



Central Avenue at the Belt Railway Company (BRC) Railroad Grade Separation Study

Stakeholder Involvement Plan

For Agency and Public Involvement



Central Avenue at BRC Railroad Grade Separation Study

STAKEHOLDER INVOLVEMENT PLAN
FOR
AGENCY AND PUBLIC INVOLVEMENT

Illinois Department of Transportation

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Central Avenue at BRC Railroad Grade Separation Study
Stakeholder Involvement Plan

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1.0 INTRODUCTION

1.1 Project Background

The study area for the Central Avenue at BRC Railroad Grade Separation Study is located in the Garfield Ridge community on the southwest side of the City of Chicago. This preliminary engineering and Environmental Assessment will study alternatives for replacing the at-grade crossing of Central Avenue and the BRC tracks located 330 feet south of Archer Avenue and 800 feet north of 55th Street by grade separating the roadway and the railroad tracks. See Figure 2.1 in Appendix B. The project goal is to reduce roadway congestion and improve safety at this location by eliminating delay to nearly 2,500 vehicles stopped at this location daily and alleviating the potential for collisions between vehicles and trains.

A grade separation improvement at this location was identified as GS2 in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. CREATE is a first-of-its-kind partnership between the United States Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak, and the nation's freight railroads which is funding critically needed improvements to increase the efficiency of the region's passenger and freight rail infrastructure and enhance the quality of life for Chicago-area residents. This current study is being undertaken by IDOT outside of the CREATE program.

In January 2002, a final BRC Grade Separation Feasibility Study was completed for the Illinois Department of Transportation. The study prioritized a list of the fourteen existing at-grade railroad crossings and determined which locations offered the greatest benefits at the most acceptable costs and impacts to alleviate traffic congestion, lesson traffic delay, improve safety, and provide continual flow of traffic for commuters, public services and goods. The study made three final candidate crossing recommendations, among them the Central Avenue Crossing. The report noted potential impacts and benefits for a grade separation at the Central Avenue Crossing. Ultimately, a grade separation was considered an area-wide transportation improvement for the southwest side of Chicago.

The preliminary engineering and environmental study will be processed 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 purpose of the study is to analyze the potential impacts of the proposed alternatives, and ultimately make a recommendation. The study is scheduled to take approximately eighteen (18) months to complete.

The goal of this EA and Combined Design Report is to identify transportation deficiencies, develop improvement alternatives, recommend preferred improvements, and identify and evaluate impacts of a preferred transportation improvement for the Central Avenue at BRC Crossing.

**Central Avenue at BRC Railroad Grade Separation Study
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The process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The Central Avenue at BRC Crossing project will adhere to the requirements set forth in NEPA, MAP-21, SAFETEA-LU, National Historic Preservation Act, and CSS legislation.

1.2.1 National Environmental Policy Act (NEPA)

The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) will complete an EA for the Central Avenue at BRC Crossing project to fulfill 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 NEPA and state regulatory requirements. Opportunities for the public to provide input will be provided at key NEPA decision points: Purpose and Need, Alternatives to be carried forward, and Preferred Alternative.

The NEPA process requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. IDOT will assess the social, economic and environmental impact of the proposed project as part of the NEPA and transportation decision-making process. NEPA also encourages early and frequent coordination with the public and resource agencies throughout the project development process. Environmental factors such as socio-economic, agricultural, cultural, air quality, noise, natural resources, water resources and aquatic habitats, groundwater, floodplains wetlands, special waste, special lands, Section 4(f), permits/certifications required, and other issues will be assessed. Public comments that are received during all phases of the project are considered in the draft environmental document. Following NEPA guidelines, an Environmental Assessment will be prepared.

1.2.2 Moving Ahead for Progress in the 21st Century (MAP-21)

On July 6, 2012, Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law. With guaranteed funding for highways, highway safety, and public transportation, MAP-21 authorizes transportation programs and projects for the two year period of 2012-2014. MAP-21 seeks to streamline the environmental review process to facilitate compliance with NEPA by providing for more efficient reviews of proposed actions while continuing to protect environmental and human health. USDOT will initiate further rulemaking to implement the various environmental provisions contained in MAP-21.

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Building off the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, MAP-21 continues to support previous federal public participation guidelines. The transportation legislation expands the listing of interested parties to be engaged during the development of the Public Participation Plan, the short-term and long-term transportation plans. These interested parties shall have reasonable opportunities to comment on transportation plans, and will be the case with Central Avenue at BRC Crossing.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EA, and therefore, the Central Avenue at BRC Crossing 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.

1.2.3 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 historical 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.

1.2.4 Context Sensitive Solutions

This project is being developed using the principles of CSS per IDOT Context Sensitive Solutions (CSS) Policy and Procedural 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 which fit into and reflect the project’s surroundings – its “context”. Through frequent communication with stakeholders, and a flexible 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.”

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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 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, in addition to improving 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:

- Strike a balance between cost, safety, mobility, community needs, and the environment.
- Involve stakeholders in the decision-making process early and continuously, throughout the development of the project.
- Address all appropriate modes of transportation in the plan and design of the project, including mass transit, pedestrians and bicyclists.
- Use all appropriate disciplines to help plan for and design the project.
- Apply the flexibility inherent in the design standards to fit the project into its surroundings. Incorporate aesthetics as part of basic "good design."

A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. This SIP was developed to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC §139(g) within the context of the NEPA process.

2.0 Goals and Objectives of the SIP

The purpose of the SIP is to provide a guide for implementing a public involvement plan for the Central Avenue at BRC Crossing. This 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 engages 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.

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The SIP:

- Identifies stakeholders.
- Identifies Project Study Group (PSG).
- Identifies Community Advisory Group (CAG).
- Identifies the roles and responsibilities of the lead agency.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.

The SIP, by its very nature, is a work in progress and thus subject to revision anytime events warrant.

2.2 Stakeholder Identification Process

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. The opportunities include, but are not limited to, the project website, the CAG project study groups, public meetings, newsletters, and press releases (see Section

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6.0). 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.

The 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 and FHWA.

3.0 Section 106 Consulting Parties

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:

- State Historic Preservation Officer
- Indian Tribes and Native Hawaiian Organizations
- Representatives of local governments
- Applicants for Federal assistance, permits, licenses and other approvals
- Individuals with 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 5.1. In addition to those parties identified, individuals or organizations may request to become a consulting party for this project by contacting Kimberly Murphy by e-mail (kimberly.murphy@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.

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

4.0 Stakeholder Group Organization

IDOT will invite stakeholders to participate in the CAG. The CAG can consist of local agencies and organizations, members of the business community, and various property owners. Group membership may be altered during the project to allow for optimal stakeholder involvement.

Each of the project working groups has a distinct, yet inter-related advisory role in the project development process, as described in detail in the remainder of this section. Project working group members represent a cross-section of the diverse stakeholders for this project. Thus, the working groups are an important mechanism for obtaining input for a diverse set of stakeholders. The objective of the project working groups will be to provide multi-disciplinary advisory input to project decisions, and ultimately, to help develop a consensus solution for the project. In general, the role of the project working groups will be to provide input and advice to the Project Study Group (PSG) so as to build overall consensus as the project moves forward.

4.1 Project Study Group (PSG)

Per IDOT's CSS procedures, IDOT has formed a PSG, an interdisciplinary team, for developing the Central Avenue at BRC Railroad Grade Separation Study. This group consists of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team (HDR, Inc.). The membership of the PSG will evolve as the understanding of the project's context is clarified.

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.

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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 2.1 in Appendix A will form the PSG for the Central Avenue at BRC project.

4.2 Community Advisory Group (CAG)

To assist in the development of the environmental and engineering studies for the Central Avenue at BRC Railroad Grade Separation Study, IDOT has proposed the establishment of a Community Advisory Group (CAG). The CAG group consists of community leaders 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 county 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, alternatives to be carried forward, and preferred alternative. The initial invitational membership of the CAG is presented in Table 3.1, Appendix A.

The meeting program will be designed to encourage timely and meaningful opportunities for input, and to encourage information sharing and collaboration between the CAG 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.

4.3 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. The SIP serves as a guide for public involvement in Phase I 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.

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4.4 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 working 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.

4.5 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 state 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.

IDOT maintains the final word: IDOT is the agency responsible for the safety and integrity of the state highway system and local agency routes built or improved with state or federal funds. As such there will be considerations which cannot be compromised. There will be many different stakeholders, such as local elected officials, environmentalists, other agencies, special interest groups, property owners and the general public, for each project; each will have differing views and interests. Although conflict resolution is a tool to resolve these differences, IDOT is held ultimately responsible and therefore makes the final decision.

5.0 Tentative Schedule of Project Development Activities/Stakeholder Involvement

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

5.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

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:

- Develop and circulate the draft Stakeholder Involvement Plan (SIP).
- Assemble and organize the internal Project Study Group (PSG) and identify participants for the external project working group referred to as the Community Advisory Group (CAG).
- Identify project cooperating agencies
- Identify section 106 consulting parties.

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- Organize and hold initial one-on-one meetings with agency stakeholders.
- 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.

5.2 Step Two: Develop 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 objective 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:

- 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 draft problem statement.
- Develop a draft project Purpose and Need statement; opportunities for stakeholder review will be provided.

5.3 Step Three: Develop a Range of Alternatives

A range of project alternatives will be considered to address 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. 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.
- Identify historic properties within the project's Area of Potential Effect and coordinate with section 106 consulting parties.
- Organize and hold CAG meeting to discuss and identify initial alternatives.
- Achieve stakeholder consensus on the range of alternatives.

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5.4 Step Four: Alternatives to be Carried Forward

This milestone of the project consists of screening the 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.
- Organize and hold CAG meeting/workshop to discuss alternatives that meet Purpose and Need.
- Identification of alternatives to be carried forward.
- Agency update on the alternatives to be carried forward.
- Organize and hold a public meeting to present and solicit input on the project's Purpose and Need, Range of Alternatives identified, the recommended Alternative(s) to be Carried Forward, and present the next steps of the study.

5.5 Step Five: Preferred Alternative

In this step, the alternative(s) 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. The objective of this step is to achieve consensus on a single preferred alternative.

- Detailed evaluation of the alternative(s) carried forward.
- Organize and hold two (2) CAG meetings/workshops to present design details, evaluation findings and receive stakeholder feedback.
- Achieve stakeholder consensus on a preferred alternative.
- Agency update on the preferred alternative.
- Hold a CAG meeting in advance of the public hearing to provide a preview of the materials to be presented at the public hearing.
- Organize and hold a Public Hearing to present the Preferred Alternative including the identification of all potential property and access impacts.
- 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 EA.

5.6 Project Development Schedule and Stakeholder Involvement

The tentative schedule for project development activities and stakeholder involvement milestones is presented in Appendix B.

6.0 Public Involvement Plan Activities

The following public involvement activities are proposed for the Central Avenue at BRC Crossing 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 Kimberly Murphy with IDOT District One. She will manage

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internal IDOT reviews and approvals, consolidate review comments, and coordinate the resolution of conflicting study issues.

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

6.1 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.
- Study area businesses, professional associations and local, regional and potentially statewide community, civic and environmental organizations.

6.2 Public Outreach Meetings

Stakeholder involvement for the Central Avenue at BRC 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 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 for 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.

6.2.1 Agency Coordination

The preparation of an Abbreviated 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. 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.

6.2.2 Small Group Meetings

Small group meetings are useful in providing project information to the surrounding community and aiding the general public in better understanding project goals and objectives. These meetings also provide each group with the opportunity to obtain

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the undivided attention of the project staff so they know that their concerns have been heard. Small group meetings will be ongoing throughout the project. Attendees may include the project team, local agencies and organizations, members of the business community, and various property owners. The meetings will address specific project issues and allow for more specialized discussions and input. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings.

6.2.3 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 at major milestones in the project or as requested. Appropriate project summary materials will be prepared for distribution at these meetings.

6.2.4 Public Meetings

Public involvement for the Central Avenue at BRC project will include opportunities for broader public meetings in the form of public information 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. Two public meetings and a public hearing are anticipated to coincide with major project milestones:

- Public Meeting #1 (6/26/13) is a project kickoff meeting which includes introduction of the PSG, the process and objectives, display existing conditions, explain the CSS process, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, goals and objectives to be used for the problem statement and purpose and need.
- Public Meeting #2 (3/4/14) presents the Purpose and Need for the project, Range of Alternatives considered, and Alternatives to be Carried Forward for further evaluation. Public input will be solicited to gain consensus on the remaining alternatives prior to performing detailed design studies and analysis.
- The Public Hearing (anticipated August 2014) will present the preferred alternative. The public will have the opportunity to view and provide their testimony.

The meetings will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by flyers as well as public notices placed in area newspapers. Opportunities for the public to provide written comments will be available via comment forms (at the meetings), the project website (www.centralbrc.org), and the project e-mail (centralbrc@hdrinc.com).

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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, 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 the list, as available.

A mailing list will be developed that will include such recipients 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 (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. 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 Public Website

In an effort to utilize electronic resources, disseminate information to the public and to 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.

To maintain project identity and facilitate access to project information, this website will be in addition to the IDOT website, with links between 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 will be updated on the same schedule as the study's major milestones.

Website Domain: www.centralbrc.org

6.3.3 Newsletters

A common communication tool for a project is the use of newsletters. To assist with the consistent delivery of information on the progress of this project, three (3) newsletters will be produced key project milestones. These newsletters will build upon the basic information found on the website and update readers on the study's progress. A project logo and communication design theme will be created for printed collateral. Newsletters are intended for staff use as well as for the public; staff use will ensure that the correct and same information is relayed in response to questions and inquiries.

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

The goal is to issue a number of press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study work to date, important results, and next steps.

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 its 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, yet timeliness is important as well. A week for developing comment responses is a proposed time frame, throughout the study process, acknowledging that IDOT reviews and approvals may take longer for those responses that must be routed through the elected officials.

Phone calls and standard mail will be answered by IDOT, unless the study team is requested to complete the response. 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.

7.0 Plan Availability and Monitoring/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 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 forward, IDOT will update the SIP on a regular basis to reflect appropriate changes or additions. IDOT will advise stakeholders of future SIP updates and post updates on the project Website.

Central Avenue at BRC Railroad Grade Separation Study
Stakeholder Involvement Plan

7.2 Modification of the Stakeholder Involvement Plan

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 through all phases of the project. 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 and identified below in Appendix B.

Appendix A

Project Stakeholders

Project Study Group (PSG)

Community Advisory Group (CAG)

Lead Agencies

Section 106 Consulting Parties

Table 1.1 Stakeholder List

Agency Name	Contact	Title	E-mail & Mailing Address
Federal Aviation Administration	Jim Keefer	District Office Manager	2300 E Devon Avenue Des Plaines, Illinois 60018
Federal Highway Administration	Yamilee Voley	CREATE Program Manager	yamilee.voley@dot.gov 200 W Adams, Suite 330 Chicago, Illinois 60606
Federal Highway Administration	Matt Fuller	Illinois Division	matt.fuller@fhwa.dot.gov 3250 Executive Park Drive Springfield, IL 62703
Chicago Transit Authority	Jack Chalabian	Traffic Analyst	567 W Lake Street Chicago, Illinois 60661
Metropolitan Water Reclamation District	Catherine O'Connor	Director of Engineering	catherineoconnor@mwrdr.org 100 E Ohio Street Chicago, Illinois 60611
Regional Transit Authority	Joseph Costello	Executive Director	175 W Jackson Boulevard, Suite 1550 Chicago, Illinois 60604
Regional Transit Authority	Mark Pitstick		175 W Jackson Boulevard, Suite 1550 Chicago, Illinois 60604
Chicago Metropolitan Agency for Planning	Randy Blankenhorn	Executive Director	rblankenhorn@cmap.illinois.gov 233 S Wacker Drive, Suite 800 Chicago, Illinois 60606
Chicago Metropolitan Agency for Planning	Doug Ferguson		DFerguson@cmap.illinois.gov 233 S Wacker Drive, Suite 800 Chicago, Illinois 60606
Chicago Metropolitan Agency for Planning	Randy Deshazo		233 S Wacker Drive, Suite 800 Chicago, Illinois 60606
Illinois Commerce Commission	Mike Stead	Rail Safety Program Administrator	mstead@icc.illinois.gov 527 E Capitol Avenue Springfield, Illinois 62701
Illinois Dept. of Transportation Division of Aeronautics	Susan Shea	Director	1 Langhorne Bond Drive Springfield, Illinois 62707
Illinois Dept. of Transportation Division of Public and Intermodal Transportation	Joseph Shacter	Director	joseph.shacter@illinos.gov 100 West Randolph Street, Suite 6-600 Chicago, Illinois 60601
Illinois Dept. of Transportation Division of Public and Intermodal Transportation	Samuel Tuck, III	Bureau Chief	samuel.tuck@illinois.gov 100 W Randolph, Suite 6-600 Chicago Illinois 60601
Illinois Environmental Protection Agency	Jim Ross	Manager	mike.rogers@illinois.gov 1021 N Grand Ave E Springfield, Illinois 62702
Village of Forest View	Richard Grenvich	President	7000 W 46 th Street Forest View, Illinois 60402
Village of Forest View	Laurence Brouk	Chief of Police	7000 W 46 th Street Forest View, Illinois 60402
Village of Bedford Park	David Brady	President	6701 S Archer Road Bedford Park, Illinois 60501
Village of Bedford Park	Jack Edwards	Superintendent of Public Works	bppublicworks@sbcglobal.net 6701 S Archer Road Bedford Park, Illinois 60501
Village of Bedford Park	Sean Malay	Chief – Fire Department	6820 S Archer Road Bedford Park, Illinois 60501

Village of Bedford Park	Daniel Godfrey	Chief – Police Department	6701 S Archer Road Bedford Park, Illinois 60501
Stickney Township	Louis Viverito	President	5635 State Road Burbank, Illinois 60459
Stickney Township	Matt Boruch	Highway Commissioner	5635 State Road Burbank, Illinois 60459
Chicago Dept. of Transportation	Luann Hamilton	Deputy Commissioner	Luann.hamilton@cityofchicago.com 30 N LaSalle Chicago, Illinois 60602
Chicago Dept. of Transportation	Jeff Sriver	CREATE Program Director	jeffrey.sriver@cityofchicago.org 30 N LaSalle, Suite 1550 Chicago, Illinois 60602
Chicago Dept. of Aviation	Erin O'Donnell	Managing Dept. Commissioner	erin@cityofchicago.org 5700 S Cicero Avenue Chicago, Illinois 60629
Chicago Dept. of Aviation	Adam Rod	Planning Administrator	adam.rod@cityofchicago.org 10510 W Zemke Circle Chicago, Illinois
City of Chicago Office of Emergency Management & Communications	Gary Schenkel	Executive Director	121 N LaSalle Street Chicago, Illinois 60602
Chicago Police Department	David McNaughton	Commander	3420 W 63 rd Street Chicago, Illinois 60629
Chicago Fire Department	Sean Maloy	Fire Chief	5555 S Narragansett Avenue Chicago, Illinois 60638
Chicago Dept. of Water Management	Thomas Powers	Commissioner	333 S State Street Chicago, Illinois 60604
Chicago Dept. of Water Management	Mike Sturtevant	Deputy Commissioner	333 S State Street Chicago, Illinois 60604
Chicago Park District	Patrick Levar	Chief Operating Officer	541 N Fairbanks, 4 th Floor Chicago, Illinois 60611
Lyons School District 103	MaryJo Vladika	Superintendent	vladikamj@sd103.com 4100 Joliet Avenue Lyons, Illinois 60534
John F. Kennedy High School	George Szkapiak	Principal	6325 W 56 th Street Chicago, Illinois 60638
Mark Twain Elementary School	Sandra Marie James	Principal	5134 S Lotus Avenue Chicago, Illinois 60638
Belt Railway Company of Chicago	Stephan Hoye	Superintendent CTCO	shoye@beltrailway.com 6900 S Central Avenue Bedford Park, Illinois 60638
Belt Railway Company of Chicago	Randall Smith	Chief Engineer	randys@beltrailway.com 6900 S Central Avenue Bedford Park, Illinois 60638
Belt Railway Company of Chicago	Roy Gelder	Yard Operations Manager	rgelder@beltrailway.com 6900 S Central Avenue Bedford Park, Illinois 60638
American Association of Railroads	William Thompson	CREATE Program Manager	wthompson@aar.org 1501 S Canal Street Chicago, Illinois 60607
United Business Association of Midway	Anita Cummings	Executive Director	5680 S Archer Avenue Chicago, Illinois 60638
Garfield Ridge Chamber of Commerce	Mary Ann Dybala	President	6165 S Archer Avenue Chicago, Illinois 60638

Southwest Home Equity Assurance	Kenneth Pannarella	Executive Director	5334 W 65 th Street Chicago, Illinois 60638
Bedford Park Clearing Industrial Association	Donna Smith	Executive Director	donna@bpcia.org 5101 W 65 th Street Bedford Park, Illinois 60638
Garfield Ridge Civic League	Richard Techman	President	garfieldridgescivicleague@yahoo.com P.O. Box 388792 Chicago, Illinois 60638
3 rd Congressional District	Daniel Lipinski	Representative	6245 S Archer Avenue Chicago, Illinois 60638
23 rd Ward	Michael Zalewski	Alderman	6247 S Archer Avenue Chicago, Illinois 60638
State Senate District 11	Martin Sandoval	Senator	5807 W 35 th Street Cicero, Illinois 60804
State Senate District 1	Antonio Munoz	Senator	1836 W 35 th Street, First Floor Chicago, Illinois 60609
State Representative District 22	Michael Madigan	Representative	6500 S Pulaski Road Chicago, Illinois 60629
State Representative District 1	Daniel Burke	Representative	2650 W 51 st Street Chicago, Illinois 60632
Cook County District 11	John Daley	Commissioner	3659 S Halsted Street Chicago, Illinois 60609

Table 2.1 Project Study Group

Agency Name	Contact	Title	E-mail & Mailing Address
Illinois Department of Transportation	Pete Harmet	Bureau Chief of Programming	pete.harmet@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	John Baczek	Section Chief of Programming	john.baczek@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Kimberly Murphy	Consultant studies Unit Head	kimberly.murphy@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Sam Mead	Environmental Unit Head	sam.mead@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Perry Masouridis	Programming/Hydraulics	eleftherios.masouridis@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Steve Travia	Bureau Chief of Traffic	steve.travia@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Mike Cullian	Land Acquisition	mike.cullian@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Dept. of Transportation Division of Public and Intermodal Transportation, CREATE	Emily Kushto	CREATE Program Manager	Emily.Kushto@Illinois.gov 100 W. Randolph, Suite 6-600 Chicago, IL 60601

Illinois Department of Transportation	Mark Peterson	PMC	mark.peterson@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Department of Transportation	Bill Olson	PMC	william.olson@illinois.gov 201 West Center Court Schaumburg, Illinois 60196
Illinois Dept. of Transportation Bureau of Design & Envir.	Scott Stitt	Section Manager	scott.stitt@illinois.gov 2300 Dirksen Parkway Springfield, Illinois
Federal Highway Administration – IL Division	Mike Hine	Illinois Division	mike.hine@dot.gov 3250 Executive Park Drive Springfield, IL 62703
HDR	Pat Pechnick	Project Manager	patrick.pechnick@hdrinc.com 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
HDR	Steve Mikottis	Project Planner	steve.mikottis@hdrinc.com 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
HDR	Janet Gonzalez	Public Involvement	janet.gonzalez@hdrinc.com 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
HDR	Adriana Servinsky	Public Involvement	adriana.servinsky@hdrinc.com 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
HDR	John Lazzara	Public Involvement	john.lazzara@hdrinc.com 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
HDR	Janice Reid	Environmental Lead	janice.reid@illinois.gov 8550 W Bryn Mawr, Suite 900 Chicago, Illinois 60631
Clark Dietz	Stacie Dovalovsky	Design Report Lead	stacie.dovalovsky@clarkdietz.com 118 South Clinton Street, Suite 700 Chicago, IL 60661
EJM Engineers	Bob Israel	Drainage Lead	risrael@ejmengineering.com 411 South Wells Street, Suite 1000 - Chicago, IL 60607

Table 3.1 Community Advisory Group Members

Representation	Contact Person	Email	Phone	Address
Chicago Transit Authority	Jack Chalabian	jchalabian@transitchicago.com	312-681-4176	567 W Lake Street
PACE Bus	Duane Mahone	duane.mahone@pacebus.com	847-228-2369	550 W Algonquin Rd
City of Chicago, Department of Aviation	Adam Rod	arod@ohare.com	773-894-6907	PO Box 66142
City of Chicago, Ward Superintendent	Al Cacciottolo	alc22@sbcglobal.net	773-716-9902	6544 W Archer Ave
City of Chicago, Department of Transportation	Soliman Khudeira	soliman.khudeira@cityofchicago.org	312-744-9605	30 N LaSalle St
11th Legislative District	Joe Garcia	jg@joegarcia.co	708-656-2002	no address
Vittum Park Civic League	Richard Deeman	rjdeeman4906@aol.com	773-581-4623	4906 S Leamington
Garfield Ridge Civic League	Vincent Barton	ssvs42@att.net	773-735-3415	no address
Garfield Ridge Chamber of Commerce	MaryAnn Dybala	inrealtysells@yahoo.com	773-767-0014	6165 S Archer Avenue
United Business Association of Midway	Anita Cummings	amconsultinghr@aol.com	773-771-4180	5680 S Archer Ave
Congressman Lipinski's Office	Michael DeLaurentis	no email	773-524-7463	5418 S Lockwood Ave
Marie Zilka	Clearing Civic League	ziik74@sbcglobal.net	773-586-4378	6018 S Rutherford Ave
Village of Bedford Park , Fire Chief	Sean Maloy	smaloy@bedfordparkfd.org	708-563-4510	6820 S Archer Road
Midway Storage	MaryEllen Brown	meb6128@live.com	773-297-4975	5660 W 56th Street
EZ Park	Eddie Youkhana	eddieyoukhana@gmail.com	no phone	5720 W 55th Street
Resident	Alice Martinez	acmartinez@cps.edu	773-542-9030 X1245	5744 S Narragansett
Resident	D.Winter	no email	no phone	5417 S Central Ave
Resident	Paul Sima	paul.sima@ymail.com	773-767-6868	5217 S. Central Ave

Table 3.2 Community Advisory Group Member Alternates

Representation	Contact Person	Email	Phone	Address
Chicago Transit Authority	Akheel Ahmed	aahmed@transitchicago.com	312-681-4180	567 W Lake Street
Garfield Ridge Civic League	Sophia Barton	ssvs42@att.net	773-735-3415	no address
Garfield Ridge Civic League	Richard Techman	garfieldridgecivicleague@yahoo.com	773-585-9094	5318 S Mobile Ave
Garfield Ridge Civic League	Henry Pukala	hpukala57@gmail.com	773-562-0071	5540 S Moody Ave
Garfield Ridge Civic League	John Nowicki	johnnowicki16@yahoo.com	312-2596893	5520 S Melvina Ave
Garfield Ridge Civic League	Ed Kozak	no email	no phone	5202 S Lotus Ave
Resident	Celina Sima	celina.sima@gmail.com	773-767-6868	5217 S. Central Ave
Clearing Civic League	Marie Zilka	zilka74@sbcglobal.net	773-586-4378	no address
City of Chicago	Joe Alonzo	Joe.Alonzo@cityofchicago.org	312-744-1731	30 N LaSalle St
City of Chicago	Jeff Sriver	jeffrey.sriver@cityofchicago.org	312-744-7080	30 N LaSalle St
EZ Park	Yonathan Youkhana	yyoukhana@aol.com	no phone	5720 W 55th Street
Village of Bedford Park	Jerry Ponio	jponio@bedfordparkfd.org	708-563-4510	6820 S Archer Road
Vittum Park Civic League	Phillip Lopresti	philyboomboom@hotmail.com	773-581-1287	5107 S Leclair Ave

Table 4.1 Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	* PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and participating/cooperating agency involvement
Illinois Department of Transportation	Joint-Lead Agency	* PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and participating/cooperating agency involvement * Collect and prepare transportation and environmental data *Manage CSS Process

Table 5.1 Section 106 Consulting Parties

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	* PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and participating/cooperating agency involvement
Illinois Department of Transportation	Joint-Lead Agency	* PSG	* Manage Environmental Review Process * Prepare EA * Provide opportunity for public and participating/cooperating agency involvement * Collect and prepare transportation and environmental data *Manage CSS Process
State Historic Preservation Office	Historic Oversight and Consultation		* Reviewing federal and state undertakings for their impact on cultural resources

Appendix B

Project Schedule

Project Development Schedule and Stakeholder Involvement

Project Study Area Map

SIP Revision History

Figure 1.2 Development Schedule and Stakeholder Involvement



Figure 2.1 Project Study Area Map



Table 6.1 SIP Revision History

Version	Date	Revision Description
1	April, 2013	Original – Placeholders to be filled-in following initial review/discussion with IDOT
2	May, 2013	Version 2.0. Updated per IDOT comments/edits.
3	June, 2013	Version 3.0 Updated per IDOT comments/edits.
4	Aug, 2013	Version 4.0 Updated per schedule detail updates.
5	Sep, 2013	Version 5.0 Updated per schedule, CAG members, PSG members, study area map.
6	Jan, 2014	Version 6.0 Updated schedule, various contacts, CAG members.