

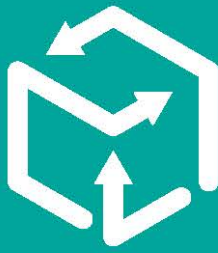
**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Planning and Environmental
Linkages Study

Appendix B

Stakeholder Engagement Plan





EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

Stakeholder Involvement Plan

October 2020
Updated December 2021

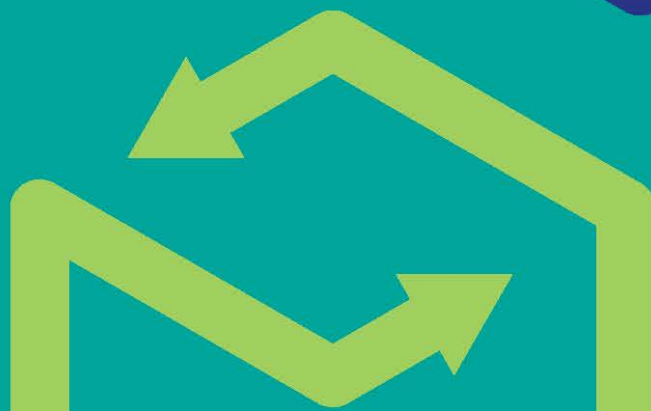
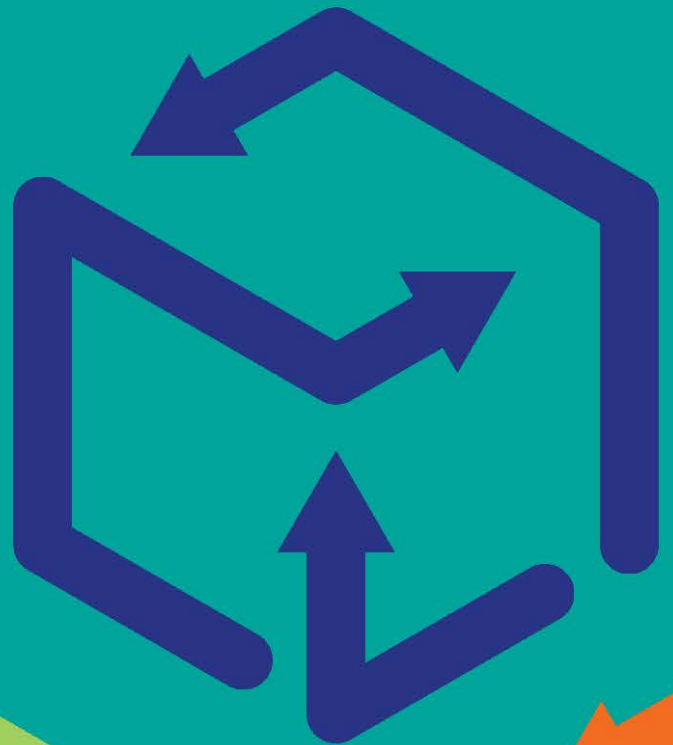


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1. Introduction

1.1 Project Background

The Eastern Will County Freight Mobility Corridor Study has been undertaken by the Will County Division of Transportation (WCDOT) for the purpose of alleviating traffic congestion and safety concerns associated with truck movements in the Eastern Will County area. The study will examine alternative options that could improve mobility and safety for roadway users and will involve input from stakeholders, assessment of environmental resources, traffic patterns, and travel demand, as well as the technical feasibility of identified alternative options. The study will be conducted following the Illinois Department of Transportation's guidance, as well as national best practices for a Planning and Environmental Linkage (PEL) study.

1.2 Legal Requirements

The study process for this project will meet state and federal requirements that require the assessment of the social, economic, and environmental impacts of the project and public involvement with opportunities to participate and comment. The study will use the Planning and Environmental Linkages (PEL) approach that will flow into the National Environmental Policy Act (NEPA), provisions governing the Efficient Environmental Reviews for Project Decision-Making as specified in U.S. Code Title 23, Section 139 (23 U.S.C. 139), and the principles of Context Sensitive Solutions (CSS).

1.3 Planning and Environmental Linkages (PEL)

This project will be completed as a Planning and Environmental Linkages (PEL) study. Developed by the Federal Highway Administration (FHWA), the PEL process is a "pre-National Environmental Policy Act" (NEPA) planning study method to streamline the subsequent NEPA process. Instead of issuing standalone feasibility studies that would otherwise need to be confirmed or reworked in the NEPA process, the PEL process allows more success in NEPA by developing the early stages of NEPA before the time-restricted NEPA process formally begins. Work completed in PEL carries over into NEPA, which provides additional time for Purpose and Need development, data collection, alternatives identification, alternatives assessment, and a longer period for agency and public involvement.

1.4 National Environmental Policy Act (NEPA)

The PEL informs the NEPA process as stated in Section 1.3 above. It is anticipated that the Federal Highway Administration (FHWA) and Will County Division of Transportation, with the assistance of the Illinois Department of Transportation (IDOT) Bureau of Local Roads, will proceed with a formal NEPA study for the Eastern Will County Freight Mobility Corridor Study following or nearing completion of the PEL to satisfy NEPA requirements.

1.5 Context Sensitive Solutions

This project will use the principles of the IDOT's Context Sensitive Solutions (CSS) Policy and Procedural Memorandum 48-06. CSS is a collaborative approach that provides all stakeholders opportunities to participate and share comments or concerns about the study's objectives and the alternatives. A primary goal is to ensure the project fits its surroundings and preserves

scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. Early, frequent, and meaningful communication is essential to ensure the public involvement process seeks solutions, addresses all concerns, and takes into serious consideration the quality of life of stakeholders. The CSS approach will provide stakeholders the tools and information required to participate in the study process and information to understand how the PEL approach informs the subsequent NEPA process.

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

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility and creativity in design to address stakeholders' concerns to shape effective transportation solutions while preserving and enhancing community and natural environments.
- Educate the public on the project goals and direction.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.

2. Goals and Objectives

The purpose of this Stakeholder Involvement Plan (SIP) is to provide a guide for implementing stakeholder involvement for the Eastern Will County Freight Mobility Corridor Study. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in this project's decision-making 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.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, special interest groups, freight and trucking industry representatives, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

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

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business Owners
- Elected/community officials
- Illinois Department of Transportation
- Will County Forest Preserve
- Will County Farm Bureau
- Will County Governmental League
- Will County Center for Economic Development
- Mobilization for Action Through Planning and Partnerships (MAPP)
- Churches and schools within the project limits
- Advocates for community and historic interests
- Advocates for environmental resources
- Other special interest groups
- Government and planning agencies
- Trucking Industry organizations
- Freight Industry organizations
- Farming and agriculture organizations
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities/Telecommunications
- Others outside the study area with an interest in the project

2.3 Stakeholder Involvement Ground Rules

The public outreach efforts identified in the SIP will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially with 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 to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must 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.
- IDOT and the Federal Highway Administration (FHWA) will make final project decisions concerning the process and stakeholder input.
- To protect the health and safety of the project team and stakeholders, all public involvement activities will follow Will County and the State of Illinois' public health and safety guidance.

3. Stakeholder Group Organization

3.1 Project Study Group (PSG)

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

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas, including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

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

The persons listed in Table 3-1, Appendix A will form the PSG for this project.

3.2 Elected Officials

Elected officials in the project study area must stay abreast of project development and be a part of the project development and information gathering process. Elected officials will be invited to small group stakeholder meetings and receive project briefings. Project summary materials will be prepared and made available at the meeting. A list of elected officials is in Table 3-2, Appendix A.

3.3 Implementation

This SIP serves as a guide for public involvement for the study, but the strategies included 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.

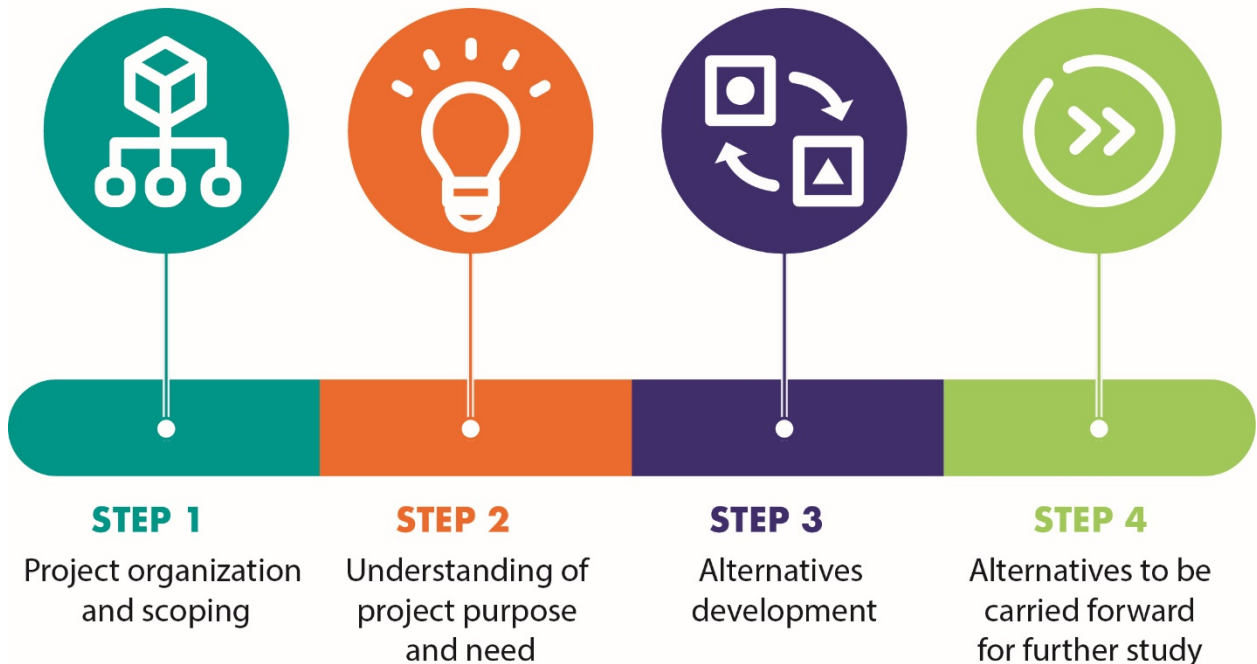
3.4 Stakeholder Involvement

Any person or group who shows interest in the project will be added to the stakeholder list, which will be used for all stakeholder engagement activities. The PSG will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access up-to-date information and submit comments that will be included in the project record.

4. Tentative Schedule of Project Development Activities and Stakeholder Involvement

This section describes the general project development process, project activities, and associated stakeholder involvement activities. It is anticipated that some meetings and activities will be conducted online or over the phone in accordance with public health requirements and stakeholder preferences.

PROJECT DEVELOPMENT ACTIVITIES AND STAKEHOLDER INVOLVEMENT



4.1 Stakeholder Identification, Development of SIP, Project Scoping

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

- Assemble and organize the PSG.
- Identify project cooperating and participating agencies
- Develop and make the SIP available.
- Develop the stakeholder contact list.
- Organize and hold one-on-one meetings with stakeholders.
- Conduct regulatory/resource agency PEL scoping activities.
- 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.

4.2 Understanding of Project Purpose and Need

The objective of this stage is to further clarify the transportation problems in the study area and utilize the goals and objectives to develop the project problem statement. Project purpose discussions will focus on providing stakeholders with background on known issues, such as traffic safety and congestion/operational concerns, traffic forecasts, freight and trucking challenges, and their prospective effects on future traffic conditions. Issues raised by the project stakeholders during scoping will also be discussed. This will set the stage for meaningful discussions about potential solutions.

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

- Commence with an informational meeting of the PSG and stakeholders to present the ground rules and gather input towards developing a clear statement of the transportation problems to address by the project.
- Organize small and medium-sized group meetings with stakeholders.
- Achieve stakeholder consensus on the problem statement.
- Develop a project Purpose and Need statement; opportunities for stakeholder review will be provided.
- Organize and hold a public meeting to present the known corridor issues and deficiencies and the draft Problem Statement for comment. Discuss and solicit potential alternatives that could address the Purpose and Need, and present the next steps of the study.
- Publish the website and use it as a main resource for stakeholders looking for project information.

4.3 Alternatives Development

A range of project alternatives will be considered to address the project Purpose and Need. The alternatives' development process will be iterative in nature, providing progressively greater detail. Numerous opportunities will be provided for stakeholder input to the development and evaluation of alternatives. Steps in the alternatives' development process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives' development and evaluation process.
- Organize small and medium-sized group meetings with stakeholders.

4.4 Alternatives Consideration

This milestone of the project consists of screening the long list of suggested alternatives to identify those alternatives that meet the project Purpose and Need. This milestone is intended to conclude with alternatives to be carried forward to the NEPA phase.

- Evaluation of the initial alternatives.
- Organize and hold multiple PSG meetings to discuss alternatives that meet Purpose and Need.
- Organize small and medium-sized group meetings with stakeholders.
- Evaluation of alternatives carried forward to project NEPA phase.
- Achieve stakeholder consensus on the alternatives.
- Organize and hold public a meeting to present the alternatives to be carried forward and the screening methods.
- Identification of alternatives to be carried forward to project NEPA phase.

*Please note that per the IDOT BDE Manual, the Project Purpose and Need and Alternatives to be Carried Forward are referred to as "coordination points." Also note that a preferred alternative will not be identified during the PEL study phase of the project. A list of pros and cons of each corridor will be created based on what is examined from the environmental, traffic, travel demand, engineering, and stakeholder involvement perspective. A preferred alternative will be identified in the next project study phase as part of the NEPA process and the preliminary engineering process.

5. Public Involvement Plan Activities

The following activities are proposed as a part of the public involvement plan to take place during the study. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be reviewed and approved by IDOT before proceeding. All public involvement activities will comply with Title II of the Americans with Disabilities Act (ADA).

5.1 Stakeholder List Development

Given the large footprint of the study area, a thorough stakeholder list was developed using Context Sensitive Solutions (CSS). The list includes property owners, business owners, state and local officials, community groups, motorists and non-motorists who utilize the current roadways and proposed alternatives. Any stakeholder who expresses interest in learning more about the project and attending events will be added to a stakeholder list that will include them as recipients of project newsletters and meeting invitations.

5.2 Outreach Meetings

5.2.1 Stakeholder Meetings

The project team will seek stakeholder input throughout the study. Stakeholder meetings ranging from small meetings with 1-4 attendees to medium-sized group

meetings with five to 12 attendees will be coordinated to engage stakeholders. The meeting objectives are to engage stakeholders by sharing project information, addressing potential project issues and concerns, and provide groups specialized discussions about the project. The meeting attendees could include local agencies and organizations, elected officials, members of the business community, and affected property owners. Meeting invitations will be sent to stakeholders both digitally and printed. Will County policy requires meeting invitations and information to be sent to elected officials using letters and to the public using postcards. Materials for the meeting will be developed, including exhibit boards, presentations, and distributed project information one-pagers. All materials can be presented digitally if a virtual meeting is required.

5.2.2 Public Meetings and Open Houses

As part of the PEL process, there will be two public meetings that will be open to the broader public to solicit feedback and create awareness of the project. Opportunities for public comments, both verbally and through written comment cards, will be available at both public meetings. All public comments made at the public meeting will be documented and made available on the project website. Meeting invitations will be sent to stakeholders either digitally or printed. Materials for the meeting will be developed, including exhibit boards, presentations, and distributed project information one-pagers. All materials can be presented digitally if a virtual meeting is required. A summary and all materials will be available on the project website following the meeting.

Due to local, state, and federal guidelines for activities during COVID, future meetings will incorporate a hybrid approach which includes the option for in-person attendance or viewing the meeting materials online to take into account health precautions, and attendance restrictions and limitations. Meetings will be promoted to stakeholders and the public through traditional outreach such as flyers posted in prominent locations, promotions on local municipal websites and newsletters, and promoted at events within the project area. Proven to be effective for this project, social media will also be utilized to promote this meeting. Lastly, to reach Limited English Proficient (LEP) and low-income populations, targeted outreach methods will be utilized.

5.2.3 Health precautions for in-person meetings

Will County and the State of Illinois public health and safety guidelines will be followed if public meetings are held. Precautions include limiting the number of people in the meeting area, requiring masks, availability of hand sanitizer, social distancing guidelines, hand washing guidelines, and the option to attend meetings virtually. The meetings will have posted signs and adequate supplies such as masks, hand sanitizer, hand soap, and disinfectant wipes to promote adherence to the health and safety precautions.

5.3 Virtual Alternatives

On March 12, 2020, Governor J.B. Pritzker issued a disaster proclamation in the wake of the COVID-19 pandemic. Following the proclamation, further restrictions have been put in place across the State to reduce the spread of the Coronavirus. Some of the State's recommendations

have been to where face coverings over a person's nose and mouth physically distancing one's self to 6 feet from another person and limiting gatherings to small groups; the amounts vary at certain phases of the project. Due to the limitations of the pandemic, virtual alternatives to in-person meetings are being explored to continue the progress of the project study.

5.3.1 Virtual Public Information Meetings

Virtual public information meetings are becoming more familiar to stakeholders. To continue educating stakeholders on the project and to solicit valuable feedback, a virtual public information meeting can be held online using a meeting tool such as WebEx or Zoom. This option makes meetings increasingly more accessible to stakeholders who are able to use their laptops and desktop computers, tablets and phones to participate in the meeting. Using these tools the information and opportunity to participate in the meeting is a similar experience as an in-person meeting.

5.3.2 Public Engagement Period

A Public Engagement Period can be used instead of live public meetings and give stakeholders the opportunity to learn about the project and give feedback online. The Public Engagement Period can be a designated amount of time for stakeholders to engage in a self-guided presentation that acts similar to an open house that is hosted on the project website. The Public Engagement Period page on the website will be translated to Spanish, and website visitors will be able to toggle between the English and Spanish pages to view the information in their preferred language. Additionally, to ensure that Limited English Proficient (LEP) and low-income populations in the study area are given the opportunity to learn about the study and provide feedback, a postcard mailer with messaging in English and Spanish about the study and information on how to participate will be sent out to the identified population.

To keep the public input process moving and to abide by Covid-19 health precautions, the first Public Engagement Period took place on December 1, 2020 through December 31, 2020. The goal of the first online public engagement period was to solicit feedback, create awareness, and to develop a purpose and need for the study, which is the first major milestone in the project development and PEL process.

A major component of the month-long online public engagement period was participation in an interactive survey created using MetroQuest. The survey was heavily promoted and received a large response because of outreach strategies such as a dedicated online public engagement page on the study website and paid social media through the Will County Executive Facebook page. Targeted outreach was also part of the outreach strategy which included giving Limited English Proficient (LEP) and low-income populations the opportunity to respond to the survey. Postcards with messaging in English and Spanish were sent to 5,500 people/households in these communities.

5.4 Small Community Events

Active outreach to targeted stakeholder groups who may have limited access to the internet or language barriers will be conducted at small community events. The small community events will coincide with the public engagement periods and give the hard-to-reach communities

opportunities to provide feedback and ask questions about the project. Promotion of the community events will be through posters displayed throughout the communities and direct mailers to the targeted stakeholder groups. Promotional and project materials will be available in Spanish and English.

5.5 Digital Strategy

It is important to leverage a combination of digital tactics at different phases of the study to continually provide stakeholders full transparency about the project throughout the project life cycle. Content will be disseminated across these different channels to assure that key messages reach the stakeholders while also offering opportunities for two-way dialogue.

5.5.1 E-Newsletter

A project e-newsletters will be developed with project information and progress to coincide with project milestones. Project stakeholders will receive the newsletter through email in a format that can be printed, and anyone interested in the project can sign up to become a subscriber. The project team will ensure that the correct and consistent information is relayed in response to questions and inquiries.

5.5.2 Website

As more people seek and expect information online, a project website has become an important piece in effective public involvement. The project website will be the central place for all project information available to anyone interested in the project. All project information will be on the website providing an easy-to-use and cost-effective way to maintain the history of the project. The website will host a variety of information about the project, including project history, study process and information, maps, photos, status updates and newsletters.

The website will also provide opportunities for stakeholders to communicate directly with the project team through email and public comment. The Public Engagement Period will be hosted on the website and will act as a virtual open house for the project and is another opportunity for stakeholders to provide public comments.

5.5.3 Social Media

Social media posts will be created to share project information and updates online and be posted through the Will County Facebook page to reach a broader audience. The posts may include text, graphics, and links to useful information and will give stakeholders the opportunity to share the posts and start discussions surrounding the project.

5.5.4 MetroQuest

MetroQuest is an online public engagement tool that broadens outreach by providing a user-friendly, interactive survey platform. Surveys will be leveraged to educate the public and stakeholders and to gather their valued input. Four MetroQuest surveys will be deployed to coincide with key project phases and will be used to identify public preferences, pinpoint problem locations, present alternatives, gather input on a

preferred alternative, and present a final project plan for comment. Results will be used for project analysis and shared on the website.

5.6 Connecting with Diverse Stakeholder Groups

The project team will ensure inclusive and diverse participation for all public involvement activities by implementing various communication strategies to engage in harder-to-reach communities. This includes identifying and partnering with key leaders in the communities, developing bilingual promotional materials and focusing on popular community areas where the target audiences gather regularly. The project website, where stakeholders can learn more about the project, leave comments, and ask questions, will have a feature that users can toggle between English and Spanish languages. At public meetings, Spanish translated materials will be available.

5.7 Public Response and Communication

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

Email responses offer the opportunity to develop a personalized response, yet timeliness is important. The desired timeframe to develop, edit, approve, and send a response is one week once the PSG receives it.

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

Monitoring third-party meetings, activities, websites and media reports related to the project will continue throughout the study. Reports on third-party activity will be detailed and stored as they occur.

5.8 Agency and Tribal Coordination

The NEPA document developed for the next phase of this study requires compliance with local, state, tribal, and federal rules, regulations, and laws. Compliance requires coordination with government and tribal entities throughout the study process. This PEL study is "pre-NEPA," and is not held to the same legal requirements as the subsequent NEPA document. However, FHWA developed the PEL approach to improve interagency communication throughout the planning process, and agency and tribal coordination during PEL allows these conversations to evolve with the project planning process.

Coordination with various local, state, and federal agencies will occur during the PEL and continue into NEPA, as identified in Table 5-1.

Coordination with tribes outlined in the Memorandum of Understanding among FHWA, the Illinois State Historic Preservation Officer, the Illinois Department of Transportation, and federally recognized tribes interested in Illinois lands (2011) will occur through FHWA during the PEL, at FHWA's discretion.

6. Plan Availability, Monitoring, and Updates

The SIP is a dynamic document that will be available to stakeholders and updated throughout each phase of the project study. This section describes the SIP availability, opportunity for review and plan update procedures.

6.1 Availability of Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at public events and on the project website (www.EastWillMobility.com). The stakeholder review period for the SIP will be 30 days from date of release. As the project progresses, the PSG will update the SIP on a regular basis. When an update SIP is released, stakeholders will be notified of updates on the project website, social media and through the project newsletter.

6.2 Modification of Stakeholder Involvement Plan

Throughout the project study, there will be opportunities to review and update the SIP. Potential updates to the plan include:

- Updating and maintaining the list of project stakeholders.
- Maintaining a public involvement record that includes records of stakeholder communications, meeting summaries and written or typed comments.
- Updating public involvement tactics to adjust to updated safety measures as required by the State of Illinois during the COVID-19 pandemic.
- Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to stakeholders and all agencies involved, as necessary. Plan updates will be tracked in Table 7-1 in Appendix A.

Appendix A

Tables

Table 3-1 Project Study Group (PSG) Members		
<i>Agency</i>	<i>Contact Person/Title</i>	<i>Email</i>
Will County Division of Transportation	Christina Kupkowski, P.E.	ckupkowski@willcountyllinois.com
Illinois Department of Transportation	Kevin Stallworth	kevin.stallworth@illinois.gov
Federal Highway Administration	Chris Byars	Chris.byars@dot.gov
WSP USA	Rick Powell, P.E., Senior Engineering Manager Jamy Lyne, Planning and Environment Manager	rick.powell@wsp.com jamy.lyne@wsp.com

Table 3-2 Elected Officials	
<i>Name</i>	<i>Representing</i>
President Michael Einhorn	Village of Crete
President Marcy Meyer	Village of Beecher
Mayor Keith Ogle	Village of Frankfort
Mayor Therese Bogs	Village of Monee
Mayor Jonathan Vanderbilt	Village of Park Forest
President Peter March	Village of Peotone
President Kenneth Peterson	Village of Steger
Mayor Joseph Roudez	Village of University Park
Jennifer Bertino-Tarrant	County Executive
Judy Ogalla	County Board District #1
Sheri Newquist	County Board District #1
Joe Van Duyne	Public Works & Transportation Committee Chair
Michael Liccar	Crete Township
Tony Recupito	Crete Township Highway Commissioner
Donna Dettbarn	Monee Township
David Deutsche	Monee Township Highway Commissioner

Table 5-1 Local, State, and Federal Agencies
<i>NEPA/404 Merger Agencies:</i>
US Fish and Wildlife Service
US Environmental Protection Agency
US Army Corps of Engineers
Illinois Environmental Protection Agency
Illinois Department of Natural Resources
Illinois Historic Preservation Agency
Stakeholders as identified in Section 2.2

Table 7-1 Stakeholder Involvement Plan Revision History		
Version	Date	Version Description
1	October 2020	Original
2	August 2021	Version 2 – updated elected officials
3	September 2021	Version 3 – updated engagement planning, updated PSG
4	December 2021	Version 4 – updated content

Appendix B

Glossary	
Alternative	One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.
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 Sensitive Solutions	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.
Medium sized group meeting	A meeting attended by five to 12 people.
National Environmental Policy Act	The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE).
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.
Small group meeting	A meeting attended by one to four people.
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.

Acronyms	
ADA	Americans with Disabilities Act
23. U.S.C 139	U.S. Code Title 23, Section 139
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
PSG	Project Study Group
SIP	Stakeholder Involvement Plan
WCDOT	Will County Division of Transportation