Environmental Considerations Report

Illinois Department of Transportation
Division of Aeronautics

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Section 1 – Introduction

The Federal Aviation Administration's (FAA) Advisory Circular (AC) 150/5070-6B *Airport Master Plans*[1] provides guidance for the preparation of master plans for all airports. Several elements in the AC identify the need to consider potential environmental impacts during the master planning process. FAA encourages the review of possible environmental actions associated with alternative development concepts and the possible means of avoiding, minimizing, or mitigating impacts to sensitive resources at an appropriate level of detail for facility planning. The purpose of this report is to explore the environmental factors considered in the preparation of the South Suburban Airport (SSA) Master Plan. The Illinois Department of Transportation-Division of Aeronautics (IDOT-Aeronautics) is the Airport Master Plan Sponsor.

In July 2002, FAA issued an Environmental Impact Statement/Record of Decision (EIS/ROD) for the *Tier 1 Environmental Impact Statement: FAA Site Approval and Land Acquisition by the State of Illinois-Proposed South Suburban Airport-Will County, Illinois*.[2] The EIS/ROD provided final agency determination and approval of Federal actions by the FAA regarding the selection of the Will County site and the elimination of the Kankakee site as the location for the future SSA. FAA stated in the EIS/ROD that:

> *These (Federal) actions are necessary to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region as determined necessary and appropriate to meet future aviation capacity needs in the region. Site approval will allow the State to acquire and preserve land for airport purposes consistent with FAA environmental policy. At a later date, it will be determined how regional aviation capacity needs will be met. The FAA's site approval is based upon the continuing need to protect the airspace and preserve a technically and environmentally feasible site from encroachment from suburban development and provide for continued protection of the airspace.*

The SSA Master Plan has produced several planning level reports that follow the outlined process contained in AC 150/5070-6B. These studies include: the approved *SSA Forecasts 2009: Verification of 2004 Forecasts*[3] on March 23, 2011; the *SSA Existing Conditions Report, December 14, 2011,*[4] *South Suburban Airport Facilities Requirements Report, October 25, 2011*[5] and *South Suburban Airport Alternatives Development and Evaluation Report, June 29, 2012*.[6] These reports collectively delineate the aeronautical facilities needed to meet *regional aviation capacity needs* as stated in the Tier 1 EIS/ROD. It anticipated that the construction and operation of SSA will be the subject of a Tier 2 EIS. FAA will be responsible for the preparation and content of that document. FAA is also responsible for reviewing and verifying the accuracy of any environmental information provided by outside entities and has selected a third party contractor to prepare the Tier 2 EIS. The Environmental Considerations Report has been prepared to support the SSA Airport Master Plan. This document was created by IDOT-Aeronautics and is consistent with the requirements contained in the AC 150/5070-6B.

[1] http://www.faa.gov/documentLibrary/media/advisory_circular/150-5070-6B/150_5070_6b_chg1.pdf
[2] http://www.southsuburbanairport.com/Environmental/pdf/DoubleClickHereToBegin.pdf
[3] http://www.southsuburbanairport.com/MasterPlan/reports/2009_Forecast_Update_Approved.pdf
[4] http://www.southsuburbanairport.com/MasterPlan/reports/Existing_Conditions/Existing%20Conditions%20Report-12-14-11[1].pdf
[5] http://www.southsuburbanairport.com/MasterPlan/reports/Approved_SSA_Facility_Requirements_Report.pdf
[6] http://www.southsuburbanairport.com/MasterPlan/reports/Alternatives/AlternativesReport_2012-06-29.pdf

Section 2 – Airport Location and Study Areas

2.1 Overview

FAA's AC 150/5070-6B defines Environmental Considerations as a *clear understanding of the environmental requirements needed to move forward with each project in the recommended development program.* This Environmental Considerations report identifies the level of environmental documentation necessary to move forward with the recommendations contained in the Airport Master Plan. The AC 150/5070-6B also notes that the Airport Sponsor, in consultation with the FAA Airport's environmental specialist, should identify whether an Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required or whether categorical exclusions may apply. It is anticipated that a Tier II EIS will be prepared by FAA. Consideration will also be given to appropriate state environmental regulations and the need to develop applicable documentation.

2.2 Airport Location

The SSA site is located in east-central Will County approximately 35 miles south of the Chicago Central Business District (Chicago Loop), 42 miles south-southeast of Chicago O'Hare International Airport (ORD) and 29 miles south of Chicago Midway International Airport. For the purposes of describing the location of any affected environmental resources in the inaugural SSA environs, the following two (2) areas have been defined.

2.2.1 – Inaugural Environmental Study Area

The Inaugural Environmental Study Area is that portion of the south suburban Chicago region where operation of the airport could have direct and/or indirect environmental impacts. Some of these impacts could be changes to existing surface transportation and community patterns, air quality impacts, and socioeconomic impacts. See **Exhibit 2-1 - Inaugural Environmental Study Area**. The Environmental Study Area for the Inaugural Airport Program (IAP), which extends from DBO through DBO+5, was established by utilizing the established comprehensive land use plans for each of the five communities surrounding the SSA; Beecher, Crete, Monee, Peotone and University Park, Illinois. See **Section 6.3 – Comprehensive Land Use Plans For Communities within the Environmental Study Area**. Municipal boundaries were used for those areas where a municipality's corporate limits border another municipality. The extents of those community-derived land use planning areas were then connected to include the agricultural pursuits of unincorporated Will County located that are located between them. In addition to including the planned extents of the five surrounding communities and fully encompassing the Inaugural Airport boundary, this approach also captures relevant transportation infrastructure including Interstate 57 (I-57), Illinois Routes 1 (IL-1), 50 (IL-50), 394 (IL-394), county/local roads, Amtrak, Metra, Canadian National (CN) and Union Pacific (UP) railroads, as well as other resources such as forest preserve lands, community parks, and recreational areas.

2.2.2 – Inaugural Construction Impact Area

The Inaugural Construction Impact Area is a subset of the Inaugural Environmental Study Area. The Inaugural Construction Impact Area is that land bounded by the IAP boundary and will be used for building runways, taxiways, aircraft parking aprons, passenger and cargo terminals, hangar(s), Navigational and Visual Aids (NAVAIDS) and ancillary airport facilities. Potential areas necessary for construction staging and haul routes are also included. The Inaugural Construction Impact Area also includes land within the DNL 65 dB noise contour in order to contain any anticipated noise impacts (1.5 dB increases within the DNL 65 dB noise contour) as contained in the Tier 1 EIS. See **Exhibit 2-2 - Inaugural Construction Impact Area**. In addition, roadways adjacent to the Inaugural Construction Impact Area will be affected due to necessary closures and/or upgrades. Furthermore, these roadway closures and upgrades are defined in the Airport Access Plan[7] and will be assessed in the Tier 2 EIS.

[7] http://www.southsuburbanairport.com

Section 3 – Existing Land Use and Land Use Planning

3.1 – Existing Land Use in the Inaugural Environmental Study Area

The Inaugural Environmental Study Area contains a variety of land uses. The communities of Beecher, Crete, Monee, Peotone and University Park have residential, commercial, industrial and open land uses. Land uses among the communities are mainly agricultural. The 5,800 acre Inaugural Airport is located in the middle of the five communities. See **Exhibit 3-1 - Existing Land Use in the Inaugural Environmental Study Area**. The rural land use pattern is typical of the area today, but it is changing. More extensive residential development is found to the north in Monee, Crete and University Park; to the southwest in Peotone; and to the southeast in Beecher. Commercial development is concentrated along IL-50 and at I-57 interchanges on the west side of the Inaugural Environmental Study Area and along IL-1 and IL-394 on the east side. Suburban growth is encroaching on the northern limit of the Inaugural Environmental Study Area.

3.2 – Existing Land Use in the Inaugural Construction Impact Area

The Inaugural Construction Impact Area is located in the rural area among the previously mentioned communities. Based on the 2012 Chicago Metropolitan Agency for Planning (CMAP), land use data percentages were calculated based on land use categories within the Inaugural boundary. Approximately 89 percent of the Inaugural Construction Impact Area is active farmland and about four percent is developed land occupied by residences and farm buildings. Six percent is a combination of land uses including grassland, successional field, wetlands, and woodland (identified as natural areas/open space). The final one percent is dedicated to transportation land use including a General Aviation (GA)/corporate aviation airport located near the center of the study area and portions of I-57.

3.3 – Future Land Use and Community Planned Development

Will County is recognized as the agency of record having jurisdiction for the land use planning of the SSA area and is considered the lead agency in several of the region's joint land use planning efforts. The county's planning staff maintains a wide variety of data pertinent to county growth and development and is responsible for preparing and implementing the county's Land Resource and Management Plan as well as other studies that help guide future growth and preserve Will County's heritage. The County's plans incorporate input from local municipalities and townships as well as the findings of other regional planning bodies.

On January 20, 2011, Will County adopted the Land Resource Management Plan – Airport Environs Element.[8] This plan identified the Will County site as the preferred location of a potential SSA. The plan identifies the airport as a "Project of Regional Impact", but treats it as an overlay to existing Will and planned rural land uses since the airport project had not been approved. In addition, on April 16, 2009, the County Highway Department adopted the Will County 2030 Transportation Plan[9] in an effort to ensure that adequate transportation facilities are in-place to accommodate the county's growth. This plan makes recommendations for right-of-way expansion and roadway closures.

[8] http://willcountylanduse.com/sites/default/files/documents/04_Airport%20Environs%20Element.pdf
[9] http://projects.ch2m.com/willcounty/DesktopDefault.aspx

Section 4 – Inaugural Environmental Study Area's Demographics

4.1 – Community Characteristics and Facilities

The population centers of Beecher, Crete, Monee, Peotone and University Park are situated on the perimeter of the Inaugural Environmental Study Area. These municipalities include a combination of growing suburban communities and smaller, older rural towns and villages.

Village of Beecher – Beecher is a rural community that was first settled in the 1850s. The historic areas of the community are located near the railroad on the west side of the village with new development concentrated to the east toward IL-1. Housing in Beecher is predominantly single-family and owner-occupied. About 25 percent of the homes were built after 1970. Cardinal Creek Golf Course and other parks and recreational facilities constitute almost 20 percent of the total land use in the village. Industrial uses have appeared in the northwest corner of the village.[10] Residential development is occurring in the northern and eastern portions of the village. Existing zoning for the Village of Beecher is depicted in **Exhibit 4-1 – Village of Beecher, Illinois Zoning District Map**.

Village of Crete – The village was founded around 1850 and incorporated in 1880. Crete has experienced growth in recent years with most new development consisting of large, single-family homes. Commercial development is currently limited to the central business district, developments along Dixie Highway (IL-1), and planned developments along IL-394. Many of the older Victorian houses have been renovated.[11] New residential development has also occurred along Richton Road in the northern part of the village and is occurring along Exchange Street in the western portion of the village. The Village of Crete's zoning map is depicted in **Exhibit 4-2 – Village of Crete, Will County Illinois Zoning Map**.

Village of Monee – The Village of Monee is located directly northwest of the airport site. Monee is a rural community dating back to the middle of the 19th century. The village was planned along the Illinois Central Railroad (CN) and flourished as a major town in Will County. The predominant land use in the Village of Monee is residential with single-family homes. Commercial activities are generally distributed throughout the village, with some concentration along IL-50, which also bisects this community. The housing stock is largely single-family, owner-occupied. Multi-family units are limited and about 20 percent of the existing single-family homes are offered as one- or two-family rental units. Single-family housing units have been constructed in recent years on former farmland. Development in the village generally occurred on large lots of one to five acres due to the predominance of septic systems; however, newer development tends to be on smaller (0.25 – 0.50 acre) lots as more areas are connected to sewers.[12] Major recreational facilities near Monee are Raccoon Grove Nature Preserve and Monee Reservoir, which are owned and operated by the Forest Preserve District of Will County.

Village of Peotone - The Village of Peotone is a rural community located southwest of the airport site. It is predominantly a single-family residential community of owner-occupied homes. Commercial uses are primarily located along IL-50 in the central business district and near the I-57 interchange. Industrial uses are limited to an area east of IL-50 and a few parcels along the CN. Peotone is home to the Will County Fairgrounds.[13] See **Exhibit 4-3 – Village of Peotone Address Map 2010 and Official Zoning Map 2010**.

Village of University Park - The Village of University Park, originally called Park Forest South, was incorporated in 1967 as a planned suburban community and is located north of the SSA site. University Park contains a mixture of single-family homes and a large number of multi-family structures. Commercial uses are concentrated along University Parkway and Monee-Manhattan Road. Gateway Industrial Park is located in the western part of the village between I-57 and Governors Highway.[14] Governors State University is located in central University Park.

[10] http://www.villageofbeecher.org/
[11] http://www.villageofcrete.org
[12] http://www.villageofmonee.org
[13] http://www.villageofpeotone.com
[14] http://university-park-il.com/index.aspx?NID=35

Recreational and open space areas comprise a significant portion of the village and include the Deer Creek Golf Course and Thorn Creek Woods Forest Preserve, which are owned and operated by the Forest Preserve District of Will County, the Illinois Department of Natural Resources (IDNR) and the villages of Park Forest and University Park. See **Exhibit 4-4 – University Park Official Zoning Map**.

Unincorporated Areas - Goodenow is a small, unincorporated community located to the north of the former Beecher landfill along Pauling Road. To the east of Goodenow are Goodenow Grove Nature Preserve and Middle Plum Forest Preserve, both owned and operated by the Forest Preserve District of Will County.

Community facilities were identified in the *Existing Conditions Report, December 14, 2011*. Those facilities within the Inaugural Environmental Study Area are listed in **Table 4-1: Community Facilities in the Inaugural Environmental Study Area** and their location is shown on **Exhibit 4-5: Community Facilities in the Inaugural Environmental Study Area**. Those facilities located outside of the Inaugural Environmental Study Area have been omitted from Table 4-11 (e.g., see below numerical sequence 24, 27, 28; 25 and 26 were omitted).

Table 4-1: Community Facilities in the Inaugural Environmental Study Area

Identifier	Community Facility	Type of Facility
1	Free Methodist Church	Place of Worship
2	St. Paul's United Church of Christ	Place of Worship
3	St. Boniface Catholic Church	Place of Worship
4	Fireman's Park	Place of Worship
5	Monee Elementary School	School
6	Christian Life Fellowship	Place of Worship
7	Monee Reservoir	Park
8	Raccoon Grove Nature Preserve	Park
9	St. Paul's Christian School	School
10	St. Paul's United Church of Christ Cemetery	Cemetery
11	Riverside Community Health Center	Care Facility
12	St. James Community Health Center	Care Facility
13	Skyline Memorial Cemetery	Cemetery
14	Pet Cemetery	Cemetery
15	Monee Fire Department	Fire Department
16	Coptic Orthodox Church Patriarchate of Alexandria	Place of Worship
17	Trinity Evangelical Church	Place of Worship
18	Monee Fire Department	Fire Department
19	Monee Police Department	Police Department
20	Pilgrimage Protestant Congregation	Place of Worship
21	University Park Public Library	Library
22	Hickory Elementary	School
23	Tots Park	Park
24	Crete-Monee Middle School	School
27	Governor's State University	School
28	Pine Lake Park	Park
39	Michael E. Craig Park, Heritage Playground	Park
41	First Baptist Church	Place of Worship
43	University Park	Park
44	Pilgrimage Protestant Church	Place of Worship
45	University Park Fire Department	Fire Department
46	University Park Police Department	Police Department
49	Olmstead Park	Park
50	University Park Police Department	Police Department
52	Thorn Creek Nature Preserve	Park
54	Steger Playlot	Park
64	Steger Park	Park

Table 4-1: Community Facilities in the Inaugural Environmental Study Area

Identifier	Community Facility	Type of Facility
65	Swiss Valley Park	Park
68	Trinity Full Gospel Church	Place of Worship
69	Crete-Monee Education Center	GSU/Echo School
70	Trinity Evangelical Lutheran Church	Cemetery
71	First Baptist Church of Crete	Place of Worship
72	Balmoral Elementary School	School
73	Crete Cemetery	Cemetery
74	Zion Evangelical Lutheran School	School
75	Zion Evangelical Lutheran Church	Place of Worship
76	Illinois Lutheran High School	School
77	Crete Fire Department	Fire Department
78	Trinity Lutheran Church	Place of Worship
79	Trinity Lutheran School/preschool	School
80	Zion/Trinity Cemetery	Cemetery
81	Temple of Grace Church of God	Place of Worship
82	Middle Plum Preserve	Park
83	Christ Church of Victory	Place of Worship
84	Village Woods Retirement Center	Care Facility
85	Goodenow Grove Nature Preserve	Park
86	Goodenow Grove Nature Preserve	Park
87	Crete Police Department	Police Department
88	Lower Plum Creek Preserve	Park
89	Little People's Preschool	School
90	Crete Reformed Church	Place of Worship
91	Crete Park/Willard Wood Park Center	Park
92	Crete Elementary School	School
93	Crete Preschool Cooperative	School
94	Crete United Methodist Church	Place of Worship
95	Adams Cemetery	Cemetery
96	Crete-Monee High School	School
97	Crete Monee Sixth Grade Center	School
98	Heritage Park	Park
99	Crete Public Library	Library
100	Joe Albrecht Memorial Field	Park
102	St. James Manor Nursing Homes/Villas Assisted Living	Care Facility
103	Crete Fire Department	Fire Department
104	Bible Bookstore	Library
105	Cherie's Garden Daycare Center	School
106	Micracle temple	Place of Worship
107	The Anchorage of Beecher	Care Facility
108	St. James Community Care of Beecher	Care Facility
109	Beecher High School	School
110	Beecher Elementary School	School
111	Museum & Library	Library/Museum
112	St. Luke United Church of Christ	Place of Worship
113	Beecher Community Church	Place of Worship
114	Zion Lutheran Church/School	Place of Worship/ School
115	Zion Lutheran School	School
116	St. Paul's Cemetery	Cemetery
117	St. Paul's Church	Place of Worship
118	Water Tower Park	Park
119	Fellowship Baptist Church	Place of Worship

Table 4-1: Community Facilities in the Inaugural Environmental Study Area

Identifier	Community Facility	Type of Facility
120	St. Luke's Cemetery	Cemetery
121	St. John's United Church of Christ	Place of Worship
122	St. John's Cemetery	Cemetery
123	Faith United Reformed Church	Place of Worship
124	Beecher Lions Park	Park
125	Beecher Police Department	Police Department
126	Beecher Fire Department	Fire Department
127	Firemen's Park	Park
128	Beecher Junior High School	School
129	Beecher Community Church	Place of Worship
130	St. Paul's Church	Place of Worship
131	Peotone Elementary School	School
132	First Presbyterian Church	Place of Worship
133	United Methodist Church	Place of Worship
134	Peotone Junior High School	School
135	Immanuel United Church of Christ	Place of Worship
136	Peotone Library	Library
137	The Peotone Senior Living Center	Care Facility
138	Peotone High School	School
139	Peotone Park	Park
140	Victory Baptist Church	Place of Worship
141	Grace Lutheran Church	Place of Worship
142	Riverside Community Health Center	Care Facility
143	Will County Fair Grounds	Community Facility
144	Peotone Cemetery	Cemetery
145	Peotone Police Department	Police Department
146	Peotone Fire Department	Fire Department
147	Peotone INAI	Prairie Land

Note: Gaps in the numbering sequence can be attributed to the omission of facilities located outside the Inaugural Environmental Study Area.

4.2 – Metropolitan and Regional Planning Agencies

The CMAP is the official regional (metropolitan) planning organization (MPO) for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. Consistent with state and Federal law, CMAP is responsible for developing and maintaining the regions comprehensive plan, *Go To 2040*.[15] This plan is based on a diverse coordinated set of strategies to address projected population growth of more than two million new residents by 2040. The plan focuses on the implications the projected growth will have on transportation, housing, economic development, open space, the environment and other quality-of-life issues. As the land use planning agency for the area, CMAP is the designated clearinghouse for Federal documents under *Executive Order 12372*,[16] Intergovernmental Review of Federal Programs (formerly A-95).

Will County, outside the existing corporate limits of Beecher, Crete, Monee, Peotone and University Park, has land use and zoning authority. Incorporated municipalities in Illinois have extraterritorial zoning authority for all land within 1.5 miles of municipal borders, where county zoning is not present. The Will County Zoning Ordinance[17] supersedes any local municipality zoning authority over the Inaugural Airport site.

[15] http://www.cmap.illinois.gov/2040/main
[16] http://www.fws.gov/policy/library/rgeo12372.pdf
[17] http://willcountylanduse.com/sites/default/files/documents/Will%20County%20Zoning%20Ordinance_Adopted%20071912.pdf

4.3 – Demographics and Population Trends

Population is steadily growing in the five communities that make up the Inaugural Environmental Study Area. Crete is the largest municipality in the Inaugural Environmental Study Area. Beecher has recently witnessed the largest growth increase of the five communities within the Inaugural Environmental Study Area. See **Table 4-2: Community Population Trends in the Inaugural Environmental Study Area**.

Table 4-2: Community Population Trends in the Inaugural Environmental Study Area

Community	2000 Census	2010 Census	Percent Change (+)
Beecher	2,033	4,359	+114%
Crete	7,346	8,259	+12%
Monee	2,924	5,148	+76%
Peotone	3,385	4,142	+22%
University Park	6,662	7,129	+7%

Source: U.S. Census Bureau

Section 5 – Inaugural Construction Impact Area's Natural and Physical Environment

The following is a summary of the natural and physical environment in the Inaugural Construction Impact Area. Additional detailed information is presented in **Section 7 – Environmental Resources** and appendices contained later in this report.

5.1 – Topography and Geology

Will County is made up of ground moraines, end moraines, outwash plains, stream terraces, floodplains, and bogs. The county is in the Till Plains and Great Lake Sections of the Central Lowland Province.[18] Two further subdivisions make up the county. The Wheaton Morainal Country occurs in the eastern two-thirds of the county, and the Kankakee Plain makes up the rest of the county. Will County has relatively low relief. Elevation ranges from about 500 feet above sea level in the areas where the Des Plaines and Kankakee Rivers leave the county to about 830 feet on the Valparaiso Moraine, directly west of Monee. Examples of other elevations in the county are Beecher, 720 feet; Frankfort, 760 feet; Manhattan, 690 feet; Plainfield, 610 feet; and Wilmington, 550 feet.

Several moraines extend through the county. The Minooka Moraine forms a north-south ridge along the Will-Kendall county border. This moraine does not extend south of the Des Plaines River. The Rockdale Moraine begins in northern Will County, where it emerges from under the Valparaiso Moraine and extends southward between the Du Page and Des Plaines rivers. Three small valleys, formerly glacial drainage ways, are traceable through the Rockdale Moraine. A wide break occurs in the Des Plaines River Valley. South of this valley, the moraine extends to Elwood and southeast to about Symerton. The Manhattan Moraine begins directly south of Joliet and extends in a southeasterly direction into Kankakee County. It is broken in several places by small valleys of streams arising in the Valparaiso Moraine to the northeast. The Valparaiso Moraine, a very broad moraine, is the largest of the morainal ridges in Will County, covering most of the northeastern part of the county. It extends into Du Page and Cook counties on the north and eastward into Indiana. A fairly prominent front occurs along much of its outer margin. In the past this moraine formed a drainage divide between the Illinois and Mississippi river systems and the St. Lawrence River system. The Tinley Moraine touches the extreme northeast corner of Will County at Steger.[19]

5.2 – Ecological Communities

The physiographic zone supports a range of upland forest types: dry, mesic and wet. Bur oak *(Quercus macrocarpa)* and white oak *(Quercus alba)* dominate the dry upland forest; sugar maple *(Acer saccharum)*, basswood *(Tilia americana)*, red oak *(Quercus rubra)* and white ash *(Fraxinus Americana)*, are predominant in the mesic forest; and swamp white oak *(Quercus bicolor)* dominates poorly drained upland forests. The morainal section may also support floodplain forest, dominated by silver maple *(Acer saccharinum)*, green ash *(Fraxinus pennsylvanica)*, American elm *(Ulmus Americana)* and tamarack (*Larix laricina)* swamps. The only large tract of this type of forest is located at the northwest corner of the Inaugural Construction Impact Area, known as Raccoon Grove Forest.

The majority of the Inaugural Construction Impact Area is prairie, which includes dry, mesic and wet versions within this physiographic zone. The dry prairie, located on the gravel moraines, was dominated by little bluestem *(Schizachyrium scoparium)* and side-oats grama *(Bouteloua curtipendula)* before cultivation. The mesic and wet prairie environments contained large quantities of prairie dropseed *(Sporobolus heterolepis)*, big bluestem *(Andropogon gerardii)*, Indian grass *(Sorghastrum nutans)*, switch grass *(Panicum virgatum)*, cord grass *(Spartina pectinata)* and bluejoint grass *(Calamagrostis canadensis)*. In limited locations within the morainal section, fens (alkaline wet prairies), marsh/sedge meadows (marshes where sedges dominate), and bogs are present.

[18] Leighton and others, 1948
[19] http://soildatamart.nrcs.usda.gov/Manuscripts/IL197/0/will_IL.pdf

The Grand Prairie Division, which occurs in the southwestern portion of Will County,[20] is underlain by Silurian Dolomite, Ordovician Maquoketa Shale, and the Pennsylvanian Carbondale and Spoon Formations.[21] The bedrock outcrops along the Kankakee River in the southwestern comer of the county.[22] The bedrock is under 8 to 15 meters of glacial till, forming a level to rolling prairie. These soils formed from loess, glacial drift or lakebed sediments.

The Grand Prairie Section of the Grand Prairie Division includes the area covered by the Woodfordian substage, as noted above. Principal natural features include dry and mesic upland forest, supporting the trees previously listed, as well as black oak *(Quercus velutina)* and shagbark hickory *(Carya ovata)* (dry) and slippery elm *(Ulmus rubra)* and hackberry *(Celtis occidentalis)* (mesic). Floodplain forests supporting silver maple *(Acer saccharinum)* and American elm *(Ulmus Americana)* are also present.

The Government Land Office (GLO) surveys for the area encompassed by SSA were conducted in the mid 1830s. The field notes provide little information as to the types of flora and fauna the surveyor observed, restricting notes only to landscape information and identifying "good soil fit for cultivation". The environment was nearly entirely prairieland, dotted by swamps, marshlands and the occasional slough. The largest swamp is located near the eastern edge of the Inaugural Construction Impact Area. The swamp, also referred to the Meier Locality, is an abandoned glacial meltwater channel. Survey in the locality revealed that it was intensively exploited from Late Paleoindian through Middle Woodland periods.

Raccoon Grove Forest was the only substantial stand of trees within the Inaugural Construction Impact Area in the 1830s. In addition, a small grove is shown on the GLO maps near the northeast corner of the Inaugural Construction Impact Area. Local tree species in the nineteenth century reportedly included various oaks *(Quercus spp.)*, black walnut *(Juglans nigra)*, hickory *(Carya spp.),* elm *(Ulmus spp.)*, hard and soft maples, *(Acer spp.),* buttonwood *(Cephalanthus occidentalis)*, ironwood *(Carpinus caroliniana)* and wild crabapple *(Malus ioensis)*, although pioneer construction removed the majority of the timbers present.[23]

The area supported a diverse array of subsistence resources. The larger streams of the area contained a range of fish, including pike *(Esox spp.)*, buffalo (*Ictiobus spp.)*, red horse *(Moxostoma spp.)*, bass *(Micropterus spp.)*, and sunfish *(Lepomis spp.)*. Terrestrial animal species included muskrat *(Ondatra zibethicus)*, mink *(Neovison vison)*, otter *(Lutra Canadensis),* beaver *(Castor canadensis)*, waterfowl, upland birds, deer, prairie wolves/coyote *(Canis latrans)* and bison *(Bison bison)* (some only until the county was settled by Europeans).

5.3 – Water Resources

Detailed surveys and modeling of watersheds in the Inaugural Environmental Study Area and the Inaugural Airport Construction Impact Area were conducted. The results of those surveys are contained in the *SSA Floodplain Report*.[24] From the studies conducted it was determined that five separate watersheds cross the Inaugural Airport Construction Impact Area: Plum Creek, South Branch of Rock Creek, Black Walnut Creek, Rock Creek and Exline Slough. Four of the watersheds flow to the south to the Kankakee River basin and one (Plum Creek) flows toward the Grand Calumet River basin and Lake Michigan. See **Exhibit 5-1 – South Suburban Airport Waterway Study Limits With Associated Watershed**. Floodplain resources are discussed further in Section 7.8 of this report.

The *SSA Wetlands Delineation Report*[25] was prepared as a part of the Airport Master Plan. This delineation study was conducted to provide environmental guidance through the planning process and to support any Federal environmental actions required to comply with regulations set forth in Section 404 of the Clean Water Act of 1977

[20] Schwegman, 1973
[21] Kolata et al., 1978
[22] Lineback, 1979
[23] Woodruff, 1878
[24] http://www.southsuburbanairport.com/Environmental/Env-reports.htm
[25] http://www.southsuburbanairport.com/Environmental/Reports/USACE-PDF/DRAFT-Wetland%20Delineation%20Report%2005-03-2011%20%20%20pg%201-52.pdf

(CWA) and subsequent amendments. The regulatory requirements of the Illinois Interagency Wetland Policy Act[26] are also addressed within this report. The Chicago District Office of the U.S. Army Corps of Engineers (USACOE) has the primary regulatory authority of the CWA, Section 404 and stipulated that complete field delineations were required for all areas within the study boundary. The wetland study surveyed approximately 5,261 acres, which includes the entire Inaugural Construction Impact Area. Over 200 wetlands were identified, comprising more than 280 wetland acres. Based on coordination with the USACOE, a Jurisdictional Determination on wetlands contained in the *SSA Wetlands Delineation Report* was accepted.[27] The USACOE has claimed jurisdiction of all wetlands contained in the report except for three sewage treatment ponds that serve the I-57 Rest Area.[28] This documentation will be used to avoid, minimize impacts to and outline potential mitigation actions to Waters of the United States. Wetlands and Waters of the United States are discussed further in **Section 7.7 – Wetlands and Waters of the United States** of this report.

[26] http://www.dnr.state.il.us/wetlands/ch6e.htm
[27] http://www.southsuburbanairport.com/Environmental/Reports/USACE-PDF/DRAFT-Wetland%20Delineation%20Report%2005-03-2011%20%20%20pg%201-52.pdf
[28] ACOE email coordination dated November 1, 2012.

Section 6 – Future Land Use and Demographics

This section reviews regional, county and local land use guidance documents and associated census-based demographics of the area.

6.1 - Chicago Metropolitan Agency for Planning *Go To 2040 Plan*

As noted in **Section 4 – Inaugural Environmental Study Area's Demographics**, CMAP is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. In addition, CMAP is designated by the U.S. Government as the region's MPO, responsible for reviewing and approving projects that use Federal transportation dollars. The agency's planning responsibilities also include housing, economic development, open space, the environment, and other quality-of-life issues. *Go To 2040* is the region's official comprehensive plan and is intended to help the communities of metropolitan Chicago face challenges that are similar but seldom identical. The plan builds on three years of work, including goal-setting, technical analysis and research, public engagement, and development of shared priorities. The *Go To 2040 Plan* is the primary reference document used in determining the demographic characteristics contained in **Table 6-1: Future Population Trends and Demographics in the Inaugural Environmental Study Area**.

Table 6-1: Future Population Trends and Demographics in the Inaugural Environmental Study Area

Community	2010 Population*	2040 Population*	2010 Employment	2040 Employment
Beecher	3,559	7,837	883	4,929
Crete	14,756	31,495	5,435	10,271
Monee	4,107	8,696	1,610	4,600
Peotone	3,085	4,825	1,737	4,161
University Park	8,975	34,634	6,058	15,593
Will County	726,238	1,215,818	229,489	481,881

Source: CMAP *Go To 2040 Plan*. *Population in Households.

6.2 – Will County Land Resource Management Plan – Airport Environs Element

Will County adopted the *Land Resource Management Plan – Airport Environs Element* on January 20, 2011.[29] This plan is one of a series of documents prepared by the county's Land Use Department that provides future guidance on county-wide land use issues. The Airport Environs Element report discusses methodology options regarding development patterns and potential design and development standards for the five adjacent communities and the county. A series of conceptual alternatives regarding employment/hospitality services, airport-related industrial/distribution parks, higher density residential development, surface transportation corridors and agriculture/open space were considered.

The Airport Environs Element report also discusses design and development standards for consideration by the five communities and the county in addressing development generated by the airport construction and operation. Demand for commercial and industrial development and higher density residential units was reviewed. Guidelines are offered for site layouts, building designs, landscaping/screening, natural resources, lighting, and signage.

6.3 - Comprehensive Land Use Plans for Communities within the Inaugural Environmental Study Area

The comprehensive plans for each of the local communities in the Inaugural Environmental Study Area were reviewed.

Exhibit 6-1 - Village of Beecher, Illinois Existing Land Use depicts the approved comprehensive plan for the Village of Beecher. The adopted plan denotes agricultural, residential, commercial, industrial, institutional and open

[29] http://willcountylanduse.com/sites/default/files/documents/04_Airport%20Environs%20Element.pdf

space land uses within the village and within the 1.5 miles extra-territorial limits of the village boundary. **Exhibit 6-2 - Village of Beecher, Illinois Land Use Plan** graphically portrays expanded residential, business and industrial land uses beyond the present corporate limits. The land use plan extends to the future extra-territorial limits of the Village of Beecher and includes provisions for the proposed Beecher By-Pass and possible fire station locations. The plan also depicts the SSA eastern boundaries, the future land uses closest to the airport site and rail served and non-rail served industrial development.

The Village of Crete's comprehensive plan was adopted in January 1997. See **Exhibit 6-3 – Village of Crete Comprehensive Plan**. The plan shows residential, local business, commercial, light-industrial, recreational, open space, agricultural and airport land uses. The airport land uses coincides with the SSA's eastern airfield boundary. Land uses adjoining the airport are office park and research business light industrial.

Exhibit 6-4 – Village of Monee Framework Plan Map contains projected land uses for the village. SSA's boundary (labeled Third Airport Acquisition Area) is depicted along the southern village limits. Land uses adjacent to the SSA site include employee/business opportunities and some commercial retail development centers. Existing residential areas are also adjacent to the SSA boundary. The framework map also depicts proposed locations for a planned METRA commuter rail station and roadway extensions/connections.

Exhibit 6-5 – Village of Peotone Comprehensive Land Use and Policy Plan provides an overall view of future residential, office warehouse and trucking opportunities. In the northeastern portion of **Exhibit 6-5 – Village of Peotone Comprehensive Land Use and Policy Plan**, an Airport Planning Area is depicted. Areas adjacent to the airport planning area include highway commercial and moderate/medium density development.

Exhibit 6-6 - Village of University Park Comprehensive Plan – Land Use Plan highlights potential residential, mixed use/transit, office, public/open space and light industrial in the village. Expanded municipal boundaries and a 2030 Footprint Plan Boundary are also depicted.

Section 7 - Environmental Resources

FAA's A/C 150/5070-6B *Airport Master Plans*[30] provides the following guidance when considering impacts to environmental resources during the planning process.

> *For some airports, only a few of the environmental impact categories will need to be discussed in the alternatives analysis (such as noise, wetlands, and social impacts), based on location-specific environmental issues identified in the environmental overview. Planners do not need to list each specific impact category mentioned in FAA Order 5050.4, but only those resources the alternatives would likely affect. In many cases, a simple environmental screening will be sufficient to identify those impacts. Detailed impact analyses will be conducted in any Environmental Assessment or Environmental Impact Statement that follow the master plan.*

The following discussion reviews those *sensitive resources* that were considered during the airport master planning process.

7.1 – Noise Sensitive Resources

For aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise, resulting from aviation activities, must be established in terms of a yearly day/night average sound level (DNL). All detailed noise analyses using the most current version of the FAA's Integrated Noise Model (INM) will produce the requisite DNL level. The Tier 1 EIS/ROD included a detailed review of noise exposure expected at the proposed airport facility. Subsequent to the approval of the Tier 1 EIS/ROD, numerous improvements have been made to aircraft engine design, aircraft fuselages, flight management and other factors that have led to revisions in expected aircraft noise energy. As part of any Tier 2 EIS analysis, it is expected that the FAA will prepare new noise contours for that environmental action.

Since the initial airport feasibility and master planning efforts were formulated, IDOT-Aeronautics has maintained a strategy that all significant aircraft generated noise impacts will remain on airport-owned properties. This strategy has consistently influenced the boundaries of both the Inaugural and future airport layouts and the land acquisition process now underway. Acquisition of property within the DNL 65 dB noise contour would contain any significant aircraft generated noise impacts within the airport boundary. For planning purposes, the DNL 65 dB noise contour generated for the Tier 1 EIS was adapted to the accepted 9,500' runway length. Again, as part of any Tier 2 EIS analysis, it is expected that the FAA will prepare new noise contours for that environmental action.

Significant aircraft generated noise impacts, as defined in FAA's Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions For Airport Actions*,[31] would occur when analysis shows that a proposed action will cause noise sensitive areas to experience an increase of DNL 1.5 dB or more at or above DNL 65 dB when compared to a no action alternative for the same timeframe. A noise sensitive area is a place wherein noise interferes with the area's typical activities or its use. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites. These areas can also include parks, recreational areas, wildlife refuges and cultural and historical sites. FAA guidelines for evaluating land use compatibility with noise exposure were developed by the Federal government and adopted by FAA. See **Table 7-1: Land Use Compatibility with Yearly Day-Night Average Sound Levels**.

It is expected that as properties are acquired for SSA, local residential housing will be removed over time. In addition, there are no known educational institutions (schools), health care facilities (nursing home, hospitals etc.), wildlife refuges, recreational areas, parks, cultural/historic sites or places of worship located within the boundaries of the Inaugural Construction Impact Area. The Peotone Railroad Prairie Illinois Natural Area Inventory site is

[30] http://www.faa.gov/documentLibrary/media/advisory_circular/150-5070-6B/150_5070_6b_chg1.pdf
[31] http://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/

located within the Inaugural Construction Impact Area adjacent to the CN railroad tracks. It is not anticipated that this site will be adversely impacted by aircraft generated noise.

Table 7-1: Land Use Compatibility with Yearly Day-Night Average Sound Levels

Land Use	Yearly day-night average sound level (L_{dn}) in decibels					
	<65	65-70	70-75	75-80	80-85	>85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Source: 14CFR150. Numbers in parentheses refer to notes.

Notes: *The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key To Table 1

SLUCM=Standard Land Use Coding Manual.

Y (Yes)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited.

NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes For Table 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over

standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
(5) Land use compatible provided special sound reinforcement systems are installed.
(6) Residential buildings require an NLR of 25.
(7) Residential buildings require an NLR of 30.
(8) Residential buildings not permitted.

7.2 – Land Use

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport's noise impacts. If a noise analysis described in the noise section of an environmental study concludes that there is no significant impact, a similar conclusion usually may be drawn with respect to compatible land use. However, if the proposal would result in other impacts exceeding thresholds of significance which have land use ramifications, for example, disruption of communities, relocation, and induced socioeconomic impacts, the effects on land use should be analyzed in this context and described accordingly under the appropriate impact category.

As noted in **Section 7.1 – Noise Sensitive Resources**, IDOT-Aeronautics guidelines are to contain any anticipated noise impacts (1.5 dB increases within the DNL 65 dB noise contour) on airport-owned properties. Containment of the noise exposure energy on the airport will remove any interaction or impact to people and thereby have no expected impacts to local land uses. Continued partnerships with local MPOs, municipalities, and stakeholders will remain an important component of ensuring long-term compatible land use in the vicinity of the airport.

7.3 – Social and Transportation Resources

Social resources that were taken into consideration during the airport master planning process include: acquisition and relocation of homes and business; dividing or disruption of an established community; revisions to surface transportation patterns; disruption of orderly, planned development; and the possibility of creating a notable change in employment. Consideration was also given regarding the effects the airport could have on the health and safety risks for children and the impacts to socioeconomic matters.

As noted previously, the Tier 1 EIS/ROD approved the Will County site (Peotone) for development and allowed the State of Illinois to *acquire and preserve land for airport purposes consistent with FAA environmental policy*. Social impacts of land acquisition and relocation assistance were analyzed in the Tier 1 EIS/ROD. Adherence to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is an ongoing commitment item.

Development of SSA in the middle of where five communities meet is not anticipated to divide or disrupt any of those established communities. In addition airport construction and operation is not anticipated to disrupt any of the communities' orderly and planned development as contained in each community's comprehensive plan discussed in **Section 6 – Future Land Use and Demographics**. However, placement of the airfield in-between the communities would require the closure and/or relocations of existing surface transportation resources and patterns. Those roadways proposed for closure and/or relocation are defined in the *SSA Airport Access Plan Report*.[32]

[32] http://www.southsuburbanairport.com/MasterPlan/reports/Access-Report-Plan2012-07-31.pdf

7.4 – Biotic Resources

Biotic resources is an environmental category that includes various types of plant life (flora) and animals (fauna) such as fish, birds, reptiles, amphibians, mammals and small invertebrates in a specific area or location. Biotic resources also include the rivers, streams, lakes, wetlands, forest, upland communities, savannas and habitat that support the flora and fauna discussed previously. The focus of this biotic resource review is the airport's construction and operation impacts to rare or unique species and/or their habitat. These species are contained in the Federal list of threatened and/or endangered species overseen by the U.S. Department of the Interior, Fish and Wildlife Service (USFWS). State-listed Threatened and/or Endangered Species are overseen by the IDNR.

In February, 2012, the USFWS's online Illinois county distribution of Federally Endangered, Threatened and Candidate Species Report noted nine species and/or habitats there were identified as threatened or endangered for Will County. See **Exhibit 7-1 - USDOI-Fish & Wildlife Service Online Section 7 Consultation**. These species and habitats are listed in **Table 7-2: Federally Listed Threatened and/or Endangered Species in Will County, Illinois**. The nearest past documented species to the SSA site has been the Eastern Massasauga Rattlesnake. As a commitment, a review of the presence of the Eastern Massasauga Rattlesnake on the site will be conducted during the preparation of the FAA's Tier 2 EIS.

Table 7-2: Federally Listed Threatened and/or Endangered Species in Will County, Illinois

Species	Listing
Dragonfly, Hine's emerald (*Somatochlora hineana*)	Endangered
Dragonfly, Hine's emerald (*Somatochlora hineana*)	Critical Habitat Designated
Reptile, Eastern Massasauga Rattlesnake (*Sistrurus catenatus*)	Candidate
Mussel, Sheepnose (*Plethobasus cyphyus)*	Endangered
Mussel, Snuffbox *(Epioblasma triquetra*)	Endangered
Orchid, Eastern prairie fringed (*Platanthera leucophaea*)	Threatened
Daisy, Lakeside (*Hymenoxys herbacea*)	Threatened
Prairie-clover, leafy (*Dalea foliosa*)	Endangered
Milkweed, Mead's (*Asclepias meadii*)	Threatened

Source: U.S. Fish and Wildlife, 2012.

In February 2012, IDNR's online Illinois Natural Heritage Database known as EcoCAT[33] was researched. The results of the database review noted the following State-listed resources in the vicinity of the airport development. The resources include: Peotone Railroad Prairie Illinois Natural Area Inventory (INAI) Site; Raccoon Grove INAI Site; Raccoon Grove Nature Preserve; and the Common Barn Owl (*Tyto alba)*.

In a subsequent response by IDNR to the EcoCAT request, it was noted that the presence of the Common Barn Owl (*Tyto alba*) will require additional documentation (surveys) to determine any potential impacts the airport project will have to this species. As a commitment, a review of the presence of the Common Barn Owl on the site will be conducted during the preparation of the FAA's Tier 2 EIS. **Exhibit 7-2 – Illinois Natural Heritage Database Review of the Inaugural Construction Impact Area** contains IDNR's EcoCAT results.

7.5 – Parks, Forest Preserves and Recreational Resources

49 U.S.C. 303 (Section 303(c)) (formerly known as Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966) states that the Secretary of Transportation shall not approve any program or project which will require the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance, or any local land from an historic site of national, state or local significance unless: *"there is no feasible and prudent alternative to its use, and all possible planning to minimize harm is made part of the project."*

[33] *EcoCAT.* Illinois Department of Natural Resources, Division of Ecosystems and Environment. February 2012.

A review of all publicly-owned parks, recreation areas and publicly-owned nature preserves (dedicated natural areas) was conducted in the *SSA Existing Conditions Report, December 14, 2011* and those areas have been defined as Section 303(c) lands. See **Table 4-1: Existing Section 303(c) Lands** in the *Existing Conditions Report, December 14, 2011*. There are several Section 303(c) lands within the Inaugural Environmental Study Area and they are listed in **Table 7-3: Existing Section 303(c) Lands within the Inaugural Environmental Study Area**. None of these lands are located in the Inaugural Construction Impact Area. There are no known Land and Water Conservation Fund Act (Section 6(f)) land within the Inaugural Environmental Study Area.

Illinois nature preserves may not be acquired for any other use, including by eminent domain, except for another public use and by approval of the Illinois Nature Preserves Commission, the governor, and the public owner. Raccoon Grove and Raccoon Grove Nature Preserve are outside the Inaugural Construction Impact Area and are not proposed for acquisition. A grade-separated roadway is proposed to be built over the Peotone Railroad Prairie. See **Exhibit 7-3 – Peotone Railroad Prairie INAI Site**.

Table 7-3: Existing Section 303(c) Lands within the Inaugural Environmental Study Area

Section 303(c) Lands	Ownership	Size	Federal Funds
Deer Creek Preserve	Forest Preserve District of Will County	30 acres	No
Fireman's Park	Village of Monee	7 acres	No
Goodenow Grove Nature Preserve	Forest Preserve District of Will County	891 acres	No
Lower Plum Creek Preserve	Forest Preserve District of Will County	540 acres	No
Middle Plum Preserve	Forest Preserve District of Will County	318 acres	No
Monee Reservoir	Forest Preserve District of Will County	195 acres	Dingell-Johnson
Peotone Park	Peotone Park District	25 acres	No
Pine Lake Park	Village of University Park	37 acres	No
Raccoon Grove Nature Preserve	Forest Preserve District of Will County	210 acres	No
Thorn Creek Nature Preserve	Forest Preserve District of Will County, Illinois Department of Natural Resources, Park Forest, University Park	825 acres	No
Thorn Grove Preserve	Forest Preserve District of Will County	86 acres	No

Source: Forest Preserve District of Will County, 2012. http://www.reconnectwithnature.org

7.6 – Historical, Architectural, Archaeological and Cultural Resources

Historic resources are "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the Secretary of the Interior".[34] Properties or sites having traditional religious or cultural importance to American Indian tribes may also qualify for inclusion. Section 106 of the National Historic Preservation Act requires Federal agencies to consider the effects of their undertakings on historic properties. Likewise the Illinois Historic Preservation Act[35] requires state agencies to consider similar implications of their actions. The primary review and approval authority for Section 106 resources is vested in the Illinois State Historic Preservation Officer (SHPO).

Through planning efforts of the Tier 1 EIS/ROD and the present Airport Master Plan, ongoing historic, architectural, archaeological and cultural resource studies and surveys have been conducted. These studies were initially performed by the Illinois Transportation Archaeological Research Program at the University of Illinois at Urbana-Champaign and are now being conducted by its successor the Illinois State Archaeological Survey (ISAS). The first published report of surveys conducted on the site is contained in *"The South Suburban Airport – Phase 1 Archaeological Investigations for the Proposed South Suburban Airport, Will County, Illinois".* This report included the results of a pedestrian survey that was conducted on over 16,000 acres and recorded 216 possible archaeological sites. The study noted that approximately 25 percent of the sites recorded will require additional surface collection and testing.

[34] 36 CFR Part 800.16(1)
[35] 20 ILCS 3405

A Cultural Resources Implementation Plan was signed in June, 2001 by IDOT-Highways, Bureau of Design and Environment and the Illinois Historic Preservation Agency. See **Exhibit 7-4 - Cultural Resources Implementation Plan**. This protocol outlines the continuing procedures that IDOT-Aeronautics will follow as parcels of land are acquired, in order to comply with relevant Federal cultural resource regulations. This document also contains a treatment plan for cultural/archaeological resources and standing architectural structures which may be impacted by construction of the airport.

In July, 2002, a *Programmatic Agreement (PA) Among the Federal Aviation Administration, the Illinois Department of Transportation and the Illinois State Historic Preservation Officer for the Proposed South Suburban Airport, Illinois* was signed. See **Exhibit 7-5 - Programmatic Agreement Regarding Cultural Resources for Tier 1**. This PA codified the Section 106 process for the Tier 1 EIS.

With the airport improvements now being contemplated under a Tier 2 EIS action, a new draft PA has been prepared and found acceptable by the Illinois SHPO. See **Exhibit 7-6 – Draft Programmatic Agreement Among the FAA, IDOT and SHPO for the SSA, Located In Will County Illinois**. This agreement will require FAA review and coordination prior to any formal Federal action.

Will County Historic Preservation Commission (WCHPC) is authorized under (55 ILCS 5/5-30004) (from Ch. 34, par. 5-30004) to administer the Will County's Historic Preservation Ordinance.[36] WCHPC also oversees several preservation programs including Will County's landmark program, rural structures survey project and educational workshops. The WCHPC provides technical, design, historical, and policy guidance and follows adopted plans such as the Land Resource Management Plan. This report incorporates Will County's Historic Preservation Plan and emphasizes the need for sensitivity to Will County's historic and cultural resources.

The Will County Land Use Department's Historic Preservation Section develops, promotes and implements comprehensive, general and special plans and programs involving historic preservation planning activities. Their responsibilities include: enforcement of the Will County Historic Preservation Ordinance; review and processing of nominations for local historic landmarks; promoting public education, involvement and awareness of historic preservation; managing county-wide rural historic structural survey; and providing technical design, historical and policy guidance. The Historic Preservation Section provides staff services for the WCHPC.

As IDOT-Aeronautics continues to purchase property and as structures on land owned by the state are reviewed for possible removal, appropriate Section 106 surveys will continue. All findings to date have been and will continue to be coordinated with the SHPO. Also as part of the Section 106 project management, ISAS has created an automatic email notification process that contacts those American Indian tribes that identified an interest in projects in Will County, Illinois.[37] Coordination with WCHPC, through Will County's Historic Preservation Section, will also be accomplished.

7.7 – Wetlands and Waters of the United States

Executive Order 11990, *Protection of Wetlands*, defines the standard for Federal agency actions involving wetlands. United States Department of Transportation (USDOT) has issued *DOT Order 5660.1A, Preservation of the Nation's Wetlands* to provide guidance to DOT agencies regarding their actions in wetlands. The DOT Order, which governs FAA actions, defines wetlands as:

> *……lowlands covered with shallow and sometimes temporary or intermittent waters. This includes, but is not limited to swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, and tidal overflows, as well as estuarine areas, and shallow lakes and ponds with emergent vegetation. Areas covered with water for such a short time that there is no effect on moist-soil vegetation are not*

[36] http://willcountylanduse.com/sites/default/files/documents/HPord_0.pdf
[37] https://idotrfc.itarp.illinois.edu/

> *included in the definition, nor are the permanent waters of streams, reservoirs, and deep lakes. The wetlands ecosystem includes those areas which affect or are affected by the wetland area itself; e.g., adjacent uplands or regions up and down stream. An activity may affect the wetlands indirectly by impacting regions up or down stream from the wetland or by disturbing the water table of the area in which the wetland lies.*

To determine the extent the development and operation SSA has on wetland resources, qualified wetland delineation scientists conducted a field review of the Inaugural Construction Study Area using the *Corps of Engineers Wetland Delineation Manual*.[38] To define a wetland, three basic elements are normally present: wetland hydrology, hydrophytic vegetation and hydric soil types. The delineation manual is used by the USACOE, United States Environmental Protection Agency (USEPA) and other Federal agencies in standardizing wetland identification and providing oversight for Federal actions.

The results of the SSA field delineation inspection are contained in the *SSA Wetland Delineation Report*.[39] Approximately 200 wetlands were identified that encompass 280 acres. The *SSA Wetland Delineation Report* was submitted and reviewed by USACOE and IDNR. Section 404 of the Clean Water Act governs the dredging and filling of navigable Waters of the United States which may include wetlands. To conduct dredging or filling activities in a wetland, USACOE must issue a permit approving those activities. As part of that analysis, USACOE must determine whether the Corps has jurisdiction over that ecosystem. Jurisdictional wetlands are those areas that are connected to or adjacent to navigable Waters of the United States. Wetlands that are not adjacent or connected to navigable Waters of the United States are categorized as non-jurisdictional wetlands. USACOE has concurred with the information contained within the wetland delineation report[40] and a Jurisdictional Determination (JD) is expected to be issued based on those findings.[41] Airport facilities have been placed to optimally avoid and/or minimize impacts to protected wetland resources. Those wetlands that are impacted by development will be mitigated at off-airport locations commensurate with USACOE requirements.

Similar to Federal requirements for wetland protection, IDNR implements the requirements of the Illinois Interagency Wetland Policy Act of 1989 (IWPA).[42] This act provides IDNR with regulatory authority over state activities that affect wetlands. The IWPA established the state goal that there be *…..no overall net loss of the state's existing wetland acres or their functional values due to state supported activities*. To accomplish this goal, the act established a review process for all projects being pursued by a state agency or otherwise being accomplished with state funds, which have the potential to adversely affect a wetland. This review consists of a two part process. Projects must first be reviewed by IDNR's Division of Ecosystems and Environment to confirm if a wetland impact will occur. If it is determined there will not be an impact, the project will be approved and funds may be released. If it is determined an impact is going to occur, the agency requesting approval must prepare a plan which details how it will compensate for the impact before the project may move forward.

It is anticipated that the SSA Wetland Report will be approved by IDNR. All compensation plans must be approved by IDNR. The administrative rules of the IWPA establish guidelines for these compensation plans and include a set of pre-described mitigation ratios which must be followed. No project adversely affecting a wetland may receive state funds unless a completed compensation plan which follows the guidelines set in the IWPA receives approval from IDNR. Approval is issued for a project and is valid for three years. If the authorization expires before the applicant initiates the permitted activity, the proposal must be resubmitted for approval before the activity may commence. Those wetlands that are impacted by airfield development will be mitigated at off-airport locations commensurate with IDNR requirements.

[38] http://www.mvn.usace.army.mil/ops/regulatory/wlman87.pdf
[39] http://www.southsuburbanairport.com/Environmental/Reports/USACE-PDF/DRAFT-Wetland%20Delineation%20Report%2005-03-2011%20%20%20pg%201-52.pdf
[40] http://www.southsuburbanairport.com
[41] Email from USACOE dated November 1, 2012.
[42] http://www.dnr.state.il.us/wetlands/ch6e.htm

7.8 – Floodplain Resources

Executive Order 11988, Floodplains and *USDOT Order 5650.2, Floodplain Management and Protection* provide the criteria that SSA's development actions must comply. Airport development actions must avoid floodplain impacts if a practicable alternative exists. If no practicable alternative exists, development in a floodplain must be designed to minimize adverse impacts and potential risks to flood related property loss and impacts to human health, safety and welfare.

The SSA Master Plan included the requirement to determine the location, extent and existence of floodplains on the airport site. Five watershed and stream systems could potentially be impacted directly or indirectly by the proposed SSA development including: Black Walnut Creek, South Branch Rock Creek, Plum Creek, Rock Creek and Exline Slough. **Exhibit 5-1: South Suburban Airport Waterway Study Limits with Associated Watershed** depicts these subject watersheds. The Federal Emergency Management Agency (FEMA) established approximate (Zone A) floodplain limits for the site based on low resolution aerial photography. See **Exhibit 5-2: Existing FEMA Map**. Environmental review of floodplain impacts (flood profiles and inundation limits for the 100-year recurrence interval storm) associated with the design, construction and operation of the SSA is required.

Floodplain mapping covers the Inaugural Airport Construction Impact Area. Hydrologic and hydraulic models also extend into the Inaugural Environmental Study Area, both upstream and downstream, in order to properly quantify the stream flows and flood profile elevations through the airport construction area. Specifically, the entire upstream watershed contribution to the waterways running through the site has been considered in developing the hydrologic model. This action is necessary to calculate reasonable stream flows. The contributing watershed and analysis also extends to a point downstream of the SSA proposed boundary, along each waterway, where an adequate boundary condition has been established. This process includes three distinct steps: developing runoff hydrology, developing stream flow hydraulics, and mapping the resulting floodplains.

The hydrologic evaluation is utilizing the USACOE HEC-HMS software to develop runoff flows from lands within the study limits. The first step in the hydrologic modeling process has been the development of watershed and sub-watershed or sub-basin areas tributary to the stream system. Once these areas are known, various hydrologic parameters are developed for use as input to the hydrologic models. For each sub-basin area, characteristics such as runoff curve numbers and times of concentration for existing conditions land cover conditions are created to develop flows. These flows are then inputs to the hydraulic model.

The hydraulic evaluation utilizes the USACOE HEC-RAS or HEC-GEORAS programs. Several hydraulic structures were surveyed for this analysis and supplemented with detailed topography collected from a recent Will County LIDAR survey. Hydraulic model development includes the preparation of a model schematic and developing a computer simulation of the streams based on the survey data and stream characteristics such as roughness coefficients based on visual field surveys. Residents were surveyed to aid in identifying high water marks and understanding extreme flooding events that, with other methods, studies or downstream gages were used to calibrate the models. These models then provide flood depths/profiles and widths along the streams. These calculated values are then used to develop the resulting floodplain mapping. The results of the hydrologic and hydraulic modeling is a more defined floodplain map that will be utilized to understand how the SSA development can be modified to remove, reduce or compensate for future impacts. A full description of this process and the resulting detailed input and results were documented in the *SSA Floodplain Report*[43]. Airport facilities have been placed to optimally avoid and/or minimize impacts to protected floodplain and floodway resources.

7.9 – Agricultural Resources

The Farmland Protection Policy Act (7 USC 4201-4209) (FPPA) purpose is to "minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with

[43] http://www.southsuburbanairport.com/Environmental/Reports/Floodplain_7-10-13/FloodplainReport.pdf

state, unit of local government, and private programs and policies to protect farmland". As required by the FPPA, Federal agencies, such as FAA are to "(a) use criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (b) consider alternative action, as appropriate, that could lessen adverse effects, and (c) to ensure that their programs, to the extent practicable, are compatible with state and units of local government and private programs and policies to protect farmland."

In order to foster interagency cooperation, the Illinois Farmland Preservation Act (505 ILCS 75/), administered by the Illinois Department of Agriculture (IDOA), requires the creation of an interagency committee on farmland preservation. IDOT is one of several cooperating agencies. All cooperating agencies are required to develop a policy statement specifying the agency's policy toward farmland preservation. In accordance with the Illinois Farmland Preservation Action and *Executive Order 80-4*, IDOT has prepared an *Agricultural Land Preservation Policy Statement and Cooperative Working Agreement* dated August 27, 1993. See **Exhibit 7-7 – Agricultural Land Preservation Policy Statement and Cooperative Working Agreement**.

The IDOT farmland policy statement is as follows: *Recognizing that its transportation objectives must be in concert with the overall goals of the State, it is the policy of DOT, in its programs, procedures, and operations, to preserve Illinois farmland to the extent practicable and feasible, giving appropriate consideration to the State's social, economic and environmental goals.* IDOT is committed to conducting planning studies for transportation projects that includes an early determination of the potential for farmland impacts. Planning studies for transportation projects include coordination between IDOT and IDOA.

Prime Farmland is defined in the Act as "land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, oilseed and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides and labor and without intolerable soil erosion as determined by the Secretary of Agriculture. Prime farmland also includes land that possesses the above characteristics but is being used currently to produce livestock and timber. Prime farmland does not include land already in or committed to urban development. The Act defines *Unique Farmland* as land other than prime farmland that is used for production of specific high-value food and fiber crops including: citrus, tree nuts, olives, cranberries, fruits and vegetables. The USDA (U.S. Department of Agriculture) Natural Resources Conservation Service has determined that there are no unique farmlands in Illinois.

Important Farmland is defined as land, other than prime or unique, that is of statewide and local importance for the production of food, feed, fiber, forage or oilseed crops. Important farmland can economically produce high yields of crops when treated and managed according to acceptable farming methods and may be able to produce as high a yield as prime farmland if conditions are favorable.

A soils map has been prepared using USDA Natural Resources Conservation Service's digitized data[44]. See **Exhibit 7-8 - Soils Map.** The total area contained within the Inaugural Airport is 5,823 acres[45] that includes 5,158 acres of active farmland and 665 acres of inactive farmland. The predominant soil types are Ashkum silty clay loam, Markham silt loam, Beecher silt loam and Drummer silty clay loam. There are 29 different soil mapping units within the Inaugural Airport boundary. See **Table 7-4: Soil Mapping Units**.

[44] http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
[45] South Suburban Airport Exhibit A approved October 30, 2012.

Table 7-4: Soil Mapping Units

Soil Symbol	Soil Name	Category	Acreage	Percentage Of Site
23B	Blount silt loam, 2-4 % slopes	P	31.0	0.5
91B2	Swygert silty clay loam, 2-4% slopes, eroded	P	2.2	0.0
146B	Elliott silt loam, 2-4 % slopes	P	135.5	2.3
149A	Brenton silt loam, 0-2 % slopes	P	61.7	1.1
152A	Drummer silty clay loam, 0-2 % slopes	P2	461.8	8.0
153A	Pella silty clay, loam 0-2 % slopes	P2	88.9	1.5
219A	Millbrook silt loam, 0-2 % slopes	P2	1.7	0.0
223C2	Varna silt loam, 4-6 % slopes, eroded	P	4.4	0.1
232A	Ashkum silty clay loam, 0-2 % slopes	P2	1,204.3	20.8
293B	Andres silt loam, 2-5 percent slopes	P	20.9	0.4
294B	Symerton silt loam, 2-5 % slopes	P	34.8	0.6
294C2	Symerton silt loam, 5-10 % slopes, eroded	I	43.9	0.8
298A	Beecher silt loam, 0-2 % slopes	P2	4.9	0.1
298B	Beecher silt loam, 2-4 % slopes	P	1,332.0	23.0
298B2	Beecher silt loam, 2-4 % slopes, eroded	P	52.3	0.9
330A	Peotone silty clay loam, 0-2 % slopes	P2	49.6	0.9
440B	Jasper loam, 2-5 % slopes	P	67.5	1.2
440C2	Jasper loam 5-10 % slopes, eroded	P	63.4	1.1
530C2	Ozaukee silt loam, 4-6 % slopes, eroded	P	413.6	7.1
530C3	Ozaukee silty clay loam, 4-6 % slopes, severely eroded	I	38.1	0.7
530D2	Ozaukee silt loam, 6-12 % slopes, eroded	I	65.4	1.1
530D3	Ozaukee silty clay loam, 6-12 % slopes, severely eroded	I	104.5	1.8
530E2	Ozaukee silt loam, 12-20 % slopes, eroded	-	5.8	0.1
530F	Ozaukee silt loam, 20-30 % slopes	-	2.6	0.0
531B	Markham silt loam, 2-4 % slopes	P	69.9	1.2
531C2	Markham silt loam 4-6 % slopes, eroded	P	1345.7	23.2
531D2	Markham silt loam, 6-12% slope, eroded	I	4.8	0.1
1103A	Houghton muck, undrained, 0-2 % slopes	-	72.3	1.2
W	Water	-	13.8	0.2
330A	Peotone silty clay loam, 0-2 % slopes	P2	49.6	0.9
440B	Jasper loam, 2-5 % slopes	P	67.5	1.2
440C2	Jasper loam 5-10 % slopes, eroded	P	63.4	1.1
530C2	Ozaukee silt loam, 4-6 % slopes, eroded	P	413.6	7.1
530C3	Ozaukee silty clay loam, 4-6 % slopes, severely eroded	I	38.1	0.7
530D2	Ozaukee silt loam, 6-12 % slopes, eroded	I	65.4	1.1
Totals			5,797.3	100

Source: USDA Soil Conservation Service.
Notes: P=Prime, P2=Prime, if drained, I=Important. Numbers may not add up due to rounding.

Exhibit 7-9 – Form AD-1006, which depicts the Farmland Conversion Impact Rating, will be submitted to USDA-Natural Resources Conservation Service for evaluation. It is anticipated that the Will County Land Evaluation and Site Assessment (LESA) system will be used in the AD-1006 review. The Will County LESA system defines "potential growth and incorporated areas" as sites with scores from 0-149. Sites with scores of 150-184 are considered "countryside areas and productive farmlands". Sites with scores of 185-300 are considered "essential farmland".

One criterion of the IDOT-IDOA Agricultural Land Preservation Policy Statement and Cooperative Working Agreement states the projects within 1.5 miles of an incorporated municipality (corporate limits) are exempt from further analysis. A portion of the Inaugural Airport totaling approximately 1,286 acres is located within this established criterion. See **Exhibit 7-10 - IDOT-IDOA Cooperative Working Agreement Boundary**. Additionally, all construction activities associated with the Inaugural Airport must meet the Illinois Environmental Protection Agency (IEPA) standards for soil erosion and discharge of sediment into rivers and streams.

7.10 – Air Quality

Generally, a detailed air quality analysis is needed for projects that affect the attainment and maintenance of established Federal air quality standards. Those standards have been established by USEPA pursuant to the Clean Air Act (CAA) and are known as the National Ambient Air Quality Standards (NAAQS). The six criteria pollutants that make up the NAAQS include:

Carbon monoxide (CO) [76 FR 54294, August 31, 2011]. CO is a colorless, odorless gas. The major source of CO in an urban area is the incomplete combustion of fuels used to power motor vehicles, heat buildings, process raw materials and from the burning of refuse. CO is a site-specific pollutant and the highest concentrations are often found close to the source, such as heavily congested roadways and intersections. The health effect associated with CO-contaminated air is reduced transport of oxygen by the blood stream, a consequence of CO displacing oxygen in hemoglobin. Exposures to very high levels of CO are potentially lethal, and exposures to high levels for a short duration can cause headaches, drowsiness or loss of equilibrium.

Lead (Pb) [73 FR 66964, November 12, 2008]. Pb is a bluish-gray metal, usually found in small quantities in the earth's crust. The most significant contributors of lead emissions to the atmosphere are gasoline additives, iron and steel production, and alkyl lead manufacturing. Other sources of lead include combustion of solid waste, windblown dust from weathering of lead-based paint, and cigarette smoke. The use of lead-free gasoline has considerably reduced the lead levels in the urban environment. Exposure to lead is dangerous for the fetus and results in pre-term birth. Other health effects associated with lead exposure are decreased intelligence quotient for infants and small children, increased blood pressure in middle-aged men, and brain and kidney damage in adults and children.

Nitrogen Dioxide (NO_2) [75 FR 6474, February 9, 2010 and 61 FR 52852, October 8, 1996]. NO_2 is a yellowish brown, highly reactive gas, commonly present in an urban environment. Major sources of NO_2 and other nitrogen oxide emissions (NO_x) include fuel combustion associated with electric utilities and industrial facilities as well as a variety of mobile sources (motor vehicles, aircraft, ships, etc.). NO_x oxidizes in the atmosphere to form NO_2, which can cause irritation to the lungs, bronchitis and pneumonia, and lowered resistance to respiratory infections. NO_x is also considered one of the precursors to the formation of ozone.

Ozone (O_3) [73 FR 16436. March 27, 2008]. O_3 is a photochemical oxidant and a major constituent of smog. Hydrocarbons (also known as volatile organic compounds (VOCs)) and NO_x are precursor pollutants to the formation of O_3. VOCs and NO_x react in the presence of sunlight to form O_3. This reaction is time dependent and usually takes place far downwind from the site where the precursors were originally emitted. High concentrations of O_3 are a major health and environmental concern in many urban environments. For example, O_3 is a principal cause of lung and eye irritation.

Particulate Matter (PM_{10} and $PM_{2.5}$) [78 FR 3086, January 15, 2013]. PM in an urban environment typically occurs as a result of incomplete fuel combustion and the erosion of earthen materials. Particulate matter includes dust, dirt, soot, smoke, and liquid droplets emitted into the air by sources such as factories, power plants, cars, construction activity and fires. Diesel fuel compared to gasoline contributes more particulates to the atmosphere. An inhalable particulate is defined as a particulate that is less than 2.5 microns ($PM_{2.5}$) in diameter and 10 microns (PM_{10}) in diameter. The major health effect caused by the inhalation of particulates is damage to the respiratory organs.

Sulfur Dioxide (SO_2) [75 FR 35520, June 22, 2010 and 38 FR 25678, September 14, 1973]. SO_2 is emitted into the atmosphere from the combustion of sulfur-bearing fuels, primarily from power plants and large industrial sources. The use of low sulfur fuels for space heating has reduced the amount of SO_2 emitted from these sources and the combustion of gasoline and diesel fuels in motor vehicles accounts for a very small percent of the total SO_2 emitted. Respiratory illness and damage to the respiratory tract are the health effects most commonly associated with inhalation of SO_2 emissions.

Table 7-5: National Ambient Air Quality Standards provides a listing of each criteria pollutant, average time of exposure, standards (primary or secondary) and associated definitions. Under the CAA, the State of Illinois through its IEPA is required to submit a State Implementation Plan (SIP). The SIP specifies the manner in which primary and secondary NAAQS will be achieved and maintained within each Air Quality Control Region (AQCR). Attainment, nonattainment and maintenance status designations are made for each AQCR or parts thereof for each criteria air pollutant.

General Conformity[46] is defined within the CAA as regulations for Federal agencies, such as FAA, to show that their actions conform to the purpose of the SIP. USEPA has codified this regulation as the General Conformity Rule.[47] Federal agencies cannot fund or approve activities that do not conform to SIP established nonattainment and maintenance areas. In addition Federal agencies cannot contribute to new NAAQS violations; increase the frequency or severity of any existing NAAQS; or delay the timely attainment of a NAAQS, interim emissions decreases, or other milestones.

Table 7-5 – National Ambient Air Quality Standards

Pollutant Criteria	Averaging Time	Standards*		Form
		Primary	Secondary	
Carbon Monoxide (CO)	1-Hour	35 ppm	N/A	Not to be exceeded more than once per year
	8-Hour	9 ppm	N/A	
Ozone (O_3)	8-Hour	0.075 ppm	0.075 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Nitrogen Dioxide (NO_2)	1-Hour	100 ppm	N/A	98th percentile, averaged over 3 years
	Annual	0.053 ppm	0.053 ppm	Annual mean
Lead (Pb)	Rolling 3-Month Average	0.15 µg/m^3	0.15 µg/m^3	Not to be exceeded
Particulate Matter 2.5 Micrometers ($PM_{2.5}$)	Annual	12 µg/m^3	15 µg/m^3	Annual mean, averaged over 3 years
	24-Hour	35 µg/m^3	35 µg/m^3	98th percentile, averaged over 3 years
Particulate Matter 10 Micrometers (PM_{10})	24-Hour	150 µg/m^3	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO_2)	1-Hour	75 ppb	N/A	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	3-Hour	N/A	0.5 ppm	Not to be exceeded more than once per year

Source: United States Environmental Protection Agency - http://www.epa.gov/air/criteria.html
* Units of measure for the standards are: parts per million by volume (ppm); parts per billion by volume (ppb); and micrograms per cubic meter of air (µg/m^3).

An attainment area is a geographic location where the levels of all criteria air pollutants meet the NAAQS. General Conformity regulations do not apply to a Federal action located in an area that is designated as in attainment for all six criteria pollutants. A nonattainment area is a geographic area where the concentration of one or more of the criteria air pollutants is higher that the NAAQS. SSA is located in the Chicago–Gary-Lake County (IL-IN) AQCR which has been classified as being in nonattainment for specific criteria air pollutants. General Conformity regulations do apply to a Federal action located in an area that is designated in nonattainment for any of the NAAQS pollutants. A maintenance area is an area that was previously designated as being in nonattainment but has been re-designated. This re-designation is due to air pollution levels improving below-levels that would place the area in nonattainment. General Conformity regulations do apply to a Federal action located in an area that is designated maintenance for any of the six criteria pollutants. An area may remain in maintenance status for up to 20 years before the area may be re-designated as being in attainment.

Based on USEPA's Green Book of Nonattainment Areas for Criteria Pollutants[48] (July 20, 2012) Will County is listed in the marginal nonattainment classification of the 8-hour ozone criteria and is in nonattainment for $PM_{2.5}$. These designations will necessitate the preparation of a detailed air quality analysis in the FAA's Tier 2 EIS. Numerous

[46] Clean Air Act Section 176(c).
[47] Title 40 CFR Part 93, Subpart B
[48] http://www.epa.gov/airquality/greenbook/

emission sources will be considered in the analysis including: mobile sources such as motor vehicles; stationary sources, which include permitted point sources such as boilers, incinerators and industrial processes; and area sources, which include minor point sources not included in the emission point source inventories, such as residential, commercial and industrial boilers for space heating and hot water usage, and fugitive dust emissions from agricultural tilling.

Air quality modeling normally takes into consideration direct and indirect generated emissions. Direct emissions are those emissions caused by a Federal action and occur at the same time and place as the Federal action. Indirect emissions are those emissions caused by a Federal action that occur later in time from the immediate Federal action. General Conformity requires that project related emissions that are reasonably foreseeable at the time of the evaluation and actions that the Federal agency can practicably control must be assessed. General Conformity will require the Federal action modeled direct and indirect emissions to be combined to create a total emissions level. A similar analysis for comparative purposes will also be required for the future no action/no build alternative. A total net emissions comparison will be determined and compared to *de minimis* standard thresholds. If the proposed airport action's total emissions exceed 10 percent of a nonattainment or maintenance area's total emissions inventory for a specific criteria pollutant(s), that action is considered "regionally significant". In such cases the Federal agency must then prepare a General Conformity Determination.

Existing air quality monitoring information from the IEPA's 40th Annual Air Quality Report 2010[49] was researched as part of this report. The statistics that are discussed herein are for those monitoring locations that are the closest to or the most representative of current conditions near to the airport site. Notably, there is a scarcity of existing air quality data for the study area with some closest monitoring sites being approximately 20 miles away. These monitoring sites are closer to the urbanized area of Chicago, reflecting background data that are conservatively high for SSA. See **Exhibit 7-11 – Air Quality Monitoring Stations** for the location of each monitoring station.

The nearest O_3 monitoring site to the SSA Airport Reference Point (ARP), located in Braidwood, Illinois, is approximately 28 miles to the southwest. In 2010, there were no statewide exceedances of ozone's former 1-hour primary standard of 0.12 ppm. Also, the Braidwood monitoring location did not exceed the 8-hour primary O_3 standard of 0.075 ppm in 2010. The fourth highest samples of the 1-hour criterion ranged from 0.069-0.080 ppm and the fourth highest 8-hour criterion ranged from 0.065-0.075 ppm. The 2008-2010 design value for Braidwood was 0.062 ppm. Design values greater than 0.075 ppm is a violation of NAAQS.

There are two $PM_{2.5}$ Federal Reference Method (FRM) monitoring sites in Will County: Joliet and Braidwood. Joliet is located 26 miles to the northwest of the SSA ARP and Braidwood is located 28 miles to the southwest. On February 20, 2010, the Joliet monitoring station had its only 24-hour $PM_{2.5}$ exceedances at a concentration of 39.8 $\mu g/m^3$. Braidwood did not have any exceedances of the 24-hour $PM_{2.5}$ criterion. The eight highest samples at the Joliet site ranged from 20.1-39.8 $\mu g/m^3$and at Braidwood ranged from 17.3-28.7 $\mu g/m^3$. The 2008-2010 design value for Joliet was 28.4 $\mu g/m^3$ and for Braidwood 23.1 $\mu g/m^3$. The design value for 24-hour $PM_{2.5}$ is the three-year average of the 98th percentile concentration. Design values greater than or equal to 35.5 $\mu g/m^3$ is a violation of NAAQS. The annual arithmetic mean concentration for the Joliet location was 11.8 $\mu g/m^3$ in 2010 and the 2008-2010 design value was 11.3 $\mu g/m^3$. The Braidwood annual arithmetic mean concentration was 10.0 $\mu g/m^3$ in 2010 and 9.7 $\mu g/m^3$ for the 2008-2010 design value years. Design values greater than 15.0 $\mu g/m^3$ is a violation of NAAQS.

The nearest 2010 PM_{10} monitoring site to the SSA ARP is at the Pershing Elementary School in Joliet, approximately 26 miles to the northwest. In 2010 statewide there were no exceedances of the 24-hour PM_{10} criterion. The eight highest 24-hours samples at Joliet ranged from 34-46 $\mu g/m^3$. The 24-hour PM_{10} standard, as noted in Table 7-6, is an exceedance-based standard set at 150 $\mu g/m^3$. The criterion is not to be exceeded more than once per year on average over three years. The 2010 PM_{10} annual arithmetic mean concentration for 2010 was 20 $\mu g/m^3$ and the 2008-2010 design value was 16 $\mu g/m^3$. The annual PM_{10} standard was revoked in 2007. Previously the standard

[49] http://www.epa.state.il.us/air/air-quality-report/2010/air-quality-report-2010.pdf

was a three-year average of the annual means. Concentrations above 50 µg/m^3 were considered a violation of the former NAAQS criteria. Currently only the 24-hour PM_{10} standard is in place.

The Cook County Trailer in Cicero, Illinois is the nearest 2010 CO monitoring site and is located 34 miles north of the SSA ARP. There were no exceedances in 2010 of the CO criterion on a statewide basis. The Cicero monitoring station is located in a greater urbanized area than the SSA site. In 2010, 8,632 samples were taken in Cicero for CO. The fourth highest samples for the 1-hour criterion ranged from 2.0-3.1 ppm and for the 8-hour criterion ranged from 1.3-1.5 ppm.

The 2010 SO_2 pollutant was monitored at the Joliet monitoring station, located 26 miles west of the SSA ARP, and recorded no exceedances of the 1-hour primary standard of 75 ppb. The four highest daily 1-hour samples registered in Joliet ranged from 24-33 ppb with the highest 3-hour block average at 19 ppb. In 2010 the 99th percentile concentration for SO_2 was 24 ppb and the 2008-2010 design value was 37 ppb.

The nearest monitoring site for NO_2 in 2010 was at the Commonwealth Edison (ComEd) Maintenance Building in Chicago. This facility is located approximately 27 miles north of the SSA ARP. In 2010 there were no exceedances of the 1-hour NO_2 criterion registered statewide. The ComEd location recorded 343 total valid sample days. The eight highest samples ranged from 56-85 ppb. The 98th percentile registered in 2010 at the ComEd site were 56 ppb and the design values for 2008-2010 was 57 ppb. The annual arithmetic mean concentrations were recorded at 17 ppb in 2010 with 55 ppb considered a violation of the NAAQS.

The 2010 Pb monitoring station closest to SSA is at Alsip, Illinois, approximately 21 miles northwest of the SSA ARP. Alsip conducted 55 total sample days and recorded a maximum 3-month mean of 0.02 µg/m^3. The five highest monthly means were all 0.02 µg/m^3. The maximum 3-month rolling mean for 2010 at Alsip was 0.02 µg/m^3 and the design value for 2008-2010 was 0.02 µg/m^3. As noted in Table 7-6, a design value greater than 0.15 µg/m^3 is considered a violation of NAAQS.

USEPA has identified several Federal actions regarding airports that are exempt under the General Conformity Rule due to their minimal (*de minimis*) levels including:

- Actions covered by the Transportation Conformity regulations (40 CFR Section 93.153(a)).
- Actions having net total direct and indirect emissions below the *de minimis* levels specified for each criteria pollutant (40 CFR Section 93.153(c)(1).
- Air traffic control activities and adopting approach, departure and enroute procedures for air operations (58 FR 63214.63229).
- Routine installation and operation of aviation navigational aids.
- Actions included on an agency "presumed to conform" (40 CFR Section 93.153(f).
- Routine maintenance and repair activities (40 CFR Section 93.153(c)(2)).
- Transfer of ownership of interests, land facilities and real property (40 CFR Section 93.153(c)(2)(xiv).
- Emissions from remedial or removal actions authorized under the Comprehensive Environmental Resources Compensation and Liability Act (CERCLA) (40 CFR Section 93.153(d)(5).
- Actions responding to natural disasters or emergencies (40 CFR Section 93.153(d)(2).
- Demonstrations improving air quality research or having no harmful environmental effects (40 CFR Section 93.153(d)(3).
- Administrative, planning, enforcement and inspection activities (40 CFR 93.153(c)(6)) (40 CFR 93.153(c)(xii)) and inspection under 93.153(c)(v) respectively.

General Conformity regulations allow Federal agencies to develop a list of actions whose emissions are typically below the *de minimis* thresholds for the criteria air pollutants. These actions are known as "presumed to conform actions." FAA published their list of actions presumed to conform in Federal Register 41565 on July 30, 2007.

Under the Transportation Conformity Rule,[50] roadway projects are shown to conform to the SIP by being included in a conforming regional Transportation Plan. Roadway construction is proposed as part of the SSA development and the Transportation Conformity Rule does apply to this action. Based on documentation provided by the IEPA, the attainment demonstration/maintenance plan includes construction and operation of the IAP and the future airport development.[51]

7.11 – Water Resources

Several applicable Federal and state regulations exist that pertain to water quality and the criteria used to analyze potential impacts. The CWA, 33 U.S.C. 1251– 1387, established the basic structure for regulating discharges of pollutants into the Waters of the United States. This statute uses a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. In accordance with Section 101(a) of the act, *the objective of this Act is to restore and maintain the chemical, physical, and biological integrity of the nation's waters.* The Safe Drinking Water Act, originally passed in 1974 and amended in 1986 and 1996, created the framework that allows the USEPA to protect the health of the public by ensuring that a safe drinking water supply exists. The act authorizes the USEPA to set national standards for acceptable levels of contaminants in drinking water referred to as National Primary Drinking Water Regulations. These drinking water standards apply to public water systems. The act also outlines how the USEPA, the states, and water systems work together to ensure these standards are met. These standards vary according to the type of water system in use. The USEPA initially sets a health goal for a contaminant based on risk of illness due to contamination and then will set a level (standard) for that contaminant, which is as close to the goal as feasible. The USEPA evaluates risks from microbial contaminants, byproducts of drinking water disinfection, radon, arsenic and water systems that don't currently disinfect their water.

The IEPA will regulate water quality at SSA through the National Pollutant Discharge Elimination System (NPDES). The Illinois Water Pollution Control Board has adopted General Use Water Quality Standards and Water Use Designations to protect water quality in the State of Illinois. These water quality standards include the following:

- Except for natural causes, pH shall be within the range of 6.5 to 9.0.
- Phosphorus as P shall not exceed 0.05 mg/L in any reservoir or lake with a surface area of 8.1 hectares (20 acres) or more, or in any stream at the point where it enters any such reservoir or lake.
- Dissolved oxygen shall not be less than 6.0 mg/L during at least 16 hours of any 24-hour period, nor less than 5.0 mg/L at any time.
- Waters shall be free from any substances or combination of substances in concentrations toxic or harmful to human health, or to animal, plant or aquatic life.
- Total ammonia nitrogen shall in no case exceed 15 mg/L. Un-ionized ammonia nitrogen shall not exceed the acute and chronic standards given as:
    - From April through October, the Acute Standard shall be 0.33 mg/L and the Chronic Standard shall be 0.057 mg/L.
    - From November through March, the Acute Standard shall be 0.14 mg/L and the Chronic Standard shall be 0.025 mg/L.
    - There shall be no abnormal temperature changes that may adversely affect aquatic life unless caused by natural conditions. The maximum temperature rise above natural temperatures shall not exceed 2.8°C (5°F).

In Illinois, water bodies have been classified for a variety of designated uses that include general use, public and food processing water supplies, and secondary contact and indigenous aquatic life.[52] The water quality conditions are described in terms of the degree to which the waters attain the designated uses. Water quality is rated as either "good", "fair", or "poor", with a "good" rating meaning a water body meets the needs of all designated uses. A rating of "fair" means that the water quality has been impaired and the water body meets some, but not all, of

[50] 40 CFR Section 93.153(a)
[51] IEPA Email dated October 23, 2012.
[52] http://www.ipcb.state.il.us/SLR/IPCBandIEPAEnvironmentalRegulations-Title35.asp

its designated uses. A "poor" water quality rating denotes that the waterbody has been severely impaired and cannot support its designated use to any degree.[53] None of the watercourses in the project area have been rated due to a lack of monitoring stations.

SSA is located within the watersheds of the Kankakee/Illinois River and the Grand Calumet/Lake Michigan basins. As noted in **Section 7.8 – Floodplain Resources**, there are five creeks that originate on, or traverse, the SSA site. These creeks include: Black Walnut Creek, South Branch Rock Creek, Plum Creek, Rock Creek and Exline Slough. See **Exhibit 5-1 - South Suburban Airport Waterway Study Limits with Associated Watershed**.

Construction and operation of SSA may cause impacts to water quality due to its proximity to several waterways. Without proper control structures in place sediment laden runoff may enter waterways. Biological and chemical breakdown of deicing chemicals in airport runoff could cause severe dissolved oxygen demands on local waters. Airfield operations and maintenance can also cause water quality impacts that could affect human, animal and/or plant populations. Airport related water quality impacts can occur from a point source and non-point source action. Point sources are categorized as a stormwater or other types of discharge from wastewater treatment plants, sanitary sewers, collection basins or other water collection devices that flow through pipes and discharged into a waterway. Non-point sources are normally stormwater runoff (sheet-flow) from runways, taxiways, aprons, outdoor storage areas or construction areas that do not travel through a pipe. Approval of a point source discharge requires a USEPA issuance of a NPDES permit. Federal permits are not required for non-point source discharges.

Construction and operation of SSA will be implemented in an environmentally responsible manner. SSA will be designed to have no adverse effects on surface and ground water. Also it is IDOT-Aeronautics' intention to comply fully with all environmental regulations and to follow the most advanced environmental practices with regard to airport operation and management. All stormwater carrying industrial pollutants will be contained and conveyed to treatment facilities either on-site or in close proximity to SSA. No pollutants including de-icing and anti-icing fluids, aircraft and vehicle fuel, oil, grease and cleaning chemicals from SSA operations will be discharged to local creeks, streams and bodies of water without proper and approval treatment actions.

The main outfall areas of SSA based on land use will be areas supporting:

- Aircraft and vehicle fueling and maintenance, GSE operations and maintenance, aircraft de-icing and pavement anti-icing – these are considered light to heavy industrial activities.
- Taxiway and runway areas limited to aircraft and emergency vehicle traffic – no industrial activities.
- Outdoor areas for equipment or vehicles storage – no industrial activities.
- Roads, vehicle parking and unloading/loading – no industrial activities.
- SSA airport facilities and tenant facilities including office buildings, rental car facilities, gas stations, food catering, warehouse and recreational facilities – limited or no industrial activities.

The SSA stormwater drainage and treatment system includes: terminal apron, cargo apron, fuel farm and airport maintenance facility. The principal industrial activities at the airport will occur at the terminal apron, cargo apron, fuel farm and airport maintenance facility. These activities include aircraft and vehicle fueling and maintenance and aircraft and pavement de-icing and anti-icing. Storm drains supporting the terminal apron, cargo apron fueling areas, hangars, cargo facilities, GSE equipment maintenance areas and airport maintenance facilities will have fuel vapor traps and oil-water separators to retain oil and grease and will discharge stormwater to fuel separators which will then discharge to a detention basin. The wastewater will be pumped from the detention basin to a wastewater treatment facility on the SSA site or to a local sanitary district wastewater treatment facility for processing. The detention basin will be emptied as soon as possible and no later than 48 hours and will be kept in a dry condition between rain events to avoid attracting wildlife.

[53] Illinois Water Quality Report 2004, Illinois Environmental Protection Agency, Bureau of Water dated May, 2004. http://www.epa.state.il.us/water/water-quality/305b/305b-2004.pdf.

IDOT-Aeronautics will investigate the possibility of recovering and recycling aircraft de-icing fluid on-site. De-icing fluids will be contained and collected at the point of application and will be conveyed to a recovery and recycling facility on the SSA site or in close proximity.

As noted above a NPDES permit will be required. As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into Waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. USEPA defines an airport as an industrial use. In Illinois the NPDES permit program is administered by the IEPA.

SSA will obtain and maintain a General NPDES Permit for airfield operation. It is expected that SSA will assume the role of a principle permit recipient and airport tenants will be added as co-permit recipients under the NPDES permit. As part of the NPDES process SSA will prepare and maintain a current Storm Water Pollution Prevention Program (SWPPP). Potential SWPPP requirements for airport tenants could include: complete an initial and annual stormwater pollution prevention survey; implement best management practices; participate in an airport stormwater pollution prevention team; attend annual training; educate employees about stormwater pollution prevention; and submit to periodic stormwater pollution prevention facility inspections. Some of the best management practices that will be considered as part of the SWPPP include: Preparation and use of a Spill Prevention, Control and Countermeasure Plan (SPCC); prevention of non-stormwater discharges into drains; proper oversight of aircraft, ground vehicle and equipment maintenance repair, fueling, washing/steam cleaning and degreasing; aircraft anti-icing and de-icing actions; waste handling and disposal; building and grounds maintenance; lavatory service operations; and oil-water separators.

A separate NPDES permit will be required for construction of the Inaugural Airport. Stormwater discharges from construction activities (such as clearing, grading, excavating and stockpiling) that disturb one or more acres, or smaller sites that are part of a larger common plan of development or sale, are regulated under the NPDES stormwater program. Prior to discharging stormwater, construction operators must obtain coverage under an NPDES permit, which is administered by IEPA.

As part of a SWPPP, a SPCC plan will be prepared. The primary focus of the SPCC plan will be to prevent and reduce the discharges of pollutants into stormwater resulting from spills of petroleum-based products or other materials. Since petroleum based products will be stored on and in facilities at SSA, emergency spill cleanup plans within a SPCC could include: a description of a facility including the owner's name, address and nature of the facility; general types and quantities of chemicals stored at a facility; site plan showing locations of stored chemicals including the location of storm drains, site drainage, fire water sources and the location and description of devices used to control spills; notification procedures to be implemented in the event of a spill; key personnel to be contacted in the event of a spill; instructions regarding cleanup procedures; and designated personnel with overall cleanup responsibility.

Regarding potable water needs, it is anticipated that the airport will develop an on-airport water system by Date of Beneficial Interest (DBO). This system will be based on a series of on-site wells and will provide a dependable water supply that includes on-airport storage. It is also expected that SSA will pursue long-term mutual water agreements (beyond DBO+5) with local communities within the general watershed (Beecher and Peotone). New and existing public water supplies which intend to construct new water supply facilities, modify existing treatment facilities or equipment, or extend water mains are required to obtain a construction permit from the IEPA's Division of Public Water Supplies. Public water suppliers are also required to obtain an operating permit before putting newly constructed equipment, facilities or mains into operation. IEPA's permit section personnel review applications to ensure that adequate water is available, the system is properly designed and verify that the system or equipment complies with all applicable standards and regulations prior to the issuance of a permit.

Similar to the potable water system, SSA will also develop an on-site sewage treatment facility that will be environmentally responsible and sustainable. The facility will be located and developed in such a manner as to not create a hazardous wildlife attractant as contained in FAA's AC 150/5200-33B.[54] It is also expected that SSA will pursue long-term mutual sewage treatment agreements (beyond DBO+5) with local communities within the general watershed (Beecher and Peotone). The State of Illinois uses the Facility Planning Area (FPA) to aid in evaluating plans for providing wastewater treatment services. See **Exhibit 7-12 - Facility Planning Area Boundaries**.

The Illinois Groundwater Protection Act (IGPA)[55] is a comprehensive law that relies on a state and local partnership and was the first approved in Region 5 by USEPA under the Federal Safe Drinking Water Act. Though the IGPA is directed toward protection of groundwater as a natural and public resource, special provisions target drinking water wells. Illinois' groundwater policy sets the framework for management of groundwater as a vital resource. The program focuses upon uses of the resource and establishes statewide protection measures directed toward potable water wells. In implementing IGPA, IEPA reviews well driller's logs and safe yield information during the development of new water supply wells. Once the IEPA receives this data, a delineated Source Water Protection Area and lateral area of influence calculation is provided to the proponent. The Source Water Protection Area is used in creating Maximum Setback Zones;[56] eligibility for chemical monitoring reform/permanent monitoring relief; lab fee savings and prevention programs including the pollution prevention and conservation reserve programs.

The IEPA operates the Ambient Network of Community Water Supply Wells (CWS Network) at 362 fixed locations across Illinois. The CWS Network is designed to: provide an overview of the groundwater conditions in the CWS Wells in Illinois; provide an overview of the groundwater conditions in the major aquifers in Illinois; establish baselines of water quality within the major aquifers in Illinois; identify trends in groundwater quality in the major aquifers in Illinois; and evaluate the long-term effectiveness of Clean and Safe Drinking Water Acts program activities in protecting groundwater in Illinois. It is expected that SSA on-site wells will participate in the CWS Network.

The IGPA authorized areas served by a community water supply to conduct Groundwater Protection Needs Assessments (GPNA). The intent of a GPNA is to provide a comprehensive evaluation of the groundwater protection measures necessary in order to assure a long-term supply of potable water that is not highly susceptible to contamination. It is expected that SSA will participate in the preparation of a GPNA. Guidance created jointly by IEPA, the Illinois State Water Survey and the Illinois State Geological Survey will be used in preparing a GPNA.

IEPA, in cooperation with IDNR, has created four Groundwater Protection Planning Regions across the state. Will County is contained in the Northeast Region. IEPA established a regional planning committee for each priority groundwater protection planning region. Each regional planning committee is responsible for the following: identification of and advocacy for region-specific groundwater protection matters; monitoring and reporting the progress made within the region regarding implementation of protection for groundwater; maintaining a registry of instances where IEPA has issued an advisory of groundwater contamination hazard within the region; facilitating informational and educational activities relating to groundwater protection within the region; and recommending to IEPA whether there is a need for regional protection pursuant to regulated recharge area. Additionally, in November 2008, the Eastern Will County Wastewater Planning Study[57] was issued by the County of Will.

The Northeastern Groundwater Protection Planning Committee has developed a well sealing program to promote and accelerate the proper abandonment of inactive water supply wells. Well abandonment guidelines and a tracking spreadsheet have been created to facilitate the implementation of this program. In addition, advertising brochures have been printed and distributed to each of the county health departments to assist in promoting this

[54] http://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf
[55] http://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=1595&ChapterID=36
[56] Section 14.3 of the Illinois Groundwater Protection Act (IGPA)
[57] http://willcountylanduse.com/resource/document/eastern-will-county-wastewater-study

effort. The well sealing program involves the purchase of bentonite and providing it to private well owners at cost, or free of charge, to seal their well. Any monies collected are then used to purchase additional bentonite such that the program becomes self-supporting. The Committee also maintains an adequate inventory of bentonite at each county health department so that materials are readily available.

To consider the future water supply needs of Northeastern Illinois and develop plans and programs to guide future use that provide adequate and affordable water for all users, including support for economic development, agriculture and the protection of our natural ecosystems, a regional water supply planning group was formed in 2006. The Northeastern Committee continues to monitor the workings of the planning group and assist with its efforts to quantify future regional water demand and to determine the proper courses of action to ensure the viability of the region's water resources. A summary of the regional water supply planning groups is provided in Chapter IV, Section 5 of the *2006-2007 Biennial Comprehensive Status and Self-Assessment Report*.[58]

The 1996 amendments to the Federal Safe Drinking Water Act required states to develop and implement a Source Water Assessment Program (SWAP). Source Water Protection is an approach that protects critical sources of public water supply and assuring that the best source of water is being utilized to serve the public. It involves implementation of pollution prevention practices to protect the water quality in a watershed or wellhead protection area serving a public water supply. Along with treatment, it establishes a multi-barrier approach to assuring clean and safe drinking water to the citizens of Illinois. Pollution prevention starts with awareness. Thus, source water assessment is the cornerstone essential to the development and implementation of source water protection plans and includes the following:

- Delineating the source water protection area (e.g., watersheds and wellhead protection areas);
- Inventorying potential contamination sources;
- Determining the susceptibility of the source water to contamination;
- Providing recommendations to protect the source water; and
- Providing this information to the public.

The IEPA has implemented a SWAP to assist with wellhead and watershed protection of public drinking water supplies. Illinois SWAP activities are divided into the following areas: 1) community surface water supplies; 2) non-community surface water supplies; 3) community groundwater supplies; Great Lakes (Lake Michigan supplies); 4) non-community groundwater supplies; and 5) mixed ground and surface water community water supplies. SSA falls under the community groundwater supplies program.

The IEPA operates two separate water pollution control permit programs: the NPDES permit program (previously discussed) and the state construction/operating permit program. The state construction/operating permit program is based in the Illinois Environmental Protection Act[59] and the regulations developed by the Illinois Pollution Control Board.[60] Permits are required for the construction of new sewers, sewage pumping stations, and for connections to the public sewers which are 1,500 gallon per day or larger, or serve two or more buildings. Permits are also required for the construction of new sewage treatment plants, pretreatment equipment and industrial wastes treatment plants. Permits are required for the remodeling of sewage treatment plants, pretreatment equipment and industrial wastes treatment equipment. It is anticipated that SSA will be subject to these regulations and permit requirements.

7.12 - Coastal Zone Management and Coastal Barriers

The Coastal Zone Management Act of 1972, as amended, provides for preservation, protection and development and, where feasible, restoration of the nation's coastal zone. The Coastal Barrier Resources Act of 1982 requires that no new Federal expenditures or financial assistance may be made available for construction projects within

[58] http://www.epa.state.il.us/water/groundwater/groundwater-protection/index.html
[59] http://www.ipcb.state.il.us/SLR/TheEnvironmentalProtectionAct.asp
[60] http://www.ipcb.state.il.us/

the boundaries of the Coastal Barriers Resource System. The act was amended in 1990 by the Coastal Barrier Improvement Act to include underlying coastal barriers along the shores of the Great Lakes.

The Illinois' Coastal Management Program (ICMP)[61] is the newest state program in the National Coastal Zone Management Program, gaining approval in 2012. The Illinois' coastal zone stretches 63 miles along Lake Michigan and encompasses the state's coastal watershed as well as some inland waterways and adjacent land that would have historically drained to Lake Michigan. While its coastal zone is highly urbanized, home to nearly six million people and many vibrant industries, it also contains popular recreational opportunities, some of the rarest and most diverse habitats in the state and important cultural resources. The ICMP, under the direction of the IDNR, Office of Coastal Management, focuses on several priority issues including invasive species control, habitat and ecosystem restoration, sustainable growth, economic development, public access and recreation. The coastal management program provides technical assistance to help coastal communities address these priorities and administers a coastal grants program to provide financial support.

The coastal zone boundary for the ICMP[62] defines the land and water areas that are within the limits of this program. The open-water coastal zone boundary for Illinois is the Illinois state line in Lake Michigan. This state line borders the open-water areas of Wisconsin on the north, Michigan on the east, and Indiana on the south. Approximately 1,500 square miles of lake and lake-bottom are included within this area. The approach taken for Illinois has been to define the coastal zone boundary with a focus strictly on the landscape. Specifically, the boundary is primarily based on the Lake Michigan watershed within Illinois. There is no provision made for political boundaries. However, because of the high degree of altered drainage, river engineering and urban development, some flexibility was required in using the watershed approach. Further coastal zone boundary definitions can be found at the IDNR website.[63]

The Inaugural Environmental Study Area is located outside of the primary, "lakeshore" and secondary "inland waterway" coastal zone boundaries. The nearest project location to the ICMP is depicted in **Exhibit 7-13 - Little Calumet River ICMP** and **Exhibit 7-14 – Grand Calumet ICMP**. Plum Creek watershed, which flows into the Little Calumet and Grand Calumet basin, is outside of the boundaries of the ICMP.

7.13 - Wild and Scenic Rivers

The Wild and Scenic Rivers Act (PL90-542 as amended) provides protection for river areas that are free-flowing and possess: "…outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values." The U.S. Department of the Interior (USDOI) is charged with the responsibility of identifying and inventorying rivers or river segments that could be potential candidates for inclusion in the National Wild and Scenic Rivers System. The Nationwide Rivers Inventory (NRI) was compiled as a comprehensive source of consistent data on the nation's free-flowing streams. The NRI lists rivers based on the degree to which they are free-flowing, the degree to which the rivers and their corridors are undeveloped, and the outstanding natural and cultural characteristics of the rivers and their immediate environs.

The nearest designated National Wild and Scenic River to the Inaugural Airport is the Middle Fork of the Vermilion River. The Middle Fork is located approximately 82 miles south of SSA in Vermilion County. The Kankakee River is not designated as Wild and Scenic, but is defined as a river with outstanding recreational values. Recreational river areas are "those rivers or sections of rivers that are readily accessible by road or railroad, that may have some development along their shorelines, and may have undergone some impoundment or diversion in the past." The SSA is approximately 14-16 miles north of the Kankakee River.

[61] http://coastalmanagement.noaa.gov/mystate/il.html
[62] http://www.dnr.illinois.gov/cmp/Pages/boundaries.aspx
[63] http://www.dnr.illinois.gov/cmp/Pages/default.aspx

7.14 - Energy Supply and Natural Resources

The construction of the Inaugural Airport would require the use of construction materials and energy resources, such as electricity and petroleum products. Discussions with suppliers of construction materials have confirmed that there is an existing adequate supply of these resources to construct the Inaugural Airport without adversely impacting the available supplies within the greater Chicago region. Once the Inaugural Airport becomes operational there would be demand for electricity and petroleum products to operate the facilities and equipment. Electricity is the primary source of energy that would be used in the terminal and other facilities. Electricity would also be required for lighting runways, navigational aids, roadways and parking facilities and powering the Airport Traffic Control Tower (ATCT).

Exelon Generation is the leading competitive power generator in the nation, with owned generating assets totaling more than 34,650 megawatts. It is the supplier of electricity to northern Illinois and to the Inaugural Airport site. Exelon has power generation that is heavily dependent on nuclear resources 92 percent[64] and has only 5 percent fossil fuel generation. There are major transmission lines within close proximity to the airport and one or more substations may be constructed on airport property. The Inaugural Airport is expected to have an electrical demand of 12,000 kilowatts annually. The electrical demand for the Inaugural Airport would represent a very small percentage of Exelon's total electrical production from all sources.

7.15 - Light Emissions and Visual Impacts

FAA Order 1050.1E, Airport Environmental Handbook, states that a light emissions impact is "the extent to which any lighting associated with an action will create an annoyance among people in the vicinity or interfere with their normal activities". Because of the relatively low levels of light intensity compared to background levels associated with most air navigation facilities and other airport development actions, light emissions impacts are unlikely to have an adverse impact on human activity or the use or characteristics of the protected properties. Information will be included in the environmental document whenever the potential for annoyance exists, such as site location of lights or light systems, pertinent characteristics of the particular system and its use, and measures to lessen any annoyance, such as shielding or angular adjustments.

The majority of the land use in the Inaugural Airport area is farming. A few residential communities are contributing to existing light emissions in the environs. However, suburban growth is approaching the northern limits of the Inaugural Airport site. Specifically light emission sources are concentrated in population centers of Monee and University Park to the northwest, Crete to the northeast, Peotone to the southwest and Beecher to the southeast. In these communities, light sources consist of residential and commercial structures and street lights. Light industrial uses along I-57 to the west of SSA and Balmoral Race Track to the east on IL-1 are also additional light sources.

Visual or aesthetic impacts are inherently more difficult to define because of the subjectivity involved. Aesthetic impacts deal more broadly with the extent that the development contrasts with the existing environment and whether the jurisdictional agency considers this contrast objectionable. Public involvement and consultation with appropriate Federal, State, and local agencies and tribes may help determine the extent of these impacts. The visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact. The art and science of analyzing visual impacts is continuously improving and the responsible FAA official should consider, based on scoping or other public involvement, the degree to which available tools should be used to more objectively analyze subjective responses to proposed visual changes.

[64] http://www.exeloncorp.com/energy/generation/Pages/generation.aspx

7.16 – Hazardous Materials, Pollution Prevention and Solid Waste

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) (as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992. RCRA governs the generation, treatment, storage and disposal of hazardous wastes. CERCLA provides for consultation with natural resources trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

Executive Order 12088, as amended, directs Federal agencies to comply with "applicable pollution control standards," in the prevention, control, and abatement of environmental pollution; and consult with the EPA, State, interstate, and local agencies concerning the best techniques and methods available for the prevention, control and abatement of environmental pollution. For construction or operation of FAA facilities outside the United States, the FAA must ensure that such construction or operation complies with the environmental pollution control standards of general applicability in the host country or jurisdiction.

Executive Order 12580, Superfund Implementation amended by EO 13016 and 12777 delegates most response authorities to EPA and United States Coast Guard for abatement. Agencies must participate in response teams with opportunity for public comment before removal action is taken.

FAA actions to fund, approve or conduct an activity may require consideration of hazardous material, pollution prevention and solid waste impacts in NEPA documentation. NEPA documents prepared in support of project development should include an appropriate level of review regarding the hazardous nature of any materials or wastes to be used, generated or disturbed by the proposed action, as well as the control measures to be taken. The CEQ *Memorandum on Pollution Prevention and the National Environmental Policy Act* encourages early consideration, for example, during scoping, of opportunities for pollution prevention. FAA should, to the extent practicable, include pollution prevention considerations in the proposed action and its alternatives; address pollution prevention in the environmental consequences section; and disclose in the record of decision the extent to which pollution was considered. A discussion of pollution prevention may also be appropriate in an EA. Consideration of these issues in evaluating the effects of proposed actions should begin with an understanding of the following three terms:

(1) Hazardous Material – any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce (49 CFR Part 172, table 172.101). This includes hazardous substances and hazardous wastes.

(2) Hazardous Waste – under RCRA a waste is considered hazardous if it is listed in, or meets the characteristics described in 40 CFR Part 261, including ignitability, corrosivity, reactivity, or toxicity.

(3) Hazardous Substance – any element, compound, mixture, solution, or substance defined as a hazardous substance under CERCLA and listed in 40 CFR Part 302. If released into the environment, hazardous substances may pose substantial harm to human health or the environment.

As part of the ongoing land acquisition program for SSA, Phase I Environmental Site Assessments in conformance with the scope and limitations of the American Society of Testing and Material Practice 1527-05 are completed for properties acquired. Copies of the Phase I Environmental Site Assessment are forwarded to FAA and IDOT-Aeronautics for their review and permanent records.

7.17 – Secondary (Induced) Impacts

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. Examples include: shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use or direct social impacts.

7.18 - Socioeconomic Impacts

If acquisition of real property or displacement of persons is involved, 49 CFR part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of l970), as amended, must be met for Federal projects and projects involving Federal funding. Otherwise, the FAA, to the fullest extent possible, observes all local and state laws, regulations, and ordinances concerning zoning, transportation, economic development, housing, etc., when planning, assessing or implementing the proposed action. (This requirement does not cover local zoning laws, set-back ordinances, and building codes because the Federal government is exempt from them.

7.19 - Environmental Justice

Executive Order 12898, issued in 1994, requires each Federal agency to include environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse impacts of its programs, policies and activities on minority and/or low-income populations. The U.S. DOT issued the final DOT Order in 1997, as amended in May 7, 2012, DOT Order 5610.2(a),[65] Environmental Justice in Minority Populations and Low-Income Populations. The DOT Order establishes how DOT and its operating administrations will integrate *Executive Order 12898* with existing regulations and guidance. It states it is the policy of DOT to promote the principles of environmental justice through the incorporation of those principles into existing agency programs, policies and activities. The Order goes on to state it is DOT's policy to promote the principles of environmental justice by fully considering them throughout the planning and decision-making processes in the development of programs, policies and activities, using the principles of NEPA, Title VI, the Uniform Act and other applicable DOT statutes, regulations and guidance. The DOT Order states:

> *…activities that will have a disproportionately high and adverse effect on minority or low-income populations will only be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. In determining whether a mitigation measure or an alternative is "practicable", the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account. …Activities that will have a disproportionately high and adverse effect on populations protected by Title VI will only be carried out if (a) a substantial need for the program, policy, or activity exists, based on the overall public interest and (2) alternatives that would have less adverse effects on protected populations (and still satisfy the need identified in subparagraph (1) above), either (i) would have other adverse social, economic, or environmental or human health impacts that are more severe, or (ii) would involve increased costs of extraordinary magnitude.*

Additional guidance for implementing *Executive Order 12898* within the NEPA process is contained in CEQ's *Environmental Justice: Guidance Under the National Environmental Policy Act*. The FAA also considers EPA's *Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses* to the extent that is consistent with the DOT Order. The EPA defines environmental justice as:

> *the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws,*

[65] http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_56102a/

regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

The IEPA oversees a number of Federal environmental programs and policies in the State of Illinois. This includes implementation of environmental justice policies. As a means of ensuring environmental justice compliance, IEPA has drafted an interim environmental justice policy,[66] which seeks public and private commitment to include the following goals:

- to ensure that communities are not disproportionately impacted by degradation of the environment or receive a less than equitable share of environmental protection and benefits;
- to strengthen the public's involvement in environmental decision-making, including permitting and regulation, and where practicable, enforcement matters;
- to ensure that Agency personnel use a common approach to addressing environmental justice issues; and
- to ensure that the IEPA continues to refine its environmental justice strategy to ensure that it continues to protect the health of the citizens of Illinois and its environment, promotes environmental equity in the administration of its programs, and is responsive to the communities it serves.

FAA Order 1050.1E states the following with regard to environmental justice significance thresholds: *Disproportionately high and adverse human health or environmental effects on minority and low-income populations may represent a significant impact.*

A minority person is defined as an individual who is a member of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic. According to the U.S. DOT Order, minority populations mean any readily identifiable groups of minority persons that live in geographic proximity. CEQ guidance states that minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The term "affected area" was defined as that area on which the proposed project will or may have an effect.

In identifying minority communities, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a geographically dispersed/transient set of individuals (such as migrant workers or Native American), where either type of group experiences common conditions of environmental exposure or effect. The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, census tract, or other similar unit that is to be chosen so as to not artificially dilute or inflate the affected minority population. A minority population also exists if there is more than one minority group present and the minority percentage, as calculated by aggregating all minority persons, meets one of the above-stated thresholds.

DOT Order 5610.2(a) defines "low-income persons" as those whose "median household income is below the United States Department of Health and Human Services (HHS) poverty guidelines." The Federal definition of poverty level varies by the size of family and number of related children under the age of 18 years. Average poverty guidelines in 2010 ranged from $10,830 for a one-person household, to $40,750 for households with nine or more family members. In identifying low-income populations, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions of environmental exposure or effect.

[66] http://www.epa.state.il.us/environmental-justice/policy.html

The U.S. Census Bureau gathers minority data based on the following definition: minorities are individuals who are a member of one of the following population groups: Black (not of Hispanic origin), Hispanic, Asian, American Indian or Native Alaskan. As such, Census minority figures include both racial and ethnic minorities. Since the Census collects separate data on Hispanic populations in addition to data on minority populations, the demographics analysis addresses minority and Hispanic populations separately. For the unit of geographical analysis, block and block group level data from the *2010 U.S. Census* was used.

Low-income populations were identified using the annual statistical poverty thresholds developed by the U.S. Census Bureau. For an average household size (number of individuals in the residence) of 2.56 people, the poverty level is $18,310. To provide a more inclusive definition and account for the higher cost of living of the Chicago region compared to the nation as a whole, however, a multiplier may be used that would increase the low-income threshold to a level above those presented in the HHS poverty guidelines.

A "disproportionately high and adverse effect on minority and low-income populations" is defined as an adverse effect that: "(1) is predominantly borne by a minority population and/or low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or low-income population." The DOT Order also states that "[i]n making determinations regarding disproportionately high and adverse effects . . . mitigation and enhancement measures. . . and all offsetting benefits to the affected minority and low-income population may be taken into account . . ."

Generally, Environmental Justice Methodology describes the environmental justice process and its two primary components, including public outreach and analysis. The outreach is intended to encourage public participation in the FAA's EIS process and to inform and engage affected minority population and low-income households. Information gathered from the outreach is used to guide the analysis.

More specifically, Council on Environmental Quality (CEQ) methodology involves collecting demographic information on the area where the project may cause significant adverse effects; identifying low-income and minority populations (communities of concern) in that area using census data and other available means; and identifying whether the project's adverse effects are disproportionately high on the low-income and minority populations in comparison with those on other populations. Under NEPA, the potential for disproportionately high and adverse effects on minority and/or low-income populations is one of the factors FAA considers in making its finding on a project and issuing a Record of Decision.

An assessment of environmental justice involves four basic steps:

- Identify the area where the project may cause significant and adverse effects (i.e., the project area);
- Compile population and economic characteristics for the project area and identify potential environmental justice areas (i.e., minority or low-income communities);
- Identify the Recommended Alternative's potential adverse effects on minority and low-income communities; and
- Evaluate the Recommended Alternative's potential adverse effects on minority and low-income communities relative to its overall effects to determine whether any potential adverse impacts on those communities would be disproportionate.

7.20 - Children's Environmental Health and Safety Risks

Pursuant to *Executive Order 13045*, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Agencies are encouraged to participate in implementation of the Order by ensuring that their policies, programs, activities and standards address disproportionate risks to children that result from environmental health risks or safety risks.

7.21 - Construction Impacts

Construction impacts for the development of SSA can result from the building of runways, taxiways, roads, terminals, NAVAIDS and other activities. These impacts are commonly short-term and temporary in nature. Typical construction impacts may include air, water and noise pollution and disposal of construction debris. Surface transportation traffic patterns, both on and off the airport, may be altered during construction in addition to other social and socioeconomic impacts. Airfield construction may also alter normal aircraft taxi patterns and runway usage at the GA/corporate aviation runway.

Numerous Federal and state regulations govern construction activities. The primary set of standards applicable to all projects is FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports.* The Occupational Safety and Health Administration's (OSHA) construction safety and health regulations also apply to all construction projects.[67] These OSHA regulations establish a variety of safety standards relating to demolition practices, construction equipment, construction practices on-site, storage of materials, use of tools and fire protection. Construction work necessary will comply with all regulations generally applicable to construction. Additional regulations specifically applying to projects involving the handling, transport, loading, unloading and storage incidental to transportation of any hazardous materials are administered by the USDOT.[68] The USEPA administers regulations relating to the disposal of hazardous wastes.

Three Federal agencies have regulatory jurisdiction over asbestos removal and handling: USDOT, USEPA and OSHA. USDOT regulations potentially applicable to the SSA for this project are included in the Hazardous Materials Regulations (49 CFR Parts 171, 172, 173, and 177). OSHA regulations applicable to contractors working at the SSA are related to hazard communication, construction standards and general industry standards, and are included in 29 CFR Parts 1910.1001, 1910.1200 and 1910.134. USEPA regulations applicable to the SSA are included in the asbestos portion of the National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 CFR Part 61), Toxic Substances Control Act (TSCA) (40 CFR Part 763) and the Asbestos Hazard Emergency Response Act. The Illinois statute that pertains to asbestos is the Illinois Environmental Protection Act.

Sections 402 and 404 of the Clean Water Act are also applicable to construction activities. Section 402 requires that a stormwater control permit NPDES be obtained from the designated permit issuance authority, IEPA, for any construction that may result in discharges to navigable Waters of the United States. The Phase II of the NPDES stormwater program includes General Storm Water Permits for Small Municipal Separate Storm Sewer Systems. The permits are intended to ensure protection from soil erosion. Section 404 requires that permits be obtained from the USACOE for the dredging or filling of jurisdictional wetlands or other non-wetland Waters of the United States.

As noted in FAA Order 1050.1E, Appendix A-5.3: *Construction impacts alone are rarely significant pursuant to NEPA. Refer to the air quality, water, fish, plants and wildlife, and other relevant impact categories for further guidance in assessing the significance of the potential construction impacts.*[69] IDOT-Aeronautics will formulate, implement and monitor a program of construction environmental impact mitigation to eliminate or reduce construction impacts.

[67] http://www.wbdg.org/ccb/OSHA/29cfr1926.pdf
[68] http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&rgn=div5&view=text&node=49:2.1.1.3.13&idno=49
[69] http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf

Section 8 - Past, Present and Reasonably Foreseeable Future Actions

The CEQ requires the consideration of cumulative effects of past, present and reasonably foreseeable future actions. The center of this analysis is the understanding that many of the impacts associated with a specific development may be in and of themselves small, but their "cumulative" effects could be considerable. USEPA guidance on cumulative impacts notes that: "generally, the scope of (environmental) analysis will be broader than the scope of (environmental) analysis used in assessing direct or indirect effects." It is anticipated that the direct and indirect impacts of the construction and operation of SSA will be analyzed in FAA's Tier 2 EIS.

8.1 – Past Projects

8.1.1 – Aviation:

South Suburban Airport: In 1985, FAA issued an EIS/ROD that approved several airfield improvements to ORD. The approved EIS/ROD included a mitigation measure calling on the IDOT to conduct a feasibility study to determine the need for additional airport capacity in the Chicago metropolitan area. Subsequent to the completion of the feasibility study, an Airport Master Plan and environmental assessment were prepared by IDOT-Aeronautics that selected the Peotone site for airport development. In July 2002, FAA issued an EIS/ROD that formally selected the Peotone site and directed IDOT-Aeronautics to initiate land acquisition to protect the SSA site from urban encroachment.

O'Hare International Airport/O'Hare Modernization Program: In June 2002, FAA issued a Finding of No Significant Impact/ROD for the World Gateway Program at ORD. The proposed action contained in that approved document focused on additional terminal improvements. On September 29, 2005, FAA issued an EIS/ROD for the O'Hare Modernization Program (OMP). This EIS/ROD approved several airfield capacity enhancements through the construction of new parallel runways and the decommissioning of three runways. The proposed action included the development of a new terminal in the western airfield quadrant.

8.1.2 – Surface Transportation

Interstate 355 Extension: In November 2007, the Illinois State Toll Highway Authority opened a new highway segment, Interstate 355-Veteran's Memorial Tollway, which connected Interstate 55 near Lemont to Interstate 80 at New Lenox.

Illiana Expressway: In 2009-2010 the IDOT-Highways and the Indiana Department of Transportation (INDOT) conducted separate feasibility studies for a proposed expressway, known as Illiana Expressway. This expressway would connect I-57 generally south of Interstate 80 in Illinois to Interstate 65 in Indiana. Several of the proposed alternative corridors passed near and/or adjacent to the SSA site.

8.1.3 – Other Infrastructure Development

Joliet Arsenal Development: In the mid-1990s, after decades of service to the U.S. Department of the Army, the Joliet Arsenal, located west-northwest of SSA, was declared excess Army property. In 1995, the former Joliet Arsenal property was subdivided into public and private use through an act of Congress. Subsequently, the State of Illinois established the Joliet Arsenal Development Authority (JADA) to oversee the reuse of approximately 3,000 acres of land formerly known as the Joliet Army Ammunitions Plant. By 2000, JADA received the first transfer of land from the U.S. Army. Soon after, construction began on what is now known as the CenterPoint Intermodal Center–Elwood, a 1,500-acre industrial park. Soon thereafter the BNSF logistics park opened on the western side of the former arsenal site. This facility integrates several modes of transportation including direct rail, truck, transload and intermodal shipments. On the eastern portion of the former Joliet Arsenal, 300 acres of the previous Island City Industrial Park were purchased by the International Union of Operating Engineers–Local 150. The union built an Apprenticeship & Skill Improvement Training Facility to help the need for skilled men and women in the operating engineering trades. Soon after, JADA entered into an agreement with ProLogis to

develop a 775-acre warehouse and distribution park, called the ProLogis Park Arsenal. This project is designed to accommodate regional and super regional distribution centers.

Crete CenterPoint Intermodal Facility: In 2007, CenterPoint acquired 1,000 acres in Crete, IL, adjacent to the future SSA northeastern boundary, for an inland port development along the CSX/UP main line. The park is to feature up to 300 acres for intermodal and related container/equipment management and 700 acres for an industrial park that can accommodate up to six million square feet of warehouse distribution centers, transloading and/or cross-dock facilities.

8.2 – Current Projects

8.2.1 – Aviation:

South Suburban Airport: Land acquisition is underway and several facets of the Airport Master Plan and been approved and/or accepted by the FAA. Environmental studies in support of the Tier 2 EIS are also ongoing.

O'Hare International Airport/O'Hare Modernization Program: OMP construction is underway, with several major projects having been completed. Design and planning work is underway for the next major phase (2A) of the OMP development.

8.2.2 – Surface Transportation:

Illiana Expressway: Presently IDOT-Highways and INDOT are preparing a Tier 2 EIS for the proposed Illiana Expressway. The Tier 1 ROD which selected a preferred build corridor and the No-Action alternative was issued in January 2013.

Interstate 57/294 Interchange Project: IDOT-Highways, in partnership with the Illinois Tollway Authority, has begun land acquisition and preliminary construction activities that may lead to the construction of an interchange between I-57 and 294.

U.S. Route 30 Reconstruction Project: US Route 30 (US-30) is a Strategic Regional Arterial and part of the National Highway System. These routes supplement expressways, Interstate systems and connect the regional transportation network. IDOT-Highways is currently completing a widening project of US-30 that will increase capacity, improve travel times, and reduce congestion from Williams Street (New Lenox) to Harlem Avenue.

8.2.3 – Other Infrastructure Development

Canadian National Logistics Park: CN Logistics Park[70] is currently under construction adjacent to the existing CN Intermodal Terminal in Harvey, Illinois. It is located on 500 acres with over 2.5 million square feet of warehouse space and Foreign Trade Zone designation is in process. The Logistics Park is expected to facilitate several types of distribution services, including warehousing, transloading, product consolidation, heavy container handling, special cargo projects, and container handling.

RidgePort Logistics Center: RidgePort Logistics Center[71] is a 14 million square foot rail-served industrial park situated on more than 1,500 acres and strategically positioned three miles from the BNSF Logistics Park-Chicago in Elwood, and the Union Pacific-Joliet Intermodal Terminal in Joliet. The two intermodals combined comprise one of the largest container ports in the United States. RidgePort also lies in Wilmington, IL, making it part of the Will County inland port region.

[70] http://www.cn.ca/en/chicago-logistics-park.htm
[71] http://www.ridgeportlogisticscenter.com/

8.3 – Reasonably Foreseeable Future Actions

8.3.1 – Aviation:

South Suburban Airport: Upon completion of the IAP and as determined by aviation demand, SSA could initiate planning and environmental review on the next phase of airfield development.

Chicago O'Hare International Airport/O'Hare Modernization Program: OMP construction is expected to continue, eventually reconfiguring the airfield to reduce delays and provide increased capacity at the airfield.

8.3.2 – Surface Transportation

Illiana Expressway: IDOT-Highways and INDOT, in conjunction with FHWA, will complete the Tier 2 EIS for the proposed Illiana Expressway. The environmental document includes more detailed engineering and environmental studies for the preferred Tier 1 alternative. The Tier 2 EIS will refine the proposed corridor to a preferred alignment that will be considered in the study as well as a "no build" alternative. This study will identify a right-of-way footprint that provides the best balance of serving transportation needs, avoiding or minimizing environmental impacts, and incorporating community input and values. It is anticipated that these studies could lead to the construction of the Illiana Expressway.

Metra Passenger Rail: Metra has proposed several new lines and/or extensions to areas near SSA. A potential extension to the existing Metra Electric line could run south from the existing University Park station along the existing CSX/UP corridor to SSA, potentially terminating in Peotone or Kankakee. Additionally, Metra's SouthEast Service line is proposed to run along existing freight and passenger railroad tracks, linking close to 20 communities in south suburban Cook and Will counties, with planned stations northeast of SSA in Crete and Balmoral Park.[72]

8.3.3 – Other Infrastructure Development

Commercial, Industrial, and Residential Development: Development is expected to continue throughout the region due to the expected growth in population of the area. Infrastructure development in the vicinity of SSA is expected to include industrial, commercial, retail, service industry-related developments businesses, and residential. It is anticipated that future land use immediately adjacent to SSA will be zoned to ensure future land use compatibility as well as allow SSA to expand to its full development potential.

[72] (http://metraconnects.metrarail.com/

Section 9 – Sponsor's Proposed Action

The IAP encompasses the facilities needed for the construction and operation of a new commercial airport near Peotone, Illinois. The IAP facilities are based on those airfield components identified in the *South Suburban Airport – Facility Requirements Report*, *October 25, 2011*.[73] The following is IDOT-Aeronautics' Proposed Action list of items needed to construct SSA.

1. Acquire land within the IAP in fee simple title, including relocation assistance, as applicable. This action includes the incorporation of Bult Field and its continued use as a GA/corporate aviation airport.
2. Closure of public access roadways to allow for airfield construction and approach protection.
3. Construction of Runway 9R-27L, 9,500 feet x 150 feet, to serve commercial aircraft, including a complete parallel taxiway system.
4. Construct a connecting Taxiway "A" from Runway 9R-27L to the air passenger terminal.
5. Construct a connecting Taxiway "C" from Runway 9R-27L to 9L-27R.
6. Install High Intensity Runway Lights on Runway 9R-27L.
7. Construct Medium Intensity Taxiway Lights for Taxiways "A", "B", "C" and "D."
8. Install a Localizer Antenna Array over 1,000 feet beyond the threshold of Runway 9R; install a Glide Slope Antenna adjacent to the threshold of Runway 27L; and install a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR). These combined facilities allow for the creation of a Category I Standard Instrument Approach Procedure (SIAP) for Runway 27L.
9. Install Precision Approach Path Indicator (PAPI) Lights for both thresholds of Runway 9L-27R.
10. Construct a secure airport service roadway around Runway 9L-27R.
11. Construct public access roadways that connect the air passenger terminal, interim air cargo facility, Airport Traffic Control Tower (ATCT), Aircraft Rescue and Fire Fighting (ARFF), Snow Removal Equipment (SRE) Building, GA/corporate aviation facilities, fuel farm, permanent air cargo area and Airfield Maintenance building. This development includes relocation of portions and/or closure of portions of public roadways.
12. Re-designation of Runway 9-27 GA/corporate to Runway 9L-27R.
13. Construct air passenger terminal building, aircraft parking apron and associated auto parking facilities.
14. Construct an airport access road and interchanges at I-57 and IL-50 to the air passenger terminal.
15. Construct interim and permanent air cargo facilities.
16. Construct on-airport access roadways within the Airport Operations Area (AOA).
17. Construct ATCT.
18. Construct an ARFF facility.
19. Construct Airfield Maintenance building and SRE building.
20. Construct an airfield fuel farm.
21. Install a Rotating Beacon.
22. Install an Automated Weather Observation System (AWOS).
23. Install a Low Level Wind Shear Alert System (LLWAS).
24. Install appropriate wind indicators and associated segmented circle.
25. Install an airfield electrical vault.
26. Install an on-site Airport Surveillance Radar (ASR).
27. Relocate the existing Peotone Very High Frequency Omni-directional Rangefinder to the airport.
28. Install perimeter and security fencing.
29. Install appropriate utilities including: water, sanitary, stormwater, electrical, natural gas and telecommunications.
30. Identify any potential borrow and fill areas, as applicable.
31. Mitigate any potential wetland and/or floodplain impacts, as applicable.
32. Revise existing SIAPs and initiate new SIAPs for all runway ends.
33. Approve the SSA ALP.
34. Impose and Use a Passenger Facility Charge.

[73] http://www.southsuburbanairport.com/MasterPlan/reports/Approved_SSA_Facility_Requirements_Report.pdf

Section 10 - List of Potential Federal, State and Local Actions

10.1 – Potential Federal Actions

The following is a list of expected Federal actions that would be necessary for approval of the construction and operations of the SSA:

- FAA approval of the forecast analyses and of the Airport Layout Plan (§49 U.S.C. 47107 (a)(16).
- FAA environmental approval to allow use of Airport Improvement Program (AIP) funds.
- Final airspace determination (14 CFR Part 157) (§49 U.S.C. 40103(b) and 40113).
- Final determination of potential obstructions to navigable airspace per an aeronautical study outlined under 14 CFR Part 77 (§49 U.S.C. 40103(b) and 40113).
- Final certification that proposed aeronautical development is reasonably necessary for use in air commerce or for national defense (§49 U.S.C. 44502(b) and 14 CFR Part 169).
- Final environmental approval for Federal construction of navigational aids.
- Final environmental approval to develop new approach procedures, per §49 U.S.C. 40103(b) and 14 CFR Part 91.
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended;
- *Executive Order 12372* – Intergovernmental Review of Federal Programs.
- *Executive Order 11988* – Floodplain Management.
- The Department of Transportation Order 5660.1A, Preservation of the Nation's Wetlands, which implements Federal *Executive Order 11990*, Protection of Wetlands.
- U.S. Department of Transportation Order 5610.2(a), Environmental Justice in Minority Populations and Low-Income Populations, May 7, 2012.
- *Executive Order 12898*, Federal Actions to Address Environmental Justice in Minority Population and Low-Income Populations, February 11, 1994.

10.2 – Potential State and Local Environmental Actions

The following is a list of expected state and local environmental laws that would be necessary for approval of the construction and operations of the SSA:

- Application of all required local permits.
- Application for Federal assistance in the construction, development and maintenance of the facility.
- Coordination with the Illinois Historic Preservation Agency (IHPA), State Historic Preservation Officer, pursuant to Section 106 of the National Historic Preservation Act of 1966.
- Coordination with IDNR regarding threatened and endangered species and wetlands.
- IEPA approval of the National Pollution Discharge Elimination System (NPDES) permits.
- IEPA approval of the Spill Prevention and Countermeasure Plan, as required.
- Illinois Interagency Wetland Policy Act of 1989.

Section 11 – Potential Permitting, Commitments and Mitigation Actions

A major public works project, such as the construction and operation of SSA, would require the issuance of certain Federal, State and local permits. The issuance of any permits may necessitate the development of certain commitments and mitigation actions.

11.1 – Potential Permits

A list of potential permits that could be issued for the construction and operation of the SSA are discussed below.

11.1.1 – Federal Clean Water Act - Section 404

The CWA, specifically Section 404 of that act, established a program to regulate the discharge of dredged and fill materials into Waters of the United States, including wetlands. The responsibility for administering and enforcing Section 404 is a shared responsibility between the USACOE and USEPA. USACOE administers the day-to-day program, including individual permit decisions and jurisdictional determinations; develops policy and guidance; and enforces Section 404 provisions. USEPA develops and interprets environmental criteria used in evaluating permit applications, identifies activities that are exempt from permitting, reviews/comments on individual permit applications, enforces Section 404 provisions and has authority to veto USACOE permit decisions. The IAP will include the placement of fill material into Waters of the United States and thereby will require the issuance of a Section 404 permit. Various mitigation actions are expected to be a part of any permits issued by the USACOE, EPA and IDNR. FAA guidance contained in AC 150/5200-33B,[74] states that mitigation of wetlands cannot take place within 10,000 feet of the nearest runway. A Jurisdictional Determination has been issued by USACOE for the IAP site. Detailed analysis of the project is contained in the SSA 2009 Wetland Delineation Report.

11.1.2 – Federal Clean Water Act - Section 401

The CWA, specifically Section 401 of that act, requires that a license or permit is necessary to construct and/or operate facilities which may result in any discharge into navigable waters. Permit issuance in Illinois is usually contained in a certification from the IEPA. The IAP development may include discharges into local navigable waters and thereby could require the issuance of a Section 401 permit.

11.1.3 – Federal Endangered Species Act - Section 7

The Endangered Species Act (ESA) directs all Federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the act. Section 7 of the ESA, called "Interagency Cooperation," is the mechanism by which Federal agencies ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species. At present, no Federally listed species have been documented on the IAP site and, as such, no Section 7 permit action is required at this time.

11.1.4 – Federal Clean Water Act - National Pollutant Discharge Elimination System

Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming and other activities. As authorized by the CWA, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into Waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit. However, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. The NPDES permit program is administered by IEPA. General NPDES Permit Number ILR40 authorizes discharges of only stormwater from separate storm sewer systems; specifically stormwater runoff, snow melt runoff and surface runoff and drainage. The IAP may include discharges into local navigable waters and thereby will require the

[74] FAA AC 150/5200.33B, *Hazardous Wildlife Attractants on or near Airports* dated August 28, 2007.

issuance of a NPDES permit for airfield operation. A separate NPDES permit would also be required for any airport construction activities.

11.1.5 – Spill Prevention, Control and Countermeasure Rule and Plans

The SPCC rule from USEPA includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC plans. The SPCC rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan (FRP). A FRP documents a facility's preparedness to respond to a worst case oil discharge. Under the CWA, as amended by the Oil Pollution Act, certain facilities that store and use oil are required to prepare and submit these plans. As part of the Oil Pollution Prevention regulation, the FRP rule addresses: who must prepare and submit a FRP; what must be included in a FRP; and potential to cause "substantial harm" in the event of a discharge. It is anticipated that SSA may be subject to the SPCC rule and would be required to prepare a FRP.

11.1.6 – Illinois Department of Natural Resources-Office of Water Resources Permit

The IDNR-Office of Water Resources (IDNR-OWR) issues permits for work in and along the rivers, lakes and streams of the State, including Lake Michigan, for activities in and along the public waters and for the construction and maintenance of dams. IDNR-OWR also provides assistance to help local officials with floodplain management needs. This includes administration of the National Flood Insurance Program, working with FEMA to prepare floodplain maps and coordinating flood mitigation and flood protection programs. IDNR issues permits for floodway/floodplain management and public waters management. It is anticipated that SSA would be required to secure an IDNR-OWR permit regarding management of local floodplains.

11.1.7 – Illinois Department of Natural Resources-Interagency Wetland Policy Act

IDNR has the authority to review and approve State-sponsored construction activities to determine the level of impacts to wetlands. The IAP may include the placement of fill material into areas designated as wetlands by IDNR. IDNR approval for these actions would be required.

11.1.8 – Air Quality Permit for On-site Batch Plants or Other Construction-related Activities

This permit program covers sources in Illinois that are required by our Federally approved state Implementation Plan to have operating permits but are not large enough to be required to obtain a permit under Title V of the Federal Clean Air Act, known as the "Clean Air Act Permit Program" or "CAAPP" permit.
This fee impacts approximately 5,985 sources that have state air operating permits. Approximately 5,300 of these sources currently pay the minimum fee of $200. These sources typically include concrete batch plants, quarries, drycleaners, grain elevators and small printing and coating operations.

11.1.9 – Local Government Construction Permits

The Will County Land Use Department (WCLUD) will be contacted prior to development to indentify required permits for the various facilities of SSA.[75] There are multiple divisions in the WCLUD that include:

- Building Division (review of architectural plans permit issuance);
- Code Enforcement (review of code violations on file for the property);
- Development Review (review of Zoning & Engineering Standards); and
- Resource Recovery & Energy (review of IEPA violations on file for the property).

In addition to the reviews mentioned above, the following agencies may need to approve the building permit application:

- Fire Department;
- Highway Authority (driveway entrance, road bond);
- Health Department (well and septic);

[75] Will County Land Use Department, 2012. http://willcountylanduse.com/building-division/request-permit

- 911 (addressing); and
- School, Library and Park District (impact fees) - If building on a lot in a subdivision created after October 1973.

11.1.10 – Growth Management Permits

Will County has a robust history of growth and has made attempts to plan accordingly for it. The County has made the commitment to assist in managing residential, commercial and industrial growth for areas where the local communities do not have adequate resources or jurisdiction. The County has also realized the best approach is working together to identify the roles the local communities and the County take part in making key decisions. The Will County Land Use Resource Management Plan[76] is a critical part of this decision making process and does the following actions:

- Presents a regional vision for the general form and shape of future growth.
- Identifies guidelines for various development "Forms and Use Concepts" to be used by the County in its development review process, and which can be incorporated into local community plans and regulations, as those communities see fit.
- Identifies the County as a leader on countywide issues such as regional open space planning, transportation planning, stormwater management, and regional geographic information systems.
- Recognizes that site-specific land use decisions are the responsibility of the individual jurisdictions in which the land is located.
- Encourages new non-rural growth and development to occur in and around existing service areas, which by definition means that most new urban or suburban development is encouraged to occur in municipalities.
- Positions the County as a regional forum, facilitator and as a problem solving mechanism.

11.1.11 – Section 303 of the USDOT Act

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which stipulated that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 was set forth in Title 49 United States Code (U.S.C.), Section 1653(f). A similar provision was added to Title 23 U.S.C. Section 138, which applies only to the Federal Aid Highway Program. Since 1966, Section 4(f) has undergone several changes. The first of these changes was a 1968 amendment to Section 4(f)'s wording-an effort by lawmakers to reconcile the language of 49 U.S.C. Section 1653(f) and 23 U.S.C. Section 138. The wording in the two provisions was somewhat different; therefore, the Federal-Aid Highway Act of 1968 amended the wording in both sections to be consistent. The second change was a result of the 1983 re-codification of the DOT Act, in which Section 4(f) became 49 U.S.C. Section 303.

In August 2005, Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), made the first substantive revision to Section 303 since the 1966 U.S. Department of Transportation Act. Section 6009, which amended existing Section 303 legislation at both Title 49 U.S.C Section 303 and Title 23 U.S.C. Section 138, simplified the process and approval of projects that have only *de minimis* impacts on lands impacted by Section 303. Under the new provisions, once the U.S. DOT determines that a transportation use of Section 303 property results in a *de minimis* impact, analysis of avoidance alternatives are not required and the Section 303 evaluation process is complete. Section 6009 also

[76] Will County, Illinois 2012. http://www.willcountyillinois.com/Portals/0/PDFs/Land%20Use/Planning%20and%20Zoning/policygateway.pdf

required the U.S. DOT to issue regulations that clarify the factors to be considered and the standards to be applied when determining if an alternative for avoiding the use of a section 303 property is feasible and prudent. On March 12, 2008 FHWA issued a Final Rule on Section 303, which clarifies the 303 approval process and simplifies its regulatory requirements. In addition, the Final Rule moves the Section 303 regulation to 23 CFR 774.

11.2 – Potential Commitments and Mitigation Actions

11.2.1 – Noise

The IAP includes land necessary to accommodate expected significant noise impacts as contained in the Tier 1 EIS. It is IDOT-Aeronautics continuing commitment that all adverse aircraft noise impacts, as defined in FAA Order 1050.1E and succeeding guidance, will remain on airport property.

11.2.2 – Air Quality

Transportation conformity is required by the CAA Section 176(c) (42 U.S.C. 7506(c)) to ensure that Federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by the SIP. Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

11.2.3 – Wetlands and Waters of the United States.

It is anticipated that the development of SSA will impact certain wetland areas. It is also expected that specific wetland mitigation will be required by USACOE and IDNR.

11.2.4 – Floodplains

It is anticipated that the development of the SSA will impact certain floodplain areas, especially in the construction of a bridge over Black Walnut Creek. In addition, construction of new impervious surfaces (runways, taxiways, aprons and roadways) along with new terminals, hangars and other ancillary buildings may increase the runoff of water on the SSA footprint. It is expected that specific “dry-bottom” (48-hour) detention areas will be required. Construction of compensatory storage areas may be developed, as necessary. This will adhere to regulatory requirements of no additional downstream increase in peak flow.

11.2.5 – Social Impacts – Airport Land Acquisition and Ancillary Impacts

The character of a community is largely due to the people that live or work there. Associated factors that contribute to the character of a community are business and labor markets, transportation systems, and utilities. The geography, geology, and climate of an area are also contributing factors. Any development that significantly affects individuals within a community is defined herein as a social impact. FAA Order 1050.1E states in Section 16.2c, “The principal social impacts to be considered are those associated with relocation or other community disruption, transportation, planned development, and employment.” Factors to be considered in determining the impact thresholds include:

- Extensive relocation of residents is required, but sufficient replacement housing is unavailable.
- Extensive relocation of community businesses that would create severe economic hardship for the affected communities.
- Disruptions of local traffic patterns that substantially reduce the levels of service of the road.

The use of Federal funds for the purchase of fee simple title land must be done to the standards outlined in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (URA), 49 CFR Part 24.[77]

[77] http://www.fhwa.dot.gov/realestate/ua/uraguide3805.pdf

11.2.6 – Historical, Architectural, Archaeological and Cultural Resources

During the preparation of the Tier 1 EIS, a Programmatic Agreement (PA) was executed among the FAA, IDOT and the Illinois State Historical Preservation Officer (SHPO). As part of the Tier 2 analysis it is proposed that an updated PA be executed that reflects the results of past cultural survey actions. IDOT is committed to abide by the tenants of the Tier 2 PA.

11.3 – Environmental Management Systems

Paragraph 9.e of FAA Order 5050.4B[78] defines an Environmental Management Systems (EMS) as *a set of processes and practices designed to provide an organization with information about environmental impacts of its operations. An EMS monitors and reports on an organization's environmental practices and tracks measures used to mitigate environmental impacts due to organizational actions. For example, an EMS may provide valuable information about airport facility designs and mitigation measures that have helped prevent or minimize significant environmental impacts. An EMS may be used to track the status of environmental activities and to highlight those activities that may require change.*

IDOT-Aeronautics is committed to achieving excellence in environmental protection by incorporating environmental standards into all SSA activities. SSA's environmental practices will be defined in the Airport Sustainability Report and will provide for conservation of natural resources; sustainability in airfield operations; prevention of pollution and any environmental damage; complete compliance with all environmental laws, regulations and other requirements; and annualized reporting to the general public of airport environmental actions. This commitment will be realized through the preparation and promulgation of the SSA EMS. It is anticipated that during the design phase of SSA, an EMS process will be formulated.

[78] http://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/

Section 12 – Public Involvement and Coordination

Since the initiation of the Airport Master Plan, public involvement, public meetings, and public documentation has been a continuing theme for SSA. Numerous individual and group meetings have been held with the public, government departments and elected officials to discuss the airport proposal. Innovative planning charrettes, that used electronic scoring for instantaneous public responses, have been undertaken. Brochures, pamphlets and reports have been printed, handed out at public events and hearings and made available at local libraries and government offices. Currently, the primary form of disseminating information to the public is through the SSA website. The Airport Master Plan, historical planning and environmental studies, upcoming meetings and hearings and announcements are placed on the site for public review and information.

12.1 – Past Public Involvement and Public Coordination Review

The following is a list of public involvement and coordination meetings that have been held on the Airport Master Plan.

- 2002 - FAA released the Tier 1 EIS, for circulation and review. FAA issued a ROD on the SSA Tier 1 EIS. FAA determined that the Will County Site was a technically and environmentally feasible location and that the benefits of approving a site, so that the IDOT-Aeronautics could acquire land to protect against suburban development and protect the airspace, outweighed the adverse environmental impacts of preserving this option as outlined in the Final EIS. FAA approved the SSA Tier 2 grant application to conduct the master plan study and Tier 2 EIS for development of the Inaugural Airport at the Will County, Illinois site. IDOT-Aeronautics announced the purchase of the first parcel of land for the airport.
- 2003 - FAA published a Notice of Intent to prepare a tiered EIS (Tier 2) and conduct environmental scoping meeting on December 3, 2003 at Governors State University, for the construction and operation of Inaugural Airport facilities by the state of Illinois. FAA conducted one agency scoping meeting and one public scoping meeting at Governors State University in University Park, Illinois. The meetings were held in conjunction with an informational workshop that included a slide and poster board presentation of the proposed project. Written comments on the project were accepted until December 19, 2003.[79]
- 2004 - IDOT prepared, and submitted for FAA review, a Draft Projections of Aeronautical Activity for the IAP. FAA approved the report stating that it believed the document projects passenger demand and aviation activity at reasonable levels. These reports and documentation were uploaded to the SSA website. IDOT established a Local Advisory Group consisting of elected officials, county and village planners, emergency service districts, school districts and other governmental agencies with jurisdiction over the airport site or surrounding areas. Meetings were held with the group in April, May, June, and September.
- 2005 - IDOT prepared, and submitted for FAA review, on March 21, 2005 a Draft Demand/Capacity Analysis & Facility Requirements report for the IAP. On July 25, 2005 IDOT-Aeronautics conducted a unique public input session at Governors State University. A planning "charrette" was conducted that provided a computerized real time feedback of information to the public participants regarding the airport planning effort.
- 2006 – In September, IDOT-Aeronautics submitted a Draft Socio-Economic Impact Assessment to the FAA for their review. IDOT-Aeronautics prepared a Draft Baseline User, Wildlife and Habitat Study for the Forest Preserve District of Will County Properties in the vicinity of the proposed airport. It was submitted in October to the FAA for their review. This information was included on the SSA website. In December, IDOT-Aeronautics held a public meeting in Beecher, Illinois to solicit comments from the general public regarding proposed airfield configurations under consideration in the SSA Master Plan. Drawings representing two alternative airfields were discussed in the public meeting, namely the IDOT-Aeronautics Inaugural ALP and the Abraham Lincoln National Airport Commission Inaugural ALP.
- 2008 - March, IDOT-Aeronautics submitted its Preferred IAP Configuration to FAA for their review. This information was shared with the public on the SSA website.
- 2010 – IDOT-Aeronautics updated the SSA website to provide the public easier access to project information.

[79] http://www.southsuburbanairport.com/Environmental/Reports/Env-archived_reports.htm

- 2011 – The following Airport Master Plan reports were provided to the public through the SSA website.
  - Aviation Forecasts (Forecasts 2009: Verification of 2004 Forecasts) was approved on March 23, 2011;
  - Wetlands Report was submitted on May 6, 2011 to the USACOE;
  - Facility Requirements Report was accepted on November 10, 2011; and
  - Existing Conditions Report was accepted on December 15, 2011;
- 2012 – The following Airport Master Plan reports were provided to the public through the SSA website.
  - Alternatives Development and Evaluation Report was accepted on June 27, 2012;
  - Airport Access Plan has been submitted to FAA for review; and
  - Airport Layout Plan has been submitted to FAA for review;
- 2013 – The following Airport Master Plan reports were provided to the public through the SSA website.
  - Facilities Implementation Plan has been submitted to FAA for review; and
  - Financial Feasibility Report has been submitted to FAA for review.

12.2 – Future Public Involvement Actions

As the Airport Master Plan continues toward its conclusion, public meetings will continue to be held and documentation provided for public review, mainly through the SSA website.[80] It is anticipated that during the FAA's Tier 2 EIS process, public meetings and a FAA public hearing will be held.

[80] http://www.southsuburbanairport.com

Appendix A - Acronyms

Definition of Terms

AC	Advisory Circular
ALP	Airport Layout Plan
AQCR	Air Quality Control Region
ATCT	Airport Traffic Control Tower
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council on Environmental Quality
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National
CO	Carbon Monoxide
CWA	Clean Water Act
CWS Network	Ambient Network of Community Water Supply Wells
DBO	Date of Beneficial Occupancy (Opening Day)
DBO+5	Date of Beneficial Occupancy (+5 years)
HHS	U.S. Department of Health and Human Services
DNL	Day-Night Noise Level
DOT	U.S. Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EIS/ROD	Environmental Impact Statement/Record of Decision
EMS	Environmental Management Systems
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FPA	Facility Planning Area
FPPA	Farmland Protection Policy Act
FR	Federal Register
FRM	Federal Reference Method
FRP	Facility Response Plan
GA	General Aviation
GLO	Government Land Office
GPNA	Groundwater Protection Needs Assessments
I-57	Interstate 57
IAP	Inaugural Airport Program
ICMP	Illinois Coastal Management Program
IDNR	Illinois Department of Natural Resources
IDNR-OWR	Illinois Department of Natural Resources, Office of Water Resources
IDOA	Illinois Department of Agriculture
IDOT	Illinois Department of Transportation

Appendix A - Acronyms

Definition of Terms

IDOT-Aeronautics	Illinois Department of Transportation – Division of Aeronautics
IDOT-Highways	Illinois Department of Transportation – Division of Highways
IEPA	Illinois Environmental Protection Agency
IGPA	Illinois Groundwater Protection Act
IL-1	Illinois Route 1
IL-50	Illinois Route 50
IL-394	Illinois Route 394
INAI	Illinois National Area Inventory
INDOT	Indiana Department of Transportation
INM	Integrated Noise Model
ISAS	Illinois State Archeological Survey
IWPA	Illinois Interagency Wetland Policy Act of 1989
JADA	Joliet Arsenal Development Authority
JD	Jurisdictional Determination
LESA	Land Evaluation and Site Assessment
LIDAR	Light Detection And Ranging
MPO	Metro Planning Organization
NAAQS	National Ambient Air Quality Standards
NAVAIDS	Navigational Aids
NEPA	National Environmental Policy Act
NLR	Noise Level Reduction
NO_2	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NRI	Nationwide Rivers Inventory
O_3	Ozone
OMP	O'Hare Modernization Program
ORD	Chicago O'Hare International Airport
OSHA	Occupational Safety and Health Administration
PA	Programmatic Agreement
Pb	Lead
$PM_{2.5}$	Particulate Matter – 2.5 microns
PM_{10}	Particulate Matter – 10 microns
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
SHPO	State Historic Preservation Officer
SIAP	Standard Instrument Approach Procedure
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SPCC	Spill Prevention, Control and Countermeasure

Appendix A - Acronyms

Definition of Terms

SSA	South Suburban Airport
SWAP	Source Water Assessment Program
SWPPP	Storm Water Pollution Prevention Program
UP	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USDOI	United States Department of the Interior
USFWS	United States e Interior, Fish and Wildlife Service
US-30	United States Route 30
WCHPC	Will County Historic Preservation Commission
WCLUD	Will County Land Use Department
mg/L	Milligrams Per Liter
µg/m3	Micrograms Per Cubic Meter

Appendix B – Exhibits

Appendix C – Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment

Several Federal laws, orders and regulations were reviewed during the preparation of the Airport Master Plan. One of the primary Federal laws passed was the National Environmental Policy Act of 1969 (NEPA). NEPA contained in Public Law 91-190, U.S.C. 4321, et seq., established a broad national policy to improve the relationship between humans and the environment. NEPA also established policies and goals to insure that environmental considerations are given careful attention and appropriate weight in all decisions of the Federal government.

Table C-1 contains a list of Federal, State laws, Executive Orders and other environmental regulations that were taken into consideration in the preparation of the Airport Master Plan.

Table C-1: Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment

Statutes and Other Guidance	Implementing Regulations	Oversight Agencies
Clean Air Act (CAA), as amended [42 United States Code (U.S.C.) 7401-7671] [Public Law (PL) 91-604, PL 101-549]	Title 40 Code of Federal Regulations (CFR) parts 9, 50-53, 60, 61, 66, 67, 81, 82, and 93 (which includes General Conformity)	USEPA IEPA
Coastal Barrier Resources Act of 1982 as amended by the Coastal Barrier Improvement Act of 1990 [16 U.S.C. 3501-3510] [PL 97-348]	U.S. Department of Interior Coastal Barrier Act Advisory Guidelines (57 FR 52730, November 5, 1992)	USDOI, F&W FEMA
Coastal Zone Management Act as amended [16 U.S.C. 1451-1464] [PL 92-583]	15 CFR part 930, subparts C and D 15 CFR part 923	NOAA, Office of Coastal Zone Management IDNR
Executive Order 13089, Coral Reef Protection (63 FR 32701, June 16, 1998)	Not Applicable	NOAA
Aviation Safety and Noise Abatement Act of 1979, as amended (49 U.S.C. 47501-47507)	14 CFR Part 150	FAA
Department of Transportation Act of 1966, section 4(f) [recodified at 49 U.S.C. 303 (c)]	Not Applicable	USDOT
Farmland Protection Policy Act [7 U.S.C. 4201-4209] [PL 97-98, amended by section 1255 of the Food Security Act of 1985, PL 99-198]	7 CFR part 658 (59 FR 31109, June 17, 1994) 7 CFR part 657 (43 FR 4030) CEQ Memorandum on Analysis of Impacts on Prime and Unique Agricultural Lands in Implementing the National Environmental Policy Act, August 11, 1980 (45 FR 59189, September 8, 1980)	USDA-NRCS CEQ
Endangered Species Act of 1973 [16 U.S.C. §§1531-1544] [PL 93-205] Marine Mammal Protection Act of 1972 [16 U.S.C. §§1361-1421h] Related Essential Fish Habitat Requirements of the Magnuson-Stevens Act, as amended by the Sustainable Fisheries Act [16 U.S.C. §1855(b)(2)]	50 CFR parts 17 and 22 50 CFR part 402 50 CFR parts 450-453 50 CFR 600.920 MOU [among 14 Federal agencies] on Implementation of the Endangered Species Act, September 28, 1994 MOU on Using an Ecosystem Approach in Agency Decision making, December 5, 1995 CEQ Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis, January 1993	USDOI, F&W U.S. Department of Commerce, National Marine Fisheries Service CEQ
Fish and Wildlife Coordination Act of 1958 [16 U.S.C. §§661-666c] [PL 85-624]	Not Applicable	USDOI, F&W

Table C-1: Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment		
Statutes and Other Guidance	**Implementing Regulations**	**Oversight Agencies**
Fish and Wildlife Conservation Act of 1980 [16 U.S.C. §§2901-2912] [PL 96-366] *Executive Order 13112*, Invasive Species (64 FR 6183, February 8, 1999) Migratory Bird Treaty Act of 1981 [16 U.S.C. §§703-712] *Executive Order 13186*, Responsibilities of Federal Agencies to Protect Migratory Birds [66 FR 3853, January 17, 2001] Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federally Landscaped Grounds (April 26, 1994); *Executive Order 13148*, Greening the Government Through Leadership in Environmental Management (April 22, 2000).	50 CFR part 83 DOT Policy on Invasive Species, April 22, 1999 50 CFR Part 10 Environmental Protection Agency, Office of the Federal Environmental Executive, Guidance for Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federal Landscaped Grounds (60 FR 40837, August 10, 1995) Paragraph 3f of attachment 2; Order DOT 5610.1C	USDOI, F&W USDOI, U.S. Department of Commerce, USDA & USDOT USDOI USEPA Office of the Federal Environmental Executive
The Animal Damage Control Act of 1931 [7 U.S.C. 426-426c] [46 stat. 1468]	Not Applicable	USDA, APHIS, WS
Executive Order 11988, Floodplain Management, May 24, 1977 (42 FR 26951) State and local construction statutes	Order DOT 5650.2, Floodplain Management and Protection Federal Emergency Management Agency "Protecting Floodplain Resources: A Guidebook for Communities," 1996	FAA IDOT-Aeronautics IDNR-OWR
Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992) [42 U.S.C. 9601-9675]	40 CFR Parts 300, 311, 355, and 370	USEPA IEPA
Pollution Prevention Act of 1990 [42 U.S.C. 1310-1319]	CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act, January 12, 1993 (58 FR 6478)	CEQ USEPA
Toxic Substances Control Act of 1976, as amended (TSCA) [15 U.S.C. 2601-2692] [PL 94-469]	40 CFR Parts 761 and 763	USEPA
Resource Conservation and Recovery Act of 1976 (RCRA) [PL 94-580, as amended by the Solid Waste Disposal Act of 1980 (SWDA), PL 96-482, the Hazardous and Solid Waste Amendments of 1984, PL 98-616, and the Federal Facility Compliance Act of 1992, (FFCA) PL 103-386] [42 U.S.C. 6901-6992(k)]	40 CFR Parts 240-280	USEPA IEPA
Executive Order 12088, Federal Compliance with Pollution Control	Not Applicable	USEPA

Table C-1: Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment		
Statutes and Other Guidance	**Implementing Regulations**	**Oversight Agencies**
Standards, October 13, 1978 (43 FR 47707), amended by *Executive Order 12580*, January 23, 1987 (52 FR 2923) January 29, 1987		
Executive Order 12856, Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements (58 FR 41981, August 3, 1993)	Not Applicable	USEPA
Executive Order 12580, Superfund Implementation, amended by *Executive Order 13016* and *12777*	Not Applicable	USEPA
National Historic Preservation Act of 1966, as amended, including Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR 8921, May 13, 1971) [16 U.S.C. 470, 470 note] [PL 102-575 (1992)]	36 CFR parts 60 (National Register of Historic Places (NRHP)), 61 (State and Local Preservation Programs), 62.1 (National Natural Landmarks), 63 (NRHP), 65, 65.1 (National Historic Landmarks), 68 (standards), 73 (World Heritage Program), 78 (waiver of Federal agency section 110 responsibilities), 79 (curation) and 800 (consultation), as revised (65 FR 77697; December 12, 2000, effective January 1, 2001)	USDOI, NPS ACHP IHPA SHPO THPO
Antiquities Act of 1906 [16 U.S.C. 431, 432, 433] [PL 59-209 (1906)]	43 CFR Part 3 25 CFR Part 261	USDOI, NPS
Archaeological and Historic Preservation Act of 1974, as amended [16 U.S.C. 469-469c] [PL 89-665]	Guidelines for Archeology and Historic Preservation: Standards and Guidelines (DOI) (48 FR 44716, September 29, 1983) 36 CFR part 68	ISAS USDOI, NPS IHPA SHPO
Archaeological Resources Protection Act of 1979, as amended [16 U.S.C. 470aa-470mm] [PL 96-95 (1979)]	43 CFR Parts 3 and 7 36 CFR Part 79 25 CFR Part 262 Federal Archeological Preservation Strategy	ISAS USDOI, NPS IHPA SHPO
Native American Graves Protection and Repatriation Act of 1990 [25 U.S.C. 3001] [PL 101-601 (1990)]	43 CFR Part 10 25 CFR 262.8	ISAS USDOI, NPS IHPA SHPO
American Indian Religious Freedom Act of 1978 [42 U.S.C. 1996, 1996 note] [PL 95-341 (1978)]	43 CFR 7.7 and 7.32 25 CFR 262.7	FAA
Department of Transportation Act	49 U.S.C. 303	USDOT
Public Building Cooperative Use Act of 1976 [40 U.S.C. 601(a), 601(a)(1), 606, 611(c), 612(a)(4)] [PL 94-541]	41 CFR parts 101-17, 101-17.002(l), (m), (n) (rural areas), 101.17.002(i)(2) (urban areas), and 101-19	GSA
Executive Order 13007, Indian Sacred Sites (61 FR 26771, May 29, 1996)	Not Applicable	Assistant to the President for Domestic Policy
Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (65 FR 67249, November 9, 2000), and the Presidential Memorandum of April 29, 1994, Government-to-government Relations with Native American Tribal Governments.	Not Applicable	FAA
Executive Order 11593, Protection and Enhancement of the Cultural	Not Applicable	ACHP

Table C-1: Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment		
Statutes and Other Guidance	**Implementing Regulations**	**Oversight Agencies**
Environment (36 FR 8921, May 13, 1971) (16 U.S.C. 470 note)		
49 U.S.C. 47501-47507 (Aviation Safety and Noise Abatement Act of 1979, as amended) 49 U.S.C. 40101 et seq., as amended by PL 103-305 (Aug. 23, 1994) (The Federal Aviation Act of 1958) The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968 49 U.S.C. 47101 et seq., as amended by PL 103-305 (Aug. 23, 1994) (The Airport and Airway Improvement Act) 49 U.S.C. 2101 et seq. (Airport Noise and Capacity Act of 1990) 49 U.S.C. 44715 (The Noise Control Act of 1972)	14 CFR Part 150 Noise Control and Compatibility Planning for Airports Advisory Circular, 150/5020 14 CFR part 161 Notice and Approval of Airport Noise and Access Restrictions	FAA
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629, February 16, 1994).	Order DOT 5610.2(a), Environmental Justice in Minority and Low-Income Populations, May 7, 2012. CEQ Environmental Justice: Guidance Under the National Environmental Policy Act, December 10, 1997 Final Guidance For Consideration of Environmental Justice in Clean Air Act 309 Reviews, July 1999.	USDOT CEQ USEPA
Executive Order13045, Protection of Children from Environmental Health Risks and Safety Risks (62 CFR 19883, April 23, 1997).	40 CFR 1508.27	FAA
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601] [PL 91-528 amended by the Surface Transportation and Uniform Relocation Act Amendments of 1987, PL 100-117]	FAA Advisory Circular 150/5100-17 49 CFR Part 24 FAA Order 5100.37A, Land Acquisition and Relocation Assistance for Airport Projects.	FAA
Federal Water Pollution Control Act, as amended, known as the Clean Water Act [33 U.S.C. 1251-1387] [PL 92-500, as amended by the Clean Water Floodplains and Floodways Act of 1977, 33 U.S.C. 1252, PL 95-217, and PL 100-4]; as amended by the Oil Pollution Act of 1990 (section 311 of the Clean Water Act. Safe Drinking Water Act, as amended (SDWA, also known as the Public Health Service Act)	40 CFR Parts 110-112, 116, 117, 122, 125, 129, 130, 131,136, and 403	USEPA IEPA

Table C-1: Federal/State Laws, Executive Orders and Other Regulations Regarding the Environment		
Statutes and Other Guidance	**Implementing Regulations**	**Oversight Agencies**
[42 U.S.C. 300f to 300j-26] [PL 104-182] Fish and Wildlife Coordination Act of 1980 [16 U.S.C. 661-666c] [PL 85-624]		
Clean Water Act, section 404 [33 U.S.C. 1344] [PL 92-500, as amended by PL 95-217 and PL 100-4] Rivers and Harbors Act of 1899, section 10 *Executive Order 11990*, Protection of Wetlands (May 24, 1977) (42 FR 26961)	33 CFR parts 320–330 Order DOT 5660.1A, Preservation of the Nation's Wetlands	USEPA USCOE
Wild and Scenic Rivers Act of 1968 [16 U.S.C. 1271-1287] [PL 90-542 as amended by PL 96-487]	36 CFR part 297, subpart A (USDA Forest Service) USDOI and USDA, Wild and Scenic River Guidelines for Eligibility, Classification and Management of River Areas (47 FR 39454, September 7, 1982) CEQ Memorandum on Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory, August 11, 1980 (45 FR 59190, September 8, 1980)	USDOI, NPS USDOI, F&W BLM USDA, Forest Service CEQ
Land and Water Conservation Fund Act of 1965	16 U.S.C. 4600-5, et seq., Section 6(f)	USDOI
Illinois Interagency Wetland Policy Act of 1989	20 ILCS 830/	IDNR