



Harlem Avenue
between 63rd and 65th

STAKEHOLDER INVOLVEMENT PLAN for Agency and Public Involvement



Prepared by: Illinois Department of Transportation
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1.0 INTRODUCTION

The Illinois Department of Transportation (IDOT) is conducting preliminary and environmental studies (Phase I) for the improvement of IL 43 (Harlem Avenue) between 63rd Street and 65th Street which could include grade separation of the BRC railroad crossings at 63rd Street and 65th Street. The project is located within the City of Chicago, the Village of Summit and the Village of Bedford Park within Cook County, Illinois. The project area is generally bound by W 59th Street to the north, S Oak Park Avenue to the east, W 71st Street to the south and S 75th Street to the west. The project location is shown on **Exhibit A-1** in **Appendix A**.

An Environmental Assessment (EA) will be prepared to analyze a full range of alternatives, including a no-build alternative, and to document potential effects to natural, community and cultural resources. This Phase I study will define the project's purpose and need, develop and evaluate improvement alternatives, based on transportation, environmental, and socioeconomic issues, and recommend a preferred alternative. The project study area may be refined as associated improvements are developed.

1.1 Project History & Background

Chicago Region Environmental and Transportation Efficiency (CREATE) program is a joint effort of the IDOT, the Federal Highway Administration (FHWA), the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR) to improve the efficiency and reliability of the passenger and freight rail service in the Chicago metropolitan area, reduce delays and congestion, improve safety, and provide economic, environmental and energy benefits for the region. The CREATE GS1 project is one of the proposed improvements and consists of grade separating the at-grade crossing of 63rd Street and the BRC railroad. The overall CREATE Program study area and the location of the CREATE GS1 project at IL 43 (Harlem Avenue) and 63rd Street are shown on **Figure 1**. The project is now being considered by IDOT as part of the IL 43 Phase I study improvements outside of the CREATE Program. Information about the CREATE program can be obtained from www.createprogram.org.

Figure 1 CREATE Program Study Area



In January 2011, a Final Feasibility Plan for the CREATE Program was approved by FHWA, in cooperation with IDOT and CDOT. The Feasibility Plan defined the purpose of the GS1 project as reduction of roadway congestion and improvement of safety at the existing at-grade crossing of 63rd Street and the BRC 59th Street Line. The original Feasibility Plan identified two preliminary grade separation alternatives, one for constructing a railroad raising the rail over the highway and one to lower the railroad

under the highway. The report also identified potential impacts and benefits of a grade separation at the 63rd Street crossing.

An Addendum to the Feasibility Plan expanded the scope of the project to include improvements to the at-grade crossing at 65th Street. The Addendum considered raising the BRC 59th Street Line at 63rd and 65th Streets and identified potential impacts and benefits of this alternative.

IDOT will process the IL 43 Harlem Avenue Phase I Study as an Environmental Assessment (EA), following the guidelines set forth by the National Environmental Policy Act (NEPA), Moving Ahead for Progress in the 21st Century (MAP-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), the National Historic Preservation Act, and IDOT's Context Sensitive Solutions (CSS) policy. The study process will consist of development of a Purpose and Need statement, analysis of potential impacts for the alternatives considered and recommendation of a preferred alternative. The study is scheduled to take approximately 24 to 36 months to complete.

1.2 State and Federal Requirements

The process for this project will meet state and federal requirements designed to integrate environmental principles and public interaction into transportation improvements. The requirements include those of the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, National Historic Preservation Act, SAFETEA-LU, MAP-21, and IDOT's Context Sensitive Solution (CSS) legislation.

The IDOT and FHWA, acting as joint lead agencies for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study, developed this Stakeholder Involvement Plan to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC Section 139(g) within the context of the NEPA process.

Note that a listing of highway and environmental-related terms and acronyms is provided in **Tables F-1** of **Appendix F**.

1.3 National Environmental Policy Act (NEPA)

This study will be governed by the National Environmental Policy Act (NEPA) and state regulatory requirements. NEPA is a federal law enacted for environmental protection. The Act outlines policies, sets goals for assessing environmental impacts and establishes a process for policy implementation as means of protecting the environment. It also ensures that the public and other stakeholders are involved in the project and aware of the potential environmental impacts.

1.4 Context Sensitive Solutions (CSS)

This project is being developed per the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and IDOT BDE Procedure Memorandum 48-06.

“CSS is an interdisciplinary approach that seeks effective multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings—its ‘context.’ Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process, including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem-solving and decision-making will help build a general understanding within the community and promote involvement through the study process. As identified in IDOT’s CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholders’ key issues and concerns
- Involve stakeholders in the decision-making process early and often
- Establish an understanding of the stakeholders’ project role
- Address all modes of transportation
- Set a project schedule
- Apply flexibility in design to address stakeholders’ concerns whenever possible

2.0 GOALS AND OBJECTIVES OF THE STAKEHOLDER INVOLVEMENT PLAN (SIP)

The purpose of this plan is to provide a guide for implementing stakeholder involvement for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been developed to ensure that stakeholders are provided a number of opportunities to be informed and engaged, and to provide input as the project progresses.

2.1 Stakeholder Involvement Plan (SIP) Goals

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. A robust stakeholder involvement process holds the keys to developing a strong understanding of the project, minimizing adverse impacts to the community, and fostering public support for the project. This process will employ principles of the CSS.

Stakeholder involvement objectives include:

- Identify stakeholders and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Identify the roles and responsibilities of the lead agency (**Table B-1 in Appendix B**).
- Identify the Project Study Group and Community Advisory Group, and their roles and responsibilities (**Tables C-1 and C-2 in Appendix C**).
- Identify the responsibilities of other agencies.
- Identify reasonable alternative solutions to solve identified problems, with stakeholder input.
- Establish the timing and type of involvement activities with all stakeholders.
- Establish stakeholder requirements for providing timely input to the project development process.

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes elected officials, property owners, business owners, special interest groups, and motorists traveling through the study area.

The identification of stakeholders has begun through a combination of desktop searches, input from local community leaders, sign-up participation during the first public information meeting, and a community context questionnaire.

Stakeholder identification will continue throughout the study. Stakeholders for the project may include, but are not limited to, the following:

- Residents
- Homeowners associations
- Motorists
- Property owners
- Business owners and employees adjacent to the study area
- Churches
- School officials, teachers, and parents
- Advocates for community and historic interests
- Special interest groups (environmental coalitions, bicycle groups, etc.)
- Parks and recreational agencies
- Professional sport teams
- Elected/community officials
- Government and planning agencies
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities/telecommunications
- Emergency service providers
- Hospitals
- Law enforcement agencies
- Postmasters
- Railroads
- Transit agencies and their riders

Early coordination and/or meetings will be conducted with stakeholders within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders, and organizations. Based on an initial understanding of the project, a list of potential project stakeholder groups is provided (**Tables C-3, C-4, and C-5 in Appendix C**).

All stakeholders expressing interest in the project will be added to the project mailing list, and will be able to participate in the process through various public outreach opportunities. These opportunities include the project website, public meetings, public hearing, the CAG, press releases, and newsletters. The project mailing list will be updated and maintained throughout the duration of the project.

3.0 LEAD AND COOPERATING AGENCIES

FHWA and IDOT will act as the joint lead agencies for preparing the Environmental Assessment (EA) for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study. As such, FHWA and IDOT are the ultimate decision-makers for this project.

3.1 Cooperating Agencies

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. A state or local agency of similar qualifications may, by agreement with FHWA and IDOT, be a cooperating agency. Cooperating agencies are permitted, by request of the lead agency, to assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise.

Agencies invited to serve as cooperating agencies for this project are listed in **Table B-2 in Appendix B**. The responsibilities shown in the table are in addition to those that are typical of cooperating agencies, such as the following:

- Identify as early as possible any issues of concern regarding the project's potential environmental and socioeconomic impact.
- Communicate issues of concern formally in the Environmental Assessment (EA) scoping process.
- Provide input and comment on the project's purpose and need.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental impact analyses.

4.0 PROJECT WORKING GROUPS

The working groups for this study will consist of a Project Study Group (PSG) and a Community Advisory Group (CAG).

The objective of the project working groups will be to provide multidisciplinary advisory input to project decisions, and ultimately, to help develop a general understanding for the project. The working group members represent a cross-section of the diverse stakeholders for this project thus they are an important mechanism for obtaining input for a diverse set of stakeholders.

4.1 Project Study Group (PSG)

Per IDOT's CSS procedures, IDOT has formed a PSG, an interdisciplinary team, for developing the IL 43 (Harlem Avenue) between 63rd Street and 65th Street project. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from IDOT, FHWA, and the project consultant team.

The membership of the PSG may evolve as the understanding of the project's context is refined. The PSG has primary responsibility for the project development process.

This group will meet periodically throughout the study to provide technical oversight and expertise in key areas, including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP as well as IDOT and FHWA requirements. Final decisions will be made by IDOT and FHWA leadership. The primary responsibilities of the PSG include:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Working to develop a general understanding among all stakeholders
- Acquiring clearances and approval of resources agencies
- Making periodic presentations to FHWA to acquire partial approvals on approach and design solutions
- Making final project recommendations and decisions

The PSG will meet as required over the course of the study. The twelve (12) PSG meetings will be held in coordination with monthly standing FHWA coordination meetings. The purpose/goals of each PSG meeting are listed in **Table D-1 in Appendix D**. Meeting dates are TBD.

The people listed in **Table C-1 in Appendix C** will form the PSG for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street project.

4.2 Community Advisory Group (CAG)

To assist in the development of the preliminary engineering and environmental studies for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street project, IDOT has proposed the establishment of a Community Advisory Group (CAG). The group will consist of community representatives from a broad cross section of area interest, including elected officials, special interest groups, property owners, business owners, and local residents.

The PSG will seek CAG members through outreach with local community leaders, elected officials, and others. During the public information meeting an information table was set up which allowed interested individuals to sign-up. The CAG will work in close coordination with the study team to ensure that identified solutions balance both community and technical needs. The responsibilities of the CAG include providing input to the study process and a general understanding at key project milestones.

The CAG is anticipated to meet up to five (5) times over the course of the study. The CAG meetings will have a workshop format designed to encourage timely and meaningful opportunities for information exchange between the CAG and the PSG. The purpose/goal of each CAG meeting is listed in **Table D-2 in Appendix D**. Meeting dates will be scheduled based upon when study milestones are reached.

The CAG will achieve several study objectives. First, by sharing information about their communities or organizations, the CAG will help the study team more clearly understand the broader community. The study team will present detailed information about the study to CAG members on a regular basis, thus allowing the CAG to keep the broader community up to date on the progress of the study. CAG members will then report back with feedback from the groups they represent. In this way, the CAG will function as a liaison or pipeline between IDOT and the public. In carrying out these functions, the CAG will play an important role in defining the area's important features, identifying highway preferences, and understanding potential highway effects. Final decisions will be made by IDOT and FHWA leadership.

Any interested people who do not become members of the CAG will be added to the stakeholder list, ensuring they will receive public meeting invitations and project updates.

The persons listed in **Table C-2 in Appendix C** will form the CAG member list for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street project.

4.3 Project Working Group Ground Rules

The Project Study Group (PSG) will establish ground rules under which the SIP will operate. These will be established tentatively with the initiation of the SIP, and must be agreed to by the stakeholders, and therefore may be modified based on stakeholder input.

The PSG will be the basis for respectful interaction of all parties. The tentative rules are as follows:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time, as events warrant.
- All participants must come to the process with an open mind and participate openly and honestly, and treat one another with respect and dignity.
- A *general understanding* is when all stakeholders agree their input has been heard and duly considered and the process was fair.
- All participants should work collaboratively and cooperatively to seek a general understanding.
- The role of the stakeholders is to advise the PSG (defined in section 4.1), which will make the ultimate decisions on the project. A general understanding on project choices is sought from the stakeholders, but the ultimate project decisions will be made by FHWA and IDOT.
- The project must progress at a reasonable pace, based on the project schedule, and all participants must understand that once a general understanding is reached on a topic, it will not be readdressed.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of an observer, not participants in the process.

5.0 TENTATIVE SCHEDULES OF PROJECT ACTIVITIES/STAKEHOLDER INVOLVEMENT

5.1 Implementation

This section describes the general project development process, project activities, and associated stakeholder involvement activities.

5.1.1 Step One: Stakeholder Identification and Development of the SIP

This stage of the project development process includes various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Develop and circulate the draft SIP
- Develop and circulate the draft Community Context Questionnaire
- Assemble and organize the PSG and identify participants for the project working group referred to as the CAG
- Identify project cooperating agencies
- Identify Section 106 consulting parties
- Organize and hold initial one-on-one meetings with agency stakeholders
- Organize and hold a public information meeting

5.1.2 Step Two: Develop Project Purpose and Need

The objective of this stage is to determine the transportation concerns within the study area. Project purpose discussions will focus on providing stakeholders with background on known issues, such as traffic safety and congestion/operational concerns, traffic forecasts, and their prospective effects on future traffic conditions. Issues raised by the project stakeholders in Step One will also be discussed.

The information presented and collected will be used as the basis for the development of the project Purpose and Need Statement. Activities in this step include the following:

- Organize and conduct the initial CAG meeting/workshop. The purpose of the meeting is to explain how the CAG fits within the public involvement process and convey ground rules for participation. The initial task will be to assist in identifying the transportation problems/issues/deficiencies in the study area and to identify goals and objects for the project
- Develop a problem statement; opportunities for stakeholder review will be provided
- Develop a project Purpose and Need Statement; opportunities for stakeholder review will be provided
- Receive concurrence on the Purpose and Need from IDOT and FWHA

5.1.3 Step Three: Identify and Evaluate a Range of Alternatives

A range of project alternatives will be identified and evaluated based on the project's purpose and need. The alternatives development process will be iterative in nature providing progressively greater detail.

Numerous opportunities will be provided for stakeholder input to the development and evaluation of alternatives.

Activities in this step include the following:

- Identify alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Develop and evaluate initial alternatives

5.1.4 Step Four: Identify and Evaluate Alternatives to Be Carried Forward

This milestone of the project consists of further screening the alternatives carried forward based on additional criteria such as comprehensive environmental and design issues in an effort to identify the preferred alternative.

Activities in this step include the following:

- Organize and hold CAG meeting/workshop to discuss alternatives that meet purpose and need
- Identify alternatives to be carried forward
- Organize and hold public meetings to present and solicit input on the project's purpose and need, initial range of alternatives, and the recommended alternatives to be carried forward, and to present the next steps of the study

5.1.5 Step Five: Select Preferred Alternative

In this step, the results of the previous round of evaluations are summarized and presented to the stakeholders for their consideration, evaluation, and input. The objective of this step is to achieve a general understanding on a single preferred alternative.

Activities in this step include the following:

- Evaluate the alternatives carried forward
- Hold CAG meetings/workshops to present design details, evaluation findings and receive stakeholder feedback
- Identify a tentative preferred alternative
- Publish the Environmental Assessment (EA)
- Hold a public hearing to present the preferred alternative, including the identification of all potential property and access impacts

5.1.6 Step Six: Obtain Approvals for Selected Alternative

The PSG will respond to public comments received at the public hearing, and the design and environmental reports will be updated and finalized to reflect the public hearing results. Finally, design approval for the selected alternative will be requested.

5.2 Project Development Schedule and Stakeholder Involvement

The tentative schedule for project development activities and stakeholder involvement milestones is presented on Exhibit A-2 in **Appendix A**.

6.0 PUBLIC INVOLVEMENT PLAN ACTIVITIES

The following activities are proposed as the public involvement plan for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be approved by IDOT before proceeding. Each strategy, as described, identifies a target audience and includes an implementation schedule.

6.1 Stakeholder Activities

A stakeholder is anyone who could be affected by the project and has a stake in its outcome. There are two key groups of stakeholders identified for this study, including those with decision-making capabilities related to implementing transportation investments, and those with public standing that speak for the general public and can influence the broader spectrum of public opinion.

These representatives, divided into two groups, include:

- Public Officials: local, regional, state, and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural, and economic resources
- Private Stakeholders: corridor residents, business and property owners, the motoring public, professional associations, and local, regional, and potentially statewide community, civic, and environmental organizations

Media publication and broadcast groups, critical to informing the public and affecting public opinion, are addressed later in this section.

6.2 Public Outreach Meetings

Stakeholder involvement for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

6.2.1 Agency Coordination

The preparation of an EA requires compliance with many local, state, and federal rules, regulations, and laws. In order to ensure compliance, coordination with resource agencies will occur periodically throughout the study process. As the project progresses, two (2) field review meetings are anticipated during the project development process. One field review occurring prior to finalizing the alternatives carried forward for detailed study and another prior to selection of the Preferred Alternative.

6.2.2 Elected Officials Briefings

Briefings will be conducted with local and regional elected officials, including legislators, regarding study updates and progress. These meetings may be held at major milestones in the project or as requested. Appropriate project summary materials will be prepared for distribution at these meetings.

6.2.3 Public Meetings & Public Hearing

Public involvement for the IL 43 (Harlem Avenue) between 63rd Street and 65th Street study also will include opportunities for broader public meetings in the form of public meetings and a public hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated.

These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives.

The meetings will be advertised by letters, emails, local and regional newspaper advertisements, and the project website, and third-party websites such as those hosted by local municipal and county governments.

The meetings will be in open house format and employ various public informational techniques such as project boards, handouts, and PowerPoint or other multimedia presentations summarizing the project work and findings to date. Opportunities for the public to provide written and verbal comments will be provided at each of the public meetings. A court reporter will be available at the public hearing.

Three public meetings and one public hearing will be held to coincide with major project milestones during the project development process. The purpose / goals of each public informational meeting, public meeting and public hearing along with the tentative dates are listed in **Table D-3 in Appendix D**.

- Public Informational Meeting - serves as a project initiation to educate stakeholders on the project process and study area, and begin to identify study area issues/concerns. It provides an opportunity for the public to share its perspective regarding transportation issues and project concerns.
- Public Meeting #2 - will include a presentation of the initial alternatives, Problem Statement and Purpose and Need Statement.
- Public Meeting #3 - will be held to present alternative evaluation findings and alternatives to be carried forward.
- The Public Hearing - will include a presentation of the preferred alternative for public review and comment.

6.3 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

6.3.1 Mailing List

To support public meeting invitations and other direct public contact, a mailing list will be developed and updated. Phone numbers and e-mail addresses will be added to the list, as available. The mailing list will include recipients such as landowners, federal, state, and local officials, special interest groups, resource agencies, businesses, and members of the public.

The mailing list will be developed using existing resources, as well as other identified stakeholders. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

6.3.2 Project Website

In an effort to use electronic resources, disseminate information to the public, and receive input and comments, a public website will be developed. This website will provide a centralized source of information, available to anyone with access to the internet at any time.

The IL 43 (Harlem Avenue) between 63rd Street and 65th Street study website will have the capability of maintaining a history of the study. Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed material. The website will also allow for two-way communication (comment forms) through the use of e-mail.

The project website address is www.il43study.org.

6.3.3 Other Websites

The following agencies will also provide links to the project website from their websites:

- CREATE
- Village of Justice

6.3.4 Newsletter / Fact Sheet

Newsletters are another tool for the delivery of information on the progress of this project. A one to two-page project newsletter / fact sheet will be produced to provide project information such as background, purpose/need, proposed improvements, anticipated schedule, and contact information. The fact sheet will help promote awareness and will present information in a standard and easy-to-read format. It will be distributed at stakeholder and public meetings. The newsletter / fact sheet will be updated as needed as the project progresses.

6.3.5 Public Response and Communication

Throughout this study, direct public comment will come in the form of e-mail (via a direct link from the website), standard mail, phone calls, and comment forms from meetings and briefings. Indirect public comment will come through the media, non-agency sponsored meetings, and third-party websites. It is important to address public comment so that the public understands that their concerns and opinions are being recognized, and to monitor indirect public comment to be able to respond to potentially problematic issues such as misinformation.

Mail and e-mail responses offer the time to develop a personalized response; however, timeliness will be respected. Phone calls, emails, and standard mail will be answered by the study team. Monitoring other meeting activity, third-party websites, and media reports will continue throughout the study. Reports on the activity will be detailed and stored as they occur.

6.3.6 Community Context Audit

A Community Context Audit (CCA) will be used by the consultant team to engage community participation and will be amended if necessary through discussions with area stakeholders and the PSG. The CCA will serve as a guide to identify various community characteristics in the villages, cities and townships unique to its residents, businesses, and the public in general. The stakeholders participating in the CAG will be asked to fill out a survey to assist in completing the questionnaire, and comments collected at small group meetings, larger public meetings, and submitted via mail will also be reviewed. The information will help identify the project problem statement, as well as the purpose and need for potential transportation improvements. The CCA is designed to take into account the community's history or heritage, as well as address local concerns related to anticipated mobility and access, safety, economic, aesthetic, and quality of life condition.

7.0 PLAN AVAILABILITY AND UPDATES

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

7.1 Availability of the SIP

The PSG will make the SIP available to stakeholders for review at public meetings and on the study website www.il43study.org. As the project proceeds forward, the SIP will be updated to reflect appropriate changes or additions. SIP updates will be posted on the project website. Plan updates will be tracked in **Table E-1 in Appendix E**.

7.2 Modification of the SIP

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels

Revisions to this SIP may be necessary throughout all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary.

APPENDIX A

PROJECT LOCATION MAP AND ANTICIPATED SCHEDULE

Exhibit A-1: Project Location Map

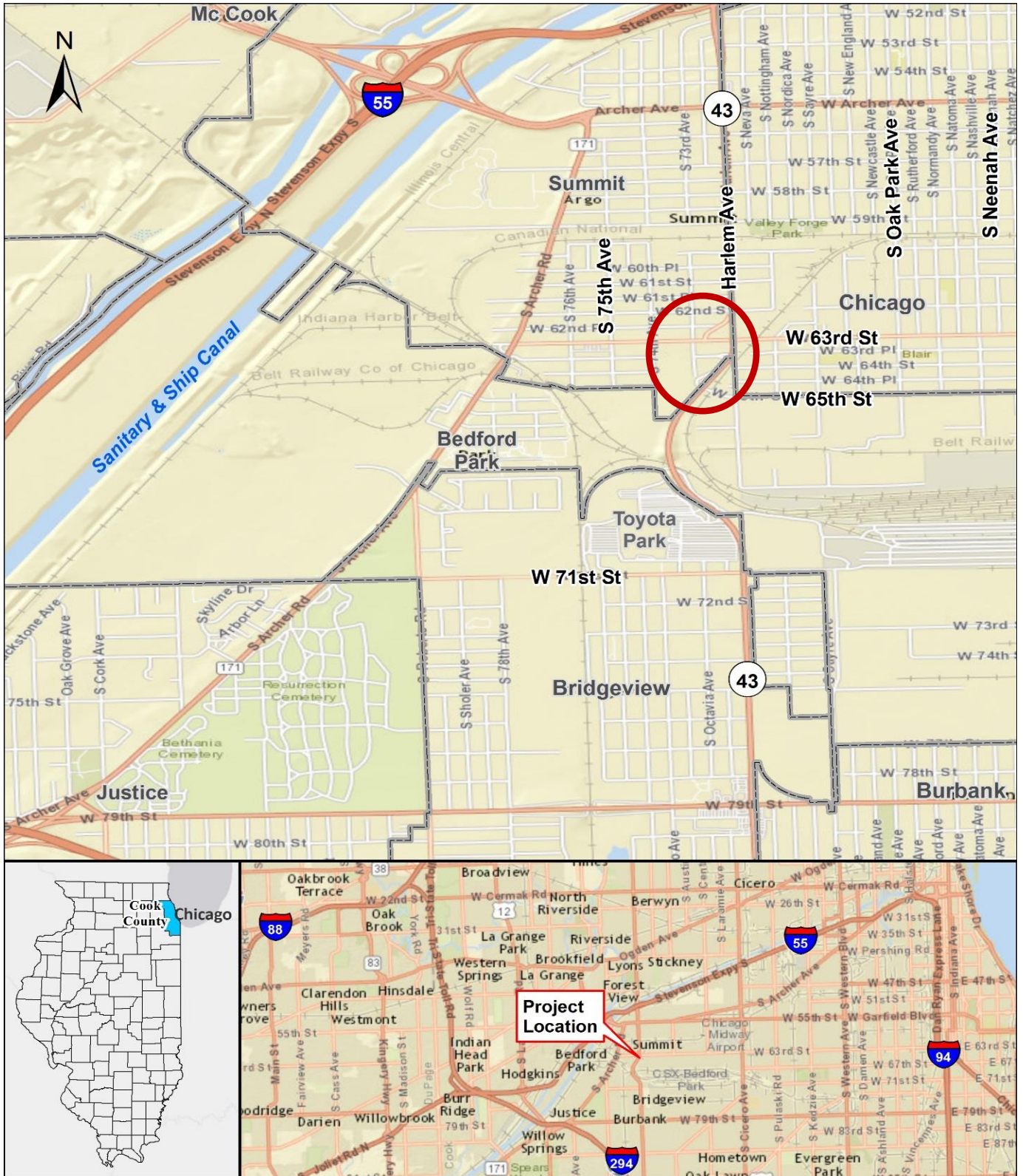
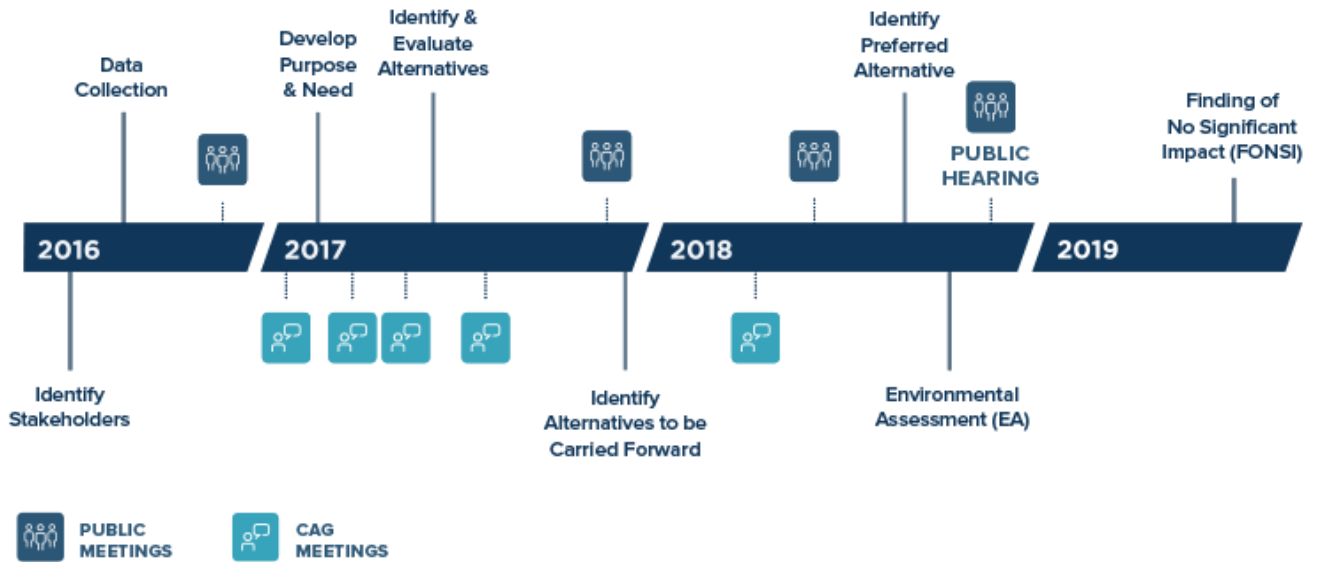


Exhibit A-2: Anticipated Phase I Study Schedule



APPENDIX B

LEAD & COOPERATING AGENCIES AND CONSULTING PARTIES

Table B-1 Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities	Date Accepted
Federal Highway Administration (FHWA)	Lead Federal Agency	NEPA, Project Study Group (PSG)	<ul style="list-style-type: none"> • Manage environmental review process • Prepare EA • Provide opportunity for public & participating/cooperating agency involvement 	To be confirmed
Illinois Department of Transportation (IDOT)	Joint Lead Agency	NEPA, Project Study Group (PSG)	<ul style="list-style-type: none"> • Manage environmental review process • Prepare EA • Provide opportunity for public & participating/cooperating agency involvement • Manage CSS process 	To be confirmed

Table B-2 Cooperating Agencies

Agency Name	Role(s)	Responsibilities	Date Accepted
U.S. Environmental Protection Agency		<ul style="list-style-type: none"> • Provide environmental reviews on wetlands • Provide comments on purpose and need, methodologies, range of alternatives, and preferred alternative 	To be confirmed
U.S. Department of Transportation, Federal Railroad Administration		<ul style="list-style-type: none"> • Provide input for passenger and rail transit orientation solutions 	To be confirmed

U.S. Department of Transportation, Federal Transit Administration		<ul style="list-style-type: none"> • Provide input for passenger and rail transit orientation solutions 	To be confirmed
United States Fish and Wildlife Service		<ul style="list-style-type: none"> • Provide input on the management of fish, wildlife and natural habitats that could be found in the project study area 	To be confirmed
Department of Agriculture		<ul style="list-style-type: none"> • Provide input on the natural resources and environmental issues in order to preserve the land 	To be confirmed
Illinois Environmental Protection Agency		<ul style="list-style-type: none"> • Provide input on air, water, noise, and land quality in the project area and review all environmental issues • Provide comments on purpose and need, methodologies, range of alternatives, and preferred alternative 	To be confirmed
Illinois Historic Preservation Agency		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 process 	To be confirmed
United States Army Corps of Engineers		<ul style="list-style-type: none"> • Provide Section 404 permit jurisdiction environmental reviews; wetlands • Provide comments on purpose and need, methodologies, range of alternatives, and preferred alternative 	To be confirmed

Table B-3 Section 106 Consulting Parties

Agency Name	Role(s)	Responsibilities
Illinois Department of Natural Resources		<ul style="list-style-type: none"> • Provide comment on natural areas and nature preserves, wetlands, threatened and endangered species. • Provide input to USACE on Section 404 jurisdiction
Illinois State Historic Preservation Office		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 process
Landmarks of Illinois		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 process
City of Chicago		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 Process
Chicago Landmarks Commission		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 Process
Preservation Chicago		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 Process
Friends of the Park		<ul style="list-style-type: none"> • Provide input on historic and archeological resources • Provide coordination and review of the Section 106 Process

APPENDIX C
STUDY GROUPS, STAKEHOLDER LISTS

Table C-1 Project Study Group (PSG)

PROJECT STUDY GROUP MEMBERS		
Name	Title	Agency
Jose Rios	Engineer of Program Development	IDOT District One
Pete Harmet	Bureau Chief of Programming	IDOT District One
John Baczek	Project and Environmental Studies Section Chief	IDOT District One
Steve Schilke	Major Projects Unit Head	IDOT District One
Jessica Feliciano	Project Manager	IDOT District One
Anna Kutryn	Project Engineer	IDOT District One
Jason Salley	Geometric Engineer	IDOT District One
Sam Mead	Environmental Studies Unit Head	IDOT District One
Vanessa Ruiz	Environmental Specialist	IDOT District One
Rick Wojcik	Hydraulics Unit Head	IDOT District One
Perry Masouridis	Drainage Studies Manager	IDOT District One
Earl Dunn	Area Programmer for Cook County	IDOT District One
Andy Rabadi	Railroad Engineer	IDOT District One
Sarah Wilson	Bureau of Maintenance Bridge Engineer	IDOT District One
John Sherrill	Project Coordinator	IDOT
Jakita Trotter	CREATE Pubic Outreach Manager	IDOT OIPI
Sam Tuck III	Bureau Chief Freight Rail Management	IDOT OIPI
Catherine Batey	Division Administrator	FHWA

PROJECT STUDY GROUP MEMBERS

Name	Title	Agency
Michael Kowalczyk	Transportation Engineer (CREATE)	FHWA
Matt Fuller	Environmental Program Engineer	FHWA
Scott McGuire	Field Engineering Manager	FHWA
John O'Neil	Principal in Charge	Michael Baker International
Christopher Gesing	Project Manager	Michael Baker International
Isaac Yun	Project Engineer	Michael Baker International

Table C-2 Community Advisory Group (CAG)

COMMUNITY ADVISORY GROUP MEMBERS	
Name	Representing
Adam Eichenberger	Pace Bus
Al Julius	Summit Trustee
Aneta Zattair	Resident
Anita Cummings	United Business Association of Midway
Anjinette Barrett	Homeowner
Antonio P. Ontiveros	Resident
Arlene Boudous	United Business Association of Midway
Bernard Wisner	Homeowner
Bill Mundy	Lyons Township / Summit Public Works
Charlie Murphy	Property Owner / Business Owner
Claudine Malik	Chicago Park District
Cortez Harris	Resident
David Brady	Village of Bedford Park
Dr. Kevin J. O'Mara	Argo Community High School – District 217
Eben Smith	Chicago Public Schools
Elayne Hill	Resident
Elene Dangles	Berkshire Properties, LLC
Gary Gaines	Afton Chemical

COMMUNITY ADVISORY GROUP MEMBERS	
Name	Representing
George Jasencak	Resident
Hanna Kalinowski	Business Owner
Jack Mellas	Business Owner
Jeffrey Sriver	CDOT
Jerry Hurckes	Congressman Dan Lipinski Chief of Staff
Jessica Rybarczyk	Pace Bus
Jim Cainkar	Village of Summit
Joe Alonzo	CDOT
Joseph Schuessler	MWRD
Katherine Zografes	Berkshire Properties, LLC
Krzysztof Wasowicz	Village of Justice
Lawrence Pierce II	Village of Bridgeview/Toyota Park
Maria Zielinski	Resident
Marie Zilka	Clearing Civic League
Mark A. Ferguson	Belt Railway of Chicago
Martin Sandoval	Pace Bus
Mary Murphy	Property Owner / Business Owner
Mary L. Kirksy	Homeowner
Milton Parker Jr.	Homeowner

COMMUNITY ADVISORY GROUP MEMBERS	
Name	Representing
Monica Wiggins	Resident
Nora Garza	Lishmore Place West Phase III Homeowners Association
Nora Beck	CMAP
Norine Abramovic	Resident
Patrick Coogan	Resident
Raymond G. Drish	Clearing Civic League
Rev. Thomas Bernas	St. Rene Goupil Church
Richard J. Techman	Garfield Ridge Civic League
Richard Willman	Pace Bus
Sean Maloy	Bedford Park Fire Department
Sergio Rodriguez	Village of Summit
Soliman Khudeira	CDOT
Tara Orbon	Cook County Department of Transportation and Highways
Tara Fifer	Cook County Department of Transportation and Highways
Thomas Boudous	United Business Association of Midway
Thomas J. Arey	Chicago Public Schools
Wheeler Parker Jr.	Resident
Willie Miles	Homeowner

Table C-3 Project Stakeholders: Federal and State Elected Officials

STAKEHOLDERS: FEDERAL AND STATE ELECTED OFFICIALS		
Name	Title	Representing
Dick Durbin	U.S. Senator	State of Illinois
Tammy Duckworth	U.S. Senator	State of Illinois
Daniel Lipinski	U.S. Congressman	3 rd Congressional District
Martin Sandoval	Illinois State Senator	11 th Senate District
Steven Landek	Illinois State Senator	12 th Senate District
Silvana Tabares	Illinois State Representative	21 st Representative District
Michael Madigan	Illinois State Representative	22 st Representative District
Michael J. Zalewski	Illinois State Representative	23 rd Representative District

Table C-4 Project Stakeholders: Local Elected Officials

PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS		
Name	Title	Representing
Michael Zalewski	Alderman	23 Ward Alderman
Toni Preckwinkle	President	Cook County
Edward Moody	Commissioner	Cook County Board of Commissioners 6 District
John Daley	Commissioner	Cook County Board of Commissioners 11 District
Jeffrey Tobolski	Commissioner	Cook County Board of Commissioner 16th District
Sergio Rodriguez	Village President	Village of Summit
Chester Strzelczyk	Village Administrator	Village of Summit
Sergio Garcia	Village Clerk	Village of Summit
Marvel Parker	Village Trustee& Community Development Chairman	Village of Summit
Aleco J. Julius	Village Trustee	Village of Summit
Selki Dardowski	Village Trustee	Village of Summit
Mayra Ortiz	Village Trustee	Village of Summit
Karen Wasko	Village Trustee	Village of Summit
Setvi Darwoski	Village Trustee	Village of Summit
John Kosmowski	Police Chief	Village of Summit
Wayne Hanson	Fire Chief	Village of Summit
Bill Mundy	Building Department/Public Works Director	Village of Summit
James Cainkar	Village Engineer	Village of summit

PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS		
Name	Title	Representing
Ross Bruni	Parks and Recreation	Village of Summit
Julie Meskilm	Public Library Director	Village of Summit
David Brady	Village President	Village of Bedford Park
Frank Basile	Village Administrator	Village of Bedford Park
Robert Regep	Village Trustee	Village of Bedford Park
Katrina Errant	Village Trustee	Village of Bedford Park
Terry J. Stocks	Village Trustee	Village of Bedford Park
Gail Rubel	Village Trustee	Village of Bedford Park
Anthony Kensik	Village Trustee	Village of Bedford Park
Edward J. Salecki	Village Trustee	Village of Bedford Park
Yvette Soils	Village Clerk	Village of Bedford Park
Daniel Godfrey	Police Chief	Village of Bedford Park
Sean Malay	Fire Chief	Village of Bedford Park
Kevin Ormins	Superintendent of Public Works	Village of Bedford Park
Steve Klotz	Fire Department Lieutenant	Village of Bedford Park
Jim Gifford	Superintendent of Water	Village of Bedford Park
Jim Butler	Village Engineer	Village of Bedford Park
Rick Young	Building Coordinator	Village of Bedford Park
Paul Zwijack	Environmental Quality Control Board	Village of Bedford Park
Jean Pallardy	Public Library Director	Village of Bedford Park

PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS		
Name	Title	Representing
Steven Landek	Mayor	Village of Bridgeview
Norma Pinion	Trustee	Village of Bridgeview
James Cecott	Trustee	Village of Bridgeview
Patricia Higginson	Trustee	Village of Bridgeview
Mary Sutton	Trustee	Village of Bridgeview
Michael Pticek	Trustee	Village of Bridgeview
Claudette Struzik	Trustee	Village of Bridgeview
John Alter	Village Clerk	Village of Bridgeview
Ricardo Mancha	Police Chief	Village of Bridgeview
Anthony Butkus	Acting Fire Chief	Village of Bridgeview
Mike Porfirio	Public Works Director	Village of Bridgeview
Joseph Kaput	Building Department Director	Village of Bridgeview
Martin Vilmek	Emergency Management Director	Village of Bridgeview
Krzysztof Wasowicz	Mayor	Village of Justice
Melanie Kuban	Village Trustee	Village of Justice
Hank Oszakiewski	Village Trustee	Village of Justice
Edward Rusch Jr.	Village Trustee	Village of Justice
Suzanne Small	Village Trustee	Village of Justice
Richard Sparr	Village Trustee	Village of Justice
Richard Symonds	Village Trustee	Village of Justice

PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS		
Name	Title	Representing
Kathleen Svododa	Village Clerk	Village of Justice
Joe Cekus	Director of Public Works	Village of Justice
John C. Hoefflerle	Village Engineer	Village of Justice
Jeffrey Ketchen	Fire Chief	Village of Justice
Kraig McDermott	Police Chief	Village of Justice
Dan McGee	Park District President	Village of Justice
Juanita Durkin	Director of Library	Village of Justice
Edward Shilka	Building Commissioner	Village of Justice
Matthew Zarebczan	Director of Economic Development	Village of Justice
Mark Anderson	Trustee	Lyons Township
Tom Garrette	Trustee	Lyons Township
Colleen Kelly	Trustee	Lyons Township
Timothy Sprague	Trustee	Lyons Township
Steve Landek	Trustee	Lyons Township
Mary Jo Noonan	Clerk	Lyons Township
Louise Zelinski	Trustee	Stickney Township
Ettore Cesario	Township Clerk	Stickney Township
Donna Galeher	Trustee	Stickney Township

PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS		
Name	Title	Representing
Tony Gulevia	Trustee	Stickney Township
Frank Pajak	Trustee	Stickney Township
Matt Boruch	Trustee	Stickney Township

Table C-5 Other Identified Project Stakeholders

OTHER IDENTIFIED PROJECT STAKEHOLDERS		
Name	Title	Representing
Marisol Simon	Regional Administrator for Region 5	Federal Transit Administration
Jason Ciavarella	Director-Office of Planning & Program Development, Region 5	Federal Transit Administration
David Tomzik	Manager-Long Range Planning	PACE
David Kralik	Department Head-Long Range Planning	METRA
Dr. Kirit Shah	Director of Medical Center	Summit Medical Center
Dr. Nazeer Shaik	Director of Medical Center	Issan Health Care Center
Dr. Troy Whalen	Superintendent	Cook County School District 104
Elizabeth Alvarez	Principal	Dore Elementary School
David Negrón	Principal	Heritage Middle School
Carol Brackins	Principal	Wharton 5th Grade Center
Hope Durkin	Principal	Graves Elementary School
Ed Fee	Principal	Walsh Elementary School
Amanda Deaton	Principal	Walker Elementary School
Kevin O'Mara	Superintendent	Argo Community High School, District 217
David Frusher	Principal	Argo Community High School, District 217
Dr. Jon Nebor	Superintendent	Indian Hills School District 109
Rev. Thomas Bernas	Pastor	Saint Rene Parish
Rev. Jimmy Leon Thorn	Pastor	St Matthew AME Church of God
Elder Wheeler Parker Jr.	Pastor	Argo Temple Church of God

OTHER IDENTIFIED PROJECT STAKEHOLDERS		
Name	Title	Representing
Rev. Ahmad Boyd	Pastor	New Hope Missionary Church
Dr. Nathaniel Randle	Pastor	Antioch Baptist Church of Argo
Elisabeth Bacon	Pastor	First Congregational Church
Alfredo Rivas	Pastor	Iglesia Hebron
Rev. Andrew Bartek	Rector	St. Panteleimon
Rev. Anthony Alekseyenko	Rector	St. Panteleimon
Jeff Alexander	Pastor	Summit Church of Nazarene
Rev. Wojciech Kwiecien	Pastor	St Blasé Church
Vicky Smith	Executive Director	Southwest Conference of Mayors
Gerald Bennett	President	Southwest Conference of Mayors
Ed Paesel	Executive Director	South Suburban Mayors & Managers Association
Thomas Vander Woude	Deputy Executive Director of Transportation & Infrastructure	South Suburban Mayors & Managers Association
Frank Beal	Executive Director	Chicago Metropolis 2020
Lynn Richards	President/CEO	Congress for the New Urbanism
Alan Nowaczak	Chairman	West Suburban Water Commission
Debra Augie	General Manager	Toyota Park, Village of Bridgeview
Andrew Hauptman	Owner / Chairman	Chicago Fire Soccer Club
Frank Stranzl	Director of Communications	Chicago Fire Soccer Club
Joane Dunckovich	President	Argo-Summit Chamber of Commerce
Dr. Bruce Milkint	President	Village of Bridgeview Chamber of Commerce

OTHER IDENTIFIED PROJECT STAKEHOLDERS		
Name	Title	Representing
Vicky Smith	Chairman	South Chicagoland Convention and Visitors Bureau
Jorge Norick	Chairman	Chicago Southland Chamber of Commerce
Theresa Mintle	President and CEO	Chicago Southland Chamber of Commerce
Kelly O'Brien	Sr. Vice President for Economic Development	Chicago Southland Chamber of Commerce
Barbara Langes	President	Burbank Chamber of Commerce
Anita Cummings	Executive Director	United Business Association of Midway
Orley Betcher Jr.	President	Justice Chamber of Commerce
Ron Burke	Executive Director	Active Transportation Alliance
Jacque Henrikson	Transportation Planner	Active Transportation Alliance
Edward Barsotti	Executive Director	League of Illinois Bicyclists
Gerlad Adelman	Executive Director	Openlands Project
Bonnie McDonald	President	Landmarks Illinois
Brad Suster	President	Preservation Chicago
Steve Buchtel	Executive Director	Trails for Illinois
Jack Darin	Director	Sierra Club, Illinois Chapter
Keith Laughlin	President	Trail and Rails Midwest Regional Office
Matt Hart	Executive Director	Illinois Trucking Association Inc.
Robert Tipsword	Facilities Manager	Illinois Natural History Survey
Donna Smith	Executive Director	Bedford Park Clearing Industrial Organization
Cheryl Laska	President	Bedford Park Clearing Industrial Organization

OTHER IDENTIFIED PROJECT STAKEHOLDERS		
Name	Title	Representing
Steve Larson	AT&T Civic Project Manager	AT&T
Matha Gieras	Right of Way Department Head	Comcast Cable Communications
Jim Todd	Right of Way Manager	MCI/Network Services
Bruce Koppang	DOT Liaison	NICOR Gas
Blake Patrick	R/W Agent	BP Pipelines (North America)
Mark Tulach	State Programs Supervisor	ComEd
Beth Auman	Senior Specialist, Right of Way	L.P./ West Shore Pipeline
Gregory Smith	Project Engineer	Natural Gas Pipeline of America
James Burton	Facility Engineering / OSP-East	Sprint
Harold Rice	President and CEO	Comm. & Economic Development Assoc. of Cook County
Dallas Anderson	Chief Executive Officer	Summit Community Task Force
Chuck Vassallo	Commander	Summit Veterans of Foreign Wars Post 6863
Msgr Michael Boland	President & CEO	Catholic Charities of the Archdiocese of Chicago
Roy Hudson	President	Justice Senior Citizen Club
Magdalena Dolas	Executive Director	Polish American Association
Hector Rico	Executive Director	Latino Organization of SW Side
Reggie Rice	Commander	American Legion Post 735
TBA	TBA	Summit VFW Hall

APPENDIX D
PROJECT DEVELOPMENT SCHEDULES

Table D-1 Project Study Meetings

PSG Meeting	Date	Purpose/Goal of Meeting
PSG #1	September 14, 2016	<ul style="list-style-type: none"> • Introduce project to FHWA • Discuss development of the SIP • Identify preliminary project needs and issues • Review and obtain input on preliminary identified stakeholders • Discuss comments from initial stakeholder conversations • Review agenda for Public Information Meeting #1
PSG#2	February 8, 2017	<ul style="list-style-type: none"> • Review results of Public Information Meeting #1 • Present agenda for CAG Meeting #1 • Discuss stakeholder meetings • Review results Community Context Questionnaire
PSG#3	April 5, 2017	<ul style="list-style-type: none"> • Review results of CAG Meeting #1 • Present agenda for CAG Meeting #2 • Present draft Problem Statement • Present draft Purpose and Need Statement • Discuss technical studies, fieldwork, and data collection

PSG Meeting	Date	Purpose/Goal of Meeting
PSG#4		<ul style="list-style-type: none"> • Review results of CAG Meeting #2 • Present Purpose and Need Statement • Present Problem Statement • Continue to refine project study alternatives • Present possible evaluation criteria • Discuss data collection and preliminary effects • Review agenda for Public Meeting #2
PSG#5		<ul style="list-style-type: none"> • Review input from CAG Meeting #2, Public Meeting #2 and stakeholder meetings • Discuss data collection and preliminary effects • Review potential environmental effects • Present agenda for CAG Meeting #3
PSG#6		<ul style="list-style-type: none"> • Review results of CAG Meeting #3 and stakeholder meetings • Present agenda for CAG Meeting #4 • Present alternatives to be carried forward
PSG#7		<ul style="list-style-type: none"> • Review results of CAG Meeting #4 • Present agenda for CAG Meeting #5 • Review agenda for Public Meeting #3 • Review evaluation of alternatives carried forward
PSG#8		<ul style="list-style-type: none"> • Review results of Public Meeting #3 • Refine changes from Public Meeting #3 • Review results of CAG Meeting #5 • Present evaluation factors for remaining alternatives
PSG#9		<ul style="list-style-type: none"> • Present findings of draft environmental assessment
PSG #10		<ul style="list-style-type: none"> • Review agenda for Public Hearing • Discuss any outstanding issues of the project

PSG Meeting	Date	Purpose/Goal of Meeting
PSG #11		<ul style="list-style-type: none"> • Review results of Public Hearing • Review Design Exceptions • Discuss any outstanding issues from the Public Hearing.
PSG #12		<ul style="list-style-type: none"> • Recommend Design Approval • Finalize Project

Table D-2 CAG Meetings

CAG Meeting	Date	Purpose / Goal of Meeting
CAG #1	January 24, 2017	<ul style="list-style-type: none"> • Introduction of project team • Introduce project, history, and schedule • Provide overview of IDOT CSS and NEPA process, agency coordination and stakeholder outreach • Introduce the SIP • Define IL 43 transportation needs and issues • Establish Problem Statement • Provide summary of initial stakeholder meetings • Summary of Public Meeting #1
CAG #2	March 22, 2017	<ul style="list-style-type: none"> • Summary of CAG Meeting #1 • Present/refine and finalize Problem Statement • Establish the Project Purpose and Need • Develop and “agreed” upon set of Evaluation Criteria that will be used to define and advance alternatives in the process. • Using the established Evaluation Criteria and Project Vision/Goals begin to identify the full range of alternatives-Identification of Alternatives • Discuss project study area and environmental topics

CAG Meeting	Date	Purpose / Goal of Meeting
CAG #3		<ul style="list-style-type: none"> • Prepare for Public Information Meeting #2 • Summary of CAG Meeting #2 • Discuss results of the Community Context Questionnaire from CAG Meeting #2 • Present/refine and finalize Purpose and Need Statement • Present, discuss, and vet the range of feasible alternatives in regards to potential impacts and benefits • Discuss screening and evaluation process
CAG #4		<ul style="list-style-type: none"> • Review summary of CAG #3 • Review and discuss results of Public Meeting #2 • Prepare for Public Information Meeting #3 • Present options to avoid, minimize & mitigate impacts • Discuss Alternatives Carried Forward • Review Environmental impacts • Discuss alternatives refinements, preliminary effects, design options and enhancements • Obtain input on evaluation factors for selecting preferred alternative
CAG #5		<ul style="list-style-type: none"> • Review & discuss Public Meeting #3 • Review summary of CAG Meeting #4 • Present results of alternative evaluation • Present preferred alternative for Public Hearing • Prepare for Public Hearing

Table D-3 Public Meetings/Hearings

Meeting	Date	Purpose / Objectives of Meeting
Public Informational Meeting #1	November 16, 2016	<ul style="list-style-type: none"> • Introduce the project and the CSS process, provide project background and present information on study process • Identify general issues with the existing project area as well as information on project and Community Context Questionnaire • Confirm study area • Provide an opportunity for stakeholders to communicate issues/concerns • Provide opportunity for stakeholder to sign up for CAG
Public Meeting #2		<ul style="list-style-type: none"> • Present Problem Statement • Present Draft Purpose and Need Statement • Present range of alternatives • Verify and refine information on community context and study area • Obtain input on evaluation criteria
Public Meeting #3		<ul style="list-style-type: none"> • Present alternative and identify those to be carried forward • Present results of alternative evaluation • Review impacts, as well as opportunities for mitigation and enhancement • Obtain stakeholder comment on the evaluation of alternatives
Public Hearing #4		<ul style="list-style-type: none"> • Present alternatives carried forward in the EA and the preferred alternative • Review impacts, detailed information on engineering design aspects, and proposed mitigation • Obtain stakeholder comments on the preferred alternative and measures to address impacts

APPENDIX E
SIP REVISION HISTORY

Table E-1 SIP Revision History

Version	Date	Document Name	Revision Description

APPENDIX F
GLOSSARY AND ACRONYMS

Glossary of Terms

Aesthetics

How something looks, especially when considered in terms of how pleasing it is. This can be internal, relational, or environmental.

Alternative

One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.

Amtrak

Also known as the National Railroad Passenger Corporation, Amtrak operates passenger rail service to 500 destinations in 46 states, the District of Columbia, and three Canadian provinces.

Association of American Railroads (AAR)

An organization composed of the major freight railroads in the United States, Canada, and Mexico, as well as Amtrak and Metra.

At-Grade Crossing

When two transportation facilities intersect at the same level. For example, a road that crosses railroad tracks is a highway-rail at-grade crossing.

BNSF Railway Company (BNSF)

Operates a large rail network in the western two-thirds of the United States.

The Belt Railway Company of Chicago (BRC)

Operates the largest intermediate switching terminal railroad in the United States, allowing it to interchange with every railroad serving the Chicago rail hub.

Built Environment

Any buildings, infrastructure, or other facility that is built by humans, as opposed to those shaped by nature.

Canadian Pacific Railway (CP)

Class I railroad that operates railroads throughout Canada and the northern United States.

Categorical Exclusion

A classification given to federal aid projects or actions that do not have a significant effect on the environment either individually or cumulatively. The written documentation to support a Class of Action that satisfies federal criteria describing non-significant impacts.

Chicago Department of Transportation (CDOT)

The local government agency responsible for transportation infrastructure in the City of Chicago.

Chicago Region Environmental and Transportation Efficiency Program (CREATE)

A public-private partnership to implement 70 transportation projects throughout the Chicagoland area at an estimated cost of \$3 billion. The goals of the program are to reduce rail and motorist congestion, improve passenger rail service, enhance public safety, promote economic development, create jobs, improve air quality, and reduce energy use.

Chicago Transit Authority (CTA)

The municipal corporation that operates rail and bus service in Chicago and 40 adjacent municipalities.

Community Advisory Group (CAG)

A group of stakeholders including community leaders, representatives from local municipalities, local resource agencies, business owners, property owners, residents, commuters, etc. This group ensures that identified solutions balance community, technical and long-range planning needs. It also assists in keeping the project on the right track with respect to implementation. The CAG will provide input at key project milestones throughout Phase I of the planning process.

Context

The interrelated condition in which something exists.

Context Sensitive Solutions (CSS)

Balance between mobility, community needs, and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.

Corridor

A tract of land forming a route, such as one for the passage of trains.

CN Railway

A transportation company that offers integrated transportation services including rail, intermodal, trucking, freight forwarding, warehousing, and distribution.

CSX Corporation

A transportation company providing rail, intermodal, and rail-to-truck trans-load services across the eastern United States.

Design Criteria

Established state and national standards and procedures that guide establishment of roadway functional classifications, layouts, alignments, geometry, and dimensions for specified types of highway in certain defined conditions, the principal design criteria for highways are traffic volume, design speed, the physical characteristics of vehicles, the classification of vehicles, and the percentage of various vehicle classification types that use the highway.

Design Exception

An approval issued by IDOT or FHWA to allow a specific deviation from a specified, standard granted on the basis of a report justifying the need for the exception.

Displacement

A resident or business that will be relocated.

Environmental Assessment (EA)

A document prepared in compliance with the NEPA for federally funded transportation projects that do not fall under any categorical exclusion category and do not appear to be of sufficient magnitude to require an EIS.

Environmental and Social Impacts

The collective effects of an alternative on air, land, water, wildlife, humans, and other components of the environment.

Environmental Impact Statement (EIS)

Required by the National Environmental Policy Act (NEPA) of 1969 for projects that may have significant impacts, it is the document that assures that planners, engineers, and environmental scientists have studied appropriate alternatives and that citizens are fully aware of the environmental, social, cultural, and economic effects of all alternatives. The EIS documents the development and impact analysis of the alternatives as well as the logic for the selection of the preferred alternative.

Evaluation Criteria

A standard or measure that allows for comparative evaluation of an alternative.

Facilitation

A process in which a neutral guide (a facilitator) works collaboratively with a group to accomplish a specific task or reach a certain goal, without making substantive comments or providing input.

Federal Highway Administration (FHWA)

A division of the U.S. Department of Transportation responsible for providing financial resources and technical assistance to state and local governments for constructing, preserving, and improving the National Highway System.

Federal Highway Administration (FHWA) Finding of No Significant Impact (FONSI)

Document issued by the Federal Highway Administration (FHWA) to indicate approval of an Environmental Assessment (EA). It authorizes the Illinois Department of Transportation (IDOT) to proceed with final design, land acquisition, and construction.

Flyover

A grade-separation of two rail lines. When two railway lines cross over each other at different levels.

Freight and Passenger Rail Facilities

Track, structures, signals, yards, and other related facilities. Passenger rail facilities are the same, but also include stations, park and ride facilities, and related amenities.

General Understanding of Agreement

Reached when the stakeholders agree that their input has been heard and duly considered and the process as a whole was fair.

Gridlock

A situation when traffic movements within a grid of streets "lock up" due to opposing vehicles blocking the intersections. The word has since become synonymous with congestion or delays of any kind, particularly in the fields of transportation.

Highway-Railroad Grade Separation

Where one roadway or railroad passes over another at a different level, instead of crossing at-grade.

Historic Property

Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties.

Illinois Department of Transportation (IDOT)

The Illinois Department of Transportation has a statutory responsibility for the planning, construction, operation, and maintenance of Illinois' extensive transportation network, which encompasses highways and bridges, airports, public transit, rail freight and rail passenger systems. IDOT's mission is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic growth and provide a safe means of transportation.

Impacts

Positive or negative effect in the natural or human environment resulting from transportation projects.

Intermodal

Pertaining to two or more modes of transportation, for instance, rail and trucking.

Intermodal Yard

A transportation facility designed to allow the transfer of goods between two or more modes of transportation, for instance, from rail to truck.

Junction

The point where two or more rail lines cross or converge. The railroad equivalent of an intersection.

Level of Service (LOS)

A qualitative measure describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS can apply to vehicles, pedestrians, and bicycles.

Metra

Officially the Northeast Illinois Regional Commuter Railroad Corporation. The commuter rail division of the Regional Transit Authority (RTA).

Multi-Modal Transportation

Includes all modes of transportation for a complete transportation system. Examples: cars, trucks, bicycles, pedestrians, high occupancy vehicles, mass transit, rail.

National Environmental Policy Act (NEPA)

The federal law that requires the preparation of an environmental document to analyze the impacts of projects using federal funds. Documents may include an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) depending on the type of project and anticipated level of impacts. To comply with NEPA, a process has been developed by IDOT to address all potential environmental, social, cultural, and economic impacts of a proposed highway project before decisions are reached on design. Public involvement is an integral component of the NEPA process.

Newsletter

A printed brochure that conveys news or information of interest to the general public.

No-Build Alternative

Under the terms of the National Environmental Policy Act (NEPA), all actions must be compared against the base case of doing nothing. For transportation studies, this base case of doing nothing is called the "No Build" or No Action alternative. The impacts, benefits, and costs of all alternatives associated with each alternative are compared to the "No Build" alternative. The No Build alternative, however, does not imply that

existing facilities will not be maintained as needed. Maintenance of existing facilities will continue no matter what alternative is selected.

Norfolk Southern Corporation (NS)

Operates approximately 21,000 route miles of railroad track in 22 states and the District of Columbia, serving every major container port in the eastern United States.

Open House

An informal public meeting during which display boards are used to convey important project information. IDOT and consultant personnel are available to answer the public's questions.

PACE

The suburban bus division of the Regional Transit Authority (RTA).

Park and Ride Facility

A transit station with parking available for private vehicles.

Problem Statement

A concise narrative, prepared as part of a project needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved, and will list one or more important factors that cause or contribute to the unacceptable performance.

Project Study Group (PSG)

A multi-disciplinary team that ensures all federal, state, and local requirements are met, as well as full implementation of the Context Sensitive Solutions (CSS) process including the Stakeholder Involvement Plan (SIP). This includes appropriate District staff, FHWA, and Bureau of Design and Environment (BDE), and consulting staff. The PSG is involved in stakeholder identification and other outreach activities.

Public Hearing

The official method for gathering public comments on project impacts and technical studies. The format of the hearing may be formal or informal and the purpose is to afford the public an opportunity to provide comments on the proposed project in an open forum.

Public Involvement

Coordination events and informational materials geared at encouraging the public to participate in the project development process. A successful Stakeholder Involvement Plan (SIP) facilitates the exchange of information among project sponsors and stakeholders, providing opportunities for input and participation throughout the planning process.

Public Meeting

An announced meeting conducted by transportation officials designed to facilitate participation in the decision-making process and to assist the public in gaining an informed view of a proposed project at any level of the project development process.

Public Transportation (also called Public Transit)

Passenger transportation by a mode of transport that provides regular and continuing general or special transportation to the public, but not including school buses, charters or sightseeing services.

Regional Transportation Authority (RTA)

Oversees the operation and funding of public transit in the Chicago metropolitan area. There are three service boards under the RTA - the Chicago Transit Authority (CTA), Metra, and Pace.

Stakeholder

An individual or group with an interest or investment in a way an issue is resolved. This includes local, regional, state and federal agency representatives; local, regional, state and federal officials; business leaders; property owners; community leaders; civic/community groups; environmental preservation and interest groups; media outlets, commuters, anyone who has a “stake” in the projects outcome.

Stakeholder Involvement

A process that will facilitate effective identification and understanding of the concerns and values of all stakeholders as an integral part of the project development process. It includes a formal written plan explaining how public input and comments will be obtained.

Stakeholder Involvement Plan (SIP)

A formal written plan explaining how stakeholder input and participation will be facilitated throughout the planning process. The SIP outlines tools and techniques for engaging stakeholders throughout the planning process. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses. The goal of the SIP is to outline a program of activities to actively seek the participation of stakeholders. The SIP provides the framework for achieving consensus and communicating the decision-making process between stakeholders to identify transportation solutions for the project.

Study Area

The geographic area within which pertinent project matters are contained. Originally defined at the outset of engineering and environmental evaluation, it may be revised during development of the studies and the EA.

Track Capacity

The maximum number of trains that can pass over a particular section of rail track within a given time period.

Undertaking

Undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency; those carried out with federal financial assistance; and those requiring a federal permit, license or approval.

The Union Pacific Corporation (UP)

Operates railroads in 23 states in the western two-thirds of the United States.

Table F-1 List of Acronyms

The evolution of environmental procedures has generated a considerable number of acronyms. These have been created for the names of many Federal and State agencies, laws, studies, terms, etc. The following list identifies the more significant acronyms that may be used in conjunction with this study:

Acronym	Definition
AAR	Association of American Railroads
ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
BNSF	Burlington Northern Santa Fee Railroad
BRC	Belt Railway of Chicago
CAG	Community Advisory Group
CCA	Community Context Audit
CDOT	Chicago Department of Transportation
CE	Categorical Exclusion
CN	Canadian National Railroad
CP	Canadian Pacific Railroad
CSX	CSX Transportation Railroad
CTA	Chicago Transit Authority
CMAP	Chicago Metropolitan Agency for Planning
CREATE	Chicago Region Environmental and Transportation Efficiency Program
CSS	Context Sensitive Solutions
CTCO	Chicago Transportation Coordination Office
EA	Environmental Assessment
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
IDOT	Illinois Department of Transportation
IHB	Indiana Harbor Belt Railroad
LOS	Level of Service
NEPA	National Environmental Policy Act

Acronym	Definition
NS	Norfolk Southern Railway
PSG	Project Study Group
ROW	Right-of-Way
ROD	Record of Decision
SHPO	State Historic Preservation Office
SIP	Stakeholder Involvement Plan
RTA	Regional Transportation Authority
UP	Union Pacific Railway
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service