



**Burnham Avenue Grade Separation**

**Public Involvement Plan**

**September 2022**

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## Introduction

### Project Background

This project is being led by the Village of Burnham in partnership with the Cook County Department of Transportation and Highways (DoTH). The railroads at the crossing are the Chicago South Shore and South Bend Railroad (CS&S), which Northern Indiana Commuter Transportation District (NICTD) operates on, the CSX Transportation (CSX)- and Norfolk Southern Railway (NS). All railroad crossings are located in the Village of Burnham.

This project has been long-awaited by many stakeholders who live and travel through the Village of Burnham and surrounding areas, including residents and commuters who are the most impacted by the roadway delays.

The preliminary engineering and environmental (Phase I) study of the Burnham Grade Separation project will meet all coordination, environmental, public involvement, preliminary engineering and other requirements in order to arrive at an alternative that meets the project's purpose and need. The Phase I study is funded by the Surface Transportation Program (STP) Shared Regional Fund administered by the Chicago Metropolitan Agency for Planning (CMAP). The Village of Burnham also received toll development credits for the local match through the [Transportation Development Credit for Highways \(TDCH\)](#) program.

### Draft Purpose and Need

#### Purpose

The purpose of the Burnham Avenue Grade Separation project is to improve safety, mobility and operational issues for vehicles, pedestrians, bicyclists and railroad users of the existing at-grade crossing where Burnham Avenue intersects with 5 railroad tracks (involving 3 controlled crossings) located just south of Brainard Avenue.

#### Need

The Chicago Metropolitan Agency for Planning (CMAP), which serves as the designated Metropolitan Planning Organization (MPO) for the northeast Illinois region has identified that in the northeast Illinois region there are 47 priority railroad crossings or groups of crossings where grade separations or crossing improvements are needed. This Burnham Avenue at-grade crossing has been identified as a location where there are road and pedestrian safety concerns with potential rail operations. Improvement of the crossing aligns with the principles of the CMAP ON TO 2050 comprehensive plan for the northeast Illinois region.

Currently, Burnham Avenue experiences 14,200 vehicles per day where the roadway intersects with five (5) railroad tracks, just south of Brainard Avenue. There's an average of over three (3) hours of downed gate time per day<sup>1</sup> caused by the volume of railroad lines and switchgear at this location which results in 46.58 hours/day in

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<sup>1</sup> Northern Indiana Commuter Transportation District (NICTD) Report Regarding Proposed Bicycle Path Across NICTD/CSS&SB/NS/CSX Railroad Tracks, Burnham, IL, November 21, 2016

aggregate vehicle delay, and conflicts with vehicular, pedestrian and bicycle movements. Additionally, Pace Bus routes 358 (Torrence) and 364 (159<sup>th</sup> Street), which provide transit connectivity to the Hegewisch South Shore Metra Station, must traverse through the at-grade crossing. Lastly, there have been 25 Federal Railroad Administration (FRA) recorded train – vehicle crashes at Burnham Avenue since 1976 with the most recent crash occurring in 2015.

Alternatives to using this at-grade crossing are located one mile to the west at Torrence Avenue (which is grade separated) and Homan Avenue in Indiana 1.25 miles east (which is also an at-grade crossing).

The Burnham Avenue Grade Separation Project is needed to:

- Improve safety for vehicular, pedestrian, bicycle and railroad users at the at-grade railroad crossing near the intersection of Burnham Avenue and Brainard Avenue, where Burnham Avenue Intersections with five (5) railroad tracks.
- Reduce congestion and improve mobility near the at-grade crossing located at the border of the Village of Burnham and the City of Chicago.

## Project Area



## Project Benefits

This project will improve safety, mobility, operational issues and reduce environmental impacts associated with the railroad crossings at Burnham Avenue and Brainard Avenue. As noted in the Project Need section of this plan, the railroad crossing has faced and continues to face many well-documented delays. In the northeast Illinois region overall, CMAP identified that vehicles are experiencing over 2 million hours of delay per year at highway-rail grade crossings and effort is still needed to meet the region's goals as defined in CMAP's ON TO 2050 Plan. Additionally, this grade crossing was identified as a priority crossing in CMAP's 2019 Northeastern Illinois Priority Grade Crossings list.

Overall, the Burnham Avenue Grade Separation project will benefit and improve the quality of life for local community members, commuters, and other stakeholders by reducing travel delays, increasing safety at this crossing and decrease carbon emissions from idling cars from the at-grade.

## Project Requirements and Coordination

All work will be performed in accordance with applicable Illinois Department of Transportation (IDOT), Local, State, and Federal requirements, including the National Environmental Policy Act (NEPA).

The consultant team will lead the coordination with all members of the Project Study Group (PSG), including the Village of Burnham, DoTH, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), Illinois Commerce Commission (ICC), the Chicago South Shore and South Bend Railroad (CS&S), which Northern Indiana Commuter Transportation District (NICTD) operates on, CSX Transportation (CSX), the Norfolk Southern Railway (NS) and Metra. More information about the PSG can be found below in the Stakeholder Group Organization section.

Due to the potential impacts this project may have on and around the project area, additional coordination will be required with the Chicago Department of Transportation (CDOT), Alderwoman Susan Sadlowski Garza (10<sup>th</sup> Ward, City of Chicago), the Metropolitan Water Reclamation District of Greater Chicago (MWRD), the Burnham Woods Golf Course, Forest Preserves of Cook County, pipeline companies such as Marathon and Buckeye and utility companies such as ComEd.

## Context Sensitive Solutions (CSS)

This project will use the principles of the IDOT's Context Sensitive Solutions (CSS) Policy based on guidelines provided throughout IDOT's Bureau of Design and Environment Manual. CSS is a collaborative approach that provides all stakeholders opportunities to participate and share comments or concerns about the study's objectives and the alternatives. A primary goal is to ensure the project fits its surroundings and preserves scenic, aesthetic, historic, and environmental resources while addressing safety and mobility. Early, frequent, and meaningful communication is essential to ensure the public involvement process seeks solutions, addresses all

concerns, and takes into serious consideration the quality of life of stakeholders. The CSS approach will provide stakeholders with the tools and information required to participate in the project development process.

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

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

## Goals and Objectives

The purpose of this Public Involvement Plan (PIP) is to provide a guide for implementing stakeholder involvement for the Burnham Grade Separation project. The PIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in this project's decision-making process. The PIP has been designed to ensure that stakeholders are provided with several opportunities to be informed and engaged as the project progresses.

### Public Involvement Plan Goals

The goal of the PIP is to actively seek the participation of communities, agencies, special interest groups, and the general public throughout the project development process. The PIP provides the framework for achieving consensus and communicating the decision-making process between stakeholders and the PSG to identify transportation solutions for the project.

Overall, the PIP:

- Identifies stakeholders
- Identifies the PSG
- Establishes the Community Advisory Group (CAG)
- Establishes the timing and type of involvement activities with all stakeholders

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

The individuals listed in Table A-2 in the Appendix will form the CAG for this project

### Stakeholder Identification

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. The list below includes potential stakeholder

groups that will be actively engaged during this project. This list will be expanded upon and is not limited to the groups identified below.

#### Preliminary Stakeholder Group Identification:

- Residents
- Business owners
- Elected officials
- Community representatives
- Churches in the area
- Schools in the area
- Neighborhood groups
- Railroads
- Government and transportation agencies
- Utility companies
- Hospitals in the area
- Police Departments
- Fire Departments
- Special interest groups
- Forest Preserves of Cook County
- Commuters and people traveling through or around the project area

#### Stakeholder Involvement Ground Rules

The public involvement and outreach efforts identified in the PIP will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially within the PIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These ground rules include the following:

- Input on the project from all stakeholders is duly considered to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions and additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as, "when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair."
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.



- To protect the health and safety of the project team and stakeholders, all public involvement activities will follow Centers for Disease Control and Prevention (CDC), Cook County and the State of Illinois public health and safety guidance.

## Stakeholder Group Organization

### Project Study Group (PSG)

The PSG is a working group consisting of a multidisciplinary team of representatives that includes the Village of Burnham, DoTH, IDOT, FHWA, ICC, railroads (CS&S, NICTD, CSX, NS, and Metra) and the project consultant team. The project consultant team will lead the project and the main coordination with all the members of the PSG. The PSG is tasked with determining the ultimate project recommendations and decisions on this project. Per IDOT's CSS policy, the PSG membership may evolve as the study progresses and the understanding of the project's context is clarified. Also, if recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

The PSG is primarily responsible for the project development process. The consultant team will meet and coordinate with PSG members throughout the study process as needed to provide technical oversight and expertise in key areas, including study process, agency procedures and standards and technical approaches.

Other responsibilities of the PSG include the following:

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

The individuals listed in Table A-1 of the Appendix will form the PSG for this project.

### Community Advisory Group (CAG)

A Community Advisory Group (CAG) will be formed, which is comprised of civic organizations, residential groups, business organizations, neighborhood groups, and other stakeholders. The purpose of the CAG is to represent the community (i.e., residents, businesses, and system users) and facilitate the discussion of issues and opportunities from their constituents. The CAG will meet several times over the course of the study.

The individuals listed in Table A-2 in the Appendix will form the CAG for this project.

### Implementation

This PIP serves as a guide for public involvement in Phase I, but the strategies included can be used throughout all phases, including construction. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the project schedule and identifies the audience that each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes the expected actions, responsibilities

and timing. The PSG will be responsible for the overall development, implementation and coordination of the Public Involvement Plan.

### Stakeholder Involvement

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

### Connecting with Diverse Stakeholders

Stakeholders with diverse perspectives will be identified and included in the decision-making process. Understanding the makeup of the Burnham community is key in creating relevant strategies, content and communication vehicles for this project. The project team will ensure inclusive and diverse participation for all public involvement activities by implementing various communication strategies to engage in harder-to-reach communities. This includes identifying and partnering with key leaders in the communities, developing bilingual promotional materials and focusing on popular community areas where the target audiences gather regularly.

Furthermore, 2019 data shows the Village of Burnham has a population of 4,158. 61.8% of Village of Burnham residents are Black or African American, 24.7% are Hispanic, 13% are White (non-Hispanic), 0.29% are Asian, and 0.12% are American Indian/Alaska Native. Additionally, the median age of residents is 37.5. 13.57% of the residents are 65 years or older. According to the Chicago Metropolitan Agency for Planning (CMAP) [Community Data Snapshot](#), 17.6% of residents in Burnham are Spanish speakers which is about 679 people. Finally, the median income for a household in the village is \$46,394. These are all important demographics to keep in mind to ensure we are connecting with all stakeholders.

### General Population Characteristics, 2020

	Burnham	Cook County	CMAP Region
Total Population	4,046	5,275,541	8,577,735
Total Households	1,475	2,086,940	3,266,741
Average Household Size	2.6	2.5	2.6
Percent Population Change, 2010-20	-3.8	1.6	1.7
Percent Population Change, 2000-20	-3.0	-1.9	5.3

Source: 2000, 2010 and 2020 Census.

### Race and Ethnicity, 2015-2019

	Burnham		Cook County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White (Non-Hispanic)	539	13.0	2,198,122	42.3	4,331,282	51.1
Hispanic or Latino (of Any Race)	1,029	24.7	1,314,796	25.3	1,952,500	23.0
Black (Non-Hispanic)	2,570	61.8	1,199,175	23.1	1,406,500	16.6
Asian (Non-Hispanic)	0	0.0	375,635	7.2	610,365	7.2
Other/Multiple Races (Non-Hispanic)	20	0.5	110,547	2.1	182,620	2.2

Source: 2015-2019 American Community Survey five-year estimates.

Universe: Total population

### Language Spoken at Home and Ability to Speak English, 2015-2019

	Burnham		Cook County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
English Only	3,144	81.3	3,155,615	64.7	5,462,068	68.6
Spanish	679	17.6	1,012,973	20.8	1,469,511	18.4
Slavic Languages	5	0.1	205,657	4.2	275,630	3.5
Chinese	0	0.0	65,688	1.3	90,487	1.1
Tagalog	0	0.0	46,113	0.9	73,562	0.9
Arabic	6	0.2	48,654	1.0	61,851	0.8
Korean	0	0.0	25,746	0.5	36,522	0.5
Other Asian Languages	0	0.0	63,619	1.3	109,161	1.4
Other Indo-European Languages	34	0.9	207,081	4.2	329,735	4.1
Other/Unspecified Languages	0	0.0	44,936	0.9	56,675	0.7
<b>TOTAL NON-ENGLISH</b>	<b>724</b>	<b>18.7</b>	<b>1,720,467</b>	<b>35.3</b>	<b>2,503,134</b>	<b>31.4</b>
Speak English Less than "Very Well" <sup>a</sup>	245	6.3	670,652	13.8	946,875	11.9

Source: 2015-2019 American Community Survey five-year estimates.

Universe: Population 5 years and older

<sup>a</sup>For people who speak a language other than English at home, the ACS asks whether they speak English "very well," "well," "not well," or "not at all."

Source: [CMAP Community Data Snapshot | Burnham \(illinois.gov\)](#)

## Tentative Schedule of Project Development Activities and Stakeholder Involvement

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

## Establish Project Goals, Purpose and Need, Stakeholder Identification, Development of PIP, Data Collection (September 2021 – July 2022)

This stage of the project development process begins the CSS process with project kick-off, various agency notifications, project organization activities, stakeholder identification and PIP development. The goals and purpose of the project will be established, and data collection will begin. Guiding criteria will be developed during this stage, the project constraints will begin to be identified along with evaluation criteria being developed that look that will be used in the alternative's development. As an understanding of project needs is developed the collection of data will begin to be compiled. Data collection will include surveys, traffic counts, subsurface utility exploration and geotechnical field work. Stakeholders with utilities and infrastructure in the project area will be notified to obtain information that may include requirements to protect infrastructure, atlas information, historical plans and calculations.

The public involvement activities during this step include:

- Assemble and organize the PSG
- Establish the project's Purpose and Need
- Develop the PIP
- Develop the stakeholder list
- Establish and identify the CAG
- Organize and hold the first CAG meeting to inform stakeholders of the project process, study area, project history, and issues and concerns
- Organize and hold the first public information meeting to inform stakeholders of the project process, study area, project history, and issues and concerns

## Alternatives Development and Analysis (August 2022 – August 2023)

During this step, a range of alternatives will be developed and narrowed down to a smaller set of alternatives (the "alternatives to be carried forward"). The alternative development process will be iterative in nature, providing progressively greater detail. The alternatives will be vetted utilizing the criteria established in earlier stages of the project. During this stage environmental impact limits will begin to be identified with environmental survey requests and initial environmental screening occurring that would include the determination of wetlands that may be present.

Any alternatives which are determined to not be feasible and/or prudent to move forward with based on the aforementioned criteria will be eliminated during this stage. The alternatives carried forward will be developed in more detail and evaluated for additional considerations including but not limited to short term impacts during construction (such as rail operations), potential detours for vehicular traffic, construction sequencing and construction costs. Long term impacts will also be evaluated that may include environmental impacts, operational impacts such as a pump station if an underpass is required and aesthetic concerns to ensure any improvement fits the context of the community. The alternative analysis will eventually provide the context for

the selection of alternative selection and finalization of engineering and environmental needs.

The public involvement activities during this step include:

- The second CAG meeting will be held to facilitate the discussion of issues and opportunities and provide the CAG with an opportunity to provide input on the development and evaluation of the proposed alternatives as well as the proposed alternative selection.
- The second public information meeting will be held to present the development and evaluation of the alternatives and introduce the alternatives carried forward. This will provide stakeholders an opportunity to provide comments before the preferred alternative is selected.
- An education workshop will be coordinated with a local school in the community to promote STEAM and the project. The workshop will allow students to learn about the project and provide their input on the alternatives.

#### Preferred Alternative Selection (September 2023 – March 2024)

A major milestone of the project will be to screen the alternatives carried forward and select a preferred alternative that satisfies the project's purpose and need. Public feedback received on the alternatives carried forward will be considered in the selection of the preferred alternative. The alternatives carried forward will also undergo a value engineering workshop in which alternatives will be rigorously refined to identify benefits and costs to each alternative. The value engineering workshop will examine environmental, safety, life cycle costs, constructability, public feedback and a host of other factors that will be crucial in the selection of the preferred alternative.

The public involvement activities during this step include:

- The third CAG meeting will be held to present and solicit feedback on the preferred alternative.
- A final public information meeting and/or public hearing will be held to present and solicit feedback on the preferred alternative.

#### Phase I Completion (April 2024 – September 2024)

This is the last step of the project, and the goal is to receive Phase I design approval. This will entail the completion of all required preliminary engineering and environmental documents for the preferred alternative. During this stage planning will occur to assist the project in progressing into final design and eventually construction.

#### Stakeholder Involvement Plan Activities

The following activities are proposed to take place during the project. As previously noted, the consultant team will manage coordination between all members of the PSG. All public involvement activities will comply with Title II of the Americans with Disabilities Act (ADA). It is anticipated that some meetings and activities will be conducted online or

over the phone in accordance with public health requirements and stakeholder preferences.

### Stakeholder Identification

The stakeholder identification process will represent a diverse background of perspectives and can provide input into the decision-making process, which is a key component in ensuring community inclusion and participation. The stakeholders identified to participate in small group stakeholder meetings will be involved in the decision-making phase to share their input and guide the direction of the project while always keeping in mind the best interest of the people they represent. These individuals will also help disseminate key messages, project materials and meeting information to their constituencies.

### Stakeholder Outreach

The Burnham Avenue Grade Separation project impacts the Village of Burnham and the Southeast side of Chicago. The project team will identify key stakeholders who may be impacted as part of this project and help identify potential challenges and opportunities. This project will have an impact on the daily lives of community residents, commuters, and other key stakeholders. It is important to remain connected with stakeholders to ensure there is trust between the project team and the stakeholders. This can be achieved by sharing up-to-date information and allowing stakeholders to make public comments.

### Stakeholder Meetings

Stakeholder meetings will be coordinated and facilitated, including securing the meeting venue, sending meeting invitations, developing collateral material, and developing meeting summaries. The purpose of these meetings will be to update attendees through each step of the project and solicit their input and feedback. The project team will hold meetings in both in-person or virtual formats as needed.

### CAG Meetings

A CAG composed of community members representing different sectors and industries will be formed early in the project to guide the development of the project and to provide feedback on deliverables. Advisory group members will consist of business organizations, neighborhood groups, transportation agencies and other stakeholders. While an initial list of members will be established by the project team, the first CAG meeting is expected to help refine the list.

### Property Owner Meetings

In addition to stakeholder meetings, the project team will identify impacted property owners in the project area and coordinate one-on-one meetings with these owners as needed. Any meetings scheduled with property owners could be held either in-person or virtually.

### Public Information Meetings and/or Public Hearings

Public information meetings will be held in accordance with Chapter 19 Public Involvement Guidelines of IDOT's Bureau of Design and Environment Manual.

Public information meetings will be planned in or near the project study limits. The objective of these meetings taking place at different phases of the project is to educate the public and stakeholders on the project plans, benefits, and safety information and provide an opportunity for everyone to share the input with the project team. All meeting notification information and meeting materials will be available in English and Spanish and a Spanish interpreter will be present at public meetings for all translation needs.

Stakeholders within or near the project limits will receive notice of all public information meetings via a postcard three (3) weeks before the meeting takes place. All meeting invitation materials will also provide attendees the opportunity to request for special accommodations at the public meetings.

It is currently anticipated that this project will be processed as a Categorical Exclusion (CE). If it is determined during the study that conditions exist which require the project to be processed as an Environmental Assessment (EA) or Environmental Impact Statement (EIS), a public hearing will occur.

### Project Website

The project website will be the central place for all project information available to anyone interested in the project. All project information will be on the website providing an easy-to-use and cost-effective way to organize project information, project history, the project development process, maps, photos and public involvement opportunities. To accommodate for the large Hispanic population in and around the project area, all website text and materials will be provided in Spanish.

### Educational Outreach

An education workshop will be coordinated with a local school in the community to promote Science, Technology, Education, Art, and Math (S.T.E.A.M.) and the project. The workshop will allow students to learn about the project and provide their input on the alternatives.

### Public Comment Response and Communication

Throughout the project, both direct and indirect public comments are anticipated. Direct public comments are anticipated to be submitted via email, phone call, the project website and comment forms issued at public meetings. Indirect public comments are anticipated to come through the media, non-agency sponsored meetings and third-party websites. It is crucial to address both direct and indirect public comments to ensure that their concerns and opinions are being recognized and respond to potentially problematic issues such as misinformation.

A centralized comment response management system will be implemented. The goal of this system is to provide a centralized, secure and electronically accessible repository for comments to store as part of the project record.

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

### **Plan Availability, Monitoring, and Updates**

The PIP is a dynamic document that will be available to stakeholders and updated as needed as the project progresses. This section describes the PIP availability, opportunity for review and plan update procedures.

#### **Availability of the PIP**

The PIP will be available to stakeholders for review at public events and on the project website. As the project progresses, the consultant team will update the PIP on a regular basis and post the latest version on the project website.

#### **Modification of the PIP**

Throughout the project development process, there will be opportunities to review and update the PIP. Potential updates to the plan include:

- Updating and maintaining the list of project stakeholders.
- Maintaining a public involvement record that includes records of stakeholder communications, meeting summaries and written or typed comments.
- Updating public involvement tactics to adjust to updated safety measures as required by the State of Illinois during the COVID-19 pandemic.
- The PSG will provide updated versions of the PIP to stakeholders and all agencies involved. The PIP updates will be tracked in Table A-3 in the Appendix.



**Appendix A**  
**Project Study Group (PSG) and Community Advisory Group (CAG)**

**Table A-1: Project Study Group (PSG) Members**

<b>Agency</b>	<b>Contact Person</b>	<b>Title</b>
Village of Burnham	Robert Polk	Mayor
Cook County Department of Transportation & Highways (DoTH)	Katie Bell	Project Studies Manager
Cook County Department of Transportation & Highways (DoTH)	Sam Wright	Transportation Planner
Illinois Department of Transportation (IDOT)	Kevin Stallworth	District One Bureau of Local Roads and Streets
Illinois Department of Transportation (IDOT)	Michelle Davis-Byrd	District One Bureau of Local Roads and Streets
Federal Highway Administration (FHWA)	John Rogers	Engineering Team Leader
Federal Highway Administration (FHWA)	Chris Byars	Transportation Engineer
Illinois Commerce Commission (ICC)	Brian Vercruysse	Rail Safety Program Administrator
Mott MacDonald	Kevin Bollinger	Project Manager
GSG Consultants	Rachel Miller	Project Engineer
Morreale Communications	Kyle Duff	Project Manager
Alfred Benesch	Jim Surber	Project Engineer
Huff & Huff	Jim Novak	Senior Scientist
Ardmore Roderick	Jeff Ehrhart	Project Engineer
DB Sterlin	David Cook	Civil Engineer
Chicago South Shore and South Bend Railroad (CS&S)	Michael Shore	Vice President
Northern Indiana Commuter Transportation District (NICTD)	Michael Noland	President/General Manager
Northern Indiana Commuter Transportation District (NICTD)	Kelly Wenger	Grant Administrator
CSX Transportation (CSX)	Tom Livingston	Regional Vice President – Midwest Government Affairs
CSX Transportation (CSX)	Amanda DeCesare	Project Manager of Public Projects
Norfolk Southern Railway (NS)	Aaron Meyer	Engineer Public Improvements
Norfolk Southern Railway (NS)	George Taylor	Director, Labor Relations

Norfolk Southern Railway (NS) (Review Consultant)	Ronald Finley	Railroad Project Engineer
Metra	David Kralik	Department Head, Long Range Planning

**Table A-2: Community Advisory Group (CAG) Members\***

<b>Company/Organization</b>	<b>Contact Person</b>	<b>Title</b>
10th Ward – City of Chicago	Susan Sadlowski Garza	Alderdwoman
10th Ward – City of Chicago	John Heroff	Director of Policy and Legislative Affairs at City of Chicago
10th Ward – City of Chicago	Tommy Talley	Director of Community Engagement
Burnham Elementary School	Stephen Geraci	Superintendent/Principal
Burnham Woods Golf Course	Jerry Cotton	Superintendent
Chicago Department of Transportation (CDOT)	Jeffrey Sriver	Director of Transportation Planning and Programming
Chicago Department of Transportation (CDOT)	Joe Alonzo	Division of Project Development
Chicago Department of Water Management (CDWM)	Andrea Cheng	Commissioner
Chicago Metropolitan Agency for Planning	Erin Aleman	Executive Director
Chicago South Shore and South Bend Railroad (CS&S)	Michael Shore	Vice President
CSX Transportation	Tom Livingston	Regional Vice President
CSX Transportation	Amanda DeCesare	Project Manager of Public Projects
Forest Preserve District of Cook County	Chris Slattery	Director of Planning and Development
Hegewisch Business Association	Bob Wisz	President
Metra	David Kralik	Department Head, Long Range Planning
Metropolitan Water Reclamation District of Greater Chicago (MWRD)	Catherine O'Connor	Director of Engineering
Norfolk Southern Railway (NS)	Aaron Meyer	Engineering Public Improvements
Norfolk Southern Railway (NS)	George Taylor	Director, Labor Relations

Norfolk Southern Railway (NS) (Review Consultant)	Ronald Finley	Railroad Project Engineer
Northern Indiana Commuter Transportation District (NICTD)	Michael Noland	President/General Manager
Northern Indiana Commuter Transportation District (NICTD)	Kelly Wegner	Grant Administrator
Pace Bus	David Tomzik	Project Manager
South Suburban Mayors and Managers Association	Leslie Phemister	Transportation Liaison
Village of Burnham	Lus E. Chavez	Village Clerk
Village of Burnham	John J. Cap Jr.	Village Trustee – Finance Committee
Village of Burnham	Denice C. Bonner	Village Trustee – Parks & Recreation
Village of Burnham	Travis A. Claybrooks	Village Trustee – Public Works & Buildings
Village of Burnham	Brenda Greer	Village Trustee – Public Safety, Health, Education & Welfare
Village of Burnham	Carmella Richardson	Village Trustee – Public Utilities
Village of Burnham	Graciela Garcia	Village Trustee – Ordinance, Resolution & Planning

\*Note: PSG members will also be invited to attend CAG meetings.

**Appendix B**  
**Public Involvement Plan Revision History**

**Table B-1: Public Involvement Plan Revision History**

<b>Version</b>	<b>Date</b>	<b>Version Description</b>
1	September 2022	Original