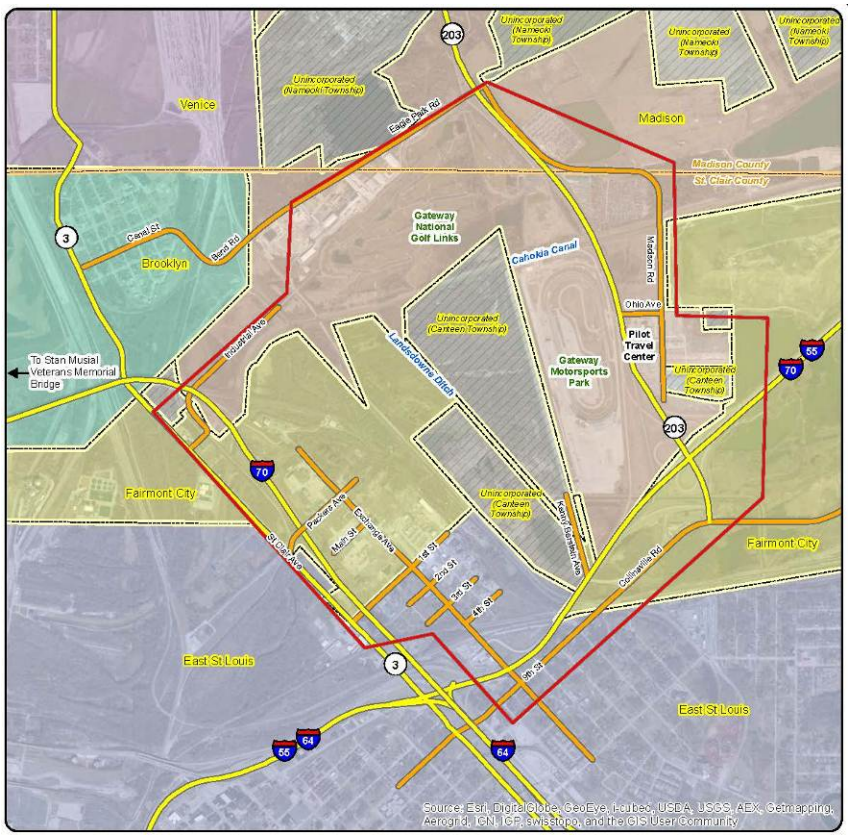
Stakeholder Involvement Plan for Public and Agency Involvement

Illinois Route 3 Connector Project
Madison County
FAU 9153 (First Street)
Summer 2014



Illinois Department of Transportation

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Acronyms and Abbreviations

BDE	Bureau of Design & Environment
CAG	Community Advisory Group
CCA	Community Context Audit
CSFs	Critical Success Factors
CSS	Context Sensitive Solutions
EA	Environmental Assessment
EJ	Environmental Justice
FHWA	Federal Highway Administration
FONSI	Finding of no significant impact
FTA	Federal Transit Administration
I3C	Illinois Route 3 Connector
IDOT	Illinois Department of Transportation
MRB	Mississippi River Bridge
NEPA	National Environmental Policy Act of 1969
PIM	Public Information Meeting
PSG	Project Study Group
ROD	Record of Decision
SIP	Stakeholder Involvement Plan
SOL	Statute of Limitations

SECTION 1

Introduction

1.1 Project Background

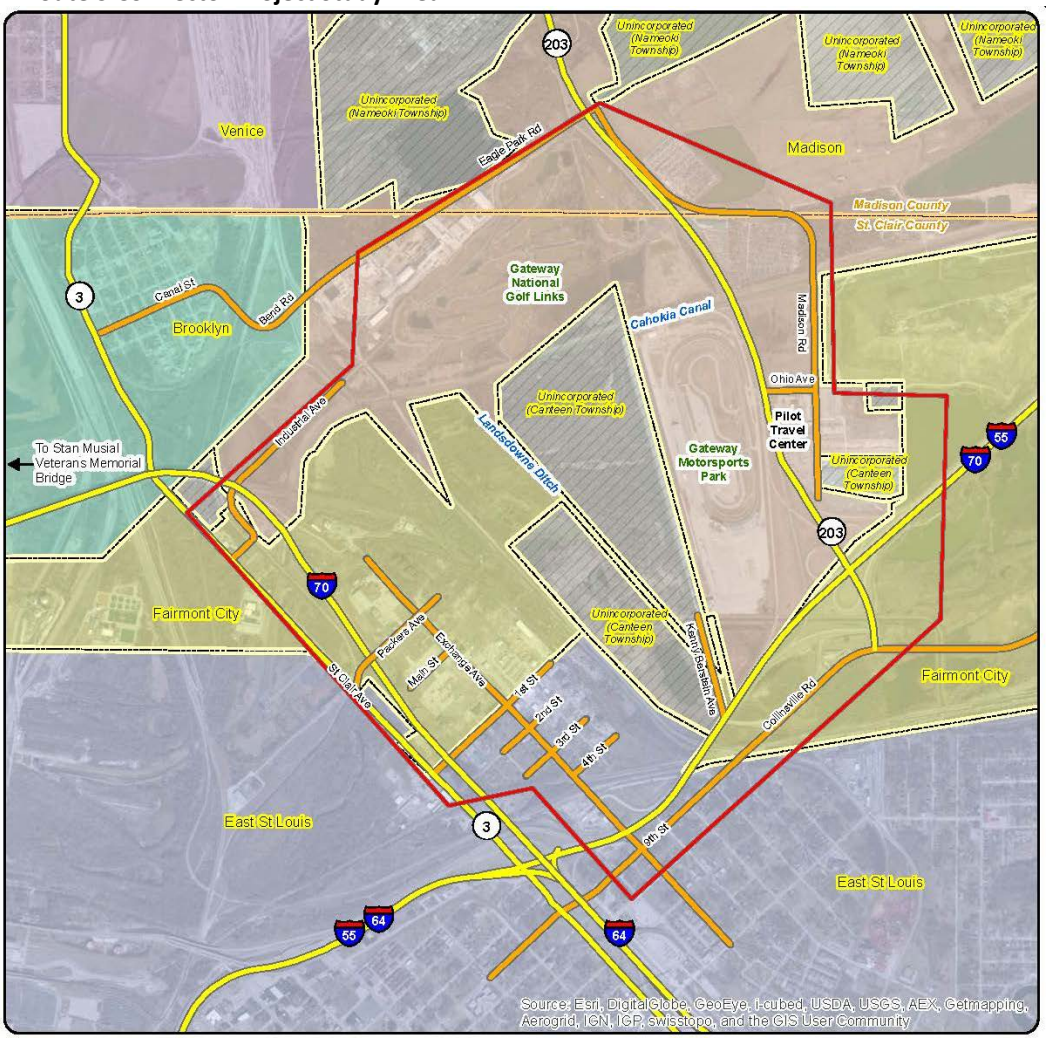
The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating transportation needs between Illinois Route 3 (IL Route 3) and Illinois Route 203 (IL Route 203) that will improve mobility and connectivity. The project was included in the East-West Gateway FY 2014-2017 Transportation Improvement Program and is considered "exempt" with regard to air quality conformity. The Statewide Transportation Improvement Program (FY 2012–2015) includes the project as a special appropriation earmark project.

The IL Route 3 Connector has been under consideration since 2004, when IDOT prepared a feasibility study to identify potential constraints and evaluate alternatives. IDOT developed six preliminary conceptual alternatives to connect IL Route 3 and IL Route 203 based on identified environmentally sensitive areas.

In 2005, the previous federal surface transportation law, known as SAFETEA-LU, identified the IL Route 3 Connector project as a High Priority Project and provided funding to formally study and design the project. Congress made the High Priority Project designation based on the ability of the potential connection to address transportation deficiencies in the project area and enhance economic development. As a result of the Congressional funding, IDOT began this Phase I Location Study in 2006 to build on the work started during the Feasibility Study. After several meetings with the project's community advisory group (CAG) to obtain information on transportation deficiencies in the project area, IDOT postponed the project pending completion of the new Mississippi River Bridge Project. Although this Phase I location study is completely independent of that project, IDOT decided that it would be to the benefit of the study and potential transportation improvements in the project area to see how the new Mississippi River Bridge and I-70 freeway connection affect the movement of traffic within and through the project area.

In 2014, IDOT and the Missouri Department of Transportation (MoDOT) completed the Mississippi River Bridge Project and as a result, the Phase I Location Study has been reinitiated.

FIGURE 1-1
IL Route 3 Connector Project Study Area



An environmental document, called an Environmental Assessment (EA), is being prepared to analyze a full range of alternatives, including a no-build alternative, and to document potential effects to natural, community and cultural resources. Environmental resources and areas of concern within the project study area include a number of businesses including the Gateway Motorsports Park, the St. Louis Stockyards, St. Louis Auto Shredder, and Tank Trailer Cleaning, special waste sites, Illinois Watchlist/Endangered Species Bird Siting Locations, wetlands and businesses and residents.

For the I3C project, IDOT will use a key planning tool that will include a public involvement program based upon the principles of Context Sensitive Solutions (CSS) in order to develop an effective transportation solution that will fit into the project's surroundings; its "context."

1.2 Legal Requirements

1.2.1 National Environmental Policy Act

The National Environmental Policy Act (NEPA) is a federal law that requires the consideration of environmental issues during the planning of projects that are federally funded or permitted. The I3C project would receive federal funds and is therefore subject to NEPA regulations. Under NEPA, the term "environment" refers not only to the natural environment (e.g., air, water, ecology and geology), but also to the human environment (e.g., social, cultural and economic issues).

One of the basic principles of NEPA is to provide better decision-making by including the input of those who may be affected by a project. Affected populations include the public and various project stakeholders. Project stakeholders are asked to provide input and to comment on project-specific information provided throughout the NEPA process. The information includes potential actions and possible impacts of taking any given course of action. Information received from stakeholders will be included in an environmental document called an Environmental Assessment (EA). IDOT and FHWA are joint co-lead agencies for the project.

The EA will consider factors including, but not limited to, air quality, wildlife, vegetation, water quality, environmental justice (EJ) communities, noise impacts, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources. Coordination with stakeholders will occur throughout the environmental review process.

1.3 Context Sensitive Solutions

IDOT is applying the Context Sensitive Solutions (CSS) process to the I3C project as outlined in Chapter 19 of the Illinois Bureau of Design and Environment Manual.

> *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.*[1]

CSS stakeholder activities will include Community Advisory Group (CAG) meetings, meetings with special interest groups, and public meetings as well as a public hearing. All input will be evaluated and used to help shape viable solutions.

As identified in IDOT CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

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

For more information on the project development and CSS process steps, refer to Section 6.0.

[1] http://www.dot.il.gov/css/basics.html

SECTION 2

Goals and Objectives

The Stakeholder Involvement Plan (SIP) serves as a guide for implementing stakeholder involvement activities during the I3C project. Stakeholders will include local, regional, state and federal agency representatives; local, regional, state and federal officials; business leaders; property owners; key community leaders; civic/community groups; environmental preservation and interest groups; media outlets; and any other targeted stakeholders as directed by IDOT.

The goal of the SIP is to outline a program of activities to actively engage stakeholders throughout the planning process. The objectives of the SIP are to:

- Identify stakeholders
- Identify Project Study Group (PSG)
- Educate stakeholders on IDOT's processes and responsibilities as the lead agency
- Identify cooperating agencies and agency responsibilities
- Establish the timing and type of involvement/outreach activities with all stakeholders
- Establish means to solicit timely input from stakeholders throughout the project development process
- Establish stakeholder requirements for providing timely input to the project development process
- Provide an approach for evaluating the effectiveness of the public-participation program and refine, as appropriate, to respond to public needs and concerns

The SIP provides the framework for achieving agreement and communicating the decision-making process between stakeholders to enhance awareness and understanding of the project. The tools and techniques outlined in the SIP will build on established relationships and create new partnerships to enable informed stakeholder involvement and meaningful participation.

2.1 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 and business owners within the corridor
- Churches and schools within the project limits
- Residents of the city outside the corridor
- Advocates for community and historic interest
- Elected/community officials
- Government and planning agencies
- Chambers of Commerce

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, and counties. Stakeholders will be identified through a combination of 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,

Community Advisory Group (CAG), public meetings, newsletters, and press releases (see Section 7). The project mailing list will be updated and maintained through the duration of the project.

2.2 Stakeholder Involvement Ground Rules

The SIP will be 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 and FHWA with respect for the process and stakeholder decisions

SECTION 3

Cooperating Agencies and Project Advisory Groups

3.1 Agency Coordination

Completion of the I3C project will require the involvement of several federal, state and local agencies. Coordination with these agencies throughout the project development process ensures all laws and regulations are met, while streamlining project decision-making. Agencies will achieve concurrence at project milestones through a process outlined in the NEPA 404 Merger agreement. The roles of lead and cooperating agencies are described in this section, as well as the agency dispute resolution process.

3.2 Cooperating Agencies

NEPA regulations require that cooperating agencies be included in the environmental process by developing information and preparing environmental analyses. A cooperating agency is any federal or state agency that has jurisdiction by law or special expertise over any environmental impact involved in the proposed project. Typical responsibilities of cooperating agencies per 40 CFR 1501.6(b) include:

- Participate in the NEPA process at the earliest possible time
- Participate in the scoping process
- Assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agencies has special expertise
- Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability
- Normally use its own funds. The lead agency shall, to the extent available funds permit, fund those major activities or analyses it request from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget request

Agencies invited to serve as cooperating agencies are shown in Table A-2 in Appendix A.

3.3 Agency Dispute Resolution

This section describes the project dispute resolution process that will be used by IDOT and FHWA as part of the project's stakeholder involvement program if a dispute should occur. IDOT and FHWA are committed to reaching stakeholder consensus for project decisions. However, if an impasse has been reached after making good-faith efforts to address unresolved concerns, IDOT and FHWA may proceed to the next stage of project development without reaching consensus. IDOT and FHWA will notify agencies of their decision and proposed course of action. IDOT and FHWA may propose using an informal or formal dispute resolution process.

In the case of an unresolved dispute between the agencies, the FHWA and IDOT will notify all agencies of their decision and proposed course of action. The decision to move an action forward without concurrence does not eliminate an agency's statutory or regulatory authorities, or their right to elevate the dispute through established agency dispute resolution procedures. The FHWA and IDOT recognizes and accepts the risk of proceeding with an action without receiving a signatory agency's concurrence and will work with any agency to attempt to resolve a dispute.

SECTION 4

Stakeholder Group Organization

4.1 Project Study Group (PSG)

The Project Study Group (PSG) is the working group consisting of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team (CH2M HILL), and other technical agencies as appropriate that ensures all federal, state, and local requirements are met as well as full implementation of the CSS process including the SIP. The membership of the PSG may 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. 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
- Render ultimate recommendations based on consensus of stakeholders and engineering judgment

The individuals listed in Table A-3, Appendix A will form the PSG for the I3C project.

4.2 Community Advisory Group (CAG)

The Community Advisory Group (CAG) is a key interface in the community engagement process under CSS. The CAG will be comprised of community leaders, including elected officials, representatives from local municipalities, homeowners, business owners, and local special interest groups. This group ensures that project solutions balance community, technical and long-range planning needs. The CAG also assists in keeping the project on the right track with respect to implementation. The CAG will provide input at key project milestones throughout the Phase I planning process. CAG meetings will be designed to encourage timely and meaningful input by members. Meeting materials will be sent in advance of each meeting and will be uploaded to the project website.

A list of members identified to date can be found in Table A-4 in Appendix A. The Schedule of Stakeholder Coordination Activities in Appendix B includes the timing and objectives for CAG meetings.

4.2.1 Community Advisory Group (CAG) Ground Rules

The following ground rules will be used during the I3C project to form the basis for respectful interaction of all parties involved in the stakeholder process. The ground rules will be established initially in the SIP, but agreed upon by CAG members. CAG members will have the opportunity to modify the ground rules. 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
- All participants must keep an open mind and participate openly, honestly, and respectfully

- All participants should work collaboratively and cooperatively to seek a general understanding of agreement solution
- A general understanding of agreement is “when a majority of the stakeholders agrees 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
- IDOT and FHWA will serve as the lead agencies and make final project decisions

SECTION 5

Stakeholder Coordination

The project development and CSS process outlined in this SIP will be implemented using a variety of stakeholder coordination and outreach mechanisms and techniques as described in this section. The project team will identify and coordinate with agencies, technical professionals, community leaders and other stakeholders. Outreach activities will include a project website, small group meetings, public meetings, newsletters, media outreach and other tools.

5.1 Stakeholder Identification

In IDOT's CSS process, a stakeholder is identified as anyone who could be affected by a project and has a stake in its outcome. The project team will work with IDOT and the PSG to identify stakeholders to develop an initial mailing list. Stakeholders will include local, regional, state and federal agency representatives; local, regional, state and federal officials; business leaders; property owners; key community leaders; civic/community groups; environmental preservation and interest groups; media outlets; and any other targeted stakeholders as directed by IDOT.

5.1.1 Stakeholder Outreach Meetings

A variety of meeting types will be used throughout the study to engage different stakeholder groups. The project study team will conduct one-on-one, small group, and public meetings.

5.1.1.1 Individual Stakeholder Meetings

Stakeholder meetings will be conducted with representatives from the project area. At these one hour, one-on-one meetings, the project team will review the project's goals, discuss potential issues, and solicit input on potential stakeholders that may have an interest in the project.

5.1.1.2 Public Meetings

Three public informational meetings in the form of an open house and one public hearing will be held during the planning process. The meetings will be held at locations in the project study area that are convenient and accessible to the public. The meetings will be held at key project milestones. Meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives. Meeting attendees will have the opportunity to discuss the project with team members, view project displays, and submit written and verbal comments. Public meetings will be advertised through newsletters and/or postcard notifications, newspaper ads, media releases, and the project website.

The Schedule of Stakeholder Coordination Activities in Appendix B includes the timing and objectives for public meetings.

5.1.1.3 Small Group Meetings

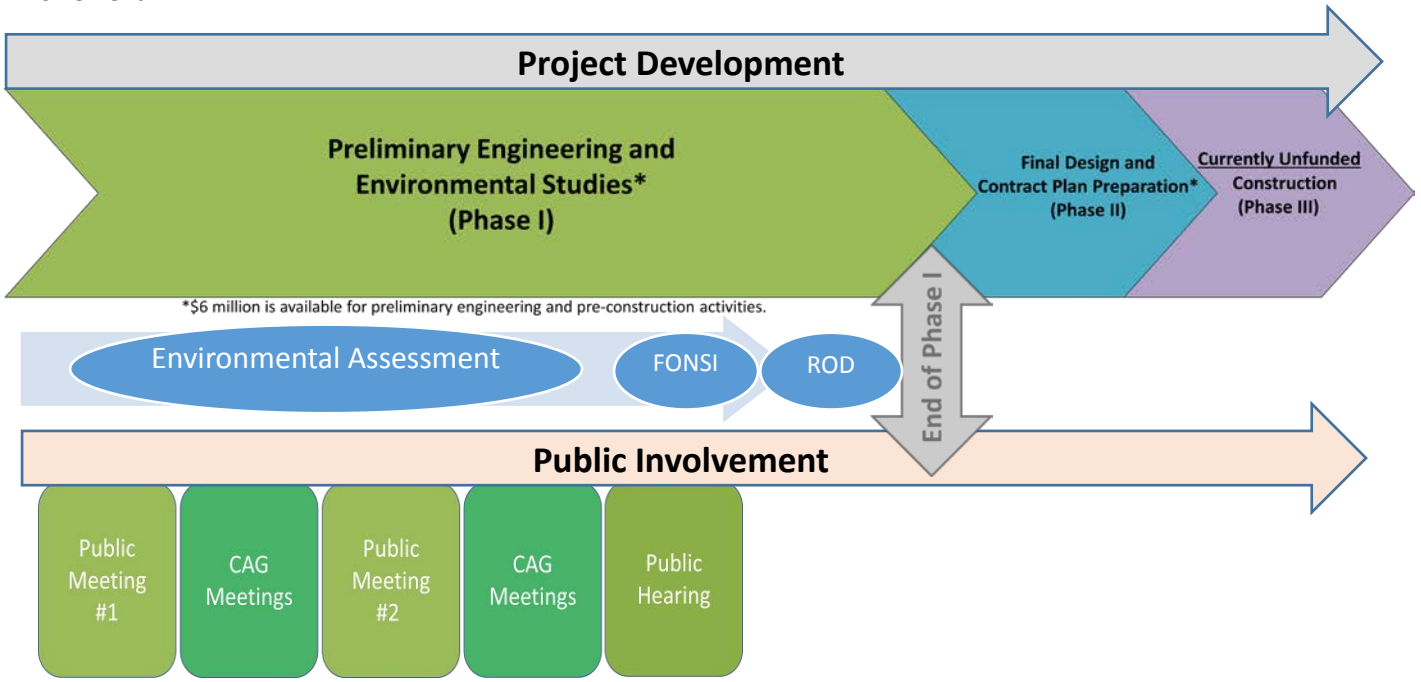
Small group meetings with chambers of commerce, community/civic groups, environmental interest groups, business owners and other stakeholders may be planned in coordination with other stakeholder meetings or in response to requests from local community groups. Meetings held early in the process may help with identification of community context issues, while later meetings may provide input as the process progresses to address emerging issues related to project alternatives. The project team will also be available to meet with organizations on a one-on-one basis throughout the project as requested. These stakeholder conversations are another important aspect of engaging community stakeholders throughout the CSS process.

SECTION 6

Key Project Development Activities/CSS Process

Outreach activities have been coordinated to support NEPA milestones, incorporate the CSS process and gather input at key decision points. This section describes the general project development process, project activities and associated stakeholder involvement activities. A comprehensive schedule of anticipated outreach activities and corresponding milestones is shown in Appendix B.

FIGURE 6-1
Project Development and Public Involvement



FONSI is Finding of No Significant Impact
ROD is Record of Decision

6.1 Data Collection

This stage of the project development process includes identifying stakeholders, notifying agencies of the project, establishing the PSG and CAG, project organizational activities, scoping activities, collecting information about the study area, and identifying existing transportation needs. These activities include, but are not limited to:

- Assemble and organize the PSG and CAG
- Develop and circulate the SIP
- Prepare and distribute a Community Context Audit (CCA) form to help identify unique community characteristics that contribute to the project's context
- Conduct regulatory/resource agency scoping activities
- Conduct one-on-one initial stakeholder meetings

- Launch the project website
- Distribute the first project newsletter
- Hold a public meeting to introduce the project and educate stakeholders on the project process, study area, history, and identify issues/concerns
- Conduct small group meetings, as necessary

6.2 Project Purpose and Need Development

IDOT will work with stakeholders to identify transportation and infrastructure problems in the study area and develop the project's purpose, goals, and objectives. 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 in order to develop a clear statement of transportation problems to be solved. This information will be used as the basis for the development of the project Purpose and Need statement. This statement provides context and criteria for the development and screening of alternatives to the proposed action. The statement of purpose and need under the CSS process is reflective of not only a transportation needs assessment, but also of a statement of environmental and community values. This purpose and need statement is essentially the foundation of the NEPA decision-making process as it influences the rest of the project development process, including the range of alternatives studied and, ultimately, the preferred alternative.

Activities in this stage include:

- Conduct CAG meetings to explain the ground rules
- Review results of the CCA
- Gather input from the CAG to identify the transportation problems to be solved by the project and develop a Problem Statement
- Hold a public meeting to present the Problem Statement and purpose of the I3C project
- Conduct small group meetings, as necessary
- Issue project website updates, newsletters and other project materials, as necessary
- Development of Purpose & Need Statement from the concepts of the Problem Statement and subsequently obtain agency concurrence on the Purpose and Need through the NEPA/404 Merger Process.

6.3 Develop and Evaluate Alternatives

A range of project alternatives will be considered to address the project's Purpose and Need, including the no-build alternative. With a no-build alternative, work on the existing roadway network would be limited to short-term maintenance activities, resurfacing improvements, and minor changes to improve safety at high volume intersections. Screening and evaluation criteria will be developed to evaluate these alternatives and select which will be studied in detail in the Environmental Assessment. Numerous opportunities will be provided for stakeholder input in the development and evaluation of alternatives. Steps in the alternatives development process include:

- Identify alternative development procedures, planning and design guidelines, and evaluation and screening criteria. This information will serve as the general guidance for the alternatives development and evaluation process
- Screen preliminary alternatives, including a no-build alternative, and determine the alternatives to be carried forward for detailed study based on alternative screening criteria

- Evaluate detailed study alternatives
- Hold CAG Meetings to discuss the study alternatives, screening and evaluation process, preliminary impacts, and results of the Environmental Assessment
- Hold a public meeting to review more detailed existing conditions information, present alternatives and the preliminary evaluation of alternatives
- Submit Preliminary Environmental Assessment & Combined Design Report
- Hold a public hearing to obtain public comment on the Environmental Assessment
- Conduct small group meetings, as necessary
- Issue project website updates, newsletters and other project materials, as necessary

6.4 Determine Preferred Alternative

IDOT will obtain concurrence for the preferred alternative and finalize the EA. Activities in this stage of the project development process include:

- Provide recommendations for the preferred alternative based on stakeholder input
- Refine the preferred alternative to address stakeholder comments
- Hold a CAG meeting to discuss the EA and Draft Recommended FONSI
- Obtain agency concurrence on the preferred alternative
- Prepare and approve the EA
- Process the design approval
- Conduct small group meetings, as necessary
- Update the project website and distribute newsletters and other project materials, as necessary

SECTION 7

Communication Tools

Several communication tools will be used throughout the I3C project to engage project stakeholders. These tools are designed to reach local stakeholders, as well as those with regional or national interest in the project. Communication tools will include a project website, newsletters, media outreach and other tools.

7.1 Project Identity

A project identity, including a logo and graphics, will be developed to provide a consistent and recognizable image for the project. The project identity will be used in all stakeholder involvement materials.

7.2 Newsletters

Three newsletters will be distributed to provide project information and solicit input. The newsletters will contain project and public meeting information. Hardcopy newsletters will be sent to stakeholders that only have physical addresses listed in the mailing list. An e-newsletter will be distributed to those who provide an email address. The newsletter will also be posted on the project website.

7.3 Project Website

A project website will be maintained throughout the study at www.IllinoisRoute3Connector.org. The website will support broader outreach and provide access to project information to accommodate regional and national interest in the project.

The website will serve as a comprehensive information resource for the project. Project and meeting materials will be available on the website, including newsletters, public meeting announcements, public comment summaries, documents, frequently asked questions, CAG meeting materials and other information.

The project web pages will be included on IDOT's website. Updates will be made as the study progresses at key project milestones.

7.4 Notifications and Advertising

Newspaper advertisements will provide descriptions of the public workshops and hearings (purpose, date, location and format) to local newspapers. The newspaper advertisements are intended to reach a larger audience and inform individuals that are not on the project's mailing list of the upcoming public participation opportunity. The project team will develop newspaper notices following IDOT media guidelines. Announcements will also be placed on the project web page. In addition, news releases will be developed in coordination with IDOT to send to media affiliates including print, radio and television stations.

7.5 Media Briefings

A proactive approach to media coordination will be used to ensure that media has current, relevant, and accurate information to share with the public. This approach includes participation by the IDOT spokesperson or the consultant in media briefings, preparation of media kits, preparation of press releases, and availability of project staff to support the spokesperson in ongoing coordination with members of the media.

7.6 Stakeholder Mailing List

A project mailing list consisting of project stakeholder contact information will be maintained throughout the project. The mailing list will be used to distribute notifications about upcoming public participation opportunities and provide project updates. Newsletters, postcards, or email notifications will be distributed to the mailing list to provide project information and announce upcoming public meetings.

7.7 Comment Database

A Comment Summary Database will be used to record comments received from the public. Comments may be obtained through e-mail, postal mail, phone calls and comment forms from meetings and briefings. The database will be used to enter, sort, and develop comment summaries. Comment summaries will be used to incorporate public comment into the planning process.

SECTION 8

Measuring Progress and Evaluation

The SIP will be made available for review and input at stakeholder meetings and posted to the project website.

The effectiveness and success of the SIP will be monitored throughout the project. Measures will include levels of participation in various public and community meetings, as well as feedback on the effectiveness of outreach (e.g., feedback from participants, targeted question on comment forms). Public comment summaries prepared at various points during the process will be reviewed with respect to the goals identified in this SIP. The project team will review whether public comment is being obtained to support project development and decision-making.

Progress will be reviewed through internal team meetings and with the CAG following key public outreach milestones. Evaluation results will demonstrate the usefulness of particular techniques and the benefits achieved in communications with stakeholder communities.

The program design will be modified, as needed, throughout the project to respond to stakeholder feedback and to meet project needs. Additional outreach activities may be incorporated or planned activities may be modified as needed.

Appendix A
Tables

APPENDIX A

Tables

TABLE A-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 Cooperating Agency involvement
Illinois Department of Transportation	Lead State Agency	PSG	• Manage environmental review process • Prepare EA • Provide opportunity for public and Cooperating Agency involvement • Collect and prepare transportation and environmental data • Manage CSS Process

TABLE A-2
Potential Cooperating Agencies

Agency Name	Role	Responsibilities
Illinois Department of Natural Resources	Cooperating Agency	Provide comment and input on fish and wildlife resources; endangered and threatened species; natural areas and nature preserves; wetlands; prairies; and forests.
Illinois Environmental Protection Agency	Cooperating Agency	Provide comments on IEPA regulated areas regarding the environment and human health
United States Army Corps of Engineers, St. Louis District	Cooperating Agency	Provide comments specific to USACE regulated areas including wetlands and waters of the US.
United States Environmental Protection Agency	Cooperating Agency	Provide comments on USEPA regulated areas regarding the environment and human health
U.S. Fish & Wildlife Service	Cooperating Agency	Provide comment and input on fish and wildlife resources; endangered and threatened species; natural areas and nature preserves; wetlands; prairies; and forests.
Illinois Historic Preservation Agency (SHPO)	Cooperating Agency	Provide comment specific to archaeological and historic resources.

TABLE A-3
Project Study Group

Agency	Contact Person/Title	Contact Information
Illinois Department of Transportation	Annie Prothro/Project Manager	annie.prothro@illinois.gov 618-346-3161
Illinois Department of Transportation	Cindy Stafford/Location Studies	cindy.stafford@illinois.gov 618-234-6273
Illinois Department of Transportation	Karen Geldert/Location Studies	karen.geldert@illinois.gov 618-346-3157
Illinois Department of Transportation	Paul Niedernhofer/BDE	paul.niedernhofer@illinois.gov 217-524-16511
Illinois Department of Transportation	Jennifer Hunt/Environment	jennifer.hunt@Illinois.gov 618-346-3156
Illinois Department of Transportation	Brian Macias/Environment	brian.macias@illinois.gov 618-346-3144
Illinois Department of Transportation	Jeff Keirn/Deputy Director, Region 5 Engineer	jeffrey.keirn@illinois.gov 618-346-3110
Illinois Department of Transportation	Felecia Hurley/BDE	felecia.hurley@illinois.gov 217-785-2130
Illinois Department of Transportation	Kirk Brown/Programming	kirk.brown@illinois.gov 618-346-3112
Illinois Department of Transportation	Frank Opfer/STP	francis.opfer@illinois.gov 618-346-3175
Federal Highway Administration	Chris Fraley/Transportation Engineer	chris.fraley@dot.gov 217-492-4619
Federal Highway Administration	Matt Fuller/Environmental Programs Engineer	matt.fuller@dot.gov 217-492-4615
CH2M HILL	Buddy Desai/Consultant Project Manager	buddy.desai@ch2m.com 314-335-3011
CH2M HILL	Jeff Frantz/NEPA/Environmental Lead	jeff.frantz@ch2m.com 773-458-2823
CH2M HILL	Tim Nittler/Project Engineer	tim.nittler@ch2m.com 314-335-3034
CH2M HILL	Carla Mykytiuk/Public Involvement	carla.mykytiuk@ch2m.com 773-458-2842

TABLE A-4
Community Advisory Group*

Name	Title	Organization
Mr. Jerry Blair	Director of Transportation	East-West Gateway (MPO)
Mr. Roger Bowler	Owner	St Louis Auto Shredding Inc.
Mr. William Clark	Business and Homeowner	Clark Trucking
Mr. Tim Crowley	Owner	Net Leases Holdings
Mr. Denny Dennison		Milam Landfill Waste Management
Mr. Joe Duraco	District Manager	Milam Landfill Waste Management
Mr. James Fields	Department of Roads and Bridges	St. Clair County
Mr. Curtis Francois	Owner	Gateway International Raceway
Mr. William Grogan		St. Clair County Transit District
Mr. John Hamm III	Mayor	City of Madison
Ms. Barbara Henderson	Executive Director	East St. Louis Business Development Chamber of Commerce
Ms. Deletra Hudson	City Manager	City of East St. Louis Economic Development Department
Mr. Jerome Jackson	Senior Pastor	Southern Mission Baptist Church
Mr. Charles Jefferson	Economic Dev. Director	Emerson Park Development Corp
Mr. Greg Jonty	General Manager	Pilot Travel Center
Ms. Marion McCarthy	Trustee	Village of Brooklyn
Mr. Scott Penny	Administrator/Chief of Police	Village of Fairmont City
Mr. Doug Pratt		Pratt Properties, LLC
Mr. Bob Shipley	Executive Director	Metro East Sanitary District
Mr. Jeffrey Smith	Superintendent/ Property Manager	Gateway National Golf Links
Mr. Ted Snyder	Superintendent of Buildings	SIU at Edwardsville – East St. Louis Campus
Mr. Shane Stock		Tank Trailer Cleaning, Inc.
Mr. Charlie Stock		Tank Trailer Cleaning, Inc.
Ms. Arlene Yates		Resident
Mr. Aundrea Young		Lessie Bates Davis Neighborhood House Family Development Center
Mr. Steve Zuber		Barber Murphy Group

*This table lists the Community Advisory Group members identified to date. This list will be updated as additional members are added.

Appendix B
NEPA/Stakeholder Coordination Activities

APPENDIX B

NEPA/Stakeholder Coordination Activities

TABLE B-1
NEPA/Stakeholder Coordination Activities

NEPA/Stakeholder Coordination Activity	Date
Project Kick off/Scoping – Conduct kick-off meeting with consultant team	March 16, 2006
SIP Development – Develop a Stakeholder Involvement Plan to document outreach goals, objectives, stakeholders, tools and participation opportunities	August 2006
CSS Project Study Group (PSG) formed Introduce the project and the planning process; identify preliminary project needs and issues; review and obtain input on preliminary identified stakeholders	November 2006
CAG #1 – Community Context Audit – Community context audit exercise to learn about the affected community	November 8, 2006
CAG #2 & #3 – Project Objectives, Critical Success Factors – Project objectives and critical success factors exercise to determine local priorities and how to determine project success; Purpose & Need; Stakeholder Involvement Plan; Traffic Analyses	May 10, 2007
CAG #4 – Corridor Presentation – Reviewed concept alternatives	August 29, 2007
CAG #5 – Project Re-Start and Update – Provided a review of the previous four CAG meetings; reviewed the intent of the project, project goals and critical success factors; high-level initial alternatives previously shown at CAG Meeting #3 and #4 were reviewed	January 23, 2013
Public Meeting #1 – Introduced the I3C Project to the public and allowed the public to share their opinions, concerns, and ideas; Initiated the process of soliciting and selecting additional CAG members, to the previously created CAG	April 8, 2014
NEPA/404 Merger Meeting #1 –Introduce the project, planning process, study area, and stakeholder involvement opportunities. Identify community, project and environmental context issues. Discuss problem statement and corridor goals	June 19, 2014
CAG #6 – Consensus on draft Purpose & Need, Conceptual Alternatives	Fall 2014
NEPA/404 Merger Meeting #2 – To receive concurrence on Purpose and Need	September 2014
Public Meeting #2	Fall 2014
PROJECT MILESTONE: PRESENTED PURPOSE & NEED AT MERGER MEETING	**September 2014**
CAG #7 – Opportunity for stakeholders to provide input on Preliminary Alternatives to be carried forward	Early 2015
Public Meeting #3 – Reasonable Alternatives	Winter 2015
CAG #8 – Stakeholder involvement to discuss Alternatives to be Carried Forward	Spring 2015
NEPA/404 Merger Meeting #3 – To receive concurrence on Alternatives to be Carried Forward in the Environmental Assessment	June 2015
CAG #9 – Presentation and discussion of Preferred Alternative(s)	Fall 2015
CAG #10 – Design Update	Early 2016
CAG #11 – Design Update	Spring 2016
NEPA/404 Merger Meeting #4 – To receive concurrence on Preferred Alternative	February, 2016

TABLE B-1
NEPA/Stakeholder Coordination Activities

NEPA/Stakeholder Coordination Activity	Date
PROJECT MILESTONE: IDOT PROVIDES NOTICE OF AVAILABILITY AND BEGIN PUBLIC COMMENT PERIOD ON DRAFT EA	**November 2016**
Public Hearing – Obtain public comments on the EA, including input on the final alternatives and potential effects	November, 2016
PROJECT MILESTONE: ERRATA & FINDING OF NO SIGNIFICANT IMPACT (FONSI)	**Spring 2017**

Appendix C
Glossary

APPENDIX C

Glossary

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

Community Advisory Group (CAG)
The CAG includes community leaders, including elected officials, representatives from local municipalities, and local resource agencies. This group ensures that identified solutions balance community, technical and long-range planning needs. It also assists in keeping the project on the right track with respect to implementation. The CAG will provide input at key project milestones throughout Phase I of the planning process.

Community Context Audit (CCA)
A formal process of evaluating various community characteristics that make each transportation project location unique to its residents, businesses, and the public.

Consensus
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.

Context
The interrelated condition in which something exist.

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

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

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

Historic Property
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.

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

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

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

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.

Project Study Group
The Project Study Group (PSG) is a multi-disciplinary team that ensures all federal, state, and local requirements are met as well as full implementation of the CSS process including the SIP. The includes appropriate District, FHWA, Planning and Programming, Bureau of Design and Environment (BDE), Metropolitan Planning Organization, consulting staff, and other representatives as appropriate to the project. The PSG is involved in stakeholder identification and other outreach activities.

Public Hearing
The official method for gathering public comments on project impacts and technical studies. The format of the Hearing may be formal or informal and the purpose is to afford the public an opportunity to express provide comments on the proposed project in an open forum. A verbatim record of the proceedings is kept.

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

Stakeholder
An individual or group with an interest or investment in a way an issue is resolved. This includes local, regional, state and federal agency representatives; local, regional, state and federal officials; business leaders; property owners; key community leaders; civic/community groups; environmental preservation and interest groups; media outlets; and any other targeted stakeholders as directed by IDOT.

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.

Stakeholder Involvement Plan (SIP)
A formal written plan explaining how stakeholder input and participation will be facilitated throughout the planning process. The SIP outlines tools and techniques for engaging stakeholders throughout the planning process. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to

be informed and engaged as the project progresses. The goal of the SIP is to outline a program of activities to actively seek the participation of stakeholders. The SIP provides the framework for achieving consensus and communicating the decision-making process between stakeholders to identify transportation solutions for the project.

Study Area

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