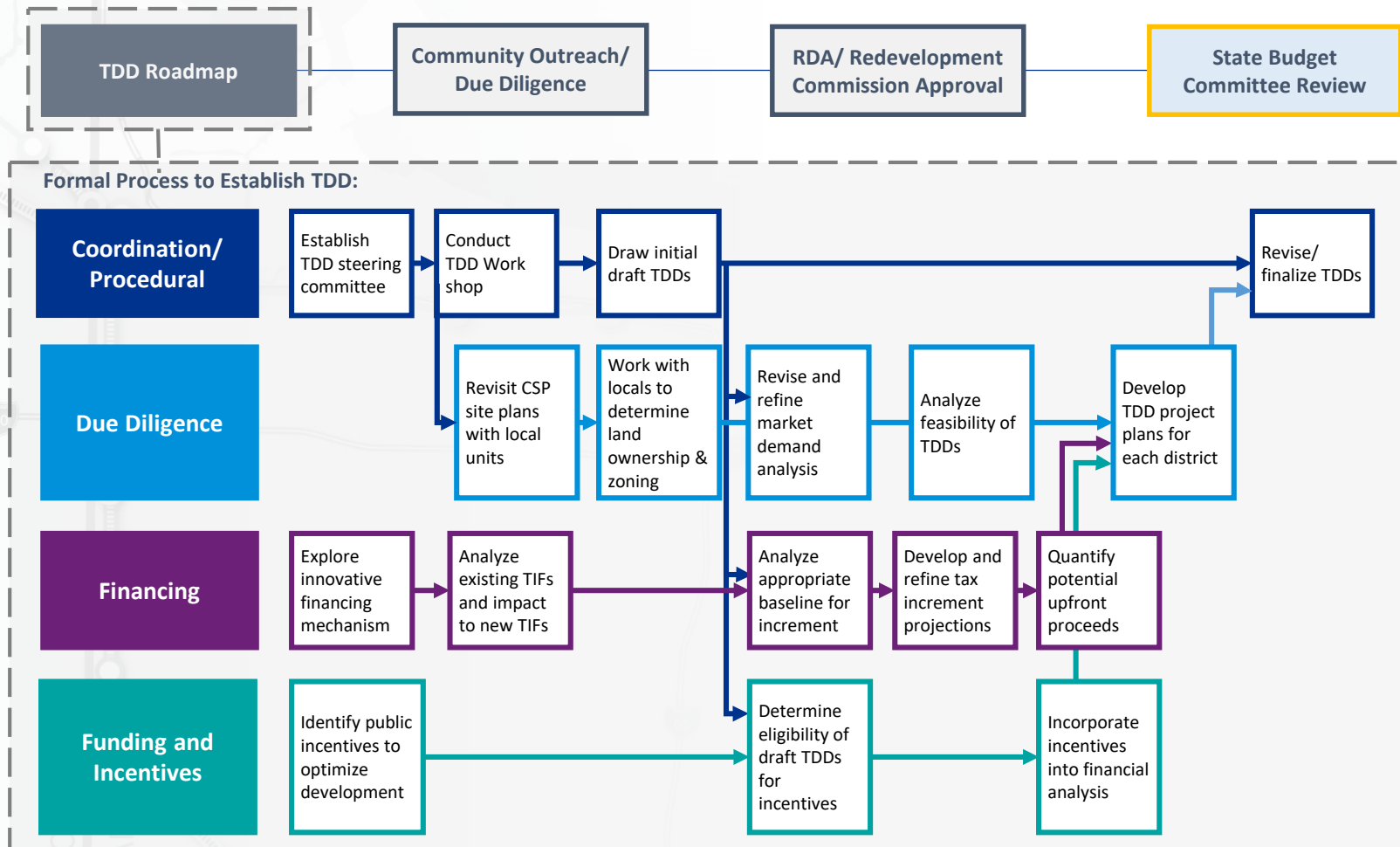


Considerations for Success:

- Realistic site plans for short- and medium-term development*
- Understanding of existing zoning and reasonable plan for changes to optimize development*
- Conditions that support a livable community (e.g. parks, schools, amenities)*
- Anticipated market demand*
- Identified infrastructure needs*
- Sufficient incremental tax revenue projections to support policy objectives*
- Broad support from key stakeholders*
- Alignment with residential and commercial corridors to optimize property and income tax base*
- Identifying environmental conditions within district boundaries*
- Determining land ownership*

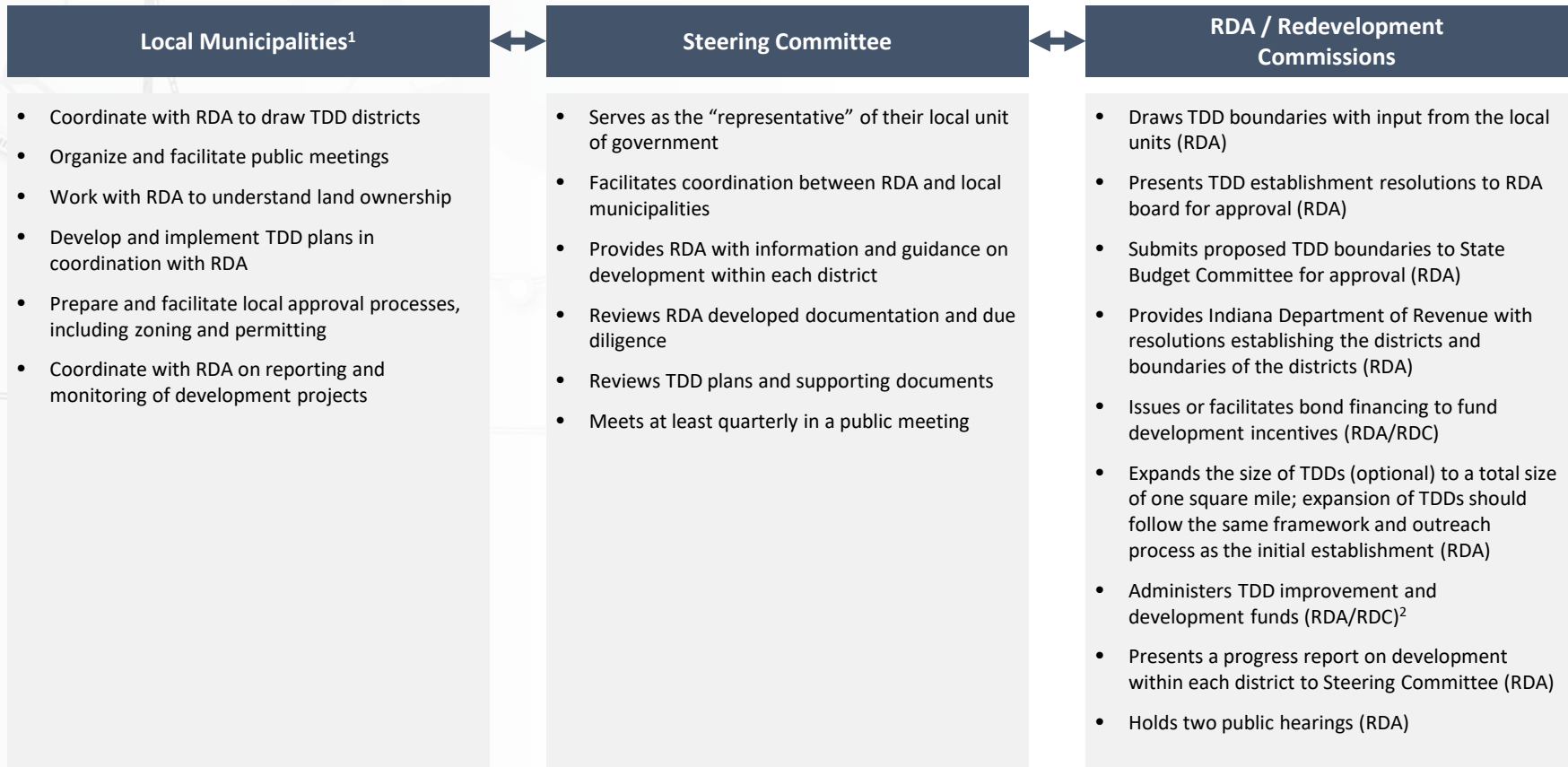
PROCESS TO ESTABLISH TDDs

RDA has established a process for planning, analyzing, and drawing TDDs



ROLES AND RESPONSIBILITIES

Throughout the process of planning, establishing and managing TDDs, each key stakeholder will play an integral role in the overall development process



1. Proposed roles for local municipalities in order to promote coordination across key stakeholders; not required under HEA 1144

2. RDA administers TDD funds in Lake and Porter counties, relevant redevelopment commission administers TDD funds in St. Joseph and LaPorte counties.

TIMING AND NEXT STEPS

- Conduct TDD Workshop: September 11, 2018
- Conduct mini workshops with local units: October 2018 – December 2018
 - Schedule individual mini-workshops with each Steering Committee member and their local municipality
 - Determine attendance at mini-workshop
 - Review existing site plans and related documentation in advance of mini-workshop
- Next Steering Committee meeting: TBD
- Draw initial TDDs
- Perform due diligence
- Finalize TDDs
- Adopt resolutions
- SBC review