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Shore Access and Recreation

This chapter provides an overview of the public access and recreational resources within the Illinois coastal zone. These are:

- The definition of a beach.
- The distinction between public and private beaches.
- The location of public beaches.

Definition of a Beach

Although it can be easy to achieve consensus that a beach is a sandy area along the shore, for the purposes of coastal zone management, it is important to clearly define what is meant by the term “beach.” The degree of engineering along the Illinois coast requires a beach definition specifically for this coast.

Segments of the Chicago shore are concrete promenades atop revetments, with deep water marginal to the revetment. During summer, these promenades have assigned Chicago Park District lifeguards. Deepwater swimming is allowed, and the concrete promenade is commonly used for sunbathing. The Chicago Park District and the public, have at times referred to these concrete shore segments as “paved beaches.”

The IDNR for the purposes of the ICMP defines a beach on the Lake Michigan shore as:

“the area of unconsolidated material (sand, gravel, pebbles and possibly cobbles), either naturally occurring or artificially placed, that has an upper limit either along the line of permanent vegetation or along the lakeward edge of any coastal structure such as a revetment, bulkhead, breakwater, groin or sidewalk, and a lower limit below water where sand persists across the lake bottom, and calm-water depths, no greater than six feet.”

This definition of a beach does not rely on whether swimming is permissible. Excluding the element of “swimming” from the definition avoids the complication of the seasonal aspect of swimming, and acknowledges that along some public beaches, for safety reasons, swimming may not be allowed. The depth limit of six feet, correlates with the shallowest depth contour shown on nautical charts (six feet is equivalent to one fathom). The six-foot depth is also the extreme limit to which a very tall person might be able to wade in calm water.

This definition of a beach makes no reference to lake-level elevation. The lake level of Lake Michigan is continually in flux, this beach definition reflects that the width of the beach will vary with the lake level. Times of higher lake levels will result in narrower beaches, times of lower lake level will result in wider beaches. This definition also recognizes that some beaches on the Illinois coastline, in part or in whole, may exist due to artificial placement of sand to nourish or create the beach.

No distinction is made between artificial (engineered) and “natural” beaches. Because of the abundant shore protection along the Illinois coast, beaches are not a ubiquitous coastal feature. Some sections of shore may have no beach, such as where the lake water directly intercepts a breakwater, bulkhead or revetment, and the local shoreline occurs along the structure.

Public beaches are those areas that satisfy the above definition and are owned by a municipal, county, state or federal government. Although beaches along the Illinois coast typically allow public access, this does not necessarily mean unrestricted access. For example, there are permit requirements for access to the southern beach in the South Unit of Illinois Beach State Park, to manage human impact in this designated nature preserve. In addition, many of the municipal beaches along the North Shore require beach passes, tokens, parking passes, or other access controls, to manage the beach areas specifically for municipal residents or those from other municipalities willing to pay for use.

Distinction Between Public and Private Beaches

Public beaches along the Illinois coast are owned by government agencies. In contrast, private beaches are held by riparian owners. Riparian ownership along the Illinois coast is concentrated in the communities of the North Shore; and Lake Bluff to Evanston on Chicago’s far North Side and far South Side.

According to Illinois Supreme Court (*Brundage v. Knox*, 1917), coastal sections with riparian ownership, the boundary between public and private ownership is the still-water shoreline. Above (*i.e.*, landward of) the still-water shoreline is private; below (*i.e.*, lakeward of) the stillwater shoreline is public. As the lake level fluctuates and the still-water shoreline shifts landward or lakeward, the boundary line shifts accordingly. The submerged part of the beach, the sandy lake bottom lakeward from the still-water shoreline, always remains in public ownership.

Beach accretion of sand or gravel by natural or artificial means for which the riparian owner is not responsible, that accreted above-water beach area belongs to the riparian owner. Case law does not grant private ownership of any beach area resulting from the entrapment or retention of sand caused by construction of any type of shore structure. Because of a long history of constructing numerous private groins along the North Shore (Keefe 2002; Shabica *et al.* 2004), there are many such areas of accreted beach. However, any beach area that is artificially accreted beach is legally public.

Public Beach Distribution Along the Lake Michigan Shore

Engineering for lakeshore parkland has resulted in much of the public coastline consisting of revetments or bulkheads that preclude beach area. This is the case on the Chicago and Evanston shore where stepped revetments, (Chicago) or rubble-mound revetments, (Evanston) extend along the shoreline of much of the lakeshore parks. There is no beach adjacent to these structures. This results in an Illinois coast with a much greater extent of lakeshore parkland and public space than public beach.

The most extensive reach of continuous public beach is six miles along the North, and South units of Illinois Beach State Park. In contrast, some of the neighborhood street-end public beaches along

Chicago’s far north lakeshore, and several of the beaches along the filled land of the Chicago lakeshore, may be no more than several hundred feet.

Figure 5-1 shows the location and name of all public beaches and the municipality, state or county government responsible for beach management. The only public beaches under county management occur at Fort Sheridan Forest Preserve. The only federally managed beach area occurs at Great Lakes Naval Training Center, where the beach is accessible for only base personnel.

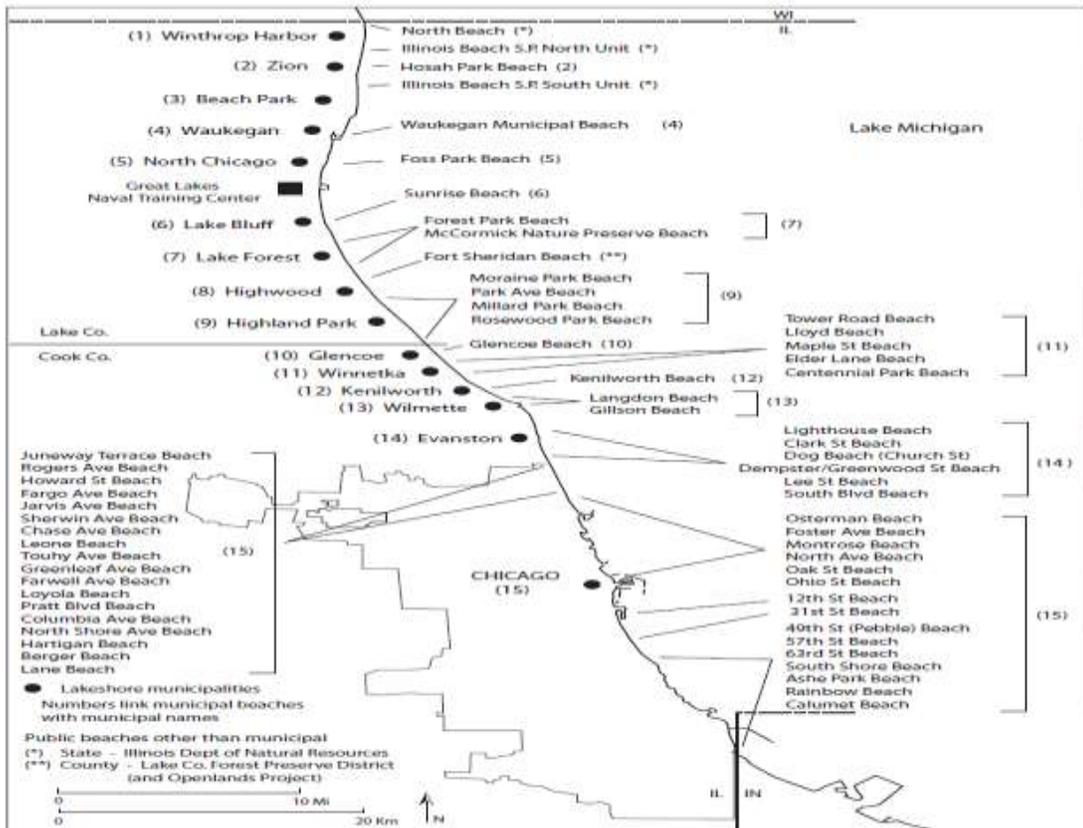


Figure 5-1. Public beaches of the Illinois coast of Lake Michigan associated with each of the fifteen municipalities that are on or near the lakeshore.

As shown in Figure 5-1, the majority of public beaches (33 named beaches) are on the Chicago coastline. Evanston has six, Winnetka has five, and Highland Park has four. Lake Forest and Wilmette each have two. There are six municipalities with one public beach including: Zion, Waukegan, North Chicago, Lake Bluff, Glencoe, and Kenilworth. The three municipalities of Winthrop Harbor, Beach Park, and Highland Park have no municipal beaches along the lakeshore.

Beach-User Fees

Municipal beaches in Zion, Waukegan, North Chicago, and Chicago have unrestricted public access with no user fees. In contrast, North Shore community municipal beaches (from Lake Bluff to Evanston) have varied means of managing access. A user fee is a common technique requiring the purchase of a day, or season pass (or token), that permits beach use. The City of Waukegan and the City of Lake Forest do not require purchase of beach passes, but both manage access to beach areas by parking restrictions.

Beach user fees are a long-standing practice for North Shore municipalities because revenue supports facility operations. This assures preference for municipal beach use to residents who support these beaches through local taxes. Evanston has an agreement with the neighboring municipality Skokie allowing Skokie residents to purchase Evanston beach tokens and passes at the resident rate.

Beaches Along Lake Calumet and Wolf Lake

Wolf Lake has public beach area at the William Powers State Recreation Area (described in a following section). This recreation area includes both land area bordering the lake as well as a major part of the open-water area (Figure 5-2).

No public beaches are present along the Lake Calumet shore. The majority of the Lake Calumet shoreline is part of the Lake Calumet Harbor complex, officially known as the Senator Dan Dougherty Harbor. The Harbor is managed by the Illinois International Port District. Along the northern shore of Lake Calumet, there is public land at the Harborside International Golf Course, and adjacent undeveloped parkland on the east side of the golf course. There are no public beaches along this public land. These shoreline areas are secured as part of the Port District's security plan, which is required by the U.S. Department of Homeland Security and the U.S. Coast Guard.

Municipal Public Land Bordering the Inland Waterways

In recent decades, the amount of publicly accessible land along the margins of the Inland Waterways has been increasing. Along the Main Stem Chicago River, a river walk continues to be developed. Ping Tom Park on the banks of the South Branch Chicago River, in Chicago's Chinatown, is an example of new parkland built on a site with a long previous history of railroad use. Canal Origins Park on the South Branch at Ashland Avenue is being developed in recognition of the history of the Illinois and Michigan Canal. Evanston, Skokie, and Lincolnwood have constructed bike paths and sculpture parks along the land that they lease from the MWRDGC on the margins of the North Shore Channel, has provided public access and recreation where no public amenities existed through the early and mid 1900s.

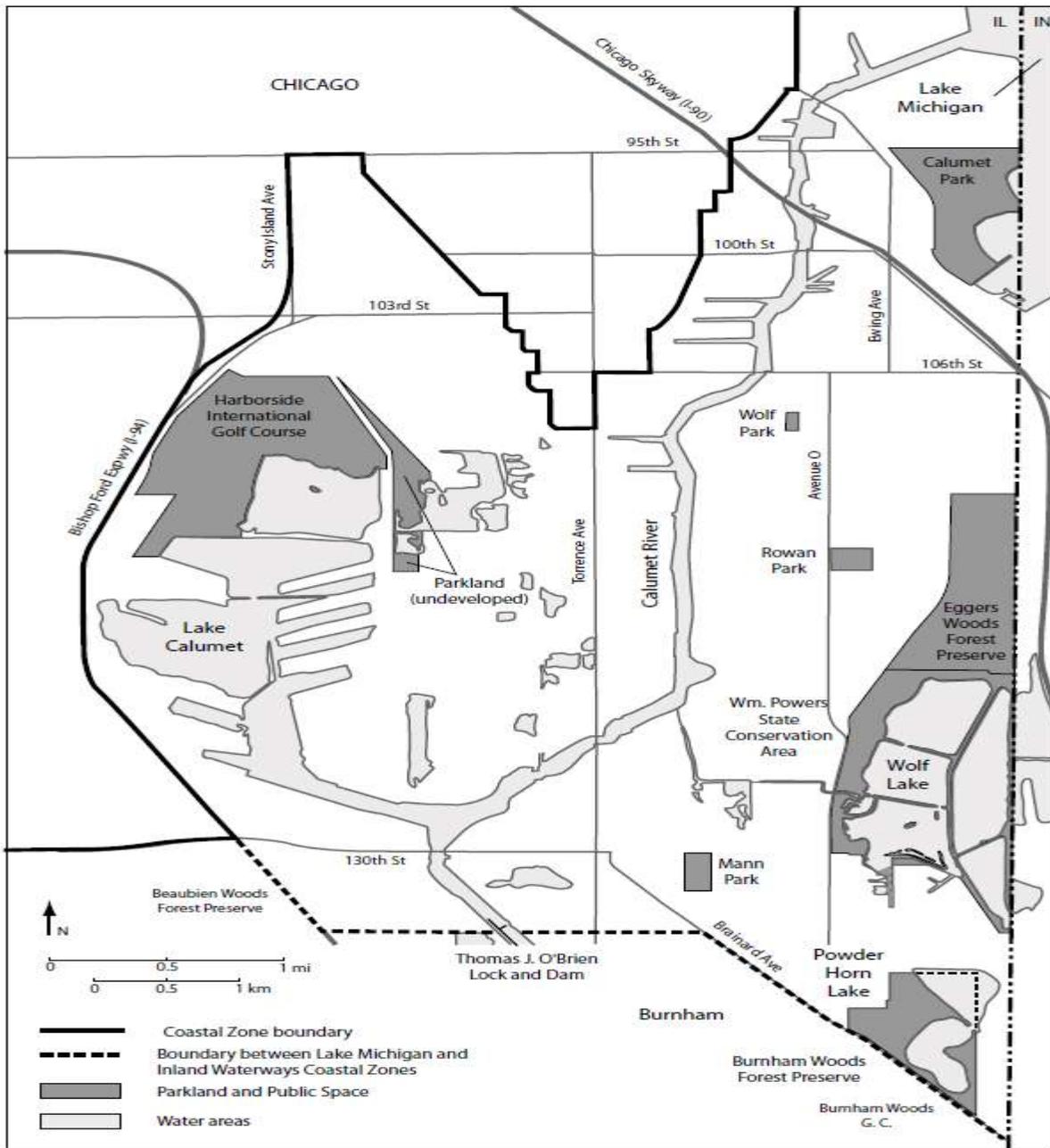


Figure 5-2. Parkland in the Calumet area of the Lake Michigan coastal zone.

Figure 5-3 shows the location and names of municipal, and county, parkland that borders the Inland Waterways. The North Shore Channel and North Branch Chicago River clearly account for the majority of parkland. These parks occupy land owned by the MWRDGC, which leases the land to the municipalities and park districts for park use.

Parkland along the MWRDGC’s land bordering the North Shore Channel, and the far north segment of the North Branch Chicago River, consists of a series of long and narrow parcels segmented by arterial street crossings, railroad right-of-ways, or a few parcels of industrial/commercial land. Other than these relatively narrow disruptions, a nearly continuous park corridor exists from the origin of the North Shore

Channel in Wilmette, approximately nine miles southward to California Park on Chicago's northside. This exceptional intra-urban greenway connects Wilmette, Evanston, Skokie, Lincolnwood, and Chicago.

The other coastal zone parks along the Chicago River system include Chicago River Walk, Ping Tom Memorial Park, and Canal Origins Park. Limitations on public access to the river bank along the lower North Branch, Main Stem, and South Branch Chicago River is related to the history of commercial, industrial, and transportation land uses along these river margins.

Along the Little and Grand Calumet Rivers boundary, public land is primarily owned by the Forest Preserve District of Cook County. The only municipal park is Burnham Park on the Grand Calumet River in the Village of Burnham. Forest Preserve District land includes forested land, grassed open areas, and golf courses.

Public Access Along the Coastal Ravines

Ravines of the Far North, and North Shore Coasts are predominately held in private ownership across ravine slopes. They commonly include municipal easements for stormwater pipes or channels along the ravine bottom. There is no public access to the majority of the ravine system. However, numerous municipal, and county parks along select segments of the ravine system provide access into these distinct and picturesque landscape features.

Along the Far North coast (i.e., Winthrop Harbor, Zion, Beach Park, Waukegan and North Chicago), the ravines do not typically have as much relief as those along the North Shore. However, because of the more landward watershed boundary, these more northern ravines extend two miles or more inland from the coast, as opposed to the ravines of the North Shore, which are half or less in landward extent. Notable parkland along the ravines of the Far North coast includes Beulah Park in Zion, Bowen, Powell, Washington, and Roosevelt Parks in Waukegan.

Parkland along the ravines of the North Shore is typically associated with municipal beach. Ravines commonly provide access roads between the beach and upland areas. Moraine Park in Highland Park restricts vehicle access to the uplands and has only trails into and through the local ravine. The access roads to both the north and south ends of Forest Park Beach in Lake Forest occur within local ravines. The access road to Rosewood Park Beach in southern Highland Park (Figure 5-1) traverses nearly a quarter mile along the lower reach of a ravine. Ravine Drive, which is the access road to Highland Park's Millard Beach, similarly traverses a ravine.

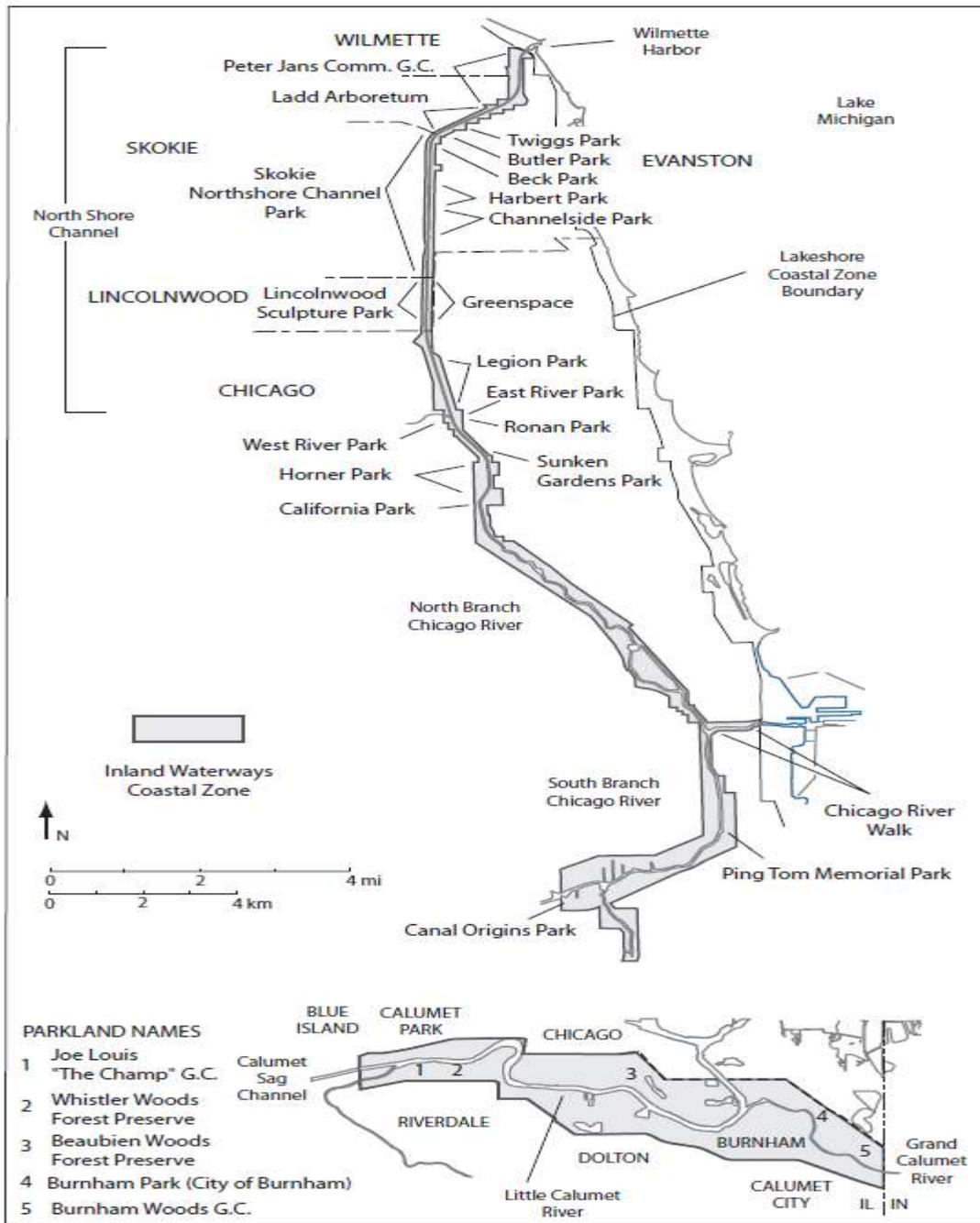


Figure 5-3. Named parks and public space within the limits of the Inland Waterways coastal zone.

Preserved at the Fort Sheridan Forest Preserve District are the Janes Ravine, a very high-quality ravine, and the Hutchinson Ravine. Janes Ravine includes one of the last remaining examples of mesic and dry-mesic upland forest that once dominated and distinguished the North Shore ravines. Bartlett Ravine, another high-quality ravine in a mostly natural condition, at the former Fort Sheridan property, is owned by Openlands as part of its Lakeshore Preserve. Openlands is planning to take ownership of two other ravines at the former Fort Sheridan property—Schenck and Van Horne Ravines.

State-Managed Coastal Zone Parks and Recreation Areas

Two state-owned and managed parkland areas occur within the ICMP boundary at the north and south extremes of the coastal zone. These two locations comprise a total of 3650 acres.

- Illinois Beach State Park/North Point Marina**
 Located at the far northern reach of the Illinois coast, and bordering the Wisconsin state line, this coastal land consists of a 3070 acre state park, and an additional 140 acres at North Point Marina, of which about a 70 acre area is a 1500-slip marina basin. Although the state park is commonly referred to simply as Illinois Beach State Park, based on an act of the Illinois legislature. The complete park name is now Adeline Jay Geo-Karis Illinois Beach State Park. The state park and marina together, comprise what is known as the Bill Cullerton Complex, and are managed by the IDNR.
- William W. Powers State Recreation Area**
 Located in the far southern part of the Illinois coastal zone (Figure 5-2), this parkland owned and managed by the IDNR, borders Wolf Lake and extends to the Indiana state line. This recreation area, totally within the corporate limits of Chicago, includes a total of 580 acres of which 419 are open-water, and 161 acres are land adjacent to the lake. This is a popular picnic and fishing site.

County-Managed Coastal Zone Parkland and Public Areas

Both the Lake County Forest Preserve District and the Cook County Forest Preserve District have land areas within or partially within the Illinois coastal zone boundary. These Forest Preserve facilities, and the municipalities within which they are located are as follows:

- | | |
|---|---|
| <ul style="list-style-type: none"> <p><u>Lake County Forest Preserve District</u></p> <p>Spring Bluff Forest Preserve</p> <p>Thunderhawk Golf Club</p> <p>Lyons Woods Forest Preserve</p> <p>Greenbelt Forest Preserve</p> <p>Fort Sheridan Forest Preserve</p> | <p><u>Location</u></p> <p>Winthrop Harbor</p> <p>Beach Park</p> <p>Waukegan</p> <p>Waukegan</p> <p>Former Fort Sheridan</p> |
| <ul style="list-style-type: none"> <p><u>Cook County Forest Preserve District</u></p> <p>Eggers Woods Forest Preserve Chicago</p> <p>Whistler Woods Forest Preserve Riverdale
 (Including Joe Lewis "The Champ" Golf Course)</p> <p>Beaubien Woods Forest Preserve Chicago</p> <p>Burnham Woods Forest Preserve Burnham
 (Including Burnham Woods Golf Course)</p> | <p>Chicago</p> <p>Riverdale</p> <p>Chicago</p> <p>Burnham</p> |

Boating Access Along the Lake Michigan Shore

The small-boat harbors along the Illinois coast are primarily concentrated along the Chicago lakeshore in Cook County and along the far north lakeshore at North Point Marina and Waukegan in Lake County. Other than Wilmette Harbor in Wilmette, there is an absence of small-boat harbors along the North Shore from Lake Bluff south to Evanston. However, several of the municipalities along the North Shore have boat-launching facilities consisting of lifts and/or ramps at one of their lakeshore parks. These facilities also allow beach launching of shallow-draft sailboats.

The harbor at Great Lakes Naval Training Center is restricted for use by naval-station personnel; however this large harbor complex includes boat launching and harbor moorage for small boats. The only commercial facilities along the Illinois Lake Michigan shore for recreational launching, mooring and storage occur in the inner part of Waukegan Harbor (Larsen Marine Service) and at North Point Marina (Skipper Buds).

Figure 5-4 shows the distribution of public marinas and small-boat harbors as well as the locations of public boat launching facilities. The following list of the marinas and small-boat harbors identify the responsible authority for managing these facilities.

- Lake County Marinas and Small-Boat Harbors

North Point Marina	IDNR
Waukegan Marina	Waukegan Port District
Great Lakes Harbor	GLNTC – U.S. Navy*
	(*not a public facility, but offers emergency refuge)

- Cook County Marinas and Small-Boat Harbors

Wilmette Harbor	Wilmette Harbor Association (public/private)
Montrose Harbor	Chicago Park District
Belmont Harbor	Chicago Park District
Diversey Harbor	Chicago Park District
DuSable Harbor	Chicago Park District
Monroe Harbor	Chicago Park District
Burnham Harbor	Chicago Park District
59 th Street Harbor	Chicago Park District
Jackson Park Harbors	Chicago Park District (Inner and Outer Harbor)

Commercial marinas exist along the Calumet River and provide direct access to Lake Michigan by way of the river mouth, which opens to Calumet Harbor. No public marinas are present along the Calumet River. No public or commercial marinas occur at Lake Calumet.

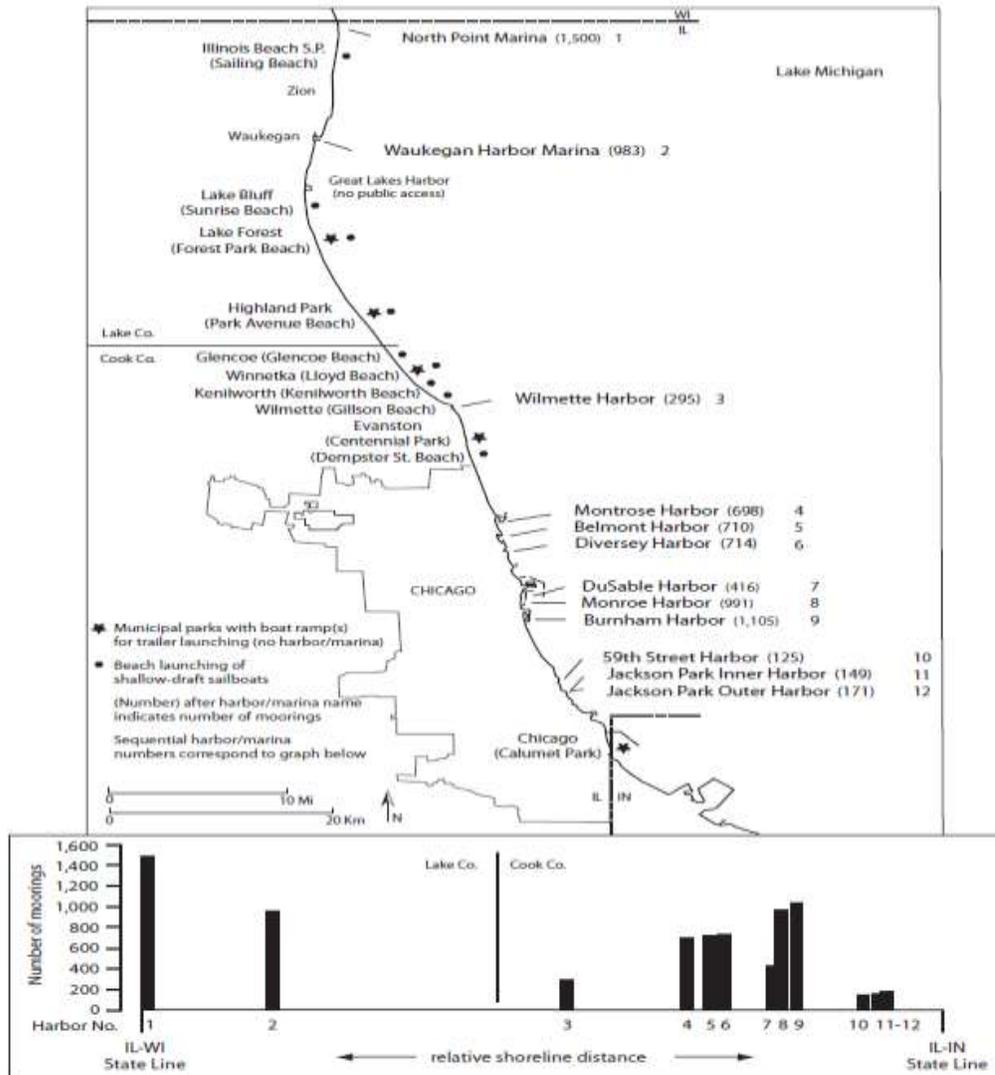


Figure 5-4. Locations of twelve recreational harbors/marinas along the Illinois coast, municipal boat-launch facilities without harbors, and beaches designated for beach launching of sailboats. Graph compares the mooring capacity of the twelve harbors/marinas.

Marinas along the Illinois coast provide for 7,857 slips/moorings (2007 data). Of this total, the Lake County segment of coast has 2,483 (32%) and the Cook County segment has 5,374 (68%). Prior to the 1980s, essentially all recreational moorage along the coast was along the Cook County shore and, other than moorage at Wilmette Harbor, the majority of Cook County moorings were at the small boat harbors along the Chicago lakeshore. Wilmette Harbor is identified in figure 5.4 as a public/private facility, because this is a public waterway. Harbor operations are managed by a private (membership; not-for-profit) harbor association.

Boating Access Along the Inland Waterways

The North Branch and South Branch Chicago River, and the Little Calumet River, each have commercial boatyards along the riverbanks that provide boating services, storage and launching. These facilities

support recreation boats that moor through the season in the harbors on the Chicago lakeshore. Chicago harbors have ramps for trailer launching of small power and sailboats, but large power and sailboats require the lift equipment that's found in marinas along the inland Waterways.

In contrast to the abundance of private marinas and launch facilities, public boat-launch facilities on Inland Waterways within the coastal zone are minimal. There are no public boat ramps on the North or South Branches of the Chicago River, or the Main Stem. Along the North Shore Channel, there are no public or commercial facilities for powerboat launching. However, a facility for canoe and kayak launching (Thomas J. Dammrich Rowing Center) has been built in Skokie by the Skokie Park District at Oakton Street.

The Inland Waterway segment of the Little Calumet River has two public boat launch facilities that are part of, and maintained by, the Forest Preserve District of Cook County bordering the river. These boat-launching facilities occur at Beaubien Woods Forest Preserve and at the western margin of the Joe Louis "The Champ" Golf Course (Little Calumet Boating Center). There is no boat launching along the Grand Calumet River.

Boating between the Inland Waterways and Lake Michigan requires transit through either the Chicago Lock for the Chicago River, or the O'Brien Lock for the Little Calumet River. Both locks are operated and maintained by the USACE Chicago District. No boat passage occurs at the Wilmette Lock.

Lake Michigan Underwater Parks

Recreational diving is a popular sport along the Illinois coast. Several designated sites off the Chicago lakeshore provide diving for beginning and advanced divers. The Rachel Carson Scuba Park is an IDNR approved underwater park, located about three miles offshore from Chicago's 59th Street Harbor. Its depth is approximately 35 feet. The site offers the opportunity to dive on a World War II era, torpedo bomber-training plane. Other designated dive sites include the wreck of the MV Straits of Mackinaw, a 200-foot car and passenger ferry, and the Holly Barge wreck, which is a 120-foot barge. These dive sites are maintained by various diving foundations and associations.

Planning and Management Challenges

Lake and Cook County residents have the benefit of numerous access points to Lake Michigan. However, there remain considerable planning and management challenges to reach the full potential of public access and recreation.

Four elements of planning and management are important to address public access and recreation. These are:

- Maintaining existing access and recreation opportunities
- Enhancing existing access and recreation opportunities

- Identifying potential new access and recreation venues
- Planning for new access and recreation
- Maintaining Existing Access and Recreation

Maintaining existing access and recreation is essential. Repairs and maintenance are needed to counter naturally occurring aging and deterioration. Walkways, shore-protection structures, lighting and landscaping are only a few examples of the numerous items that will require periodic repairs and maintenance.

Areas that border existing access and recreation sites may have new construction. They may also have changes in land use, or the flow of vehicular or pedestrian traffic. This could negatively influence existing coastal zone access and recreation. Changes on the urban landscape are continuous and rapid. The challenge exists in assuring that communication and planning are necessary to avoid any detrimental impacts.

The agencies responsible for maintaining existing access and recreation along the Illinois coast and the inland waterways are diverse, and span municipal, county, state, and federal government. Within a specific level of government, there may also be several different offices involved. For example, along a municipal beach there may be different access and recreation responsibilities for the municipal park district and the municipal engineering office. Identification of responsible agency or agencies must be determined on a site-by-site basis.

- Enhancing Existing Access and Recreation

The ICMP will plan and implement enhancements to existing access and recreation that include access that is in compliance with ADA. (ADA, 1990) ICMP will also ensure that access is equitable to people of all ages. Although beaches and lakeshore parks in Chicago are accessible by public transportation, options are limited in the majority of the North Shore municipalities.

Existing access and recreation can be enhanced by increasing user capacity, updating infrastructure, and improving site landscaping and/or aesthetics. In some areas, enhancing a coastal area to a natural area may require restrictions on the type of access. The ICMP will work to assure an appropriate balance across user interests.

- Identifying New Access and Recreation Venues

One of the greatest success stories in creating new access and recreation has been the redevelopment of Chicago's Navy Pier. What in the late 1980s was abandoned dock space and deteriorated buildings has been transformed into the most popular tourist destination along the Illinois shore and the entire state. The Pier has become home to several dinner cruise boats, theatres, dining establishments, conference centers, and specialty shops.

Navy Pier is an example of creating a new access and recreation venue specifically suited for the urban setting of the central Chicago lakeshore. The ICMP will seek opportunities to redevelop former commercial, industrial or transportation-related land for public access and recreation. Some potential areas occur in Chicago near the mouth of the Calumet River, along the Calumet River, and along the shore of Lake Calumet. Additional opportunities exist along the Inland Waterways. In Lake County, opportunities for new access and recreational venues exist along former industrial and commercial land at Waukegan and North Chicago.

In contrast to the “urban” areas, there are also natural areas, along shoreline, and potential ecological improvements to existing recreation venues. The ICMP will identify incentives for individual private landowners to allow access to, or at least across, their stretch of private beach. Incentives may include additional policing, regular beach clean ups at no cost to the landowner, property tax breaks, and other options.

Commercial and industrial activities will continue in the Lake Calumet area and along the Inland Waterways. Commercial water transportation and regional wastewater management are important economic uses. However, there are also untapped opportunities for access and recreation in these areas. The Chicago River portion of the inland Waterways (*i.e.*, North Shore Channel, and North, South and Main Stem Chicago River) has unique recreational opportunities because it traverses the heart of Chicago’s central business district. The coastal zone corridor along the Little Calumet and Grand Calumet Rivers provide opportunities because of the abundance of Forest Preserve District land.

- **Planning For New Access and Recreation**

Lake Michigan is an asset to all Illinois residents. Future population growth in the Chicago metropolitan area requires that there be an increase public lakeshore access. One example of this is the growing popularity of canoe and kayak recreation along the Inland Waterways. There is also interest in further incorporating the Illinois lakeshore and the Inland Waterways into a plan for a Regional Water Trail (Openlands Project 2007). The ICMP will support the necessary planning to meet the growth and increased demand.

ICMP Integration into Existing IDNR Access and Recreation Planning Processes

The IDNR has numerous programs that assist with recreational improvements and projects. The federal Land and Water Conservation Fund (LWCF) program, and the state Open Space Lands Acquisition and Development (OSLAD) program are Illinois’ general-purpose outdoor recreation grant programs. They have comparable objectives, and both programs are managed by the IDNR with concurrent application due dates, equal grant maximums and similar general rules. Other IDNR outdoor recreation grant programs are the Recreational Trails Program, including the Bicycle Path Grant Program, Snowmobile Trail Establishment Fund, Off-Highway Vehicle Recreational Trails Program, Federal Recreational Trails Program, Local Government Snowmobile Grant Program, and the Boat Access Development Grant Program.

Illinois' outdoor recreation needs and priorities are identified in the IDNR's Statewide Comprehensive Outdoor Recreation Plan (SCORP), which is prepared as a five-year document to maintain eligibility. The OSLAD program is limited to local units of government for the acquisition of land, and development of facilities for outdoor recreation. In December 2009, IDNR completed the 2009-2014 SCORP, providing an assessment of Illinois residents' outdoor recreation needs; inventories of the state's outdoor recreation resources; and identifying the changing ways that people recreate in the outdoors. It set the following priorities for LWCF and OSLAD funding:

- Natural Resources Conservation
- Children in the Outdoors
- Greenways and Trails
- Revitalized Lands
- Water Resources
- Special Populations
- Healthy People and Communities
- Interagency Cooperation and Coordination

The LWCF and OSLAD programs are successful partnerships among federal, state and local governments. These programs assist in providing local agencies such as park districts, municipalities, and forest preserve districts, the needed close-to-home outdoor recreation lands and facilities. Local partners play a critical role in the management, and protection, of the state's natural and recreational resources. They further the public's understanding, and appreciation, of the state's natural resources through conservation education facilities and programs.

The IDNR Office of Realty and Environmental Planning (OREP) is responsible for outdoor recreation planning, program administration and project planning/coordination, and acquiring all real estate used by the IDNR for recreation, bikeway, natural areas, wildlife habitat, waterfowl, greenways and open space programs. OREP provides real estate appraisal and acquisition assistance to the IDNR grant programs, and provides technical assistance related to land issues, to other IDNR Offices.

The ICMP has similar objectives and priorities. The ICMP and OREP will facilitate interagency interaction and communication, to coordinate coastal recreational and public access planning. The ICMP also offers a means to provide grant assistance for planning new coastal access and recreation, with an emphasis to broader aspects of regional planning. Exchange of grant proposals, and inventories of project needs, will happen annually. This exchange will be used to identify opportunities and needs best suited to the programs. This interagency coordination will also benefit local agencies.