

Implementation Plan

SECTION

7

Implementation results from strategic decision making that constantly focuses on a consensus on goals, strategies, and projects established for Downtown Northbrook, which are outlined in Section 1. Revitalization of Downtown Northbrook will be guided by seven core goals, which are summarized to the right.

Strategies

The strategies developed for Downtown Northbrook are manageable action steps intended to achieve each of the seven goals. Strategies facilitate the Village's capacity to measure progress and capitalize on specific opportunities for Downtown Northbrook. These opportunities emphasize improving existing businesses, attracting new development, and building on community assets. There are also opportunities to enhance the downtown streetscape, diversify parking options, and improve the multi-modal circulation and access -- all aimed at enhancing the character, visibility, and viability of downtown. The RTA's *Access and Parking Strategies for Transit-Oriented Development* report describes policy strategies that municipalities can take in regards to parking, including redevelopment of a commuter parking lot.



- 1. Land Use Goal:** Enhance and strengthen the Downtown as the community center by promoting a mix of land uses that support a vibrant Village Center.
- 2. Economic Goal:** Encourage a balance of retail, restaurant, and office activities that provide vital services to the residents of the community.
- 3. Transportation Goal:** Improve the accessibility to downtown by car, foot, bicycle, bus, and train.
- 4. Environment & Open Space Goal:** Preserve and enhance the natural gems of the downtown including the Village Green and the river.
- 5. Urban Design & Streetscape Goal:** Enhance the existing streetscape experience to make it more inviting for shoppers, diners, residents, and other visitors to the downtown.
- 6. Identity & Branding Goal:** Identify the identity that captures the essence of our future vision for downtown and implement marketing efforts around it.
- 7. Public Participation Goal:** Continue to involve a mix of residents, downtown property owners, and business representatives and community leaders in the decision-making process for the future of the downtown.

Implementation Plan

The implementation plan that follows is a detailed matrix of the projects identified for the goals and strategies established in Section 1. In addition, each project is assigned key implementation elements, including phasing, responsibilities, and estimated costs/funding options. As the Village and its partners undertake this implementation plan, it is important to remember that, like any well planned journey, this effort can encounter detours and serendipitous opportunities; therefore, flexibility is important as long as the strategic focus is maintained. The implementation plan is intended to be a dynamic program, so it is highly encouraged to modify the plan as opportunities present themselves, issues arise, and resources become available.

Redevelopment Concepts

The overall vision expressed by the redevelopment concepts described in this plan are a response to the community's vision, challenging market conditions, available resources, and financial feasibility that helps revitalize Downtown Northbrook and establishes its niche with competing retail center and nearby downtowns.

Phasing

As the economy rebounds, market conditions improve, and resources become available, the implementation plan outlines short-term projects (completion within 1-3 years) and long-term projects (completion in 4-6 years or more, depending on market conditions, property ownership, available resources, and public/private financing).

Participants

In order to complete each project, a lead organization is identified to take on primary responsibilities. In many cases, partner organizations are also indicated to illustrate potential partnerships that can be formed to achieve the projects.

Funding Options

To help the Village and its partners evaluate the availability of resources, funding options are identified for each project. A summary of funding resources is also provided on pages 113-115.

Early Action Projects

To maintain the momentum of this planning process and garner support from the community, local partners, and investors, the following series of early action projects provides the Village with projects that they can pursue within the first year of implementation. In addition to these early action projects, the Village shall pursue other short-term projects identified in this plan to continue improving Downtown Northbrook.

Early Action Project

	<u>Project #</u>
Consider the merits of incorporating "form-based" elements to the Village's Zoning Code to ensure that proper design elements are incorporated into new development while providing clear height, bulk, and setback standards.	1E-2
Refine the Village Green Overlay District design standards to promote high level of design, use of materials, and predictability to the development community.	1E-3
Consider appropriateness of other financial incentives for private investment such as a business district, special service areas (SSA), and TIF district to support capital improvements, close project finance gaps, and support marketing efforts.	2B-2
Promote the use of shared parking for complimentary land uses and destinations.	3B-1
Improve public pathways and connections from the new Shermerville Common (see Strategy 4A) behind Village Hall to the east and south along the railroad.	3C-2
Develop programs with Pace to provide ride pools to Northbrook employers to Metra Station and other destinations.	3D-3
Develop a feasibility study for the creation of Shermerville Common, including stormwater management, parking, relocation of public works, and removal of water tower.	4A-1
Establish gateway improvements at the Waukegan Road/Shermer Road intersection, Meadow Road/Cherry Lane intersection, and near the Metra station.	5A-4
Create a consistent signage and wayfinding program to direct visitors to downtown from Waukegan, Dundee, Willow and Shermer Roads.	5B-1
Utilize social media, questionnaires, and websites to promote communication across government agencies and downtown destinations.	7B-1

1: Land Use

Downtown Plan Goals, Strategies & Projects - Implementation Plan

Enhance and strengthen the downtown as the community center by promoting a mix of land uses that support a vibrant Village Center.

GOAL

Project	Phasing	Participants	Funding Options ¹
Strategy 1A: Support and expand upon civic, cultural, and governmental uses in the downtown, including Village Hall, Library, Village Green, open spaces, and churches.			
1A-1	Support the the continuation of public programs and events by the Northbrook Public Library to attract residents downtown.	Short-Term	Library; Village
1A-2	Work with the Park District to expand programming in the Village Green and share resources such as parking and marketing efforts.	Short-Term	Village; Park District
Strategy 1B: Support and expand commercial and residential activities in the downtown.			
1B-1	Consider a range of uses, from additional retail development to office and multifamily residential, on existing vacant or underutilized lots.	Long-Term	Village; property owners
1B-2	Support a range of housing types that meet the needs of all residents of the Village, particularly seniors and young families.	Long-Term	Village; property owners
Strategy 1C: Promote more intensive uses of the downtown at the transportation core.			
1C-1	Promote density levels that improve the village center character and attractiveness as a destination.	Long-Term	Village
1C-2	Ensure that the design, height, and placement of buildings are appropriately designed to minimize impact on nearby residential neighborhoods.	Long-Term	Village

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

MATRIX KEY

Short-Term Phasing (1-3 years)
Long-Term Phasing (4-6 years)

Early Action Project ★
(project that can be completed within the first year of plan implementation)

1: Land Use | Downtown Plan Goals, Strategies & Projects - Implementation Plan

Enhance and strengthen the downtown as the community center by promoting a mix of land uses that support a vibrant Village Center.

GOAL

Project	Phasing	Participants	Funding Options ¹
Strategy 1D: Promote new land uses that attract/generate pedestrian activity, including retail and restaurants at the ground level, and offices or residential above.			
1D-1	Consider zoning code amendments and public/private partnerships to support uses that will bring economic, civic, and cultural activity to the street level in downtown.	Short-Term	Village; property and business owners
1D-2	Improve pedestrian and bicycle connections to make all of downtown more walkable and bikeable for all residents.	Long-Term	Village
Strategy 1E: Make necessary amendments to zoning and related development regulations that govern building form, size, and use that promote a pedestrian-friendly and transit-oriented development.			
1E-1	Use zoning incentives to encourage land assembly and mixed-use development.	Long-Term	Village
1E-2	Consider the merits of incorporating "form-based" elements to the Village's Zoning Code to ensure that proper design elements are incorporated into new development while providing clear height, bulk, and setback standards.	Short-Term ★	Village
1E-3	Refine the Village Green Overlay (VGO) District design standards to promote high level of design, use of materials, and predictability to the development community.	Short-Term ★	Village

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MATRIX KEY

Short-Term Phasing (1-3 years)
 Long-Term Phasing (4-6 years)

Early Action Project ★
 (project that can be completed within the first year of plan implementation)

2: Economic Development

Encourage a balance of retail, restaurant, and office activities that provide vital services to the residents of the community.

GOAL

Project	Phasing	Participants	Funding Options ¹
Strategy 2A: Partner with downtown property and business owners to promote business and the retention and attraction of retailers, restaurants and office users in the downtown.			
2A-1	Partner with downtown property and business owners to promote business the retention and attraction of retailers, restaurants and office users in the downtown.	Short-Term	Village; property and business owners
Strategy 2B: Consider alternatives for public-private partnerships to help finance necessary public improvements to encourage the redevelopment of identified parcels in the downtown.			
2B-1	Study the eligibility and appropriateness of establishing a Tax Increment Financing (TIF) district to support reinvestment in the downtown.	Short-Term	Village; property owners
2B-2	Consider appropriateness of other financial incentives for private investment such as a business district, special service areas (SSA), or TIF district to support capital improvements, close project finance gaps, and support marketing efforts.	Short-Term ★	Village; property owners; businesses

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MATRIX KEY

Short-Term Phasing (1-3 years)
 Long-Term Phasing (4-6 years)

Early Action Project ★
 (project that can be completed within the first year of plan implementation)

3: Transportation | Downtown Plan Goals, Strategies & Projects - Implementation Plan

Improve the accessibility to downtown by automobile, foot, bicycle, bus, and train.

GOAL

Project	Phasing	Participants	Funding Options ¹	
Strategy 3A: Continue to monitor the capacity of existing intersections in and around the Downtown to determine if improvements or enhancements are necessary.				
3A-1	Continue to monitor the capacity of existing intersections in and around the downtown to determine if improvements or enhancements are necessary.	Long-Term	Village	Village; TIGER
Strategy 3B: Consider strategies to maximize the efficiency of on- and off-street parking resources.				
3B-1	Promote the use of shared parking for complimentary land uses and destinations.	Short-Term ★	Village; local businesses and property owners	Village; PPP
Strategy 3C: Consider needs of bicyclists in planning future roadway and pedestrian improvements.				
3C-1	Explore the creation of bicycle lanes that connect Downtown to Waukegan Road, Dundee Road, and Willow Road.	Long-Term	Village; Park District	CMAQ; ITEP; PBS; Village; SRTS; IDNR; TCSP
3C-2	Improve public pathways and connections from the new Shermerville Common (see Strategy 4A) behind Village Hall to the east and south along the railroad.	Short-Term ★	Village; Park District; Library	PBS; SRTS; IDNR; TCSP
Strategy 3D: Recognize the importance of the Northbrook Metra Station as one of the focal points for downtown activity.				
3D-1	Increase the availability of commuter parking and adequate kiss-and-ride/drop-off area for Metra riders.	Long-Term	Village; Metra; RTA	STP; CMAQ; TCSP; RTA; TED; Pace; TIGER; TIF
3D-2	Improve access to station for bicyclists and pedestrians through the provision of enhanced bicycle parking and safer railroad crossings.	Long-Term	Village; Metra; RTA	CMAQ; PBS; SRTS; TCSP; RTA; TIGER
3D-3	Develop programs with Pace to provide ride pools to Northbrook employers to Metra Station and other destinations.	Short-Term ★	Village; Pace; Metra; RTA	Village; Pace; RTA; PPP; TIGER

MATRIX KEY

Short-Term Phasing (1-3 years)
Long-Term Phasing (4-6 years)

Early Action Project ★
(project that can be completed within the first year of plan implementation)

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

4: Environment & Open Space

Preserve and enhance the natural gems of the downtown including the Village Green and the river.

GOAL

Project	Phasing	Participants	Funding Options ¹	
Strategy 4A: Develop a feasibility study for the creation of Shermerville Common behind Village Hall, including stormwater management, parking, relocation of public works, and removal of water tower..				
4A-1	Develop a feasibility study for the creation of Shermerville Common, including stormwater management, parking, relocation of public works, and removal of water tower. - Investigate stormwater needs and feasibility of a new detention facility that could be used as a pond for recreation activities such as fishing. - Determine feasibility of relocating the public works garage and removing the water tower. - Determine parking needs for Village Hall, library expansion, Metra, and park users.	Short-Term ★	Village; Park District; Library; Metra; RTA	Village; TIF
Strategy 4B: Continue efforts to enhance the river and mitigate flooding, while establishing a continuous and useable open space system along the river.				
4B-1	Implement stormwater improvement recommendations in the downtown.	Long-Term	Village	Village; IGIG; TIF; SSA
4B-2	Recognize the existence of the 100-year floodplain areas and work to remove flood hazards.	Long-Term	Village; property owners	Village; IGIG

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

MATRIX KEY

Short-Term Phasing (1-3 years)
Long-Term Phasing (4-6 years)

Early Action Project ★
(project that can be completed within the first year of plan implementation)

5: Urban Design & Streetscape

Downtown Plan Goals, Strategies & Projects - Implementation Plan

Enhance the existing streetscape experience to make it more inviting for shoppers, diners, residents, and other visitors to the downtown.

GOAL

Project	Phasing	Participants	Funding Options ¹	
Strategy 5A: Provide for streetscape improvements as development occurs on Shermer Road north of Church Street and south of Walters Avenue.				
5A-1	Extend the Shermer streetscape northeast to Waukegan Road and south across the Metra tracks to Farnsworth, and eventually to Techny Road.	Short-Term	Village	Village; ITEP; TIF; SSA
5A-2	Enhance and expand existing streetscape improvements along Meadow Road between Cherry Lane and Walters Avenue to adjacent street segments, where appropriate.	Short-Term	Village (with coordination with appropriate road jurisdictions)	Village; ITEP; TIF; SSA
5A-3	Create a new greenway walking path between the Metra station and the Library.	Short-Term	Village; Park District; Library	CMAQ; PBS; SRTS; TCSP; IDNR
5A-4	Establish gateway improvements at the Waukegan Road/Shermer Road intersection, Meadow Road/Cherry Lane intersection, and near the Metra station.	Short-Term ★	Village	Village; ITEP; TIF; SSA
Strategy 5B: Create a consistent signage and wayfinding program to direct visitors to downtown from Waukegan, Dundee, Willow and Shermer Roads.				
5B-1	Create a consistent signage and wayfinding program to direct visitors to downtown from Waukegan, Dundee, Willow and Shermer Roads.	Short-Term	Village	Village; ITEP; TIF; SSA
Strategy 5C: Place utilities underground whenever practical and possible.				
5C-1	Place utilities underground whenever practical and possible, particularly coordinating with the redevelopment projects proposed in this plan.	Long-Term	Village	Village; TIF; SSA

MATRIX KEY

Short-Term Phasing (1-3 years)
 Long-Term Phasing (4-6 years)

Early Action Project ★
 (project that can be completed within the first year of plan implementation)

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

6: Identity & Branding

Identify the identity that captures the essence of our future vision for downtown and implement marketing efforts around it.

GOAL

Project	Phasing	Participants	Funding Options ¹
Strategy 6A: Establish a comprehensive marketing program for the downtown that coordinates the activities of the Village, Downtown Merchants Association, Chamber of Commerce, Library, Park District, Churches and transit agencies.			
6A-1	Establish a comprehensive marketing program for the downtown that coordinates the activities of the Village, Downtown Merchants Association, Chamber of Commerce, Library, Park District, Churches and transit agencies.	Short-Term	Village; Downtown Merchants Association; Chamber of Commerce; Library; Park District; Churches; RTA; Pace
Strategy 6B: Improve the coordination of business, civic, and cultural activities.			
6B-1	Improve the coordination of business, civic, and cultural activities.	Short-Term	Village; local businesses; local civic and cultural organizations

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

MATRIX KEY

Short-Term Phasing (1-3 years)
 Long-Term Phasing (4-6 years)

Early Action Project ★
 (project that can be completed within the first year of plan implementation)

7: Public Participation | Downtown Plan Goals, Strategies & Projects - Implementation Plan

Continue to involve a mix of residents, downtown property owners, and business representatives and community leaders in the decision-making process for the future of the downtown.

GOAL

Project	Phasing	Participants	Funding Options ¹	
Strategy 7A: Widely publicize public hearings involving significant regulatory, land use or transportation changes in the downtown.				
7A-1	Widely publicize public hearings involving significant regulatory, land use, or transportation changes in the downtown.	Long-Term	Village	Village
Strategy 7B: Utilize social media, questionnaires, and websites to promote communication across government agencies and downtown destinations.				
7B-1	Utilize social media, questionnaires, and websites to promote communication across government agencies and downtown destinations.	Short-Term ★	Village	Village

¹ See listing of funding options (abbreviations and descriptions) at the end of this section.

MATRIX KEY

Short-Term Phasing (1-3 years)
 Long-Term Phasing (4-6 years)

Early Action Project ★
 (project that can be completed within the first year of plan implementation)

Funding Resources

Below is a listing of potential funding resources that the Village and its partners may pursue when implementing the projects outlined in this section. Funding options for each project are listed in the far right column in the implementation plan matrices on the previous pages. The following key lists the abbreviation for each funding resource:

Village	Village of Northbrook
STP	Surface Transportation Program
CMAQ	Congestion Mitigation Air Quality
ITEP	Illinois Transportation Enhancement Program
PBS	Illinois Pedestrian & Bicycle Safety Program Grant
SRTS	Safe Routes To School
IDNR	Illinois Department of Natural Resources
TCSF	Transportation, Community & System Preservation Pilot Program
RTA	RTA Operating & Capital Funding Programs
TED	Transportation Enhancement District
TIF	Tax Increment Financing District
BID	Business Improvement District
SSA	Special Service Area
PPP	Public/Private Partnerships
USEPA	U.S. Environmental Protection Agency Brownfields Program
IGIG	Illinois Green Infrastructure Grant
CMAP	CMAP Local Assistance Program
TIGER	TIGER Grants

Surface Transportation Program (STP)

STP provides flexible funding that is used by states and localities on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program generally is 80%. Each of the region's 11 Councils of Mayors are allocated STP funding on the basis of population. Each Council oversees the planning and programming of these STP funds within their own region, and has developed their own set of project selection guidelines. The Northwest Municipal Conference (NWMC) is the lead agency for programming STP funds in the Northwest re-

gion of the Chicagoland suburbs. All selected projects must be submitted to CMAP for inclusion in the region's Transportation Improvement Program (TIP). STP funding would only be available for improvements to Shermer Road and Walters Avenue.

Congestion Mitigation Air Quality (CMAQ)

CMAQ is a federally funded program part of the surface transportation improvements designed to improve air quality and to mitigate congestion. Eligible projects may include transit improvements, commuter parking, traffic flow improvements, and pedestrian and bicycle enhancements. However, parking structures have not fared well under the CMAQ program. Projects are submitted for northeastern Illinois through CMAP. CMAQ grants are awarded each fiscal year dependent on available funding from the Congressional appropriation of funds. Funding is available for 80% of the total engineering and construction costs. To be eligible for funding, a project must be included in the TIP.

Illinois Transportation Enhancement Program (ITEP)

ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental improvements related to transportation infrastructure. A project must fall into one of twelve eligible categories listed within the ITEP Guidelines Manual and also must relate to surface transportation in order to qualify. IDOT administers this program. Funding is available for 80% of engineering and construction costs.

A sub-category of ITEP is the Illinois Green Streets Initiative with a goal to reduce greenhouse gas emissions in the state, and to address the growing threat of global climate change, through landscape or streetscape projects that involve the planting of native trees and prairie grasses.

Illinois Pedestrian & Bicycle Safety (PBS) Program Grant

This grant is designed to aid public agencies in funding cost effective projects that will improve pedestrian and bicycle safety through education and enforcement. Applicants for this grant can apply for one or more of 3 grant categories: (1) enforcement efforts; (2) educational efforts, which can include pedestrian and bicycle master plans, distribution of education materials, walk and bike promotional programs, and distribution of protective equipment; and (3) research and training.

Safe Routes To School (SRTS)

The Illinois Safe Routes to School Program supports projects and programs that enable and encourage walking and bicycling to and from school. SRTS aims at facilitating the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of public and private schools (K-8 grades). The program funds both infrastructure improvements as well as non-infrastructure projects with project types including sidewalks, crosswalks, bike facilities, and traffic calming improvements. All projects are funded at 100%.

Illinois Department of Natural Resources (IDNR)

IDNR administers several Outdoor Recreation Grant programs. Relevant programs include:

- » Bicycle Path Program – helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities.
- » Recreational Trails Program – provides up to 80% funding assistance for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails.
- » Open Space Lands Acquisition and Development (OSLAD) assists local government agencies in the acquisition and development of land for public parks and open space. This program has been used to fund bicycle/multi-use trail development. The OSLAD program is state financed and grants of up to 50% may be obtained. Acquisition grants are limited to \$750,000 and park development grants are limited to \$400,000.

Transportation, Community And System Preservation Pilot Program (TCSP)

The TCSP Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. Planning grants may include those to improve walking, biking, and transit systems, as well as the development of new types of transportation financing. Implementation grants may include grants for activities to implement TOD plans.

RTA Operating & Capital Funding Programs

RTA has two funding programs to provide operating and capital funds for transit projects.

- » Job Access Reverse Commute (JARC)/ New Freedom (NF): Federally funded program that provides operating and capital assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. The NF program provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA). Projects funded through this program advance the vision and goals of the RTA by reducing transportation barriers and expanding mobility options available to persons with disabilities beyond the requirements of the ADA.
- » Innovation, Coordination, or Enhancement (ICE): Provides operating and capital assistance to enhance the coordination and integration of public transportation and to develop and implement innovations to improve the quality and delivery of public transportation. New applications for the ICE program were not accepted as part of the 2011 Call for Projects.

Transportation Enhancement District (TED)

Local municipalities could work cooperatively with the RTA, Metra, Pace, IDOT, and the Northwest Municipal Conference to create a TED. A TED is a local development tool that helps communities manage parking resources while supporting both economic development and mobility. TEDs charge market rates for parking on the street or off-street public spaces and use part of the increased revenue to make the area more accessible. TEDs are managed similar to a Special Service Area. These districts can be used to make the area more walking-oriented and connected to the larger neighborhood, improve transit connections, invite more bicycling, and revitalize the streetscape to reflect the character of the neighborhood or district.

Tax Increment Financing (TIF) District

TIF districts are used to help improve a stagnant area that requires significant public infrastructure improvements to attract private investment. Once implemented, a TIF allows public improvement costs to be repaid by the increased property tax revenue that is gen-

erated by private development. State law allows TIF funds to be used for planning studies, land acquisition, demolition and site preparation, and public infrastructure.

Business Improvement District (BID)

BID's help to increase options for development and redevelopment. Specific benefits of a BID include: control and dispose of property; secure bond financing for public improvements and development; enter into contracts with any public or private agency; and exercise the use of eminent domain for property acquisition for redevelopment purposes.

Special Service Area (SSA)

A special service area (SSA) is a funding tool primarily utilized to help preserve and promote commercial districts. An SSA allows for a property tax levy to underwrite the funding of special services for a commercial district, independent of the general municipal services provided by the local government. The benefit of establishing an SSA is to ensure funds are locally managed and distributed only within the boundaries of the SSA. An SSA can help fund services that relate to maintenance, beautification, advertising/promotion, security, and other technical assistance to encourage commercial activity and economic development.

Public/Private Partnerships

Public/private partnerships with a private developer can help to facilitate proposed commercial redevelopment or future parking structures. This partnership could be established through legal negotiations and performance standards.

USEPA Brownfields Program

The USEPA provides technical and financial assistance for brownfields activities, supporting revitalization efforts through environmental assessments, cleanup, and job training. Several grant types are available, including area-wide planning programs, assessment grants, and cleanup grants.

- » Area-wide Planning Pilot Program provides a flexible grant that can include financial and/or staff assistance for developing area-wide brownfields plans, identifying next steps, and resources needed for implementation. Awards are limited to \$175,000.

- » Assessment grants provide funding for brownfields inventories, planning, environmental assessments, cleanup planning, and community outreach. Grants limited to \$200,000 per assessment or total grant funding \$400,000.

- » Cleanup grants provide direct funding for cleanup activities a specific brownfield sites. Grants are limited to \$200,000 per site with 20% local match.

IL Green Infrastructure Grant

Under this program, grants are available to implement green infrastructure for stormwater management. There are three program categories: combined sewer overflow rehabilitation, stormwater retention and infiltration, and green infrastructure small projects.

CMAP Local Assistance Program

CMAP offers technical assistance to advance the implementation of the GO TO 2040 Plan. The program is primarily focused on assistance with a small amount of grant funding available. Typical projects include local comprehensive plans, zoning ordinance updates, subarea plans, and projects related to sustainability and the natural environment.

TIGER Grants

TIGER grants invest in road, rail, transit, and port projects to preserve and create jobs, promote economic recovery, invest in transportation infrastructure to provide long-term economic benefits, and assist those areas most affected by the economic downturn. Projects can include highway or bridge rehabilitation, interchange reconstruction, road realignments, public transportation projects (including projects in the New Starts or Small Starts programs), passenger rail projects, and freight rail projects. Pre-applications for TIGER 3 grants were due on Oct. 3 and final applications due on Oct. 31, 2011. Projects must be between \$10 million and \$200 million. No more than 25% of total funds (\$131 million) may be awarded to projects in a single state. Grants are available for 80% of project cost but higher priority given to those projects with higher local commitment.

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