

5.0 Public Comments and Agency Coordination

The Illiana Corridor Tier One Environmental Impact Statement (EIS) process and the Stakeholder Involvement Plan (Version IV)(Parsons Brinckerhoff, 2012b) strive to meet state and federal requirements to integrate environmental values and public interaction into transportation improvements. These requirements include the National Environmental Policy Act (NEPA), Section 139 of Title 23 of the US Code (23 U.S.C. 139), Context Sensitive Solutions (CSS), and Section 106 of the Historic Preservation Act. The Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT), as joint lead agencies on the project, developed the Stakeholder Involvement Plan (SIP) to meet the aforementioned requirements and to increase stakeholder awareness, interaction, and the dissemination of information regarding possible transportation improvements in the Illiana Corridor Study Area. This section details the work and interaction that were done to meet or exceed these requirements.

Since publication of the Draft Environmental Impact Statement (DEIS), Corridor B3 has been identified as the preferred corridor (see Section 4.0 for more information). In addition, the following changes have been made to this section:

- This section was formerly Section 4, and has since been renumbered due to the addition of content to the Final EIS (FEIS) relating to the preferred alternative.
- Subsection 5.6 was added to summarize the third concurrence point activities for identification of the preferred alternative.
- Subsection 5.9 was added to summarize the key comments submitted by federal, state and regional agencies, and local governments and frequent comments made by members of the public during the DEIS Comment Period.
- A summary of comments received outside of the DEIS comment period was added to Subsection 5.10.
- Table 5-11 has been added to summarize the submission method of comments during the DEIS Comment Period.
- Chart 5-1 has been added to summarize the type of comments submitted during the DEIS Comment Period.
- Additional resolutions and meeting summaries have been added to Table 5-5, Table 5-7, Table 5-8, Table 5-9, Table 5-10, and Table 5-12 to provide information on those meetings held since the DEIS was published.

Agency coordination and stakeholder involvement are critical to the success of planning transportation improvements. The preparation of an EIS requires compliance with many local, state, and federal rules, regulations, and laws. In order to ensure compliance, coordination with resource agencies occurred regularly throughout the Tier One EIS process. This chapter describes the agency coordination and stakeholder involvement for the preparation of this Tier One EIS. In addition, this chapter presents

the scoping process; the date, purpose, and participants in various stakeholder involvement activities; and discusses the components and outcomes of various agency and stakeholder involvement activities.

In order to facilitate the lead agencies interaction with other agencies and the public, a coordination plan was developed. For the Illiana Corridor project, coordination with the resource agencies consists of four main elements:

- 1) The Scoping process, described in Section 5.2.
- 2) Gathering geographic information systems (GIS) data from individual agencies to augment published data.
- 3) An aerial overview of the Study Area with resource agencies prior to the development of alternatives.
- 4) Environmental resource and regulatory agency concurrence at three points: Statement of the Purpose and Need; Alternatives for Detailed Study; and Identification of the Preferred Alternative(s).

Additionally, INDOT and the Indiana resource agencies have been invited to participate with IDOT in the NEPA/404 Merger process. The Illinois concurrent NEPA/404 Merger Team Process was instituted by FHWA and IDOT for federally funded transportation projects and includes regularly scheduled meetings held with representatives of state and federal regulatory agencies including the US Army Corps of Engineers (USACE), US Environmental Protection Agency (USEPA), US Fish and Wildlife Service (USFWS), the Illinois Department of Natural Resources (DNR), the Illinois Department of Agriculture (DOA), and the Illinois Historic Preservation Agency (IHPA). For the Illiana Corridor project, the NEPA/404 Merger Team Process meetings were expanded to include participation by the Indiana Department of Environmental Management (IDEM) and the Indiana DNR, as well as the divisions/offices of the above federal agencies with Indiana jurisdiction, if applicable.

The process involves major projects that will include an Individual Section 404 Permit and are undergoing an EIS or Environmental Assessment (EA) analysis. The projects are presented to the agencies for discussion and concurrence during various stages of project development. This includes concurrence on the Purpose and Need, alternatives to be carried forward to the DEIS, and the preferred alternative. The NEPA/404 Merger Process provides the resource agencies a better understanding of the project as it is developed, and also allows for input from the agencies to improve the development of the project. A copy of the NEPA/404 Merger Agreement can be found in Appendix L.

23 U.S.C. 139 requires additional public involvement opportunities for federal, state and local agencies and the public for projects requiring an EIS. Activities undertaken to meet these requirements, including the following, are listed throughout this chapter:

- **Develop a Coordination Plan** – Section 5.0
- **Identify Participating and Cooperating Agencies** – Section 5.1

- **Development of the Project Purpose and Need** – Section 5.3
- **Development of Methodologies for Impacts Analysis** – Section 5.4
- **Development of Range of Alternatives** – Section 5.5

Additionally, the inclusion of CSS in the Illiana Corridor project further promotes a collaborative approach that involves all stakeholders and seeks to develop, build, and maintain multimodal transportation solutions that are cost-effective and fit into and reflect the project’s surroundings – its “context.” The resulting projects should improve mobility for the travelling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass. In order to lead the proposed project, IDOT and INDOT formed a Project Study Group (PSG), made up of multidisciplinary representatives from IDOT, INDOT, FHWA, and the project consulting team tasked with determining the ultimate project recommendations and decisions. The PSG has primary responsibility for the project development process. This group will collaborate throughout the Tier One EIS process to provide technical oversight and expertise in key areas including study process, agency procedures, standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the Stakeholder Involvement Plan, promoting partnership with stakeholders to address identified project needs, and developing consensus among stakeholders. The Stakeholder Involvement Plan can be found in the Information Center section of the project website at www.illianacorridor.org.

IDOT and INDOT have invited stakeholders to participate in a bi-state Corridor Planning Group (CPG) and Technical Task Force (TTF) (Appendix H). The CPG was formed to provide an overall forum for community leaders to discuss and participate in a broad range of matters concerning the Illiana Corridor project and the TTF was established to provide external subject-matter expertise during the Tier One EIS process. The CPG and TTF have met jointly nine times throughout the Tier One EIS process. Through these meetings with the CPG and TTF, along with three rounds of public meetings, one round of public hearings and more than 110 one-on-one and small group stakeholder meetings, the following items were accomplished:

- Problem Statement was identified
- Project Purpose and Need were established
- Transportation system performance was discussed
- Approximately 100 corridor alternatives were evaluated
- Several potential mitigation measures were identified

Illiana Corridor stakeholders include:

- Elected and appointed local, regional, state, and federal officials
- Local, regional, state, and federal environmental agencies

- Economic, historic, cultural, and transportation agencies
- Corridor business community, including farmers, professional associations, developers, small businesses, and large corporations
- Local, regional, and state environmental agencies
- Community and civic organizations
- Local, regional, and state-wide media firms (i.e., print, electronic, and broadcast representatives)
- General public with emphasis on involvement of minority and low-income populations

5.1 Cooperating and Participating Agencies

In accordance with NEPA, a cooperating agency is defined as any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to an environmental impact that is part of a proposed project or project alternative. In accordance with 23 U.S.C. 139, participating agencies are those with an interest in the project. The intent of the concept of a “participating agency” is to allow for early and timely input regarding issues of concern.

The roles and responsibilities of cooperating and participating agencies are similar, except that cooperating agencies have a higher degree of authority, responsibility and involvement in the environmental review process. Cooperating agencies are also considered participating agencies, but not all participating agencies are cooperating agencies.

Pursuant to 23 U.S.C. 139, a federal agency that declines to be a participating agency must specifically state the following in its response:

- It has no jurisdiction or authority with respect to the project.
- It has no expertise or information relevant to the project.
- It does not intend to submit comments on the project.

A non-federal agency must formally accept the invitation in order to be considered a participating agency. If an agency declines, its responses should state the reason for doing so. If an agency chooses not to participate, the agency may still comment on the process at public and stakeholder involvement venues. A non-federal agency that does not respond to the invitation will not be considered a participating agency.

In addition to areas of specific legal jurisdiction and expertise where federal agencies are concerned, the following are some of the roles and responsibilities of participating agencies:

- Participate in the NEPA process starting at the earliest time possible, especially regarding development of the Purpose and Need, range of alternatives, methodologies, and the level of detail for the analysis of alternatives
- Identify issues of concern regarding the project’s potential environmental and socioeconomic impact as early as possible
- Communicate issues of concern formally in the EIS scoping process
- Provide input and comment on the Purpose and Need
- Provide input and comment on the procedures used to develop alternatives and analyze impacts
- Provide input on the range of alternatives to be considered
- Provide input and comment on the sufficiency of environmental impact analyses
- A list of invited local, state and federal agencies and the status of their involvement (where confirmed) follows in Table 5-1, Table 5-2, and Table 5-3 (See Appendix H).

Table 5-1. List of Invited Participating Local Governments

Invited Local Government	Involvement
Illinois	
Channahon Township	Declined (represented through Village of Channahon)
Chicago Metropolitan Agency for Planning	Participating Agency
City of Braidwood	Did Not Respond
City of Joliet	Did Not Respond
City of Wilmington	Participating Agency
Crete Township	Participating Agency
Custer Township	Did Not Respond
Florence Township	Did Not Respond
Forest Preserve District of Will County	Participating Agency
Green Garden Township	Did Not Respond
Illinois Division of Aeronautics	Did Not Respond
Illinois State Geological Survey	Did Not Respond
Jackson Township	Did Not Respond
Kankakee Area Transportation Study	Did Not Respond
Kankakee County	Participating Agency
Kankakee River Valley Forest Preserve District	Declined
Manhattan Township	Did Not Respond
Manteno Township	Did Not Respond
Metra	Participating Agency
Monee Township	Participating Agency

Table 5-1. List of Invited Participating Local Governments (continued)

Invited Local Government	Involvement
PACE	Participating Agency
Peotone Township	Did Not Respond
Reed Township	Did Not Respond
Regional Transportation Authority	Did Not Respond
Rockville Township	Did Not Respond
Sumner Township	Did Not Respond
Village of Beecher	Did Not Respond
Village of Braceville	Did Not Respond
Village of Carbon Hill	Did Not Respond
Village of Channahon	Did Not Respond
Village of Coal City	Participating Agency
Village of Crete	Did Not Respond
Village of Diamond	Participating Agency
Village of Elwood	Did Not Respond
Village of Grant Park	Participating Agency
Village of Godley	Did Not Respond
Village of Manhattan	Participating Agency
Village of Manteno	Participating Agency
Village of Matteson	Did Not Respond
Village of Monee	Did Not Respond
Village of Peotone	Participating Agency
Village of Symerton	Did Not Respond
Village of University Park	Participating Agency
Washington Township	Participating Agency
Wesley Township	Did Not Respond
Wheatland Township	Did Not Respond
Will County	Participating Agency
Will County Governmental League	Did Not Respond
Will Township	Did Not Respond
Wilmington Township	Did Not Respond
Wilton Township	Did Not Respond
Indiana	
Cedar Creek Township	Did Not Respond
Center Township	Participating Agency
City of Crown Point	Did Not Respond

Table 5-1. List of Invited Participating Local Governments (continued)

Invited Local Government	Involvement
Hanover Township	Did Not Respond
Indiana Geological Survey	Declined
Indiana Transportation Association	Did Not Respond
Lake County	Did Not Respond
Northern Indiana Commuter Transportation District	Did Not Respond
Northwest Indiana Regional Bus Authority	Participating Agency
Northwest Indiana Regional Development Authority	Did Not Respond
Northwestern Indiana Regional Planning Commission	Did Not Respond
Ross Township	Did Not Respond
Senator Dan Coats	Did Not Respond
Town of Lowell	Participating Agency
Town of Cedar Lake	Did Not Respond
Town of Merrillville	Participating Agency
Town of Schneider	Participating Agency
Town of St. John	Did Not Respond
Town of Winfield	Participating Agency
West Creek Township	Participating Agency
Winfield Township	Participating Agency
Yellowhead Township	Did Not Respond

Table 5-2. List of Invited Cooperating and Participating State and Federal Agencies

Invited State and Federal Agency	Involvement
Federal	
Advisory Council on Historic Preservation	Participating Agency
Federal Aviation Administration	Cooperating and Participating Agency
Federal Railroad Administration	Participating Agency
US Army Corps of Engineers - Chicago District	Cooperating and Participating Agency
US Army Corps of Engineers - Rock Island District	Participating Agency
US Coast Guard District 8 (St. Louis)	Cooperating and Participating Agency
US Coast Guard District 9 (Cleveland)	Declined
US Department of Agriculture	Participating Agency
US Department of the Interior, Fish and Wildlife Service	Cooperating and Participating Agency
US Department of the Interior, National Park Service	Participating Agency
US Environmental Protection Agency	Cooperating and Participating Agency
Illinois	
Illinois Department of Agriculture, Bureau of Land and Water Resources	Participating Agency
Illinois Department of Natural Resources	Cooperating Agency
Illinois Environmental Protection Agency	Did Not Respond
Illinois Historic Preservation Agency	Cooperating and Participating Agency
Illinois Natural Resource Conservation Service	Did Not Respond
Indiana	
Indiana Department of Environmental Management	Participating Agency
Indiana Department of Natural Resources, Division of Historical Preservation & Archaeology	Cooperating and Participating Agency
Indiana State Department of Agriculture	Cooperating and Participating Agency

Table 5-3. List of Invited Cooperating and Participating Tribal Governments

Invited Tribal Government	Involvement
Citizen Potawatomi Nation	Did Not Respond
Forest County Potawatomi County Community, Wisconsin	Did Not Respond
Hannahville Indian Community Council	Did Not Respond
Ho-Chunk Nation	Did Not Respond
Kickapoo Tribe in Kansas	Did Not Respond
Kickapoo Tribe of Oklahoma	Did Not Respond
Kickapoo Traditional Tribe of Texas	Declined
Miami Tribe of Oklahoma	Section 106 Consulting Party
Ottawa Tribe of Oklahoma	Did Not Respond
The Peoria Tribe of Indians of Oklahoma	Did Not Respond
Pokagon Band of Potawatomi Indians	Did Not Respond
Prairie Band Potawatomi Nation	Did Not Respond
Sac and Fox Nation of Missouri	Did Not Respond
Sac and Fox Nation of Oklahoma	Did Not Respond
Sac and Fox Tribe of Mississippi	Did Not Respond
Shawnee Tribe	Did Not Respond
Wyandotte Tribe of Oklahoma	Did Not Respond

Consistent with the process outlined in the Section 106 implementing regulations, FHWA, in cooperation with IDOT and INDOT, identified organizations with an interest in Illinois and Indiana cultural resources in the project vicinity and invited them to participate as consulting parties. They will provide input on key decision points in the Section 106 process; the parties invited and the status of their involvement are shown in Table 5-4.

Table 5-4. List of Invited Section 106 Consulting Parties

Invited Agency/Government	Involvement
Illinois	
Bourbonnais Grove Historical Society	Did Not Respond
Canal Corridor Association	Declined
Channahon Township	Declined
Chicago Metropolitan Agency for Planning	Section 106 Consulting Party
City of Joliet	Section 106 Consulting Party
City of Wilmington	Section 106 Consulting Party
Crete Township	Did Not Respond
Custer Township	Did Not Respond
Florence Township	Section 106 Consulting Party

Table 5-4. List of Invited Section 106 Consulting Parties (continued)

Invited Agency/Government	Involvement
Forest Preserve District of Will County	Did Not Respond
Frankfort Area Historical Society	Declined
Grant Park Area Historical	Section 106 Consulting Party
Green Garden Township	Did Not Respond
Illinois Historic Preservation Agency	Section 106 Consulting Party
Illinois State Historical Society	Did Not Respond
Jackson Township	Did Not Respond
Joliet Area Historical Museum	Did Not Respond
Kankakee Area Transportation Study	Section 106 Consulting Party
Kankakee County	Section 106 Consulting Party
Kankakee County Historic Preservation Commission	Did Not Respond
Kankakee County Museum	Did Not Respond
Kankakee River Valley Forest Preserve District	Declined
Landmarks Illinois	Section 106 Consulting Party
Manhattan Township	Did Not Respond
Manhattan Township Historical Society	Did Not Respond
Manteno Area Historical Society	Did Not Respond
Manteno Township	Did Not Respond
Midewin Heritage Association	Did Not Respond
Monee Township	Section 106 Consulting Party
New Lenox Historical Society	Declined
Park Forest Historical Society	Did Not Respond
Peotone Historical Society	Declined
Peotone Township	Declined
Reed Township	Did Not Respond
Rockville Township	Did Not Respond
Sumner Township	Did Not Respond
Village of Beecher	Did Not Respond
Village of Braceville	Section 106 Consulting Party
Village of Carbon Hill	Did Not Respond
Village of Channahon	Section 106 Consulting Party
Village of Coal City	Section 106 Consulting Party
Village of Crete	Did Not Respond
Village of Diamond	Did Not Respond
Village of Elwood	Section 106 Consulting Party

Table 5-4. List of Invited Section 106 Consulting Parties (continued)

Invited Agency/Government	Involvement
Village of Grant Park	Did Not Respond
Village of Godley	Did Not Respond
Village of Manhattan	Section 106 Consulting Party
Village of Manteno	Section 106 Consulting Party
Village of Matteson	Did Not Respond
Village of Monee	Section 106 Consulting Party
Village of Peotone	Section 106 Consulting Party
Village of Symerton	Did Not Respond
Village of University Park	Did Not Respond
Washington Township	Section 106 Consulting Party
Washington Township Museum	Decline
Wesley Township	Did Not Respond
Wilmington Area Historical Society	Did Not Respond
Will County	Section 106 Consulting Party
Will County Governmental League	Did Not Respond
Will County Historic Preservation Commission	Did Not Respond
Will County Historical Society	Section 106 Consulting Party
Will Township	Section 106 Consulting Party
Wilmington Township	Did Not Respond
Wilton Township	Did Not Respond
Indiana	
Cedar Creek Township	Section 106 Consulting Party
Cedar Lake Historical Association	Section 106 Consulting Party
Center Township	Did Not Respond
City of Crown Point	Did Not Respond
Crown Point Historic Preservation Commission	Declined
Dyer Historical Society	Declined
Eagle Creek Township	Section 106 Consulting Party
Hanover Township	Did Not Respond
Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology	Section 106 Consulting Party
Indiana Historical Bureau	Declined
Indiana Historical Society	Did Not Respond
Indiana Landmarks	Section 106 Consulting Party
Lake County	Section 106 Consulting Party

Table 5-4. List of Invited Section 106 Consulting Parties (continued)

Invited Agency/Government	Involvement
Lake County Historic Preservation Coalition	Declined
Lake County Historical Society and Museum	Did Not Respond
Lake County Parks Department	Section 106 Consulting Party
Lowell Historic Preservation Commission	Section 106 Consulting Party
Lowell Main Street Association	Did Not Respond
Merrillville Ross Township Historical Society	Did Not Respond
Northwest Indiana Regional Development Authority	Did Not Respond
Northwestern Indiana Regional Planning Commission	Did Not Respond
Ross Township	Did Not Respond
South Lake County Agricultural Historical Society	Did Not Respond
St. John Historical Society	Declined
St. John Township	Did Not Respond
Three Creeks Historical Association	Did Not Respond
Town of Lowell	Did Not Respond
Town of Cedar Lake	Did Not Respond
Town of Merrillville	Section 106 Consulting Party
Town of Schneider	Section 106 Consulting Party
Town of St. John	Did Not Respond
Town of Winfield	Did Not Respond
West Creek Township	Did Not Respond
Winfield Township	Did Not Respond
Yellowhead Township	Did Not Respond

5.2 Scoping

Scoping is an early and open process for determining the scope of a proposed action, such as the Illiana Corridor. It focuses on the identification of potential environmental impact issues and potential improvement alternatives. Scoping helps those preparing a EIS to know which issues deserve greater emphasis and which should receive less emphasis. Per the IDOT and INDOT CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes state and federal agencies, Tribes, property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. All stakeholders were invited to participate in scoping.

Scoping on the Illiana Corridor has included comments and concerns expressed by stakeholders since the beginning of the Illiana Corridor study.

5.2.1 State and Federal Agencies

State and federal agency scoping formally began with the publication of the Notice of Intent (NOI) to prepare an EIS by the FHWA in the *Federal Register* on June 8, 2011 (See Appendix H). The NOI contained a brief description of the proposed project, provided the date for the scoping meeting along with contacts for further information, and introduced the CSS process.

Following the publication of the NOI, a resource agency scoping meeting was held on June 28, 2011 as part of the Illinois' NEPA/404 merger process to introduce the Illiana Corridor to federal and state resource agencies. Prior to the meeting, the Illiana Corridor Scoping Document was distributed to the cooperating/participating agencies. For agencies not receiving an advance copy of the scoping document, additional copies were included with the cooperating/participating agency invitation letters that were sent out after the meeting.

State and federal agencies and tribal and local governments invited to be Cooperating and Participating agencies as outlined in 23 U.S.C. 139, were also invited to participate in the scoping process. All of the agencies involved had the opportunity to submit comments on the scoping document up through August 19, 2011. The meeting also provided an opportunity for upfront agency comments on both the overall Tier One EIS process and any special resource concerns. In addition to the staff from IDOT, INDOT, and FHWA, the following agencies sent representatives to this initial scoping meeting:

- USACE
- USEPA
- Illinois DNR
- Illinois Natural History Survey (INHS)
- Lake County Illinois Division of Transportation
- IDEM
- Indiana DNR

Representatives from IDOT, INDOT, and FHWA led a discussion on the bi-state project leadership structure that has IDOT serving as the lead agency with assistance and cooperation from INDOT and the FHWA Illinois Division serving as the lead division of FHWA with cooperation from the FHWA Indiana Division. The meeting also included a discussion of the project purpose, the project history (including previous feasibility studies by Illinois and Indiana), the Study Area, and the tiered EIS process. Stakeholder outreach based on IDOT and INDOT CSS guidelines, the organization of the PSG, the CPG, and the TTF were also discussed.

Other topics covered included project schedule, potential alternatives, financial strategies, key environmental issues, and how the GIS database would be used in the development and comparative analysis of various alternatives. The presentation concluded with a discussion of key points of the proposed bi-state agency coordination program. The process for sending scoping letters to invite local, state, and federal agencies and governments to provide initial input on the potential aspects and impacts of the proposed project, along with an invitation of desired cooperating or participating agency involvement in the NEPA process was decided.

Following the formal presentation, resource agency representatives were given an opportunity to ask questions and make comments. Questions were asked concerning the location of the proposed Study Area, the width of the corridor, and how differing state policies, such as the methodologies used in the classification of streams would be coordinated. The following are summaries of the items discussed:

- **Agency Participation** – The USACE recommended that the Rock Island District should be involved in the project since Kankakee County is within that district, and suggested that they be invited to all future NEPA/404 Merger meetings. The PSG agreed to include the Rock Island District in the project development process for the Illiana Corridor.
- **Proposed Study Area** – The USEPA questioned the location of the southern Study Area boundary and whether it should be extended further south. The project team explained that expanding the corridor further south was constrained by the City of Kankakee, Illinois, and the large floodplain at the Kankakee River in Lake County.
- **Technical Study Methodologies** – IDOT and INDOT have different technical classifications and survey procedures for environmental resources. The IDEM noted that Illinois and Indiana differ in their stream and water feature descriptions such as with “classified streams.” The resource agencies inquired how the PSG will approach technical surveys and documentation for the proposed project. Joint project team/agency field reviews were proposed as necessary to confirm resource presence/quality and discuss concerns. The studies would consider all database descriptors and use the nomenclature that each state uses. Illinois and Indiana data will also be archived on separate GIS layers for data integrity and ease of reference; with the highest quality of data having priority where duplicate data sets are available.
- **Project Corridor** – The USACE asked how the 2,000-foot corridor width was determined and expressed concerns with the possible overestimation of impacts with this corridor width. The PSG explained that this width would be used to characterize the sensitive features within the corridor and not impacts. The 400- foot wide working alignment was used to tabulate potential impacts of “a transportation facility” inside the project corridor. Additionally, the project corridor does not have fixed end points, allowing flexibility to move the corridor termini north and south along highways I-55 and I-65 to avoid impacts. Therefore, characterizing the sensitive features within the project corridor is important for identifying reasonable

alternatives in addition to tabulating potential impacts for various working alignments.

- **Greenway Fragmentation** – The USEPA mentioned the potential for an east-west transportation facility to fragment greenways that serve north-south wildlife migratory routes. The Northwestern Indiana Regional Planning Commission (NIRPC) and Chicago Metropolitan Agency for Planning (CMAP) planned open spaces and natural areas within the proposed Study Area were discussed. The project team indicated that NIRPC and CMAP 2040 planning cycles were complete and open space plans would be included in the Tier One DEIS.
- Written scoping comments were also received by the following federal and state agencies and are accounted for in detail in Section 8.6 of the Stakeholder Involvement Plan and also included in Appendix H of the DEIS and Appendix K of this FEIS:
- Indiana Division of Historic Preservation and Archaeology (DHPA), August 16, 2011
- USEPA, August 26, 2011
- USACE - Chicago District, October 20, 2011
- Indiana DNR Division of Fish and Wildlife, November 10, 2011

5.2.2 Other Stakeholders

Scoping events involving CPG/TTF members, as well as the public at large were held on the following dates and are accounted for in detail in Section 8.1 through 8.5 of the Stakeholder Involvement Plan.

- June 14 – 15, 2011 - CPG/TTF Meeting #1: Project Kick-off/Scoping – concerns, goals & objectives identified.
- June 21 – 22, 2011 - Public Meeting #1: Scoping – Predominant comments included: study process and timeline, identification and consideration of existing environmental features, creating multi-modal opportunities for the Illiana Corridor.
- July 11 – 12, 2011 – CPG/TTF Meeting #2 – problem statement, project goals and environmentally sensitive areas discussed.
- Other non-federal agencies submitted written comments during scoping. These comments and responses are part of the administrative record.

After scoping, the PSG maintained ongoing coordination with local, state, and federal agencies during the Tier One EIS as outlined in meeting summaries contained throughout this chapter.

5.3 Purpose and Need

Project lead agencies are responsible for the development of a project's Purpose and Need statement. In developing the Purpose and Need, the lead agencies must provide opportunities for the involvement of participating agencies and the public and must

consider the input submitted by these stakeholders. After considering this input, the lead agencies will decide the project's Purpose and Need. Activities to develop the Illiana Corridor Purpose and Need took place during the Scoping process and via activities and comments received at CPG/TTF meetings #1 and #2 and Public Meetings #1 and #2. The Purpose and Need statement was developed based on the analysis performed for the development of the Transportation System Performance Report (TSPR) with extensive stakeholder input. The TSPR analysis included a comparison of 2010 and future 2040 baseline (no-action) transportation conditions in the region. Additional technical information can be found in the Purpose and Need document, as well as the TSPR, which is outlined in Section 5.9 of this chapter and in Appendix A.

The purpose of the Illiana Corridor is to provide a sustainable transportation solution that would improve regional mobility, address local and parallel corridor travel deficiencies, and provide for efficient movement of freight in the Study Area in a manner that complements regional transportation and economic development goals.

In addition to the CPG/TTF and Public Meetings where the project Purpose and Need were developed and discussed, there have been several conversations between the lead agencies, PSG and state and federal agencies to obtain concurrence on the Purpose and Need. These conversations are highlighted in meeting summaries found in Table 5-6, Table 5-7, Table 5-8, Table 5-9, and Table 5-10. Written Purpose and Need comments were received from the following agencies on the following dates and can be found in Appendix L of this FEIS:

- Village of Beecher, December 6, 2011
- Illinois Department of Agriculture (DOA), December 9, 2011
- Indiana DNR Division of Fish and Wildlife, December 14, 2011
- IDEM, December 15, 2011
- CMAP, December 21, 2011
- DHPA and the Indiana State Historic Preservation Office (SHPO), December 29, 2011
- Indiana DNR Division of Fish and Wildlife, January 10, 2012
- USEPA, January 11, 2012
- IDEM, January 13, 2012
- USACE - Chicago District, January 18, 2012
- USACE - Rock Island District, January 18, 2012
- Village of Crete, February 14, 2012

5.4 Impact Methodologies

Impact Methodologies were developed for the Illiana Corridor project by the lead agencies in collaboration with the participating agencies. These Methodologies, including environmental resource identification, were initially presented to the resource agencies during scoping and are highlighted in Section 5.2.1. The following project methodologies were developed:

- **Travel Forecasting Model** – The CMAP regional travel forecasting model was used to develop the Illiana travel forecasting model. Travel Forecasting Model Technical Report (Appendix D) explains the development of the Illiana model.
- **Alternatives Development and Evaluation Planning Methodology** – The lead agencies established design standards and constraints for the Illiana Corridor project alignments and features. The Planning Framework Technical Documentation (Appendix O) describes these standards.
- **GIS Methodology** – Over 15 participating agencies, along with other stakeholders, provided GIS data for the Illiana Corridor project. The GIS Technical Documentation (Appendix F) describes the GIS methodology used in the alternative selection.
- **Section 106 Methodology** – The lead agencies developed the Section 106 Methodology in conjunction with the IHPA and the DHPA to determine a consistent Area of Potential Effects (APE) and establish data collection protocol.

5.5 Developing Range of Alternative Corridors

The process of selecting a preferred corridor included in-depth analysis of local and regional travel needs, environmental and socio-economic impacts, and planning forecasts. Residential, commercial, recreational and protected properties were reviewed to identify a corridor that would have the minimum impacts between I-65 and I-55. Stakeholder input was sought throughout the Tier One process through the public comment process and at CPG/TTF Meetings, Public Meetings, and One-on-One Stakeholder Meetings to develop a range of alternative corridors. Corridors A3S2, B3, and B4, along with the No-Action Alternative, were selected for evaluation in the DEIS through the following process:

- At CPG/TTF Meeting No. 4 stakeholders generated over 80 alternative corridors.
- These alternatives were screened for fatal flaws and similar routes were consolidated. Eight representative corridors and two arterial improvements were presented at Public Meeting No. 2.
- Based on impact analysis and travel performance potential, Corridor B3 was identified as the preliminary preferred corridor at CPG/TTF Meeting No. 7 and Public Meeting No. 3.

- Subsequent stakeholder comments, followed by further analysis, generated two additional corridors, A3S2 and B4.

The Alternatives to be Carried Forward Technical Memorandum (ACFTM) (Appendix C) describes in greater detail the technical analysis and Stakeholder coordination that was performed to identify Corridors A3S2, B3, and B4 for evaluation in the DEIS. Correspondence regarding the ACFTM can be found in Appendix M and resolutions received at the time of the release of the Tier One DEIS can be found in Table 5-5. Resource agency concurrence on the alternatives to be carried forward was achieved during June 2012.

5.6 Identification of the Preferred Corridor

On October 6, 2012, Corridor B3 was identified and presented as the preferred corridor to the Illiana CPG during their ninth meeting. CPG meeting summaries can be found in Table 5-9 and Appendix M. The Preferred Corridor Report (now Section 4 of the FEIS), which identifies Corridor B3 as the preferred corridor to advance for additional analysis in Tier Two along with the No-Action Alternative, was made available to state and federal regulatory agencies on October 12, 2012. On October 12, 2012 the report was also made available to all project stakeholders through posting on the public website. On October 14, 2012 the Preferred Corridor Report was delivered to CPG members, Section 106 consulting parties, and to all invited cooperating and participating agencies.

The distribution of the Preferred Corridor Report on October 14, 2012 also included information about Section 1319(b) of the new federal law, Moving Ahead for Progress in the 21st Century (MAP-21), which enables the project to advance more quickly by allowing the FEIS and ROD to be issued concurrently, and that the FHWA, IDOT, and INDOT intended to implement that MAP-21 provision for the Illiana Corridor.

Comments on the Preferred Corridor Report were requested by November 12, 2012. A total of 20 agencies and individuals submitted comments during the comment period. Comments received during the comment period on the Preferred Corridor Report can be found in Appendix L of this FEIS. In summary, comment topics pertained to land acquisition policies and procedures, how the preferred corridor (Corridor B3) would impact the surrounding community, sources of funding and financial viability, and specific impacts to socioeconomic, environmental, archaeological, and historic resources. Comments from agencies also requested flexibility in Tier Two to allow for slight adjustments in the corridor's 400-foot working alignment. Comments from several agencies also questioned how the two-tiered NEPA process was being followed and Corridor B3's ability to meet the overall Purpose and Need for the Illiana Corridor. Written comments on the Preferred Corridor Report were received from the following agencies on the following dates:

- Illinois Environmental Protection Agency (IEPA), October 29, 2012
- Indiana DNR Division of Fish and Wildlife, November 2, 2012

- Indiana DNR Division of Historic Preservation & Archaeology, November 7, 2012
- Midewin Tallgrass Prairie Alliance, November 8, 2012
- IHPA, November 9, 2012
- IDEM, November 9, 2012
- Will County Historic Preservation Commission, November 9, 2012
- Joint letter from the Bird Conservation Network, Citizens Against Ruining the Environment, Environmental Law & Policy Center, Evanston North Shore Bird Club, Illinois Audubon Society, Illinois Paddling Council, Midewin Heritage Association, Midewin Tallgrass Prairie Alliance, Openlands, Porter County Isaac Walton League, Prairie Rivers Network, Prairie Parklands Ecosystem Partnership, Sierra Club – Illinois Chapter, The Nature Conservancy, The Wetlands Initiative, Will County Chapter of the Illinois Audubon Society, November 12, 2012

5.6.1 Preferred Corridor Concurrence

During the November 8, 2012, NEPA concurrence meeting, concurrence was obtained from regulatory agencies, identifying Corridor B3 as the preferred corridor to be carried into Tier Two with the No-Action Alternative for further analysis. Agencies that provided concurrence during the meeting are as follows: USEPA, USACE, US Fish and Wildlife Service (USFWS), Illinois DOA, and Illinois SHPO. The IHPA did not disagree with concurrence on Corridor B3. The Illinois Environmental Protection Agency (IEPA) indicated that all of their issues were pertinent to Tier Two studies and had no comment on Tier One concurrence. The meeting summary for the November 8, 2012 concurrence meeting can be found in Appendix M.

Written concurrence correspondence was also received regarding Corridor B3 as the preferred corridor from: Illinois DNR, Indiana DNR, Indiana DNR SHPO, USEPA, USACE, and IDEM. This written concurrence correspondence can be found in Appendix L.

Table 5-5. Resolutions

Date of Resolution	Stakeholder	Resolution Themes
<p>March 12, 2012 <i>(Resubmitted August 27, 2012)</i></p>	<p>Village of Bradley: Jerry Balthazor, Robert Redmond, Lori Gadbois, George Golwitzer, Michael Stump, Eric Cyr, Bruce Adams</p>	<ul style="list-style-type: none"> • Resolution of support for B3. • Corridor B3 is a single continuous corridor with efficient movement of freight and people with the highest compatibility for multi-modal uses, power distribution, and communications. • Corridor B3 appears to have best balance of performance, minimal environmental impacts, greatest financial viability, and most compatibility with community plans.
<p>March 13, 2012 <i>(Resubmitted August 6, 2012)</i></p>	<p>Village of Aroma Park: Duane Dykstra, James Greenstreet</p>	<ul style="list-style-type: none"> • Resolution of support for B3. • Corridor B3 is a single continuous corridor with efficient movement of freight and people with the highest compatibility for multi-modal uses, power distribution, and communications. • Corridor B3 appears to have best balance of performance, minimal environmental impacts, greatest financial viability, and most compatibility with community plans.
<p>March 27, 2012</p>	<p>Kankakee County Democratic Party: John A. Willard</p>	<ul style="list-style-type: none"> • Resolution of support for C4. • An east-west limited access highway through Kankakee County would promote economic development, provide temporary and permanent employment opportunities, provide sales tax revenue, and would minimize the negative effects of such a highway on residents and the environment.
<p>March 28, 2012 <i>(Resubmitted August 15, 2012)</i></p>	<p>Kankakee Area Transportation Study (KATS): Paul Schore, Chairman</p>	<ul style="list-style-type: none"> • Resolution of support for B3. • Corridor B3 reflects the goals of the City of Kankakee for the Illiana Corridor by providing a single, continuous corridor for the efficient movement of freight and people, with the highest compatibility for multi-modal uses, power distribution and communications and having the best balance of performance, minimal environmental impacts, financial feasibility and most compatibility with community plans.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
April 2, 2012	City of Kankakee: Mayor Nina Epstein	<ul style="list-style-type: none"> • Resolution of support for B3. • Corridor B3 reflects the goals of the City of Kankakee for the Illiana Corridor by providing a single, continuous corridor for the efficient movement of freight and people, with the highest compatibility for multi-modal uses, power distribution and communications and having the best balance of performance, minimal environmental impacts, financial feasibility and most compatibility with community plans.
April 3, 2012	Economic Alliance of Kankakee County: Joseph France	<ul style="list-style-type: none"> • Resolution of support for B3. • Corridor B3 is a single continuous corridor with efficient movement of freight and people with the highest compatibility for multi-modal uses, power distribution, and communications. • Corridor B3 alternative appears to have best balance of performance, minimal environmental impacts, greatest financial viability, and most compatibility with community plans.
July 16, 2012	Village of Channahon: Joseph Cook, Village President	<ul style="list-style-type: none"> • Resolution of opposition to A3S2. • The Village of Channahon has reviewed the Tier One DEIS for the Illiana Corridor. • The corridor known as A3S2 terminates at Interstate 55 and Bluff Road in Channahon (the “terminus”). • The terminus is a prime economic development area for the Village being considered for inclusion in a Business District. • The impact of the terminus would consume valuable acreage and eliminate access to the remaining parcel. • Bluff Road west of the terminus is inappropriate for conveying the resulting increase in traffic volume, especially truck traffic. • The construction of the terminus may eliminate a local access to an interchange with Interstate 55. • The location of the terminus would preclude any future extension of the

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>Illiana to the Prairie Parkway due to unacceptable impacts on existing development.</p> <ul style="list-style-type: none"> • The Village believes contrary to the statement in the DEIS Section 2.4.3.1 that the problems with the terminus do not rise “to the level of fatal flaws.” • The terminus will result in the demolition of many homes and displacement of families. • The remaining homes will be burdened with the near proximity of an expressway and attempts to mitigate these burdens, such as sound barriers, are themselves a negative impact.
July 16, 2012	Peotone Township Board: Bruce Clover, Trustee; Jim Morgan, Trustee; Ron Schubbe, Trustee; Randy Schwartz, Trustee; Dave Cann, Township Supervisor	<ul style="list-style-type: none"> • Resolution of opposition to B3. • Numerous dead-end roads will be created throughout the township creating hardship to residents by limiting both travel and farming access while extending the time of our children’s school bus routes. • The safety of our residents will be negatively impacted with restricted access for medical ambulance services, Fire Department services and Police protection. • Due to the approval of “Quick Take” by the State of Illinois for this project, local residents impacted will lose their property and be granted very little time to relocate placing a unique hardship on them. • Recommend moving the route slightly to follow an existing road line such as County Line Road and including frontage road access or additional overpasses in the proposal.
July 20, 2012	Will County Center for Economic Development: President and CEO, John Greuling	<ul style="list-style-type: none"> • Resolution of support for B3. • Illinois and Indiana are working on a transportation project to improve the movement of freight and relieves truck congestion in the region, minimize the impact of traffic on local roads, and support the further development of transportation and logistics facilities in northeastern Illinois.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<ul style="list-style-type: none"> • Will County has become the largest inland container port in North America and part of the global supply chain importing and exporting products and commodities around the world. • The Will County Center for Economic Development (CED) believes it is in the best economic interest of Will County, the State of Illinois and the United States to invest in project of regional and national significance such as the Illiana Expressway to create jobs, improve the flow of freight throughout the U.S., minimize environmental impacts and increase the export of U.S. produced goods. • Based on CPG and public meetings held in February of 2012, along with further analysis, a northern corridor (A3S2) and a southern corridor (B4) were added to the central corridor alignment (B3) as the corridors that were recommended for further evaluation in the DEIS. • The Will County CED believes the selected corridor for the Illiana Expressway should have the least impact on residential, commercial, agricultural, sensitive properties, provide the best corridor for moving freight in and around northeastern Illinois and be the most financially feasible. • The Will County CED has long supported the creation of an east-west corridor between Illinois and Indiana with Peotone Road and New River Road as a preferred route for such a corridor.
July 23, 2012	Channahon Fire Protection District: Don Montgomery, President	<ul style="list-style-type: none"> • Resolution of opposition to A3S2. • The corridor known as A3S2 terminates at I-55 and Bluff Road in Channahon. • The terminus is a primary and single access to I-55 for a multitude of emergency situations that may be located on the highway. • The terminus is a primary and single access to I-55 for a automatic and

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>mutual requests.</p> <ul style="list-style-type: none"> • The impact of the terminus would consume a portion of the fire district tax base and reduce available funding to provide and maintain services within the fire district. • Bluff Road west of the terminus is inappropriate for conveying the resulting increase in traffic volume, especially truck traffic that will increase the potential for highway accidents. • The terminus will result in the demolition of many homes and displacement of families. • The remaining homes will be burdened with the near proximity of an expressway and attempts to mitigate these burdens, such as sound barriers, are themselves a negative impact.
July 25, 2012	Channahon Park District: Ronald Lehman, President	<ul style="list-style-type: none"> • Resolution of opposition to A3S2. • The Illiana Expressway is proposed to connect I-55 and I-65 in Illinois and Indiana and will provide important traffic congestion relief by improving regional mobility, facilitate the movement of freight, improve traffic safety, shorten driving distances, and facilitate the potential for economic development and job creation through the Expressway corridor. • The A3S2 alternative would have the western terminus of the Illiana Expressway located at the I-55 / Bluff Road (exit 247) interchange. • The A3S2 alternative would close the current Bluff Road interchange and no longer have any access to and from I-55, or the Illiana Expressway, from Bluff Road. • Closing the Bluff Road interchange will seriously impact the local community and the Park District by forcing all traffic now using Bluff Road to utilize the US Rte. 6 interchange to I-55, a seriously under designed structure for the volume of traffic it now handles; will inconvenience thousands of the

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>daily business and personal vehicle trips that now use Bluff Road, including over 10,000 vehicle trips annually to the Park District’s Heritage Bluffs Public Golf Club, located on Bluff Road one quarter mile west of the current interchange; require the acquisition and destruction of numerous occupied private residences; and will eliminate the potential for development of two vacant quadrants of one underdeveloped quadrant located at the Bluff Road interchange.</p> <ul style="list-style-type: none"> • The Board of Commissioner of the Park District find it to be in the best interest of the Park District to consider, pass, and approve this Resolution concerning the potential routing of the Illiana Expressway using Alternative A3S2 as it pertains to the western terminus at I-55 at Bluff Road in Channahon.
August 9, 2012	Grundy County Economic Development: Nancy Norton Ammer, CEO	<ul style="list-style-type: none"> • Resolution of support for B3. • The Illiana Expressway will serve as a vital transportation and economic hub for Grundy County and the region. • The presence of existing transportation and freight industry facilities in the western portion of the study area, in conjunction with the anticipated growth of the industry locally in the coming years, has created a need for more efficient movement of freight in the area. • Further industrial growth will create a need to alleviate local system congestion and improve local system mobility. • The significant residential growth rates in the region have also created a need to improve regional mobility. • Population and employment forecasts conducted in the Illiana Expressway studies show strong growth in the area over the next 30 years. • The B3 alternative of the Illiana Express will provide optimal access for Grundy County residents to reach these areas,

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>and for those outside the county to reach Grundy industry.</p> <ul style="list-style-type: none"> • A project of this scope will provide more than long-term transportation benefits. It will provide sorely needed local construction jobs in a time when the industry remains battered from the effects of the recent economic downturn.
August 13, 2012	Green Garden Township: Gary Mueller, Supervisor; Bill Wagner; John Reicher; Don Hellriegel	<ul style="list-style-type: none"> • Resolution of opposition to A3S2. • Resolution of support for B3. • The A3S2 corridor would pass through Green Garden Township, and the residents of the township are opposed to the construction of any major roadway through their community. • The B3 corridor has the lowest environmental impact, higher travel benefit potential, greater cohesion with local planning, highest multimodal corridor compatibility, and the lowest cost potential.
August 13, 2012	Village of Beecher: Village President Paul Lohmann	<ul style="list-style-type: none"> • Resolution of support for B3. • Resolution of support for a corridor to be identified and preserved for future inevitable construction, even if the construction of the Illiana Expressway is not currently warranted. • On May 8, 2000, the Beecher Village Board approved Resolution 2000-06, which asked that Congress provide capital funding and that the Governors of Illinois and Indiana should accelerate the process to identify and acquire right-of-way and construct the Illiana Expressway. • On July 8, 2002, the Beecher Village Board approved Resolution 2002-10, adopting the Illiana Corridor Planning Council intergovernmental agreement, which created the first Illiana Expressway planning group. • On April 12, 2010, the Beecher Village Board approved Resolution 2010-04 adopting a strategic plan for the Village which called for the completion of the Tier 1 EIS on the Illiana Expressway and

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>pledged a working relationship with the consultants toward completing this task.</p> <ul style="list-style-type: none"> • On April 12, 2010, the Beecher Village Board approved Resolution 2010-08, which requested inclusion of the Illiana Expressway on the list of financially constrained major capital projects. • 63.4% (210 of 333 responses) of Beecher Village residents surveyed in the fall of 2011 favored the construction of the Illiana Expressway with 38.6% (or 128) favoring the B3 route and 28% (or 93) favoring a route north of Beecher. • The Village of Beecher has always supported a scientific approach toward determining need for and location of the expressway. • The consultants originally recommended the B3 route as the most efficient, least expensive corridor having the smallest amount of environmental impact. • External forces have now come into play trying to influence the decision-making process so that an alternative is selected not on the basis of merit or practicality but on the grounds of who would benefit economically from the proposed road's location. • The proximity of the A3S2 alternative to Interstate 80 may reduce its regional significance and usage as a toll road and not alleviate the maximum amount of traffic on Interstate 80. • The A3S2 alternative interchange with I-57 is too close to Monee-Manhattan Road, the proposed interchange at Stunkel Road, and the proposed interchange for the South Suburban Airport. • The A3S2 alternative cuts through Washington township on a diagonal causing serious alignment conflicts with north-south and east-west road crossing and cuts our school district, fire district and township roads all in half.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<ul style="list-style-type: none"> • The Villages of Manhattan and Peotone have passed resolution supporting the construction of the Illiana Expressway along the B3 alignment as recommended by the consultants and the staff at the Illinois Department of Transportation.
August 13, 2012	Village of Coal City: Mayor Neal Nelson	<ul style="list-style-type: none"> • Resolution of support for B3. • The population in the Illiana Study Area is projected to grow by 175% and employment is projected to increase by 225% by 2040. • Corridor B3 was identified at the Illiana Corridor Planning Group and Technical Task Force Meeting #7 as the corridor possessing the best balance of performance, minimal environmental impacts, greatest financial viability and most compatibility with community plans. • Corridor B3 is projected to have the highest average daily traffic (ADT) of 41,000 vehicles including nearly 60% trucks.
August 14, 2012	Village of Diamond, IL: Mayor Teresa Kernc	<ul style="list-style-type: none"> • Resolution of support for B3. • Safe and efficient transportation is critical to the national, regional and local economy. • Radial and circumferential highways have been a component of long-range transportation for the Indiana-Illinois bi-state region since the early twentieth century. • Region has become the Inland Port of America, a national link to transportation and commerce which causes heavy use of highways. • The population in the Study Area is projected to grow by 175% and employment is projected to increase by 225% by 2040. • Adding a new east-west Illiana freeway provides an alternative to I-80, improves travel times, reduces miles of travel, and reduces the trucks on local roads.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<ul style="list-style-type: none"> The B3 corridor is projected to have the highest ADT of 41,000 vehicles including nearly 60% trucks, has the ability to attract the highest overall traffic and attract trucks from local roads for both tolled and non-tolled options, is the shortest and least costly option, meets regional goals, and was identified at the Illiana Corridor Planning Group and Technical Task Force Meeting #7 as the corridor having the best balance of performance, minimal environmental impacts, greatest financial viability and most compatibility with community plans.
August 16, 2012	Will County Board	<ul style="list-style-type: none"> Resolution of support for B3. The County of Will has experienced an unprecedented growth in both population and development over the last two decades, including two intermodal transfer facilities along with associated warehousing developments, and these developments have increased truck traffic on the County and other regional highway and road systems beyond capacity. The State of Illinois and the State of Indiana have recognized the need for a new east-west corridor that would be essential for Will County and for the region. A Memorandum of Understanding was signed on June 9, 2010 by the governors of Illinois and Indiana, which formalized the partnership between the two states for planning a potential new transportation linkage, the Illiana. The vision of the Illiana Corridor dates back to the 1909 Plan of Chicago by Daniel Burnham and Edward Bennett that included an “outer Encircling Highway” serving northeastern Illinois and northwest Indiana. Recently enacted legislation in both states allows a “public private partnership (P3)”, permitting private sector financing for constructed or

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>operating a transportation facility.</p> <ul style="list-style-type: none"> • The County of Will supports the construction of the Illiana corridor from I-65 in Indiana to I-57 and I-55 in Illinois [Will County Board Resolution #10-129]. • The Illiana Corridor Tier One DEIS demonstrates that a new east-west transportation improvement will benefit the Study Area, the South Sub-Region and the Region in travel time savings and in economic development. • A3S2 Corridor lacks the support of local officials and residents, and should not be constructed due to higher costs and socioeconomic impacts. • The Illiana Corridor B3 building alternative is the shortest, least costly, and least impacting to existing buildings and environmental features. • The Illiana Corridor B3 build alternative meets regional goals for improving regional mobility, addressing truck and freight demands, connecting existing communities, and providing improved accessibility in areas of planned redevelopment in the South Sub-Region, including the I-80 corridor. • Of the three Illiana Corridor Build Alternatives, Alternative B3 is the most feasible alternative, and the most likely to be constructed. • Alternative B3 as currently drafted, would negatively impact residents of the City of Wilmington and nearby unincorporated residents by unnecessarily taking their property. • A very small section of the Midewin National Tallgrass Prairie (formerly Joliet Army Ammunition Plant) property should be acquired to alleviate disruption of taking of private property. • The County of Will finds that it is in the best interest of the County and State to avoid the unnecessary taking of private property, and enact legislation to amend state and federal laws to allow said section of the Midewin National Tallgrass Prairie property to be

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>acquired.</p> <ul style="list-style-type: none"> • Will County reiterates its opposition to “quick take” and requests the State repeal quick take powers and respect the rights of farmers and other property owners to avoid unnecessary division or bifurcation of farmland.
August 18, 2012	Manhattan Township: James F. Walsh, Township Supervisor	<ul style="list-style-type: none"> • Resolution of opposition to A3S2. • The A3S2 corridor route will run at an angle through Manhattan Township, creating several angled parcels, making them very inaccessible and diminishing their value considerably. • The A3S2 will have to cross several pipelines in the Township and will run right next to two major oil storage facilities and one gas facility. • The A3S2 will be adjacent to the Manhattan Town Center, which would extremely alter all commercial or residential development, especially around the Metra Station. • The A3S2 will create limited access for the fire department, police protection, ambulance service and the Township road services. • If private investors are given the right to construct the corridor, the Township requests that the state oversee all construction, requiring and assuring excellence in engineering in regards to the roadway and drainage on and around the roadway. • Many recently constructed roads have created drainage issues and have negatively impacted farm productivity and land values. Therefore, we oppose any new construction that would negatively impact drainage and water runoff. Any new construction should place emphasis on improving drainage, not impeding it, and implement sleeves, conduits and culverts under right-of-way in necessary low areas to allow remaining agriculture lands to replace, or upgrade tile drainage systems. Land upstream/uphill of road right-of-way

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>should be given the ability to install tile drainage systems that follow the natural flow of water, as if there were no obstacles. If this cannot be accomplished, then it is a strong argument against the highway even occurring.</p>
<p>August 19, 2012</p>	<p>Village of Manteno: Village President Timothy Nugent</p>	<ul style="list-style-type: none"> • Resolution of support for B3. • The Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana. • Radial and circumferential highways have been a component of long-range transportation for the Indiana-Illinois bi-state region since the early twentieth century. • I-80 and I-94 is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and is experiencing a growing congestion problem. • Kankakee County has a concentration of transportation-dependent industrial and nearby intermodal centers adjacent to I-55. • There is an alarming increase in heavy truck traffic between I-55 and I-65 in Kankakee County creating congestion on state and local highways, thereby threatening the quality of life and safety of the citizens of Kankakee County. • Safe and efficient transportation is critical to the national, regional and local economy. • The B3 corridor is projected to have the highest ADT of 41,000 vehicles including nearly 60% trucks, has the ability to attract the highest overall traffic and attract trucks from local roads for both tolled and non-tolled options, is the shortest and least costly option, meets regional goals, and was identified at the Illiana Corridor Planning Group and Technical Task Force Meeting #7 as the corridor having the best balance of performance,

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>minimal environmental impacts, greatest financial viability and most compatibility with community plans.</p>
<p>August 20, 2012</p>	<p>Village of Bourbonnais: Paul Schore, Village President; Trustee Residori; Trustee Amiano; Trustee Greenlee; Trustee Byrne; Trustee Baranowski; Trustee Fischer</p>	<ul style="list-style-type: none"> • Resolution of support for B3. • Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana. • Radial and circumferential highways have been a component of long-range transportation plans for the Indiana – Illinois bi-state region since the early twentieth century. • An existing circumferential highway, I-80 and 94 is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks. • The I-80-94 Expressway is experiencing a growing congestion problem. • Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to I-55. • There is an alarming increase in heavy truck traffic between Interstate 55 and I-65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County. • The States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a corridor planning study to determine the best alternative corridor for a new circumferential highway. • Safe and efficient surface transportation is critical to the national, regional and local economy. • The Village of Bourbonnais adopted Resolution No. 10-1061 supporting a single continuous corridor to efficiently move freight and people with sufficient right-of-way for multi-modal uses, power distribution and communications.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<ul style="list-style-type: none"> • Alternative B3 as identified in the Illiana CPG and TTF Meeting #7 in Merrillville, Indiana held on February 8, 2012 is a single continuous corridor for the efficient movement of freight and people with the highest compatibility for multi-modal uses, power distributions and communications. • Alternative B3 was identified at the Illiana CPG/TTF Meeting #7 as the corridor having the best balance of performance, minimal environmental impacts, greatest financial viability and most compatibility with community plans. • The Land Use and Transportation Subcommittee of the Kankakee County Regional Planning Commission, at its regularly scheduled and duly noticed meeting of February 23, 2012, having reviewed, discussed and considered the matter, recommends supporting the findings of the Illiana Corridor Planning Study in favor of Alternative B3, Exhibit A, a copy of which is attached herein and made a part hereof.
August 20, 2012	Peotone School District #207-U: President Tara Robinson; Roger Bettenhausen, Richard Uthe	<ul style="list-style-type: none"> • Resolution of support for B3 and B4. • Resolution of opposition to the use of quick take. • Peotone School District #207-U feels the B-3 or B-4 Alternatives provide for the least impact on existing residential and business uses, natural resources, and existing infrastructure. • Peotone School District #207-U recognizes the potential for economic development along expressways and strongly supports new economic growth opportunities. • Portions of Alternatives B-3 and B-4 lay within the statutory planning area of the Peotone School District #207-U. Our District supports a change as defined by Alternates B-3 or B-4 to align to our southern school district boundary of the Kankakee Will County Road so disruption to our bus transportation routes do not occur.

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
August 21, 2012	Will Township: Brian Cann, Township Supervisor	<ul style="list-style-type: none"> • Resolution of opposition to B3, B4 and A3S2. • Elected officials of Will Township are aware of the need for an east-west corridor between Indiana I- 65 and Illinois I- 55 to relieve truck traffic on local roads and I-80, it is the position of Will Township that the proposed corridors through Will County (B3, B4, A3S2) are not the best choices. • The elected officials of Will Township believe the east-west corridor should go around and south of Kankakee utilizing incumbent routes 17 and 115, through Aroma Park and Hopkins Park to Highway 41 and east to link with I-65. • Kankakee County has one of the highest unemployment rates in the state of Illinois and the Dwight Correctional has been closed. An interstate planned through/around these areas will bring much needed jobs and commerce. Major freight carriers, FedEx and UPS have properties adjoining the Kankakee Regional Airport. Freight traffic handled through the Kankakee Airport facility will result in added jobs and commerce that will bring needed prosperity for Kankakee and surrounding areas. • This 'common sense' route which utilizes incumbent roadways and rights-of-way may be longer in mileage than the other alternatives, but it saves businesses, farms, local township facilities, and most importantly, residents who reside in the southern Will County townships, from unwarranted and unfair hardships.
August 22, 2012	Village of Monee: Mayor Daniel Tovo Sr.	<ul style="list-style-type: none"> • Resolution of support for B3. • Resolution of opposition to the use of quick take. • The Village of Monee feels the B3 route provides for the least impact on existing residential and business uses, natural resources, and existing infrastructure. • The Village of Monee has always

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>supported a scientific approach toward determining need for and location of the expressway.</p> <ul style="list-style-type: none"> • The Village of Monee recognizes the potential for economic development along expressways and strongly supports new economic growth opportunities. • The Village of Monee is opposed to “quick take” for land acquisition with respect to a public project of this nature. • Other neighboring municipalities have adopted resolutions supporting the construction of the Illiana Expressway with the B3 route.
August 24, 2012	Joliet Arsenal Development Authority (JADA): Walter Strawn, Chairman	<ul style="list-style-type: none"> • Resolution in support for B3. • The States of Illinois and Indiana are working on a transportation project of regional and national significance to build an expressway (referred to as the Illiana Expressway) between Interstate 55 in Illinois and Interstate 65 in Indiana to improve the movement of freight and relieve truck congestion in the region, minimize the impact on traffic on local roads, and support the further development of transportation and logistics in Northeastern Illinois. • Will County, Illinois has become the largest inland container port in North America and part of the global supply chain importing and exporting products and commodities around the world. • The JADA was established in 1995 through the State of Illinois to help create job opportunities and foster economic development in the Will County area and to facilitate and promote the utilization of property formerly occupied by the United States government as an ammunition plant and arsenal. • JADA has successfully worked to create what is known as the model for military base redevelopment and has created thousands of jobs with over a billion dollars worth of private investment in

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>the Will County area with the establishment of the CenterPoint Intermodal facilities.</p> <ul style="list-style-type: none"> • JADA has additional property to develop and would significant benefit from the construction of the proposed Illiana Expressway and would be adjacent to the B-3 alternative and JADA has long supported the creation of an east-west corridor between Illinois and Indiana which has been included in both of our regional transportation plans.
August 24, 2012	Kankakee County Chamber of Commerce: Michael O'Brien, Chairman	<ul style="list-style-type: none"> • Resolution of support for B3. • Resolution of support for acquiring sufficient right-of-way for the Illiana Expressway to support order uses such as rail freight, power distribution and communications. • Resolution of support for fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project. • The Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana. • Radial and circumferential highways have been a component of long-range transportation for the Indiana-Illinois bi-state region since the early twentieth century. • I-80 and I-94 is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and is experiencing a growing congestion problem. • Kankakee County has a concentration of transportation-dependent industrial and nearby intermodal centers adjacent to I-55. • There is an alarming increase in heavy truck traffic on two-lane roadways between I-55 and I-65 in Kankakee, and the vast majority of these heavy trucks have no pickups or deliveries in

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>Kankakee County and only use our roads to avoid the congestion of the Chicago area.</p> <ul style="list-style-type: none"> • This alarming increase in heavy truck traffic on two-lane roadways in Kankakee County is a threat to the quality of life and safety of the citizens of Kankakee County, and a significant danger to our local roadways. • The Illiana Expressway study area was essentially confined and limited to I-65 to the east, and I-57 to the west. • Safe and efficient transportation is critical to the national, regional and local economy. • Dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.
August 27, 2012	Village of Peotone: Richard Duran, President	<ul style="list-style-type: none"> • Resolution of support for B3/B4, and supports the position that, in Peotone and Will Townships, the B3/B4 planning corridor should be moved as close to County Line Road as design requirements permit, but that in any event the entire planning corridor should be located in Will County, Illinois. • Resolution of support for the design and construction of an interchange at the intersection with Illinois Route 50. • Resolution of support that encourages an expressway design that maximizes the use of overpasses for local roads. • The State of Illinois and the State of Indiana have partnered to build a new East-West expressway commonly known as the Illiana Expressway. • IDOT has completed a Tier One DEIS and is soliciting comments on this document. • The Tier One DEIS studies multiple routes with the intent of identifying a preferred corridor for the Expressway. • The Village of Peotone feels the B3 or B4 Alternatives provide for the least impact

Table 5-5. Resolutions (continued)

Date of Resolution	Stakeholder	Resolution Themes
		<p>on existing residential and business uses, natural resources, and existing infrastructure.</p> <ul style="list-style-type: none"> • Portions of Alternatives B3 and B4 are within the statutory planning area of the Village of Peotone and also within the Village of Peotone development area as defined by existing boundary agreements. • The Village of Peotone wishes the B3/B4 Corridor to minimize the potential impacts to public buildings, agricultural property, emergency services and school transportation. • The Village of Peotone wishes to preserve existing east-west local roads, and maintain local north-south travel routes. • The Village of Peotone wishes to affirm Resolution #12-R10, the opposition to the use of "Quick Take", and clarify the preferred routing and design of the B3/B4 Corridor.
November 8, 2012	Will County Governmental League: Roger Claar, President	<ul style="list-style-type: none"> • Resolution of support for Corridor B3. • An interstate roadway connecting I-55 and I-65 in Indiana has been discussed for over 40 years. • The Will County Governmental League in 2000 and 2003 unanimously passed resolutions supporting the Illiana Expressway. • I-80 and I-90/94 which now connect Illinois and Indiana are currently congested and hazardous roadways. • The local road network connecting Illinois and Indiana can no longer be considered "capacity effective" for travel during peak hours. • The Chicago metropolitan area and Will County have grown rapidly, thereby consistently adding more vehicles to the existing transportation system each year. • The proposed new interstate will require cooperation and coordination among the State transportation planning agencies of Illinois and Indiana.

5.7 State and Federal Meetings

State and federal coordination meetings were held throughout Tier One via regularly scheduled meetings including those listed below in Table 5-6 and Table 5-7 and pertinent materials and correspondence can be found in Appendix J.

To coordinate efforts between IDOT and INDOT, weekly meetings were held to address outstanding issues and to update all parties on progress made to date.

Table 5-6. NEPA/404 Merger and Coordination Meetings

Date of Meeting	Stakeholder	Comment Themes
September 7-8, 2011 (NEPA/404 Merger)	FHWA, USEPA, USACE, IDOT, INDOT, Illinois DNR, Illinois DOA, USFWS, Village of Plainfield, Parsons Brinckerhoff, Terra Engineering, HNTB, CH2M HILL, CBBEL, V3 Companies, HR Green, Huff & Huff	<ul style="list-style-type: none"> • USEPA recommended a joint conference be held to address USEPA comments to allow interaction and consensus among agencies. • USEPA asked how the new I-69 corridor would impact the Illiana Corridor project since it is a major north-south route with North American Free Trade Agreement (NAFTA) implications. • USEPA asked about how focused outreach to intermodal facilities, and how freight railroads were incorporated into the discussion. • It was stated that a lot of communities are anxious to pick out alternatives, and were interested in how IDOT and INDOT are coordinating cross-border issues. • IDOT Bureau of Design and Environment (BDE) requested the study include the new biological and cultural data generated by the Environmental Survey Request in the general environmental features study map and provide them with a copy.
October 14, 2011 (NEPA Coordination)	USFWS, USEPA, USACE, IDOT, Parsons Brinckerhoff, AECOM	<ul style="list-style-type: none"> • Summarized travel forecasting approach and preliminary 2010 and 2040 travel performance results. • Discussed status of acceptance of cooperating/participating agency status. • Summarized CPG/TTF #5 and the TSPR. • Discussed preliminary Purpose and Need report outline, and supporting information.

Table 5-6. NEPA/404 Merger and Coordination Meetings (continued)

Date of Meeting	Stakeholder	Comment Themes
November 21, 2011 (NEPA Coordination)	FHWA, USFWS, USEPA, USACE, IDOT, Parsons Brinckerhoff, AECOM, DLZ	<ul style="list-style-type: none"> • Finalized scoping document. • Discussed aerial field review that took place on October 21, 2011. • Went over refinements made to the Purpose and Need report since last meeting including logical termini and supporting information.
January 13, 2012 (NEPA/404 Merger)	Soren Hall, USACE, Ken Westlake, USEPA, Norm West, USEPA, Matt Fuller, FHWA, Jay Dumontelle, Indiana Federal Highway Administration.	<ul style="list-style-type: none"> • USEPA stated that Tier One conclusions will be carried over to Tier Two, and that the study should be more than just about roadways. • Concern was expressed that the Illiana Corridor project was just becoming a road project. • More than just immediate needs should be addressed, and if only road concepts are examined the study team may miss out on what is to happen in 2040 and beyond. • The opportunity to preserve corridors for the future may be lost if not preserved now. • Interest was expressed in bringing sustainability to this project, even if it means not performing the study according to business as usual. • Questioned what the proper balance of north-south highways to east-west highways is. • Asked whether a short-line railroad could lead the effort to include freight rail in the corridor, to provide a “bridge” between the Class I’s. • USEPA stated that their goal is to not preclude options, but also not to dictate them. • USEPA, USACE, and USFWS indicated that they are not yet in concurrence with the Draft Purpose and Needs report.
March 1, 2012 (NEPA/404 Merger)	FHWA, USFWS, USEPA USACE, IDOT, Illinois DNR	<ul style="list-style-type: none"> • USEPA referenced a letter from USEPA, USACE, and USFWS that suggested appropriate points to improve the Purpose and Needs report, and help move the project forward. • USACE questioned the lack of measurable metrics for success in the Purpose and Need report statements. • USEPA, USACE, and USFWS restated

Table 5-6. NEPA/404 Merger and Coordination Meetings (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>their lack of concurrence with the existing Purpose and Needs report, and stated that the Illiana Corridor study may not be an appropriate candidate project for the NEPA/404 process.</p> <ul style="list-style-type: none"> • USFWS questioned the sample table for environmental impacts. Specifically, the lack of threatened and endangered species impact results.
<p>May 25, 2012 (NEPA/404 Informational Meeting)</p>	<p>John Carr, Jason Randolph, Martha Clark Mettler, Matt Buffington, Joyce Newland, Jay DuMontelle, Nick West, Lou Haasis, Michelle Allen, Robert Tally, Robert Dirks, Karen Bobo, Chris Anderson, Chris Andrews, Matt Fuller, G. Larson, T. Savko, K. Ahrenholtz, J. Betker</p>	<ul style="list-style-type: none"> • Expressed concern about bias against arterials as an alternative, with increases of truck miles on arterials being measured as a negative. • Asked about the basis for traffic modeling and how route determinations were made to evaluate the various alternatives. • Expressed concern the crossing of Treat Island may prove to be a fatal flaw due to the impacts it would have. • Expressed concern about numbers that have changed over time in various reports, even though the changes make sense. • Mentioned that most of the communities that support the working alignment within Corridor A3S2 are not immediately affected by it. Crete and Merrillville are the only strong supporters on Corridor A3S2 that are directly affected. • Recommended that the study team funnel the incredible amount of information collected into a conclusion that is easily understandable by their group before being presented publicly. • Stated a “straight line of progression” and documentation is needed to make sure everyone understands how the conclusions of the DEIS were reached. The results should be structured so that travel performance, along with impact considerations, indicates overall performance. • Stressed the need for a shorter summary of the alternatives identification, evaluation and selection process. • Stated that it is important that correct

Table 5-6. NEPA/404 Merger and Coordination Meetings (continued)

Date of Meeting	Stakeholder	Comment Themes
		field survey protocols be followed in wetland delineations and wildlife surveys, and that all data collection be performed within appropriate survey windows.
June 14, 2012 (NEPA Coordination Meeting)	Steve Schilke (IDOT), Matt Fuller (FHWA), Soren Hall (USACE), Shawn Cirton (USFWS), Norm West (USEPA)	<p>Various revisions to the Purpose and Need were agreed upon including:</p> <ul style="list-style-type: none"> • Restatement of the second Principle Need point to “alleviate local system congestion and improve local system mobility.” • Consolidate Need points under the second and third Principle Needs. • Provision of additional graphics showing the impacts to water resources. • Commitment to facilitate land use coordination with the 2,000-foot corridor in Tier Two. • Other minor revisions to Purpose and Needs text.
June 15, 2012 (NEPA/404 Merger Meeting)	<p>FHWA: Matt Fuller, Jan Piland, Rachel Ocampo, Jay DuMontelle, Robert Tally, Mike Hine, Gary Martindale Jr, Betsy Tracy, Dennis Bachman; IDNR: Steve Hamer; IDOT: Steve Schilke, Pete Harmet, John Baczek, Walt Zynieuski, Kimberly Murphy, Carrie Lewis, Marty Morse, Vanessa Ruiz, Kevin Stallworth, Ojas Patel, Christian Iroume, Terry Savko; INDOT: Greg Kicinski, Laura Hilden, Jim Earl; DLZ: Kent Ahrenholtz; IDEM: Jason Randolph; USEPA: Liz Pelloso, Norm West; INDNR Fish & Wildlife: Matt Buffington; INDNR DHPA: John Carr; USACE: Paul Leffler, Cathy Chernich, Soren Hall, John Betker; USFWS: Shawn Cirton, Elizabeth McCloskey; Illinois State</p>	<ul style="list-style-type: none"> • The purpose of the presentation was to present revisions to the Draft Purpose and Need, present the Alternatives to be Carried Forward, and request concurrence on both items from the various state and federal resource agencies. • CPG#8 stakeholder concerns were discussed, a topic-by-topic addressing of comments from the May 25, 2012 NEPA/404 informational meeting was shown. • Revisions to the Alternatives to be Carried Forward process were discussed, and a request for concurrence with Alternatives to be Carried Forward (ACF) was made by M. Fuller of FHWA. • The agencies were polled for concurrence with the ACF. USEPA, USACE, and USFWS as well as Indiana DNR indicated they would like additional information; S. Hall of USACE wanted a better explanation of the alternatives selection process; S. Cirton of FWS wanted detailed exhibits of potential impact areas near the Des

Table 5-6. NEPA/404 Merger and Coordination Meetings (continued)

Date of Meeting	Stakeholder	Comment Themes
	Toll Highway Authority (ISTHA): Manar Nashif; Barrington: Greg Summers; CBBEL: Matt Huffman, Mike Matkovic, Pete Knysz; Civiltech: Mary Young, Joel Christell, Bob Andres, Joe Emry; Huff & Huff: Jim Novak, Evan Markowitz; HR Green: Ron Krall, David Johanson; AECOM: Randy Fuchs, Brian Smith, Kesti Susinskas (IDOT); Parsons Brinckerhoff: Rick Rampone, Ed Leonard, Rick Powell, Dave McGibbon, Ron Shimizu	Plaines River, and several attendees requested a copy of the wetland, floodplain, and stream impact exhibits. <ul style="list-style-type: none"> • Attendees were asked if they had any objections to the three working alignments being proposed to be carried forward, or that the list of alternatives considered to be carried forward was deficient, and none were heard. • Concurrences were received from Illinois DOA, Illinois DNR, and “no objection” from Scott Q. of Illinois EPA. There was a discussion by John Betker of USACE Rock Island district on coordinating with the Chicago district on concurrence since only one alternative (B4) impacted a tiny portion of Kankakee County over which the Rock Island district has jurisdiction. Next steps in addressing the agencies which requested additional information were briefly discussed. It was anticipated that the agencies would be able to make a decision by the end of the next week (IDEM by Wednesday) once they received the requested information.
November 8, 2012 (NEPA Concurrence Meeting)	FHWA; USEPA; USACE; Illinois EPA; Illinois DOA; USFWS: Matt Fuller, Norm West, Shawn Cirton, Elizabeth McCloskey, Liz Pelloso, Ken Westlake, Paul Leffler, Soren Hall, Krieg Larson, Terry Sauko, David Orzechowski, Janis Piland, Mike Hine, Joyce Newland, Dennis Bachman, Lou Haasis, Jan Piland, Jim Blessman, Scott Twait, Michelle Allen, John Carr, Matt Buffington, Jason Randolph, Jim Earl	<ul style="list-style-type: none"> • The purpose of the presentation and meeting was to discuss regulatory agency comments on the DEIS, the Preferred Corridor Report and take a poll for concurrence on the Preferred Corridor. • The Corridor Land management Strategy was discussed • The timing of the concurrent issuance of the FEIS and ROD were discussed in light of the MAP-21 legislation • A poll for concurrence was taken by FHWA. • Federal and State agencies concurred on Corridor B3 as the preferred corridor.

Table 5-7. State and Federal Resource Agencies

Date of Meeting	Stakeholder	Comment Themes
June 7, 2011	IDEM: Martha Clark, Jason Randolph	<ul style="list-style-type: none"> • Expressed interest in the concurrence points and dates for the NEPA 404 merger projects. • Concern about whether someone with “signing” authority would have to be present at the meetings. • Stated that they would not be able to give any opinion or concurrence until the information had been given to IDEM with specific location questions.
June 8, 2011	USEPA: Norm West, Virginia Laszewski, Ken Westlake	<ul style="list-style-type: none"> • Stated the Elgin O’Hare project was a wonderful process and said it has been nominated as a national model.
June 14, 2011	Indiana DNR: John Carr, Matt Buffington	<ul style="list-style-type: none"> • Expressed interest in the concurrence points and dates for the NEPA/404 merger projects. • Concern about whether someone with “signing” authority would have to be present at the meetings.
July 29, 2011	USFWS: Elizabeth McCloskey	<ul style="list-style-type: none"> • USFWS identified the threatened and endangered species located within the Study Area. • USFWS indicated that non-wetland (upland) forest would likely be required to be mitigated at a 2:1 ratio. • USFWS will be a part of the TTF.
October 21, 2011	Resource Agency Aerial Field Review: Attendee names not available	<ul style="list-style-type: none"> • Reviewed morning and afternoon aerial field review of the Illiana Corridor Study Area. • Discussed various corridor alternatives and major environmental resources.
January 12, 2012	USEPA: Matt Fuller, FHWA; Norm West, USEPA; Virginia Laszewski, USEPA; Ken Westlake, USEPA; Elizabeth Pelloso, USEPA	<ul style="list-style-type: none"> • Stated that they do not concur with the planning Study Area and reasonable termini. • Recommended modifying the current project build needs within the Purpose and Need document. • Stated that while the USEPA has actively participated in the Illiana Corridor Tier One scoping, and consistently raised concerns in these areas, that their concerns have not yet been addressed by the distributed materials. • Recommended the Illiana Corridor project take advantage of the opportunity to plan beyond 2040 for multimodal transportation needs and open space connectivity in a sustainable way.

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
February 14, 2012	Illinois SHPO: Anne Haaker, Brad Koldehoff (IDOT), Emilie Eggemeyer (IDOT)	<ul style="list-style-type: none"> • There are efforts to promote Route 66 and past and future plans for IL-53. • Centennial Farms Program is an honorary designation that recognizes continuous ownership and not cultural resources.
February 14, 2012	Illinois DNR: Steve Hamer	<ul style="list-style-type: none"> • Requested several maps in the vicinity of the Kankakee River crossing illustrating: <ol style="list-style-type: none"> 1. General features and public land boundaries in the general area of the crossing (generally from I-55 on the west to Indian Trails Road on the east) 2. PIN numbers of affected parcels in the immediate area of the crossing. 3. Corresponding name(s) of the property owners in the same area. • Midwin-Des Plaines-Goose Lake Prairie Conservation Opportunity Area (COA) is one of 32 areas in the state identified in the approved Illinois Wildlife Action Plan (WAP).
March 1, 2012	FHWA, USACE, USFWS, USEPA: Attendee names not available	<ul style="list-style-type: none"> • Presentation on the Purpose and Need of the Illiana Corridor was given. • Stakeholders in attendance discussed corridor sustainability including a green corridor concept and viability to provide long-term freight movement • Stakeholders in attendance wanted to be provided measures of success.
April 9, 2012	Section 106 APE: Anne Haaker, IHPA; John Carr, DHPA; Rick Jones, Indiana DHPA; Joyce Newland, FHWA; Matt Fuller, FHWA	<ul style="list-style-type: none"> • Does not think a mile on either side of the project corridor will have visual effects. • The APE should be based on potential effects, and recommended that possible effects be more clearly defined. • Stated that a windshield survey would not be effective since only inventoried data can be included in analysis. • SHPO to provide list of properties that have been previously determined eligible in various programs, going back to the 1970s. • Recommended that eligibility determinations be made only by a qualified historian, and that person's

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
June 22, 2012	Indiana DEM; Indiana DNR: Jason Randolph, IDEM; Matt Buffington, IDNR	<p>qualifications be reviewed by IDOT-BDE and IHPA.</p> <ul style="list-style-type: none"> • Agencies in both Illinois and Indiana have field study protocols that are used to collect natural resources data. • The Illinois Natural History Survey is currently completing field surveys for the Illinois portion of the B3 Project Corridor. • Decided that, generally, applicable federal and state field survey protocols will be followed in each respective state. • There are some differences with respect to the field survey methods and data that are typically collected in Illinois and Indiana, but in general the end results should be comparable. • Attendees agreed that the field survey information presented in the Tier Two NEPA document could be based on the data that INHS typically collects, with one exception for aquatic habitat assessments. • Illinois will use a Mean Habitat Assessment Score, and Indiana will use the Ohio EPA’s Qualitative Habitat Evaluation Index. This difference should be clearly stated in the NEPA document.
July 12, 2012	Indiana DNR: Darrin Miller, Jim Hebenstreit, Laura Hilden, Mike Neyer	<ul style="list-style-type: none"> • Provided maps of the proposed Kankakee River flood protection project, and shared that the regulatory floodway for the Kankakee River, in the vicinity of Corridor B4, is within the limits contained by the north and south systems of a proposed flood protection system referred to as the “Wide Levee” system, which would contain the river within several hundred feet of its banks during flood events. It was acknowledged that the flood protection project has not advanced beyond planning stages, and currently there is no definite timetable of project completion. • It was stated that the proposed location of Corridor B4 appears to be entirely outside

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>(north of) the regulatory floodway based on the location and alignment of the proposed Kankakee River flood protection project, even taking the potential interchange footprints and potential commercial developments at I-65 and SR 55 into account.</p> <ul style="list-style-type: none"> • IDNR will determine upon request if there is regulatory jurisdiction over Singleton Ditch, which crossed B4 at an angle, but this would be in the context of a normal stream crossing permit situation. • After concern was expressed about whether an Illiana highway embankment acting as a “levee” might trigger a regulatory action, it was concluded that sufficient openings should be provided in the highway embankment to enable equalization of flood flows across the embankment divide if B4 is constructed, but the embankment would not constitute a levee or longitudinal encroachment for IDNR regulatory purposes. It was further stated that highways within a flood plain do not trigger regulatory action in the way a building does. • Stated the Kankakee River Basin Commission has no regulatory authority with regards to managing the flood plains, and that the study team should check with the Lake County Drainage Board to verify local flood plain ordinances that may apply. • Stated that there is not a diversion issue with the Great Lakes compact since the watershed divide to Lake Michigan is north of Corridor B3.
September 17, 2012	USFWS: Louise Clemency, Shawn Cirton, Elizabeth McCloskey	<ul style="list-style-type: none"> • Discussed the status of key comments made by USFWS during the DEIS Comment Period, and how to resolve remaining issues.
September 24, 2012	USEPA and USACE: Shawn Cirton, Liz Pelloso, Norm West, Soren Hall	<ul style="list-style-type: none"> • Stressed the importance of the opportunity presented by a new corridor with regards to sustainability, and further emphasized the value of accommodating wildlife passages to

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>maintain the region’s wildlife movement and overall connectivity.</p> <ul style="list-style-type: none"> • Suggested a ‘permeable’ corridor concept, rather than a barrier. • Acknowledged that corridor widths of up to 1,000-2,000 feet may be difficult to achieve, but mentioned that funding for sustainable initiatives would not likely be available for this transportation purpose, although agricultural conservation programs should be considered. • Stated that a maintenance program of less mowing and a more native right-of-way condition would be preferred. • Clarified that stormwater management initiatives, and opportunities should be integrated as part of the project’s design and implementation, and that stormwater Best Management Practices (BMPs) will be an important project component. • Clarified that ‘sustainable’ should be addressed as part of the study’s purpose, and added that some reference to the number of meetings regarding sustainable concepts should be acknowledged. • Other sustainable initiatives referenced in the USEPA’s letter should be considered such as solar panels for signage or lighting. • Stated that footnotes could be added to Final EIS tables to explain wetland and stream crossing discrepancies between Sections 2 and 4 of the Final EIS, as necessary. • Stated it would not be necessary for the project team to review the number of stream crossings with USEPA. • Indicated that recent regulations should be reviewed with regard to historically important landscapes that may be present in the Study Area. • Concurred that absent wetland delineations and detailed design of the proposed roadway, it is appropriate to defer details of a wetland mitigation program until the Tier Two Final EIS.

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • Requested that minimum mitigation program elements be listed, including separate state requirements, Section 401 state certifications, anticipation of phased Section 404 permits, etc. • Commented that there are a few mitigation projects with USFWS involvement in the area, but that making a potential commitment to utilize them in Tier One EIS is premature; Tier Two is the right time. • Stated that impacts to an existing or planned mitigation site are not necessarily an environmental “stopper” for route selection, and overall impacts and mitigation need to be considered, and indicated that USACE would review impact to all wetlands consistently including potential mitigation sites outside of Midewin. In some cases, older mitigation sites may not be as high quality as would be expected. Unless there is a deed restriction review all on the site, impacts to these smaller, older mitigation sites would be considered during the permit process. • Commented that there is no single database listing all Section 404 mitigation sites and that USACE will provide information available for those known projects processed. • Stated that additional information regarding the aquatic resource impacts (streams and wetlands) should be presented in the Final EIS, including detail regarding the projected area of impact for both streams and wetlands. Section 404 permits are required for stream impacts as well as wetlands and therefore, all these resources need to be considered to be able to compare the alternative consistently, not only relying on wetland resources. Floodplains should be reported separately as those resources are protected by a separate statute. • Indicated that USEPA wants to review all comments received and the

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>disposition of these comments.</p> <ul style="list-style-type: none"> • Inquired as to whether a pre-final review of the Final EIS could be arranged. • Commented that the documentation for selecting the Preferred Alternative should be clearly presented and logically organized so that the key factors are understood by the reader. • USFWS provided information on mitigation sites in Midewin national Tallgrass Prairie primarily for migratory birds as a follow-up to the previous meeting.
September 26, 2012	Indiana DEM, Indiana DNR, Indiana SHPO: John Carr, Jason Randolph, Matt Buffington, Rick Jones	<ul style="list-style-type: none"> • Requested that the source of the GIS database cited in the Draft EIS be clarified. • Stated that no crayfish are listed as threatened or endangered in Indiana. • Emphasized the importance of riparian habitats regardless of size, given the prominence of agricultural lands in the Study Area. • Stated that the basis for reporting the quality of the ponds should be clarified (e.g. floating aquatics, water quality indicators, etc.) and that the source(s) referenced for these findings should be provided. • Stressed the importance of a credible wetland mitigation program for the project, and that it should focus on an approach utilizing an eight-digit watershed search area with an emphasis on restoration. A wetland mitigation bank will not be considered. • Stated that it would be okay to proceed with fall stream surveys, in light of this year's drought conditions, but that the results will need to be verified in spring 2013 with random grab samples.
September 26, 2012	Illinois DNR: Steve Hamer, Pat Malone, C. Waggoner	<ul style="list-style-type: none"> • Stated that Illinois DNR had not come across a situation similar to the Illiana where another state agency potentially acquired Illinois DNR property with deed restrictions reverting the property back to the federal government if it were taken out of the uses it was

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>originally transferred for (in this case, recreation and nature conservation).</p> <ul style="list-style-type: none"> • Asked whether the Treat Island property was listed as a state nature preserve, which would have additional implications for acquisition for highway use. (It was later confirmed that the property is not a listed nature preserve). • Discussed Des Plaines State Fish and Wildlife Area (DPSFWA) properties at Corridor A3S2's crossing of Treat Island and near the Corridor B3/B4 crossing of the Kankakee River regarding their 4(f) statuses. The properties had previously not been considered 4(f) properties, but have since been determined to be.
October 18, 2012	Illinois SHPO: Anne Haaker, Matt Fuller, Joyce Newland	<ul style="list-style-type: none"> • Asked if the Programmatic Agreement (PA) was intended for inclusion in the Tier One Final EIS, and it was confirmed that it is and that supporting information will be provided to the Advisory Council on Historic Preservation (ACHP). • Inquired if reference should be made in the preamble to other agreements. It was agreed that this wouldn't be needed, primarily as the PA is for the Tier One EIS only and is considered to be a planning level of study. • It was noted that post-review or inadvertent discoveries issued need not be addressed for the same reason. A Memorandum of Agreement would subsequently follow should unavoidable adverse effects be determined during the subsequent phases of the project. • Stated that language should be added to clarify that the consulting parties would be invited to comment at the onset of the Tier Two NEPA studies. • Discouraged changing the definition of the APE at this stage of project development. Suggested revisions to Page 4, Item III.C. will be provided. • It was recommended that Page 8, Item

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>IV.A. be moved to follow the Identification of Properties in Item IV.B., and that the context be developed as needed to evaluate potential effects. Suggested revisions will be provided.</p> <ul style="list-style-type: none"> • Commented that a larger area at the interchanges would be appropriate to consider given the increased potential for both direct (lighting and bridges) and indirect (future land use development) effects. Stated that the indirect effects area at interchanges will not be larger than the current APE width of 2000' corridor plus one mile on either side. • It was stated that a generally unified approach is appropriate in defining the APE. It was further stated that a sound methodology should be understood in assessing those factors that may result in potential effects (e.g. physical, visual, audible) and to what extent would such effects potentially diminish the historic significance or integrity of the historic properties within the APE. Additional clarifying language will be inserted in Item III.A., and a suggested revision will be provided. • Inquired about the status of the alternate interchange locations along IL-53 (Alternate Route 66) noted in the DEIS. • Stated that any interchange located directly on IL-53 would result in adverse effects, given their recent experience with the Chicago-St. Louis High Speed Rail project.
October 22, 2012	Indiana SHPO: James Glass, John Carr, Amy Johnson, Wade Tharp, Joyce Newland, Matt Fuller	<ul style="list-style-type: none"> • Commented that the Preferred Alternative should be noted in the PA. • It was clarified that the PA will need to be signed and made part of the Final EIS prior to FHWA approval of the Preferred Alternative with the PA worded accordingly. • Agreed that a sunset clause should be included, though it was noted that the pace of the project will likely bring closure within the five-year time period

Table 5-7. State and Federal Resource Agencies (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>allotted. It was further noted that properties will be considered 45 years of age and older to account for a possible lag in the schedule.</p> <ul style="list-style-type: none"> • Stated that the general provisions (on Page 9) would probably be sufficient for the archaeology field surveys. • It was stated that the terms of references for archaeological resources should be made more uniform. • Inquired whether the Advisory Council on Historic Preservation (ACHP) needs to sign the document. FHWA will notify the ACHP that a PA is being prepared, offering them the opportunity to participate; however, it does not appear the criteria for the ACHP to become involved in the project are met. • It was noted that there is language elsewhere in the PA (pages 6-7) that can be used to better clarify a portion of Section VI recommended for deletion. • Inquired about the nature of the studies to be completed in assessing potential effects outside the 2,000-foot corridor but within one mile, and whether the APE should actually be adjusted as the study progresses. • Commented that the APE is sometimes considered to be line-of-sight; however, certain exceptions may need to be recognized, including the consequences of road closures and the prospect of increased traffic, resulting from the Illiana highway, which could result in possible related auditory or physical impacts. • Inquired if the corridor boundary could be adjusted, and it was stated that there will be provision in the FEIS to allow for changes in the corridor based on additional information received during the course of the Tier Two NEPA studies. • The schedule of the PA was discussed, and it was stated that the PA is intended to be included in the FEIS which will be released in mid-late December.

5.8 Public Outreach Meetings

One-on-one stakeholder meetings have been held throughout the Tier One EIS process with local officials, local businesses, and local facilities within the Study Area. These meetings were attended and conducted by members of the PSG, including members of IDOT, INDOT, and the project consultant team. Each of the meetings provided a brief history of the Illiana Corridor and an overview of the current Tier One EIS status, including progress made to date and the next steps.

The meetings provided an opportunity for the stakeholders to voice any concerns, preferences, and opinions on the current study. The meetings also allowed the PSG to gather information from the stakeholders, including information on environmental resources, recreational resources, threatened and endangered species, local roadways, local traffic congestion or safety concerns, local opposition to the project, and local development plans. Table 5-8 provides a brief summary of these one-on-one stakeholder meetings with more information being found in Appendix M.

Table 5-8. Local and Regional Stakeholders

Date of Meeting	Stakeholder	Comment Themes
May 12, 2011	Village of Crete, Illinois: Village President, Michael Einhorn	<ul style="list-style-type: none"> • Village of Crete supports the proposed project. • Concerned stakeholders outside the Study Area may have an adverse influence on the project. • Raised concerns for potential wetland issues in Indiana.
May 12, 2011	Village of Manteno, Illinois: Mayor Nugent; Village Administrator, Bernie Thompson	<ul style="list-style-type: none"> • Village of Manteno supports the proposed project. • Raised concerns over funding and whether efforts will continue to move the project forward. • Would like to see the corridor further separated from I-80 to reduce right-of-way costs and cause fewer displacements.
May 12, 2011	Village of Peotone, Illinois: Village President, Richard Duran; Village Administrator, George Gray	<ul style="list-style-type: none"> • Village of Peotone supports the proposed project. • A southern corridor further from I-80 may be more feasible due to environmental concerns near Cedar Lake.
May 16, 2011	Kankakee County: County Board Chairman, Mike Bossert; County Planner, Mike Lammey; County Engineer, Jim Piekarczyk; County Planning Department, Del Skimerhorn; County Planning and Economic Development, Mike Van Mill	<ul style="list-style-type: none"> • Concerns were raised over the influence of Private Partnership on the process. • Local roads are seeing increases in truck traffic. • Concerns over how I-80 improvements might impact the proposed project.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
May 17, 2011	Will County: Will County Executive, Larry Walsh; County Board Chairman, Jim Moustis; Majority Leader, Jim Bilotta; Minority Leader, Walter Adamic; County Board Chief of Staff, Bruce Friefeld; Planning & Policy Director, Jamy Lyne; County Engineer, Bruce Gould; County Executive Chief of Staff, Nick Palmer	<ul style="list-style-type: none"> • Supports the development and study process. • Concerned that funding partnering opportunities will be influenced by risk factors such as environmental resolutions, right-of-way availability, and state line considerations. • Other concerns surrounded funding, including funding for right-of-way acquisition and construction, and other pre-existing local and county funding obligations.
May 17, 2011	Village of Manhattan, Illinois: Mayor Borgo; Administrator, Marian Gibson; Development Manager, Marc Nelson	<ul style="list-style-type: none"> • Support the development of the Illiana Corridor. • Concerned private funding opportunities will be influenced by risk factors such as environmental resolutions, right-of-way availability, and State line considerations. • Concerned that impacts to JADA, Midewin National Tallgrass Prairie, and soil conditions near Wilmington may limit project corridor connections.
May 23, 2011	Merrillville, Indiana: Tom Goralczyk, Howard Fink, and Shawn Petit	<ul style="list-style-type: none"> • In support of the proposed project if it brings economic development to Merrillville and area. • Concerned of urban sprawl and how it will affect Lake County and pull from already developed areas. • Overall concern of existing traffic on US 30 for locals and through traffic.
May 25, 2011	Town of Cedar Lake, Indiana: Town Administrator, Ian Nicolini	<ul style="list-style-type: none"> • Cedar Lake mostly supports the Illiana Corridor project but the unincorporated areas may be more vocal against it due to potential loss of rural land. • The 2007 Corridors of the Future Plan was used as a base for the feasibility study and the locals remember this. • Hopes an interchange would be constructed at US 41. • The Town Council mostly supports the proposed project but not unanimously. • Cedar Lake is a small town and most locals want it to stay small. • Mentioned the high truck traffic on SR 2 in Lowell.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
May 26, 2011	Village of Braceville, Illinois: Mayor Homa; Village Clerk, Lois Passafiume	<ul style="list-style-type: none"> • Supports and recognizes the regional benefits the corridor will provide. • Concerned over potential impacts to the Mazonia Fish and Wildlife Area and outdoor recreational groups, and potential impacts to JADA and the Midewin National Tallgrass Prairie.
May 26, 2011	Village of Coal City, Illinois: Village Administrator, Mark Fritz	<ul style="list-style-type: none"> • Supports the study process. • Concerned over timeliness to complete the proposed project and construct it. • Concerned over influence of intermodal facilities over the process. • Maintaining local roadways. • Concerned about western terminus and impact to Grundy County.
May 26, 2011	Village of Diamond, Illinois: Mayor Kernc	<ul style="list-style-type: none"> • Supports the proposed project and the study efforts. • Concerned over timeliness to complete the proposed project and construct it. • Concerned over influence of intermodal facilities over the process. • Maintaining local roadways.
May 26, 2011	City of Joliet, Illinois: Mayor Giarrante	<ul style="list-style-type: none"> • Supports the proposed project. • Concerned over timeliness to complete proposed project and construct it. • Maintaining local roadways.
May 26, 2011	Will County Center for Economic Development: President and CEO, John Grueling; Transportation Coordinator, Alicia Hanlon	<ul style="list-style-type: none"> • Support the Illiana Corridor and the study process. • Concerned over timeliness to complete proposed project and construct it. • Maintaining local roadways. • Feasibility of rail mode. • Concerned over the influence P3s may have on interchange locations.
May 27, 2011	Village of Beecher, Illinois: Mayor Lohmann; Village Administrator, Bob Barber	<ul style="list-style-type: none"> • Support the Illiana Corridor and the study process. • Concerned over the number of project corridors considered. • Supports a “Beecher bypass” to reduce heavy truck traffic through the village. • Alignment north of Beecher may not be feasible due to environmental issues.
May 27, 2011	Village of Elwood, Illinois: Village Administrator, Nick Narducci	<ul style="list-style-type: none"> • Supports the Illiana Corridor. • Concerned with increasing volumes of truck traffic along local roadways. • Concerned over 3,500 acres of recreational facilities and the impact

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>they may have.</p> <ul style="list-style-type: none"> • Would like to promote IL-53 and access to national properties (Cemetery, Midewin National Tallgrass Prairie).
May 27, 2011	City of Wilmington, Illinois: City Administrator, Tony Graff	<ul style="list-style-type: none"> • Support the Illiana Corridor and the study process. • Study should include opportunities for transit and compatibility with intermodal facilities.
May 31, 2011	Town of Lowell, Indiana: Conference call with: Town Council President, Phil Kuiper; Council Members, Greg Schook, Wilbur Cox, and Doug Nixon	<ul style="list-style-type: none"> • Mostly concerned with where the route might be located. • Potential developments in the area such as an ethanol plant south of Lowell, potential expansion of the Northern Indiana Commuter Transit District (NICTD) rail and other rail expansions. • Amount of trucks on SR 2 from the state line headed towards the Newton County landfill southeast of town was an expressed concern. • Recommended the PSG reach out to the Farm Bureau and Indiana DOA as part of the outreach program.
June 1, 2011	NIRPC: John Swanson, Bill Brown	<ul style="list-style-type: none"> • Recommended project team reach out to the Save the Dunes Council, Sierra Club and Hoosier Environmental Council, and suggested FHWA, Kankakee Basin, and Great Lakes Coastal Group in the study. • Expressed interest for in-depth involvement in the study. • Explained that NIRPC just completed environmental justice (EJ) corrective action and suggested the project team consider that as part of the overall study. • Discussed that the perception of this project may be that it will hurt the future of the Gary Airport.
June 1, 2011	Crown Point, Indiana: Mayor David Uran	<ul style="list-style-type: none"> • Moving forward he recommended the PSG work with City Engineer, Tris Miles, and his Chief of Staff, Keith Stevens. • Overall the Mayor is supportive of the Illiana Corridor and is excited about things progressing towards reality. His main focus was for it to have a positive economic impact.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
June, 1, 2011	CMAP staff: Randy Blankenhorn, Kermit Wies, and Don Kopec; NIRPC staff: Steve Strains	<ul style="list-style-type: none"> • Illiana Corridor overview and status. • Discussion of the metropolitan planning organization's (MPO) processes related to the proposed project, including Regional Transportation Plan (RTP) and assumptions, 2040 socioeconomic forecasts, and conformity determination.
June 1, 2011	CMAP Environment & Natural Resources Committee Meeting	<ul style="list-style-type: none"> • Illiana Corridor overview and status.
June 2, 2011	CenterPoint Properties: CEO, Mike Mullen; Senior Vice President of Infrastructure and Transportation, Eric Gilbert; Vice President of Development, Jeremy Grey	<ul style="list-style-type: none"> • CenterPoint is willing to share data with the PSG to advance the Illiana Corridor.
July 11, 2011	Midewin National Tallgrass Prairie: Wade Spang, Bob Hommes, Jeff Tepp, Mary Honer, Bill Glass, and Renee Thakali	<ul style="list-style-type: none"> • Midewin National Tallgrass Prairie is interested in improving its trail system and cleaning up hazardous waste and other buildings at the site. • Midewin National Tallgrass Prairie strictly interprets the federal law prohibiting new roads within the preserve, as well as JADA facility to be transferred (see below). • The JADA site to the north of the current Midewin National Tallgrass Prairie boundary will be transferred to Midewin National Tallgrass Prairie in the future, but no firm timeline is in place. • Several threatened and endangered species are present at Midewin National Tallgrass Prairie. • Midewin National Tallgrass Prairie is receptive to the idea of using its property for mitigation purposes.
July 21, 2011	South Suburban Airport (SSA): Pete Quattrocchi and Bill Viste	<ul style="list-style-type: none"> • SSA expects to be involved through the TTF.
August 22, 2011	Peotone, Illinois, Committee Meeting: Mayor Duran; Village Administrator, George Gray; Village Clerk, Donna Werner; Trustee, Jerome Wicker; Trustee, Christopher Forsythe; Trustee, Wade Callahan; Trustee, Richard Reichert	<ul style="list-style-type: none"> • Village supports the Illiana Corridor to address public safety and traffic concerns resultant of increasing heavy truck traffic. • Envisions the Illiana Corridor will enhance development and job opportunities in Peotone, as well as adjacent communities, and areas served

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>by a regional type corridor.</p> <ul style="list-style-type: none"> • It was recognized that the Illiana Corridor will provide improved travel for commerce and the general public between Illinois and Indiana. • The CMAP 2040 Plan and the SSA inaugural phase were commented on. • P3 and toll facilities were briefly discussed.
August 29, 2011	<p>Village of Beecher, Illinois: Intergovernmental Committee Village President, Paul Lohmann; Village Administrator, Bob Barber; Committee Members</p>	<ul style="list-style-type: none"> • Development and construction of the corridor in sections, as a cost savings/cost management option. • Funding availability for connecting road improvements, eligibility for P3. • Funding availability for rail options within the corridor, eligibility for P3. • Funding availability for applicable fire districts responsible for incidents within/along the improved corridor/facility. • Inclusion of a mitigation plan for applicable community impacts as study and planning efforts continue. • Consideration of lost revenue taxing bodies may incur as right-of-way may be acquired. • Consideration of township and/or county lines as alignment alternatives are considered to minimize adverse impacts to applicable taxing bodies.
September 12, 2011	<p>Village of Crete, Illinois: Mayor Einhorn; Village Administrator, Thomas, Durkin; Village Clerk, Deborah Bachert; Trustee, Daniel Bachert; Trustee, Larry Bellar; Trustee, Robert Gaines; Trustee, Larry Johnston; Trustee, Holly Milburn; Trustee, Mark Wiater; Various Village Staff; Various Public Attendees</p>	<ul style="list-style-type: none"> • Mayor Einhorn informed the attendees that he has been involved in the current and previous study efforts. • Crete supports the Illiana Corridor to address public safety and traffic concerns resultant of increasing traffic. • Envisions the Illiana Corridor will enhance development and job opportunities. • The 2010-2040 Employment Forecast was briefly discussed. • The relationship and compatibility of the SSA was briefly discussed. • The Illiana Corridor and implementation timeline was also briefly discussed.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
September 13, 2011	Ridge Property Trust: Jennifer Wagner and Doug Hayes	<ul style="list-style-type: none"> • Suggested if the Illiana Corridor is to be a toll road it should be placed far from I-80. • Identified a number of pipelines in the vicinity of RidgePort.
September 28, 2011	Village of Monee, Illinois, Board Meeting: Mayor Daniel Tovo; Administrator, Dave Wallace; Jay Farguhar, Bill Gray, Doug Horn, Denise Kranger, and Dave Stockton	<ul style="list-style-type: none"> • P3 financing, as well as available funding options/opportunities. • No-Action Alternative growth projections as compared with build projections. • Previous studies and envisioned corridor alternatives. • Need for east-west corridor per stakeholder comments. • Consideration of abandoned RR south of Peotone, Illinois. • The relationship and compatibility of the SSA was briefly discussed.
October 17, 2011	Norfolk Southern Railroad (NS): Herbert Smith	<ul style="list-style-type: none"> • Stated that the railroads would rather serve a few large strategically placed intermodal facilities than smaller scattered facilities. • Elimination of grade crossings would be a factor in proposing a new facility. • Stated air and rail freight business do not mix well due to different focuses on types of cargo. • Follow-up message that NS was not interested in a new east-west rail line.
October 24, 2011	Union Pacific Railroad (UPRR): Wes Lujan, George Davis, and Gerry Bisailon	<ul style="list-style-type: none"> • UPRR did not see a benefit from having a track alignment in the middle of a highway alignment. • UPRR would like to maximize the highway benefit to intermodal facilities. • With two north-south lines within the Study Area, the addition of an east-west line would not benefit UPRR significantly. • Any corridor further south than Arsenal Road would not benefit UPRR.
November 4, 2011	Kankakee County: County Board Chairman, Mike Bossert; County Planner, Mike Lammey; County Engineer, Jim Piekarczyk; County Planning and Economic Development, Mike Van Mill	<ul style="list-style-type: none"> • Discussed potential connection of alternatives to I-55 in the River Road area. • Concerns were raised over the current prohibitions against new roads in the Midewin National Tallgrass Prairie. • Other connections near IL-129 were discussed.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
November 21, 2011	MPO/FHWA Coordination Meeting: NIRPC: John Swanson, Bill Brown, and Kevin Garcia; FHWA: John Donovan, Matt Fuller, Dennis Bachman, and Joyce Newland; Al Chalabi Group, Ltd (ACG): Suhail & Margery Al Chalabi; CMAP: Randy Blankenhorn, Don Kopec, and Kermit Wies; KATS: Mike Lammey and Delbert Skimmerhorn	<ul style="list-style-type: none"> • Discussion of 2040 socioeconomic forecasts. • CMAP accepts using trend-market based forecasts for Illiana Corridor. They have reviewed methodology and concur. • NIRPC agrees that Illiana Corridor 2040 socioeconomic forecasts are close to their forecasts, and requests follow-up meeting to discuss. • Discuss the need for the Illiana Corridor to meet financially constrained RTP requirements.
November 22, 2011	Pace Bus: Mike Bolton, Dave Tomzik, Lorraine Snorden, and Dave Vanderzee	<ul style="list-style-type: none"> • Illiana Corridor overview and status. • Concurred with transit threshold analysis regarding lack of density for east-west fixed rail transit; however, other services would be applicable, including bus transit such as dial-a-ride, flexible bus routings, fixed-route bus, and express bus. • Pace is looking at potential east-west fixed route bus service in northern portion of Study Area.
December 1, 2011	River Valley Metro (RVM): President and CEO of Kankakee Regional Chamber of Commerce, David Hinderliter; Managing Director of RVM Transit, Robert Hoffman	<ul style="list-style-type: none"> • The Illiana Corridor would be most useful to RVM if it were located south of the SSA. • RVM may be able to use the Illiana Corridor as a future route due to the potential for increased population and employment.
December 2, 2011	Metra Agency Coordination Meeting: David Kralik and Kristen Andersen	<ul style="list-style-type: none"> • Illiana Corridor overview and status. • Concurred with transit threshold analysis - low densities do not support east-west fixed guideway transit need. • Discussed railroad coordination. • Eastern leg of the Elgin, Joliet & Eastern Railroad (north of Study Area) from Joliet to Lynwood a “very long term” concept.
December 7, 2011	NIRPC Consultation Meeting: NIRPC: Steve Strains, Bill Brown, and Kevin Garcia; ACG: Margery and Suhail Al Chalabi	<ul style="list-style-type: none"> • Discussed Illiana Corridor 2040 socioeconomic forecast methodology and differences with NIRPC forecasts. • INDOT to send letter to NIRPC requesting use of Illiana Corridor 2040 socioeconomic forecasts. • Project team to provide NIRPC with township data and forecast documentation.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
January 3, 2012	SSA Stakeholder Meeting: Bill Viste, Pete Quattrocchi, and Mark Thompson	<ul style="list-style-type: none"> • Inside the perimeter fence is a no go zone. • Concerned about potential new water attractants for birds which could cause aircraft hazards.
January 3, 2012	Governors State University (GSU): David Stone	<ul style="list-style-type: none"> • GSU would like to be part of the CPG/TTF. • Proposed alignments A1 thru A4 would impact planned phases for 4-year campus development at GSU. GSU owns property all the way to the Canadian National Railroad (CN) tracks west of the main campus. • Alignments to the south of campus appear to have fewer impacts to GSU.
January 6, 2012	Will County CED: Vice President and CEO, John Greuling	<ul style="list-style-type: none"> • General support for B alternatives, but not opposed to A alternatives. • UPRR might support any alignment south of Millsdale Road.
January 6, 2012	Will County Farm Bureau: Executive Director, Mark Schneidewind; Chairman, Tom Nugent.	<ul style="list-style-type: none"> • Against corridors that cut diagonally across agricultural properties. • The concept of a multi-use corridor is generally supported. • Recommended that the preferred working alignment(s) allows for land acquisition that follows property lines as closely as possible, simultaneously considering minimal # of impacted parcels.
January 9, 2012	Forest Preserve District of Will County (FPDWC): Andrew Hawkins, Larry Newton, Karen Fonte, David Robson, Tim Good, Deb Specht, Matt Novander, and Cori Crawford	<ul style="list-style-type: none"> • Request to revise maps to identify NRHP listed and eligible properties. • Concerns over corridors crossing Wauponsee Glacial Trail. • Concerns over crossing of Plum Creek Preserve. • B1 may have least impact to Midewin due to least crossing of streams running towards Midewin. • A1 – A4 Corridors impact Thorn Creek Headwaters Preserve; if shift north to avoid Preserve likely hit GSU. B1 cuts through Goodenow Grove, but the SSA does too. Staff seemed to recognize this as a potentially impacted area already due to the SSA. • A1 could help FPDWC connect two properties near IL-394 if a crossing was provided as a project element.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • Poor soil structures noted near B3 in Indiana. • Wants animal and people linkage provided to any severed trails, parks, etc.
January 9, 2012	Village of Diamond, Illinois, and Grundy County Economic Development Center: Mayor Terry Kernc; Grundy County Economic Development Council (EDC), Doug Prior and Nancy Ammer	<ul style="list-style-type: none"> • Supports the Illiana Corridor. • Concerned about truck travel. • Prefers Corridor B3.
January 9, 2012	Village of Elwood, Illinois: Village Administrator, Nick Narducci; Public Works Director, Max Bosso	<ul style="list-style-type: none"> • Against any direct connection of IL-53 to a B corridor. • Does not want an alignment that interferes with traffic travelling to Midwin, Alternate Route 66, etc. • Favors a southern alignment. • Against A corridors, feels B corridors serve the region better.
January 9, 2012	Village of Manhattan, Illinois: Mayor Bill Borgo	<ul style="list-style-type: none"> • Manhattan has identified Hoff/Pauling Road all the way east to the SSA as a corridor to protect for future development. • Lincolnway has a new high school planned around Smith and Kankakee Roads. It is approximately 100 acres. • Prefers A3S1 and B3 working alignments due to low impact on residential development. • Corridor A1 might meet less resistance if it ran south of Manhattan. • Recommends Corridor A1 combining portions of A3S1 and B1 to bypass Manhattan.
January 10, 2012	Village of University Park, Illinois: Mayor Vivian Covington, Jerry Townsend, and LaFayette Linean	<ul style="list-style-type: none"> • Concerned about impact to SSA. • Opposed to A1 and A1N2 due to impacts to planned mixed-use developments.
January 10, 2012	Village of Peotone, Illinois: Village President, Rich Duran; Village Manager, George Gray	<ul style="list-style-type: none"> • Feels an A corridor will not meet needs of trucks travelling east-west. • Prefers Corridor B3 or B4.
January 10, 2012	Village of Beecher, Illinois: Village President, Paul Lohmann; Village Administrator, Bob Barber	<ul style="list-style-type: none"> • Concerned about large bridges on A1 corridor. • Believes Beecher Bypass will need to be built if Illiana Corridor is south of Beecher.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
January 10, 2012	Village of Crete, Illinois: Mayor Mike Einhorn	<ul style="list-style-type: none"> • Concerned about a Beecher needing a bypass if B3 is the preferred corridor. • Thinks B1 is a very good corridor if it were not for the CenterPoint Properties. • Favors a northern alignment.
January 10, 2012	South Suburban Mayors and Managers Association (SSMMA) Transportation Committee	<ul style="list-style-type: none"> • Support the development of the Illiana Corridor. • Prefer northern routes as they are closer to SSMMA member communities.
January 11, 2012	Villages of Monee and of Manteno, Illinois: Mayor Daniel Tovo and Administrator, Dave Wallace, Monee; Mayor Tim Nugent, Manteno	<ul style="list-style-type: none"> • Prefers Corridor B3. • Concerned over potential interchange locations.
January 11, 2012	Will County Board: Board Chairman, Jim Moustis; Public Works Committee Chairman and Majority Leader, Jim Bilotta; Chief of Staff, Bruce Friefeld; County Engineer, Bruce Gould	<ul style="list-style-type: none"> • Favor Corridor B3, but want to see full evaluation of all impacts and financial viability. • Concerned about environmental impacts from A corridors.
January 11, 2012	Kankakee County Board: Chairman, Mike Bossert; Highway Engineer, Mark Rogers; Planner, Mike Lammey; Kankakee County Economic Development: Mike Van Mill; Hutchison Engineering Inc: Jim Piekarczyk	<ul style="list-style-type: none"> • Think B3 would best remove trucks from local routes and address future regional travel needs. • Concerned over traffic projections and the impact of the SSA. • Concerned about parallel routes pulling traffic from Illiana Corridor and tolls.
January 12, 2012	City of Wilmington, Illinois: Mayor Marty Orr; Administrator, Tony Graff; Village Engineer, Colby Zemaitis	<ul style="list-style-type: none"> • Cities of Wilmington and Elwood against a direct interchange at IL-53. • Support alignment near River Road, opposed to Corridor B3. • Prefer corridors removed from residential areas.
January 12, 2012	City of Braidwood, Illinois: City Manager, Rich Girot; City Planner, Jim Testin (Robert E. Hamilton Engineers)	<ul style="list-style-type: none"> • The City of Braidwood has a tremendous amount of truck traffic on IL-113, which is not a designated truck route. • Favor Corridor C4, but would be comfortable with a Corridor B3 if moved further south of Wilmington, an option that will be examined by the study team. • Discussed possible further extensions west of present termini.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
January 12, 2012	Village of Coal City, Illinois: Mayor Neal Nelson; Village Manager, Matt Fritz; Trustee, Dave Togliatee	<ul style="list-style-type: none"> • Think the A corridors relieve traffic on I-80 but do not accommodate regional travel. • Concerned about more truck traffic being drawn to IL-113. • Support for B3.
January 12, 2012	Village of Channahon, Illinois: Mayor Joe Cook; Acting Manager, Joe Pena; Engineer, Ed Dolezal; Community Development Coordinator, Mike McMahon	<ul style="list-style-type: none"> • Would support a working alignment that relieves trucks on arterial routes from I-55. • Favors a northern working alignment.
January 12, 2012	Village of Braceville, Illinois: Mayor Jim Homa; Village Planner, Lois Passafiurne	<ul style="list-style-type: none"> • Prefers Corridor B3. • Concerned over trucks coming from CenterPoint. • Think the A corridors are too close to I-80 to provide a regional travel benefit.
January 17, 2012	City of Crown Point, Indiana: Chief of Staff, Keith Stevens; City Engineer, Tris Miles	<ul style="list-style-type: none"> • Support proposed project, but Corridors A1 and A2 would be damaging to downtown Crown Point. • Concerned about diverted traffic harming businesses.
January 17, 2012	NIRPC Coordination Meeting: NIRPC: Steve Strains, Hubert Morgan, Bill Brown, Thomas VanderWoude, Kevin Garcia, and Iman Abraham FHWA: Joyce Newland	<ul style="list-style-type: none"> • Discussion of EJ approach for Illiana Corridor. • Discussion of NIRPC's initiatives to address 2009 corrective action in regards to the Congestion Mitigation Plan and EJ populations. • Discussion of potential opportunities to work with NIRPC and their EJ stakeholders.
January 17, 2012	Town of Schneider, Indiana: Steven Wilson, Richard Ludlow, Jack Jeralds, and City Council	<ul style="list-style-type: none"> • Supportive of Illiana Corridor. • Hope that if A or B corridors are opposed that Corridor C4 would be viable.
January 18, 2012	Town of St. John, Indiana: Mayor Steve Kil; Town Council President, Michael Forbes	<ul style="list-style-type: none"> • Support the Illiana Corridor. • Believe proposed project should be a regional connector and a corridor to I-80/I-94. • Do not support A1, but could support A2 or a variation of A1 that uses the A2 bypass of St. John, south of US 231.
January 18, 2012	Town of Cedar Lake, Indiana: Town Administrator Ian Nicolini	<ul style="list-style-type: none"> • Corridor A2 was identified as being the most economically beneficial corridor but has environmental issues. • Concerned water treatment basins may be too close to B3. • Indicated A2 or B3 are acceptable.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
January 18, 2012	Town of Lowell, Indiana: Doug Niksch, Department of Redevelopment & Annexation, Edgar Corns, Bob Phipot, Craig Earley, and Town Council	<ul style="list-style-type: none"> • Would like the proposed project to go south of Lowell and even south of well fields because the town needs to protect its water supplies.
January 18, 2012	Town of Merrillville, Indiana: Tom Goralczyk and Howard Fink	<ul style="list-style-type: none"> • Prefers Corridor A1. • Support the corridor development.
January 19, 2012	City of Joliet, Illinois: Mayor Tom Giarrante; City Manager, Tom Thanas; Economic Development, Jim Haller; Public Works Administrator, Jim Trizna; City Engineer, Greg Ruddy	<ul style="list-style-type: none"> • Support interchange at Baseline Road from A1. • Concerned that a B3 interchange off-set from IL-53 would block Joliet access to Illiana Corridor. • Urge a 50 foot right-of-way set aside for future piping of water from Kankakee River.
January 24, 2012	Will County Executive: County Executive, Larry Walsh; Chief of Staff, Nick Palmer	<ul style="list-style-type: none"> • Favor Corridor B3 due to A1 impacts and diagonal property impacts of other alternatives, but will wait for further information to take a formal position. • Concerned about dangerous situation at the I-80 and IL-53 interchange.
January, 30, 2012	Village of Beecher Intergovernmental Committee: Mayor Paul Lohmann; Village Administrator, Bob Barber; Board Members; and approximately 30 representatives from various Village taxing bodies	<ul style="list-style-type: none"> • Questioned if impacts to local fire and police districts were considered as part of the Illiana Corridor funding scenarios. • A comment was made regarding a potential interchange/access at IL-1 along the proposed project. It was also stated that the IL-1 Strategic Regional Arterial Study identified a Beecher bypass should IL-1 be reconstructed as a high volume arterial. Traffic and economic benefits and impacts to the Beecher business district are being re-evaluated in regards to a potential bypass. • Impacts to local roadways that cross the proposed Illiana Corridor were also discussed regarding potential overpasses and continuity of said routes. • Environmental impacts to Lake Dalecarlia, Indiana, were discussed as applicable to the corridor alternatives.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
January 31, 2012	Lake County Farm Bureau: Wayne Belden, Tom Keithley, and Nick Zandster	<ul style="list-style-type: none"> • Prefer corridors next to existing utility alignments such as B3. • Prefer corridors located in the northern more populated areas. • Concerned over potential property tax implications.
February 1, 2012	Northwest Indiana Forum: Kay Nelson and Mark Maasell	<ul style="list-style-type: none"> • Interested in locating utilities in the corridor. • Believe the corridor would support the region's goals.
February 1, 2012	Will County Land Use Department: Colin Duesing, Eric Wesel, Andrew Hawkins, James Harris, Steve Lazzara, Michael Smetana, Raymond Semplinski, David Dubois	<ul style="list-style-type: none"> • Five historic Lustron homes exist throughout Will County, and will have the Will County Historic Preservation Officer review for any possible impacts. • Expressed interest about modeling a Houbolt Road connection to I-55.
February 6, 2012	CenterPoint Properties: Jeremy Grey and Eric Gilbert	<ul style="list-style-type: none"> • Agreed it would not be simple to route a corridor through Joliet Army Training Area (JATA). • Asked if a combination connection to I-55 and I-80 could be considered. There is an effort to provide a direct connection from Houbolt Road to Baseline Road via a new bridge. The study team looked at a few options including a Houbolt-Baseline bridge. Terminating A1 at IL-53 will cause high impacts at Arsenal Road. Routing A1 through CenterPoint causes high impacts. If a new interchange is added to A1 at Baseline, it relieves traffic at Arsenal, but A1 remains a high cost and high impact option. • Asked about southwest to northeast alternatives. B1 was the one modeled. High impacts with any of the alternatives terminating at "1" point along I-65. • See a future need for rail; Corridor B3 is more ideal for rail than A1. • Not opposed to Corridor B3. • Think a new Houbolt-Baseline connection would be more helpful to trucking than improving the IL-53/I-80 interchange.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
February 6, 2012	Village of Crete, Illinois: Mayor Mike Einhorn; Village Administrator, Tom Durkin	<ul style="list-style-type: none"> • Asked about the possibility of splitting the alignment of the Illiana Corridor at I-57 since there are different needs east and west of I-57. • Believe that east and west of the western edge of the SSA/I-57 are dramatically different and that the Illiana Corridor should run northeast of the SSA's western edge and I-57 and should run south on the west side of the SSA/I-57. • Considering potential cost of a Beecher bypass off of B3, that other corridors or combinations could prove to be as, or more cost effective.
February 10, 2012	Commonwealth Edison (ComEd): Joe Landise and Tyler Petersen	<ul style="list-style-type: none"> • The large 765kv line that goes east-west from the Peotone, Illinois, area into Indiana is owned by ComEd up to the State line; in Indiana it is owned and maintained by American Electric Power. • Future substation at Beecher may have a potential conflict with the B3 alignment. • Show 38kv lines on map. • New speaker station and large sub-station were missed by the aerial photos. Stay away from impacts to corner structures because they are costly to replace. • ComEd will need to hire a consultant to design the needed adjustments. There will be a 2-year lead time from start of design to finishing adjustments. • Recommended a highway alignment setback at large interchange areas. • The Kankakee River crossing was emphasized as a critical location. • Work closely with ComEd to avoid problems with proposed tall lighting, etc.
February 17, 2012	Will County CED Board:	<ul style="list-style-type: none"> • Steve Schilke gave a presentation on the status of the Illiana Corridor • Will County CED Board members stated a preference for Corridor B3, which is generally located in the same geographic area that for many years, they have believed is the best location for the Illiana Corridor.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
February 17, 2012	CN: Patrick Waldron	<ul style="list-style-type: none"> • CN supports the Illinois Railway Association in its membership stance of having no interest in a heavy freight rail component within the Illiana Corridor. • CN has no other interest in the Illiana Corridor except where it crosses CN's Illinois Central mainline. • CN would prefer a grade separation for the Illiana Corridor over the railroad, where the track is not disturbed.
March 13, 2012	JADA: Dave Neal, Rick Kwasneski, and Rod Tonelli	<ul style="list-style-type: none"> • Would consider allowing some of the remaining property (400 acres) to be used as a wetland or forest mitigation site for Illiana Corridor, if needed.
March 19, 2012	Village of Symerton, Illinois: Village President, Alan Darr Jr.; Judi Quigley, Tom Powell, Eric Wilhelm, Dwayne Haemker, Kelly Proffitt, Alan Darr Sr.	<ul style="list-style-type: none"> • Village is primarily rural and residents would prefer to keep it that way. • Pointed out the location of a gas pipeline parallel to the ComEd transmission line on the south side. • Concerned about the 2,000-foot B3 corridor which goes over all but five residences in the village's core. • Expressed interest in potential noise mitigation strategies. • Village officials stated that they want to be an active participant in the process from this point forward.
March 22, 2012	IL-53 Corridor Group: Steve Lazzara and approximately 20 other members of the IL-53 group	<ul style="list-style-type: none"> • Interest expressed about how Illiana Corridor would connect to IL-53. • Study an offset interchange for Corridor B3 between IL-53 and Chicago Road. • Enhancement of the IL-53 corridor was emphasized, with focus placed on promoting tourism with Midewin and Alternate Route 66 attractions.
March 22, 2012	Village of Manhattan, Illinois: Mayor William Borgo; Marian Gibson and Marc Nelson	<ul style="list-style-type: none"> • The Village is concerned the A3S2 alignment could disrupt Pauling-Hoff as a necessary collector. The Illiana will not accommodate all east-west travel needs, even for trucks, and another east-west collector like Pauling-Hoff will be needed and must be protected. • Asked if an encircling route could be considered around the proposed SSA location in addition to the east-west corridors. • Stated that it is unlikely that a future western extension at the "A" connection

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>could ever take place.</p> <ul style="list-style-type: none"> • Pointed out a potential FPDWC holding near Bruns Road that may impact A3S2. • Identified a Peoples Gas pumping station near Bruns/Gougar Roads that should be avoided. • Manhattan believes that when all of the environmental analysis is done, the travel performance and the socioeconomic impacts that B3 will likely emerge as the best overall corridor.
March 22, 2012	Midewin Tallgrass Prairie Alliance: Gerald Heinrich and Connie Heinrich	<ul style="list-style-type: none"> • Questioned the NEPA process being followed in the Illiana Corridor, and suggested that other alternatives than B3 be brought into the EIS. • Opposed to the Illiana Corridor carving a corridor through Midewin.
March 29, 2012	Village of Monee, Illinois: Village Administrator Dave Wallace	<ul style="list-style-type: none"> • Believes the Illiana Corridor is a corridor of the future for the region, and an alternative should be selected that encourages future growth for the purpose of regional, not local, travel. • A northern route as close to I-80 as AS32 defeats the purpose of providing necessary future travel. • Local and county road improvements could solve many of the local travel congestion in eastern Will County, and that those local issues should not be confused with regional travel needs the Illiana Corridor could address. • Believes that technical and environmental analysis clearly identify Corridor B3 as the best option, and questions the need to carry A3S2, B4, or other corridors forward for future analysis. • Monee opposes Corridor A3S2, in part, due to its impacts on subdivisions near I-57 and north of the proposed SSA location. • Expressed concern about travel modeling and the use of growth assumptions in the CMAP 2040 plan.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
March 29, 2012	Village of Crete, Illinois: Mayor Mike Einhorn	<ul style="list-style-type: none"> • Requested study team to look at an alignment connecting Exchange Street, Crete-Monee Road, or other appropriate east-west route, east to US 231 in Indiana. • Provide data for the volume of trucks the team is seeing in its traffic models, and what the respective origins and destinations are for those trucks. • Refine A3S2 working alignment as it heads southeast of the proposed SSA location to avoid the Crete intermodal facility and instead “stair-stepping” the alignment versus heading straight south between Beecher and the state line. • Locate the A4 connection to US 41 in Indiana as far north as possible to improve travel performance.
March 29, 2012	Village of Beecher, Illinois: Trustee, Greg Szymanski; Village Administrator, Bob Barber	<ul style="list-style-type: none"> • Asked study team to evaluate a combination of Corridors A3S2 and B4. • Supports the corridor that is least damaging, and believes that is the B3 alternative. • If Corridor A3S2 moves forward, study possibility of running it down Ashland Avenue through the proposed SSA location footprint and connect to B3 west of Beecher. This routing would avoid the Beecher landfill and avoid diagonal property cuts. • Concerned about how Corridor B3 would provide access to and from any Beecher bypass and IL-1.
April 2, 2012	Green Garden Township Planning Commission: Don Murday, Cal Johnson, Don Minday, FIRST NAME ILLEGIBLE Greenrieldts, Tim Krygsheld, Bob Norkus, Don Schwarz, Carol Chirafisi, Lyle Healy, John Ruchaj, Cathy Ruchaj, Shirley Lawrisuk, Joanne McEldowney, and Jim McEldowney	<ul style="list-style-type: none"> • Green Garden Township cooperates with the Village of Frankfort, Illinois, in community planning. • Questioned where the addition of two new alternatives came from, and what the purpose is carrying multiple alternatives forward when B3 has been identified as the best performing alternative. • Corridors B3 or B4 are seen as preferable to A3S2.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
April 4, 2012	Midewin National Tallgrass Prairie: Wade Spang, Bill Glass, Bob Hommes, and Rick Short	<ul style="list-style-type: none"> • Concerned about corridors bisecting the area between Midewin National Tallgrass Prairie and adjacent communities. • Proximity to Illiana Corridor may provide some advantages to Midewin National Tallgrass Prairie, but that if the Illiana Corridor is too close, it may be a detriment. • Stated that any parcel acquired by Midewin National Tallgrass Prairie has the same restrictions on new highways as the original Midewin footprint. • Favor an offset in the corridor design, and an offset will be more critical on Corridor B3 than A3S2. • Noise and lighting impacts should also be considered and included in the EIS. • Midewin National Tallgrass Prairie will collect relevant planning documents and provide them for consideration in the Illiana Corridor project.
April 5, 2012	SSA: Bill Viste, Pete Quattrocchi, Mark Thompson	<ul style="list-style-type: none"> • Highways are technically viewed as compatible developments within the Airport Operations Area (AOA). • If the Illiana were to use Corridor A3S2, it would inhibit other compatible developments (FedEx, hotels, restaurants, cargo, and distribution facilities) from locating there. • Future growth of the SSA may require additional access points be created in the area of A3S2's location. • The SSA would like to leave open options for a potential future link to the proposed Crete intermodal facility. • 2,000-foot Illiana corridor should take into account a drainage design required to avoid retention ponds if it remains within the 10,000-foot Federal Aviation Administration (FAA) zone. • The 394/Beecher Bypass along Ashland Avenue has been accommodated in the SSA EIS report under cumulative impacts based on the IDOT feasibility study, and the SSA does not expect the bypass to have a negative impact on the airport.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
April 5, 2012	KATS: Mike Lammey, Jim Piekarczyk, Mike Van Mill, Mike Bossert	<ul style="list-style-type: none"> • Kankakee County prefers Corridor B3, and pointed out that B4 appears to incur into the county for approximately 1 mile. • Study Corridor B3 that goes just south of the Kankakee County line.
April 9, 2012	Town of Cedar Lake, Indiana:	<ul style="list-style-type: none"> • Stated that B3 had greater potential benefit to Lake County residents in terms of access to higher salary jobs than B4 and that: <ul style="list-style-type: none"> ○ B4 is more of a bypass than a route that serves the residents ○ Harder to develop around the B4 corridor due to lack of utilities • Indicated that the preferred corridor for Illiana Corridor will be reflected in an updated Cedar Lake comprehensive plan. • Believes the Illiana Corridor is a positive for Lake County as it adds access to regional and national trade. • Believes the Illiana Corridor will have minimal local travel time benefits. • Believes the Illiana Corridor will provide better access to higher paying jobs.
April 9, 2012	Town of Lowell, Indiana: Phillip Kuiper, Craig Earley, Robert Philpot, Donald Parker, Edgar Corns, Gerry Scheub (County Commissioner), Dick Ludlow (Schneider Town Council)	<ul style="list-style-type: none"> • Asked why the law requires a 3-mile separation between interchanges with I-65. A reply was provided that guidelines exist for interchange spacing based on whether an area is urban or rural. • Asked what it would take to move the corridor further south as previously had been studied, and stated that most people would prefer the B4 route because there are fewer homes and property owners. • Expressed concern about the north/south access, wherever that may be, was the overpasses and interchanges between I-65 and Rt. 41. • Stated that he believes the road will be a huge benefit to Illinois, but not as much for Indiana with the corridor stopping immediately at I-65. • Asked where the recommendations for the routes come from, and stated that the people in the area want the route to

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>go south.</p> <ul style="list-style-type: none"> • Stated he was in favor of Corridor B4 because of interest from three major rail lines wanting to go south with a train turnaround in Schneider which crosses the CSX tracks, the ethanol plant and other opportunities of land use around that corridor. • Asked what kind of help from the toll road they would get for the costs of additional emergency services. • Stated that A3S2 would have no new business or job benefits, and that Corridors B3 and B4 have much greater potential benefits. • Stated that the Indiana Delegation is unanimous in its support for Corridor B4, along with not cutting off roads. • Community resident requested an auto-reply function be setup online so that people submitting inquiries know that their message went through. • Community resident asked if the project team could meet with West Creek Township officials.
April 12, 2012	NIRPC: Geof Benson, NIRPC Steve Strains, NIRPC Bill Brown, NIRPC Steve Sostaric, NIRPC Tom Van der Woude, NIRPC Hubert Morgan, NIRPC	<ul style="list-style-type: none"> • Discussed forthcoming April 19 meeting of the full Commission/Executive Board. • NIRPC 2040 Comprehensive Plan should be included, and there is a need to support inner core and livable communities.
April 19, 2012	NIRPC: Nancy Adams, George Adey, Roosevelt Allen, John Bayler, Geof Benson, Matt Bernacchi, Kevin Breitzke, Bob Carnahan, Tom Clouser, Anthony Copeland, Stan Dobosz, Don Ensign, Jeff Freeze, Ken Layton, Richard Ludlow, Tom McDermott, Edward Morales, Diane Noll, Brian Novak, Anthony Pampalone, Donald Parker, Jim Polarek, Bob Schaefer, David Shafer, Brian Snedecor, Greg Stinson, John Sullivan, Jim	<ul style="list-style-type: none"> • Discussed outcomes of the TSPR. • Questioned what the context is in regards to the NIRPC 2040 Comprehensive Plan.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
	<p>Ton, David Uran, and George Van Til. Staff present included John Swanson, David Hollenbeck, Kathy Luther, Kevin Garcia, Jody Melton, Stephen Sostaric, Steve Strains, Bob Niezgodski, Allen Hammond, Kelly Wenger, Mitch Barloga, Gabrielle Biciunas, Bill Brown, and Kathy Dubie</p>	
<p>April 23, 2012</p>	<p>FPDWC: Andy Hawkins, Tim Good, Juli Mason, Deb Specht, Matt Novander, Larry Newton, Core Crawford, Colleen Hahn, Karen Fonte, Juanita Armstrong, Floyd Catchpole</p>	<ul style="list-style-type: none"> • Asked why Corridor A3S2 goes north of the proposed SSA location instead of south. • Corridor A3S2 is just south of the FPDWC’s current acquisition plan for Black Walnut Creek. • Corridor A3S2 would cross the planned Vincennes Trail which land acquisitions are occurring for a ½-mile extension. • The trail would run south into Kankakee County, and will need some way to cross the Illiana. • The FPDWC has updated their data on Threatened & Endangered plant species in the past year, and will distribute that information to the project team.
<p>April 23, 2012</p>	<p>SSMMA: Mayor Rich Hofeld (Village of Homewood), Ed Paesal, Mayor David Owen (Village of South Chicago Heights), Bud Fleming, Mike Scholefield</p>	<ul style="list-style-type: none"> • Believes that A3S2 will serve the traffic needs of the southland region, and be more financially viable than either Corridors B3 or B4. • Concerned that a bypass will be needed in Beecher should B3 be selected as the final corridor. • The CN intermodal facility in Harvey is projected to have as many lifts per day, with its recent expansion plans, as the BNSF intermodal facility in Elwood. • Asked if financial analysis of the three corridor alternatives would be completed before a final preferred alternative(s) is selected. • Asked if after the Tier One ROD is issued, if right-of-way can be protected. • The proposed Southeast Service Line Rail extension would terminate at a station across from Balmoral Park and would provide rail connectivity to the Corridor A3S2.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
April 25, 2012	Openlands, Midewin Alliance, Sierra Club, Wetlands Initiative, Nature Conservancy: Stacy Meyers, Fran Harty, Paul Botts, Cindy Skrukud, Lorin Schab, Nick Epstein, Joe Roth	<ul style="list-style-type: none"> • The Kankakee River is a Land Water Conservation Area and has the same protections as an Illinois nature preserve. If additional traffic were drawn to IL-53, there would be salt splash and spray issues through the Midewin National Tallgrass Prairie. • The Illiana route through either the Des Plaines State Conservation Area (DPSCA) or Midewin National Tallgrass Prairie is causing great concern among environmental resource constituencies. • The DPSCA is one of the few available hunting grounds for Chicago area hunting enthusiasts, and expressed concern about how a nearby highway would affect the experience. • Indicated that the B3 crossing of the Kankakee River was likely in the least impacting location. • Openlands to provide additional GIS layers to help identify resources.
May 7, 2012	Will County Board: Jim Moustis, Jim Bilotta, Bruce Gould	<ul style="list-style-type: none"> • Stated that since Midewin is on a former Army base, it may not be pristine land. • Believe it is a good idea to get a consensus amongst Will County communities on a preferred route. • Corridor B3 is the best way to accommodate existing and future truck traffic, and helps divert truck traffic around Chicago. • Stated that it may be difficult to get the Corridor A3S2 through the new Wal-Mart distribution facility.
May 8, 2012	Will County Executive: Larry Walsh	<ul style="list-style-type: none"> • Commented that a lot of public input has come in surrounding Midewin – both with people wanting to route Illiana through it, and people who want to protect Midewin from Illiana. • Explained the context of the people who lost their properties to the former Joliet arsenal in the late 1930's, many of whom still have families in the area. • Expressed concern about pending quick take legislation in Illinois, and stated that it should not be used until the project is definite in funding and

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>location, and construction is imminent.</p> <ul style="list-style-type: none"> Expressed preference that the EIS public hearing occur on or before July 19, or on or after August 1.
May 8, 2012	Will County Farm Bureau: Mark Schneidewind	<ul style="list-style-type: none"> Reported that a few landowners have seen surveyors on properties and wondered if they were with the Illiana Corridor project, and that the surveyors did not knock on the residence door or provide proof of the right-of-entry. The Will County Farm Bureau is opposed to the use of "Quick-Take" and has concerns about condemnation. The Will County Farm Bureau is working with Will County and legislators to amend the Plat Act to allow for a one-time, four-way split of an agricultural parcel in addition to any split that the Illiana Corridor project causes. Expressed concern about farmers having difficulty accessing split parcels.
May 8, 2012	Village of Channahon: Joe Cook, Village President; Joe Pena, Acting Administrator; Ed Dolezal, Public Works Director; Mike McMahon, Community Development	<ul style="list-style-type: none"> Inquired as to what type of interchanges would be located at Bluff Road if Corridor A3S2 is selected. Asked why some residents in a subdivision near Bluff Road received survey letters and others did not. Village of Channahon would like to know which corridor alternative is selected as soon as possible so that they can move forward with planning activities Asked what kind of an impact would be felt should an interchange be built at Bluff Road along Corridor A3S2. Asked why Wilmington-Peotone Road was not chosen as the path for Corridor B3. Should Corridor A3S2 be selected, the Village of Channahon would like to have access to the northeast corner of the interchange area. Representatives did not see the benefit of the A3S2 corridor to their community outweighing the negative impacts it may have on the community.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
May 9, 2012	CenterPoint Properties: Jeremy Grey	<ul style="list-style-type: none"> • Corridor A3S2 should be moved north at Baseline Road to avoid impacts to newly constructed Home Depot and Stepan Chemical facilities on each side of Baseline Road. • The working alignment of Corridor A3S2 should avoid a planned wetland mitigation site at the southeast portion of the CenterPoint property. • There would be advantages to Corridor A3S2 since it serves CenterPoint’s two intermodal centers, but main focus is that the Illiana Corridor benefit their centers with either of the three “build” alternatives. • CenterPoint would support Corridor B3 if it is determined to be the most feasible alternative with regards to cost, environmental impacts, and travel benefits.
May 10, 2012	CMAP: Randy Blankenhorn, Executive Director, CMAP; Jill Leary, CMAP; Don Kopec, CMAP; Matt Maloney, CMAP	<ul style="list-style-type: none"> • Inquired as to whether the constraints of adding additional capacity to I-80 is the bridge over the quarry near the state line and residential or other developments in the area. • Asked whether Corridor A1 connection constraints were mainly in the State of Indiana. • Stated that the Illiana Corridor will need to be included in the constrained portion of the Go To 2040 Plan before potential private investors could deem the project financially viable due to the uncertainty that not being in the Plan would create. • The Illiana Corridor cannot become part of the Go To 2040 Plan until it demonstrates fiscal constraint. • CMAP requested financial information demonstrating fiscal constraint for the Illiana Corridor during Tier Two, but before the Tier Two Record of Decision (ROD) is issued. • Asked whether an interchange at IL-53 was being examined in Will County. • CMAP requested to see projections showing the population growth shifts anticipated to occur if Corridor B3 becomes the final corridor, and would like to know if growth caused by

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>Corridor B3 will occur in existing communities.</p> <ul style="list-style-type: none"> • Requested that a market analysis be done in the Illiana Corridor Study Area to determine realistic thresholds and locations for various types of projected growth because the region can only sustain a certain amount of commercial, industrial, and residential growth. • Stated that the number one goal of Go To 2040 is to promote that future growth occurs in existing communities and that existing communities include municipalities like Beecher and Peotone. • CMAP would like to see data sets for 1) financial analysis, 2) projected land use changes, and 3) economic benefits and where they will occur. • Stated that the Purpose and Need report should be reevaluated, and the project team must decide whether the purpose is to move freight or regional traffic.
<p>May 14, 2012</p>	<p>Village of Peotone: Rich Duran, President, Village of Peotone; George Gray, Administrator, Village of Peotone</p>	<ul style="list-style-type: none"> • Concerned about the additional cost of studying Corridor A3S2 when Corridor B3 is clearly the best balance of travel performance and environmental impacts. • Asked if the refinement mentioned in Figure A-14 of the Alternatives to be Carried Forward Technical Memorandum was made to avoid the power lines, or for another reason. • Expressed concerns about the Manteno intermodal facilities pushing traffic up Rt. 50 to Wilmington-Peotone Road, and the potential worsening of that, if there is not an interchange on Rt. 50 in addition to I-57. • Manteno has road restrictions in place on County Highway 9 that prevent trucks from directly accessing I-57 which is why trucks travel either north to Wilmington-Peotone Road or south all the way into Kankakee before they can access I-57.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
May 14, 2012	Lake Dalecarlia Property Owners Association: Martha Coakley, President, Lake Dalecarlia Property Owners Association; Joe Coakley, Resident, Lake Dalecarlia; Mark Torphy, Lake Dalecarlia Property Owners Association	<ul style="list-style-type: none"> • Expressed concern about how the Illiana Corridor would cross existing roads, and if there would be overpasses, since there are only two roads that enter and exit the community currently. • Due to their proximity to potential interchange areas at Rt. 55 and Rt. 41, they believe that they likely would not see much development specifically in Lake Dalecarlia. • Stated that they are not concerned about being directly impacted by the location of Corridor B3, but the corridor is closer than they initially realized and they are concerned about the potential noise and light impacts the Illiana Corridor might have.
May 18, 2012	Village of University Park: Vivian Covington, Mayor; Lafayette Linear, Village Manager; Jerry Townsend, Trustee	<ul style="list-style-type: none"> • Asked if the working alignment within Corridor A3S2 would be more expensive than working alignment within Corridor B3. • Stated that the working alignment within Corridor A3S2 would possibly be more advantageous to University Park by providing closer access that could help enhance the University Park industrial park. • Expressed that while there may be some benefits of the working alignment within Corridor A3S2 to their community, but that they feel there may be more negatives and that working alignment within Corridor B3 has more benefits for their community, is best for the region overall, and may be more feasible.
May 24, 2012	Illinois State Toll Highway Authority: Henry Guerriero, Illinois State Toll Highway Authority, Adam Lintner, Illinois State Toll Highway Authority, Rocco Zuccherro, Illinois State Toll Highway Authority, Kamran Khan, CDM Smith, Eugene Ryan, CDM Smith, Tom Harknett, Stantec	<ul style="list-style-type: none"> • Parsons Brinckerhoff presented the base 2010 Illiana model to the group • Stantec presented the Illiana toll approach • Electronic toll collection penetration was discussed <ul style="list-style-type: none"> - The Illiana Team is interested in revealed elasticity using Tollway traffic and changes in fees. Some comments that were made included – much elasticity is lost due to the fact that construction and recessionary times took place

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>at the same time as toll increases. The group identified the correct reports that would provide the best information on elasticity for autos and trucks. This list is formalized in the data request letter being prepared.</p> <ul style="list-style-type: none"> - The group then discussed violation and revenue recovery on the Tollway's system. - Fiber optics right of way was discussed. There was a discussion on the existing system – fiber is in place at the I-57 and I-294 interchange which might inform the Illiana Expressway fiber optic plan. - Diversions from I-80 were discussed. CMAP and business sources are both forecasting a big growth in trucks in the region. Capacity on I-80 is limited - when a new facility allows diversion, the traffic fills up with other traffic quickly. The group recommended spot checks on I-80 diversions for reporting benefits of Illiana Expressway alternatives. <ul style="list-style-type: none"> • Cost per mile for Roadway Maintenance for ISTHA and IDOT were discussed • The group decided that the Illiana Consultant Team would prepare a formal letter to be transmitted to the tollway that would summarize the data requests discussed at this meeting and previously.
June 5, 2012	City of Joliet: Tom Thanas, City Manager; Jim Trizna, City Engineer; Jim Haller, Community Development Director; Greg Ruddy, Engineer	<ul style="list-style-type: none"> • Asked whether the "A" connection could connect to I-80 through Houbolt Road. • Asked whether traversing the army training property is a possibility. • Stated that they do not want to see CenterPoint Properties lose developable ground due to an "A" connection to I-55 traversing the Joliet Intermodal facility, but overall that issue is more of a question for CenterPoint.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • Stated that they have platted a new distribution facility or spec facility that would be located in the path of Corridor A3S2 due to the avoidance plans for Treat Island. • Stated that there must be an interchange on IL-53, or at an appropriate off-set location, otherwise Joliet will not see the benefits of Corridor B3.
June 5, 2012	<p>Various Stakeholders: Representative Larry Walsh, District 86; Colleen Priebay, Legislative Assistant for Rep. Larry Walsh; CPT Omari Robinson, Joliet Army Training Area; Bill Offerman, Elwood Mayor; Nick Narducci, Elwood Manager; Max Bosso, Elwood Public Works Director; Larry Walsh, Will County Executive; Tim Vanderheyden, Jackson Township Supervisor; Pat McGuire, 43rd District Senator; Mark Schneidewind, Will County Farm Bureau Executive Director; Wade Spang, Midewin National Tallgrass Prairie; Paul Buss, Jackson Township Highway Commissioner; Jim Walsh, Manhattan Township Supervisor; Jim Baltas, Manhattan Township Highway Commissioner; Bill Quigley, Florence Township Supervisor</p>	<ul style="list-style-type: none"> • Some of those present stated that Midewin should be viewed as an asset. A natural area for the future that will bring jobs and millions of visitors; visitors that are looking to see things that they cannot see anywhere else. • Stated that opening up the congressional act that protects Midewin from new roads going through it would also open up every national park of its kind to potential destruction. • Asked when a list of landowners in the 400-foot working alignment would be identified. • Group discussed the timing of land acquisition and the Illinois quick-take process. • Suggested that IDOT/INDOT release a fact sheet and press release discussing the facts, process, necessity and timeframe associated with quick-take to dispel any misinformation. • Asked whether the land acquisition process would be handled by IDOT or by a private partner(s), if that occurs. • Expressed concern about the I-55/Des Plaines River Bridge near Channahon and the impact that the Illiana Corridor will have on increasing the existing overload on that structure and the I-55 facility. • IDOT was asked to provide information about bridge safety ratings to the Village of Elwood.
June 26, 2012	<p>West Creek Township: Craig Earley; Harold Mussman; Michael McIntire; Patricia Mussman; Rick Niemeyer</p>	<ul style="list-style-type: none"> • Asked about the traffic numbers being presented assuming a freeway when it appears likely the road would be tolled. • Asked what effect the proposed South Suburban Airport had on the project. • Asked whether the corridor could move

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>after Tier One study efforts.</p> <ul style="list-style-type: none"> • Stated that I-10 in southern Louisiana goes over several miles of wetlands, and why this is seen as a barrier for the Illiana project. • Questioned why natural features seemed to take precedence over man-made features. • Stated that there appears to be a greater number of home “hits” in Indiana as compared to Illinois on a per mile basis, and that moving the corridor further south would avoid many of these home impacts. • Asked why more lanes couldn’t be added to I-65 or IL-394 extended further south. • Expressed concern about homeowners being in limbo while a final corridor and footprint is being determined. • Commented that the present B3 corridor appears largely in the location envisioned by the feasibility study over the last several years, and that there is concern on whether the project could be adequately financed. • Stated that most locals will not use a tolled roadway here, and that there appears to be no economic benefit to the West Creek area. • Questioned the need for an exit at I-55. • Asked about the location and number of potential overpasses, and who will bear the costs of the additional emergency services required to serve the Illiana Corridor.
July 18, 2012	CMAP Land Use Committee:	<ul style="list-style-type: none"> • Asked why a separate public hearing was not offered at Wilmington. • It was stated that Will County has not yet indicated a preferred corridor. • Questioned the location of the “A” connection point and the issues it had with proximity to I-80 and I-55 interchange, and whether the extension of Illiana past I-55 (to connect with Prairie Parkway) had been considered in the routing of the corridors. • Commented that there is a massive demand for travel diversion from I-80,

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>and that there is a need to look beyond I-65 to the east to make Illiana function most effectively.</p> <ul style="list-style-type: none"> • Questioned the population and employment forecasts in context of available water supply for growth. • Summarized the comments from a previous CMAP letter dated March 14, 2012 that expressed concern about the funding viability of the project to put it in the fiscally constrained plan, and concern over the Go To 2040 plan’s objectives and potential conflicts with the corridor location, especially corridors away from established development. • Stated that the South Suburban Mayors/Managers have been a strong supporter of the project and the A3S2 corridor in particular, and that the A3S2 corridor is closer to existing population and employment, and will thus have the most positive economic development potential. Furthermore, the approximate \$300 million cost differential between A3S2 and B3, and the relatively small difference in number of homes acquires, should be looked at in the context of long-term benefits to the south suburban region.
July 18, 2012	Lake County: Members of the Lake County Planning Commission	<ul style="list-style-type: none"> • IDOT gave a presentation on the Illiana Corridor Study to the Lake County Planning Commission.
July 19, 2012	Center Point: Jeremy Grey	<ul style="list-style-type: none"> • Asked if a rail option was still being considered. • Inquired about the status of Corridor A3S2 with regards to Center Point intermodal property. • Stated that there may be a benefit of having Corridor B3 nearby without impacting their facilities, and is supportive of such a route.
July 23, 2012	Mid-West Truckers Association: Don Schaefer	<ul style="list-style-type: none"> • Stated that the Mid-West Truckers Association has been and remains a strong supporter of the Illiana Corridor concept. • Stated that the trucking industry needs “Class I” (interstate type) options to

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>ensure efficient deliveries in and out of intermodal facilities.</p> <p>Stated a need for additional options south of I-80 for intermodal access, and also providing the land miles and interchange points that will allow additional logistics facilities to develop in the Study Area.</p> <ul style="list-style-type: none"> • Stated that the one-mile access requirement from an interstate interchange for local deliveries has put a premium on the existence of interchange of existing routes, and they are reaching a saturation point. • Asked if the study had determined a toll rate or range yet, and emphasized that the cost of operating or sitting in an inefficient location will need to be counterbalanced by the efficiency of a new road if it is to be tolled. • Requested that the study team make a presentation to a Mid-West Truckers Association meeting, potentially in Joliet in fall 2012.
July 23, 2012	City of Wilmington: Mayor Marty Orr; Phil Stuepfort; Tony Graff; John Urban; Colby Zemaitis	<ul style="list-style-type: none"> • Stated that the City has unanimously voted in favor of the No Build alternative. • Asked for additional detail of the B3 alternative should it move forward as the preferred alternative. • Stated that a new pipeline, owned and operated by Enbridge Energy, has been constructed south of the power line between I-53 and the Kankakee River. • Indicated that the optional IL-53 interchange located near Old Chicago Road is preferable to the City as it could support possible development off of Arsenal Road. • Stated that Arsenal Road was widened to accommodate a future five-lane typical section between Old Chicago Road and Il-53.
August 1, 2012	American Public Works Association (APWA)-Joliet: Members of APWA	<ul style="list-style-type: none"> • IDOT gave a presentation on the Illiana Corridor Study to APWA.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
August 3, 2012	Indiana Motor Truck Association (IMTA): Gary Langston, President; Barry Miller, Director of Safety	<ul style="list-style-type: none"> • Indicated that the IMTA generally supports new infrastructure, improved infrastructure, and reduction of traffic congestion, and that the IMTA membership will be generally supportive of the Illiana project but will be concerned about possible methods of tolling and tolling rates, and if there is tolling what entity will set the toll rates. • Asked if there will be involvement from the Illinois Tollway Authority. • Asked if federal dollars would be involved in the project. • Inquired about possible truck only lanes. • Asked about the remaining schedule for the project. • Stated that national trucking associations were in general opposed to Indiana’s Major Moves program even though it resulted in new and improved highway infrastructure, because of the lease enabling a non-government entity the ability to control toll rates on the Indiana Toll Road which is of significant concern to trucking associations and their members. • IMTA requested of the project study team, a list of the Indiana State legislators who represent the Illiana Corridor study area location.
August 7, 2012	Will County Public Works & Transportation Committee: Jim Bilotta, Chairman; Joe Babich; Tom Weigel; Laurie McPhillips; Leeann Goodson; Denise Winfrey	<ul style="list-style-type: none"> • Discussion took place regarding whether the traffic projections for the Illiana included consideration of the impact a toll would have on the amount of traffic that would use the facility. • Discussion took place regarding whether there is significant travel time savings for a trucker that might take the B3 corridor versus an arterial route of I-80. • A question was asked regarding how much traffic the Illiana would divert from I-80. • Discussion took place regarding the timeframe in which a judge grants title to IDOT once just compensation for the property is set in a quick take case.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • The Public Works and Transportation Committee passed a resolution supporting the B3 Corridor.
August 7, 2012	NIRPC: Gary Evers; John Swanson; Stephen Sostark; Bill Brown; Steve Strains; Hubert Morgan	<ul style="list-style-type: none"> • Mentioned that NIRPC will be conducting public outreach for their 2040 Comprehensive Regional Plan during the next two months where additional input could be gathering, especially from the communities to the north of the Study Area that have yet to comment much on the project. • Pointed out some areas of concern and benefits/impacts that should be addressed by a plan amendment: transportation benefits, jobs, air quality, water management, adverse impacts (including within the study area and any effects to the communities to the north), funding (including P3) and fiscal constraints, congestion management, and growth management. • Stated that there may be concern of northern communities losing jobs due to the Illiana if population and jobs are shifted, and that potential transportation benefits to these northern communities should be highlighted. • Mentioned that the farther from EJ areas from the project, the more difficult it may be to directly correlate the effects, and that the project should not show a net diversion of funding from the north Lake County area, and jobs will be a consideration. • Stated that NIRPC had received a letter from FHWA stating that NIRPC had met the necessary EJ and CMP requirements to remove the conditional certification from the 2009 certification review. • Said that a TIP amendment is planned for June 2013 and that NIRPC typically needs several months to prepare for the amendment, including the conduct of a conformity analysis. • Discussed the steps for inclusion of the project in the NIRPC 2040 plan, including the population and

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>employment forecasts the identification of funding and growth management issues. The plan amendment for the Illiana project would seem to work for the end of 2013, and that the next required plan update will be in June 2015.</p>
<p>August 9, 2012</p>	<p>Will County Board Committee of the Whole: Jim Moustis, County Board Chairman; Jim Bilotta, County Board Majority Leader; Walter Adamic, County Board Minority Leader; Katrina Deutsche; Bob Howard; Ann Dralle; Suzanne Hart; Laurie McPhillips; Ed Kusta; Chuck Maher; Jackie Traynere; John Argoudelis; Brian Smith; Don Gould; Sharon May; Diane Zigrossi; Henry Travis; Steve Wilhelmi; Joe Babich; Tom Weigel; Leeann Goodson; Denise Winfrey</p>	<ul style="list-style-type: none"> • A question was asked regarding the possibility of extending I-355 further south. • A question was asked regarding when the court reporter transcripts would be made available and it was suggested that the DEIS comments be made available on the website in advance of the release of the FEIS. • Discussion regarding whether Indiana has the same ability to do Quick Take similarly to Illinois took place. • A comment was made that during the public hearing in Illinois, no municipality verbally supported the A3S2 Corridor. • A question was asked if given the local support around Wilmington if it is possible to route the B3 Corridor through a small portion of the southern end of Midewin. • Discussion took place regarding how mitigation costs are included in the project costs. • Stated that a resolution regarding the County's preferred Illiana corridor alternative will be on the agenda for August 16, 2012.
<p>August 28, 2012</p>	<p>Illinois Trucking Association: Randy Thomas, Matt Hart</p>	<ul style="list-style-type: none"> • Noted that no tolls, or lower rates, will be more favorable to ITA's members on a new facility. • ITA and other state trucking organizations would rather see an increase in fuel taxes as the preferred way of funding infrastructure, and that ITA recognizes a need to raise revenues. • Stated that the B3 corridor appeared to best benefit ITA's members. Reasons are: A3S2 is too close to I-80, truckers will avoid Illiana if it is tolled more than B3; Bluff Road is too close to Arsenal Road for an A3S2 connection; the I-55

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>Des Plaines bridge is a target for terrorists and makes the location of Illiana critical; the B4 route deters traffic by out of direction travel for the majority of likely truck trips; lower speeds (resulting in increased travel times) are likely the farther north the corridor (they saw a potential for a truck speed limit exception that would allow 65 mph trucks on B3).</p> <ul style="list-style-type: none"> • Commented that Illiana has more potential to reduce congestion on I-80 if no tolls are applied.
August 29, 2012	Beecher Intergovernmental Committee: Members of the Beecher Intergovernmental Committee	<ul style="list-style-type: none"> • Mentioned that local taxing bodies will be required to provide additional services to address the safety issues along the corridor. • The issue of noise walls and other amenities raises questions of what financial burdens will be borne by the locals vs. what will be provided by the Illiana Corridor. • Questioned how properties with “underwater” mortgages will be handled during acquisition. • Consensus among members that a new east-west route was needed in their area, with some disagreeing, and that B3/B4 was favored over A3S2.
September 13, 2012	KATS: Members of KATS	<ul style="list-style-type: none"> • The study team gave a presentation to KATS on the status of the Illiana Corridor Study.
October 10, 2012	Town of St. John: Members of the St. John Chamber of Commerce	<ul style="list-style-type: none"> • Asked about severance of access to the Lake Dalecarlia area. • Inquired about the number of lanes, and why Corridor B4 dropped in performance as compared to Corridor B3. • Several questions were asked about the addition of local burden of providing services to the Illiana Corridor, and severance of bus routes used by the Tri-Creek School District. • Asked about the possibility of extending the Illiana Corridor east to I-80/94.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • A question was asked about the state’s responsibilities of funding the Illiana Corridor, and what would happen if Indiana funded and built their part and Illinois didn’t. • A question was asked about the South Sub-Region, the Study Area, and the projected growth – is it balanced in Illinois and Indiana, or is one state’s part of the region projected to grown more than the other.
November 14, 2012	Midewin National Tallgrass Prairie: Bill Glass, Jan Piland, Matt Fuller, Dennis Bachman, Wade Spang, Robert Hommes, Joyce Newland	<ul style="list-style-type: none"> • Inquired about the approval of the EIS. • Commented that this and subsequent meetings will be helpful in better articulating mitigation needs associated with the project. • Stated concerns for the location of Corridor B3 in proximity to MNTP to the north, along with the Des Plaines Wildlife area to the north and Wilmington to the south. • Mentioned a concern for the possibility of future expansion of the corridor in this limited location, noting that it is essential to collaborate with other agencies and related project improvements in the area. A comprehensive review is needed to protect and ensure the integrity of the existing mitigation projects within or near MNTP. • Clarified that GIS data is available, along with a detailed environmental assessment associated with the facility’s master plan of proposed improvements. • Reviewed the facilities present within the MNTP boundaries, commenting that over 390 abandoned munitions bunkers are planned for demolition and would be potentially available as recycle aggregate for the proposed project. • Inquired about the prospect of enclosing a portion of the proposed roadway, citing an example in Europe involving a highway proximate to a refuge area. • Commented that connectivity for wildlife would be an important

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<p>consideration. Although River Road is located south of MNTP, they do not consider this two lane road a barrier to wildlife like an expressway would be.</p> <ul style="list-style-type: none"> • Stated there are approximately 100 miles of rail bed that need to be removed and may provide an opportunity for using recycled materials during highway construction. These facilities have been cleared by the Illinois SHPO and, with this finding, are culturally cleared for recycling or reuse (environmental/special waste clearance was not indicated by MNTP officials present). • It was explained how the FHWA was utilizing their new INVEST program and identified this as similar to LEED certifications but is specific for highways and tracking sustainable measures. The program will be used to evaluate the project. • Confirmed that there are four bird mitigation areas established within the MNTP boundaries. • Commented that the mitigation area associated with 325 CenterPoint North will be dedicated to MNTP and should be considered as a future expansion of MNTP. • It was advised that the project team review the Prairie Plan document found on the MNTP's website, and noted that several designated semi-primitive areas are identified which are closest to wilderness area designation. • Commented that they have observed declines in bird populations and nesting. The integrity of the latter areas is particularly dependent on sufficient foraging areas which are necessary to sustain or grow existing bird populations. • Commented that research has been underway by AES, Inc, but was not certain that the mitigation site had been constructed at this time. Details on these areas and species data will be discussed at a future meeting.

Table 5-8. Local and Regional Stakeholders (continued)

Date of Meeting	Stakeholder	Comment Themes
		<ul style="list-style-type: none"> • Inquired of the status of the species surveys, and stated that MNTP staff has information regarding protected species that can be made available to the Project Team. Trends in species populations have also been investigated. • Commented that MNTP is non-motorized for public use and access is available at selected locations via trailheads. • Stated that there are 14 pipelines present on-site, and that vehicular access to these facilities needs to be maintained as well as linear access to the tower bases along the electric transmission lines.

As mentioned in the introduction to Section 5, the CPG/TTF was an integral part of the public involvement process. The CPG and TTF met for the first time on June 14 and 15, 2011. The purpose of the meeting was to “kick-off” project scoping for the Illiana Corridor. The agenda for the meeting included introductions of the PSG and other project stakeholders, an overview of the CSS process, and a discussion of the next steps in the scoping process. Project stakeholders in attendance also participated in a workshop to identify project issues and goals. Subsequent CPG/TTF meetings have been held on approximately a monthly basis and have focused on refining the proposed project goals, Purpose and Need, and proposed alternatives. Summaries of the CPG/TTF meetings are presented in Table 5-9 and can be found in Appendix J.

Following the initial CPG and TTF project kick-off/scoping meeting, where transportation deficiencies were identified and goals and objectives were identified, the first public meetings were held on June 21 and 22, 2011. The purposes of the public meetings were to review these items and collect input on the project including comments, suggestions, issues, and concerns from the public.

Table 5-9. CPG/TTF Meetings

Group/Agency	Date	Purpose	Results
CPG/TTF (Meeting No. 1)	June 14 and 15, 2011 (Illinois and Indiana)	Kick-off project scoping, introduce the PSG and other project stakeholders, present a history and overview of the corridor, present an overview of the CSS process, discuss the next steps in the scoping process, identify project issues and goals, and develop a draft stakeholder problem statement.	<p>Identified the following goals and objectives:</p> <ul style="list-style-type: none"> • Evaluate a comprehensive range of transportation system improvements that optimize mobility, capacity, accessibility, and safety in the region; in particular, maximizing congestion relief on existing facilities and providing for future capacity needs and improvement of east-west bi-state connectivity. • Minimize and mitigate community and environmental impacts. • Optimize current and future economic development opportunities. • Optimize multi-modal accommodations and intermodal connection opportunities. • Consider financial feasibility and sustainability in selecting project alternatives. • Support and enhance other major existing and planned future infrastructure projects. • Improve environmental and community assets. • Provide a transportation system that is safe and accessible for all users. • Provide a transportation system that will improve the movement of freight in the region. • Balance local economic and transportation needs in the location and design of the Illiana Corridor. • Consider innovative design concepts.

Table 5-9. CPG/TTF Meetings (continued)

Group/Agency	Date	Purpose	Results
CPG/TTF (Meeting No. 2)	July 11 and 12, 2011 (Illinois and Indiana)	Review and further develop the problem statement and project goals, discuss the technical analysis approach, discuss the next steps in the process, and conduct a workshop to identify environmentally sensitive areas and opportunities.	<ul style="list-style-type: none"> • Refined goals and objectives identified in Meeting No. 1. • Clarified the issues and concerns surrounding the draft problem statement. • Commented on project goals, including revising the goal statement to read, 'Improve a safe and accessible transportation system for all.'
CPG/TTF (Meeting No. 3)	August 11, 2011	Review of problem statement, develop draft Purpose and Need framework, outline alternatives development process, and distribute alternatives toolbox.	<ul style="list-style-type: none"> • Reviewed and revised the problem statement. • Began development of the Purpose and Need statement. • Reviewed the technical analysis findings. • Began the development of alternatives by reviewing relevant transportation modes in the corridor, and potential for using the corridor for multi-purpose/multi-modal travel. • Assessed funding options.
CPG/TTF (Meeting No. 4)	September 19, 2011	Present draft Purpose and Need statement, detail the initial alternatives development process, seek input on potential corridor alternatives.	<ul style="list-style-type: none"> • Reviewed and provided input on the draft Purpose and Need statement. • Developed a total of nearly 60 alternatives during workshop breakout session. • The developed alternatives generally included: <ul style="list-style-type: none"> - A north, central, and southern east-west route, interchanges with I-55 (River Road, IL-129, Goodfarm Road) and I-65 (near I-65 in Merrillville, Indiana, near SR 2 between the towns of Cedar Lake, Indiana, and Lowell, Indiana) - Opportunities to parallel/utilize I-57 as a portion of the route. - Extension of commuter

Table 5-9. CPG/TTF Meetings (continued)

Group/Agency	Date	Purpose	Results
			rail service. - Use of ComEd right-of-way. - Avoidance of environmental constraints, municipal borders, and major population areas. - Connection to the proposed SSA. - Build as a tollway with truck only lanes/freight corridor. - Extend the corridor west (to Morris, Illinois) and east (to Michigan City, Indiana). - Connect to I-80 vs. I-55 on the west end of the corridor.
CPG/TTF (Meeting No. 5)	October 25, 2011	Review the TSPR, review the draft Purpose and Need statement, evaluate the initial alternatives.	<ul style="list-style-type: none"> • Developed points of the draft Purpose and Need statement in detail. • Reviewed initial alternatives (developed from stakeholder alternatives).
CPG/TTF (Meeting No. 6)	December 6, 2011	Refine Purpose and Need statement, review initial alternatives evaluation and screening, refine alternatives to best address transportation needs and deficiencies.	<ul style="list-style-type: none"> • Refined Purpose and Need statement. • Refined and narrowed initial alternatives for further study down to eight corridors.
CPG/TTF (Meeting No. 7)	February 8, 2012	CPG Meeting No. 6 and Public Meeting No. 2 recap, second round of alternatives evaluations and screening process presented, preliminary preferred alternative recommendation.	<ul style="list-style-type: none"> • Corridor B3 identified as the preliminary preferred corridor for further study. • Public Meeting No. 3 scheduled for February 22 and 23, 2012.
CPG/TTF (Meeting No. 8)	June 6, 2012	Recap input received from CPG #7 and Public Meeting Round 3. Discuss details of further studies on A3S2, B3 and B4 Corridors. Outline EIS and corridor location	<ul style="list-style-type: none"> • Corridors A3S2, B3, and B4 will be included in the DEIS to be released Summer 2012 with a Public Hearing and comment period to follow.

Table 5-9. CPG/TTF Meetings (continued)

Group/Agency	Date	Purpose	Results
		findings, including impacts, travel performance, meeting Purpose and Need and costs.	
Travel Forecast Modeling Workshop (held in conjunction with CPG/TTF Meeting No. 8)	June 6, 2012	<ul style="list-style-type: none"> • Planning context and modeling requirements presented. • Illiana travel model main components presented. • CMAP model updates. • Zone system, highway network refinements presented. • National and local system assignments. • Truck travel. • Population and employment growth. • No-tell scenarios presented. • Travel performance results presented. 	<ul style="list-style-type: none"> • Overall travel performance of Corridors A3S2, B3, and B4.
CPG/TTF (Meeting No. 9)	October 9, 2012	Discussed the Preferred Corridor Report that would be issued on October 12, 2012. Specific topics of discussion included environmental impacts, travel performance, design flexibility, and stakeholder comments on the DEIS. The group also discussed Corridor B3 as being identified as the preferred corridor, and what the next steps would be advancing into Tier Two.	<ul style="list-style-type: none"> • Corridor B3 is the recommended preferred corridor to be carried into Tier Two studies for more detailed analysis along with the No-Action alternative agencies.

The second round of public meetings were held in mid-December 2011 to update the public on the progress to date and to inform them on what the next steps in the process would be. The meetings were also held to solicit public input on the Purpose and Need, and on the proposed solutions to the transportation problems that were identified from stakeholder and public input.

A third round of public meetings were held in February 2012 to present to the public the preliminary recommended corridor and to solicit input on alternatives and the alternatives evaluation process.

Upon request, a public meeting was held on March 21, 2012 for the City of Wilmington, Illinois. A review of the process and an update of project activities were presented. The meeting focused on the corridor location refinements specific to the Wilmington area.

Tier One public hearings on the DEIS were held on July 31, 2012 in Peotone, Illinois and August 1, 2012 in Lowell, Indiana to keep the present information regarding Corridors A3S2, B3 and B4 and to accept public comments. Summaries of public meetings and open houses are presented in Table 5-10 and in Appendix N.

Table 5-10. Public Meetings and Hearings

Date of Meeting	Purpose	Number of Participants	Comment Themes
June 21, 2011 (Illinois Public Meeting No. 1)	Project kickoff, review study history, process, and objectives, CSS procedures, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, and objectives.	71	<ul style="list-style-type: none"> • Study process and timeline. • Identifying and taking existing environmental features into consideration. • Creating multi-modal opportunities within the Illiana Corridor.
June 22, 2011 (Indiana Public Meeting No. 1)	Project kickoff, review study history, process, and objectives, CSS procedures, and provide an opportunity for the public to share its perspectives regarding transportation issues, project concerns, and objectives.	140	<ul style="list-style-type: none"> • Demand for a new facility. • Study process and communications. • Farmland/agricultural preservation. • Project costs (both direct and indirect). • Corridor location and route configuration.

Table 5-10. Public Meetings and Hearings (continued)

Date of Meeting	Purpose	Number of Participants	Comment Themes
December 13, 2011 (Indiana Public Meeting No. 2)	Review the study process and schedule, describe how the Purpose and Need for the project was developed, show what the local communities had developed as possible solutions to the transportation problems, and the evaluation of those solutions, and what the next steps are.	126	<ul style="list-style-type: none"> • Suggestions or preferences for alternatives, including the submittal of three alternative maps. • Concerns over potential impacts to communities and existing transportation routes. • Comments on the No-Action Alternative.
December 14, 2011 (Illinois Public Meeting No. 2)	Review the study process and schedule, describe how the Purpose and Need for the project was developed, show what the local communities had developed as possible solutions to the transportation problems, and the evaluation of those solutions, and what the next steps are.	118	<ul style="list-style-type: none"> • Suggestions or preferences for alternatives, including the submittal of one alternative map. • Concerns over potential impacts to communities and existing transportation routes. • Consideration of transit and tolling options during the alternatives evaluation process.
February 22, 2012 (Indiana Public Meeting No. 3)	Review alternatives evaluation and refinement process for current alternatives with the public, introduce the preliminary preferred alternative, and seek further corridor alternatives input.	487	<ul style="list-style-type: none"> • Property impacts. • Land acquisition information and process questions. • Preference for the Illiana Corridor to be located further north or south than Corridor B3. • A desire for more detailed information and maps concerning the preferred corridor. • Alternatives suggested for further consideration included the following: <ul style="list-style-type: none"> - Corridor A2, - Constructing the corridor along the high-tension power lines, and - A combination of B-3 on the west and A4, and C4. • Some stakeholders expressed opposition to the following corridors: A1, A3, and A3S1.

Table 5-10. Public Meetings and Hearings (continued)

Date of Meeting	Purpose	Number of Participants	Comment Themes
February 23, 2012 (Illinois Public Meeting No. 3)	Review alternatives evaluation and refinement process for current alternatives with the public, introduce the preliminary preferred alternative, and seek further corridor alternatives input.	245	<ul style="list-style-type: none"> • Project Schedule. • Additional Community planning with proposed route. • Property impacts. • Land acquisition information and process questions. • Preference for the Illiana Corridor to be located further north or south than Corridor B3.
March 21, 2012 Open House – City of Wilmington, Illinois	Presentation and open house were held at request of City of Wilmington. Public Meeting No. 3 presentation and exhibits were shown. Review of study process and alternatives refinements specific to Wilmington area.	323	<ul style="list-style-type: none"> • Refinements to Corridor B3 were suggested. • Details of the engineering/design characteristics of Corridor B3 were requested. • Concerns over community impacts.
July 31, 2012 (Illinois Tier One Public Hearing)	Presentation and open house held at Peotone High School. Review alternatives, corridors and other information presented in the DEIS published in July 2012.	1,006	<ul style="list-style-type: none"> • Corridors A3S2, B3 and B4 were presented for public comment • Concerns over the property acquisition process, and specifically the use of “Quick Take”. • Details about which properties would be impacted by each of three corridors. • Project schedule. • Concerns over community impacts.
August 1, 2012 (Indiana Tier One Public Hearing)	Presentation and open house held at Lowell Middle School. Review alternatives, corridors and other information presented in the DEIS published in July 2012.	756	<ul style="list-style-type: none"> • Corridors A3S2, B3 and B4 were presented for public comment • Concerns over the property acquisition process. • Details about which properties would be impacted by each of three corridors. • Project schedule. • Concerns over community impacts.

5.9 Summary of Comments and Responses on the Draft EIS

The Notice of Availability for the Tier One DEIS was published in the Federal Register on July 13, 2012 effectively opening the public comment period on the DEIS. The public comment period closed on August 29, 2012. During the comment period, 1,122 unique comments were received from federal and state agencies, local governments, individuals and organizations. In addition to comments submitted via verbal public hearing testimony, in writing, or via the project website, approximately 1,954 signatures were submitted during the Tier One DEIS comment period through petitions. Of these, 836 signatures opposed Corridor B4, 896 signatures supported the No-Action Alternative, and 222 signatures opposed Corridors A3S2 and B3.

Table 5-11 outlines the methods in which DEIS comments were submitted. Comments on the DEIS can be found in Appendix P and a comprehensive table containing responses to DEIS comments can be found in Appendix Q.

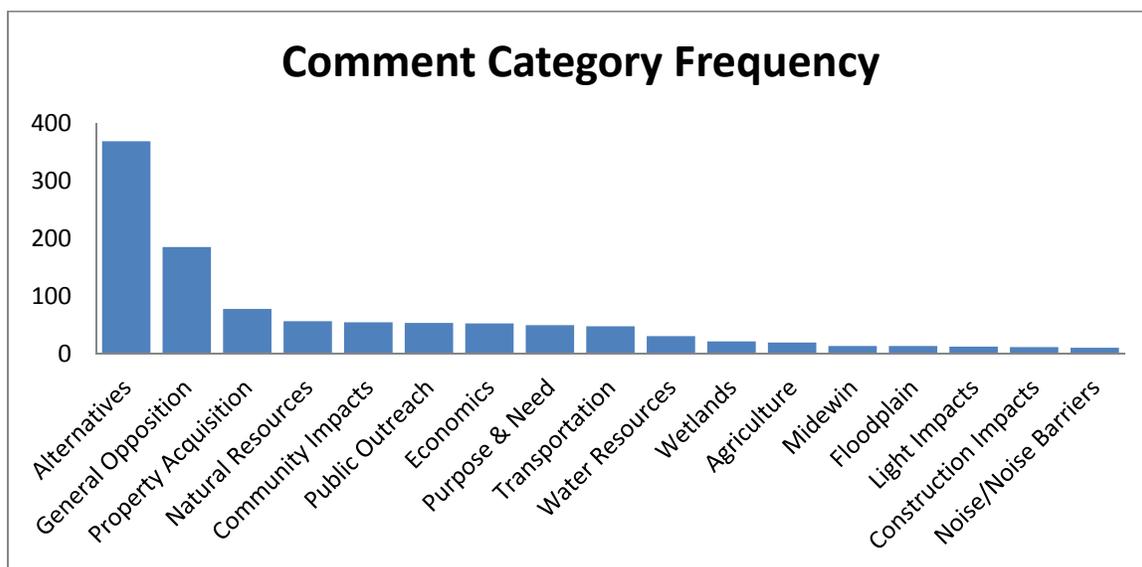
Table 5-11. DEIS Comment Period Submittal Method

Submittal Method	Total Comments
Comment Form	340
Court Reporter	193
Email/Website	230
Letter	331
Petition	4
Phone	1
Resolutions	23

The most frequently addressed topics included alternative preferences, statements of general opposition, and inquiries about the property acquisition process. Comments received during the DEIS Comment Period were categorized by the relevant substantive issue, and are broken out in Chart 5-1. Only categories representing at least one percent of the overall comments are reflected in this chart.

Throughout the development of the Illiana Corridor Study, the study team has worked closely with the CPG and TTF. The group was organized to be a representative body of the diverse interests of stakeholders across the study area. The members of this group represent elected officials, staff from local governments and agencies, and organized interest groups representing economic development, agriculture, and other environmental interests. Over the course of the DEIS Comment Period, these units of

Chart 5-1. DEIS Comment Period Response Type



government and organized interest groups, provided written statements of their position regarding Corridors A3S2, B3, B4, and the No-Action Alternative.

Five federal, six state, and three regional planning organizations submitted comments. The following section is a summary of substantive comments from regulatory agencies and frequent comments from public individuals.

5.9.1 Federal Agency Comments

5.9.1.1 USEPA

The USEPA submitted a letter with 20 comments concerning several different topics. The agency requested that there be greater emphasis on the sustainability of the corridor, that this theme be incorporated into the Purpose and Need statement, and considering other potential federal funding sources to support green infrastructure elements. The agency suggested dropping the Corridor A3S2 and recommended selection of interchange Design Concept 3 (no interchange at IL-53). Inconsistencies in data on stream crossings and wetland impacts were also noted. The agency recommended that the FEIS commit to crossing all streams and rivers perpendicularly and that new and replacement stream crossings be designed to allow fish passage and continuity of aquatic habitat.

The agency also recommended a commitment to the construction emission reduction measures, analysis of potential health impacts, soliciting comments from tribes, discussion of potential impacts to prairie remnants, and addition of specific mitigation commitments. With regards to wetlands, the agency requested inclusion of a Preferred Alternative Mitigation Package, information on impacts to existing or planned mitigation sites, and information on cumulative wetland impacts.

Response Summary:

The word sustainable was added to the purpose statement and Appendix J (Corridor Land Management) discusses various methods that could be used to manage land use and support green infrastructure elements, including municipal and county zoning ordinances and potential federal funding sources. All three interchange design options pertaining to IL-53 will be carried forward in Tier Two and the USEPA's support of Concept 3 (no interchange at IL-53) is noted. The FEIS corrects the wetland and stream discrepancies noted in the DEIS. The FEIS states that roadways will be designed to cross streams and rivers in as perpendicular of a manner to active flow as possible and will meet the requirements of the various permitting agencies in regards to protective measures to be incorporated in the design.

Emission reduction measures will be further considered in Tier Two. Inclusion of a Health Impact Analysis was considered but determined to not be relevant to the broader corridor selection process. Sixteen Tribal governments were invited to become participating agencies and Section 106 consulting parties will again receive invitations to participate as part of Tier Two study activities. Prairie remnants will be avoided to the extent possible during the facility design process completed as part of Tier Two NEPA studies. Details regarding mitigation specifics are provided to the extent possible in the FEIS, however, the majority of detailed mitigation information will be developed during Tier Two through coordination with appropriate resource agencies. Section 4.0, Identification of the Preferred Corridor, includes information presented in a typical Preferred Alternative Mitigation Package. More detailed information regarding wetlands and potential mitigation sites will be collected during the wetland delineations conducted for Tier Two.

5.9.1.2 USFWS

The USFWS submitted a letter with 39 comments concerning several different topics; with nearly half of the comments focused on natural resource issues. The agency does not feel that it is known for certain that there will be no impacts to federal or state listed species since all of the required surveys have not been completed. In addition to surveys, additional information about the forest types, impacts to resources identified in the Indiana Comprehensive Wildlife Strategy, site specific use of and impacts to migratory birds, and impacts of artificial lighting was requested by the agency.

The agency also provided four comments on water resources; requesting that the FEIS expand on the discussion of water quality impacts and best management practices to offset those impacts. The agency also commented on mitigation measures and sites, drainage systems, increased traffic on historic roadways, noise impacts on wildlife, grassland bird species present, impacts to floodplains and wetlands, Section 4(f) applicability, assessment of indirect and cumulative impacts, data sources, nomenclature, and figure legibility.

Response Summary:

In response, USFWS was informed that detailed surveys for threatened and endangered species would be conducted in Tier Two and the impact assessment will be based on final refined alignments. More detailed information on forest types will be obtained in Tier Two. Based on the recommendations of the USFWS, the FEIS contains information from the Indiana Comprehensive Wildlife Strategy. Regarding migratory birds, numerous changes have been made to the FEIS to identify the natural areas near the corridors as sensitive habitat for wildlife and in particular birds. During the Tier Two NEPA studies, lighting impacts will be addressed, and the study team will coordinate with the USFWS during the development of a lighting plan.

The FEIS discussion of water quality impacts and best management practices, floodplain impacts, and wetland impacts includes the suggestions made by USFWS. It was clarified that alignments would be sought to first avoid and then minimize impacts, and any needed mitigation would be developed with input from resource agencies. Lake County drainage information is included in Section 3.3.1.4. The FEIS references potential impacts to Alternate Route 66 and traffic studies in Tier Two will further assess increased traffic impacts. Noise impacts to avian breeding areas will be assessed in Tier Two. Conclusions regarding the extent of Section 4(f) properties were revised, and the FEIS states that all of the Des Plaines Fish and Wildlife Area and Midewin National Tallgrass Prairie are Section 4(f) properties and afforded that protection and that the Illinois DNR concurs with the evaluation of avoidance alternatives and impacts to the property.

During Tier Two, the indirect and cumulative analysis scope will be expanded. Data sources were reviewed and updates have been made to nomenclature and figures as needed.

5.9.1.3 US Department of Agriculture (USDA)/US Forest Service (USFS) Midewin National Tallgrass Prairie

The USDA/USFS Midewin National Tallgrass Prairie submitted a letter with six comments concerning the alternatives and construction impacts. Due to the close proximity of the alternatives (corridors) the agency feels that irreparable damage to the Midewin National Tallgrass Prairie will occur and they suggested that during the Tier One FEIS effort was the time to find a better alternative; one with a 2,000-foot planning width that does not encroach onto the Midewin National Tallgrass Prairie. The agency also feels that the entire Midewin National Tallgrass Prairie is protected under Section 4(f) and that the project will compromise many completed wetland mitigation projects and efforts at the Midewin National Tallgrass Prairie. Finally, the agency recommended a design that is socially and environmentally viable now and that will remain viable for the next 100 years.

Response Summary:

The response to the USDA/USFS stated that in Tier Two finding opportunities to avoid impacts and to minimize and mitigate unavoidable impacts would continue and the introduction of a new highway in the vicinity of Midewin National Tallgrass Prairie need not be a “barrier” for access if it is designed properly. It was clarified that Corridor B3/B4 specifically excludes Midewin National Tallgrass Prairie. Conclusions regarding the extent of Section 4(f) properties were revised, and the FEIS states that all of Midewin National Tallgrass Prairie is a Section 4(f) property and afforded that protection. Wetlands will continue to be avoided in Tier Two, at which time detailed field studies will be performed to determine effects to habitat within and adjacent to the proposed Illiana Corridor.

5.9.1.4 USACE

The USACE submitted a letter with three comments concerning wetlands and water resources. The agency indicated that the Compensatory Mitigation Rule requirements (33 Code of Federal Regulations (CFR) Part 332) will be followed for impact to Waters of the US and that the document should include the mitigation ratio requirements of the USACE. The USACE also indicated that they may require additional treatment, beyond the “first flush,” in or near high quality aquatic resources.

Response Summary:

Based on these USACE comments, the FEIS references the Compensatory Mitigation Rule requirements (33 CFR Part 332), includes mitigation ratios and the Illinois State Wetland Mitigation Policy, and states that additional stormwater treatment may be required for areas that drain to high quality aquatic resources.

5.9.1.5 US Coast Guard (USCG)

The USCG submitted a letter with eight comments. The agency requested information be included that addressed how bridge construction would impact waterway users and describe the Illinois Waterway commerce and how the bridge would impact future growth of the river traffic. The agency also requested additional information on noise and vibration impacts from pile driving, project-specific and cumulative air quality impacts resulting from operation of the project, and a clear characterization of soil type near any bridge structures. In addition, potential contaminated sites near bridges should be clearly identified, the floodplain discussion should include a statement of finding in accordance with Executive Order 11988, and the Tier Two NEPA document should describe temporary and permanent wetland impacts, acreage, and mitigation with respect to bridge structures. Finally, to aid readability and public outreach the document exhibits should depict rivers in another color.

Response Summary:

The response to the USCG stated that the preferred corridor, Corridor B3, does not have a crossing of the Illinois Waterway, however noise impacts, air quality impacts, soil

stability, special waste sites, floodplain analysis, and wetland impacts will be performed on a corridor-wide basis in Tier Two. Exhibits were adjusted for additional clarity per USCG suggestions.

5.9.2 State Agency Comments

5.9.2.1 IEPA

The IEPA submitted a letter with two comments. Overall, the agency has no objections to the project. A permit will be required for modifications to any existing sewer or the construction of new sewer mains or connections, and a Section 401 water quality certification will have to be obtained. A construction site activity stormwater National Pollutant Discharge Elimination System (NPDES) permit may also be required, and if needed, proper abatement of asbestos and lead paint should also be addressed prior to demolition.

Response Summary:

Section 3.16 of the FEIS lists the aforementioned permits and certifications and Section 3.19 addresses proper abatement of asbestos and lead paint.

5.9.2.2 Illinois DOA, Bureau of Land and Water Resources

The Illinois DOA submitted a letter with a general comment on the Purpose and Need statement of the project. The agency recognized the level of effort taken to identify a viable corridor alignment within an area rich with productive agricultural soils. They also recognized the need to mitigate negative impacts to the agricultural community in the next phase, and expect to continue participating in the development of the Tier Two NEPA studies.

Response Summary:

In response to the Illinois DOA, Bureau of Land and Water Resources, it was stated that the project team concurs and looks forward to working with the agency in Tier Two.

5.9.2.3 Illinois Commerce Commission

The Illinois Commerce Commission submitted a letter containing five comments about the railroad lines that intersect the three alignments. The agency noted the need to include additional tracks on a map and also noted abandoned tracks. The commission asked for clarification on whether the new intermodal facility planned near Crete was taken into account and whether the proposed grade separation and structure design for the Canadian National tracks addressed the future high speed rail corridor with speeds up to 220 miles per hour.

Response Summary:

The response to the ICC stated that the exhibits had been revised to include the tracks mentioned and the abandoned tracks are or may be converted for recreational use. The

intermodal facility near Crete and proposed high speed rail corridor along the Canadian National tracks were considered as part of Tier One.

5.9.2.4 Illinois DNR, Division of Ecosystems and Environment

The Illinois DNR submitted a letter containing five comments. The agency has concerns about pollutant runoff from the bridges and recommended the bridge runoff be captured and funneled to detention basins for treatment. Illinois DNR noted the presence of waterfowl hunting blind sites that should be discussed in the EIS and that the Des Plaines State Fish and Wildlife Area land has deed requirements that will need to be resolved as the alternatives move forward. Based on the analysis to date, the agency recommended pursuing Corridor B3.

Response Summary:

The Illinois DNR was informed that the design intent for bridge pavement runoff is to direct the flow to detention basins. The waterfowl hunting blinds are located in the vicinity of Corridor A3S2 and will not be impacted by the preferred corridor, Corridor B3. Deed restrictions on the Des Plaines State Fish and Wildlife Area will be resolved in Tier Two in cooperation with Illinois DNR.

5.9.2.5 Indiana DNR, State Historic Preservation Office

The Indiana DNR, State Historic Preservation Officer submitted a letter with two comments concerning cultural resources. The agency recognized that the Tier One study is not intended to identify and evaluate all historic (i.e., above-ground) cultural resources but rather was based on existing records. As a result, they had no specific comments about potential impacts on historic cultural resources. The agency did, however, question whether the agency was contacted regarding eligibility of all the archaeology sites and if historic contexts were developed for prehistoric and historic archaeological sites. They also requested more details regarding the basis for impact conclusions.

5.9.2.6 Indiana DNR, Division of Nature Preserves

The Indiana DNR, Division of Fish and Wildlife submitted a letter with a 13 comments concerning environmental resources such as plant and animal species, and potential impacts to the natural environment. The agency made specific mention of certain species that should be recorded in the study, and also made note of concerns regarding future land uses around natural features such as floodplains and wetlands. The agency went on to say that as work continues that whatever alignment is selected that it should continue to be refined in order to continue to avoid impacts.

Response Summary:

The responses to Indiana DNR, Division of Fish and Wildlife, clarified that the Indiana Natural Heritage Database was queried for the DEIS, and that their recommendations on specific plant and animal species would be considered in the future. Furthermore, it was stated that additional analysis regarding specific plant and animal species would be

noted during field surveys in 2012-2013. The Indiana DNR, Division of Fish and Wildlife, was also informed that more detailed studies of selected alternatives would occur in the Tier Two NEPA studies, including wetland delineations and habitat assessment.

5.9.3 Regional Agency Comments

5.9.3.1 CMAP

CMAP submitted a letter with six comments regarding the project's Purpose and Need and consistency with the GO TO 2040 long-range comprehensive regional plan. Specifically, CMAP expressed concern that the project alternatives are not being evaluated using the CMAP forecasts developed for GO TO 2040. The agency expressed concerns about Corridor B3 and its likelihood to encourage growth that is not near existing development. CMAP noted that the project will need to be considered for inclusion as a major capital project in GO TO 2040. The agency expressed concerns about how the facility's costs will be met, and questioned the request for right of way funds at this stage in the analysis of alternatives.

Response Summary:

In response, it was stated that the Illiana Corridor project team coordinated with CMAP during Tier One to develop the Illiana Corridor study's 2040 market-based forecasts for use in developing traffic forecasts for design and financial analysis, rather than use of CMAP's policy-based GO TO 2040 forecasts. CMAP's policy-based forecasts do not account for an Illiana "build" scenario which is required by federal regulations. Per federal regulations, the forecasts must reflect the presence of the transportation network, in this case a "build" forecast scenario must be developed. More information on this topic can be found below the summary response to NIRPC. The response to CMAP regarding the financing questions that they submitted during the DEIS comment period, is that financing mechanisms will be examined and a financial analysis that describes how the project could be financed will be performed during Tier Two. As discussed during the August 28, 2012 CMAP Consultation meeting, the right-of-way funds request was for right-of-way engineering, not right-of-way acquisition.

5.9.3.2 NIRPC

NIRPC submitted a letter containing 19 comments on a variety of topics. The agency noted that the assumptions of population and employment growth deviated from official metropolitan planning organization (MPO) forecasts and asked for clarification on whether these projections assume an interchange at SR 55. NIRPC noted that a detailed analysis for the full range of demand management and operational strategies is left to CMAP and NIRPC during the congestion management process; this process could experience delay because NIRPC will require significant time and resources to consider congestion growth management and congestion pricing strategies at the individual road segment level. The agency asked that the Tier Two EIS consider wetland functionality, explain mitigation approaches in this context, and consider maintenance of recent improvements to West Creek. NIRPC stated that the Tier Two EIS include mitigation for

historic and cultural resources and include the concerns of stakeholders with connections to Section 4(f) and/or Special Lands.

Environmental justice (EJ) issues were also raised including a need to consider whether building this project could contribute to sprawl and disinvestment in urban communities, the loss of jobs and revenue to the truck service industry, and the lack of public participation opportunities in EJ communities. NIRPC noted the lack of prime farmland and soils of statewide importance, potential costs for rural streets and highways associated with the project, and the lack of mitigation for increased traffic on the regional highway system. The agency also requested the inclusion of an air quality impacts analysis, a discussion of alternative energy opportunities and impacts, and acknowledgement of the potential need for local storm water permits.

Response Summary:

In response, it was stated that the study team coordinated with NIRPC regarding the development of the 2040 market-based population and employment forecasts for the project, including meetings on June 1, November 21, and December 7 of 2011, and that the forecasts used were developed for financial forecasts rather than policy forecasts developed by MPOs. The merits of these forecasts and projections were further explained with regards to the Purpose and Need for the Illiana Corridor. More information about the use of market-based forecasts can be found below.

In response to NIRPC's comments, the agency was also informed that growth management policies are recognized by the study team as an important component, and that the FEIS identifies several measures that can be used by local jurisdictions to mitigate the impacts of growth on the environment. It was also stated that the study team will establish a corridor working group to facilitate the coordination of land use planning in the corridor in Tier Two. With regards to NIRPC's more specific comments about environmental impacts, it was stated that the NEPA process has been followed during Tier One work, and that additional analysis will be conducted during Tier Two, including detailed wetland delineation, the use of BMPs, and the use of specific mitigation measures.

In response to NIRPC's concerns regarding EJ issues and whether building the Illiana Corridor could contribute to sprawl and disinvestment in urban communities, the loss of jobs and revenue, etc., the response stated that public participation opportunities generally focus outreach in areas directly impacted by the proposed project. The potential regional effect that the proposed project would have on the trucking industry, if one were to occur, would be considered an indirect impact, as its effects would occur later in time and/or are farther removed in distance than direct impacts. As stated in the full response to NIRPC located in Appendix Q of the FEIS, the potential indirect impacts include an increase in the overall employment in Lake County. The EJ Tier Two NEPA analysis commits to being a comprehensive and inclusive process as appropriate, including public involvement. The public involvement process will assist in developing appropriate outreach and mitigation mechanisms to address needs and concerns of EJ populations going forward.

MPO Forecasting Concerns:

Due to concerns raised by both CMAP and NIRPC regarding the Illiana Corridor's use of market-based forecasts versus the policy-based forecasts used within the MPOs, it is important to clarify a few additional issues: a trend-market constrained scenario is needed to develop design details, such as 2040 traffic estimates, as well as financial forecasts to address the potential for P3s, which typically use trend forecasts. These market-based forecasts use the same regional control totals as the policy-based CMAP and NIRPC plans, but differ in the allocation of the growth within the region. Actual growth in the region will occur based on jurisdictional local land use policies versus CMAP's regional planning policies which do not have jurisdiction over local land use policies. FHWA, IDOT, and INDOT decided that the market-based forecasts provided the most realistic projections of future growth in the study area and therefore should be used as the basis for Tier One decision-making. During Tier Two, the study team will work closely with the local land use jurisdictions to develop the build-scenario land use forecasts for the project.

Additionally, at the November 21, 2011 Illiana Corridor study coordination meeting with CMAP, the NIRPC, and the Kankakee Area Transportation Study (KATS), CMAP stated that it has a long history of coordinating with its partners (IDOT, Illinois State Toll Highway Authority (ISTHA), etc.) on major project planning and that it is typical to use socioeconomic forecasts different than the policy-based forecasts used by CMAP. Throughout the Tier One process, the project team has coordinated with CMAP and NIRPC staff on the use of market-based economic forecasts that are required for design and financial analyses for major project development. These market-based economic forecasts are similar to those being used on other IDOT projects, as well as those used by the ISTHA for evaluation of their projects. Market-based forecasts are consistent with federal regulations that CMAP and NIRPC's forecasts do not satisfy. Per federal regulations, the forecasts must reflect the presence of the transportation network; in this case a "build" forecast scenario must be developed. Throughout the Illiana Corridor Tier One study process, the study team's use of market driven forecasts has been discussed openly and is referenced throughout the DEIS and described in detail in the Historic and Forecasted Growth reports located in Appendix E of the Tier One EIS. More information regarding responses to concerns raised by the MPOs can be found in the December 20, 2012 response letter and attachments addressed to CMAP, located in Appendix M.

5.9.3.3 KATS

KATS resubmitted a resolution of support for Corridor B3 that was originally passed on March 28, 2012. The agency noted that Corridor B3 reflects the goals of Kankakee County by providing a single, continuous corridor for the efficient movement of freight and people, with the highest compatibility for multi-modal uses, power distribution, and communications and having the best balance of performance, minimal environmental impacts, financial feasibility and most compatibility with community plans.

Response Summary:

Resolutions submitted during the DEIS comment period are included in Appendix P.

5.9.4 Local Government Comments

Twenty local governments within the Study Area passed resolutions pertaining to Corridors A3S2, B3 and B4. The resolutions are summarized as follows and can be found in more detail in Table 5-5 and Appendix P:

- 12 Resolutions stating support of Corridor B3
- 2 Resolutions stating support of Corridor B3 with conditions
- 3 Resolutions stating opposition to Corridor B3
- 4 Resolutions stating opposition to Corridor A3S2
- 1 Resolution stating support for Corridor B4

5.9.5 Public Individuals and Organization Comments

Nearly 70 percent of the total 1,122 comments submitted during the DEIS Comment Period were from members of the general public.

The comments from these public individuals covered many categories and topics, of which, a number of inquiries were concerns regarding system interchange designs at Bluff Road along Corridor A3S2. Members of the public also made frequent comments about property acquisition and the potential use of quick-take powers. A large number of comments also inquired about which corridor alternative might advance, and then offered suggestions as to how various corridors could be modified to be either less impacting or offer better service. Members of the public also made a number of comments about potential road connectivity issues and the type of financing that will be used to fund the Illiana Corridor project, including tolls and public-private partnerships (P3s).

Response Summary:

When responding to these frequently mentioned topics, the members of the public were informed about Corridor A3S2 being eliminated from consideration due to the identification of Corridor B3 as the preferred corridor, and thus eliminating the need of any system interchange at I-55 and Bluff Road. When responding to comments about property acquisition and the potential use of quick-take powers, the public individuals were informed of both Illinois and Indiana policies, and how both states follow the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) in evaluating property needed for transportation projects. Furthermore, these individuals were informed that the 2,000-foot corridors used were for planning purposes, and that a 400-foot working alignment would be defined for Corridor B3 in Tier Two. They were then informed about the passage of quick-take powers in Illinois and how those powers could relate to the overall land acquisition process in Illinois.

When members of the public inquired about the various corridors being studied they were informed of the number of corridors studied during the Tier One process, and were then made aware of the Preferred Corridor Report findings that identify Corridor

B3 as the preferred corridor to be carried into Tier Two with the No-Action Alternative for additional analysis.

People commenting on road connectivity issues were informed that analysis of potential road closures are part of the Tier Two NEPA studies and will include consideration of traffic counts and projections, coordination with local officials, emergency service providers, school districts, farm operators, local road agencies, and others. These efforts will ultimately help determine where underpasses or overpasses may need to be located, or where alternative access may be provided.

Those commenting on the financing of the project were informed that more detailed analysis would be conducted in Tier Two, but that potential options like tolling and P3s will be analyzed along with more traditional funding methods.

Several environmental interest groups also provided comments on the DEIS. Some of the topics addressed were: the appropriateness of a tiered process; concerns that Corridor B3/B4 did not meet the project Purpose and Need; concerns that the Illiana Corridor Tier One DEIS does not comply with the purpose, goals and requirements of NEPA; concerns that the presence of the Illiana Corridor will increase traffic on IL-53 and will impact the Midewin National Tallgrass Prairie; and concerns about how increased lighting will impact resources within the study area.

Response Summary:

In response to the issues raised regarding the tiered EIS process, it was clarified that the Council on Environmental Quality (CEQ) regulation (40 CFR 1502.20) enables the consideration of tiering of EISs, including transportation projects, where it may be appropriate. Being that the study area is 950 square miles, the tiering process allows an appropriate methodology to select the most viable locations of potential corridors. The tiered structure of this EIS process has allowed the transportation agencies to identify a reasonable range of corridors and evaluate impacts at an appropriate level of detail for making decisions to eliminate corridors based on meeting the Purpose and Need for the project and environmental impacts. Corridors were evaluated based on the best available GIS and hard copy data to draw reasonable conclusions on the potential impacts associated with each corridor and for IDOT, INDOT and FHWA to recommend a preferred corridor to carry forward in Tier Two. Field reconnaissance was performed on a limited basis during Tier One to identify and confirm sensitive environmental resources. This approach has led to the selection of a preferred corridor that meets the objectives of the project and minimizes known environmental impacts and gives the agencies sufficient leeway to make changes as a result of additional detailed study. The corridor widths were established to be wider (nominally 2,000-feet) than the required alignment width (approximately 400-feet) in order to allow flexibility within Tier Two to evaluate multiple alignments to take into account effects to resources identified by the detailed field studies. The decisions in Tier One have been substantially informed by the extensive coordination that was conducted with state and federal resource agencies, in addition to units of government and organizations, other stakeholders and the general

public, in identifying and evaluating known environmental resources at the corridor level, as well as developing the reasonable range of alternatives.

In Tier Two, further analysis will be conducted to refine alignments within the preferred corridor that avoid and minimize impacts. The 2,000-foot corridor width provides flexibility to locate the best alignment of the facility to avoid resources identified during the field studies in Tier Two. If unanticipated resource impacts are identified in Tier Two, the study has the flexibility to consider many different options, including changing the 2,000-foot corridor location if warranted.

Regarding concerns raised regarding Corridor B3's ability meet the Purpose and Need, commenters were informed that all three build alternatives (Corridors A3S2, B3 and B4) meet the project Purpose and Need in measurable ways and represent substantial improvements over the 2040 baseline No-Action Alternative. Compared with Corridors A3S2 and B4, Corridor B3 is better for total average daily traffic (ADT), regional reduction of east-west vehicle hours of travel (VHT), study area reduction of arterial truck miles of travel, which reflects diversion of through and local trucks from the arterial road system onto the Illiana Corridor, and east-west alignment reducing amount of out of direction travel for more directions of desired travel. Regarding compliance with NEPA, it was stated that the Purpose and Need for the project as well as the initial range of alternatives evaluated were developed consistent with 23 U.S.C. 139 requirements by seeking input from participating agencies and the public. Through the NEPA-404 merger process, federal and state resource and regulatory agencies concurred with the Purpose and Need statement and with the reasonable range of alternatives to be evaluated included in the EIS.

As for how Illiana will increase traffic on IL-53, IL-53 is projected to carry 17,000 vehicles per day by 2040 in a "no build" scenario. The potential additional growth of traffic on IL-53 in the Midewin area with an Illiana Corridor build alternative varies from 0 to 11,000 vehicles per day depending on the corridor location, connectivity of the Illiana Corridor to IL-53, and the application of tolling to the Illiana Corridor. Connectivity to IL-53 (with three design options including interchange at IL-53, interchange offset from IL-53, and no interchange) and tolling options will be addressed in greater detail in Tier Two. Regarding potential light impacts, Tier Two will include detailed lighting design and analysis to be performed throughout the corridor to determine whether reflective pavement markings are sufficient or if there is a safety need for lighting and a light trespass study would be performed in key locations along the corridor.

More detailed information regarding responses to comments made on the DEIS can be found in Appendix Q.

5.10 Other Outreach Activities

In addition to the scoping and stakeholder meetings, and public involvement efforts described above, numerous other means of communicating and coordinating with the public have been utilized. These include the following items:

- **Mailing List** – The mailing list was developed to support public meeting invitations, newsletter distribution, and other direct public contact. The mailing list includes contact information for federal, state, and local officials; special interest groups; resource agencies; business and community leaders; and members of the public.
- **Newsletters/Fact Sheets** – Newsletters provide updates on the Illiana Corridor progress and are circulated at key project milestones to assist with the consistent delivery of project information and progress (Table 5-12).
- **Public Website** – The public website disseminates information to the public and also provides an opportunity for visitors to provide input and comments. The website provides a central source of project information. Information posted on the website includes project history, study process and information, maps, photos, reports, and electronic versions of printed material. (www.IllianaCorridor.org)
- **Media Outreach** – Press releases, media briefings, publication pieces, media correspondence, and one-on-one briefings with agency-designated spokespersons are all utilized to inform the general public about the proposed project and its progress.
- **Public Response and Communication** – Both direct (e-mail, mail, phone calls, and comment forms submitted at meetings and briefings) and indirect (comments received from the media, non-agency meetings, and third party websites) public comments are addressed to ensure the public that its concerns and opinions are being recognized.

5.10.1 Summary of Comments Received Outside of the DEIS:

Since the Illiana Corridor NOI was issued in the *Federal Register* on June 8, 2011 and through November 9, 2012, there have been approximately 900 comments recorded, outside of the -DEIS Comment Period, in the comment response management system. Of these comments, approximately 64 percent were received through the project website, 20 percent were received at public meetings or CPG meetings, and 6 percent were sent as a letter. The remaining comments were submitted via phone call, fax, e-mail, or other methods. The most common topics addressed by these comments were: alternative preference, alternative suggestions, map requests, questions regarding land acquisition procedures, and concerns or questions regarding residential impacts. Additionally, comments were received at various points throughout Tier One from both CMAP and NIRPC questioning the market-based forecasts used to develop growth projections associated with the project. Responses to correspondence received on the Illiana Corridor study can be found in the project administrative record and throughout Appendices K, L and M depending on the topic or comment period the correspondence was received in.

Table 5-12. Fact Sheets and Newsletters

Title and Date	Content
May 2011 (Fact Sheet Issue #1)	<ul style="list-style-type: none"> • Discussed the history of the Illiana Corridor project, and how it dates back to the 1909 Plan of Chicago by Daniel Burnham and Edward Bennett. • Identified the Illiana Corridor Study Area. • Outlined that feasibility studies for a potential Illiana expressway were completed in 2009 by Indiana and 2010 by Illinois, and that a MOU was signed on June 9, 2010 by the Governors of Illinois and Indiana which formalized a partnership between the two states for planning a potential new transportation linkage. • Explained that legislation was enacted in both states to allow a P3, which allows private sector financing for constructing or operating a transportation facility. • Outlined that the IDOT is managing consulting contracts and the overall study, and that the INDOT is financially participating in the study and will provide Indiana leadership. • Stated that the IDOT and INDOT will act as joint lead agencies with the FHWA for preparation of the EIS, and that Parsons Brinckerhoff will conduct the Illiana Corridor Study as the consultant team. • Highlighted that the Illiana Corridor Study Tier One EIS was initiated in April 2011 and will be completed within 24 months, and that Tier One and Tier Two EIS work is all that currently funded. • Explained that CSS will be used on the project, and that public involvement is a key component of this approach and is strongly encouraged during the study.
June 2011 (Newsletter Issue #1)	<ul style="list-style-type: none"> • Informed recipients of public meetings to be held in Matteson, Illinois on June 21, 2011 and in Crown Point, Indiana on June 22, 2011. • Explained that the Illiana Corridor Study will follow the NEPA process, and will use a two-tiered approach. • Identified the Illiana Corridor Study Area. • Explained the purpose and functionality of the CPG and the TTF. • Informed recipients about how to obtain additional information regarding the Illiana Corridor project, and how to stay informed going forward. • Outlined the next steps in the Tier One study timeline.
November 2011 (TSPR Fact Sheet)	<ul style="list-style-type: none"> • Defined the Illiana Corridor Study Area. • Explained the model characteristics used to perform traffic analysis within the Illiana Corridor. • Outlined the key findings of the TSPR. • Identified the key transportation needs of the Illiana Corridor Study Area as defined by the project's Purpose and Need. • Summarized stakeholder input and engagement, and how it was considered within the TSPR. • Explained the next steps in the Illiana Corridor Study process.
December 2011 (Fact Sheet Issue #2)	<ul style="list-style-type: none"> • Presented initial alternatives developed from a CPG/TTF workshop, and explained the process that was used to develop the various alternatives. • Explained that additional corridors are being studied, and that all corridors are being evaluated with a computerized regional traffic forecast based on the model used by MPOs. • Outlined the next steps in the study process including identifying environmental and building impacts, traffic counts, congestion impacts, and economic impacts.

Table 5-12. Fact Sheets and Newsletters (continued)

Title and Date	Content
	<ul style="list-style-type: none"> • Presented preliminary impact summary ratings, and preliminary travel benefit summary ratings for each of the eight alternatives.
December 2011 (Newsletter Issue #2)	<ul style="list-style-type: none"> • Summarized that the consideration of prime agricultural land and natural resources; the incorporation of trails and other modes of transportation; maintaining sensitivity to nearby communities; streamlining and accelerating the study process; and mitigating environmental impacts were comments supported by multiple stakeholders. • Outlined the next steps in the Tier One study timeline. • Informed recipients that the IDOT and the INDOT welcome input on the initial stakeholder alternatives at public meetings to be held on December 13-14, 2011. • Explained that the Illiana study team completed the TSPR, which examines the existing transportation conditions, needs and deficiencies in the Study Area. • Highlighted that the draft Purpose and Need document has identified Improved Regional Mobility, Addressing Local System Deficiencies, and Providing for Efficient Movement of Truck and Freight Demand as the three major transportation needs within the Illiana Corridor Study Area. • Explained the process of developing and studying various alternative suggestions, and identified more than 80 corridor alternatives came from stakeholders.
February 2012 (Newsletter Issue #3)	<ul style="list-style-type: none"> • Summarized the process that produced more than 80 corridor alternatives, and eight major corridors for further study. After analyzing all of the alternatives, the Illiana Corridor study team presented a preliminary recommendation to move forward with Corridor B3. • Explained the decision-making process and criteria used that led to Corridor B3 being selected as a preliminary recommendation. • Outlined the next steps in the Tier One study timeline. • Summarized analysis of alternative alignments within the northern, middle and southern portions of the Study Area.
July 2012 (Newsletter Issue #4)	<ul style="list-style-type: none"> • Identified that a recommended corridor alternative will be made by late 2012. • Explained that the Tier One DEIS is open for public comment through August 29, and that public hearings are scheduled for July 31 and August 1, 2012. • Outlined the pros and cons of each of the alternatives being carried forward – No-Action, Corridor A3S2, Corridor B3, and Corridor B4. • Summarized key findings from the DEIS. • Reviewed the Purpose and Need for the Illiana project, and why a 2,000-foot corridor was being studied for each alternative.