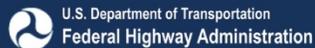
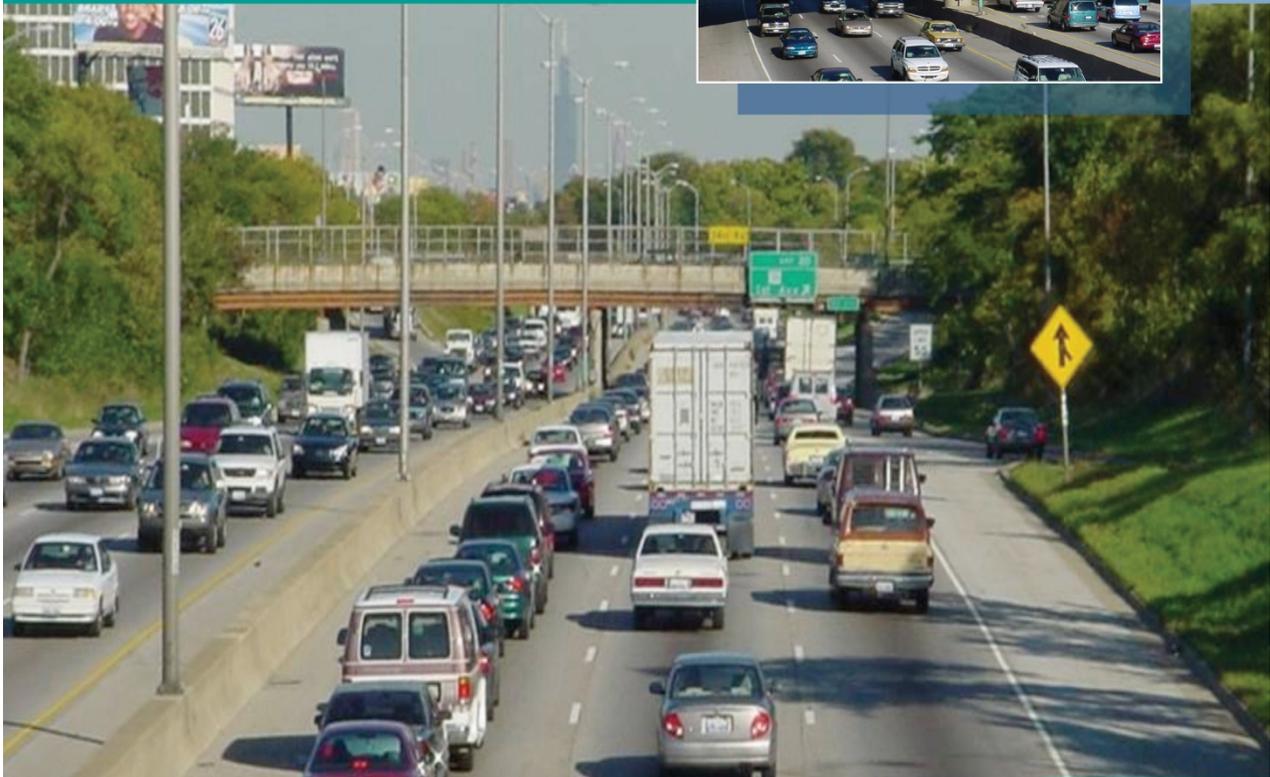


# I-290 Eisenhower Expressway Phase 1 Study

West of Mannheim (US 12/20/45) to East of Cicero (IL Route 50)

## Stakeholder Involvement Plan for Agency and Public Involvement



February 2010  
Version 4

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# 1 INTRODUCTION

## 1.1 Project Background

The Eisenhower Expressway (I-290) Phase 1 study area is located in Cook County extending approximately seven miles from west of Mannheim Road (US 12/20/45) to east of Cicero Avenue (IL Route 50). See Figure 1-1. Serving as the western gateway to and from the city of Chicago and beyond, I-290 is a major link in the transportation network serving northeast Illinois. I-290 is the primary corridor connecting the rapidly growing western suburbs in Cook County, Du Page County, and the high employment centers of the I-88 Technology Corridor & the north-south I-290 corridor with Schaumburg. Immediately west of Mannheim Road is the I-290 Hillside Interchange where I-290, I-88 and I-294 converge. This network also serves important regional inter-modal freight railroad terminals, including the air cargo complex at O'Hare International Airport, as well as various modes of public transportation.



Figure 1-1 Location Map

Originally designed and constructed in the 1950's, the Eisenhower Expressway is one of the oldest sections of the region's infrastructure. This aging seven mile stretch remains one of the only sections of Chicago area highways that have yet to be reconstructed. Improvements are sought that will address safety issues, replace aging structures and pavement, increase mobility and operational efficiency, reduce congestion, improve access to transit facilities, accommodate present and future growth and blend into the context of the adjoining communities.

Currently, sections of I-290 carry as much as 202,000 vehicles of Average Daily Traffic (ADT) which causes users to experience congestion or stop-and-go traffic for up to fourteen hours on the average weekday. Some major design features that contribute to this congestion are closely spaced and unconventional interchanges and the narrowing from eight to six lanes between 25th Avenue and Austin Boulevard. The study area traverses eight communities: Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, and Westchester and the corridor is experiencing changing population, employment and travel patterns.

Key community and agency issues and interests will be identified through early project outreach efforts with project stakeholders, community officials, various community groups and municipalities in the study area. Community leaders and long-time residents may be familiar with past and current transportation initiatives in the area, which include the following:

- In 1993, IDOT initiated a High Occupancy Vehicle (HOV) Lane Feasibility Study for the I-290 corridor. The study was completed in 1998 and concluded that significant travel benefits could be gained by incorporating HOV lanes with road improvements.
- In 2003, the Regional Transportation Authority (RTA) initiated the Cook-DuPage Corridor Study to identify and evaluate corridor mobility improvements through transit improvements. The study process was concluded in 2008, and recommended a variety of transportation options for further study.

## **1.2 Legal Requirements**

The study process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Context Sensitive Solutions (CSS).

### **1.2.1 SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed into law which established additional requirements for the environmental review process for FHWA and Federal Transit Administration (FTA) projects (Pub. L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139). The environmental review process is defined as the project development process followed when preparing a document required under NEPA, and any other applicable federal law for environmental permit, approval, review, or study required for the transportation project.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EIS, and therefore, the I-290 Eisenhower Expressway project is subject to these requirements. The 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

## **1.3 National Environmental Policy Act**

The Federal Highway Administration and Illinois Department of Transportation (IDOT) will complete an Environmental Impact Statement (EIS) for the I-290 Eisenhower Expressway project in order to satisfy NEPA requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by the National Environmental Policy Act (NEPA) and state regulatory requirements. Opportunities exist for the public to provide input on the Purpose and Need, the alternatives, and project-related environmental impacts.

NEPA guides federally funded projects and projects that require a Federal permit to lessen potential damages to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. IDOT will assess the natural, built, and human environment to determine the extent of impacts that may arise from constructing and operating a project. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and

resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the draft environmental document. Following NEPA guidelines, an Environmental Impact Statement (EIS) will be prepared.

Since the mid-1990s, Illinois has had a Statewide Implementation Agreement (SIA) in place that provides for concurrent NEPA and Section 404 (Clean Water Act) processes on federally aided highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the Corps of Engineers (Corps), the U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) as early as practical in highway project development. The intent is also to involve these agencies at key decision points early in project development to minimize the potential for unforeseen issues arising during the NEPA or section 404 permitting processes.

State highway projects needing a standard individual permit from the Corps under Section 404 of the Clean Water Act typically are processed under the NEPA/404 SIA. The three key decision points in the NEPA process are:

- 1.) Project Purpose and Need
- 2.) Alternatives to be Carried Forward
- 3.) Preferred Alternative

## **1.4 National Historic Preservation Act**

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

## **1.5 Context Sensitive Solutions**

Given the scale of this project, it has been designated as a Context Sensitive Solutions (CSS) project, requiring it to use the principles of CSS per the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and Procedural Memorandum 48-06.

CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress and thus subject to revision anytime events warrant.

*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 required to effectively participate in the study process including providing an understanding of the National Environmental Policy Act (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 community consensus 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 stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

## **2 GOALS AND OBJECTIVES**

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The purpose of this plan is to provide a guide for implementing stakeholder involvement for the I-290. 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 designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

### **2.1 Stakeholder Involvement Plan 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. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders
- Identifies Project Study Group (PSG)
- Identifies the roles and responsibilities of the lead agency. (Table 3-1, Appendix A)
- Identifies participating agencies and agency responsibilities (Table 3-3, Appendix A)
- Identifies Corridor Groups (Corridor Advisory Group and Task Force Groups), and their role and responsibilities
- Establishes the timing and type of involvement activities with all stakeholders
- Establishes 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 property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but not be limited to, the following:

- Residents
- Business owners
- Institutions (churches, schools, etc.)
- Advocates for community and historic interests
- Special interest groups (environmental, etc.)
- Elected/community officials
- Government and transportation agencies
- Transportation system users
- Chambers of commerce
- Neighborhood groups
- Environmental coalitions
- Bicycle groups
- Railroads and Utilities
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with communities, within the study area, as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within each of the communities, townships, and counties. The identification of stakeholders will be done through a combination of prior stakeholder lists, research and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. 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, but are not limited to, the project website, project study groups, public meetings, newsletters, and press releases (see Section 6). The project mailing list will be updated and maintained through the duration of the project.

## 2.3 Stakeholder Involvement Ground Rules

The SIP will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will be established tentatively with the initiation of the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- 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 revision at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution (Consensus is defined as "when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.").
- All participants in the process must treat each other with respect and dignity.

- The project must progress at a reasonable pace, based on the project schedule.
- Final project decisions will be made by IDOT with respect for the process and stakeholder decisions.

## **3 Joint Lead, Cooperating, and Participating Agencies**

### **3.1 Joint Lead Agencies**

Per SAFETEA-LU, FHWA, and IDOT will act as joint lead agencies for preparing the EIS. As such, FHWA (Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision-makers for this project.

### **3.2 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. 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 3-2 in Appendix A. 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 EIS 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 analyses.

### **3.3 Participating Agencies**

Per SAFETEA-LU, a participating agency is any federal, state, tribal, regional, and local government agency that may have an interest in the project. By definition, all cooperating agencies will also be considered participating agencies. However, not all participating agencies will serve as cooperating agencies. Agencies agreeing to serve as participating agencies are listed in Table 3-3 in Appendix A. The responsibilities shown in the table are in addition to those for providing comments on purpose and need, study methodologies, range of alternatives, environmental analysis, and the preferred alternative.

The list of cooperating and participating agencies will be updated, pending responses to invitation, and incorporated into the SIP updates.

#### **3.3.1 Agencies Declining Invitation to Participate**

Pursuant to SAFETEA-LU Section 6002, a federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project.
- Has no expertise or information relevant to the project.
- Does not intend to submit comments on the project.

The non-federal agencies must formally accept the invitation in order to be considered as a participating agency. If an agency declines to be a participating agency, their response should state the reason for declining the invitation. If they choose not to be a participating agency, their comments regarding the process may be recorded through available public involvement venues (e.g. task force groups, public meetings, etc.). Non-federal agencies that do not respond to the invitation will not be considered a participating agency.

Table 3-4 in Appendix A lists the agencies that were invited to participate in the project and declined.

### **3.3.2 Agencies Not Responding to Invitation to Participate**

Agencies not responding to the invitation to participate have been defined as declining or participating agencies as directed by SAFETEA-LU, and are included in Table 3-4 and 3-5 in Appendix A.

## **4 SECTION 106 CONSULTING PARTIES**

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The FHWA is responsible for involving consulting parties in findings and determinations made during the section 106 process. The section 106 regulations identify the following parties as having a consultative role in the section 106 process:

- a) State Historic Preservation Officer
- b) Indian Tribes and Native Hawaiian Organizations
- c) Representatives of local governments
- d) Applicants for Federal assistance, permits, licenses and other approvals
- e) Individuals and organizations with a demonstrated interest in the undertaking

The FHWA has worked with IDOT and the SHPO to identify potential section 106 consulting parties, which are listed in Table 4-1. Individuals or organizations may request to become a consulting party for this project by contacting Mark Peterson by e-mail ([Mark.Peterson@Illinois.gov](mailto:Mark.Peterson@Illinois.gov)). Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties.

The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

## **5 STAKEHOLDER GROUP ORGANIZATION**

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### **5.1 Project Study Group (PSG)**

The Project Study Group is the working group consisting of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team (PB Americas, Inc.), and is tasked with determining the ultimate project recommendations and decisions on this project. Per IDOT's CSS procedures, IDOT has formed the initial interdisciplinary PSG, however, to maintain an optimal multidisciplinary team, this membership may evolve as the study progresses and the understanding of the project's context is clarified. Also, if recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process 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.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.

The persons listed in Table 5-1, Appendix A will form the PSG for the I-290 project.

## **5.2 Corridor Advisory Group**

To assist in the development of the environmental and engineering studies for the I-290 study, IDOT has proposed the establishment of a Corridor Advisory Group (CAG). The purpose of the CAG is to provide input on the development of the Purpose and Need statement and the alternatives to be carried forward for evaluation in the Draft Environmental Impact Statement (DEIS). The CAG group consists of community leaders (Mayor or Manager from each of the eight communities in the study area and the Chairman or representative from Cook & DuPage Counties) that are directly affected by the study, and who have authority to enter into intergovernmental agreements. The CAG will represent the views of the communities and counties within the project area. The responsibilities of this group include providing input to the study process, and reaching a consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative(s)). The initial invitational membership of the CAG is presented in Table 5-2, Appendix A.

The CAG will meet both independently of, as well as jointly with, project Task Force (TF) groups (described below) during the course of the project. The meeting program will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between the CAG, Task Force (TF), and the PSG.

Any community outside the study area that shows interest in the project, that is not part of the CAG, will be added to the stakeholder list, ensuring they will receive meeting invitations, newsletters, and project updates. The project team will also be available to meet with organizations on a one-on-one basis throughout the project.

## **5.3 Task Force Groups**

The Task Force (TF) provides a means for obtaining structured input from a diverse set of stakeholders. The two initially proposed TF categories (Transportation/Engineering and Land Use/Environmental) intend to focus on technical aspects of the project development and provide external subject-matter information and input with respect to transportation, engineering, environmental and land use.

The TF's will be comprised of stakeholders with expertise or particular interest in these categories. The TF members may include CAG members or designated staff and other governmental bodies, transportation agency, or interest group. The TF members will be identified by the PSG, with input from the CAG.

The TFs will meet throughout the project development process. TF input will be considered and shared with the CAG. The TF's will focus on understanding and resolving more specific technical issues as they arise and report back to the PSG. These technical issues include: transportation issues (interchange designs, profiles, ROW, engineering, transit, HOV, local access, pedestrian access, etc.), and land use/environmental issues (air and noise, mitigation, parks, water quality, re-development, pedestrian, bike facilities, etc.). The TF's may be asked to address the CAG to help communicate technical subject-matter issues. To keep staffing requirements manageable, TF's would be organized and focused on a particular topic to limit the number of study specialists needed to attend. The meeting program will be designed to encourage timely and meaningful opportunities for input into the project process. The initial invitation membership of the TF is presented in Table 5-3.1 (Task Force breakout groups will be identified in Tables 5-3.2 and 5-3.3), in Appendix A. As the study progresses, additional task forces may be formed if determined necessary by the PSG.

## **5.4 Implementation**

Public involvement in the planning process begins as soon as the study starts and continues well after the ending date of a study contract. This SIP serves as a guide for public involvement in Phase 1 of this study, but includes strategies that can be used throughout all phases, including construction. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience that each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes the expected actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of the Stakeholder Involvement Plan.

## **5.5 Stakeholder Involvement**

Any stakeholder that shows interest in the project will be added to the stakeholder list, ensuring they will receive newsletters, meeting invitations, and project updates. The PSG will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access information and submit comments.

## **5.6 Dispute Resolution**

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements.

IDOT is committed to building stakeholder consensus for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next stage of project development without achieving consensus. In the case of an unresolved dispute between the agencies, IDOT will notify stakeholders of their decision and proposed course of action.

### **5.7 Formal Dispute Resolution Process**

The 23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on a dispute that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

Appendix C contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006).

## **6 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES/STAKEHOLDER INVOLVEMENT**

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

### **6.1 Step One: Stakeholder Identification, Development of the SIP, Project Scoping**

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

- Assemble and organize the PSG and project working groups (CAG, TF).
- Identify project cooperating and participating agencies.
- Identify section 106 consulting parties.
- NEPA/404 Agency Scoping Meeting - Resource Agencies to provide input on methodologies, level of detail, and identification of potential environmental resource issues.
- Develop and make the SIP available.
- Prepare a community context audit (PSG and project stakeholders). The context audit will identify unique community characteristics that contribute to the project's context that will be considered in the project development process.
- Organize and hold one-on-one meetings with stakeholders.
- Conduct regulatory/resource agency EIS scoping activities.
- Organize and hold two CAG meeting/workshops. The purpose of the first meeting is to identify study area issues/deficiencies and goals and objectives for the project. The purpose of the second CAG/TF meeting is to conduct scoping activities and obtain consensus on the problem statement.
- Organize and hold the public kick-off meeting to inform stakeholders of the project process, defined study area, project history, identify study area issues/concerns, and solicit participation.

### **6.2 Step Two: Understanding of Project Purpose and Need**

The objective of this stage is to further clarify the transportation problems in the study area and utilize the goals and objectives to develop the project problem statement. 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. This will set the stage for meaningful discussions about potential solutions.

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

- Commence with an informational meeting of the PSG and stakeholders to present the ground rules and to gather input towards the development of a clear statement of the transportation problems to address by the project.
- Organize and hold CAG/TF meetings.
- Achieve stakeholder consensus of the problem statement.
- Develop section 106 Area of Potential Effect and coordinate with section 106 consulting parties.

- Develop a project Purpose and Need statement; opportunities for stakeholder review will be provided.
- Organize and hold public a meeting to present the known corridor issues/deficiencies and the draft Problem Statement for comment. Discuss and solicit potential alternatives that could address the Purpose and Need, and present the next steps of the study.
- NEPA/404 Agency update on the Purpose and Need.

### **6.3 Step Three: Alternatives Workshop**

A range of project alternatives will be considered to address the project 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. Steps in the alternatives development process include the following:

- Identification of 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.
- Organize and hold multiple CAG/TF meetings to discuss and identify initial alternatives.

### **6.4 Step Four: Alternatives to be Considered**

This milestone of the project consists of screening the long list of suggested alternatives, to identify those alternatives that meet the project Purpose and Need. This milestone is intended to conclude with Alternatives to be Carried Forward.

- Evaluation of the initial alternatives.
- NEPA/404 - Resource Agency Coordination
- Organize and hold multiple CAG/TF meetings/workshops to discuss alternatives that meet Purpose and Need.
- Identification of alternatives to be carried forward.
- Evaluation of alternatives carried forward.
- Achieve stakeholder consensus on the alternatives
- Agency update on the alternatives to be carried forward.
- Organize and hold public a meeting to present the alternatives to be carried forward and the screening methods.
- Identify historic properties within the project's Area of Potential Effect and coordinate with section 106 consulting parties.

### **6.5 Step Five: Preferred Alternative**

In this Step, the alternatives to be carried forward are further developed to screen additional comprehensive environmental and design issues. These issues are summarized and presented to the stakeholders for their consideration, evaluation, and input. This objective of this step is to achieve consensus on a single preferred alternative.

- Detailed evaluation of the alternatives carried forward.
- Organize and hold multiple CAG/TF meetings/workshops to present the evaluation findings and receive stakeholder feedback
- Achieve stakeholder consensus on a preferred alternative

- Agency update on the preferred alternative.
- Potential Regulatory Permits:
- Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers
  - Section 401 of the Clean Water Act Water Quality certification from the Illinois Environmental Protection Agency (IEPA).
  - Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA.
  - Construction in Floodways of Rivers, Lakes, and Streams from the Illinois Department of Natural Resources (IDNR), Office of Water Resources.
  - Other federal, state and local permits as required.
  - Make section 106 effect finding and coordinate with section 106 consulting parties. If applicable work with section 106 consulting parties to resolve adverse effect.[Preparation and publication of Final EIS](#)
  - Organize and hold public a hearing to present the DEIS.
  - [Publication and issuance of EIS Record of Decision](#)

## 7 PUBLIC INVOLVEMENT PLAN ACTIVITIES

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The following public involvement activities are proposed for Phase I of the I-290 improvement study. Unless otherwise noted, the PSG is the responsible party for activities and coordination, and all activities will be approved by IDOT before proceeding. The PSG designated point of approval is John Baczek or his designee, with IDOT District 1. He will manage internal IDOT reviews and approvals, consolidate review comments, and coordinate the resolution of conflicting study issues.

Each strategy is described, identifies a target audience, and includes an implementation schedule.

### 7.1 Stakeholder Activities

There are two key groups of stakeholders identified in this study: those with decision making capabilities related to implementing transportation investments; and those with public standing who speak for the general public and can influence a broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process, affected environmental, historic, cultural and economic resources.
- Corridor businesses, professional associations and local, regional and potentially statewide community, civic and environmental organizations.

### 7.2 Public Outreach Meetings

Stakeholder involvement for the I-290 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.

#### Small Group Meetings

Small group meetings will engage stakeholders, share information and foster discussion by: addressing specific project issues, allowing for more specialized discussions and input, and aiding the general public in developing a better understanding the project goals and objectives. Small group meetings will be held throughout the project as they are identified. These meetings could include the project team, local agencies and organizations, members of the business community and affected property owners. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

## **Speakers' Bureau**

A speakers' bureau, consisting of IDOT and Consultant staff, will be maintained to present project-related information to interested local civic or service organizations, such as Rotary Clubs, Kiwanis, etc. Relevant and available project information will be assembled and updated by the speaker's bureau for presentation on a regular basis. These meetings will occur as requested.

## **Agency Coordination**

The preparation of an Environmental Impact Statement (EIS) 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. Initially, a general meeting will be held with local, state and federal resource agencies as part of the Scoping process. As the project progresses, meetings will be held with individual resource agencies to discuss environmental findings and compliance with local, state and federal requirements.

## **Stakeholder Workshops**

Multiple stakeholder workshops will be conducted between key milestones (e.g. corridor workshop, interchange type, thru-lanes, transit/pedestrian, etc.) as a means to obtain stakeholder input regarding various project issues and potential solutions. Renderings and visualizations may be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will depend on the topics of discussion and format of the particular workshop in which it is presented.

## **Elected Officials Briefings**

Briefings will be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held just prior to the public meetings/hearing at major milestones in the project. Appropriate project summary materials will be prepared for distribution at these meetings.

## **Public Meetings, Workshop, and Hearing**

Public involvement for the I-290 study will include opportunities for broader public meetings in the form of public information meetings, stakeholder workshop, 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. Three public meetings are anticipated to coincide with major project milestones:

- *Public Meeting #1* (November 2009) will serve as the project re-kickoff, providing information regarding the study history, process and objectives, CSS procedures, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, goals and objectives.
- *Public Meeting/workshop #2* (June 2010) will present the project purpose and need and solicit a range of alternatives. Workshops will be held to reach consensus on alternatives that agree with purpose and need and will be carried forward for further evaluation, as well as the evaluation methods.
- *Public Meeting #3* will present alternatives that were further evaluation and their evaluation results.
- The *Public Hearing* will present the DEIS and evaluation of the preferred alternative. The hearing is part of a Federal requirement for the DEIS under the National Environmental Protection Act (NEPA). The public will have the opportunity to view and provide their testimony on the DEIS and preferred alternative.

These meetings will utilize a range of presentation methods and techniques including project boards, handouts, and PowerPoint or multimedia presentations. The meetings will be advertised by postcard invitations, public notices placed in area newspapers, on the project website, and on 3<sup>rd</sup> party websites. Opportunities for the public to provide written comments (comment forms) will be available at the meetings as well as on the project website. Translation services will be provided when requested.

### **7.3 Other Mechanisms for Public Involvement**

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

#### **Mailing List**

To support public meeting invitations, newsletter distribution, and other direct public contact, a mailing list will be developed and updated. Phone numbers and e-mail addresses will be added to (or removed from) the list as available or requested.

The mailing list is intended to include contact information for: affected landowners; federal, state, and local officials; special interest groups; resource agencies; businesses & business leaders; and members of the public. The list will be developed initially using existing resources (assessor data, names and addresses of officials from other recent projects in the area, etc.), and will be maintained throughout the project via ongoing outreach, sign-in sheets, project website, and other methods.

#### **Public Website**

In an effort to utilize electronic media to disseminate information to the public and receive input and comments, a public website has been developed. This website provides a central source of project study information and is available to anyone with access to the internet at any time. The I-290 website is capable of maintaining a history of the study in a cost-effective manner.

To maintain project identity and facilitate access to project information, this website will be in addition to the IDOT website, with links connecting the two. Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed collateral. The website will also allow for two-way communication (comment forms), through the use of e-mail. For consistency, the website updates will coincide with the major study milestones.

**Website Domain:** [www.EisenhowerExpressway.com](http://www.EisenhowerExpressway.com) **Newsletters**

A common communication tool for a project is the newsletter. To assist with consistent delivery of project information and progress, newsletters will be circulated at key project milestones. Each milestone newsletter will build upon the previous newsletter (and the information available on the website), providing updates on the study's progress. A project logo and consistent communication design theme will be created for printed collateral. Newsletters are intended for project staff use as well as for the public; staff use will ensure that the correct and consistent information is relayed in response to questions and inquiries.

## **Media Strategies**

An effective method of informing the general public about a project and its progress is through broadcast and print media. To effectively use the media for this study, a number of media strategies will be employed to promote frequent coverage of the study; these strategies include press releases, media briefings, publication pieces, media correspondence, and one-on-one briefings with agency-designated spokespersons.

The approach is to issue a number of press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study progress to date, important results, and next steps. Overall, this will be an approach that is complementary to the public involvement tools.

## **Public Response and Communication**

Throughout this study, both direct and indirect public comment is anticipated. Direct public comment will come as e-mail (by a direct link from the website), standard mail, phone calls, and comment forms issued at meetings and briefings. Indirect public comment will come through the media, non-agency sponsored meetings and third party websites. It is important to address both direct and indirect public comment to ensure the public that its concerns & opinions are being recognized, and to respond to potentially problematic issues such as misinformation.

Mail and e-mail responses offer the opportunity to develop a personalized response, yet timeliness is important. The desired time-frame to develop, edit, approve and mail (or e-mail) a response is one week once it is received by the PSG.

A centralized comment response management system will be implemented. The goal of this system is to provide a centralized, secure, and electronically accessible repository for comments. It will be capable of categorizing the comment types and issues, tracking the status of comment responses, and maintaining a comment record for the environmental documentation. The system will also collect and maintain stakeholder contact information for mailing list automation.

Phone calls and standard mail will be answered by IDOT unless the study team is requested to complete the response. Monitoring third-party meetings, activities, websites, and media reports

related to the project will continue throughout the study. Reports on third-party activity will be detailed and stored as they occur.

## **8 PLAN AVAILABILITY AND MONITORING/UPDATES**

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

### **8.1 Availability of the Stakeholder Involvement Plan**

The PSG will make the SIP available to stakeholders for review at public meetings and on the project website. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds, IDOT will update the SIP as needed to reflect appropriate changes or additions. IDOT will advise stakeholders of future SIP updates and post updates on the project website.

### **8.2 Modification of the Stakeholder Involvement Plan**

The plan will be reviewed on a regular basis for effectiveness and will be 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

The PSG will provide updated versions of the SIP to all agencies involved as necessary. Cooperating and participating agencies should notify IDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked in Table 6-1, Appendix A.

**Appendix A**  
**Tables**

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**Table 3-1  
Lead Agencies**

<b>Agency Name</b>	<b>Role</b>	<b>Other Project Roles</b>	<b>Responsibilities</b>
Federal Highway Administration	Lead Federal Agency		
Illinois Department of Transportation	Joint-Lead Agency		

**Table 3-2  
Cooperating Agencies and Agency Responsibilities**

<b>Agency Name</b>	<b>Role</b>	<b>Cooperating Agency Response</b>	<b>Other Project Roles</b>	<b>Responsibilities</b>
Illinois Department of Natural Resources	Cooperating Agency	Pending		
U.S. Environmental Protection Agency	Cooperating Agency	Pending		
Illinois Historic Preservation Agency	Cooperating Agency	Pending		
U.S. Fish and Wildlife Service	Cooperating Agency	Pending		
U.S. Army Corps of Engineers, Chicago District	Cooperating Agency	Pending		
Illinois Department of Agriculture	Cooperating Agency	Pending		
Illinois Environmental Protection Agency	Cooperating Agency	Pending		

**Table 3-3  
Participating Agencies and Agency Responsibilities**

<b>Agency Name</b>	<b>Requested Role</b>	<b>Participating Agency Response</b>	<b>Other Project Roles</b>	<b>Responsibilities</b>
Illinois Historic Preservation Agency		Participating Agency	Pending	Section 106 consulting party
Federal Emergency Management Agency		Participating Agency	Pending	
Cook County		Participating Agency	Pending	Section 106 consulting party
DuPage County		Participating Agency	Pending	Section 106 consulting party
City of Chicago		Participating Agency	Pending	Section 106 consulting party
Village of Bellwood		Participating Agency	Pending	Section 106 consulting party
Village of Broadview		Participating Agency	Pending	Section 106 consulting party
Village of Forest Park		Participating Agency	Pending	Section 106 consulting party
Village of Hillside		Participating Agency	Pending	Section 106 consulting party
Village of Maywood		Participating Agency	Pending	Section 106 consulting party
Village of Oak Park		Participating Agency	Pending	Section 106 consulting party
Village of Westchester		Participating Agency	Pending	Section 106 consulting party

**Table 3-4  
Agencies Declining Participating**

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**Agency or Cooperating Agency Status**

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**Reason for Response**

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TBD

**Table 3-5**  
**Agencies Not Responding to Participation Agency**

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**Agency**

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TBD

**Table 4-1**  
**Section 106 Consulting Parties**

<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>E-mail &amp; Mailing Address</b>
Deputy Illinois State Historic Preservation Officer	Anne Haaker	
Historic Preservation Officer Sac and Fox Nation of Oklahoma	Sandra Massey	Rt. 2, Box 246 Stroud, OK 74079
Tribal Historic Preservation Officer Ho Chuck Nation	Bill Quakenbush	W9815 Airport Road Black River Falls, WI 54615
Prairie Band Potawatomi Nation Government Center	Steve Ortiz	16281 Q Road Mayetta, KS 66509
Hannahville Indian Community	Kenneth Meshigaud Chairperson	N14911 Hannahville Blvd. Rd. Wilson, MI 49896
Pokagon Band of Potawatomi Indians	John Miller-Chairperson	58620 Sink Road Dowagiac, MI 49047
Forest County Potawatomi	Phillip Shopodock	P.O. Box 340 Crandon, WI 54520
Citizen Potawatomi Nation	John A. Barrett-Chairperson	1601 S. Gordon Cooper Dr. Shawnee, OK 74801
Illinois Department of Transportation	John Baczek/ Section Chief of Programming	
Cook County	Todd H. Stroger, Jr./ President of the Board	
DuPage County	Robert Schillerstrom/ President of the Board	
City of Chicago	Richard M. Daley/Mayor	
Village of Bellwood	Frank Pasquale/Mayor	
Village of Broadview	Sherman Jones/President	
Village of Forest Park	Anthony Calderone/Mayor	
Village of Hillside	Joseph Tamburino/President	
Village of Maywood	Henderson Yarbrough, Sr./Mayor	
Village of Oak Park	David Pope/President	
Village of Westchester	Sam Pulia/President	

**Table 5-1  
Project Study Group Members**

<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>E-mail &amp; Mailing Address</b>
Illinois Department of Transportation	Pete Harmet Bureau Chief of Programming	<a href="mailto:Pete.harmet@illinois.gov">Pete.harmet@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	John Baczek Section Chief of Programming	<a href="mailto:John.Baczek@illinois.gov">John.Baczek@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead Section Chief of Environmental Unit	<a href="mailto:Sam.Mead@illinois.gov">Sam.Mead@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Vanessa Ruiz Environmental Unit	<a href="mailto:Vanessa.ruiz@illinois.gov">Vanessa.ruiz@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Rick Wojcik Section Chief of Hydraulics Unit	<a href="mailto:Rick.Wojcik@illinois.gov">Rick.Wojcik@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Walt Zyznieuski Bureau of Design & Environment	<a href="mailto:Walter.zyznieuski@illinois.gov">Walter.zyznieuski@illinois.gov</a> IDOT 2300 South Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Greg Feeny Acting Region One Field Engineer Bureau of Design & Environment	<a href="mailto:Greg.Feeny@illinois.gov">Greg.Feeny@illinois.gov</a> IDOT 2300 South Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Rick Wanner Bureau of Maintenance	<a href="mailto:Rick.Wanner@illinois.gov">Rick.Wanner@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mike Cullian Bureau of Land Acquisition	<a href="mailto:Mike.Cullian@illinois.gov">Mike.Cullian@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Mark Jenkins Bureau of Electrical Operations	<a href="mailto:mark.jenkins@illinois.gov">mark.jenkins@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Catherine Kibble Consultant Unit Section Chief	<a href="mailto:Catherine.kibble@illinois.gov">Catherine.kibble@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196

Illinois Department of Transportation	Z. Haider Local Roads, MFT Engineer East Division	<a href="mailto:Z.Haider@illinois.gov">Z. Haider@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Marilyn Solomon Local Roads, MFT Engineer West Division	<a href="mailto:Marilyn.Solomon@illinois.gov">Marilyn.Solomon@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Jim Stumpner Bureau of Maintenance	<a href="mailto:James.stumpner@illinois.gov">James.stumpner@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Steve Travia Bureau Chief of Traffic	<a href="mailto:Steve.travia@illinois.gov">Steve.travia@illinois.gov</a> IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Pending Bureau of Construction	IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Federal Highway Administration	Matt Fuller Environmental Programs Engineer	<a href="mailto:Matt.Fuller@fhwa.dot.gov">Matt.Fuller@fhwa.dot.gov</a> Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Federal Highway Administration	Chris Byars	<a href="mailto:Chris.Byars@fhwa.dot.gov">Chris.Byars@fhwa.dot.gov</a> Federal Highway Administration 3250 Executive Park Drive Springfield, IL 62703
Parsons Transportation Group	Mark Peterson IDOT Project Manager	<a href="mailto:Mark.peterson@illinois.gov">Mark.peterson@illinois.gov</a> 201 W. Center Court Schaumburg, IL 60196
Parsons Brinckerhoff	Ed Leonard Project Manager	<a href="mailto:leonarde@pbworld.com">leonarde@pbworld.com</a> 230 W. Monroe Street Suite 900 Chicago, IL 60606
Parsons Brinckerhoff	Ron Shimizu Public Involvement/CSS	<a href="mailto:Shimizu@pbworld.com">Shimizu@pbworld.com</a> 230 W. Monroe Street Suite 900 Chicago, IL 60606
Parsons Brinckerhoff	Bryan Kapala Deputy Project Manager	<a href="mailto:Kapala@pbworld.com">Kapala@pbworld.com</a> 230 W. Monroe Street Suite 900 Chicago, IL 60606

Parsons Brinckerhoff

Tim Selover  
Environmental/Public  
Involvement/CSS

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Images, Inc.

Tracy Morse  
Public Involvement/CSS

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Wheaton, IL 60187

Images, Inc.

Carrie Hansen  
Public Involvement/CSS

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400 W. Liberty  
Suite B  
Wheaton, IL 60187

**Table 5-2  
Corridor Advisory Group (CAG)**

<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>Participation</b>	<b>Other Project Role(s)</b>
Cook County	Todd H. Stroger, Jr. / President of the Board	Pending	
DuPage County	Robert Schillerstrom / Chairman of the Board	Pending	
City of Chicago	Richard M. Daley / Mayor	Pending	
Village of Bellwood	Frank Pasquale / Mayor	Participating	
Village of Broadview	Sherman Jones / President	Participating	
Village of Forest Park	Anthony Calderone / Mayor	Participating	
Village of Hillside	Joseph Tamburino / President	Participating	
Village of Maywood	Henderson Yarbrough, Sr. / Mayor	Participating	
Village of Oak Park	David Pope / President	Participating	
Village of Westchester	Sam Pulia / President	Participating	
Chicago 24 <sup>th</sup> Ward	Alderman Sharon Denise Dixon	Pending	
Chicago 28 <sup>th</sup> Ward	Alderman Ed H. Smith	Pending	
Chicago 29 <sup>th</sup> Ward	Alderman Isaac Carothers	Pending	

**Table 5-3.1  
Task Force Group (TF)**

<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>Other Project Role(s)</b>
Oak Park Park District	Neil Adams	
Village of Broadview	Matthew Ames	
Village of Bellwood	Louis Arrigoni	
Cook County	Sheila Atkins	
DuPage County	Mark Avery	
Oak Park Park District	Gary Balling	
DuPage Mayors & Managers	Mark Baloga	
Village of Oak Park	Tom Barwin	

Chicago Metropolis 2020	Frank Beal
Village of North Riverside	Guy Belmonte
Village of LaGrange	Patrick Benjamin
Cook County	Rodney Bettenhausen
Village of Brookfield	Meena Beyers
Chicago Park District	Gia Biagi
CMAP	Randy Blankenhorn
PACE	Michael Bolton
Oak Park Township	F. David Boulanger
CMAP	Claire Bozic
“Cap the IKE” Stakeholder Advisory Committee	Fred Brandstrader
Village of Bellwood	Anthony Bruno
FEMA – Region V	Edward Buikema
West Central Municipal Conference	Lenny Cannata
Village of Forest Park	JoEllen Charlton
USACOE	Kathy Chernich
METRA	Lynette Ciaverella
Village of Oak Park	Rob Cole
CN Rail Road	Dave Crader
DuPage County	Thomas Cuculich
Village of Bellwood	William Darr
Cook County	Tom Dart
Village of Westchester	Dennis DiPasquale
Village of Bellwood	Dan Donahue
Village of Forest Park	John Doss
City of Berwyn	Robert Dwan
Village of Maywood	Jason Ervin

DuPage County	Deborah Fagan
Chicago Transit Authority	Peter Fahrenwald
Village of Hillside	John Flood
Chicago Transit Authority	Linda Fuller
Village of Forest Park	Tim Gillian
Village of LaGrange	Ryan Gillingham
Village of Brookfield	Riccardo Ginex
Village of Westchester	Brian Gorka
Cook County	Rupert Graham
Village of Berkeley	Timothy Griffin
Center for Neighborhood Technology	Jackie Grimshaw
Village of Westchester	Rusty Gross
Village of River Forest	Steven Gutierrez
Illinois Historic Preservation Agency	Anne Haaker
Illinois Department of Natural Resources	Steve Hamer
Chicago Department of Transportation	Luann Hamilton
US Department of Agriculture	Matt Harrington
Chicago Department of Transportation	Rich Hazlett
Village of Brookfield	Bill Heider
Active Transportation Alliance	Carolyn Helmke
Town of Cicero	Sam Jelic
DuPage County	Mary Keating
Illinois State Toll Highway Authority	Mike King
Chicago Park District	Tim King

CMAP	Don Kopec
DuPage County	John Kos
Illinois State Toll Highway Authority	Paul Kovacs
Village of River Forest	Gregory Kramer
Forest Home Cemetery	Sheryll Krass
Citizens for Appropriate Transportation	Rick Kuner
Village of North Riverside	Tim Kutt
Village of North Riverside	Tam Kutzmark
Village of Berkeley	Bob Larem
Regional Transportation Authority	William Lenski
Friends of the Oak Park Conservatory	Sandy Lentz
Chicago 29 <sup>th</sup> Ward	Phyllis Logan
DuPage County	John Loper
Fish & Wildlife Service- Chicago Field Office	Jeff Mengler
Village of Bellwood	Lena Moreland
Illinois State Police	Peter Negro
Chicago Transit Authority	Bruce Nelson
Concordia Cemetery	Gary Neubieser
METRA	Phillip Pagano
IDNR	Laura Perna
DuPage County Forest Preserve District	D. "Dewey" Pierotti, Jr.
Village of Hillside	Joseph Pisano
USACOE	Vincent Quarles
Regional Transportation Authority	Leanne Redden
Chicago Transit Authority	Richard Rodriguez
US Fish & Wildlife Service	John Rogner

Indiana Harbor Belt Railroad	Jim Roots
PACE	T.J. Ross
City of Berwyn	Pat Ryan
Active Transportation Alliance	Rob Sadowsky
Regional Transit Authority	Stephen Schlickman
Village of Bellwood	Manny Sifuentes
Chicago 29 <sup>th</sup> Ward	Brenda Smith
Village of Hillside	Paul Smith
Metropolitan Water Reclamation District	Joseph Sobanski
Village of Maywood	Lori Sommers
CSX	Ed Sparks
Village of Forest Park	Mike Stirk
Federal Highway Admin.	Norm Stoner
Illinois Road and Transportation Builders Association	Michael Sturino
Village of Broadview	David Upshaw
Village of Westchester	Stan Urban
US Department of Housing and Urban Development	Steven Vahl
Village of Hillside	Russell Wajda
Village of Maywood	John West
US EPA	Kenneth Westlake
West Central Municipal Conference	Tammy Wierciak
US ACOE	Diedra Willis
Cook County	Daniel Zaragoza
Illinois State Toll Highway Authority	Rocco Zuccherro
Village of Oak Park	Theresa Powell

**Table 5-3.2  
Task Force (TF)**

<b>TF</b>	<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>Other Project Role(s)</b>
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**Transportation/Engineering**

TBD

**Table 5-3.3  
Task Force (TF)**

<b>TF</b>	<b>Agency Name</b>	<b>Contact Person/Title</b>	<b>Other Project Role(s)</b>
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**Land Use/Environmental**

TBD

**Table 6-1**  
**Stakeholder Involvement Plan Revision History**

<b>Version</b>	<b>Date</b>	<b>Revision Description</b>
	May 2009	Original
	November 2009	Version 2
	January 2010	Version 3
	February 2010	Version 4

Table 7-1  
Project Schedule

I-290 Phase I Environmental and Engineering Study  
Study Milestone Schedule - Draft

Study Process Milestone	2009												2010												2011												2012											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Project Scoping																																																
Problem Statement																																																
Purpose and Need																																																
Identify Wide Range of Alternatives																																																
Identify Alternatives for Detailed Analysis																																																
Development and Analysis of Detailed Alternatives																																																
Public Hearing - DEIS																																																
Selection of a Preferred Alternative																																																
Prepare Final Environmental Impact Statement																																																
FHWA Approval of EIS and Notice of Availability																																																
Record of Decision																																																

January 26, 2010

\\mrchgl01\1\290\2.0 - Contract\2.6 - Project Schedule\I-290 FHWA EIS Timeframes Agreement Coordinated CSS (2010-Jan-26).xlsx  
3/29/2010

## **Glossary, Acronyms, and Abbreviation**

## **Glossary and Acronyms**

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### **Glossary**

<b>Alternative</b>	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.
<b>Area of Potential Effect</b>	Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.
<b>Consensus</b>	When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process as a whole was fair.
<b>Context Sensitive Solutions</b>	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.
<b>Environmental Impact Statement</b>	An Environmental Impact Statement (EIS) is required by the National Environmental Policy Act (NEPA) of 1969 for projects that may have significant impacts, and is the document that assures that planners, engineers and environmental scientists have studied appropriate alternatives and that citizen 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.
<b>High Occupancy Vehicle Lane</b>	A high-occupancy vehicle (HOV) lane is a lane reserved for vehicles with a driver and one or more passengers. These lanes are also known as carpool lanes.
<b>Historic property</b>	Historic property means 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. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.
<b>National Environmental Policy Act</b>	The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE).
<b>Multi-Modal Transportation</b>	Includes all modes of transportation for a complete transportation system. Examples: cars, trucks, bicycles, pedestrians, high occupancy vehicles, mass transit, rail.

**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 which cause or contribute to the unacceptable performance.

**Stakeholder Involvement**

A process that will facilitate effective identification and understanding of the Plan (SIP) 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.

**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.

## Acronyms

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CA	Cooperating Agencies
CAG	Corridor Advisory Group
CDOT	Chicago Department of Transportation
CTA	Chicago Transit Authority
CIG	Corridor Interest Group
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National
CSS	Context Sensitive Solutions
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
HOV	High Occupancy Vehicle
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
ISHTA	Illinois State Toll Highway Authority
NEPA	National Environmental Policy Act
PA	Participating Agencies
PSG	Project Study Group
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users
SIA	Statewide Implementation Agreement
SIP	Stakeholder Involvement Plan
RTA	Regional Transportation Authority
TF	Task Force

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**Appendix C**  
**Formal Dispute Resolution Process**

APPENDIX C

# Formal Dispute Resolution Process

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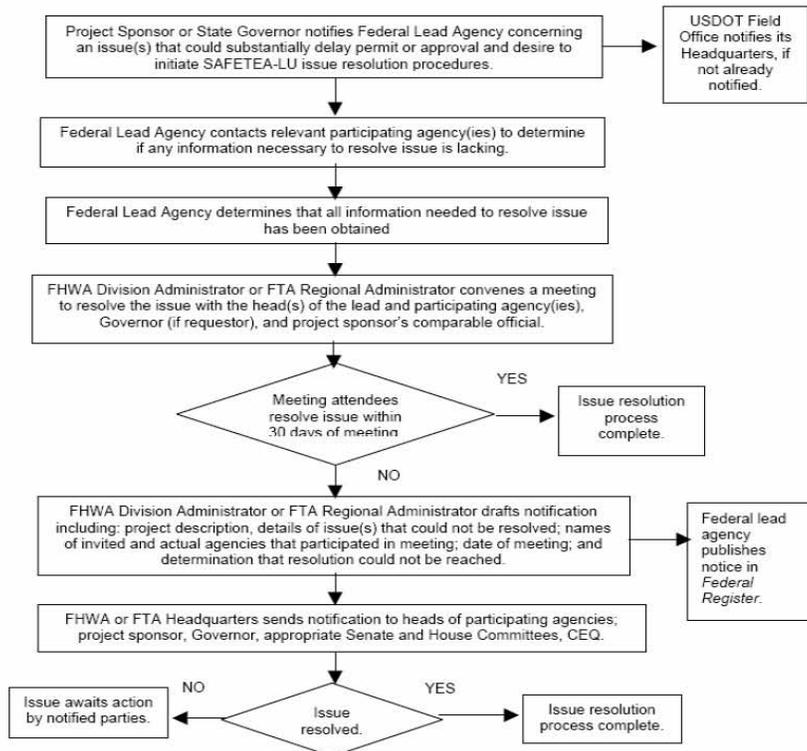


Figure 1. The SAFETEA-LU issue resolution process. Note that where two steps are not separated by a “yes” or “no” decision diamond, both steps must be taken.