DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

TIER 2 EIS DRAFT SCOPING DOCUMENTATION

SOUTH SUBURBAN AIRPORT, INAUGURAL AIRPORT PROGRAM



VOLUME 1 For further information:

Mr. Denis Rewerts Capacity Officer Federal Aviation Administration -Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

JANUARY 2004

SOUTH SUBURBAN AIRPORT, INAUGURAL AIRPORT PROGRAM TIER 2 EIS SCOPING DOCUMENTATION

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INTRODUCTION

INTRODUCTION

EIS Scoping Process

In conformance with National Environmental Policy Act of 1969 (NEPA) and Federal Aviation Administration (FAA) requirements, the FAA accomplished scoping for the conduct of the Environmental Impact Statement (EIS) for the proposed construction and operation of the inaugural airport facilities at the South Suburban Airport site, located in Will County, Illinois.

The proposed actions to be examined in the EIS include the following:

- Construction of a single east-west runway, with full parallel taxiway system.
- Construction of an airline terminal, sized to meet projected demand.
- New air cargo facilities.
- New general aviation facilities.

Refer to **Section 2.1** of this document for additional information on the proposed actions.

The following summarizes the scoping process and comments received on the proposed action that will be considered in the development of the EIS.

Scoping Notification

Notification of the scoping process for the South Suburban Airport (SSA) Tier 2 EIS was accomplished in compliance with NEPA and FAA requirements. Methods were used to inform agencies and the public about the EIS scoping process for the study are listed below.

Federal Register Notice of Intent (NOI) – The FAA published a notice in the Federal Register on Tuesday, October 28, 2003, which included the Letter of Intent to prepare an EIS at the South Suburban Airport. The NOI summarized the proposed developments and FAA's requirements under the NEPA for EIS preparation. A copy of the notice is provided in **Section 1.1** of this document.

Advertisements – Advertisements announcing the FAA scoping process and providing notification of the scoping meetings were published in local newspapers serving the study area. Advertisements run in the local and metro sections of the newspapers listed below are shown in **Section 1.2** of this document.

Newspaper	Ad Size	Run Dates
The Chicago Sun-Times (Circulation: 491,795)	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003
The Chicago Tribune (Circulation: 693,659)	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003
The Herald News (Circulation: 150,154)	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003 Fri. Nov. 28, 2003
Daily Southtown (Circulation: 53,679)	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003 Fri. Nov. 28, 2003
Chicago Daily Defender (Minority – Metro Chicago)	Quarter page, b/w	Sun. Nov. 2, 2003
The Star (Tinley Park)	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003 Sun. Nov. 30, 2003
Kankakee Daily Journal	24" (3 columns x 8"), b/w	Sun. Nov. 2, 2003 Fri. Nov. 28, 2003

Press Releases/Media Relations – Press releases were sent on October 30 and December 1, 2003 to print, radio, and television media in the Chicago South Suburban metropolitan area. Press releases and a list of media are shown in **Section 1.2**.

Scoping Meetings

One Agency scoping meeting and one public scoping meeting were accomplished on December 3, 2003 as part of the EIS scoping process for this study. An Agency scoping meeting was held in the morning, which was followed by a public scoping meeting in the evening. Court reporters were present to record all testimony given in the two meetings. A PowerPoint presentation was shown, a handout was distributed and presentation boards were displayed at the meetings summarizing the proposed action as well as the scoping and EIS processes. The handout is provided in **Section 2.1**, the display boards are provided in **Section 2.2**, and the presentation is provided in **Section 2.3** of this document. These meetings are described below:

Agency Scoping Meeting – A scoping meeting specifically for Federal, state, and local governmental agencies was held at Governors State University on Wednesday, December 3, 2003 between the hours of 10:00 a.m. and 12:00 p.m. A total of 88 people signed in at the meeting (including FAA personnel). Comment forms were available for participants to submit a written comment either at the meeting or by mail to the FAA Project Manager by December 19, 2003. A court reporter was present to take a verbatim transcript of the meeting.

Public Scoping Meeting – A scoping meeting specifically for the general public was also held at Governors State University on Wednesday, December 3, 2003 between the hours of 4:00 p.m. and 8:00 p.m. A total of 136 people signed in at the meeting.

Representatives of the FAA, IDOT, and the URS consultant team were also available to discuss the Scoping Process, and the proposed action, as well as to answer any questions from the public. Comment forms were available for participants to submit a written comment either at the meeting or by mail to the FAA Project Manager by December 19, 2003. In addition, one court reporter was present to take verbatim comments from any person wishing to speak at the meeting.

Scoping Comments Received – The comment period for the scoping process began on Tuesday, October 28, 2003 with the publication of the Federal Register Notice. The scoping comment period ended on Friday, December 19, 2003. During the comment period, a total of 278 comments were received:

Federal Agencies – 8 comments were received by the FAA from Federal government agencies at the Scoping Meeting or during the comment period. These comments were submitted in writing to the FAA Project manager. A list of commenters with a summary of their comments are provided in the Comment/Response Database Report (see Sections 3.1 and 3.2).

State Agencies – 6 comments were received by the FAA from state government agencies at the Scoping Meeting or during the comment period. These comments were submitted in writing to the FAA Project manager. A list of commenters with a summary of their comments are provided in the Comment/Response Database Report (see Sections 3.1 and 3.3).

Local Agencies – 44 comments were received by the FAA from local government agencies at the Scoping Meeting or during the comment period. These comments were submitted in writing to the FAA Project manager. A list of commenters with a summary of their comments are provided in the Comment/Response Database Report (see Sections 3.2 and 3.4).

Public Comments – 146 total comments were received by the FAA from the general public during the comment period. These comments were submitted in writing to the FAA Project Manager. A list of commenters with a summary of their comments are provided in the Comment/Response Database Report (see Sections 3.1 and 3.5).

Transcripts – 74 individual commenters were recorded by the court reporter during the Agency and Public Scoping Meeting on Wednesday, December 3, 2003 (1 Federal, 1 state, and 27 local agency comments and 45 public comments). The comments were submitted to the FAA Project Manager. The commenters' summarized comments are provided in the Comment/Response Database Report (see Sections 3.1 and 3.6).

SECTION 1 SCOPING NOTIFICATION

SECTION 1.1 FEDERAL REGISTER NOTICE OF INTENT

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare a Tiered Environmental Impact Statement and Conduct Environmental Scoping for the Construction and Operation of Inaugural Airport Facilities by the State of Illinois for the South Suburban Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to prepare a Tiered Environmental Impact Statement and to hold one (1) public scoping meeting and one (1) governmental and agency scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a tiered Environmental Impact Statement (EIS) will be prepared to consider the construction and operation of Inaugural Airport Facilities for the south Suburban Airport (SSA). To ensure that all significant issues related to the proposed project are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held. The scope of the proposed action is significantly different from earlier scoping completed in August 2000 that considered the location and acquisition of land by the state of Illinois for a potential future supplemental air carrier airport to serve the northeast Illinois and northwest Indiana metropolitan area. New public scoping will be held in order that all significant issues related to the proposed actions are identified.

FOR FURTHER INFORMATION CONTACT: Denis R. Rewerts, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. Rewerts can be contacted at (847) 294–7195 (voice), (847) 294–7046 (facsimile) or by e-mail at *7-agl-ssa-eisproject@faa.gov.* Comments on the scope of the EIS should be submitted to the address above and must be received no later than Friday, December 19, 2003.

SUPPLEMENTARY INFORMATION: The FAA will prepare a Tier 2 EIS for development of inaugural airport facilities at the SSA site located in Will County, IL. An earlier Tier 1 EIS approved in the FAA Record of Decision on July 12, 2002, addressed FAA site approval for a potential future supplemental air carrier airport to serve the greater Chicago region. This second tier (Tier 2 EIS) will address the construction and operation of inaugural airport facilities for the SSA. All

reasonable alternatives to the proposed action will be considered including the No-Action Alternative.

Copies of a scoping document with additional detail can be obtained by contacting the FAA informational contact person identified above. The scoping documents can also be accessed on the Internet at http:// www.southsuburbanairport.com. Federal, state and local agencies and other interested parties are invited to make comments and suggestions to ensure that the full range of issues related to the proposed project are addressed and all significant issues identified. The FAA informational contact person identified above must receive these comments and suggestions no later than Friday, December 19, 2003.

Public Scoping Meetings

The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, state, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The agency and public scoping meetings will be held on December 3, 2003, in Engbretson Hall at Governors State University, University Park, Illinois. The first meeting will be held between 10 a.m. and 12 p.m. for Federal, State, and local agencies. The second meeting will be held from 4 p.m. to 8 p.m. for the public and other interested parties. An informational workshop on the SSA Tier 2 EIS will run concurrent with the public scoping meeting. The workshop will be held at the hall of governors, Governors State University, University parkway, University Park, Illinois.

Dated: Issued in Des Plaines, Illinois on October 22, 2003.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region. [FR Doc. 03–27178 Filed 10–27–03; 8:45 am] BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 189/ EUROCAE Working Group 53: Air Traffic Services (ATS) Safety and Interoperability Requirements

AGENCY: Federal Aviation Administration (FAA), DOT. ACTION: Notice of RTCA Special Committee 189/EUROCAE Working Group 53 meeting. **SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 189/ EUROCAE Working Group 53: Air Traffic Services (ATS) Safety and Interoperability Requirements.

DATES: The meeting will be held December 8–12, 2003 starting at 9:30 am.

ADDRESSES: The meeting will be held at EUROCAE, 17 rue Hamelin, 75116, Paris, France.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW, Suite 805, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org*; (2) EUROCAE contact, Christian Lefebvre; telephone 33/ 1 45 05 72 27; e-mail *christian.lefebvre@eurocae.com*.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92– 463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 189/EUROCAE Working Group 53 meeting. The agenda will include:

- December 8:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review/ Approval of Meeting Agenda, Review/Approval of Meeting Minutes)
 - Sub-group and related reports; Position papers planned for plenary agreement; SC–189/WG–53 co-chair progress report
- December 9–11:
- Sub-group Meetings
- December 12:
 - Closing Plenary Session (Welcome and Introductory Remarks, Review/ Approval of Meeting Agenda)
 - Sub-group and related reports; Position papers planned for plenary agreement; SC–189/WG–53 co-chair progress report and wrap-up

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the FOR FURTHER INFORMATION CONTACT section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 15, 2003

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 03–27179 Filed 10–27–03; 8:45 am] BILLING CODE 4910–13–M

SECTION 1.2 ADVERTISEMENTS

I, Michael H. Dismuke _, the authorized agent of the Sun-Times Company do hereby certify that an advertisement, of which the annexed printed slip is a true copy, was published on:

November 2, 2003

PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Environmental Impact Statement South Suburban Alroort Insugural Alroort Program

The Federal Aviation Administration (FAA) is issuing this notice to advise the blic that a tiered Environmental Impact Statement (EIS) will be prepared to nsider the construction and operation of Inaugural Airport Facilities for the up of the construction and operation of inaugural airport facilities, is inficantly different from earlier scoping completed in August 2000 that soldered the location and acquisition of land by the state of Illinois for a tential future supplemental air carrier airport to serve the northeast Illinois of a northwest Indiana metropolitan area. The EIS is being prepared in cordance with FAA Order 5050.4A; Airport Environmental Handbook, plementing the National Environmental Policy Act.

The alternatives to be evaluated in the EIS include, but will not necessarily be itted to, the No Action Alternative; the Proposed Action Alternative; and prudent d feasible alternatives identified during the agency and public scoping process.

d leasible alternatives identified during the agency and public scoping process. To ensure that all significant issues related to the proposed action are initified, one (1) public and one (1) governmental agency scoping meeting will held to solicit input from the public and various Federal, state, and local encies. The agency and public scoping meetings will be held on December 3, 03, in Engbretson Hall at Governors State University, University Park, Illinois, e first meeting will be held between 20:00 AM and 12:00 PM for Federal, the, and local agencies. The second meeting will be held the 40:00 Federal, the and local agencies. The second meeting will be held from 4:00 PM for Federal, A Tre 2 Els will run concurrent with the public scoping meeting. The workshop I be held at the Hall of Governors, Governors State University. University rews, University Park, Illinois, in addition to the scoping meeting, information the lnaugural Airport Program and the ElS scoping process are available for new on the South Suburban Airport website at: "//www.suburban.texput

0://www.southsuburbanairport.com/.

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Comments and suggestions are invited to ensure that the full range of tions, alternatives and impacts related to the proposed development are related and that all significant issues are identified. Written comments and gestions concerning the scope of the EIS may be mailed to the FAA contact ed below and must be postmarked no later than Friday, December 19, 2003.

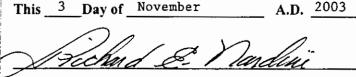
For further information concerning the Scoping Meeting or EIS Process, ase contact Mr. Denis R. Rewerts, Foderal Avlation Administration, Chicago ports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, nois 60038. Mr. Rewerts can be contactot at (647) 294-7195 (volce), 17) 294-7046 (facsimile) or by e-mail at 7-AGL-SSA-EIS-PROJECTOFFAA.GOV.

to-wit <u>1</u> time(s) in all editions of the SUN-TIMES, a newspaper published in the City of Chicago, County of Cook, and the State of Illinois, and of general circulation throughout said county and state. In Witness Whereof, and by virtue of authority duly vested in me by The Sun-Times Company, I have hereto set my hand this <u>3</u> Day of <u>November</u> A.D. 2003.

Michael H. Dismuter

Authorized Agent of the Sun-Times Company

Subscribed and sworn to before me



Notary Public

"OFFICIAL SEAL" RICHARD E. NARDINI Notary Public, State of Illinois My Commission Expires 7/19/04

CHICAGO SUN-TIMES, INC. 401 NORTH WABASH AVENUE, CHICAGO, ILLINOIS 60611 (312) 321-3000

Chicago Tribune

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CERTIFICATE OF PUBLICATION

Starting 11/02/03 and Ending 11/02/03.

Day of <u>January</u>, 20<u>04</u>

the first publication being on the earliest of said dates and the last publication being on the latest of said dates.

PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Environmental Impact Statement South Suburban Airport Inaugural Airport Program

Inaugural Airport Program The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a tered Environmental Impact Statement (EIS) will be prepared to consider the construction and operation of Inaugural Airport Facilities for the South Suburban Airport (SSA) located in Will County. IL. The scope of the proposed action, construction and operation of inaugural airport facilities, is significantly different from earlier scoping completed in August 2000 that considered the location and acquisition of land by the state of Hilmois for a portheast Illinois and northwest Indiana metropolitan area. The EIS is being prepared in accordance with FAA Order 5050.4A, Airport Environmental Handbook, implementing the National Environmental Policy Act. The attematives to be evaluated in the EIS include, but will

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Imp//www.sourisuburbanarport.com/. Commerts and suggestions are invited to ensure that the full range of actions, atternatives and impacts related to the proposed development are considered and that all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA contact listed below and must be postmarked no later than Friday, December 19, 2003.

For further information concerning the Scoping Meeting or EIS Process, please contact Mr. Denis R. Rewerts, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. Rewerts can be contacted at (847) 294-7195 (voice), (847) 294-7046 (facsimile) or by e-meil at 7-AGL-SSA-EIS-PROJECT @FAA.GOV. CHICAGO TRIBUNE COMPANY

Executed at Chicago, Illinois this 15th

By Lucker Audson

Chicago Tribune • chicagotribune.com 435 North Michigan Avenue • Chicago, filinois 60611-4066 (312) 222-3232 THE TINLEY PARK STAR THE OAK FOREST-MIDLOTHIAN STAR THE OAK LAWN STAR THE ORLAND PARK STAR THE ORLAND PARK STAR THE PALOS AREA STAR THE CHICAGO RIDGE-WORTH STAR THE FRANKFORT-MOKENA-NEW LENOX-HOMER STAR THE BOLINGBROOK STAR THE BOLINGBROOK STAR THE PLAINFIELD STAR THE ROMEOVILLE STAR THE JOLIET AREA STAR THE LEMONT STAR

Published by Midwest Suburban Publishers TINLEY PARK, ILLINOIS 60477

STATE OF ILLINOIS) COUNTY OF COOK) ss: COUNTY OF WILL)

The undersigned, being duly sworn says that he is the authorized agent of the Midwest Suburban Publishing. Inc., a corporation, organized under and by virtue of the laws of the State of Delaware. publisher of the newspaper known as THE STAR NEWSPAPERS, published in Cook and Will Counties. Said paper is of general circulation throughout said villages, counties, state, and has been published and circulated in said counties and state more than twelve months prior to the first publication of said advertisement and that the advertisement, a copy whereof. is hereto annexed, was published in said newspaper on the following dates.

11/2/3

The Star Newspaper is a newspaper as defined in Act-Chapter 100, Sections 1 and 5, Illinois Revised Statutes.

Anthonized Agent

Subscribed and sworn to before me this 11/3/3

To ensure that action are identified agency acciping in public and variou agency and public

politic and vertices Factorial, state, and local equicities in agency and pablic accping meetings will be held on December 3,2003, in Engloreson Hall at Governors State University, University Park, Binois. The first meeting will be held between 10:00 AM and 12:00 PM for Faderal, State, and local agencies. The second meeting will be held from 4:00 PAI to 8:00 PM for the public and other interested parties. An informational workshop on the SSA Tier 2 EIS will run concurrent with the public scoping meeting. The workshop will be held at the Hell of Governora, Governors State University, University Parks, Binois, in addition to the scoping meeting, in formation on the Insugural Airport Program and the EIS scoping process are available on the South Suburban Airpor weekels at: http://www.southuburbanesingforct.com/.

Comments and suggestions are invited to ensure that the full range of actions, elementwee and impacts related to the phoposed development are considered and that all algorithms to suggestions are identified. Written comments and suggestions conourning the acope of the EIS may be melled to the FAA contact lated below and must be posimarised no later than Friday, December 19, 2003.

For further information doncerning the Scoping Meeting or EIS Process, please contact Mr. Danie R. Herwerts, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, tillnois 60018. Mr. Herwerts, can be contacted at (847) 294-7156 (volco), (847) 204-7046 (Sacatrolle) or by e-mail at 7-AGL-SSA-EIS-PROJECT®FAALGOV.

OFFICIAL SEAL PAULA POUTRY NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES 6-7-2004

Notary Public

CERTIFICATE OF PUBLICATION

DAILY SOUTHTOWN, INC., NEWSPAPERS

The undersigned corporation does hereby certify that it is the publisher of the DAILY SOUTHTOWN that said DAILY SOUTHTOWN is a secular newspaper that has been published daily in the County of Cook and State of Illinois, continuously for more than one year prior to the first publication of the notice appended, and is of general circulation throughout the said County and State and that it is a newspaper as defined in "An Act to Revise The Law in Relation to Notices". As amended by an Act approved July 17, 1959 - Illinois Complied Statutes, Chapter 715 (ILCS 5/0.01 *et seq.*)

That the notice appended was published in the DAILY SOUTHTOWN, INC., on

NOVEMBER 2, 20033

• 3

IN WITNESS WHEREOF, The DAILY SOUTHTOWN, INC., has caused this certificate to be signed and its corporate seal affixed hereto at Tinley Park, Illinois, this 4^{TH} day of NOVEMBER, A. D., 2003.

In P. Ken Bv: **Authorized Agent**

County of Cook State of Illinois Subscribed and sworn to before me this 4TH day of NOVEMBER, 2003

Jonad

Notary Public

OFFICIAL SEAL LINDA L. CONRAD NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES: 08/20/04 PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Environmental Impact Statement South Suburban Airport Insugural Airport Program

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a tend Environmental Impact Statement (EIS) will be prepared to consider the contruction and operation of inaugural Airport Facilitae for the South Suburban Airport (SSA) located in Will County, IL. The accept of the proposed action, construction doration of inaugural airport facilities, is significantly different from earlier accepts completed in August 2000 that consider the location and accumpleted in August 2000 that consider the location and accompleted in august 2000 that consider the northwest liking supplemental air carter apport to serve the northwest liking and northwest inclana methodition area. The EIS is being prepared in accordance with FAA Croter 5050.4A, Airport Environmental Handbook, implementing the National Environmental

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Comments and suggestions are invited to ensure that the full range of actions, atternatives and impacts related to the proposed development are considered and that all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA contact listed below and must be postmarked no later than Friday, December 19, 2003.

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CERTIFICATE OF PUBLICATION

DAILY SOUTHTOWN, INC., NEWSPAPERS

The undersigned corporation does hereby certify that it is the publisher of the DAILY SOUTHTOWN that said DAILY SOUTHTOWN is a secular newspaper that has been published daily in the County of Cook and State of Illinois, continuously for more than one year prior to the first publication of the notice appended, and is of general circulation throughout the said County and State and that it is a newspaper as defined in "An Act to Revise The Law in Relation to Notices". As amended by an Act approved July 17, 1959 - Illinois Complied Statutes, Chapter 715 (ILCS 5/0.01 *et seq.*)

That the notice appended was published in the DAILY SOUTHTOWN, INC., on

NOVEMBER 28, 2003

IN WITNESS WHEREOF, The DAILY SOUTHTOWN, INC., has caused this certificate to be signed and its corporate seal affixed hereto at Tinley Park, Illinois, this 4^{TH} day of DECEMBER, A. D., 2003.

By: Ant. Kem Authorized Agent

PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Environmental Impact Statement South Suburban Alxport Insegural Airport Program

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Comments and suggestions are invited to ensure that the full range of actions, alternatives and impacts related to the probloed devideoment are obnisitered and thet all eignificant lasues are identified. Written comments and suggestions consering the acops of the ISS may be mailed to the PAA contact listed below and must be postmarked no later than Friday, Deomber 19, 2003.

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3106144 DST 11/28/03 ST 11/30/03

County of Cook State of Illinois Subscribed and sworn to before me this 4^m day of DECEMBER, 2003

Notary Public

OFFICIAL SEAL LINDA L. CONRAD NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES: 08/20/04

		Certificate of Publication in HeradIONEWS STATE OF ILLINOIS State and history colspan="2">State of Illinois, and of general relating newspaper printed and publication for the heral of News, a secular daily newspaper in will County, and Statues, Chap. 100, Sections 1, 5 and 10. That a notice of which the annexed is a true copy has been regularly published in said newspaper. ONL That a notice of which the annexed is a true copy has been regularly published in said newspaper. ONL That a notice of which the annexed is a true copy thas been regularly published in said newspaper. ONL That a notice of which the annexed is a true copy thas been regularly published in said newspaper. ONL That a notice of which the annexed is a true copy that been regularly published in said newspaper. That a notice of which the annexed is a true copy that the true of the true of the true	PUBLIC NOTICE FEDERLA AVATION More of scoping weetings Down and the state and st	
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Printer's Fee \$. I(L 3. M. Paid		FOX VALLEY PUBLICATIONS By P. M. A. TU. P. LUZAL	tic and various recervi, state, and local opencies. The agency and public scoping meetings will be held on December 3, 2003, in Engbretson Hail at Gov- ernors. State University.	
Printer's Fee \$. 1(2 3. M. Paid		In WITNESS WHEREOF, said Fox Valley Publications, publisher as aforesaid, ha executed this Certificate of Publication by its Officer or Agent thereunto duly authorized the $\mathcal{D}(\mathcal{M}, \mathcal{M}, \mathcal{M}, \mathcal{M}, \mathcal{I})$	To ensure that all spinit- proposed action are identi- fied, one (1) public and one (1) governmental agency scoping meeting will be held by social figuat from the pub- tic and variance cadarant	
		That said The Herald News has been regularly published in said City, County and Stat for at least one year prior to the first publication of said notice.	Afternative; me proposed Action Afternative; and prudent and feasible afternatives identified during the agency and public scoping process.	
		and the last publication thereof was on the	ommering ine work of the other of the other of the other other of the other other of the other o	
•	•	First publication of said notice was on the And day of AMARAN. 20.03	ana metropolitan area. The Els is being prepored in ac- cordance with FAA Order 5550,44, Alfront Environ- mental Handbook, imple-	
•	•	That a notice of which the annexed is a true copy has been regularly published in said OMD for	of land by the state of illinois for a potential future sup- plemential air carrier air- port the serve the northeast	
•	•	That it is the publisher of the Herald News, a secular daug newspaper printed and puo- lished in the City of Joliet, in Will County, Illinois, and of general circulation in said City, County and State; and in Kendall, Grundy, DuPage, Kankakee Counties, and in other Cities in Will County; and that it is a newspaper as defined in "An Act to Revise the Law in Relation to Notices"–Ill. Revised Statutes, Chap. 100, Sections 1, 5 and 10.	IL. The scope of the pro- posed action, construction and operation of inaugural airport facilities, is signif- cantly different from earlier scoping completed in Au- gust 2000 that considered the location and acaulsition	
	· •	FOX VALLEY PUBLICATIONS, DOES HEREBY CERTIFY: That it is a corporation duly organized and existing under the laws of the State of Illinois;	consider the construction and operation of inaugural Alrport Facilities for the South Suburban Alrport	
		STATE OF ILLINOIS SS COUNTY OF WILL SS	The Federal Aviation Ad- ministration (FAA) is Issu- ing this notice to advise the public that aftered Environ- mental inpact Statement (EIS) will be prepared to	
		Certificate of Publication in Herald News	PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Env[ronmental impact South Suburban Alroart	

THE STAR NEWSPAPERS Published by Star Publications TINLEY PARK, ILLINOIS, 60477

The Unleage Heights Star The Homewood-Flossmoor Star The Park Forest Star The Harvey-Markham Star The Lansing-Lynwood Star The Tinley Park Star The Oak Lawn Star The Oak Lawn Star The Palos Area Star The Frankfort-Mokena-New Lenox-Homer Star The Plainfield Star The Lemont Star

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STATE OF ILLINOIS)COUNTY OF COOK) ss:COUNTY OF WILL)

The undersigned, being duly sworn, says that he is the authorized agent of the Midwest Suburban Publishing. Inc., a corporation, organized under and oy virtue of the laws of the State of Delaware, publisher of the newspaper known as THE STAR NEWSPAPERS, published in Cook and Will Counties. Said paper is of general circulation throughout said village, county, state more than twelve months prior to the first publication of said advertisement and that the advertisement, or copy whereof, is hereto annexed was published in said newspaper on the follow dates,

11/30/3

• ?

The Star Newspaper is a newspaper as defined in Act-Chapter 100. Sections 1 and 5, Illinois Revised

Star rized Agent

Subseribgd and sworn to before me this

stary Public



PUBLIC NOTICE FEDERAL AVIATION ADMINISTRATION Notice of Scoping Meetings December 3, 2003 Environmental impact Statement South Suburban Aliport Imaugural Arport Program delaid Aviation Administration (FAA) is issuing

too to achies the public that a tend Environmental impact Statement (EIS) will be propartied to consister the construction and operation of will be propartied to consister the construction unten Airport (SSA) located in Will County, R. The scope of anot specifies, its agrificantly different from earlier scoping completed in Angust 2000 that considered the location and acquisition of angust 2000 that considered the location and acsupplemental at carrier airport to serve the northeast Mindes and northease with FAA Order 5050 A, Airport Environmental Policy Act, Airport Environmental Environmental Policy Act, Airport Environmental Environmental Policy Act.

The attematives to be evaluated in the EIS include, but will not necessarily be limited to, the No-Action Alternative; the Proposed Action Alternative; and prudent and feasible attematives identified during the agency and oublic scheme.

To ensure that all aignificant issues related to the proposed action are identified, one (1) public and one (1) governmental agency scoping meeting will be held a addrt input from the agency and public excepting instant, will broat agencies. The agency and public excepting instant, will broat agencies. The instant and a start and a start instant agencies and agency and public excepting instant, will be held below variaty Park, allocat, the all Governors State Linkersty, Uni-10:00 AM and 12:00 PM for Faderal, state, and local agencies the public and 12:00 PM and the held below tho on the SSA for the start meeting will be held below tho on the SSA for the restor parties. An informational worktop on the SSA for the DS will all scope and the held below Governors, Governors State University, University Parkwey, University Park, linnois, in addition to the scoping meeting, the process are available for review on the Scoth Starbalt, the process are available for review on the South Starbalt.

Comments and suggestions are invited to ensure that the full ange of actions, attenuatives and impacts related to the proosed development are considered and that all significant to uses are identified. Written comments and suggestions conerning the access of the SIS may be mailed to the FAA contact ated below and must be postmarked no later than Friday, Deember 19, 2003.

For turther information concerning the Scoping Meeting or EIS Process, please contact Mr. Denis B., Rowerts, Federal Avietion Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. 294-7046 (Incelmée) or by e-mail at 7-AGL-SSA-EIS-PROJECT @ FAA.GOV. 3106144 DST 11/28/03 ST 11/30/03

PUBLIC NOTICE

FEDERAL AVIATION ADMINISTRATION

Notice of Scoping Meetings December 3, 2003, Environmental Impact Statement South Suburban Airport Inaugural Airport Program

The Federal Aviation Administration (FAA), is issuing this notice to advise the public that a tiered Environmental Impact Statement (EIS) will be prepared to consider the construction and operation of Inaugural Airport Facilities for the Airport South Suburban (SSA) located in Will County, IL. The scope of the proposed action, construction and operation of inaugural airport facilities, is significantly different from earlier scoping completed in Au-gust 2000 that considered the location and acquisition of land by the state of Illinois for a potential future supplement air carrier airport to the serve the northeast Illinois and northwest Indiana metropolitan area. The EIS is being prepared accordance with FAA in 👘 Order 5050.4A, Airport Environmental Handbook, imple-menting the National Environmental Policy Act.

*5

The alternatives to be evaluated in the EIS include, but will not necessarily be limited to, the No-Action Alternative; the Proposed Action Alternative; and prudent and feasible alternatives identified during the agency and public scoping process.

To ensure that all significant issues related the the proposed action are identified, one (1) public and one (1) governmental agen-FAA contact listed below and must be postmarked no later than Friday, December 19, 2003.

For further information concerning the Scoping Meet-ing or EIS Process, please contact Mr. Denis R. Rewerts, Federal Avlation Administration, Chicago Airports District Office. Room 320. 2300 East Devon Avenue, Des Plaines, Illinois, 60018. Mr. Rewerts can be contacted (847) 294-7195 at (voice), (847) 294-7046 (facsimile) or by e-mail at 7-AGL-SSA-EIS-PROJECT @FAA.GOV.

Care strategies include
 Discription, Inde-

PUBLISHER'S CERTIFICATE

I, the undersigned, do hereby certify that I am an agent of the Kankakee Daily Journal Company, L.L.C., duly authorized to make this certificate on its behalf and I do further certify that the Kankakee Daily Journal Company, L.L.C. is a limited liability company organized under the laws of the State of Delaware and that said limited liability company has its offices and place of business in the City of Kankakee, Kankakee County, Illinois, and that it is the owner and publisher of The Daily Journal, printed, published, and distributed in and from the City of Kankakee in the State of Illinois, that the Daily Journal is a newspaper as hereinafter defined: which consists of not less than 4 pages of printed matter and contains at least 130 square inches of printed matter per page; and which is printed through the use of one of the conventional and generally recognized printing processes such as offset; and which annually averages at least 25 percent news content per issue; and which publishes miscellaneous reading matter, legal or other notices and announcements, and news and information concerning current happenings and passing events of political, social, religious, commercial, financial or legal nature, and advertisements or bulletins; and which has been continuously published at regular intervals of at least once each week with a minimum of 50 issues per years, for at least one year prior to the first publication of the notice certified to herein.

I do further certify that as such authorized agent of the said Kankakee Daily Journal Company, L.L.C. that the matter or notice, a true copy of which is hereto attached, relating to the matter of:

Federal Aviation Administration - public notice of scoping meetings -Environmental Impact Statement - South Suburban Airport

was published in said paper, during One (1) days, to-wit:

Once on November 2, 2003,

Once on

Once on

Once.on

Once on

GIVEN under my hand and the corporate seal of said Kankakee Daily Journal Company, L.L.C. this 10th day of November, A.D. 2003.

KANKAKEE DAILY JOURNAL COMPANY, L.L.C. **Publishers of The Daily Journal** une By (SEAL)

Agent of the KANKAKEE DAILY JOURNAL COMPANY, L.L.C.

Printer's Fees: \$158.75

Paid 12-23,2003

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Media Distribution List for the South Suburban Airport, Inaugural Airport Program EIS Scoping Meeting

- 1. Chicago Tribune
- 2. Chicago Sun-Times
- 3. Daily Herald
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- 5. Associated Press-Chicago
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- 11. WBEZ-AM (NPR)
- 12. WLS-TV (ABC)
- 13. WMAQ-TV (NBC)
- 14. WBBM-TV (CBS)
- 15. WGN-TV
- 16. WFLD-TV (FOX)
- 17. CLTV (cable news)
- 18. Northwest Indiana Times
- 19. Kankakee Daily Journal
- 20. Joliet Herald News





Federal Aviation Administration, Des Plaines, IL 60018Contact: Tony MolinaroPhone: (847) 294-7427

FAA ASKS FOR PUBLIC INPUT ON ENVIRONMENTAL STUDY OF PROPOSED AIRPORT SITE NEAR PEOTONE

CHICAGO, Dec. 1, 2003 -- The Federal Aviation Administration (FAA) will host a public meeting this Wednesday, Dec. 3, to collect comments on the scope of issues it will analyze in its environmental study of a proposed airport near Peotone.

The FAA will use the oral and written public comments it receives as it develops a draft Environmental Impact Statement (EIS) that focuses on construction and operation of the proposed South Suburban Airport.

This week's public comment meeting will take place from 4 p.m. to 8 p.m. in Engbretson Hall at Governors State University in University Park. In addition, an informational public workshop hosted by the FAA will run concurrent with the public comment meeting. The workshop, which will include FAA representatives available to answer questions from the public, will take place in the Hall of Governors at Governors State University.

During the public meeting, the FAA will look for specific comments on the scope and extent of the environmental issues it will need to analyze. The FAA follows a general list of environmental issues it studies. The list includes: noise, air quality, water quality, wetlands, floodplains, light emissions, biotic communities, threatened and endangered species, natural resources, and solid and hazardous waste. It also includes issues such as land use, surface transportation, social and socioeconomic impacts, environmental justice, energy supply, construction impacts, archaeological and cultural resources, indirect impacts, and cumulative impacts.

At a scoping meeting, public comments may offer the FAA more details about these issues, or may point out issues the FAA wouldn't normally study. Detailed and focused comments from the public at open scoping meetings such as this will yield a better analysis by the FAA and better decisions about the proposed South Suburban Airport project.

In addition to providing comments at the scoping meeting, the FAA welcomes written comments from the public on the scope of its environmental analysis. Please send comments to:

Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Ave., room 320 Des Plaines, IL 60018

The FAA also accepts comments by e-mail to <u>7-AGL-SSA-EIS-PROJECT@FAA.GOV</u>. Written comments about scoping must be received by the close of business on Friday, Dec. 19, 2003. The FAA's environmental analysis process will offer more opportunities for public comments as it moves forward.





Federal Aviation Administration, Des Plaines, IL 60018Contact: Tony MolinaroPhone: (847) 294-7427

FAA ASKS FOR PUBLIC INPUT ON ENVIRONMENTAL STUDY OF PROPOSED AIRPORT SITE NEAR PEOTONE

CHICAGO, Oct. 30, 2003 -- The Federal Aviation Administration (FAA) will host a public meeting on Wednesday, Dec. 3, to collect comments on the scope of issues it will analyze in its environmental study of a proposed airport near Peotone.

The FAA will use the oral and written public comments it receives as it develops a draft Environmental Impact Statement (EIS) that focuses on construction and operation of the proposed South Suburban Airport.

The Dec. 3rd public comment meeting will take place from 4 p.m. to 8 p.m. in Engbretson Hall at Governors State University in University Park. In addition, an informational public workshop hosted by the FAA will run concurrent with the public comment meeting. The workshop, which will include FAA representatives available to answer questions from the public, will take place in the Hall of Governors at Governors State University.

During the public meeting, the FAA will look for specific comments on the scope and extent of the environmental issues it will need to analyze. The FAA follows a general list of environmental issues it studies. The list includes: noise, air quality, water quality, wetlands, floodplains, light emissions, biotic communities, threatened and endangered species, natural resources, and solid and hazardous waste. It also includes issues such as land use, surface transportation, social and socioeconomic impacts, environmental justice, energy supply, construction impacts, archaeological and cultural resources, indirect impacts, and cumulative impacts.

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In addition to providing comments at the scoping meeting, the FAA welcomes written comments from the public on the scope of its environmental analysis. Please send comments to:

Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Ave., room 320 Des Plaines, IL 60018

The FAA also accepts comments by e-mail to <u>7-AGL-SSA-EIS-PROJECT@FAA.GOV</u>. Written comments about scoping must be received by the close of business on Friday, Dec. 19, 2003. The FAA's environmental analysis process will offer more opportunities for public comments as it moves forward.

SECTION 1.3 MAILINGS

Federal, State and Local Agency Notification Letters



U.S. Department of Transportation

Federal Aviation Administration

October 29, 2003

Great Lakes Region Illinois, Indiana, Michigan, Minnesota, North Dakota Ohio, South Dakota Wisconsin 2300 E Devon Avenue Des Plaines, Illinois 60018

«Title» «First_Name» «Last_Name____» «Job_Title» «AgencyCompany» «Address1» «Address2» «City», «State» «PostalCode»

RE: South Suburban Airport Tier 2 Environmental Impact Statement – Agency Scoping Meetings

Dear «Title» «Last_Name____»:

The Federal Aviation Administration (FAA) intends to prepare a Tier 2 Environmental Impact Statement (EIS) to consider the construction and operation of Inaugural Airport Facilities for the South Suburban Airport located in Will County, IL. In preparation for this EIS, the FAA is seeking early involvement and consultation with Federal, state and local governmental agencies.

You are invited to attend an agency scoping meeting at which the proposed development, the alternatives and the purpose and need for the proposed development will be discussed. The FAA published a Notice of Intent in the *Federal Register* on October 28, 2003 to prepare the Tier 2 EIS and to hold scoping meetings. Additionally, notices were published in the *Chicago Tribune, Chicago Sun-Times, Joliet Herald-News, Daily Southtown, Star Newspaper, Kankakee Daily Journal,* and the *Chicago Defender* on November 2, 2003. The purpose of these meetings is to determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development.

For your convenience, an agency scoping meeting will be held at the following location:

December 3, 2003 Governors State University Engbretson Hall University Parkway University Park, Illinois 60466-0975 10:00 AM – 12:00 PM

We request notification if you plan to attend the above meeting so we can plan the conference space accordingly. Please respond to Denis Rewerts at (847) 294-7195 by November 21, 2003 and indicate if you plan on attending the agency scoping meeting, as well as the number of persons from your agency that also plan to attend.

In addition to the agency scoping meeting, the FAA will hold one public scoping meeting at the following location:

December 3, 2003 Governors State University Engbretson Hall University Parkway University Park, Illinois 60466-0975 4:00 PM – 8:00 PM

Concurrent with the public scoping meeting, the FAA will conduct an informational workshop on the SSA Tier 2 EIS in the Hall of Governors at Governors State University, University Park, Illinois.

For your review, enclosed is an information packet briefly describing the proposed project. Also, enclosed for your use is a comment form if you are unable to attend. Written comments and recommendations may be sent to the following address or via e-mail, postmarked on or before December 19, 2003.

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018 7-AGL-SSA-EIS-PROJECT@FAA.GOV

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process at (847) 294-7195.

Sincerely,

Denis R. Rewerts Federal Aviation Administration

Enclosure: Scoping Documentation

FEDERAL AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
	US EPA		EIS Filing Section	Mail Code 2252-A Room 7241	Ariel Rios Building (South Oval Lobby) 1200 Pennsylvania Ave, NW	Washington	D.C.	20004
			Regional Director, Midwest Region	National Park Service	1709 Jackson Street	Omaha	NE	68102-2571
Mr.	Joel P.	Ettinger	Regional Administrator	Federal Transit Administration, Region V	200 West Adams Street Suite 320	Chicago	IL	60606
Mr.	Eugene	Goldfarb	Regional Environmental Officer	U.S. Department of Housing & Urban Development	Chicago Office, Region V 77 West Jackson Boulevard, Room 2401	Chicago	IL	60604-3507
Mr.	Robert	Gotkowski	District Conserva- tionist	U.S. Department of Agriculture	Natural Resources Conservation Service 685 Larry Power Road	Bourbonnais	IL	60914-4070
Ms.	Peggy	Harding	Regional Director	Federal Energy Regulatory Commission	230 South Dearborn Street Room 3130	Chicago	IL	60604
Mr.	Laurence	Hasvold	Regional Administrator	Federal Railroad Administration	200 West Adams Street Room 310	Chicago	IL	60606
Mr.	Brent	Hoffman	Office of the Secretary Acting Regional Representative	U.S. Department of Education	111 N. Canal Street Suite 1094	Chicago	IL	60606-7204
Mr.	Art	Holz	Commanders Representative	U.S. Department of the Army	Joliet Army Ammunition Plant 29401 South Route 53	Wilmington	IL	60481-8879
Ms.	Corey	Hoze	Secretary's Regional Representative	U.S. Department of Health and Human Services	233 N. Michigan Avenue Suite 1300	Chicago	IL	60601
Mr.	Mitchell	Isoe	Chief Regulatory Section	U.S. Army Corps of Engineers Regulatory Branch	111 North Canal Street 6th Floor	Chicago	IL	60606-7206
Mr.	Robert	Jankowski	District Conserva- tionist	U.S. Department of Agriculture	Natural Resources Conservation Service 1201 S. Gougar Road	New Lenox	IL	60451-9748
Mr.	Don	Klima	Office Director	Advisory Council on Historic Preservation	1100 Pennsylvania Ave, NW Suite 809	Washington	D.C.	20004
Mr.	Frank	Koenig	Prairie Supervisor	USDA - Forest Service	Midewin National Tallgrass Prairie 30071 S. State Route 53	Wilmington	IL	60481
Mr.	Robert	McLeese	State Soil Scientist	U.S. Department of Agriculture	Natural Resources Conservation Service 2118 West Park Court	Champaign	IL	61821
Mr.	Randy	Moore	Regional Forester	USDA - Forest Service, Region 9	626 E. Wisconsin Avenue	Milwaukee	WI	53202
Ms.	Terry	Reuss-Fell	Chief, Hazard ID & Risk Assessment Branch	Federal Emergency Management Agency	536 South Clark Street 6th Floor	Chicago	IL	60605

FEDERAL AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Mr.	John	Rogner	Field Supervisor	U.S. Fish & Wildlife Service	1250 S. Grove Ave. Suite 103	Barrington	IL	60010
Mr.	Norman	Stoner	Division Administrator	Federal Highway Administration	Illinois Division 3250 Executive Park Drive	Springfield	IL	62703
Dr.	Willie	Taylor	Director, Office of Environmental Policy and Compliance	U.S. Department of the Interior	Main Interior Building, MS 2340 1849 C Street, N.W.	Washington	D.C.	20240
Mr.	Kenneth A.	Westlake	Chief, Environmental Planning and Evaluation Branch	U.S. Environmental Protection Agency	Mail Code B-19J 77 West Jackson Boulevard	Chicago	IL	60604-3507
Senator	Evan	Bayh		U.S. Senator, Indiana	463 Russell Senate Office Building	Washington	D.C.	20510
Congress- man	Danny K.	Davis		U.S. Congressman, Illinois	1222 Longworth House Office Building	Washington	D.C.	20515-1307
Senator	Richard	Durbin		U.S. Senator, Illinois	332 Dirksen Senate Office Building	Washington	D.C.	20510
Senator	Russell	Feingold		U.S. Senator, Wisconsin	506 Hart Senate Office Building	Washington	D.C.	20510-4904
Senator	Peter	Fitzgerald		U.S. Senator, Illinois	555 Dirksen Senate Office Building	Washington	D.C.	20510
Senator	Herb	Kohl		U.S. Senator, Wisconsin	330 Hart Senate Office Building	Washington	D.C.	20510
Congress- man	Henry	Hyde		U.S. Congressman, Illinois	2110 Rayburn House Office Building	Washington	D.C.	20515-1306
Congress- man	Jesse	Jackson, Jr.		U.S. Congressman, Illinois	2419 Rayburn House Office Building	Washington	D.C.	20515-1302
Congress- man	William	Lipinski		U.S. Congressman, Illinois	2188 Rayburn House Office Building	Washington	D.C.	20515-1303
Senator	Richard	Lugar		U.S. Senator, Indiana	306 Hart Senate Office Building	Washington	D.C.	20510-1401
Congress- man	Donald A.	Manzullo	16th District	U.S. Congressman, Illinois	2228 Rayburn House Office Building	Washington	D.C.	20515-1316
Congress- man	Bobby L.	Rush		U.S. Congressman, Illinois	2416 Rayburn House Office Building	Washington	D.C.	10515-1301
Congress- man	Peter	Visclosky		U.S. Congressman, Indiana	2313 Rayburn House Office Building	Washington	D.C.	20515-1401
Congress- man	Jerry	Weller		U.S. Congressman, Illinois	1210 Longworth House Office Building	Washington	D.C.	20515-1311

STATE AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
				Illinois Department of Commerce & Economic Opportunity	620 East Adams 4th Floor	Springfield	IL	62701
			Director	Office of the State Fire Marshal	Division of Petroleum & Chemical Safety 1035 Stevenson Drive	Springfield	IL	62703-4259
Governor	Rod	Blagojevich		State of Illinois	207 State House	Springfield	IL	62706
Mr.	Joel	Brunsvold	Director	Illinois Department of Natural Resources	One Natural Resources Way	Springfield	IL	62702-1271
Ms.	Renee	Cipriano	Director	Illinois Environmental Protection Agency	1021 N. Grand Avenue East	Springfield	IL	62702
Mr.	Gary	Clark	Director	Office of Water Resources	Illinois Department of Natural Resources One Natural Resources Way	Springfield	IL	62702-1271
Mr.	Stephen	Davis	Manager	Division of Resource Review and Coordination	Illinois Department of Natural Resources One Natural Resources Way	Springfield	IL	62702-1271
Ms.	Anne	Erdmann	Geologist and Section Head	Illinois State Geological Survey	Natural Resources Building 615 East Peabody Drive	Champaign	IL	61820
Mr.	Tom	Flattery	Director	Office of Realty and Planning Illinois Department of Natural Resources	One Natural Resources Way	Springfield	IL	62702-1271
Mr.	Steve	Frank		Illinois Department of Agriculture	Bureau of Land and Water Resources 801 East Sangamon Avenue	Springfield	IL	62794-9281
Ms.	Carolyn	Grosboll	Director	Illinois Nature Preserves Commission	One Natural Resources Way	Springfield	IL	62702-1271
Ms.	Anne	Haaker	Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency	500 East Madison Street	Springfield	IL	62701
Mr.	Jack	Hartman	Executive Director	Illinois State Toll Highway Authority	2700 Ogden Avenue	Downers Grove	IL	60515
Mr.	Michael	Hine	Bureau of Design & Environment	Illinois Department of Transportation	2300 South Dirksen Parkway, Room 330	Springfield	IL	62764
Ms.	Jan	Horton		Illinois Emergency Management Agency	110 East Adams	Springfield	IL	62706
Mr.	Jerry	Jones	Office Director	Office of Mines and Minerals	Illinois Department of Natural Resources One Natural Resources Way	Springfield	IL	62702-1271
Governor	Joseph	Kernan		State of Indiana	206 State House	Indianapolis	IN	46204
Mr.	John	Kos	District Engineer	Illinois Department of Transportation, District 1	201 West Center Court	Schaumburg	IL	60196-1096

STATE AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Mr.	Jack	Lavin	Director	Illinois Department of Commerce & Economic Opportunity	James R. Thompson Center 100 West Randolph Street, Suite 3-400	Chicago	IL	60601
Mr.	John	Nelson	Northeastern Illinois Threats Coordinator	Illinois Nature Preserves Commission	Moraine Hills State Park 1510 S. River Road	McHenry	IL	60051
Mr.	Brian	Nichols	Commissioner	Indiana Department of Transportation	Indiana Government Center North, Room 755 100 North Senate Avenue	Indianapolis	IN	46204-2249
Ms.	Diane	O'Keefe	District Engineer	Illinois Department of Transportation, District 3	700 East Norris Drive	Ottawa	IL	61350-0697
Mr.	Mike	Rogers	Air Quality Specialist	Illinois Environmental Protection Agency	Bureau of Air 1021 N. Grand Avenue East	Springfield	IL	62794-9276
Mr.	David	Thomas	Chief	Illinois Natural History Survey	Natural Resources Building 607 East Peabody Drive	Champaign	IL	61820
Mr.	George	Vander Velde	Director	Illinois Waste Management and Research Center	1 Hazelwood Drive	Champaign	IL	61820
Mr.	John	Walthall	Chief Archaeologist	Illinois Department of Transportation	2300 South Dirksen Parkway	Springfield	IL	62764
Dr.	Eric	Whitaker	Director	Illinois Department of Public Health	535 West Jefferson Street	Springfield	IL	62761
Ms.	Jean	Wilkins	Director	Illinois State Library	300 South Second Street	Springfield	IL	62701
Mr.	Derek	Winstanley	Chief	Illinois State Water Survey	2204 Griffith Drive	Champaign	IL	61820-7495

LOCAL AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
	NAGPRA Representative			Gun Lake Potawatomi	1743 142 Avenue	Dorr	MI	48323
			South Suburban Mayors and Managers Association	Third Airport Information Clearinghouse	1904 West 174th Street	East Hazel Crest	IL	60429
Ms.	Rosemarie	Andolino	Project Manager	O'Hare Modernization Program Office	8755 W. Higgins Road Suite 610	Chicago	IL	60631
Mr.	Ron	Bachus		METRA/Metro- politan Rail	547 West Jackson Boulevard 4th Floor	Chicago	IL	60661
Mr.	Dennis J.	Baran	Village President	Village of Peotone	208 East Main Street P.O. Box 430	Peotone	IL	60468-9118
Mr.	John A.	Barrett	Chair	Citizens Band Potawatomi	1601 S. Gordon Cooper Drive	Shawnee	ОК	74801
Mr.	L. D.	Barron	Project Director	Cook County Department of Planning & Development	69 W. Washington Street Suite 2900	Chicago	IL	60602
Mr.	Steve	Bertrand		Kankakee Public Library	304 South Indiana	Kankakee	IL	60901
Mr.	Aristide	Biciunas	Executive Director	Chicago Area Transportation Study (CATS)	300 West Adams Street 2nd Floor	Chicago	IL	60606
Ms.	Carole	Brown	Chairman	Chicago Transit Authority	222 West Merchandise Mart Plaza	Chicago	IL	60654
Mr.	Brian	Cann	Supervisor	Will Township	31850 South Kedzie Avenue	Peotone	IL	60468
Mr.	Bernard	Christenson	Village President	Village of Manteno	269 North Main Street	Manteno	IL	60950-1245
Mr.	Nelson	Collins	Supervisor	Washington Township	301 East Indiana Avenue	Beecher	IL	60401
Mr.	Wilber	Cox	Director	Lake County Plan Commission	2293 North Main Street	Crown Point	IN	46307
Mr.	Richard M.	Daley	Mayor	City of Chicago	121 N. LaSalle Street Room 507	Chicago	IL	60602
Ms.	Donna	Dettbam	Supervisor	Monee Township	26121 Egyptian Trail P.O. Box 74	Monee	IL	60449
Mr.	Bill	Downs		Matteson Public Library – Reference Desk	801 South School Avenue	Matteson	IL	60443
Mr.	Michael	Einhorn	Village President	Village of Crete	524 W. Exchange Street P.O. Box 337	Crete	IL	60417-0337
Ms.	Kitty	Friedheim	Deputy Commissioner	City of Chicago - Department of Aviation	O'Hare International Airport P.O. Box 66142 Terminal Two, F Concourse	Chicago	IL	60666
Ms.	Marsha	Frowein		Joliet Public Library	Information Services 150 North Ottawa Street	Joliet	IL	60432

LOCAL AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Ms.	Mary Ann	Gearhardt	Supervisor	Crete Township	1367 Wood Street	Crete	IL	60417
Mr.	Robert	Glade	Chairman	Kankakee Valley Area Airport Authority	211 West Water Street	Kankakee	IL	60901
Mr.	George	Gray	Village Administrator	Peotone	208 E. Main Street P.O. Box 430	Peotone	IL	60468-0430
Mr.	Ronald J.	Grotovsky	Director	Will County Land Use Department	58 E Clinton Street, Suite 500	Joliet	IL	60432
Mr.	Paul	Karas	Executive Director	Gary/Chicago Airport	6001 West Industrial Highway	Gary	IN	46406
Mr.	Sheldon	Latz	County Engineer	Will County Highway Department	16841 W. Laraway	Joliet	IL	60433
Mr.	Paul	Lohmann	Village President	Village of Beecher	724 Penfield Street P.O. Box 1154	Beecher	IL	60401-1154
Mr.	AI	McCowan	Village President	Village of University Park	698 Burnham Drive	University Park	IL	60466-2708
Mr.	Kevin	McNulty	President	Chicago Southland Chamber of Commerce	1154 Ridge Road P.O. Box 1698	Homewood	IL	60430-0698
Mr.	Kenneth	Meshiguad	Chair	Hannahville Indian Community	N14911 Hannahville B1 Road	Wilson	WI	49896-9728
Mr.	Jerry	Meyer	Highway Commissioner	Washington Township	P.O. Box 578 301 East Indiana Avenue	Beecher	IL	60401
Mr.	Joseph	Mikan	Will County Executive		302 North Chicago Avenue	Joliet	IL	60432
Mr.	Robert	O'Brien	Executive Director	Greater Rockford Airport Authority	60 Airport Drive	Rockford	IL	61109
Mr.	Tim	O'Donnell	Village President	Village of Monee	5130 West Court Street	Monee	IL	60449
Mr.	Lawrence	Ohm	Supervisor	Sumner Township	9315 N. 8000 East Road	Grant Park	IL	60940
Mr.	Ed	Paesel	Executive Director	South Suburban Mayors and Managers Association	1904 West 174th Street	East Hazel Crest	IL	60429
Mr.	Zachariah	Pahmahmie	Tribal Chairman	Prairie Band Potawatomi Tribal Council Government Center	16281 Q Road P.O. Box 97	Mayetta	KS	66509
Mr.	John	Paige	Director of Planning Services	Northeastern Illinois Planning Commission	222 South Riverside Plaza Suite 1800	Chicago	IL	60606
Ms.	Roberta	Palen		Harold Washington Public Library	400 South State Street 5th Floor	Chicago	IL	60605

LOCAL AGENCIES

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Mr.	Nicholas	Pappas	DuPage County	Department of Development and Environmental Concerns	421 County Farm Road	Wheaton	IL	60187
Mr.	James	Pieckarczyk	County Engineer	Kankakee County Highway Department	750 South East Avenue	Kankakee	IL	60901
Mr.	Jack	Pierce	Supervisor	Peotone Township	507 Jean Street	Peotone	IL	60468
Mr.	James	Ranfranz	Executive Director	Northwestern Indiana Regional Planning Commission	6100 Southport Road	Portage	IN	46368
Mr.	Robert	Sarmiento		Northwestern University Library	1935 Sheridan Road	Evanston	IL	60208
Ms.	Jane	Schulten	Director	Crete Public Library	1177 North Main Street	Crete	IL	60417
Mr.	Ralph	Schultz	Superin- tendent of Planning	Forest Preserve District of Will County	Sugar Creek Administration Center 17540 W. Laraway Road	Joliet	IL	60433
Ms.	Nancy	Shales		Governors State University Library	Governors State University	University Park	IL	60466
Ms.	Lorraine	Shananaque t	NAGPRA Rep.	Huron Potawatomi, Inc.	2221 One-and-a-Half Mile Road	Fulton	MI	49052
Mr.	Phillip	Shapodock	Chair	Forest Country Potawatomi Community	P.O. Box 340	Crandon	WI	54520
Ms.	Paula	Thibeault	Executive Director	Regional Transportation Authority	175 W. Jackson Boulevard Suite 1550	Chicago	IL	60604
Mr.	Mike	Van Mill	Director	Planning and Zoning, Kankakee County	192 N. East Avenue	Kankakee	IL	60901
Mr.	William	Wagner	Supervisor	Green Garden Township	9948 West Stuenkel Road	Frankfort	IL	60423
Mr.	Thomas	Walker	Commissioner	City of Chicago - Department of Aviation	O'Hare International Airport P.O. Box 66142 Terminal Two, F Concourse	Chicago	IL	60666
Mr.	John	Warren	Vice-Chair	Pokagon Band of Potawatomi Indians of Michigan	901 Spruce Administration Building	Dowagiac	MI	49047

Interested Parties Notification Letter



U.S. Department of Transportation

Federal Aviation Administration

October 29, 2003

Great Lakes Region Illinois, Indiana, Michigan, Minnesota, North Dakota Ohio, South Dakota Wisconsin 2300 E Devon Avenue Des Plaines, Illinois 60018

«Title» «First_Name» «Last_Name____» «Job_Title» «AgencyCompany» «Address1» «Address2» «City», «State» «PostalCode»

RE: South Suburban Airport Tier 2 Environmental Impact Statement –Scoping Meetings

Dear «Title» «Last_Name____»:

The Federal Aviation Administration (FAA) intends to prepare a Tier 2 Environmental Impact Statement (EIS) to consider the construction and operation of Inaugural Airport Facilities for the South Suburban Airport located in Will County, IL. In preparation for this EIS, the FAA is seeking early involvement and consultation with Federal, state and local governmental agencies, and the public.

You are invited to attend a public scoping meeting at which the proposed development, the alternatives and the purpose and need for the proposed development will be discussed. The FAA published a Notice of Intent in the *Federal Register* on October 28, 2003 to prepare the Tier 2 EIS and to hold scoping meetings. Additionally, notices were published in the *Chicago Tribune, Chicago Sun-Times, Joliet Herald-News, Daily Southtown, Star Newspaper, Kankakee Daily Journal,* and the *Chicago Defender* on November 2, 2003. The purpose of these meetings is to determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development.

For your convenience, a public scoping meeting will be held at the following location:

December 3, 2003 Governors State University Engbretson Hall University Parkway University Park, Illinois 60466-0975 4:00 PM – 8:00 PM

Concurrent with the public scoping meeting, the FAA will conduct an informational workshop on the SSA Tier 2 EIS in the Hall of Governors at Governors State University, University Park, Illinois.

Written comments and recommendations may be sent to the following address or via e-mail, postmarked on or before December 19, 2003. Feel free to use the enclosed self addressed comment form if you are unable to attend.

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018 7-AGL-SSA-EIS-PROJECT@FAA.GOV

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process at (847) 294-7195.

Sincerely,

Denis R. Rewerts Federal Aviation Administration

Enclosure: Comment Form

Notification Mailing List

Notification Mailing List

PUBLIC

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Mr.	Richard	Acker	Regional Land Use Coordinator	Openlands Project	25 E. Washington Street Suite 1650	Chicago	IL	60602
Ms.	Lois	Arms			107 Nanti	Park Forest	IL	60466
Mr.	Bob	Barber	Village Administrator	Village of Beecher	Village Hall 724 Penfield P.O. Box 1154	Beecher	IL	60401
Ms.	Robin	Batka	Village Clerk	Village of Manteno	Village Hall 269 North Main Street	Manteno	IL	60950
Mr.	Barry	Bateman	Airport Director	General Mitchell International Airport	5300 S. Howell Avenue	Milwaukee	WI	53207
Ms.	Mary	Buckley		College of DuPage	Learning Resources Center Reserve Desk 425 22nd Street	Glen Ellen	IL	60137- 6599
Mr.	Ross	Capon	Executive Director	National Association of Railroad Passengers	900 Second Street, N.E. Suite 308	Washington	D.C.	20002- 3557
Ms.	Kathryn	Carpenter	Director	Purdue University	Calumet Campus Library 2200 169th Street	Hammond	IN	46323
Mr.	Stephen	Culberson	Senior Ecologist	TAMS Consultants	111 N. Canal Street Suite 380	Chicago	IL	60606
Mr.	Jack	Darin	Director	Sierra Club	200 N. Michigan Avenue Suite 505	Chicago	IL	60601
Ms.	Jennifer	Green		Baker Engineering	801 West Adams Street Suite 600	Chicago	IL	60607
Mr.	John	Greuling	President	Joliet/Will County Center for Economic Development	116 N. Chicago Street Two Rialto Square Suite 101	Joliet	IL	60432- 4204
Mr.	Michael	Grubermann	Village Administrator	Village of Monee	Village Hall 5130 West Court Street	Monee	IL	60449
Ms.	Barb	Guetler	Coordinator	Suburban O'Hare Commission	113 W. Main Street	Bensenville	IL	60106
Mr.	John R.	Harn		Commission	14254 Spring Creek Road	Lockport	IL	60441
Ms.	Connie	Heitz	Planner	Zambrana Engineering, Inc.	2324 Marconi Avenue	St. Louis	MO	63110
Mr.	Robert	Heuer		Public Policy & Marketing Consultant – representing STAND	1422 Ashland Avenue	Evanston	IL	60201
Ms.	Margo	Hupe			30828 S. Egyptian Trail	Peotone	IL	60468
Mr.	Elmer	Johnson	Project Director	Chicago Metropolis 2020	Civic Committee, Commercial Club of Chicago 30 West Monroe Street	Chicago	IL	60603
Mr.	Mike	La Pier	Executive Director	Central Illinois Regional Airport	3201 CIRA Drive, Suite 200	Bloomington	IL	61704
Mr.	Howard	Learner	Exec. Director	Environmental Law & Policy Center	35 E. Wacker Drive Suite 1300	Chicago	IL	60601
Mr.	Andrew	Masura	Reference Librarian	Orland Park Public Library	14760 Park Lane	Orland Park	IL	60462

Notification Mailing List

PUBLIC

Title	First Name	Last Name	Job Title	Agency/ Company	Address	City	State	ZIP
Dr.	Bruce	McMillan	Museum Director	Illinois State Museum	502 S. Spring Street	Springfield	IL	62706
Mr.	George	Ochsenfeld	President	STAND	28020 S. Crawford	Monee	IL	60449
Mr.	John	Rademacher			8035 N. Oconto Avenue	Niles	IL	60714
Mr.	Anthony	Rayson			27009 South Egyptian Trail	Monee	IL	60449
Mr.	David	Rose		Michael Baker Junior, Inc.	P.O. Box 12259	Pittsburgh	PA	15231
Mr.	Thomas J.	Ross	Executive Director	Pace Suburban Bus Service	550 West Algonquin Road	Arlington Heights	IL	60005
Ms.	Barbara	Stuart			213 E Corning Road	Beecher	IL	60401
Mr.	Tim	Sutherland		Indiana University Northwest Library	Center for Data Analysis 3400 Broadway	Gary	IN	46408
Ms.	Donna	Warner	Village Clerk	Village of Peotone	Village Hall 208 East Main Street P.O. Box 430	Peotone	IL	60468
Mr.	Michael	Whitaker	Vice President Intl. and Reg. Affairs	United Airlines	1200 Algonquin Road	Elk Grove	IL	60007

SECTION 2 SCOPING MEETINGS

SECTION 2.1 AGENCY AND PUBLIC MEETING HANDOUT



INAUGURAL AIRPORT PROGRAM South Suburban Airport

Environmental Impact Statement

Scoping Document

December 2003



TABLE OF CONTENTS

Scoping is being conducted with pertinent agencies, elected officials, environmental groups, and members of the public. Agency and public scoping meetings will be held on December 3, 2003. During the scoping meetings, the FAA and its consultant will be available to discuss the Environmental Impact Statement (EIS) process and general issues identified in the proposed project overview. Additional opportunities to provide comments on the EIS will be afforded to agencies and the public throughout the National Environmental Policy Act (NEPA) process.

This discussion outline contains the following sections:

- I. Scoping Process
- II. Environmental Process and Documentation
- III. Project Background and Purpose and Need
- IV. Proposed Project Overview
- V. Alternatives
- VI. Preliminary Environmental Issues to be Studied
- VII. Next Steps in the EIS Process

List of Exhibits

- 1. Environmental Review Process Flow Chart
- 2. Sponsor's Proposed Action
- 3. Alternatives



I. Scoping Process

- 1. On October 28, 2003 the FAA published a Notice of Intent (NOI) in the Federal Register to prepare a Tier 2 Environmental Impact Statement (EIS) and conduct environmental scoping for construction and operation of inaugural airport facilities at the South Suburban Airport (SSA) site in Will County, Illinois.
- 2. The public scoping process is the initial step in the preparation of the EIS. Scoping, as defined by the President's Council on Environmental Quality (CEQ regulations & guidelines), is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." The scoping process involves the identification of:
 - the proposed Project to be studied in the EIS,
 - alternatives to be explored and evaluated and those that may be eliminated, and
 - key or significant environmental issues to be studied in the EIS.
- 3. The purpose of the scoping meetings is to solicit input about the Proposed Project, including identification of any conditions, studies, plans, or considerations that may be relevant to the proposed development from members of the community and regulatory agencies. Public input will again be sought and a Public Hearing held once the Draft EIS has been completed.
- 4. The schedule for scoping is as follows:

Notice of Intent to Prepare EIS – October 28, 2003

On October 28, 2003 the FAA published a Notice of Intent in the Federal Register to prepare an EIS and conduct environmental scoping for the development of inaugural airport facilities for the South Suburban Airport. Additionally, legal notices of the FAA's Notice of Intent to prepare an EIS and conduct public scoping meetings for the Inaugural Airport Program were published in the following local newspapers on November 2, 2003: the Chicago Tribune, the Chicago Sun-Times, the Joliet Herald-News, the Daily Southtown, the Star Newspaper, the Kankakee Daily Journal, and the Chicago Defender.



Agency Scoping Meeting – December 3, 2003

The FAA will conduct one agency scoping meeting:

December 3, 2003 Governors State University Engbretson Hall University Parkway University Park, Illinois 10:00AM – 12:00PM

Public Scoping Meeting – December 3, 2003

The FAA will conduct one public scoping meeting:

December 3, 2003 Governors State University Engbretson Hall University Parkway University Park, Illinois 4:00PM – 8:00PM

The Public Scoping Meeting will be held in conjunction with an informational workshop and will include:

- a poster board presentation of the proposed project and the EIS process;
- FAA staff available to discuss the EIS process and address the public's concerns;
- written comment forms to be used at the workshops or mailed in at a later date, and
- representatives of the Illinois Department of Transportation will be available to answer questions about the Inaugural Airport Program.

All comments will become part of the official EIS record.

Close of Scoping Comment Period – December 19, 2003

Written scoping comments may be submitted to the FAA at the address provided below no later than the close of business, Friday, December 19, 2003.

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018 For further information, please contact Mr. Denis R. Rewerts at (847) 294-7195 (voice) and at (847) 294-7046 (facsimile). Comments may also be e-mailed to: Mr. Rewerts at 7-AGL-SSA-EIS-PROJECT@FAA.GOV

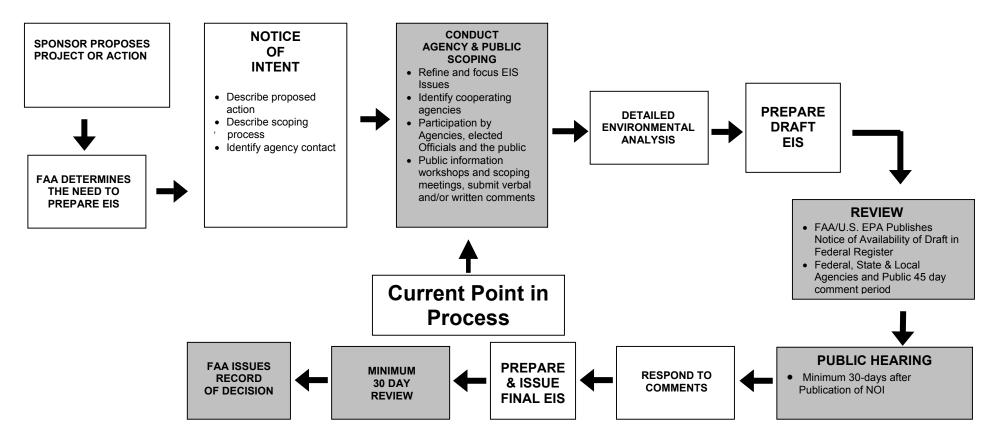


II. Environmental Process and Documentation

- 1. The NEPA environmental review process for the Tier 2 EIS is presented in **Exhibit 1.** Key elements of the NEPA process including details concerning the coordination and public participation process are highlighted on the Exhibit.
- 2. The Agency environmental documentation process involves the following items:
 - Develop the Purpose and Need for the Proposed Project
 - Identify the Proposed Project
 - Identify and Evaluate the Range of Alternatives to be considered
 - Perform a detailed Environmental Study of the Selected Alternatives
- 3. The FAA will prepare the environmental documentation to comply with the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1D, *Policies and Procedures for Considering Environmental Impacts*, and FAA Order 5050.4A, *Airport Environmental Handbook*.



Exhibit 1 Environmental Review Process Flow Chart



Environmental Review Process

III. Project Background and Purpose and Need

- 1. On July 12, 2002, the FAA issued a Record of Decision (ROD) on the Tier 1 Environmental Impact Statement for FAA Site Approval and Land Acquisition by the State of Illinois for the South Suburban Airport. This approval noted that under existing FAA criteria, the South Suburban Airport site in Will County, Illinois is a technically and environmentally feasible location for a potential new air carrier airport to serve the greater Chicago region.
- 2. The Illinois Department of Transportation has proposed the construction and operation of inaugural airport facilities (Inaugural Airport Program [IAP]) at the site selected in the Tier 1 ROD.
- 3. The proposed Federal action under consideration in this Tier 2 EIS is approval of an airport layout plan (ALP), development, construction, certification and operation of an inaugural air carrier airport at the Tier 1 site.
- 4. The purpose of the FAA's actions in this Tier 2 EIS is to satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo and general and corporate aviation use within the south suburban area of the greater Chicago region.
- 5. The proposed action is needed to serve supplemental demand for air carrier, special and general cargo and general and corporate aviation use within the south suburban area of the greater Chicago region.
 - A supplemental facility at the South Suburban site would provide market access for air carriers increasing the opportunity for growth in one of the most rapidly developing counties in the country.
 - The expected role of the IAP with respect to cargo is the potential handling of special and general cargo that would serve the industrial and warehousing facilities presently located in the south and southwest suburbs of Chicago.
 - Facilities for general aviation and corporate aviation will be required at the SSA to replace, expand and improve existing services and to provide access to portions of central and eastern Will County. Present facilities are insufficient to meet those needs.

IV. Proposed Project Overview

1. As currently proposed by the State of Illinois, the Inaugural Airport Program would consist of the following proposed project elements to meet the aviation demand in the south suburban area of the greater Chicago region:

New East-West Runway

- Single runway capable of accommodating air carrier operations
- Full parallel taxiway system
- Air traffic control tower and navigational facilities

New Airline Terminal

- Terminal will be sized to meet projected demand
- Aircraft parking apron
- Terminal auto parking
- Security facilities
- Access roadways from Interstate 57
- Airline maintenance facilities/fueling

New Air Cargo Facilities

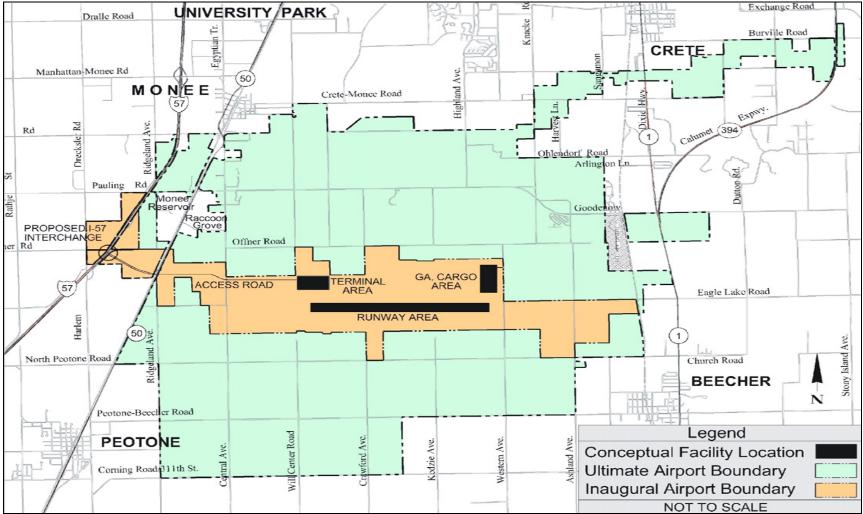
- Air cargo buildings
- Aircraft parking apron
- Access roadways
- Security facilities
- Air cargo operator facilities/fueling

New General Aviation Facilities

- General & Corporate Aviation facilities
- Fueling
- 2. Exhibit 2 depicts the proposed project elements of the Inaugural Airport Program.



Exhibit 2





V. Alternatives

- 1. The alternatives discussion is the heart of the environmental process. This analysis is conducted to ensure that reasonable alternatives that address the purpose and need of the project, which might enhance environmental quality or have a less detrimental effect, have not been prematurely dismissed from consideration.
- 2. A range of alternatives will be evaluated in this EIS. These alternatives would include:
 - No-Action Alternative
 - Sponsor's Proposed Action Alternative
 - Alternative Inaugural Airport Development at Tier 1 site
 - Use of Other Existing Airports
 - Alternative Modes of Transportation
 - Demand Management Alternatives
 - Prudent and feasible alternatives identified during the agency and public scoping process.
- 3. If the proposed Inaugural Airport Program (IAP) results in significant adverse impacts, mitigation options will also be considered for implementation.



VI. Preliminary Environmental Issues to be Studied

- 1. The environmental issues to be studied shall consist of the following elements:
- Noise Impacts
- Land Use Impacts
- Social Impacts
 - Environmental Justice
 - Surface Transportation
 - Residential, Business, Cemetery Relocations
- Socioeconomic Impacts
- Air Quality
- Water Quality
- DOT Section 303(c)/Section 4(f) Lands
 - Parks, Historic Properties & Other Protected Lands
- Historic, Architectural, Archaeological, Cultural Resources
- Visual Impacts

- Biotic Communities
- Endangered Species of Flora and Fauna
- Wetlands
- Floodplains
- Coastal Zone Management
- Coastal Barriers
- Wild and Scenic Rivers
- Farmlands
- Energy Supply and Natural Resources
- Light Emissions
- Solid Waste and Hazardous Materials Impacts
- Construction Impacts
- Cumulative Impacts
- 2. Categories such as Coastal Zone Management and Coastal Barriers are not expected to be affected by the Inaugural Airport Program and would thus likely be discussed in less detail.
- Based on an initial qualitative evaluation, it is anticipated that the key environmental issues will be noise, air quality, surface transportation, social, socioeconomic and induced socioeconomic, DOT Section 303(c)/Section 4(f) Lands, wetlands, floodplains, farmland, construction and cumulative impacts.



VII. Next Steps

- 1. Conduct and conclude the Scoping Process. Scoping is the first of many opportunities to comment during the EIS process.
- 2. Prepare the Draft EIS.
- 3. Issue and distribute the Draft EIS.
- 4. Conduct a Public Hearing on the Draft EIS and receive public comments.
- 5. Prepare the Final EIS based on comments received and distribute the document.
- 6. Prepare and sign the Record of Decision. The Federal Aviation Administration will evaluate the EIS and any comments prior to making a decision on the Proposed Project.

SECTION 2.2 AGENCY AND PUBLIC MEETING DISPLAY BOARDS



FEDERAL AVIATION ADMINISTRATION TIER 2 SCOPING MEETING



WELCOME TO THE **FEDERAL AVIATION ADMINISTRATION SCOPING MEETING**



REGISTRATION



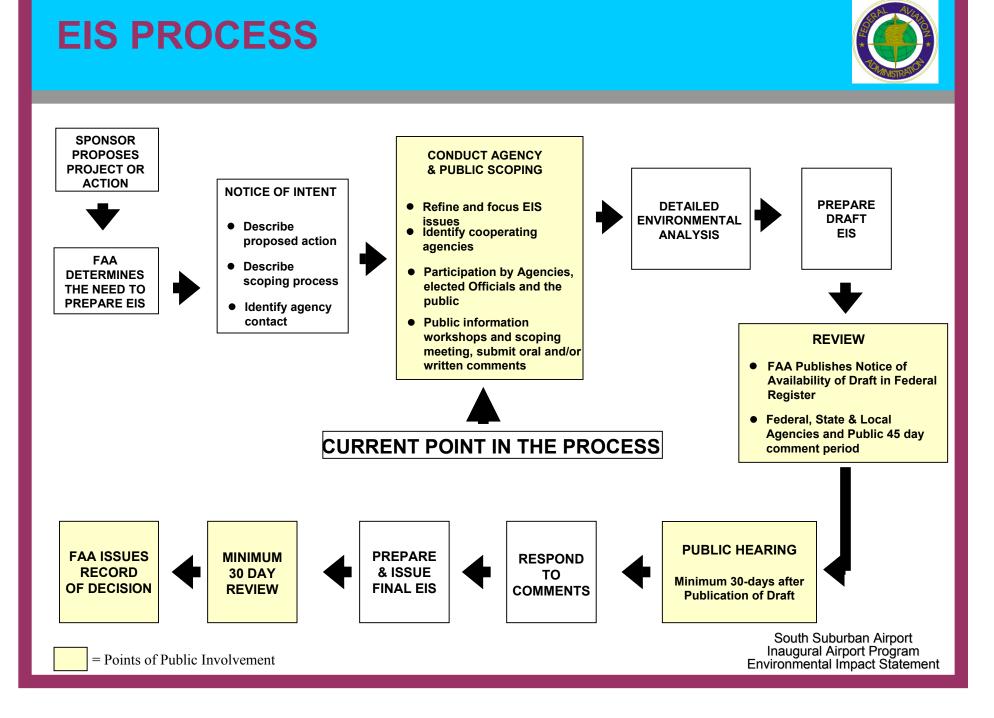


TIER 2 EIS OVERVIEW



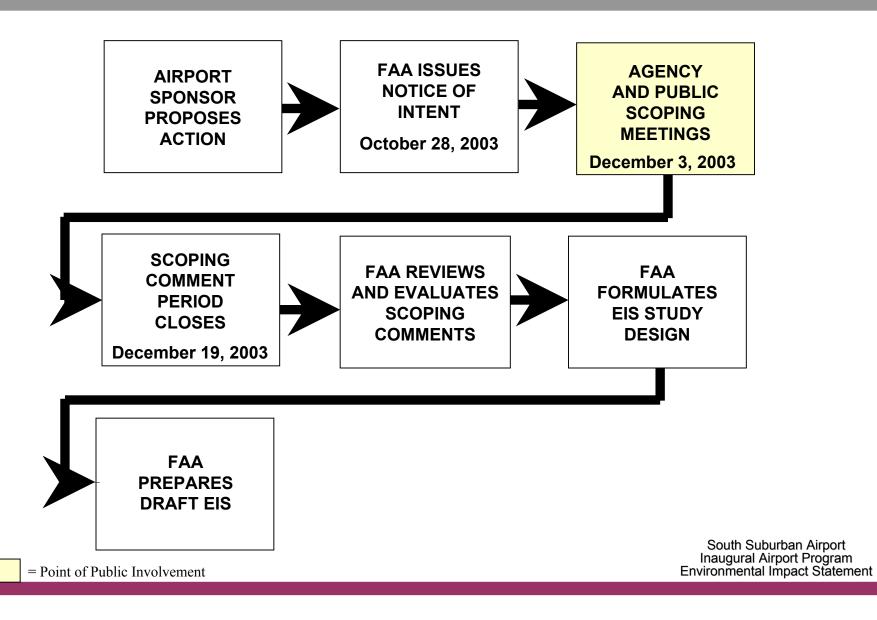
SOUTH SUBURBAN INAUGURAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

The proposed South Suburban Airport (SSA), Inaugural Airport Program (IAP) will require environmental approval by the Federal Aviation Administration (FAA) in compliance with the National Environmental Policy Act of 1969. The preparation of an Environmental Impact Statement (EIS) is a systematic process of gathering and analyzing data in order to assess and document the potential environmental effects of a proposed Federal action such as approval of a new airport. The EIS documents the need for a proposed action, identifies possible alternatives to the action and evaluates environmental impacts. The EIS process also provides a forum for review and comment by appropriate governmental agencies and the general public. These comments will be fully considered in preparation of the Tier 2 EIS.



TIER 2 EIS SCOPING PROCESS





CONCEPTUAL PROJECT DESCRIPTION

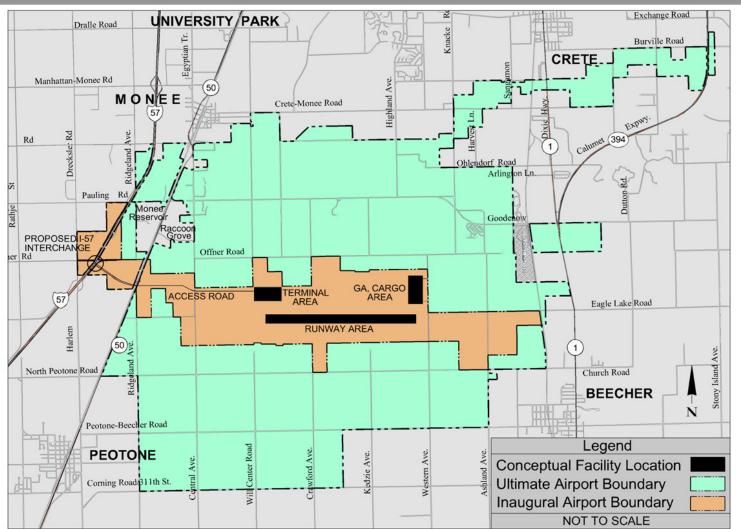


As currently proposed by the Airport Sponsor, State of Illinois, the Inaugural Airport Program could consist of the following proposed project elements to meet the aviation demand in the south suburban area of the greater Chicago region:

New East-West Runway	New Air Cargo Facilities			
Single runway capable of accommodating air carrier	r Air cargo buildings			
operations	Aircraft parking apron			
Full parallel taxiway system	Access roadways			
Air traffic control tower and navigational	Security facilities			
facilities	Air cargo operator and fueling facilities			
New Airline Terminal	New General Aviation Facilities			
Terminal would be sized to meet projected demand	General & Corporate Aviation facilities			
Aircraft parking apron	Fueling facilities			
Terminal auto parking				
Security facilities				
Access roadways from Interstate 57	South Suburban Airport			
Airline maintenance and fueling facilities	Inaugural Airport Program Environmental Impact Stateme			

AIRPORT SPONSOR'S CONCEPTUAL PLAN





PRELIMINARY PURPOSE AND NEED



The preliminary Purpose and Need for the Proposed Action at the South Suburban Airport is to:

Satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo, and general and corporate aviation use within the south suburban area of the greater Chicago region.

Provide market access for air carriers increasing the opportunity for growth in one of the most rapidly developing counties in the country.

Provide special and general cargo handling facilities that would serve the industrial and warehousing facilities presently located in the south and southwest suburbs of Chicago.

Replace, expand and improve existing services and to provide access to portions of central and eastern Will County.

PRELIMINARY ALTERNATIVES



Alternatives that will be examined in this EIS will include but will not necessarily be limited to the following:

- No-Action Alternative,
- Sponsor's Proposed Action Alternative,
- Alternative Inaugural Airport Facility Development at the South Suburban site,
- Off-Site Alternatives, and
- Additional Reasonable Alternatives Identified During Scoping.

EIS CONSIDERATIONS



• Noise

- Follows FAA Guidelines using the Integrated Noise Model (INM), Version 6.1.
- Examines noise on average annual day basis, using Day-Night Average Noise Level, or DNL.
- Examines specific point noise using DNL or single-event noise metrics.
- Compares future year conditions, with and without the project.

• Land Use

- Examines existing and planned land use in the vicinity of the airport.
- Evaluates compatibility of proposed project with existing land use.

Social / Environmental Justice

- Evaluates impacts associated with relocations or other community disruption resulting from a proposed action.

- Examines disproportionate impacts on minority and low-income populations.

Induced Socioeconomic Impacts

- Examines induced or secondary impacts with respect to regional growth and development.

- Specifically examines: Shifts in population patterns; Public Service demands; Changes in business and economic activity

Floodplains

- Examines compliance with Executive Order 11988, Floodplain Management.
- Identifies and characterizes floodways and 100-year floodplains within the project area.
- Examines potential impacts to floodways and 100-year floodplains from the proposed project.

Coastal Zones / Coastal Barriers

- Examines compliance with the Coastal Zone Management Act and the Coastal Barriers Resources Act.
- No areas subject to provisions of either act are contained within the State of Illinois.

Wild and Scenic Rivers

- Examines compliance with the Wild and Scenic Rivers Act, which 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.

- Examines potential impacts to any river areas listed on the National Rivers Inventory list.

Farmlands

- Examines compliance with the Farmland Protection Policy Act and the Illinois Farmland Preservation Act.
- Identifies those areas designated as prime or unique farmland.
- Examines potential impacts to any prime or unique farmland.

EIS CONSIDERATIONS (cont.)



• Air Quality

- Follows FAA Guidelines using the Emissions Dispersion Modeling System (EDMS).
- Examines aircraft, vehicle and stationary source emissions associated with the project and compares them to the National Ambient Air Quality Standards (NAAQS).
- Considers Criteria Air Pollutants (CO, No_x, VOCs, PM) .
- Compares future year conditions with and without project and includes both construction and operational activity.

• Water Quality

- Identifies and characterizes groundwater and surface water features that may be impacted by the proposed project.
- Examines ability of the project to comply with the Clean Water Act and state water quality standards during construction and operation of the proposed project.
- Examines existing water supply, projected water usage, water treatment requirements and associated impacts.

Parks and Recreation

- Identifies and characterizes existing and planned publicly owned parks, recreation areas and historic sites of national, state or local significance within the vicinity of the proposed project.
- Evaluates potential impacts to publicly owned parks, recreation areas and historic sites resulting from development and operation of the proposed airport in accordance with Section 303 Title 49 U. S. Code (formerly Section 4(f)).

Energy Supply / Natural Resources

- Identifies potential energy requirements of the proposed project for both stationary and mobile users.
- Examines potential impacts to energy supplies or natural resources from the proposed project.

Light Emissions

- Identifies potential new sources of light emissions arising from the proposed project.
- Examines potential impacts to existing and future residents from the proposed project.

Solid Waste

- Identifies existing and planned landfills in the project vicinity, and their current and future capacity.
- Identifies the estimated volumes of solid waste generated by the proposed project during construction and operation.
- Examines potential impacts to landfill capacity.
- Identifies if a potential safety hazard would exist in terms of aircraft operations and the location of existing or planned landfills.

Construction

- Examines potential impacts resulting from the construction of the proposed project.
- Considers noise, dust, surface transportation, and air and water quality impacts.

EIS CONSIDERATIONS (cont.)



Historic / Archaeological

- Examines compliance with the National Historic Preservation Act and the Archeological and Historic Preservation Act.
- Identifies properties in or eligible for inclusion in the National Register of Historic Places.
- Summarizes findings of archaeological and architectural surveys conducted within the project area.
- Will examine compliance with the Programmatic Agreement executed under the Tier 1 EIS.

• Biotic Communities

- Characterizes the existing plant, animal, and aquatic resources within and adjacent to the proposed project site.
- Examines and quantifies potential impacts to the existing plant, animal, and aquatic resources within and adjacent to the proposed project site.

• Threatened and Endangered Species

- Identifies any known populations of threatened and endangered species or critical habitat, listed or proposed for listing under the Endangered Species Act or by the Illinois Endangered Species Board, within the project area.
- Examines potential impacts to any listed species or critical habitat from the proposed project.

• Wetlands

- Defined and evaluated in accordance with Executive Order 11990, Protection of Wetlands.
- Identifies and characterizes all wetlands within the project area.
- Examines potential impacts to wetlands from the proposed project.

Hazardous Materials

- Identify and evaluate the presence of existing and potential sites containing hazardous materials (hazardous wastes, environmental contamination, and other regulated substances such as fuel and other petroleum products) located on or adjacent to the project site.

- Evaluate the potential for disruption of sites containing hazardous materials or environmental contamination as a result of the proposed action.

Surface Transportation

- Identifies existing travel patterns, school bus routes, emergency vehicle access and traffic levels in the project area.
- Examines potential impacts to travel patterns, school bus routes, emergency vehicle access and traffic congestion from the proposed project.

Cumulative Impacts

- Identifies foreseeable impacts resulting from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions.
- Considers projections of future population, employment and households for the area, as well as changes in land use and secondary impacts.

WHERE DO I LIVE?



Insert Aerial / GIS slide here

HOW TO SUBMIT COMMENTS



WRITTEN COMMENTS

Comment forms are available at this meeting for your written comments. Comments can also be submitted on a separate sheet of paper. You may submit written comments at this time or mail them to the address listed on the form and below. Mailed comments should be postmarked by December 19, 2003.

> MAIL COMMENTS TO: Mr. Denis R. Rewerts Environmental Specialist Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Written comments may also be submitted by E-mail, by December 19, 2003, to: Mr. Rewerts at 7-AGL-SSA-EIS-PROJECT@FAA.GOV

ORAL COMMENTS

Oral comments may be given to the Court Stenographer present at this meeting. The Court Stenographer will record and transcribe your comments for inclusion in the meeting transcript.













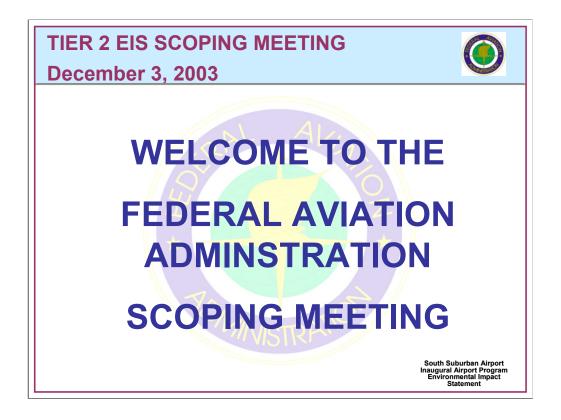
TIER 2 EIS SCOPING MEETING





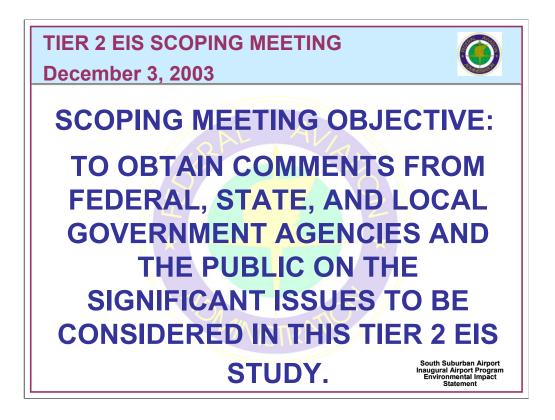
South Suburban Airport Inaugural Airport Program Environmental Impact Statement

SECTION 2.3 AGENCY AND PUBLIC MEETING PRESENTATION



<u>Slide 1</u>

The Federal Aviation Administration would like to welcome you here and thank you for participating in today's scoping meeting.



Slide 2

The primary purpose for today's scoping meeting is to obtain comments from Federal, state, and local agencies and the Public regarding the scope and significant issues to be analyzed in depth as part of the Environmental Impact Statement or (EIS) for the Inaugural Airport Program at the South Suburban Airport. This scoping meeting also kicks off the Tier 2 EIS study and introduces the EIS process.



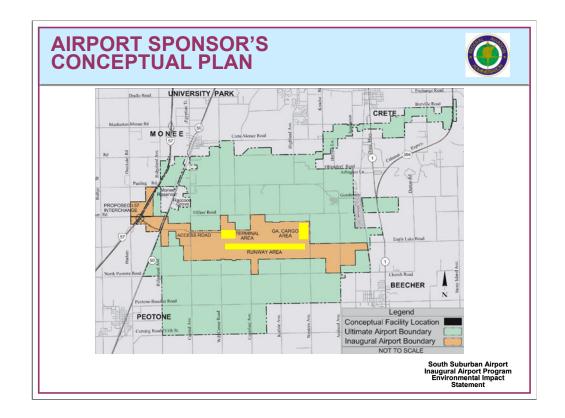
Slide 3

On July 12, 2002, the Federal Aviation Administration issued a Record of Decision on the Tier 1 Environmental Impact Statement for the South Suburban Airport. This action included FAA site approval to preserve the option for a potential future supplemental air carrier airport to serve the greater Chicago region. The site approved in the Tier 1 EIS is located in eastern Will County, Illinois, formerly known as the Peotone Site.



<u>Slide 4</u>

In September 2002 the State of Illinois, the Project Sponsor, received a grant from the FAA to conduct Airport Master Planning and Environmental Documentation for the Inaugural Airport Program at South Suburban Airport.

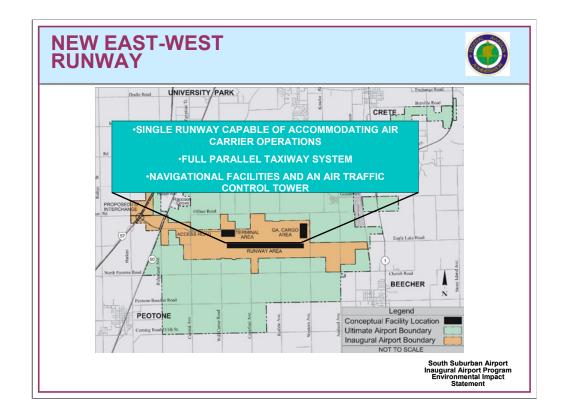


Slide 5

As currently proposed by the Project Sponsor, (State of Illinois), the Inaugural Airport Program would consist of the following elements:

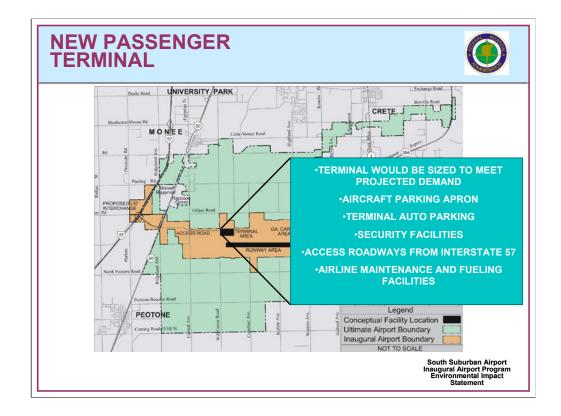
- § New East-West Runway
- § New Airline Terminal
- § New Air Cargo Facilities
- § New General Aviation Facilities

This Tier 2 EIS does not address development of Airport Facilities beyond the Inaugural Airport Program. Federal actions relating to the development and operation of future facilities, beyond the Inaugural Airport Program, would be evaluated in subsequent NEPA Documentation as the issues become ripe for review and decision.



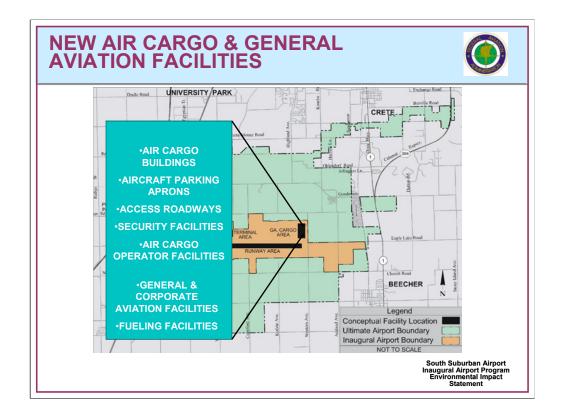
Slide 6

The proposed runway system would consist of a single runway capable of accommodating air carrier operations, a full parallel taxiway system, navigational facilities and provisions for an air traffic control tower.



<u>Slide 7</u>

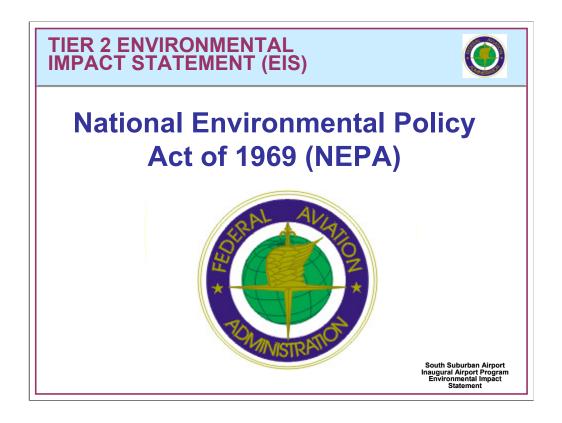
The new passenger terminal would be sized to meet projected demand, and could include an aircraft parking apron, terminal auto parking, security facilities, an access road to I-57, and airline maintenance and fueling facilities.



<u>Slide 8</u>

The proposed new air cargo facilities could include air cargo buildings, an aircraft parking apron, access roadways, security, and air cargo operator and fueling facilities.

The proposed general aviation facilities could include general aviation (GA) and corporate aviation hangars and facilities, as well as fueling facilities.



<u>Slide 9</u>

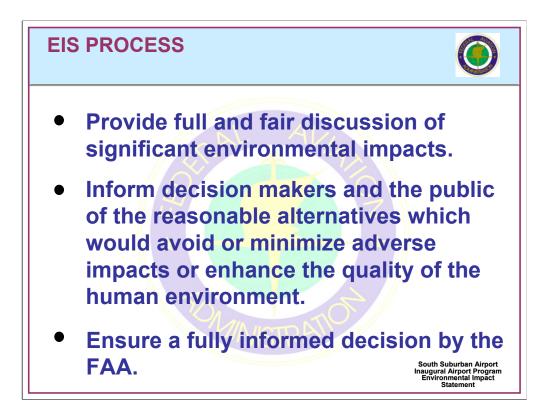
The FAA has decided to proceed with a Tier 2 EIS to evaluate the potential environmental impacts associated with the construction and operation of the Inaugural Airport Program and connected actions.

FAA's decision to proceed with the EIS is in accordance with the National Environmental Policy Act of 1969, commonly referred to as NEPA [NOTE: pronounced "neepa"]. The EIS will be a Federal document and the entire process will be managed by the FAA.



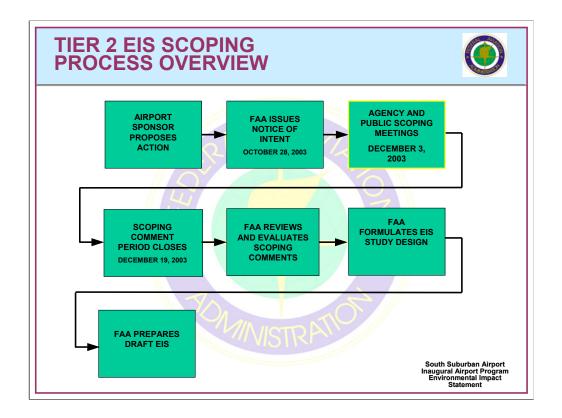
<u>Slide 10</u>

The purpose of an EIS is to serve as an action-forcing device to ensure that the policies and goals defined in NEPA are incorporated into the ongoing program and actions of the Federal Government. FAA's role is to evaluate proposed actions in terms of consistency with applicable laws and regulations and to insure that proposed development meets all requirements for safety, design criteria, and environmental compliance.



<u>Slide 11</u>

The EIS process will provide full and fair discussion of environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment. The EIS process will ensure a fully informed decision by the FAA with respect to the proposed project.

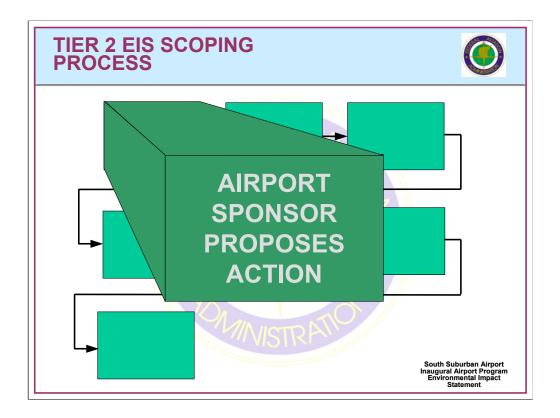


<u>Slide 12</u>

Today signifies one of the most important steps of the EIS process and is called scoping.

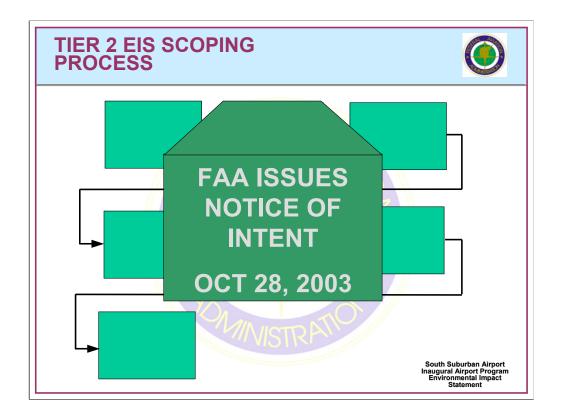
According to NEPA, scoping is defined as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. Comments received during the scoping process will be used by the FAA to formulate the scope of work required in developing the Tier 2 EIS.

12



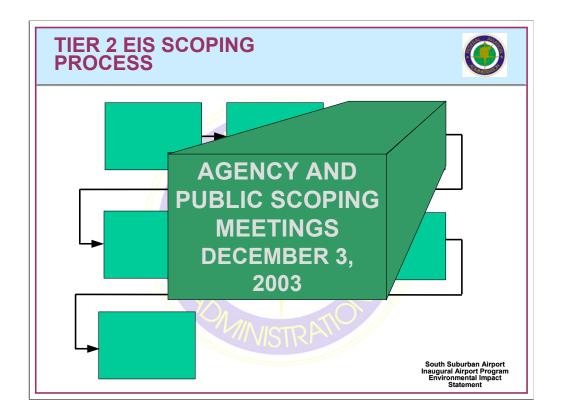
<u>Slide 13</u>

The State of Illinois, as the Airport Sponsor, conducted the first step in the scoping process by identifying the proposed actions to the FAA for environmental evaluation.



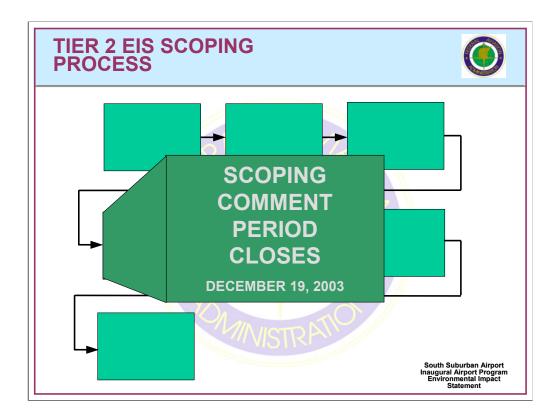
<u>Slide 14</u>

On October 28, 2003 the FAA filed a Notice of Intent in the Federal Register to prepare a Tier 2 EIS and hold Scoping Meetings for the proposed actions at South Suburban Airport.



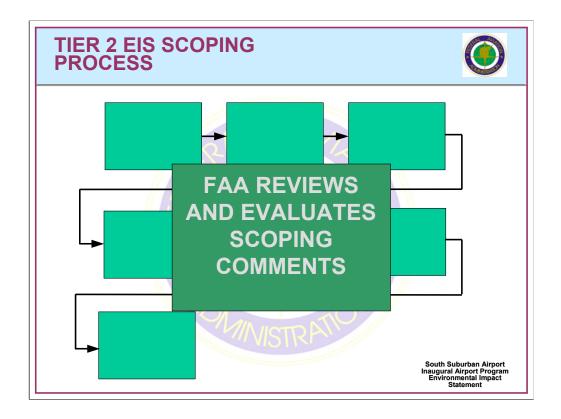
<u>Slide 15</u>

The next step in the Scoping Process involves the Agency and Public Scoping Meetings. Again, the primary purpose of today's scoping meetings are to begin the study, introduce the EIS process and to gather your concerns, comments and any other information that you may have relating to potentially significant environmental impacts of the proposed actions. Through the scoping process, the FAA will determine the significant issues to be analyzed in depth in the Environmental Impact Statement.



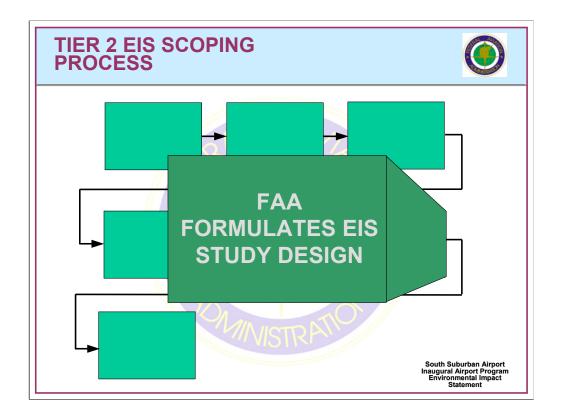
<u>Slide 16</u>

The formal scoping process comment period will close on December 19, 2003. All comments to the FAA must be postmarked or E-mailed by this date.



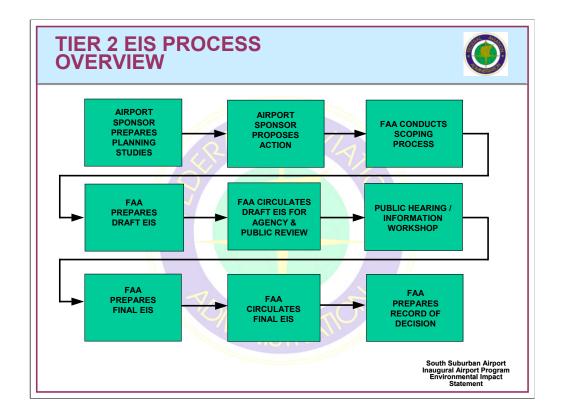
<u>Slide 17</u>

The FAA will review and evaluate all Agency and Public comments received as part of the Scoping Process.



<u>Slide 18</u>

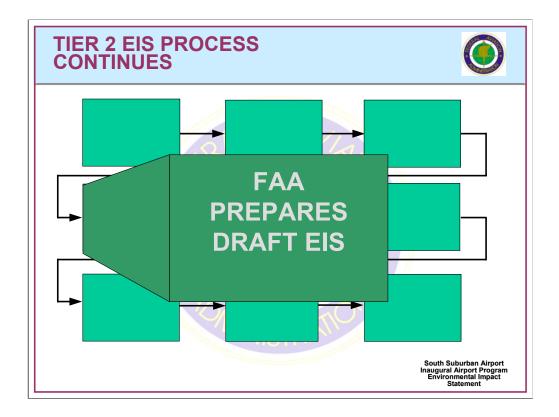
The FAA will then develop the EIS study design before proceeding to the next part of the EIS process.



<u>Slide 19</u>

The FAA will then conduct a detailed evaluation of potential environmental impacts of the proposed action during the EIS. Because the FAA is just beginning the EIS process, the potential impacts of the proposed actions are not yet known. Information regarding impacts will be made available during the course of the study.

19



<u>Slide 20</u>

The next phase of the EIS process is the preparation of a Draft EIS Document.



<u>Slide 21</u>

An EIS document begins with a statement of the Purpose and Need for the proposed actions. The purpose and need provides the reasons and justifications for construction of the proposed airport development project.

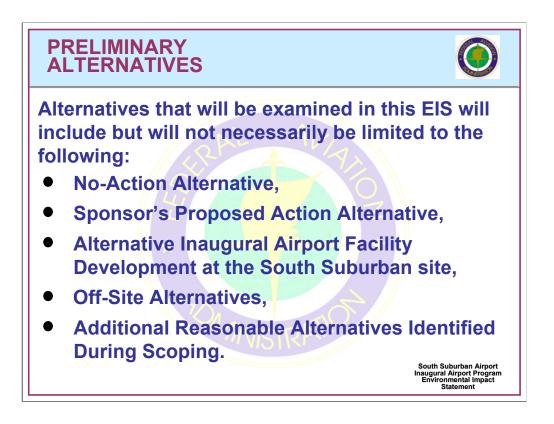
The preliminary Purpose and Need for the FAA's actions in this Tier 2 EIS are to:

Satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo, and general and corporate aviation use within the south suburban area of the greater Chicago region;

A supplemental facility would provide market access for air carriers thereby increasing the opportunity for growth in one of the most rapidly developing counties in the U.S.;

Provide facilities to handle special and general cargo that would serve the industrial and warehousing facilities presently located in the south and southwest suburbs of Chicago, and;

Provide facilities for general aviation and corporate aviation to replace, expand and improve existing services and to provide access to portions of central and eastern Will County.



<u>Slide 22</u>

The second portion of the Tier 2 EIS document will consist of an evaluation of the project alternatives, including the No-Action Alternative, the Sponsor's Proposed Action Alternative, alternative Inaugural Airport facility development at the SSA site, offsite alternatives such as the use of other existing airports, and additional alternatives identified during the scoping process.

All reasonable alternatives will be addressed in the Environmental Process.



<u>Slide 23</u>

The third portion of the EIS document, called Affected Environment, provides a description of the existing social, cultural, physical and natural environmental conditions in the study area.

The social environment includes a discussion of existing land use, socioeconomics, and cultural, historical and archeological resources in the vicinity of the proposed project.

The physical environment includes a discussion of factors such as water resources, soils and air quality in the study area.

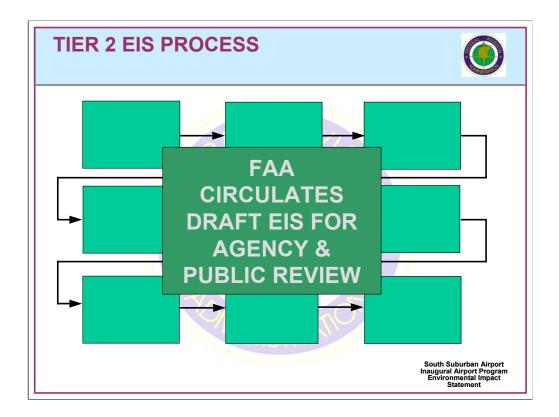
The discussion of natural environment includes biotic communities, wetlands and other natural resources in the area.



<u>Slide 24</u>

The fourth portion of the EIS document describes the Environmental Consequences associated with the Proposed Action, connected actions and other reasonable alternatives.

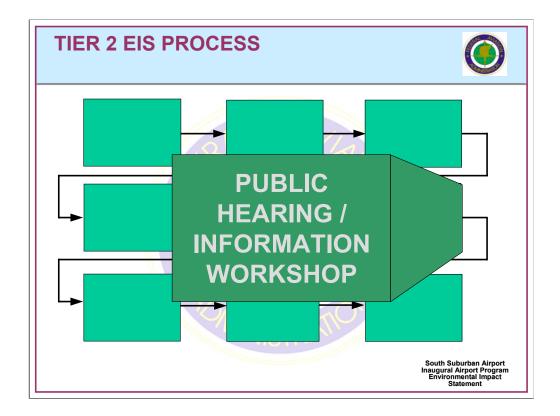
This analysis includes 22 different categories that involve the human, natural and physical environment. Each category is examined in accordance with the procedures established in the FAA's Airport Environmental Handbook, Order 5050.4A (NOTE: pronounced "fifty-fifty four A"), Order 1050.1D: Policies and Procedures for Considering Environmental Impacts, and subsequent guidance. Examples of categories evaluated within this section include noise, air quality, socioeconomic impacts, historic resources, and endangered species.



<u>Slide 25</u>

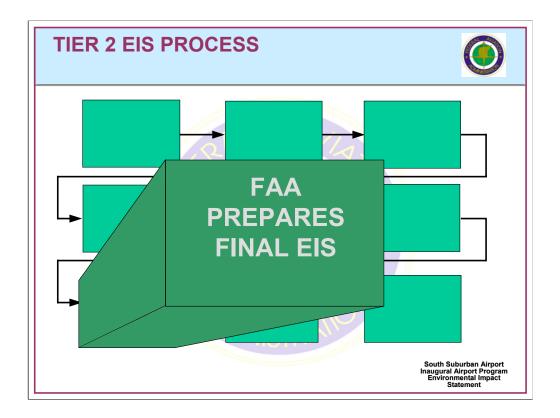
All of the information just described is brought together into a document called a Draft Environmental Impact Statement or DEIS.

This document is then released for review by Federal, State and Local agencies as well as the Public.



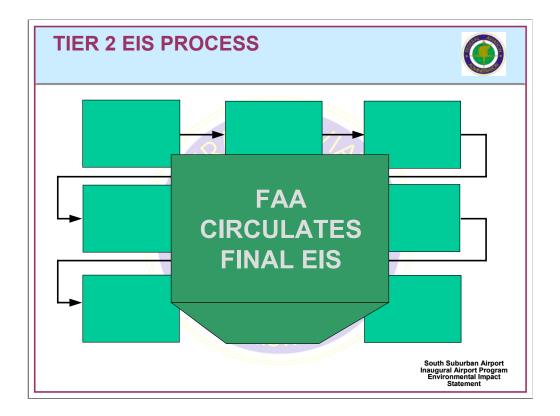
<u>Slide 26</u>

While the review is being conducted, a Public Hearing and Information Workshop will be held which will allow the public to submit written and verbal comments on the DEIS.



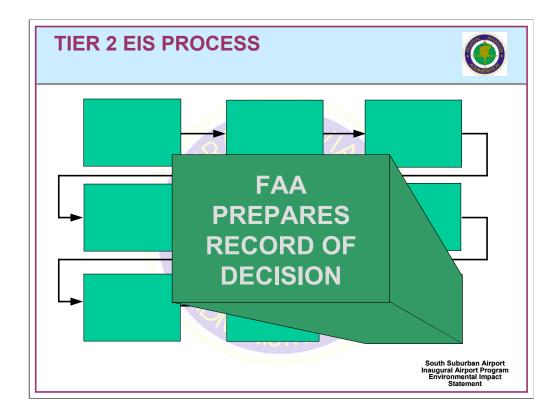
<u>Slide 27</u>

All comments received from the DEIS review and Public Hearing process will be considered, summarized, responded to, and incorporated into a revised document called the Final Environmental Impact Statement or FEIS.



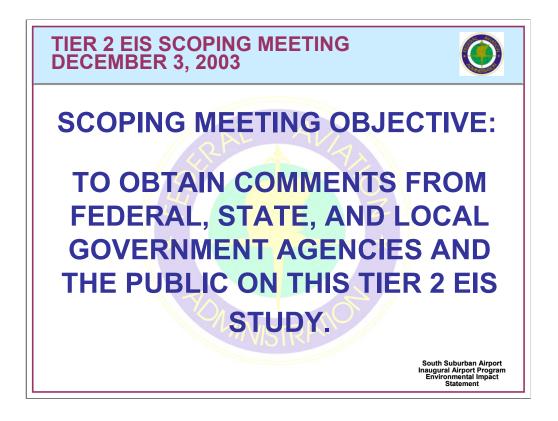
<u>Slide 28</u>

The FEIS will then be submitted to agencies and the public. No action will be taken for 30 days following the release of the Final EIS.



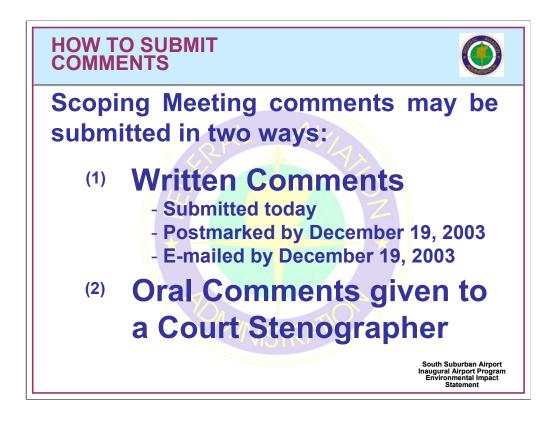
<u>Slide 29</u>

Comments on the Final EIS will be forwarded to the FAA. After the 30-day period, the FAA will prepare a Record of Decision or ROD *[NOTE: pronounced "rod", as in "hot rod"]*. The ROD will document the FAA's decision on the proposed Federal action.



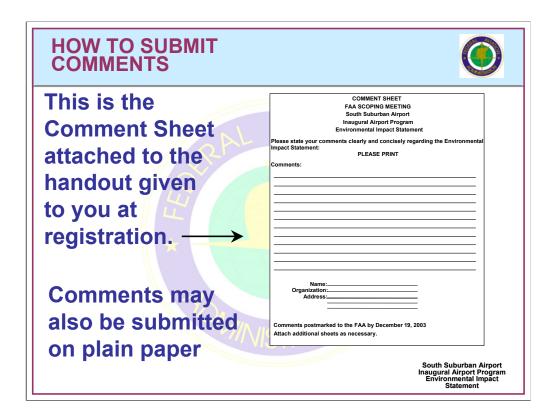
<u>Slide 30</u>

As previously mentioned, the purpose of today's meeting is to begin the study and to obtain comments regarding the scope of the study.



<u>Slide 31</u>

Today, there are two methods to submit your comments or concerns as they relate to the proposed action and the EIS process, either written or as oral comments to the court stenographer.



<u>Slide 32</u>

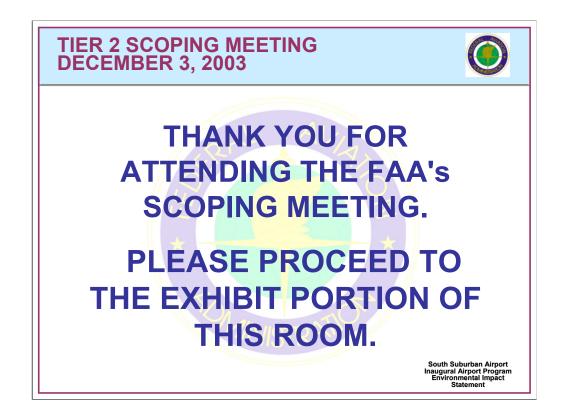
First, please submit your written comments to the FAA at the address shown on the last page of the handout that you received, or by depositing them in one of the drop boxes located in the Hall Of Governors. Comments may be submitted on the provided comment sheet or on a separate sheet as necessary.

The formal comment period will close on December 19, 2003. In order to be considered in the scoping process, comments should be postmarked or E-mailed by this date.



<u>Slide 33</u>

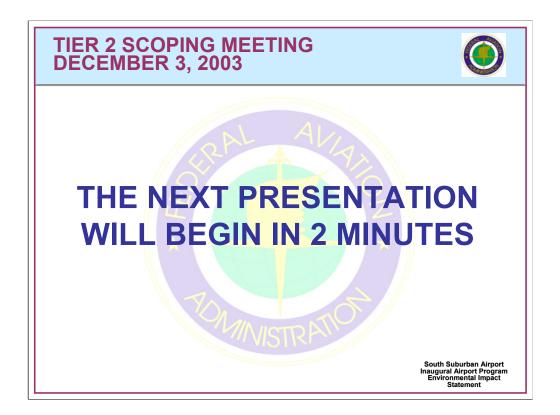
We also have a court stenographer available today if you wish to make an oral comment. Please clearly state your name, address, and whether you represent an organization to the stenographer prior to giving your comment. All oral comments given in this manner will be included in the official transcript of the meeting. Please limit oral comments given in this manner to no more than 3 minutes.



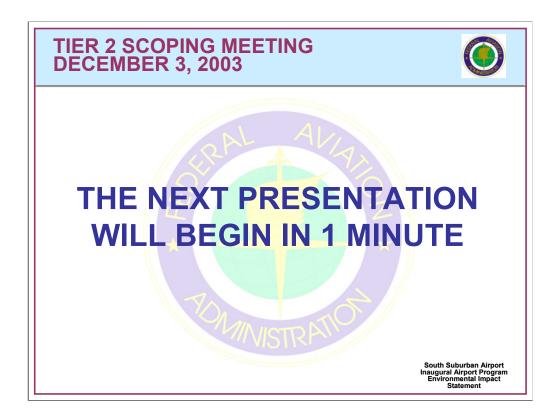
Slide 34

The FAA would now like to invite you to enter the exhibit portion of this room to speak with members of the FAA and our consulting team at your leisure. A map with the locations of the Exhibit Room, Written Comment area, and Court Stenographers is included in your handout.

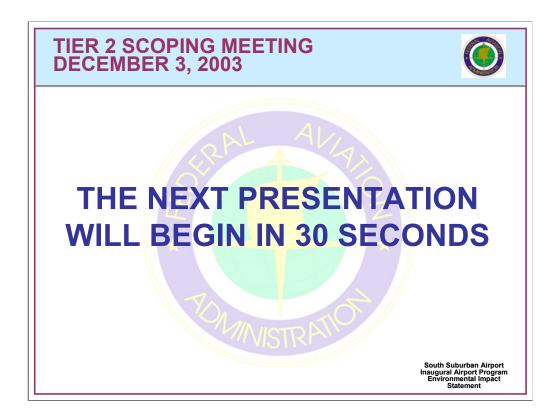
Thank you



<u>Slide 35</u> This presentation will start in 2 minutes.

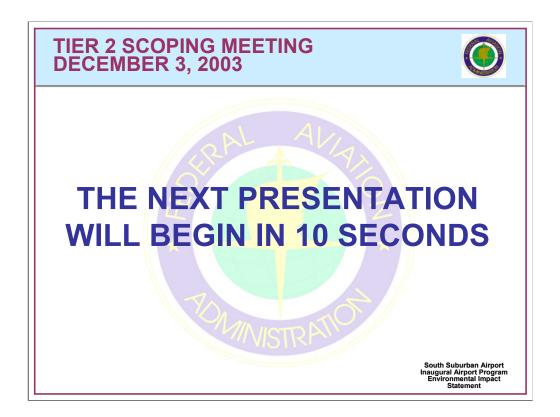


<u>Slide 36</u> This presentation will start in 1 minute.



<u>Slide 37</u>

This presentation will start in 30 seconds.



<u>Slide 38</u> This presentation will start in 10 seconds.

SECTION 2.4 AGENCY MEETING SIGN-IN SHEETS

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South Suburban Inaugural Airport Program Environmental Impact Statement Wednesday December 3, 2003 10:00 a.m. - 12:00 p.m. Governors State University



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JOHN FETTLECLING	L ST
Sherry KAnkle	U.S. EPA 77 W. Jackson Brid. Chap IL 60604
Kathe Thomas	440n Wahash My #4406 Cher 6061
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Steve HAMER	I DNR DNE Nature Resource Way, Sof R. IL 62702
Mark Thompson.	Hawson Professional Serviced's MatternIL 60443
Sheldon C Latz	16841 MI. Lavaren RJ Juliet II 60433
JENNIFER HINDE	700 W. END' AVE CUIGAGO HTS, IL 60411
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Karl Winse	189 E Court Vantakee Il L0901
TOM WEIGEL	
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Faul Lehmann	707 Oak Park Beecher II. 60401
MARK (N) LATER	580 MARMA TERRALS CARTE, IL 60417
, Bo	698 Burnham Dr. University Park 60466
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AGENCY SCOPING MEETING

South Suburban Inaugural Airport Program Environmental Impact Statement 10:00 a.m. - 12:00 p.m. **Governors State University** Wednesday December 3, 2003

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AGENCY SCOPING MEETING

South Suburban Inaugural Airport Program Environmental Impact Statement Wednesday December 3, 2003 10:00 a.m. - 12:00 p.m. Governors State University



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Tom KINNES	W.S. EPA 77 W. Tackon Blud. Chicugo IL 60604
Jackie Oftaders	NIRPC, 6800 Southport Rd, Portage, IN 46368
Kois Arms	107 NONT'S Park Forcer, IL GOTAL
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BOB HEARTCK	WITH LO. CENTER FOR ECON, DEVEL.
Thrith PO'DONNell	· 5130 W COURTST. MONCE IL 60449
Hugh VAN Vocaret	201 Center Miles Hill II 60969
John Young	Peo to
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Bonita DUVard	216 Rich Rd. Villar of Park Brest
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JOHN BRUNS	254 W. GOODENOW RD. BERCHER, IL. 60401

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South Suburban Inaugural Airport Program Environmental Impact Statement Wednesday December 3, 2003 10:00 a.m. - 12:00 p.m. Governors State University



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SECTION 2.5 PUBLIC MEETINGS SIGN-IN SHEETS



PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program Environmental Impact Statement



Wednesday December 3, 2003 Governors State University

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PUBLIC SCOPING MEETING

South Suburban Inaugural Airport Program Environmental Impact Statement





Wednesday December 3, 2003 4:00 p.m 8:00 p.m. Governors State University	rint) ADDRESS (Street, City, State, Zip)	(1) 157 Willow Blud Willow Srine IL 60480	rdt 5333 S. Laramie St. 121	7023 W. Offne	0 m = 110 = 11/2 m 0	8337 S. On Ele, Chilagy IL 60620	4	M	1302 thekung Rine Hamewand I boy 30	70 BOX 357, 561 Madow Ln REPORTION	read 27358 Egyptean morea, Il,	1225 CURUNSIN SILA I'L 60417	Zol W. (151 Chesturt Dr. Fran	927 WEST PARK AVE. JOUER' IL	1851 W. Church Rd Backen 12 60401	hes a3540 Western the Park Forest 60406	925 HODGES ST- BX SH3 REECHER 12 60401	ard	Britford Transpirition Califian	121 " LASALE SALE CALLAGO, 12 COCOZ	2809 Central St. Evanston, II. 60201	21 (17ADUS	
	NAME (Please Print)	Kenneth Wloss Course	>	2	2	Matter Jurinas	Ň	BITMIN		1445	Carling and	Rom Haule	JEFF SHAW		DUJ MORAN	Tim VERDUIN	Helen E. Hug	FRIEDS WILSON	Bill Wendt	DividLindberg	Pela Ridner	1		

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PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program Environmental Impact Statement



Wednesday December 3, 2003 Governors State University

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South Suburban Inaugural Airport Program Environmental Impact Statement **PUBLIC SCOPING MEETING**



M	Wednesday December 3, 2003 4:00 p.m 8:00 p.m. Governors State University
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South Suburban Inaugural Airport Program Environmental Impact Statement PUBLIC SCOPING MEETING

4:00 p.m. - 8:00 p.m.



NAME (Please Print)	ADDRESS (Street, City, State, Zip)
NAMAN RALAD	1235 Odumber # Olet. Il 62417
Denise Henrof	$\overline{\mathcal{A}}$
Susan Duncen	Coulid
antrafed	8
JACK C. WH EELER	221 E. CORUMPUL DR. CRETE, 11 60417
ROBER KLOCKSLEBEN	5460 PAULING MONEE, 12
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Jerry Heinrich	1770 S. Vist. Dr. Wilmington, IL COYEI
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PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program Environmental Impact Statement Wednesday December 3, 2003 Governors State University



NAME (Please Print)	ADDRESS (Street, City, State, Zip)
1 ERCE HAMANN	3637 W. Puren RD Tarlove IC
2 Diane Star	5460 W. Paulinke Movee IL
3 JOHN DEITCHER SURESUN. COM	7902 LAKEVIEW TERNATE, TIMLEY PARK, IC 60417
	3033 S. PEDE, A Stephen IL WUM75
TAMES H	1501 OUGTER AVE, ROCKFORD, IL 6/103
G KOBERIT DARLINE OPIE	323\$ W. Church 20 Toecker, Il. 60401
7 BOR GRAVES	353 WAVERLY DR. PARK FUREST, ILL 60466
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PUSCIC AGENCY SCOPING MEETING

South Suburban Inaugural Airport Program Environmental Impact Statement Wednesday December 3, 2003 10:00 a.m. - 12:00 p.m. Governors State University



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Higgins Rol Suite Rol (Leor)Shara Kinder8755 W. Higgins Rol Suite Bill (Chicago TL 6)	NAME (Please Print)ADDRESS (Street, City, State, ZID)Sherman Hather5537 W. Paulina Road Manee II. 60449Ellen Meyers-Hather5537 W. Paulina Road Manee II. 60449Ellen Meyers-Hather5537 W. Paulina Road Manee II. 60449Charlen Karas5017/Chiceog Airport, 6001 W. Industrial, bergCharlen Kunder8017/Chiceog Airport, 6001 W. Industrial, bergCharlen Kunder8-domatoriae La Meuric College Rok WCharlen Kunder8-domatoriae La Meuric College Rok WCharlen Lunder8755 W. Hispin Chicago 60655Sharr Linder8755 W. Hispin Rateo 20655	NAME (Please Print) ADDRESS (Street, City, State, Zip) Sherman Hatner 5537 W. Pauling Road Monee II. 60449 Ellen Mayers-Hatner 5537 W. Pauling Road Monee II. 60449 Ellen Mayers-Hatner 5537 W. Pauling Road Monee II. 60449 Ellen Mayers-Hatner 5537 W. Pauling Road Monee II. 60449 Ellen Mayers-Hatner 5537 W. Pauling Road Monee II. 60449 Ellen Mayers-Hatner 56147/Chicson Minner Mool W. 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Higgling Rd, Suiri 610 Chrogo FL	NAME (Please Print) ADDRESS (Street, City, State, ZID) Shuman Hartner 5537 W. Faulty, Xaed Monee Zl. 60440 Ellen Meyers-Hartner 5537 W. Paulino 20 Monee Zl. 60440 Ellen Meyers-Hartner 5537 W. Paulino 20 Monee Zl. 60440 Ellen Meyers-Hartner 5537 W. Paulino 20 Monee Zl. 60440 Ellen Meyers-Hartner 5537 W. Paulino 20 Monee Zl. 60440 Ellen Meyers-Hartner 575 W. Hispins Chicago 6065 5 Ellen Meyers 8755 W. Hispins Chicago 6065 5 Sharn Ellen Ellen 8755 W. Hispins Chicago 6065 5



PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program Environmental Impact Statement



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Wednesday December 3, 2003 Governors State University

4:00 p.m. - 8:00 p.m.

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NAME (Please Print)	1=, and Kozit-se	MARIANNE HAHN									



PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program Environmental Impact Statement

4:00 p.m. - 8:00 p.m.



Wednesday December 3, 2003 4:00 p.m 8:00 p.m. Governors State University	ADDRESS (Street, City, State, Zip)	1809 TOWPATH IN. W. W. INTRON, TL. 60481									
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PUBLIC SCOPING MEETING South Suburban Inaugural Airport Program

South Suburban Inaugural Airport Program Environmental Impact Statement



dnesday December 3, 2003 Governors State University

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<i>2 1</i>	6901 W. 159th St. Thuley / 216 IC,

SECTION 3 SCOPING COMMENTS RECEIVED

SECTION 3.1 AGENCY / PUBLIC COMMENTS DATABASE REPORT

South Suburban Airport, Inaugural Airport Program Environmental Impact Statement Comment / Response Database <u>How to Use the Database</u>

This document contains an index of those parties who submitted comments to the South Suburban Airport during the Environmental Impact Statement.

The document includes the name of each party providing a comment and a unique Identifier Code to catalog the submittal. Comment Codes are also provided, which indicate the summarized comments applicable to that particular submittal. Federal, State, and Local Agency letters are in order alphanumerically by Identifier Code and include the area of government the individual is associated with. Public comments are also listed alphabetically by last name.

Each "Identifier Code" consists of six characters that represent three fields of information describing each unique comment submittal. The first character makes up the first field and serves as an "Event Code", which describes the period during the study for which the comment was submitted.

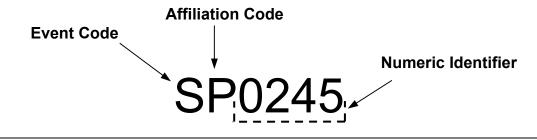
There are four Event Codes:

- S = Comment received **during** the Scoping Process of the Draft Environmental Impact Statement.
- P = Comments received **after** Scoping but **before** the release of the Draft Environmental Impact Statement.
- D = Comments received **after** the release of the Draft Environmental Impact Statement.
- F = Comments received **after** the release of the Final Environmental Impact Statement

The second character represents the second field, which serves as an "Affiliation Code" that places the party commenting into one of six categories:

- F = Comment from a Federal agency
- S = Comment from a State agency
- L = Comment from a Local agency
- P = Comment from the general public
- N = Comment by petition

The last four characters represent the third field, which identifies the specific comment submittal numerically. For example, the "Identifier Code," "SP0245", describes the comment submittal as being the 245th letter or comment form received during the Scoping process from the general public.



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Each comment submittal was reviewed, salient points summarized, and identified with a comment code. The summarized comments are organized into the following 30 categories:

Category Number	<u>Description</u>
1	Purpose and Need
2	Alternatives
3	Noise
4	Land Use
5	Social Impacts
6	Induced Socioeconomic Impacts
7	Air Quality
8	Hazardous Materials
9	Water Quality
10	DOT Section 303
11	Historic, Architectural, and Archaeological
12	Biotic Communities
13	Endangered and Threatened Species
14	Wetlands
15	Farmlands
16	Energy and Natural Resources
17	Light Emissions
18	Solid Waste Impacts
19	Construction Impacts
20	Other Environmental Considerations
21	Public Involvement
22	Cost Considerations
23	EIS Process and Scope
24	Quality of Life
25	Floodplains
26	Environmental Justice
27	Surface Transportation
28	Design, Art, Architecture
29	Other
30	Safety

For example, Comment Code 1-1 describes the comment was made concerning the Purpose and Need and is the first comment documented under that category.

All comment submittals have been treated equally by the FAA.

Comment / Response Database South Suburban Airport, Inaugural Airport Program Tier 2 EIS List of Federal Agency Commenters (Scoping)

Last Name Bayh	First Name Evan	Agency United States Senate	Letter Code SF0003	Comment Number(s) 1-6, 1-7, 2-5, 15-3, 19-2, 23-3, 23-14, 27-1, 29-7
RESERVED			SF0006	
RESERVED			SF0009	
Rogner	John D.	United States Dept. of the Interior	SF0004	9-1, 12-2, 13-1, 13-2, 13-6, 14-1, 29-5
Visclosky	Peter J.	United States House of Representatives	SF0005	1-8, 1-30, 1-34, 2-30, 4-11, 9-2, 14-3, 15-13, 27-16
Weller	Jerry	United States House of Representatives	SF0001	1-5, 6-22, 23-13, 29-6, 29-25, 29-65
Weller	Jerry	United States House of Representatives	SF0002	2-44, 2-45, 23-2
Weller	Jerry	United States House of Representatives	SF0007	1-5, 6-22, 23-13, 29-65
Westlake Kamke	Kenneth Sherry	United States Environmental Protection Agency	SF0008	4-7, 7-7, 7-8, 9-30, 14-4, 23-24, 23-26, 23-45

Comment / Response Database South Suburban Airport, Inaugural Airport Program Tier 2 EIS List of State Agency Commenters (Scoping)

Last Name Cipriano	First Name Renee	Agency Illinois Environmental Protection Agency	Letter Code SS0007	Comment Number(s) 30-3, 14-4, 9-11, 8-1, 3-15, 7-19
Hamer	Steve	Illinois Dept. of Natural Resources	SS0001	29-5
Hamer	Steve	Illinois Dept. of Natural Resources	SS0004	1-3, 2-3, 10-3, 12-1, 19-1, 23-1, 29-5
Martin	Timothy	Illinois Department of Transportation	SS0005	1-4, 6-21, 23-9, 23-12, 23-47, 29-22
Nicol	J. Bryan	Indiana Dept. of Transportation	SS0002	1-2
Nicol	Bryan	Indiana Dept. of Transportation	SS0006	1-35, 1-57, 1-58, 23-3, 23-18
T. Grosboll	Carolyn	III. Nature Preserves Commission	SS0003	10-3, 10-4, 10-5

Comment / Response Database South Suburban Airport, Inaugural Airport Program Tier 2 EIS List of Local Agency Commenters (Scoping)

Last Name Baran	First Name Dennis J.	Agency Village of Peotone	Letter Code SL0040	Comment Number(s) 2-2, 27-15
Browne	William	Village of Hazelcrest	SL0058	29-30, 1-9
Bryant	Rick	South Suburban Airport Commission	SL0007	1-9, 2-29, 1-32, 29-31, 1-33, 29-4
Bryant	Rick	South Suburban Airport Commission	SL0010	
Bryant	Rick	South Suburban Airport Commission	SL0030	29-24
Bryant	Rick	South Suburban Airport Commission	SL0039	1-9, 2-29, 1-32, 29-31, 1-33, 29-4
Cann	Brian L.	Will Township	SL0024	1-12, 1-24, 1-11, 12-3, 9-1, 1-22, 1-23, 22-5, 1-25
Collens	Aelsy	Washington Township	SL0004	2-1, 2-1, 6-5, 27-2, 27-3, 27-4
Collins	Nelson	Washington Township	SL0054	27-2, 2-1, 6-5, 27-3, 27-4, 2-2
Daugherty	James	Thorn Creek Basin Sanitary District	SL0044	9-25
Daugherty	James	Thorn Creek Basin Sanitary District	SL0061	9-25
Deutsche	Mary Ann	Will County Board	SL0052	1-26, 29-34
Deutsche	W. Lee	Will County Board	SL0056	1-26, 2-31
Deutsche	David E.	Union Drainage District	SL0064	9-27, 9-28, 6-25, 15-16, 5-4, 29-39
Einhorn	Michael S.	Village of Crete	SL0036	2-18, 29-26, 29-27, 2-19, 1-31, 28-3, 29-28, 9-1, 4-
EWCCM		Eastern Will County Council of Mayors	SL0008	12, 22-8, 4-5, 4-2, 27-11, 2-22, 16-2, 27-3, 22-9, 2- 21-1, 4-2, 4-3, 27-6, 6-6, 9-1, 14-1, 25-1, 18-1, 10-
Gil	Efraim	Green Communities Project Stakeholders	SL0026	1, 18-2, 2-2, 2-4, 4-4 29-21, 9-3, 9-1, 9-7, 3-1, 3-2, 27-3, 27-7, 19-3, 6- 17, 4, 5, 6, 1, 20, 11, 20, 24, 20, 18
Good	Timothy W.	Forest Preserve District of Will County	SL0022	17, 4-5, 6-1, 29-11, 29-21, 29-18 3-7, 2-12, 6-15, 13-3
Hamann	Bruce	Will County Highway Commission	SL0045	1-26, 29-33
Herrick	Robert	Will County CED	SL0005	27-5, 29-2
Herrick	Bob	Will County CED	SL0049	29-2, 27-5, 29-2
Howell	Rich	Kankakee County Soil and Water Conservation	SL0031	9-2, 19-5, 9-14, 9-15, 9-5, 9-16, 9-17, 25-2, 9-3, 9- 18, 9-19, 14-1, 12-5
Karas	Paul	Chicago/Gary International Airport Authority	SL0053	23-3, 1-2, 1-37, 27-9
Koehn	Rodger A.	Will County Farm Bureau	SL0012	15-5, 9-1, 9-3, 9-4, 9-5, 14-1, 6-8, 15-6, 15-7, 15-8, 21-2
Koehn	Dennis	Washington Township	SL0042	27-2, 2-1, 6-5, 27-3, 27-4, 2-2, 9-1
Kruse	Karl	Kankakee County Board	SL0037	29-30, 21-1, 9-2
Kwiatkowski	Paul T.	Will Township	SL0011	1-5, 1-14, 1-16, 2-7, 6-7
Latz PE PPLS	Sheldon C.	Will County Dept. of Highways	SL0068	23-44, 27-9, 27-11, 27-19, 27-20, 27-21, 27-22
Lindberg	David	Greater Rockford Transportation Coalition	SL0016	22-2, 1-11, 3-5, 15-5, 5-2, 15-8, 11-1, 9-2, 14-2, 22- 3
Lohmann	Paul	Village of Beecher	SL0035	27-2, 2-2, 2-17, 2-1, 2-10, 18-2, 3-6, 19-3, 19-6, 9- 1, 9-18, 4-1, 22-4
Mamoser	Alan P.	NE Illinois Planning Commission	SL0065	2-25
Мау	Henry	Village of Monee	SL0003	1-16, 22-11, 6-2, 27-23, 5-2, 1-11, 1-23, 15-8
Mayer	Lois R.	Monee Township Trustee	SL0027	1-2, 1-26, 6-18, 9-1, 9-6, 24-17, 27-10
McCowan	AI	South Suburban Airport Commission	SL0041	29-30, 29-32
McNulty	Kevin	Chicago Southland Chamber of Commerce	SL0055	1-9, 29-30
Meyer	Jerry K.	Washington Township	SL0013	27-3, 27-2, 27-24, 9-2, 2-1, 29-13, 2-2
Meyer	Jerry	Washington Township	SL0048	27-3, 27-2, 9-2, 2-1, 29-13, 2-2

Comment / Response Database South Suburban Airport, Inaugural Airport Program Tier 2 EIS List of Local Agency Commenters (Scoping)

Last Name Mikan	First Name Joseph L.	Agency Will County CED	Letter Code SL0009	Comment Number(s) 1-14, 23-2, 16-1, 27-1, 4-2, 21-1
Mikan	Joe	Will County Board	SL0038	1-14, 4-2, 4-3
Mikan	Joseph L.	Will County	SL0066	1-5, 23-44
Molski	Roger G.	Village of Flossmoor	SL0063	29-30, 1-14, 29-38
O'Brien Jr. AAE Bruggeman	Robert W. Kathy	Greater Rockford Airport Authority	SL0071	1-50, 2-43
O'Connor	Jeffery M.	Kankakee County Soil and Water Conservation	SL0033	9-2, 19-5, 9-14, 9-15, 9-5, 9-16, 9-17, 25-2, 9-3, 9- 18, 9-19, 14-1, 12-5
O'Donnell	Timothy	Village of Monee	SL0034	1-26, 27-13, 9-1, 9-19, 9-5, 12-3, 7-6, 9-12, 1-29
Ogalla	Robert	Union Drainage District	SL0060	15-14, 6-5, 29-37, 1-22, 15-8
Paesel	Edward	South Suburban Mayors and Managers Association	SL0006	1-59, 1-60, 29-3
Paesel	Ed	South Suburban Mayors and Managers Association	SL0047	29-3
Paige	John	NE Illinois Planning Commission	SL0051	21-1, 4-2, 4-3, 6-6, 29-1, 18-2, 2-2, 2-4, 4-1
Pasteris	Michael A.	Forest Preserve District of Will County	SL0023	29-14, 23-6, 3-7, 29-15, 4-6, 24-3, 11-2
Penn	Algernon H.	Village of University Park	SL0057	29-30, 1-9
Ranfranz	James E.	NW Indiana Regional Planning Commission	SL0025	2-20, 3-5, 6-16, 6-40, 7-5, 9-1, 9-2, 27-10, 27-11, 29- 18, 29-19, 29-20
Reils	Richard	Will South Cook SWCD	SL0021	15-8, 9-2, 9-5, 9-6
RESERVED			SL0002	
RESERVED			SL0018	
RESERVED			SL0062	
RESERVED			SL0070	
Rudin	Dan	Village of Manteno	SL0032	9-20, 27-10
Sanger	M.J.	Sanger Airport	SL0028	1-11, 1-22, 1-23, 15-8, 14-2, 14-3, 6-19, 6-5, 2-13
Simon	Verna		SL0020	
Singer	Cory	Will County Board	SL0014	21-1, 4-2, 4-3, 21-3
Singer	Cory	Will County Board	SL0059	21-3, 4-2, 6-19, 5-3, 29-34
Staehle	William L.	Chicago/Gary International Airport Authority	SL0019	23-2, 1-19, 1-20, 2-11, 1-2, 1-11, 27-1, 27-9
Sygulla	Richard		SL0043	9-21, 9-22, 9-23, 9-24
Thomas	Ron	NE Illinois Planning Commission	SL0029	21-3, 6-20, 2-16, 9-9, 3-5, 9-8, 25-1, 9-10, 9-11, 9- 1, 19-4, 18-3, 9-12, 9-13, 29-23, 15-10, 15-11, 28-1,
Village of Crete		Village of Crete	SL0017	2-18, 29-26, 29-27, 2-19, 1-31, 28-3, 29-28, 9-1, 4- 12, 22-8, 4-5, 4-2, 27-11, 2-22, 22-8, 16-2, 27-3, 22-
Warner AICP	Tyson	Will County Land Use Department	SL0069	4-8, 4-9, 4-10, 9-43, 15-10, 23-8, 28-2
Woods	Margie	Will County Board	SL0001	4-1, 5-1, 6-1, 9-1, 10-1, 10-2, 14-1, 15-1, 18-1, 25- 1, 27-1, 29-1
Woods	Margie	Will County Board	SL0050	4-1, 5-1, 6-1, 9-1, 10-1, 10-2, 14-1, 15-1, 18-1, 25- 1, 27-1, 29-1
Woods	Margie	Will Township	SL0067	21-7, 23-44
Young	Chief	Peotone Fire Protection District	SL0015	23-5, 21-2, 15-6, 6-9, 6-10, 6-11, 6-12, 30-1, 30-2, 23-2
Zajakala	Stella	Will Township	SL0046	15-2, 6-2, 6-3, 6-4

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Last Name	First Name	Letter Code	Comment Number(s)
Acker	Richard	SP0130	2-11, 9-2, 23-7, 23-8
Acker	Richard H.	SP0108	1-26, 1-11, 2-11, 7-2, 9-2, 9-3, 10-3, 11-1, 23-7, 23-8
Adrian	D	SP0093	1-21
Albrecht	Robert H.	SP0020	1-22, 1-12
Aman	Arthur	SP0030	1-17
Anczer	Stephen	SP0167	9-38, 9-39, 9-40, 10-10, 12-10, 23-30
Anczer	Karen		
Arms	Lois	SP0119	1-12, 15-3
Arms	Lois	SP0156	
Armstrong	Katherine	SP0172	1-22, 1-26, 1-39, 1-46, 2-35, 2-38, 3-10, 6-1, 7-16, 7- 17, 15-20, 23-35, 24-16
Armstrong	Chuck	SP0044	1-11, 1-26, 15-3
Armstrong	Pat		
Attachuler	Marilyn	SP0102	1-26
Barsotti	Ed	SP0164	29-49
Behun	Mary A.	SP0036	2-5
Bettenhausen	Rodney	SP0052	1-26, 1-11, 1-22, 15-3
Bialon	Royce R.	SP0024	10-6
Birmingham	Brian	SP0126	1-28
Birmingham	Brian	SP0175	1-22, 1-39, 6-26, 7-18, 29-57
Blane	Nancy	SP0015	1-12
Blunk	Dan	SP0069	1-6, 1-8, 1-22
Bolus	George	SP0153	1-9, 23-11
Book	John	SP0073	1-21
Brafman	Mr. & Mrs. F.	SP0103	1-26
Brongel	Alex E.	SP0082	1-21
Brown	Michael A.	SP0053	1-11
Brown	Michael A.	SP0188	1-11
Brubaker	Kevin	SP0178	1-39, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 2-30, 2-
Fisk	Shannon		37, 2-39, 2-40, 2-41, 2-42, 23-37, 23-38, 23-39, 23-40, 23-41, 23-42, 26-1, 27-19
Budzinski	Ted	SP0118	1-26, 24-4
Burnett	Jeff	SP0090	1-21
Carlisle	Rob	SP0095	1-21
Carter	Bob	SP0007	3-4, 23-4, 29-67
Carter	Bob	SP0121	3-4, 23-4
Cassin	Karen	SP0127	1-27
Cayer	Arlene	SP0039	1-6
Chan	Sonja	SP0046	24-2
Chan	Wallace		
Childress	Benjamin F.	SP0033	1-12, 2-8, 15-4
Cully	Jim	SP0094	1-21
Daniel	John P.	SP0100	1-21
Darin	Jack	SP0125	7-3, 9-3, 15-1
Darin	Jack	SP0165	2-35, 5-6, 7-3, 7-11, 7-12, 7-13, 9-3, 9-31, 9-32, 9-33, 9-34, 9-35, 9-36, 9-37, 10-9, 12-8, 12-9, 13-7, 14-5, 23-27, 23-28, 23-29, 27-18, 29-50, 29-51
Davis	Dr. Michael	SP0019	1-8
Davis	Richard R.	SP0019 SP0060	1-18
DeWitt	Rosemarie	SP0000	9-3, 9-7, 9-11, 15-19

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Last Name	First Name	Letter Code	Comment Number(s)
Dieringer	Charles	SP0145	2-28
Dieringer	Charles	SP0148	9-29
Dieringer	Charles	SP0154	7-10
Dieringer	Charles	SP0157	9-1
Doctor	Bert	SP0120	22-6, 23-11
Drwal	Mike	SP0097	1-21
Erath	Jeremy E.	SP0074	1-21
Farmer	Dan	SP0081	1-21
Farr	Thomas R.	SP0051	1-17, 2-5
Fiebelkorn	Jon	SP0017	7-2, 9-2, 17-1, 24-2
Fiebelkorn	Gina		
Foster	Mykelin	SP0085	1-21
Foster	Sandra	SP0143	1-26, 1-11, 6-23
Freberg	Leland L.	SP0186	1-11, 1-22, 1-26, 2-35, 2-36
Gallagher	James E.	SP0032	1-6
Garry	Christopher E.	SP0083	1-21
Gaspero	Tony	SP0048	1-11, 27-1
	Cheri		
Gilkerson	Chris	SP0087	1-21
Gottwald	Warren	SP0176	1-26, 1-47, 2-32, 2-35, 2-36, 6-34, 22-10, 23-3, 29-58
Graves	Bob	SP0138	2-13
Graves	Robert W.	SP0066	1-11, 1-12, 2-13
Graves	Robert W.	SP0190	29-53
Green	Aina	SP0158	1-40, 24-8
Greene	Aina	SP0131	2-11, 15-12, 24-2
Greene	Aina	SP0171	1-26, 1-34, 1-45, 6-31, 6-32
Grimm	Gaylyn	SP0173	3-11, 5-7, 5-9, 6-33, 9-36, 10-11, 18-4, 27-3
Grimshaw	Jacqulyn D.	SP0189	23-31, 29-54, 13-8, 1-35, 2-14, 23-32, 23-16, 2-37, 23-
			33, 23-19, 1-43, 7-15, 1-44, 5-7, 9-1, 9-3, 1-31
Guinomd	Jeff	SP0098	1-21
Hafner Jr.	Sherman R.	SP0116	15-9
Harnack M.D.	K.	SP0054	1-8
Heinrich	Gerald	SP0177	3-12, 3-13, 3-14, 23-36
Heisner	Koreen	SP0161	1-6, 1-38, 2-32, 15-17, 29-40
Henea Jr.	Marcus W.	SP0080	1-21
Heusner	Lee	SP0065	1-8
Hipchen	Karl	SP0031	1-8
Huff	Jake	SP0071	1-21
Joseph	Thomas A.	SP0114	1-9, 1-10
Joseph	Thomas H.	SP0001	1-9, 1-10, 6-38, 6-39
June	Steve	SP0055	1-26, 24-2
Kalcsics	Elaine	SP0040	2-9
Karczewski	Joan	SP0107	15-8
Kelly	Eileen	SP0008	1-26
Kohnke	Robert	SP0099	1-21
Koshler	Frank	SP0004	1-9, 27-1
Kowley	Kevin	SP0075	1-21
Kreske	Patricia	SP0067	24-2
Krupa	John A.	SP0124	1-11, 13-5
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Landl	Karl	SP0038	1-26, 2-5
Langsdorf	Martyl	SP0026	1-8, 15-4
Leick	Barbara	SP0142	29-29
Leslie	Kurt	SP0006	24-1
Level	Michael J.	SP0078	1-21
Lindberg	David	SP0135	1-8, 1-11, 1-12, 1-22, 1-26, 2-23
Luebbe	Scott	SP0041	15-3
Luebbe	Scott	SP0104	1-11, 2-14
MacNeil	Kay	SP0016	1-26, 1-12
Malawski	Fred	SP0034	1-17, 2-5
Malawski	Georgia		, -
Marcellis	Kelly	SP0077	1-21
Mark	Dr. Robert	SP0010	3-1, 3-2, 4-5, 7-1, 9-3, 9-7, 19-1, 27-7, 29-11, 29-21,
			29-1, 27-3, 10-1, 9-1, 23-1
Mark	Dr. Robert	SP0137	9-3, 9-7, 29-21
Martin	Elaine	SP0181	1-22, 5-10, 6-35, 15-21, 23-43, 29-62
Martin	Lad		, 0 . 0, 0 00, 10 _ 1, 20 . 0, 20 0_
Mayne	Roger	SP0058	1-26
McArthur	Patrick	SP0049	24-2
McCoppin	Bob	SP0035	
McDonald	Robert L.	SP0042	1-6
McElligott	Walter	SP0047	6-13
McElligott	Joan		
McKay D.V.M.	Daniel E.	SP0018	1-12
McNeil	R.	SP0063	1-26, 2-1, 9-2, 3-16, 5-2, 15-13, 6-3, 10-4, 10-5, 10-11
Medhurst	R.C.	SP0056	7-3, 7-4
Medina	Louis C.	SP0079	1-21
Melik	Adele	SP0014	1-22, 15-4
Metzger	Janice	SP0187	23-31, 29-54, 13-8, 1-35, 2-14, 23-32, 23-16, 2-37, 23-
Wotzgor	bullioo		33, 23-19, 1-43, 7-15, 1-44, 5-7, 9-1, 9-3, 1-31
Meyers-Hafner	Ellen	SP0115	1-26, 1-11, 2-14, 2-15, 1-56
Meyers-Hafner	Ellen	SP0155	29-46
Michaels	Sherri	SP0132	22-7
Mielcarz	Anthony	SP0128	1-11, 1-26
Moran	Dennis	SP0101	1-21
Mullady	Ed	SP0117	1-27, 23-10
O'Brien	Sandy	SP0174	1-2, 7-4, 7-6, 9-1, 12-9, 14-1, 15-1
Obrochin	Christopher	SP0076	1-21
Ochsenfeld	Maureen	SP0136	1-11, 1-22, 2-10, 2-26, 12-6, 14-2, 14-3, 15-4, 15-8, 23-
Ochsenfeld	George	SP0182	15 1-22, 1-26
Ogalla	Judy	010102	,
Ochsenfeld	George	SP0105	1-11, 1-20, 1-36, 23-15, 23-20, 23-21, 23-22, 23-23, 29
Ogalla	Judy	0.0100	35, 29-36
Ogorzalek	Ken	SP0028	1-6
Olson	Eileen	SP0146	1-26, 24-6
Ostrowetin	Richard	SP0168	1-2, 3-8, 3-9, 7-14, 9-3, 9-35, 9-41, 9-42, 25-3
Paariberg	Ralph	SP0160	6-24, 6-26, 9-26, 15-15, 21-4, 24-5
Palermo Jr.	Joe	SP0139	23-5
Paul	Richard H.	SP0027	1-6, 1-12
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Comment / Response Database South Suburban Airport, Inaugural Airport Program Tier 2 EIS List of Public Commenters

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Pearman	Dewey F.	SP0106	1-2, 1-8, 29-7
Potaczek	Steve J.	SP0009	9-2
Potrczek	Steve	SP0123	9-2, 9-4, 25-4
Powers	James H.	SP0043	
Rachner	Glenn	SP0070	29-16
Rademacher	John	SP0169	1-11, 1-22, 1-26, 1-41, 1-42, 6-28, 6-36, 6-37, 9-1, 11- 3, 13-4, 15-3, 15-4, 21-6, 24-9, 27-17, 29-63, 29-64
Randall	Joanne	SP0163	1-39, 2-34, 5-3, 5-5, 21-5, 23-25, 24-6, 24-7, 24-10, 24- 11, 24-12, 24-13, 24-14, 29-42, 29-43, 29-44, 29-45, 29-47, 29-48
Rayson	Anthony	SP0012	1-11, 1-22, 2-14
Rayson	Anthony	SP0144	1-11, 1-22, 2-14
Rayson	Anthony R.	SP0023	23-46
Rellis	Charles	SP0112	1-18, 29-17
Rellis	Delia Lelia	SP0111	15-1
Rellis-Birmingham	Gina	SP0110	1-8
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RESERVED		SP0183	
RESERVED		SP0185	
Rizzuto	Chris	SP0091	1-21
Rogers	James	SP0061	1-8, 1-26
Sala	Don	SP0068	1-26, 9-3
Schlottman	Justin	SP0084	1-21
Schultz	Keith	SP0086	1-21
Sharp	H.D.	SP0166	1-22, 1-26, 1-42, 5-2, 6-30, 18-1, 27-1, 29-52
Smith	Dawn	SP0170	1-26, 2-35, 5-8, 15-4, 23-34, 24-15, 29-55, 29-56
Smith	Wendell	SP0179	1-22, 1-42, 29-59
Smolek	Timothy	SP0072	1-21
Speiclar	Ben	SP0088	1-21
Spomar Jr.	John	SP0122	9-1, 9-7
Spomar Jr. DBA	John	SP0013	9-4
Stojak	Frank	SP0057	1-11, 24-2
Street	Margaret	SP0050	1-26, 9-2
Stuart	Barbara	SP0109	1-11, 1-22, 7-4, 9-4, 15-1, 15-3, 1-55
Sturges	Barbara	SP0062	6-14
Sturges	Barbara	SP0141	10-8, 15-1, 15-8
Sweeney	Jim	SP0184	1-6, 7-5, 9-5, 23-28
Sweeney	Jim	SP0191	23-28, 23-28, 7-5, 9-5, 1-6
Thomka	Michael	SP0025	3-4
Tobin	Jim	SP0022	1-26, 1-12, 1-13
Toeppen	David	SP0029	1-6, 1-26, 1-12
Toeppen	Rachel		
Trepanier	Lionel	SP0151	2-14, 7-9
Van Eynde	Brad	SP0096	1-21
Verduin	Jim	SP0133	1-26, 9-1, 9-3, 10-6, 25-1
Vloedman	Sallie	SP0021	27-7, 27-8
Sturges	Al		
Wamons	Susan	SP0180	1-26, 3-10, 7-4, 9-1, 15-8, 29-60, 29-61
Weidner	Gloria	SP0152	1-11, 1-12, 15-4

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Last Name	First Name	Letter Code	Comment Number(s)
Welzien	Jason	SP0092	1-21
Wendt	William	SP0134	1-11, 1-31, 2-14, 2-18
Wendt	William	SP0149	2-33
Wendt JR.	William F.	SP0002	29-9
Werner	Claude H.	SP0113	3-5, 7-2, 9-2, 11-1, 13-4, 15-1
Wesolowski	Ken	SP0011	1-6
Westerberg	Harry	SP0037	1-17, 1-26
Wiezik	Andy	SP0089	1-21
Wilson	Gordon	SP0003	1-18, 1-22, 2-6, 29-66
Wilson	Gordon	SP0147	1-11
Wilson	Gordon N.	SP0129	1-18, 1-22, 2-6
Wolter	Fred	SP0140	1-8, 1-11
Wood	Susan H.	SP0045	1-11, 15-3
Zirzow	Linda	SP0162	1-11, 1-26, 6-27, 6-28, 6-29, 9-3, 9-5, 12-7, 15-18, 18-
			1, 29-41
Zumer AIA	Andrew J.	SP0059	2-9
		SP0005	29-10
		SP0064	1-26, 9-2

SCOPING COMMENTS DATABASE

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-1 <u>Comment</u> RESERVED

Letter Codes

1-2 Comment

Gary/Chicago Airport must be fully and completely considered as part of any proposed airport planning process in the region.

Letter Codes

SL0019 SL0027 SL0053 SP0106 SP0168 SP0174 SS0002

1-3 Comment

The Dept. of Natural Resources agrees with the conclusions of the Tier 1 DEIS regarding land acquisition for the inaugural and ultimate alternatives that they will have no impacts on DOT Section 303(c) and Section 6(f) lands, biotic communities, endangered and threatened species, wetlands and floodplains.

Letter Codes

SS0004

1-4 Comment

Governor Blagojevich has stated that he believes South Suburban Airport should be built for a number of reasons: First, we believe that there's a demonstrated need for this airport, even with the eventual completion of the OMP, even when Midway reaches its capacity, even with the expansion of service to Rockford, and even with he proposed improvements to Gary-Chicago. Once there is an agreement on projections of landings and take-offs, we believe that greater interest will be shown by a number of people, organizations, and the airline industry.

Letter Codes

SS0005

1-5 Comment

I come before you as a supporter of increasing the aviation capacity of the Chicago region, both through expansion of Chicago O'Hare and the building of the planned Will County South Suburban Airport.

Our region, and Will County in particular, are experiencing tremendous population growth. In fact, Will County will become the second most populous county in Illinois by 2025. The proposed airport is needed sooner rather than later to accommodate the aviation needs of the region. The IDOT forecasts that by 2010, the region demand for air travel will increase by 17.8 million passengers. It is appropriate and timely to prepare now and build this inaugural airport before the surge in demand comes at the end of the decade.

1

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

Let me reiterate, I fully support the building of the Will County regional south suburban airport, locally led by Will County in partnership with the FAA, IDOT and all interested parties.

Letter Codes

SF0001 SF0007 SL0011 SL0066

1-6 <u>Comment</u>

The Peotone Airport does not exist. The GCA does exist and is operational. This makes it the logical choice to fill the current and future needs of the Chicago Market. Bringing a fully functional Peotone Airport could require a billion dollars to replicate the infrastructure that already stands at the GCA.

Letter Codes

SF0003 SP0011 SP0027 SP0028 SP0029 SP0032 SP0039 SP0042 SP0069 SP0161 SP0184 SP0191

1-7 <u>Comment</u>

The issue of Peotone and low density must be realized. In the GCA market area, there are 1.5 million residents closer to GCA than to Midway and 2.7 million closer to GCA than to O'Hare, both figures are excluding the downtown Chicago area. The Peotone market area cannot compare to this.

Letter Codes

SF0003

1-8 Comment

The Gary/Chicago IA is currently growing and positioned to expand its service. Any move to add a fourth airport to the region would be redundant and wasteful for taxpayers and the environment.

Letter Codes

SF0005 SP0019 SP0026 SP0031 SP0054 SP0061 SP0065 SP0069 SP0106 SP0110 SP0135 SP0140

1-9 <u>Comment</u>

The concept of the 3rd airport is supported and will be a major economic tool. It will bring jobs, continue housing growth, broaden the commercial base, and generate tax dollars to invest in schools.

Letter Codes

SL0007 SL0039 SL0055 SL0057 SL0058 SP0001 SP0004 SP0114 SP0153

1-10 Comment

This airport will have a twofold impact, bringing opportunity to the south suburbs and ensuring Will County's continued strength.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

Letter Codes

SP0001 SP0114

1-11 Comment

Consider the fact that there are already four woefully underutilized airports ringing Chicagoland, in Rockford, Milwaukee, Gary, and Kankakee. There is no need for another airport, and expanding O'Hare and reopening Miegs should be your first priorities!

Letter Codes

SL0003 SL0016 SL0019 SL0024 SL0028 SP0012 SP0044 SP0045 SP0048 SP0052 SP0053 SP0057 SP0066 SP0104 SP0105 SP0108 SP0109 SP0115 SP0124 SP0128 SP0134 SP0135 SP0136 SP0140 SP0143 SP0144 SP0147 SP0152 SP0162 SP0169 SP0186 SP0188

1-12 Comment

If the market demand is not present, there is no reason for moving forward with Peotone Airport. It will only use taxpayers' money.

Letter Codes

SL0024 SP0015 SP0016 SP0018 SP0020 SP0022 SP0027 SP0029 SP0033 SP0066 SP0119 SP0135 SP0152

1-13 Comment

National Taxpayers United of Illinois (NTU) opposes any use of taxpayer funds for the proposed South Suburban Airport in Peotone.

Letter Codes

SP0022

1-14 <u>Comment</u>

Aviation demand in our region continues to grow. We believe that delaying the airport construction further would be a detriment to the region and the country.

Letter Codes

SL0009 SL0011 SL0038 SL0063

1-15 <u>Comment</u>

RESERVED

Letter Codes

1-16 Comment

I am against the building of an inaugural one-runway airport here in Will Township. If all that is needed is a one-runway airport, I suggest expansion of the Greater Kankakee Airport.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

Letter Codes

SL0003 SL0011

1-17 Comment

I think that building a new airport near Peotone would be the biggest boondoggle in the history of U.S. commercial aviation.

Letter Codes

SP0030 SP0034 SP0037 SP0051

1-18 **Comment**

Do we need another airport and is this the best place for it?

Letter Codes

SP0003 SP0060 SP0112 SP0129

1-19 Comment

Provide detailed information about the process which is proposed to be used in the Tier 2 EIS scope of work to provide sufficient information to justify the purpose and need for the development of a new airport and to define the area which will be served by this airport.

Letter Codes

SL0019

1-20 <u>Comment</u>

What are the demand forecasts for Peotone? How and why are they different than GCA, which were sanctioned by the FAA? How can forecasts for GCA be less than published forecasts for Peotone when GCA population and business concentrations are more dense, closer to ground access and 10 miles closer to the Chicago Loop?

Letter Codes

SL0019 SP0105

1-21 <u>Comment</u>

This airport will have no environmental effect. Please build it.

Letter Codes

SP0071 SP0072 SP0073 SP0074 SP0075 SP0076 SP0077 SP0078 SP0079 SP0080 SP0081 SP0082 SP0083 SP0084 SP0085 SP0086 SP0087 SP0088 SP0089 SP0090 SP0091 SP0092 SP0093 SP0094 SP0095 SP0096 SP0097 SP0098 SP0099 SP0100 SP0101

1-22 <u>Comment</u>

The major airlines have not ever indicated that they will ever use this facility, if built.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

Letter Codes

SL0024 SL0028 SL0060 SP0003 SP0012 SP0014 SP0020 SP0052 SP0069 SP0109 SP0129 SP0135 SP0136 SP0144 SP0166 SP0169 SP0172 SP0175 SP0179 SP0181 SP0182 SP0186

1-23 Comment

The record thus far that IDOT has for building flourishing, thriving, profitable airports (i.e. Mid-America) is evidence enough not to trust their capability for long-range planning for air capacity.

Letter Codes

SL0003 SL0024 SL0028

1-24 **Comment**

All data thus far has been promoted by pro-airport politicians and their special interest groups that have been hired to manufacture false data from which comprised forecasts have been made. The only people you will appease will be the politicians. Real people will lose.

Letter Codes

SL0024

1-25 **Comment**

The General Accounting Office in a published report (GAO-02-997R) discusses their annual appraisal of Essential Air Services and cites parameters for building airports. The proposed SSA does not even come close to qualifying under EAS guidelines.

Letter Codes

SL0024

1-26 <u>Comment</u>

I (we) oppose the Peotone Airport.

Letter Codes

SL0027 SL0034 SL0045 SL0052 SL0056 SP0008 SP0016 SP0022 SP0029 SP0037 SP0038 SP0044 SP0050 SP0052 SP0055 SP0058 SP0061 SP0063 SP0064 SP0068 SP0102 SP0103 SP0108 SP0115 SP0118 SP0128 SP0133 SP0135 SP0143 SP0146 SP0162 SP0166 SP0169 SP0170 SP0171 SP0172 SP0176 SP0180 SP0182 SP0186

1-27 <u>Comment</u>

The people who care about seeing some areas remain with some semblance of environmental integrity will be hurt by a third airport near Peotone.

Letter Codes

SP0117 SP0127

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-28 <u>Comment</u>

I wish to quote Senator Peter Fitzgerald and Congressman Jesse Jackson Jr. If the O'Hare expansion goes ahead, there is no need for an airport in Peotone.

Letter Codes

SP0126

1-29 Comment

People in the northern suburbs of Chicago should not be allowed to push for SSA as a motive to stop the expansion of O'Hare.

Letter Codes

SL0034

1-30 Comment

Over the last decade and a half, the lack of air capacity in the Chicago Metropolitan area, and its negative impact on our nation's air transportation system and environment, has been recognized and debated at length. As the Member of Congress representing Lake County, Indiana, the Gary/Chicago International Airport, my constituents and I have played an active role in that debate.

I am a supporter of increased airport capacity in the Chicago Metropolitan area. Air congestion is a regional problem, not just a Chicago or an Illinois problem. It demands a regional answer.

Letter Codes

SF0005

1-31 Comment

Designing beyond a four parallel configured airport is a needless waste of time and effort and deserves to be justified by the State. Reconsider the full buildout in favor of a more realistic approach.

Letter Codes

SL0017 SL0036 SP0134 SP0187 SP0189

1-32 <u>Comment</u>

SSA must be designed to be a long-term aviation asset for the region.

Letter Codes

SL0007 SL0039

1-33 <u>Comment</u>

The purpose and need, as well as the scope, for this project should reflect three time periods: One, in near terms the delivery of the airport by 2008; two, mid term, the ability for the airport

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

to assume a greater percentage of the Chicago region's traffic demand if and when O'Hare and or Midway reach congestion levels; and three, land-banking for an expanded airport when the region needs additional runways.

Letter Codes

SL0007 SL0039

1-34 Comment

The Chicago Metro area is facing a severe air traffic capacity shortage. The growing demand that has been placed on O'Hare and Midway has stretched the resources at those facilities to their limits. As capacity has become maximized at those facilities, the Gary/Chicago IA, located only 25 miles from downtown Chicago, in Gary, Indiana, has played an increasingly valuable role in delivering passenger and cargo service to the region.

Letter Codes

SF0005 SP0171

1-35 Comment

When the need for a new airport is based on a regional capacity demands, the study of the various regional components cannot be studied separately, but must be studied together in detail with current data. Since the Tier 1 EIS, expansion at O'Hare is no longer conceptual, and must be included in the analysis of the South Suburban Airport environmental documents.

The analysis still relies on data from the Chicago Airport Capacity Study from 1986 and the Illinois-Indiana Regional Airport study. This information was collected in 1991, and is now 2 years older than when we first commented on the outdated qualities of the data. The State of Indiana continues to object to the use of old data in the Tier 1 EIS and the lack of thorough investigation of whether existing facilities can meet future capacity requirements. This thorough assessment of need must now be included in the Tier 2 study.

Letter Codes

SP0187 SP0189 SS0006

1-36 Comment

Coach USA Airport Express (formerly Tri State Airport Services) has discontinued bus service from Matteson, Illinois to O'Hare and Midway, due to lack of passengers. Prior to September 11, 2001, they intended to discontinue service for the same reason, but were cajoled by south suburban business interests into continuing operations, but were eventually forced to stop by the lack of demand. This information can be verified by calling Coach USA at (312) 374-7200. Matteson is ten miles NORTH of the proposed airport and there is not sufficient demand to keep an airport shuttle service in operation. Obviously, there is not the demand that IDOT's politically influenced and highly questionable consultants report in their studies.

Letter Codes

SP0105

7

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-37 **Comment**

How will the purpose and need be defined and how will the definition of service area be arrived at?

Letter Codes

SL0053

1-38 Comment

It is high time that you and your associates realize that new airports are built on the needs of aviation and NOT politics or jobs.

Letter Codes

SP0161

1-39 <u>Comment</u>

The state would demonstrate a need for the airport even with expansion of O'Hare, full use of Midway, expansion of Rockford airport and improvement at Gary. When is enough enough?

Letter Codes

SP0163 SP0172 SP0175 SP0178

1-40 **Comment**

We do not need the airports. We're not going to need them because of changing technology.

Letter Codes

SP0158

1-41 <u>Comment</u>

Whatever this new group of private promoters calls itself, it is certainly not an impartial government agency with authority to acquire lands foe an airport. What this says to me is that there is clearly no public convenience, necessity or public use for taking or threatening to take private lands for an airport in Peotone, and, because this is true, the EIS process should be terminated and abandoned.

Letter Codes

SP0169

1-42 <u>Comment</u>

An Airport at Peotone will most likely end up a very costly and un-needed, un-wanted White Elephant such as the one near Mascoutah, IL.

Letter Codes

SP0166 SP0169 SP0179

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-43 <u>Comment</u>

The airline industry is also very competitive and difficult to enter, therefore it is unlikely that any new air carriers will enter the market and set-up as the main tenant for a new south suburban airport, especially since all the major air carriers, including American and United, and two of the successful discount carriers, Southwest and ATA, already have such a strong presence in the region and are financially committed to O'Hare and Midway.

Letter Codes

SP0187 SP0189

1-44 <u>Comment</u>

The purpose of the Inaugural Airport is clearly to attract air traffic that is currently using the Gary Airport, or that could be attracted to Gary in the future. The result of the Inaugural Airport would, therefore, reduce the viability of an existing airport in a minority community that is working hard to build a job base with their airport as a key component. Most low income or minority residents in Illinois, and all of the residents of Indiana, would be closer to future jobs at the Gary Airport then at the Inaugural Airport. The use of federal resources to undermine the existing Gary Airport in favor of the Inaugural Airport would, therefore, appear to be another breach of environmental justice law and policy.

Letter Codes

SP0187 SP0189

1-45 **Comment**

Their flying needs will be seasonal and sporadic; and when they do fly they will continue to use full-service airports such as O'Hare and Midway instead of one that offers an "Inaugural" schedule.

Letter Codes

SP0171

1-46 Comment

Surface travel is easier to secure, can be used in almost all kinds of weather and is more energy efficient.

Letter Codes

SP0172

1-47 <u>Comment</u>

I, as well as hundreds of other residents, advise that this airport is ill conceived and should be abandoned immediately in order that fair market value to the real estate can be returned.

Letter Codes

SP0176

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-48 **Comment**

ELPC is concerned that the purpose and need for the proposed action is not well articulated in the scoping document. We offer substantive suggestions on how an appropriate purpose and needs statement should be drafted, and we call on the FAA to issue a draft purpose and needs statement for public review.

Letter Codes

SP0178

1-49 Comment

The FAA's scoping document does not clearly state what purpose and need is being filled by the proposed action. Because the purpose and needs statement is so critical to the NEPA review process, we request that the FAA draft its purpose and needs statement and seek public comments on this statement before proceeding to the analysis.

Letter Codes

SP0178

1-50 **Comment**

The fundamental question that the FAA should confront in the Tier II EIS is whether there actually is demand for additional long-distance travel capacity in the greater Chicago Region and, if so, what the most environmentally and economically sensible way to satisfy that demand is. If the FAA demonstrates that there is unmet long-distance travel demand is the greater Chicago region, the purpose and need statement must be sufficiently broad to allow for a rigorous and objective exploration of all reasonable alternatives (including a broad range of management options, transportation modes, and improvements to existing transportation facilities) to meet this need.

In other words, the purpose and needs statement should read as follows: the purpose of the proposed action is to provide the travel capacity needed to meet the projected long-distance travel demand of the greater Chicago region.

Letter Codes

SL0071 SP0178

1-51 **Comment**

The FAA's scoping document, unfortunately, defines the purpose and need for the project too narrowly.

Letter Codes

SP0178

1-52 **Comment**

The scoping document states that "the proposed action is needed to serve supplemental demand for air carrier, special and general cargo and general and corporate aviation use within the south suburban area of the greater Chicago region." We see two possible meanings of this statement, both of which raise problems:

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

a. The purpose and need to could be construed to mean that region-wide demand for air service should be met only through a facility located in the south suburban area of greater Chicago. If this interpretation is correct, then the need statement illegally excludes alternative ways of meeting a region-wide need if such alternatives are not located in the south suburban area.

b. The need statement could also be construed to mean that there is a local, south suburban demand for additional air capacity. If this interpretation is correct, then the Tier II EIS is proposing to meet a fundamentally different need than that proposed by the Tier I EIS, whose justification for action was growth of airport demand in the Chicago region. This localized south suburban need was never discussed in the Tier I purpose and needs statement, and no quantification of this alleged need was provided in the EIS. The Tier II EIS must therefore quantify travel demand and explain why additional capacity (e.g., beyond that provided by Gary, Midway, and O'Hare) for the south-suburban area is required.

Letter Codes

SP0178

1-53 **Comment**

The scoping document states that the purpose of the proposed action "is to satisfy the need to provide supplemental facilities to meet existing and anticipated demands for air carrier(s)...." This artificially constrains the consideration of alternatives by specifying that the purpose is to provide "supplemental facilities" - a needless constraint that would appear to eliminate from consideration the use of existing facilities such as Gary Airport.

Letter Codes

SP0178

1-54 <u>Comment</u>

The FAA has already reduced its estimate of air travel demand in Chicago for the year 2015 by 4.5%. Moreover, these revised Terminal Area Forecasts "do not fully reflect the ongoing structural changes occurring within the aviation industry or the war in Iraq" (FAA web site). We note that this "structural change" includes the bankruptcy of Chicago's largest carrier, United Airlines.

Letter Codes

SP0178

1-55 <u>Comment</u>

To argue of delays at O'Hare is ridiculous. Delays are due to weather conditions 90% of the time. If anyone thinks the weather in Peotone is any better, then they should spend a winter out here.

Letter Codes

SP0109

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

1-56 **Comment**

Why do we need another airport if the busiest travel day in over two years occurred without delays?

Letter Codes

SP0115

1-57 **Comment**

The State of Indiana has consistently stated that the need for the so-called SSA has not been adequately established. These comments are centered on the fact that current and planned development at existing airports in the region (Gary/Chicago, O'Hare, & Midway) have not been sufficiently studied to determine if changes in these facilities can alone handle the air travel demands of the region. This has become even more apparent as progress on the O'Hare Modernization program since the publication of the Tier 1 EIS (FEIS) for the SSA makes some basic assumptions in the alternatives section of the Tier 1 FEIS obsolete.

However, if this study is continued in light of such discrepancies existing about its purpose and need, the study must address and eliminate any negative impacts on existing airport facilities including the Gary/Chicago Airport. Preliminary analysis demonstrates that this project will directly and negatively impact the airspace for future operation at existing facilities such as the Gary/Chicago Airport, and this fact must be addressed and remedied before any approval should be given to a SSA.

Letter Codes

SS0006

1-58 <u>Comment</u>

"Tier 1 EIS Section 3.2.1.4, Pg 3-10" - While the demand for air transportation services in projected to continue its growth in the greater Chicago region, few plans exist for providing additional airport capacity. Of the airports in the greater Chicago region, including O'Hare, Midway, and Gary/Chicago Airport, airfield capacity projects are only being considered at O'Hare.

This statement is now inaccurate. Expansion projects at Gary/Chicago are currently under environmental review, with an approved ALP already in place. In addition, a feasibility study (01-AGL-404-NRA) has been performed for future, substantial capacity enhancements. This expansion must be addressed in the Tier 2 analysis of the South Suburban Airport project in order for the purpose and need to be defendable.

As with the improvements being developed for the Gary/Chicago Airport, the TIER 1 EIS for the South Suburban Airport did not include these developments at O'Hare because they were at a preliminary stage when the study was completed.

Letter Codes

SS0006

1-59 <u>Comment</u>

The Association [South Suburban Mayors and Managers Association] has long supported the development of the SSA near University Park as the best way to provide additional air

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

1. Purpose and Need

capacity to serve the rapidly growing and long established communities in the Southland as a supplemental facility to O'Hare and Midway airports.

We believe that Environmental Studies previously conducted by both the state of Illinois and the FAA have clearly shown that the SSA can be developed to meet the stated purpose and need and do so in an environmentally sound manner,

Letter Codes

SL0006

1-60 <u>Comment</u>

The proposed facilities can be developed within the airport footprint outlined by the State of Illinois and currently under active acquisition by the state using funds appropriated by the General Assembly over the past 4 years. this can be done in a manner that will minimize and mitigate any impacts anticipated, while at the same time providing much needed aviation capacity for the Southland and the entire Chicago metropolitan region.

Letter Codes

SL0006

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-1 Comment

Move runways more to the North.

Letter Codes

SL0004 SL0013 SL0035 SL0042 SL0048 SL0054 SP0063

2-2 Comment

Maximum of four runways for the airport.

Letter Codes

SL0008 SL0013 SL0035 SL0040 SL0042 SL0048 SL0051 SL0054

2-3 **Comment**

The Will County site is the preferred alternative.

Letter Codes

SS0004

2-4 Comment

The size of the airport should be based on demand factors.

Letter Codes

SL0008 SL0051

2-5 Comment

I am a firm believer of the Gary/Chicago International Airport (GCA).

Letter Codes

SF0003 SP0034 SP0036 SP0038 SP0051

2-6 <u>Comment</u>

If in fact, an additional Chicago airport should become necessary in the future, another location should be chosen.

Letter Codes

SP0003 SP0129

2-7 Comment

Build the total seven runway SSA as a model of a modern secure airport or expand the Greater Kankakee Airport or do nothing in this area.

Letter Codes

SL0011

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-8 <u>Comment</u>

If anything Midway should extend runways to handle 767, MD-11s, etc., and that would be more then enough.

Letter Codes

SP0033

2-9 Comment

I am in favor of the Peotone airport and against the O'Hare expansion.

Letter Codes

SP0040 SP0059

2-10 **Comment**

We would like to have the second and third runways built to the north of the first runway and the fourth runway be built south of the first runway. This phasing pattern reduces flyovers of existing homes.

Letter Codes

SL0035 SP0136

2-11 **Comment**

Provide detailed information about the process which is proposed to be used in the Tier 2 EIS scope of work to provide a detailed evaluation of the alternative to use other existing airports.

Letter Codes

SL0019 SP0108 SP0130 SP0131

2-12 Comment

Improve the alternative analysis section.

Letter Codes

SL0022

2-13 Comment

I would urge your department to check out the progress of the tilt-rotor program.

Letter Codes

SL0028 SP0066 SP0138

2-14 **Comment**

I heavily support and endorse the use of high speed trains, such as the mag-lev concept. This would help displace a huge percentage of the existing users of the existing air travel facilities.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

Letter Codes

SP0012 SP0104 SP0115 SP0134 SP0144 SP0151 SP0187 SP0189

2-15 <u>Comment</u>

Using technology to reconfigure the airspace above the Chicagoland area will also help to increase flight capacity in this region.

Letter Codes

SP0115

2-16 **Comment**

It should be made clear that the EIS process is noted locked into one precise layout alternative.

Letter Codes

SL0029

2-17 <u>Comment</u>

Passenger demand will be affected by the expansion of O'Hare and new replacement forecasts will probably verify our assumption that six runways are no longer needed. The elimination of the south runway in the six runway configuration would also reduce the detrimental effects of flyovers of our community.

Letter Codes

SL0035

2-18 **Comment**

The six runway plan in the current configuration is too large.

Letter Codes

SL0017 SL0036 SP0134

2-19 Comment

Using verifiable observed information from existing airports across the country, determine the maximum number of commercial operations that can be accommodated by a specific runway configuration within operational constraints. When the number of operations is determined, project the maximum number of passengers based upon historic load factors. Developing these numbers can then be loosely tied to the population of the greater metro area to help determine how much urban growth has to take place before the capacity is in danger of being exceeded.

Letter Codes

SL0017 SL0036

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-20 <u>Comment</u>

Northwestern Indiana Regional Planning Commission (NIRPC) has supported and continues to support the development and expansion of the Gary/Chicago Regional Airport as the third major airport in the Chicago Metropolitan Area and has passed resolutions to support its development as the air carrier airport as recommended in the Chicago Airport Capacity Study.

Letter Codes

SL0025

2-21 <u>Comment</u>

RESERVED

Letter Codes

2-22 Comment

Use shared access gates to better utilize assets, increase margins of operation and cut down on land requirements.

Letter Codes

SL0017 SL0036

2-23 Comment

Divert a portion of the funds earmarked for the development of Peotone to the study of connecting the five existing Chicago regional airports with the rail network allowing the effective and efficient movement of travelers and residents in the region.

Letter Codes

SP0135

2-24 <u>Comment</u>

Move the entire plan north by approximately one-half mile and contain the entire operation (four runways configuration) within a band two miles wide. The inner runway separation will be 5,000 feet and the outers will be 2,500 feet beyond the inners.

Letter Codes

SL0017 SL0036

2-25 <u>Comment</u>

The first runway centerline should be located one-third of a mile north of the centerline of Eagle Lake Road and extend west from Kedzie Avenue for 10,000 feet. The second runway should have a centerline 5,000 feet north of the initial runway, thus creating a terminal corridor between the two. This second runway should extend to the west 10,000 feet from approximately one-quarter mile west of Western Avenue.

In the east configuration this runway should be used for take-offs and in the west configuration it will be used for landings. The first runway should be used exactly opposite of the second.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

Runways three, four and possibly five should be located immediately outside and lateral to runways one and two, separated by 2,500 feet. Both of these runways would then be used exclusively for landings in either configuration.

This plan keeps traffic away from residential areas better...provides flexibility and capacity without the need for enormous amounts of land...maintains local road system...reduces overflights of parts of Beecher and Monee...allows multiple access points...allows opening day traffic to be spread over a wider area...increase the number of possible operations without need for additional runways..and better suited for long-term use if the remainder of the airport in not built for many years.

Letter Codes

SL0017 SL0036 SL0065

2-26 <u>Comment</u>

There are no alternatives listed for economic development.

Letter Codes

SP0136

2-27 **Comment**

The value of a 13-31 cross wind runway should be evaluated for possible inclusion in the plan. This multi-use runway could provide needed relief in high-volume times and critical landing capabilities during extreme northwest wind conditions. This configuration requires no additional noise contour land on the north and minimal land to the south.

Letter Codes

SL0017 SL0036

2-28 Comment

I'm here to tell you that this airport is going to improve and enhance this community if we build it as a green airport.

Letter Codes

SP0145

2-29 <u>Comment</u>

We (SSAC) believe that this airport should be built to meet a conservative level of traffic for the year 2008, for the traffic originating in or destined for the south suburbs. We should not rely on any forecasts that reduces or "steals" traffic from Midway or O'Hare. We believe that five gates and one runway will be an adequate initial build, can attract 370,000 enplaned passengers per year after opening in 2008, and the five "common use" gates will attract carriers.

Letter Codes

SL0007 SL0039

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-30 **Comment**

The Gary/Chicago IA is well positioned to provide immediate relief from many of the congestion issues facing O'Hare and Midway Airports. The Gary/Chicago IA can already land any plane Midway is now handling. At 7,000 feet, Gary's runway is already 450 feet longer than Midway's longest runway, and the airport currently has the ability to triple the number of flights without additional capital expenditures.

On 11/27/01, the FAA approved the Gary/Chicago IA's 20-year Master Plan. The Master Plan outlines the airport's existing facilities, ability to handle air traffic, growth and economic forecasts, and identifies the short and long-term infrastructure needs that will facilitate continued growth and expansion. Gary/Chicago IA has 8,200 acres of an Airport Development Zone, offering tax and investment benefits for businesses, and 13 acres available for developing air cargo operations. Additionally, the airport is designated as a foreign trade zone. As capacity has become maximized at O'Hare and Midway, Gary has played and increasingly valuable role in delivering passengers and cargo service to the area.

Over the past 3 fiscal years, Congress has allocated \$3.3 million for improvements and upgrades at the Gary/Chicago IA. These funds have allowed the airport to make significant enhancements in the services it provides by improving security and expanding the general use apron.

Letter Codes

SF0005 SP0178

2-31 <u>Comment</u>

If it isn't broke, don't try to fix it. Leave it as it is.

Letter Codes

SL0056

2-32 **Comment**

The site being touted is a very poor choice. The terrain is rolling incorporating five different streams which are tributaries to the Kankakee River. There are many residences as well as farms within the footprint with many more scheduled to be built in the near future.

Letter Codes

SP0161 SP0176

2-33 <u>Comment</u>

This same monorail technology that I suggested earlier for passenger use could also be very useful for freight use. I mean, what you have in factories and warehouses is something called material handling system, and most of these are overhead monorails. What I propose is an external material handling system that can connect factories and warehouses and so on miles away and, in effect make them one assembly line. I think this will be far, far more productive for dealing with this very real problem and getting some real industrial jobs.

Letter Codes SP0149

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-34 **Comment**

The Peotone area is not the place for an airport. This land has been owned by someone else for a very long time. What occurs in this area is not the prerogative of people or politicians from somewhere else.

Letter Codes

SP0163

2-35 Comment

In light of all these, and many other, potential impacts, establishing the need for this project, and honestly assessing available alternatives, are essential. Please consider all the available alternatives to the project, including more efficient use of existing airports, and improvements in rail travel.

Letter Codes

SP0165 SP0170 SP0172 SP0176 SP0186

2-36 <u>Comment</u>

The Greater Rockford Airport (RFD) already has sufficient infrastructure to provide significant expansion of service to the Chicagoland area and its long term, growing demand for passenger, cargo, and other aviation services. The airport is already serving Illinois, Southern Wisconsin, and Eastern Iowa efficiently and will continue to expand in doing so. RFD, also known as the Northwest Chicagoland Regional Airport at Rockford, has a state of the art Category III landing system, two runways of 10,000' and 8,200' capable of landing any aircraft, uncongested airspace which is independent of Chicago's, and a modern, expandable terminal building.

Letter Codes

SP0176 SP0186

2-37 Comment

The area has been designated as a high speed rail corridor, The Chicago Hub, and the resulting plans, coordinated through Midwest Regional Rail Initiative (MWRRI), are expected to expand the ridership from 1.5 million to 9.2 millions passengers by 2010 at a cost of \$4.5 billion. This federally designated entity's projections and plans should be considered for the alternatives portion of the EIS. Such a system will free up substantial capacity at the region's existing airports. These projections may even be conservative, as ridership would be even higher if rail could capture the majority of short flights, those under 500 miles. As of 2003, 33% of all seats and 45% of all flights, fro Midway, O'Hare, and Milwaukee, were for distances less the 500 miles away. If more funds were diverted to help establish a quality rail system, rather than a sixth airport, the number of passenger choosing rail over air for short distance trips would be higher. Additional funds to the rail program would also help to guarantee, and possible advance, the pace of development of the proposed rail program.

Letter Codes

SP0178 SP0187 SP0189

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-38 **Comment**

The taking off and landing of large aircraft make study and concentration and thoughtful discourse impossible. It is a serious misuse of the land to build a runway next to a University.

Letter Codes

SP0172

2-39 Comment

The Wisconsin DOT is working to develop a railroad station at General Mitchell Field, thereby increasing the attractiveness of this facility to passengers in Chicago's northern suburbs.

Letter Codes

SP0178

2-40 **Comment**

The construction of METRA's "STAR LINE", which will make O'Hare and Midway airports far more accessible to the South suburbs.

Letter Codes

SP0178

2-41 **Comment**

The use of the Center Terminal Automation System (CTAS) as a viable technology for increasing capacity at existing airports through more effective air traffic control.

Letter Codes

SP0178

2-42 <u>Comment</u>

Expanded use of General Mitchell Field.

Letter Codes

SP0178

2-43 Comment

All existing improvements planned for O'Hare and Midway will not adequately address existing demand. Moreover, other existing airports are too far removed from the area of concentrated passenger demand (the northwest and western suburbs of Chicagoland), unless linked via rail. In consideration of the above, it is essential that our region's citizens and leaders proactively and cooperatively proclaim promote and otherwise integrate RFD as supplemental airport for Chicagoland and the regional air service market area.

Letter Codes

SL0071

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

2. Alternatives

2-44 <u>Comment</u>

As you are aware, the footprint of the SSA lies wholly within Will County and my 11th Congressional District. I fully support and endorse the efforts of Will County to take the leadership role in building the airport.

Letter Codes

SF0002

2-45 **Comment**

I wholly support the building of the SSA. I firmly believe County Executive Joe Mikan and the Will County Board are vitally important to the process since the Airport will most affect those surrounding it. Will County has requested to partner with the State to build this airport. I strongly urge you to consider and grant their request.

Letter Codes

SF0002

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

3. Noise

3-1 Comment

Will there be any control over hours of operation or rate of climb in order to reduce noise pollution?

Letter Codes

SL0026 SP0010

3-2 Comment

Will there be any programs to retrofit existing buildings with soundproofing in those areas most affected by the fly-overs?

Letter Codes

SL0026 SP0010

3-3 Comment

RESERVED

Letter Codes

3-4 Comment

Make sure there is a buffer zone to keep the most offensive noise within the confines of airport property.

Letter Codes

SP0007 SP0025 SP0121

3-5 **Comment**

We are concerned about noise generated at SSA.

Letter Codes

SL0016 SL0025 SL0029 SP0113

3-6 **Comment**

Operating conditions of the airport should limit flyovers of existing residences. Nighttime operations should also be sensitive to existing residential communities.

Letter Codes

SL0035

3-7 **Comment**

The District remains opposed to the use of our Monee Reservoir, Raccoon Grove Nature Preserve, and Goodenow Grove Nature Preserve as sound barriers without just compensation. Need for a detailed analysis of noise pollution impacts on wildlife and on

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

3. Noise

recreational use and enjoyment at these three preserves, including baseline studies an ongoing monitoring of noise levels use patterns, wildlife behavior, etc.

Letter Codes

SL0022 SL0023

3-8 <u>Comment</u>

Are all of the children be given earplugs or earmuffs to protect their hearing? How will all of the schools, churches, and homes be protected from the noise?

Letter Codes

SP0168

3-9 **Comment**

Will our children need to wear respirators in order to play outdoors, go to school, and protect their health?

Letter Codes

SP0168

3-10 Comment

Noise impacts on the surrounding communities have never been adequately estimated.

Letter Codes

SP0172 SP0180

3-11 **Comment**

Only negative noise impacts will result for residents of Cook, Will, and Kankakee counties, not only due to construction and jets, but also due to the resultant increase in track and auto traffic, and the residual effects of cumulative development related to the airport.

Letter Codes

SP0173

3-12 <u>Comment</u>

What effect will the noise from approaching and departing airplanes have on Midewin and its visitors? It is intended that Midewin serve as an extended noise buffer area for the proposed airport?

Letter Codes

SP0177

3-13 **Comment**

Please conduct EIS, including noise modeling studies, as necessary to ensure that Midewin National Tallgrass Prairie is not adversely impacted by the proposed South Suburban Airport.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

3. Noise

Letter Codes SP0177

350177

3-14 Comment

Will the noise from approaching and departing airplanes from the proposed airport affect the desired tranquility at Midewin? How much noise will be contributed by airplanes? What will the maximum instantaneous, maximum short term, and average long-term noise level be (due to air traffic) at the east boundary of Midewin? Noise levels even as low as 40 dB can affect prairie ecology, wildlife, and visitors at Midewin.

Letter Codes

SP0177

3-15 <u>Comment</u>

We [IEPA] request that the Draft EIS include detailed information on the anticipated number of flights, the type of aircraft operating at the airport, and the projected impact on noise levels in the affected areas.

Letter Codes

SS0007

3-16 Comment

Livestock and humans psychologically are affected by aircraft noise.

Letter Codes

SP0063

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

4. Land Use

4-1 <u>Comment</u>

We would like the FAA and IDOT to provide information on how to effectively plan land uses on property that may be needed for future airport expansion?

Letter Codes

SL0001 SL0035 SL0050 SL0051

4-2 Comment

As the airport design and EIS process proceeds, land use plans and zoning ordinances of local government should be incorporated into the airport design and the EIS.

Letter Codes

SL0008 SL0009 SL0014 SL0017 SL0029 SL0036 SL0038 SL0051 SL0059

4-3 Comment

We request information from the FAA and IDOT on the proposed airport design at the earliest possible moment so that they can complete their regional land use and development plan for the build airport scenario.

Letter Codes

SL0008 SL0014 SL0038 SL0051

4-4 Comment

All members of the EWCCM agree that they would like any information that the FAA and/or IDOT can provide on how to effectively plan for land use beyond the inaugural airport facility in the case that there is a need for airport expansion.

Letter Codes

SL0008

4-5 Comment

How will control of building and land use in the area beyond the footprint be handled, and what role will the existing plans have?

Letter Codes

SL0017 SL0026 SL0036 SP0010

4-6 <u>Comment</u>

The District also has concerns for Goodenow Nature Preserve and a need for a buffer around that site. The increased population as a result of the airport facility would likely create environmental impacts and open space needs that should be planned for and addressed prior to the adoption and implementation of any plans.

Letter Codes

SL0023

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

4. Land Use

4-7 <u>Comment</u>

We [EPA] believe that the inaugural airport facilities proposed for SSA will influence land use patterns in the area. These possible consequences need to be evaluated as fully as possible in the forthcoming EIS. We would like to discuss this issue further with FAA.

Letter Codes

SF0008

4-8 Comment

The concerns of the Will County Land Use Department's Planning Division regarding the development of the Tier 2 EIS will be largely related to the externalities of the airport on surrounding land uses and environmental considerations related to water use and aquifer recharge.

Letter Codes

SL0069

4-9 Comment

On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts. The two do not and cannot exist independently- the quality of planning around the airport will contribute to the success of the airport itself, just as the careful planning of the airport affects the development possible around it.

Letter Codes

SL0069

4-10 **Comment**

Land use and transportation planning done as part of the Airport Master Plan (AMP) & Airport Layout Plan (ALP) should be done in conjunction with the Focus Groups identified by the Will County Airport Coalition. IDOT has identified Will County Airport Coalition as the Local Advisory Group to the AMP process, yet only minor coordination and information sharing appears to have occurred up to this point. It is critical to the validity of the effective planning that IDOT regularly utilize, share information with, and seek input from the Focus Groups that are part of the Will County Airport Coalition -AMP Local Advisory Group.

Letter Codes SL0069

4-11 <u>Comment</u>

The needless construction of a fourth airport in the Chicago Metropolitan area would carry with it many environmental problems. The proposed Peotone airport project would land grab up to 30,000 acres of the world's most productive farmland and convert it to a massive, noisy urban sprawl.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

4. Land Use

Letter Codes SF0005

<u>Comment</u> 4-12

Concentrate on developing as compact a plan as possible that makes the best use of all land involved, particularly if federal dollars are to be used.

Letter Codes

SL0017 SL0036

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

5. Social Impacts

5-1 <u>Comment</u>

EIS needs to address estimated jobs created on-site and off-site and the fiscal impacts from these jobs.

Letter Codes

SL0001 SL0050

5-2 Comment

SSA will destroy thousands of single-family homes.

Letter Codes

SL0003 SL0016 SP0063 SP0166

5-3 **Comment**

Preserve the property rights of the people in the area surrounding the airport.

Letter Codes

SL0059 SP0163

5-4 Comment

What will happen to the farmers and their families that have their farm acreage consumed by this airport? Will they be relocated to a different area or will they just be left to fetch for themselves?

Letter Codes

SL0064

5-5 Comment

How could anyone bear to know of anyone being routed from their own property without going to their aid? Where do those people ever again feel secure?

Letter Codes

SP0163

5-6 Comment

How will similar changes in the real estate market affect other conservation land acquisition efforts by federal, state, and local agencies?

Letter Codes

SP0165

5-7 Comment

The number of residents that will lose their homes both for the Inaugural Airport and the Ultimate Airport must be identified. In addition, the number of businesses lost that are

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

5. Social Impacts

represented by the working farms, their suppliers and their marketers must be identified. Additional farm families and farm businesses lost due to the projected population gains claimed for the Ultimate Airport must also be accounted for.

Letter Codes

SP0173 SP0187 SP0189

5-8 Comment

The impact it would have on our environment and wildlife could never be replaced.

Letter Codes

SP0170

5-9 **Comment**

This airport cannot be considered in a vacuum. The cumulative impact will include miles and miles of shopping malls, parking lots, roadways, and subdivisions. IDOT itself estimates the airport would result in an additional 400,000 residents in the surrounding area. Consider the cumulative impact all of this development and all of these people would have on the entire region.

Letter Codes

SP0173

5-10 **Comment**

I especially do not want airplanes constantly flying over my house and I don't want this lovely area I live in built up with unsightly commercial sprawl and everything that goes along with this kind of development. In my opinion, it will be a huge waste.

Letter Codes

SP0181

5-11 **Comment**

What will happen to the farmers and their families that have their farm acreage consumed by this airport? Will they be relocated to a different area or will they just be left to "fetch" for themselves?

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

6-1 **Comment**

EIS needs to address information on any economic development planned on-site airport and within the areas which already have roads and water and sewer lines and utilities so that we do not waste our limited resources and economic support.

Letter Codes

SL0001 SL0026 SL0050 SP0172

6-2 Comment

Where are the millions coming from? You guessed it! The taxpayers, you and me.

Letter Codes

SL0003 SL0046

6-3 Comment

How do these negotiations (Land acquisition) affect our tax revenues?

Letter Codes

SL0046 SP0063

6-4 Comment

The School District, the County, the Townships, the Fire District, the Library, the Forest Preserve, and College District all put in their levies and with the loss of assessments, since the State is tax exempt, the shortfall will have to be made up by, you guessed it, you and me.

Letter Codes

SL0046

6-5 Comment

Replacement for lost property tax from land the state has purchased.

Letter Codes

SL0004 SL0028 SL0042 SL0054 SL0060

6-6 <u>Comment</u>

We desire to know the impacts of the proposed airport on their communities as early as possible. Impact information sought includes economic development (estimates of jobs created and how local residents can obtain these jobs; any economic development plans associated with the airport) and fiscal impacts on local governments (impacts on all taxing authorities and especially impacts on municipal, county and township revenues).

Letter Codes

SL0008 SL0051

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

6-7 **Comment**

Land acquisition not only affects those displace but it also impacts negatively the farmer that leases land. There is a need to study not only the people impacted by the airport footprint, but also those for several miles around it, especially the farmers that lease land to make a living.

Letter Codes

SL0011

6-8 Comment

The loss of farmland will create the loss of businesses that cater to the agricultural community.

Letter Codes

SL0012

6-9 Comment

Who is expected to provide fire, EMS, hazmat, and specialized rescue services to the state owned airport property before and after it begins? Is the state or Will County going to pay for them? Will this be done on a contractual basis or some other way?

Letter Codes

SL0015

6-10 **Comment**

If the proposed SSA provides its own fire, EMS, hazmat, and other specialized rescue services, will the airport Fire Department expect mutual aid from the surrounding departments? What provisions will be made for the airport Fire Departments to give mutual aid to the local fire districts that surround the airport?

Letter Codes

SL0015

6-11 **Comment**

What funding provisions for manpower, equipment, and new stations are being made for the local fire departments that will face an increased number of calls related to the construction and operation of the airport?

Letter Codes

SL0015

6-12 <u>Comment</u>

If the airport is built, who will fund the additional training necessary for local fire departments to handle airport related emergencies that occur outside of the airport boundaries?

Letter Codes

SL0015

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

6-13 **Comment**

Who will provide funds to fight the impacts of environmental problems, support for justice, law enforcement, and decreased energy supplies?

Letter Codes

SP0047

6-14 Comment

Why should the current rural economy be sacrificed for the possibility of jobs for those who can't find jobs?

Letter Codes

SP0062

6-15 <u>Comment</u>

Increased analysis of indirect impacts to District holdings, recreation and our Acquisition Plans caused by Airport driven development in the area, including physical impacts, increased acquisition and maintenance costs to the District, transportation related takings of District holdings, etc.

Letter Codes

SL0022

6-16 Comment

How would NW Indiana be affected by urban sprawl? How would the plans for economic development and revitalization for the City of Gary and surrounding communities be affected?

Letter Codes

SL0025

6-17 <u>Comment</u>

It is important not to overload existing streets and municipalities with construction traffic that can cause economic hardship and environmental damage in the region.

Letter Codes

SL0026

6-18 <u>Comment</u>

Unemployment rate in our region is extremely low, therefore, supporting the jobs and employment opportunities issue does not constitute the destruction of 23,000 acres for an airport.

Letter Codes

SL0027

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

6-19 **Comment**

If the Peotone Airport is built, Will Co. taxpayers are burdened with the cost of roads, bridges, sewers, sanitation, police, fire departments plus ongoing tax increases.

Letter Codes

SL0028 SL0059

6-20 Comment

Planning for the proposed project should identify methods for directing a significant share of airport generated economic benefits toward existing, mature and distressed communities, both in Chicago and suburban areas of Cook and Will Counties.

Letter Codes

SL0029

6-21 **Comment**

Gov. Blagojovich has developed the Opportunity returns program, which is focused on developing projects and programs which will bring jobs and economic growth to regions throughout the state of Illinois. While this project may not have an immediate impact on the economy in this area, it will have long-term benefits to the entire South Suburban area.

Letter Codes

SS0005

6-22 <u>Comment</u>

The proposed Will County regional south suburban airport will create approximately 500,000 jobs in the region, 55,000 of which will be direct employment by the airport. These jobs will generate approximately \$9 billion in new wages and an estimated \$4 billion will be spent by visitors. The total cost of the inaugural airport is estimated from between \$400 and \$520 million, including land acquisition.

Letter Codes

SF0001 SF0007

6-23 Comment

I can't sell my home because of the Peotone Airport. This has been going on since 1968. I'm in the second phase of this project; so when I called and registered a hardship case, I'm told no, they're only buying homes in the first phase.

Letter Codes

SP0143

6-24 <u>Comment</u>

The people who are not directly affected and do not live nearby may THINK they will get a

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

good job there. Jobs are not needed in this area. We hire part time help on our sons farm - try to find people to work good jobs with good pay. They rather collect welfare.

Letter Codes

SP0160

6-25 <u>Comment</u>

What financial burden will this have on our district? Will the FAA pay the court ordered assessments?

Letter Codes

SL0064

6-26 <u>Comment</u>

Who has the money to build another Mascoutah?? Not the airlines, not the Fed Govt., not the State, not the county, not the township. Hopefully, you have cash on hand in your own pockets. The taxpayers have had it.

Letter Codes

SP0160 SP0175

6-27 <u>Comment</u>

Monee, Beecher, Peotone, and Will Townships will lose much of their revenue which with the multi-billion dollar deficit can only worsen an already terrible economic condition.

Letter Codes

SP0162

6-28 Comment

You are probably going to counter that the economy will be improved by the creation of jobs which would result if the airport were to be constructed; however, consider how many of the existing agriculture and related jobs will be lost.

Letter Codes

SP0162 SP0169

6-29 <u>Comment</u>

Since no airlines have committed to use the Peotone airport, the State is gambling with tax money that the airline industry will be needing an airport, but just look at many of the airlines which are in financial trouble just like the State.

Letter Codes

SP0162

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

6. Induced Socioeconomic Impacts

6-30 **Comment**

The negative impacts on the business schools and our police and fire protection district.

Letter Codes

SP0166

6-31 <u>Comment</u>

Promoters of the Peotone Airport were motivated by purely economic motives rather than a sincere desire to solve transportation problems. What a pity we have to consider displacing persons from their homes and the land on which they earn their livelihood, at a staggering financial outlay, in hopes of providing jobs for some others.

Letter Codes

SP0171

6-32 **Comment**

Recently the Governor closed various state facilities, and thereby cut many jobs, in order to balance the deficient Illinois budget. Yet somehow we can always consider huge new building projects that would pave over more and more of our greenspaces at least a portion of which will become the burden of the average taxpayer. Isn't this sprawl at its worst?

Letter Codes

SP0171

6-33 <u>Comment</u>

Nearly 3 million dollars in local revenue has already been lost due to the State's land banking for this airport. Existing local businesses that will not be physically lost to the construction of the airport will be forced to close due to a lost customer base, including grain elevators, farm implement dealers, and feed stores.

Letter Codes

SP0173

6-34 **Comment**

There is no need for an "economic engine" as the economy is flourishing; witness the development in the town of Monee which would be the entrance to the SSA.

Letter Codes

SP0176

6-35 <u>Comment</u>

The wasted tax dollars if this project fails, when there are so many other areas where our money could be better spent, especially since this airport might not even be used once it is built. It will be a gamble from everything I have heard and understand.

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

6. Induced Socioeconomic Impacts

Letter Codes SP0181

Comment 6-36

The proponents of this airport stake as their main reason jobs and the economy, first for the South Suburbs, then for Will County, and now for the region. Why not the state and the nation and the world while they're at it? They project 500,000 jobs, 9 billion dollars in wages and 4 billion dollars in recreation/visitor spending. This is not realistic. It staggers the imagination, especially if this is to be generated just from a starter airport!! What they do not measure is that loss to the region if the airport is never used.

Letter Codes

SP0169

6-37 Comment

Allow the true economy of Eastern Will County to be revived. Not to do so is to effectively preserve a status guo that is harmful to the economic rights and interests of all landowners in the vicinity of the "footprint."

Letter Codes

SP0169

6-38 Comment

A third airport will help reduce property taxes for homeowners in the surrounding area of the airport as we have seen near O'Hare as more commercial and industrial businesses are attracted which will make it more beneficial for individuals to purchase homes.

Letter Codes

SP0001

Comment 6-39

The South/Southwest region of Illinois will benefit with a 3rd airport, which will over time directly impact the State and National Economy.

Letter Codes

SP0001

6-40 Comment

The development of the SSA would have significant impacts on the further development of the Gary/Chicago Regional Airport and on urban and rural communities in northwest Indiana.

Letter Codes

SL0025

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

7. Air Quality

7-1 **Comment**

We seek guarantees that farms in the surrounding area will be protected from air-borne contamination of their crops and crop seeds from Genetically Modified plants and assurance that farmers will suffer no legal liabilities should such contamination occur.

Letter Codes

SP0010

7-2 Comment

Air quality on the south side of Chicago and Northwest Indiana, already extremely poor, will be harmed even further by the removal of trees and the forced shifting of yet another area from agricultural to heavy-industrial.

Letter Codes

SP0017 SP0108 SP0113

7-3 **Comment**

I would like to see reliable information as to the number of tons of air pollutants expected from a fully functioning airport and the composition of this mix.

Letter Codes

SP0056 SP0125 SP0165

7-4 Comment

This effect of massive air pollution, caused by the aircraft and the additional traffic, should be carefully assessed in any consideration of the Peotone Airport.

Letter Codes

SP0056 SP0109 SP0174 SP0180

7-5 Comment

How would NW Indiana be affected by air pollution due to future airplane and surface traffic? How would the increased traffic affect our air quality non-attainment status? What would be the consequences to NW Indiana if federal air quality standards can't be meet due to the development of SSA?

Letter Codes

SL0025 SP0184 SP0191

7-6 Comment

The dumping of fuel will permeate the air and pollute the surrounding area.

Letter Codes

SL0034 SP0174

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

7. Air Quality

7-7 Comment

General and transportation conformity would likely apply. the Chicago area is "nonattainment" for the one-hour ozone standard and other criteria pollutants should be evaluated including particulate matter, carbon monoxide and oxides of nitrogen. New standards for particulate matter (PM2.5) and ozone (eight hour standard) also should be considered. Other non-criteria pollutants should also be considered in the analysis, such as air toxins. These analyses should be conducted for each year and include both summer weekday and annual emissions estimates for volatile organic compounds (VOC), oxides of nitrogen (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and both PM10 and PM2.5.

Letter Codes

SF0008

7-8 <u>Comment</u>

A project of this size and complexity presents an extraordinary opportunity to think creatively and look for innovation in designs that have long-standing air quality benefits. We support the energy efficient designs that are being proposed for many airports (e.g. electrified gates, green building designs) and look for similar approaches to be used in this project.

Letter Codes

SF0008

7-9 Comment

Those folks such as myself who would be downwind from this facility who already live with a heavy toxic chemical load, this would be added to. I want the project proposers to come to our communities and talk to us about how we are going to measure the amount of toxic chemical loading resulting from operations of this proposed facility.

Letter Codes

SP0151

7-10 **Comment**

I don't think there's any evidence that the corn is going to be damaged by these planes and the pollution.... Corn does provide a good buffer for noise. If there is something that comes out of airplane fuel that's different than comes out a diesel truck, I think we all need to study that issue a little more carefully.

Letter Codes

SP0154

7-11 <u>Comment</u>

Please specify how the increase in vehicle traffic and emissions from the development encouraged or accelerated by the project will need to be reflected in the State Implementation Plan for attaining ozone standard for the Chicago region.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

7. Air Quality

Letter Codes

SP0165

7-12 Comment

Please also estimate the impact of these new emissions on the state's ability to attain the new, more protective standards for ozone and fine particulate matter.

Letter Codes

SP0165

7-13 <u>Comment</u>

Please estimate the localized increased cancer risk from new diesel and other emissions along arterial routes in these counties, in light of recent studies regarding the health impacts of busy arterials on nearby communities.

Letter Codes

SP0165

7-14 **Comment**

Are all of the children be given ear plugs or ear muffs to protect their hearing? How will all of the schools, churches, and homes be protected from the air pollution and occasional dumping of fuel?

Letter Codes

SP0168

7-15 **Comment**

Energy use is also directly related to carbon emissions. The more energy used, the greater the emissions. Accommodating increased travel in the region through increased air travel will add more emission than if more travel were handled by rail. These energy and emission scenarios should be considered when considering the benefits of alternative modes of travel.

Letter Codes

SP0187 SP0189

7-16 **Comment**

The air quality in our region has never been adequately tested and reported upon. I suggest that you begin with local hospital and death statistics from asthma and other lung diseases over the last twenty years. Any analysis or claims measuring air quality without vastly expanded monitoring and health statistics is unreliable.

Letter Codes

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

7. Air Quality

7-17 Comment

We will need cleaner air and nonpolluting economic development to protect our citizens from an unhealthy environment.

Letter Codes

SP0172

7-18 Comment

It is not hard to tell the effects of an airport. On a warm day, I see the brown haze over the city on my way to work. That is why me and my family live out here in the country.

Letter Codes

SP0175

Comment 7-19

The SSA is located in a region that is classified as nonattainment for the 1-hour ozone national ambient air guality standard (NAAQS). Air guality monitoring data indicates that the region is also in violation of the new 8-hour ozone and PM2.5 (particulate matter less than or equal to 2.5 microns in diameter) standards. Will County will likely be included in the designated nonattainment boundaries for those pollutants. For these reasons, the DEIS should contain detailed air pollution emissions estimates reflecting construction, initial operation and anticipated peak operation of the proposed airport configuration. These analyses should be conducted for each year and include both summer weekday and annual emissions estimates for volatile organic compounds ("VOC"), oxides of nitrogen ("NOx"), carbon monoxide ("CO"), sulfer dioxide ("SO2"), and both PM10 and PM2.5. Roadway intersection analyses for CO should also be performed to assure that anticipated levels of motor-vehicle traffic do not cause a violation of the one-hour CO standard.

In addition to these pollutants, we recommend that, to the extent possible, the analysis include projected emissions of both VOC- and PM-related hazardous air pollutants. We understand that emissions estimation methodologies for these pollutants may not be as well developed as for the criteria pollutants, but we believe that, due to the potential health impacts resulting from these emissions, they should be included in your analysis. The Illinois EPA also encourages you to incorporate the airport design and operation, equipment or procedures intended to minimize emissions of these harmful emissions.

Letter Codes SS0007

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

8. Hazardous Materials

8-1 Comment

Removal of existing structures and construction of the airport facilities may also result in the generation of hazardous wastes. We [IEPA] request that the Draft EIS fully discuss the planned methods for dealing with any such wastes generated or uncovered during the development and later operation of the airport.

Letter Codes SS0007

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-1 <u>Comment</u>

EIS needs to address environmental issues such as: groundwater, streams, lakes, drinking water, stormwater, wastewater, and other impacts on natural resources in the area.

Letter Codes

SF0004 SL0001 SL0008 SL0012 SL0017 SL0024 SL0025 SL0026 SL0027 SL0029 SL0034 SL0035 SL0036 SL0042 SL0050 SP0010 SP0122 SP0133 SP0157 SP0169 SP0174 SP0180 SP0187 SP0189

9-2 <u>Comment</u>

If a new airport is built in Peotone, the Kankakee Watershed may become vulnerable to urban development and increased pollution.

Letter Codes

SF0005 SL0013 SL0016 SL0021 SL0025 SL0031 SL0033 SL0037 SL0048 SP0009 SP0017 SP0050 SP0063 SP0064 SP0108 SP0113 SP0123 SP0130

9-3 <u>Comment</u>

How much water will be used per day by the new airport, what will be the source of this water, and how will it be returned to its source? How will the water be treated for pollutants, will measures be instituted for storm water run-off, and how will solid waste be handled? What are the expected water quality impacts on the Kankakee, Mazon, Vermillion, Iroquois, and Des Plaines River water sheds, including all of their tributaries?

Letter Codes

SL0012 SL0026 SL0031 SL0033 SP0010 SP0068 SP0108 SP0125 SP0133 SP0137 SP0150 SP0162 SP0165 SP0168 SP0187 SP0189

9-4 Comment

We must learn to live within the watershed ecosystems that were created to sustain Life. The Development of a South Suburban Airport will have devastating effects on the citizens and businesses of the entire region with regards to WATER SHORTAGES! If an airport is approved in the Beecher/Peotone area, residents can be expected to pay a considerable increase in water bills.

Letter Codes

SL0012 SP0013 SP0109 SP0123

9-5 Comment

We are concerned of water runoff from the airport and making sure that contaminants are removed to minimize impacts.

Letter Codes

SL0012 SL0021 SL0031 SL0033 SL0034 SP0162 SP0184 SP0191

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-6 <u>Comment</u>

Increase impervious surfaces increases the potential for flooding, stream erosion, and excessive sediment delivery downstream causing impacts to fish spawning and recreational uses of the streams.

Letter Codes

SL0021 SL0027

9-7 <u>Comment</u>

We strongly recommend that the guarantees of water quality (e.g., source, return, treatment to remove pollutants, aquifer recharge) be in place and legally binding prior to the start of construction of the first phase of the airport.

Letter Codes

SL0026 SP0010 SP0122 SP0137 SP0150

9-8 <u>Comment</u>

A watershed-based protection program should be identified, emphasizing avoidance, minimization of alternation and mitigation. Mitigation in advance of construction activities should be emphasized and should focus on restoration of beneficial function, including habitat, water quality, recreation, and aesthetics.

Letter Codes

SL0029

9-9 <u>Comment</u>

Need to address filling, excavation, relocation, and discharge of polluted runoff.

Letter Codes

SL0029

9-10 **Comment**

Need to control increased runoff volumes and rates for the full range of runoff events to prevent increased flooding and downstream channel erosion.

Letter Codes

SL0029

9-11 <u>Comment</u>

Need to mitigate adverse stormwater quality effects using appropriate best management practices. The EIS needs to address special mitigation and treatment needs associated with runway deicing agents and storage of fuel and other chemicals. The requirements of stormwater permits including SPPP, also should be addressed. This should be thoroughly discussed for both construction activites and subsequent operation of the airport.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

Letter Codes

SL0029 SP0150 SS0007

9-12 <u>Comment</u>

New and/or expanded facilities will be needed to treat the wastewater generated by SSA and spin off development. The EIS should address the estimated volume and characteristics of the discharges, the alternative location of discharges and their effects on receiving stream quality. Innovations and reliable treatment alternatives (land treatment) and anti-degredation analysis should be evaluated.

Letter Codes

SL0029 SL0034

9-13 <u>Comment</u>

The airport design standards should be consistent with NIPC standards for stormwater management, soil erosion and sediment control, stream and wetland protection and floodplain management.

Letter Codes

SL0029

9-14 **Comment**

When the airport is in operation, will current drainage patterns be maintained and will the drainage districts have access to SSA property to ensure proper drainage?

Letter Codes

SL0031 SL0033

9-15 **Comment**

Will the EIS include impact of more frequent peak flows through downstream and offsite outlet channels, specifically stream bank erosion channel stability, and effects upon riparian biota and fauna?

Letter Codes

SL0031 SL0033

9-16 **Comment**

Who will be responsible for damage from any contaminates such as aviation fuel and deicing chemicals leaving the airport site and what process will there be to restore any affected natural resources (i.e. farmlands)?

Letter Codes

SL0031 SL0033

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-17 <u>Comment</u>

Will the integrity of the channels and outlets be maintained to the Kankakee River?

Letter Codes

SL0031 SL0033

9-18 <u>Comment</u>

How will the aquifer be protected from over depletion?

Letter Codes

SL0031 SL0033 SL0035

9-19 <u>Comment</u>

If the water is withdrawn from the Kankakee River, what if any impact on the minimum flows will be addressed, is there a plan to return Kankakee River water to the river to ensure minimum flows are ensured, will the withdrawal affect minimum flows in small tributaries?

Letter Codes

SL0031 SL0033 SL0034

9-20 <u>Comment</u>

Stormwater will drain into the south branch of Rock Creek which overflows during a heavy rainfall. What will be done to not further impact the creek?

Letter Codes

SL0032

9-21 Comment

Union Drainage District Number 1 Monee and Will Counties will experience the most impact, if in fact all land proposed to be included in the plan will take in about 90 percent of the district.

Letter Codes

SL0043

9-22 <u>Comment</u>

Black Walnut Creek crosses right through the middle of the proposed area, and from that standpoint a destruction of that creek to deter water to another area or some other prospect such as rerouting will have to take place. It has been suggested that Black Walnut Creek will be re-routed. Now this can also cause not only problems for Black Walnut Creek but wherever they remove the water which could be Rock Creek to the west.

Letter Codes

SL0043

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-23 <u>Comment</u>

Rock Creek Drainage District will be affected mostly by the access proposed from I-57. Significant problems will be created by the extensive impervious surfaces of runways and parking areas. Surface water will increase dramatically. Drainage districts are charged with the responsibility of movement of runoff in an orderly manner.

Letter Codes

SL0043

9-24 <u>Comment</u>

All drainage districts need to be included in the planning process at an early stage so that they can be in a position to respond to the increased water flow.

Letter Codes

SL0043

9-25 <u>Comment</u>

Thorn Creek Basin Sanitary District is proposing that wastewater treatment for the regional airport be included in its evaluation of regionalizing the wastewater treatment in Eastern Will County. The District requests that the master plan and environmental assessment include an option for wastewater services provided by Thorn Creek.

Letter Codes

SL0044 SL0061

9-26 <u>Comment</u>

Water an airport will need a huge supply and produce a huge amount of sewage. What could handle all this?? I have heard talk of some being diverted to Exline Creek and south to the Kankakee River. Exline floods now. About 80% of the site drains south to the K3 River. A 3 to 4 inch rain now will over flow from the creeks at Manteno. What would happen with run-off from another 19,000 acres?? I can assure you that your retention areas would simply not be able to handle or retain the billions of gallons of excess water and no doubt much of it would be polluted and hence cause pollution here in K3 County.

Letter Codes

SP0160

9-27 <u>Comment</u>

What effect will this project have on Upper Blackwalnut Creek? Will it have to be moved or rerouted? Will it be enclosed in a culvert to accommodate runways? What agency will oversee permits, environmental affects, engineering, water flow, etc. Will Union Drainage District #1 engineers be consulted? Who will pay the bill: IDOT or FAA?

Letter Codes

SL0064

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-28 <u>Comment</u>

What effects will this project have on land to the north of the inaugural site? Will they receive the same drainage? Will there be local drainage commissioners?

Letter Codes

SL0064

9-29 Comment

We have an average of 33 inches of rain that falls on this area on an average every year. Where does the rain go? It's not being conserved here now, but if we build this green airport, we're going to have a series of lakes and recreational activities here that you wouldn't believe.

Letter Codes

SP0148

9-30 **Comment**

Deicing and snow removal practices have the potential to cause significant impacts to receiving water bodies. The EIS should describe what practices are being proposed to minimize these impacts from deicing and snow removal operations.

Letter Codes

SF0008

9-31 Comment

Your analysis should reflect the fact that Illinois does not regulate nutrient discharges, so there are no protections in place for these waters from increased loading of phosphorus and other nutrients.

Letter Codes

SP0165

9-32 <u>Comment</u>

Your analysis should also be informed by the fact that the great majority of streams in already urbanized areas of the Chicago region are now listed under Section 303(d) of the Clean Water Act as failing to comply with state water quality standards.

Letter Codes

SP0165

9-33 Comment

You should assume that, given historic patterns of development and wastewater treatment practices, that a similar fate awaits the prairie rivers and streams of these counties.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

9-34 **Comment**

You should also project the impact of substantial new wastewater discharges on aquatic life in these watersheds, particularly from endocrine-disrupting chemicals now known to be common in municipal effluents.

Letter Codes

SP0165

9-35 Comment

The Tier 2 EIS must also examine the certain fundamental changes to the flow regimes of the rivers and streams in these watersheds, both due to increased wastewater discharges but also due to changes in the nature and volume of runoff due to land use changes in these counties.

Letter Codes

SP0165 SP0168

9-36 <u>Comment</u>

An attempt must also be made to quantify the impacts on water quality and siltation downstream in the Illinois River from the urbanization of such a substantial piece of its watershed.

Letter Codes

SP0165 SP0173

9-37 <u>Comment</u>

In general, an attempt must be made to assess the impacts of the project on river and stream quality, quantity, and habitat that depend on surface waters in the region.

Letter Codes

SP0165

9-38 <u>Comment</u>

The underwater pollution estimates originally projected as favorable are GROSSLY underestimated. The solvents, accidental spills, and jettison fuel find themselves leaching into the underground water supplies.

Letter Codes

SP0167

9-39 <u>Comment</u>

ALL the residents of this area (unlike O'Hare Airport vicinity families with Lake Michigan water) have wells to supply water to our families for drinking, bathing, washing, and maintaining farm animals. Imagine toxins in our water supply. What Do They Do? Will the Federal, State, or Local Government supply bottled water to these rural farms and homes as well as the small towns with wells?

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

9. Water Quality

Letter Codes SP0167

Comment 9-40

Toxins begin to creep into the Kankakee River slowly killing wildlife and fish. Polluting the river.

Letter Codes

SP0167

9-41 Comment

Extracting such a large quantity of water would assuredly lower the ground water level. Therefore, everyone extracting water would need to dig deeper wells. This would restrict area growth because more ground water would be required thus lowering the water table even further, hence, we have a vicious circle.

Letter Codes

SP0168

9-42 Comment

How will this affect all of the communities downstream of the injection point? We saw how some of the towns on the Mississippi where affected during rainstorms.

Letter Codes

SP0168

9-43 Comment

During the p date of the Land Resource Management Plan, it became apparent that much more study needs to be done in the area of future water supply throughout the County. This concern was reflected in our November 2001 comments to the Tier 1 EIS, as well as our January 23, 2003 correspondence on the Tier 1 baseline data. We trust that the Tier 2 EIS, as it addresses operational layout more specifically, will be more comprehensive in identifying adequate future water sources, as any potential benefit from the airport, economic or otherwise, will be affected but he availability of such a basic commodity as water.

Letter Codes

SL0069

Comment 9-44

The Tier 2 EIS must also examine the certain fundamental changes to the flow regimes of the rivers and streams in these watersheds, both due to increased wastewater discharges but also due to changes in the nature and volume of run-off due to land use changes in these counties.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

9. Water Quality

An attempt must also be made to quantify the impacts on water quality and siltation downstream in the Illinois river from the urbanization of such a substantial piece of its watershed.

In general, an attempt must be made to assess the impacts of the project on river and stream quality, quantity, habitat and the wildlife biotic communities and endangered species that depend on surface waters in the region.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

10. Section 4(f)

10-1 <u>Comment</u>

EIS needs to address impacts on parks, preserves, and conservation areas.

Letter Codes

SL0001 SL0008 SL0050 SP0010

10-2 <u>Comment</u>

How parks and preserves that currently exist on inaugural airport property can be integrated in to the inaugural design?

Letter Codes

SL0001 SL0050

10-3 Comment

Two Nature preserves dedicated under the [Illinois Natural Areas Preservation] Act may be negatively impacted by the construction, maintenance, and operation of the proposed South Suburban Airport. These nature preserves are Raccoon Grove and Goodenow Grove, owned and managed by the Forest Preserve District of Will County. Potential indirect impacts that need to be addressed as part of the Tier 2 Environmental Impact Statement (EIS) include: 1) impacts of bio-geographic isolation of the nature preserves due to conversion of the surrounding agricultural landscape into a highly urbanized landscape, 2) water quality issues related to stormwater run-off and chemicals used at airport facilities, 3) air pollution impacts, and 4) noise pollution effect on wildlife and recreational visitors.

Letter Codes

SP0108 SS0003 SS0004

10-4 <u>Comment</u>

Assessments of potential impacts to the Raccoon Grove Nature Preserves and Goodenow Grove Nature Preserve should be based on proposed airport's full build-out scenario and should include cumulative environmental impacts from associated collateral development around the proposed airport.

Letter Codes

SP0063 SS0003

10-5 <u>Comment</u>

The EIS should include mitigation strategies that will avoid and minimize impacts to Raccoon Grove and Goodenow Grove nature preserves. Without careful planning and adequate mitigation, it is unlikely that the proposed airport facility could become operational without seriously impacting the two aforementioned nature preserves. The INPC is aware of ongoing discussions between IDOT and the FPDWC intended to mitigate impacts to the dedicated nature preserves. The INPC encourages these discussions to continue.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

10. Section 4(f)

Letter Codes

SP0063 SS0003

10-6 Comment

I ask that you contact the parties involved in this conservation project, [Mary and Anthony Rudis Farm in Monee during the Will-South Cook Soil & Water Conservation District], to obtain the full impact on the area that the proposed project would have.

Letter Codes

SP0024 SP0133

10-7 <u>Comment</u>

RESERVED

Letter Codes

10-8 <u>Comment</u>

The Federal Government has supported conserving farmland, wildlife, and nature preserves as an appropriate use of this land. Please don't pave over it all.

Letter Codes

SP0141

10-9 Comment

What will be the impact on the Grand Kankakee Marsh National Wildlife Refuge project? How will increased demand and prices for real estate affect the prospect of purchasing and protecting habitat for this project in light of current and future funding for the Refuge?

Letter Codes

SP0165

10-10 **Comment**

Toxins begin to creep into the Kankakee River slowly killing wildlife and fish. Reducing the quality of Kankakee State Park.

Letter Codes

SP0167

10-11 Comment

The footprint for this airport includes two premier Will County Forest Preserves. Serious consideration must be given to the tremendous impact this airport and related development will have on the entire region in terms of air, water, soil, light, and noise pollution not only for the surrounding area, but for the entire South Cook and Will County region.

Letter Codes

SP0063 SP0173

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

11. Historic, Architectural, and Archaeological

11-1 **Comment**

The environmental cost of the Peotone airport is significant and includes the loss of historic properties, including many centennial farms, relocation of a Civil War cemetery, the Peotone Anomaly, an ancient Indian formation in the proposed airport footprint.

Letter Codes

SL0016 SP0108 SP0113

11-2 <u>Comment</u>

Staff is also concerned regarding the potential threat to archeological resources. According to District staff, supplemental investigations by a competent amateur archeologist has shown the following:

Large areas containing numerous sites have not been investigated by IDOT staff. The site density in those area that have been surveyed has been under reported.

The amount of sites containing Paleo-Indian material is unusually high and should be addressed in the (Tier 1) Final EIS.

A large number of sites are outside the "high probability zone"

There is an unusual earthen formation in section 33, T34N, R13E which should be investigated further.

Staff feels that sufficient evidence exists to warrant a more extensive Phase I Archeological Investigation of the survey area prior to completion of the (Tier 1) Final EIS.

Letter Codes

SL0023

11-3 <u>Comment</u>

Destruction of archaeological anomalies and artifacts.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

12. Biotic Communities

12-1 <u>Comment</u>

The loggerhead shrike has no formal federal status at this time.

Letter Codes

SS0004

12-2 <u>Comment</u>

Situations that may attract migratory birds and other wildlife to aircraft activity areas should be avoided.

Letter Codes

SF0004

12-3 <u>Comment</u>

There are long-range effects devastating to all forms of flora and fauna.

Letter Codes

SL0024 SL0034

12-4 <u>Comment</u>

There is a need to consider effects on existing/nearby open spaces especially regarding their use and ecosystems. For example, nearby forest preserve areas will be significantly affected by noise.

Letter Codes

SL0029

12-5 **Comment**

Is there a plan to mitigate the reforested land within the proposed site that will be destroyed developing the airport?

Letter Codes

SL0031 SL0033

12-6 Comment

The airport will be in the flight path of the sandhill cranes that migrate directly through the airport footprint every spring and fall. How will they be prevented from being sucked into the jet's engine? I hope I see this addressed.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

12. Biotic Communities

12-7 **Comment**

Wildlife habitat will be only a thing you can relate to your children who will never see it in all its beauty. Consider that the Monee Reservoir (a 30+ acre lake which is not in the site but which is surrounded by it,) is home to deer and a large number of Canada geese which if one is sucked into one of the jet engines can bring down an airplane.

Letter Codes

SP0162

12-8 <u>Comment</u>

In general, an attempt must be made to assess the impacts of the project on biotic communities that depend on surface waters in the region.

Letter Codes

SP0165

12-9 <u>Comment</u>

What are the natural areas of concern in these counties? What is the projected consumption of wetlands and riparian habitat, grasslands and prairies, forest and savanna habitat, and other natural areas in these areas?

Letter Codes

SP0165 SP0174

12-10 **Comment**

Toxins into the Kankakee River flow into the Illinois River and eventually the Mississippi River. Killing more fish and wildlife and destroying habitat areas that have purposely been set aside and protected by the law.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

13. Endangered and Threatened Species

13-1 <u>Comment</u>

It should be noted that the eastern massasauga (*Sistrurus catenatus*) has been elevated to candidate status...the Chicago Field Office of the FWS has conducted additional surveys for this species in Will county and this information should be incorporated into any future environmental assessments.

Letter Codes

SF0004

13-2 <u>Comment</u>

Historically there were four documented population 'clusters' of massasaugas in the Chicago region. All four clusters were located near major stream corridors. These include both the Plum Creek Drainage in extreme eastern Will and southern Cook counties, and the Thorn Creek Drainage in southern Cook County. We recommend that the project proponent consider opportunities for expanding and enhancing eastern massasauga habitat as this South Suburban Airport project progresses.

Letter Codes

SF0004

13-3 Comment

Update the inventory of grassland bird species within and adjacent to the inaugural plan boundary.

Letter Codes

SL0022

13-4 <u>Comment</u>

The area of the proposed airport is also in the direct path of migrating birds...some of which are on the endangered list. I'm sure those birds will not change their routs to accommodate an airport.

Letter Codes

SP0113 SP0169

13-5 <u>Comment</u>

Will County is listed as having over 50 different species of plants and animals that are endangered or threatened.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

13. Endangered and Threatened Species

13-6 **Comment**

The Service [FWS] concurs that there are not any occurrences of Federally listed endangered or threatened species within the Will County site. The previously issued EIS included adequate discussion of species of concern and state-listed species.

Letter Codes

SF0004

13-7 <u>Comment</u>

In general, an attempt must be made to assess the impacts of the project on endangered species that depend on surface waters in the region.

Letter Codes

SP0165

13-8 <u>Comment</u>

The IDOT's Phase I Engineering Report says, " A few State endangered or threatened species are known to exist within the project area, mostly during migration. State endangered and threatened reptile species are known to exist outside the project boundary in Goodenow Grove Nature Preserve." (p. 48) The Draft EIS omits mention of state endangered species that would be affected by the Will County Alternative (3-26) and neglects to mention that the airport scenario envisions migratory animals being confined to a 200 foot wide perimeter path (shared with bicyclists and hikers).

Letter Codes

SP0187 SP0189

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

14. Wetlands

14-1 <u>Comment</u>

EIS needs to address environmental issues such as wetlands and wetlands mitigation in the area.

Letter Codes

SF0004 SL0001 SL0008 SL0012 SL0031 SL0033 SL0050 SP0174

14-2 <u>Comment</u>

The airport impacts would include over 180 acres of wetlands and 7 miles of streams paved over.

Letter Codes

SL0016 SL0028 SP0136

14-3 <u>Comment</u>

According to IDOT, the proposed airport will roll over more than 245 acres of wetlands, which have been home to many regional species. The proposed plan would also alter 1,225 acres of flood plain, and force the relocation of 13 miles of stream channel, much along the tiny Rock Creek.

Letter Codes

SF0005 SL0028 SP0136

14-4 Comment

Impacts to wetlands-In order to determine, under section 404 of the Clean Water Act, that the least damaging practicable alternative is selected for implementation, we will need a clear description of the amount, type function and quality of wetlands in the area. additionally, we expect that FAA would document efforts to avoid and minimize wetland losses, and include conceptual plans for how they plan to mitigate for unavoidable losses to wetland impacts in the EIS.

Letter Codes

SF0008 SS0007

14-5 **Comment**

Your analysis should reflect the fact that the jurisdiction of the Army Corps of Engineers has been substantially curtailed in the protection of "isolated" wetlands, and that no state or local programs are currently in place to provide protection for these areas.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

15. Farmlands

15-1 <u>Comment</u>

EIS needs to address agricultural and farmland loss and it's fiscal impacts on all taxing bodies.

Letter Codes

SL0001 SL0050 SP0109 SP0111 SP0113 SP0125 SP0141 SP0174

15-2 <u>Comment</u>

Do you think our loyal farmers like the Deutsche's, Rudies' and the Ogalla's are going to sit there meekly and let the state do as they please? I'm sure they're going to fight and they have the support of the rest of us "mini-farmers."

Letter Codes

SL0046

15-3 Comment

The high cost in destroying the farmland of this community and nation in exchange for a low productive resource is not a judicious investment nor does it make for good public policy.

Letter Codes

SF0003 SP0041 SP0044 SP0045 SP0052 SP0109 SP0119 SP0169

15-4 Comment

Please, leave the valuable farmland the way it is, future generations will thank you.

Letter Codes

SP0014 SP0026 SP0033 SP0136 SP0152 SP0169 SP0170

15-5 **Comment**

The new infrastructure to handle the traffic and new businesses that help service the airport needs will create a loss of farmland that will forever change the landscape of this rural community.

Letter Codes

SL0012 SL0016

15-6 **<u>Comment</u>**

If the airport is not built what happens to the land that is currently purchased? Does it remain in farmland or does the State or Federal level have authority to build a different project?

Letter Codes

SL0012 SL0015

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

15. Farmlands

15-7 **Comment**

Not all of the land that is the airport project will be developed and this would and should provide an opportunity to place 5-6,000 acres of this land into agricultural preservation. This would also provide a buffer zone for noise and provide an opportunity to keep agricultural production in this area.

Letter Codes

SL0012

15-8 <u>Comment</u>

We are concerned with the loss of farmland. This project threatens farming and rural life.

Letter Codes

SL0003 SL0012 SL0016 SL0021 SL0028 SL0060 SP0107 SP0136 SP0141 SP0180

15-9 <u>Comment</u>

To this region, farming is a billion dollar industry; and in ten years, it could be worth more to the economy in this area than an airport and its cost to taxpayers.

Letter Codes

SP0116

15-10 **Comment**

Need to consider an appropriate mix of retained farming activity and restored prairie habitat in areas not covered with impervious surfaces.

Letter Codes

SL0029 SL0069

15-11 Comment

Agricultural lands identified for protection by the State of Illinois and county governments should be retained wherever possible. Displaced soils should be considered for use as mitigation in locations where prairie restoration is underway or where community gardening is being promoted.

Letter Codes

SL0029

15-12 <u>Comment</u>

As far as paving over some 15,000 acres of our very best farmland, what is that going to do for global warming?

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

15. Farmlands

15-13 **Comment**

The IDOT in the past has estimated the proposed airport would eliminate about 95 operating farms, covering 3,818 acres of prime farmland. Altogether, the proposed Peotone airport and accompanying development (residential and business) is expected to take up to 60,000 acres, 20 percent of Will County's farmland. It also could displace approximately 2,400 residents, 1,010 households, and 19 businesses.

Letter Codes

SF0005 SP0063

15-14 **Comment**

Agricultural areas do not coexist in any proximity or close proximity to airports.

Letter Codes

SL0060

15-15 <u>Comment</u>

You would ruin thousands of acres of good farm ground - irreplaceable. Remember, you like to eat and you do not get your good from the grocery stores. It comes from the farms. NO FARMS-NO FOODS.

Letter Codes

SP0160

15-16 **Comment**

How will the top rated prime soils, located along Blackwalnut Creek be affected? Will these prime high producing areas be farmed or will they be converted to stormwater retention, wetlands, or conservation areas?

Letter Codes

SL0064

15-17 **Comment**

The area does not need urban sprawl here. Soil has been and should continue to be conserved.

Letter Codes

SP0161

15-18 **Comment**

Think about the loss of food crops that will be GONE FOREVER by paving over this productive proposed airport site; and, as far as I know, there is no master plan for the airport by the State.

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

15. Farmlands

Letter Codes SP0162

15-19 **Comment**

The Rudis farm is the fourth largest in the state of Illinois. I really don't understand why they chose to put the one runway right on that farm. I believe that if they're going to do it, please conserve the farm. We already expended state and federal monies through USDA for the project.

Letter Codes

SP0150

15-20 Comment

We will need more farmland and more skilled use of the land to be able to provide better food without the use of pesticides and herbicides.

Letter Codes

SP0172

15-21 Comment

It will be covering useful farmland and evicting small family farms which are both rapidly disappearing in this country.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

16. Energy and Natural Resources

16-1 Comment

It is important to know the impacts on our natural resources.

Letter Codes SL0009

16-2 <u>Comment</u>

Consider meeting electrical demands of the airport through the use of gas turbines supplied by methane gas extracted from the adjacent closed landfill.

Letter Codes

SL0017 SL0036

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

17. Light Emissions

17-1 <u>Comment</u>

Light pollution caused by an airport will be another grave detriment to the quality of life here.

Letter Codes SP0017

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

18. Solid Waste Impacts

18-1 <u>Comment</u>

EIS needs to address environmental issues such as waste disposal in the area.

Letter Codes

SL0001 SL0008 SL0050 SP0162 SP0166

18-2 <u>Comment</u>

We would like the FAA and IDOT to explore the possibility of a regional sewer service system, exploring all alternatives for both the airport and the incorporated areas around the airport.

Letter Codes

SL0008 SL0035 SL0051

18-3 <u>Comment</u>

Need to address presence of existing and abandoned waste disposal sites. The EIS should include an audit of disposal sites and identify measures to safely remove contaminants or seal them onsite.

Letter Codes

SL0029

18-4 **<u>Comment</u>**

The estimated 3.5 million pounds of hazardous and industrial waste to be produced annually by the airport itself pose a danger to both the environment and potable water supplies.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

19. Construction Impacts

19-1 <u>Comment</u>

While the DNR has no reservations about the acquisition of land for the project, we remain concerned about the primary and secondary impacts of the construction and operation of the supplemental air carrier airport.

Letter Codes

SP0010 SS0004

19-2 <u>Comment</u>

The staggering cost of Peotone construction offers a \$400 million price tag that rises to a \$4.9 billion with later expansions and will result in a one runway structure not able to serve this region's aviation needs.

Letter Codes

SF0003

19-3 <u>Comment</u>

Construction traffic patterns need to be more detailed.

Letter Codes

SL0026 SL0035

19-4 <u>Comment</u>

Need to identify an effective control program for erosion and sediment runoff during construction. This control must identify maintenance, inspection, and enforcement provisions which will ensure compliance with the recommended control program in any eventuality and should identify minimum design and operation standards for soil stabilization and sediment control techniques.

Letter Codes

SL0029

19-5 <u>Comment</u>

During construction, will the integrity of the drainage systems be maintained to the outlets in the Kankakee River?

Letter Codes

SL0031 SL0033

19-6 <u>Comment</u>

The use of rail for construction materials is more feasible alternative or the construction of a roadway directly off of I-57.

Letter Codes

SL0035

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

21. Public Involvement

21-1 **Comment**

We desire to be involved on the airport design, EIS process, regular presentations, and review sessions.

Letter Codes

SL0008 SL0009 SL0014 SL0037 SL0051

21-2 <u>Comment</u>

We need to make sure that the rural community and local government has some protection and say in this huge decision that will affect and alter the lives of residents forever.

Letter Codes

SL0012 SL0015

21-3 Comment

All communities and taxing bodies impacted by the development of the SSA need to be continually updated on any studies and/or projections relating to the impacts their municipalities will incur as a result of the development of an airport. All plans should be reviewed by all communities impacted by the proposed project prior to being adopted.

Letter Codes

SL0014 SL0029 SL0059

21-4 Comment

The people most affected who live on the site have never had an opportunity to register their vote as a group - only when lumped together with other voters who are not directly affected and do not live nearby.

Letter Codes

SP0160

21-5 **Comment**

Landowners of rural homes and farms were called to one public meeting at which, when assembled, a local developer entered the meeting gleefully waving a blueprint; this was the manner in which they were informed of what had been planned for their land which was going to be taken from them. I have seen this and what it does to very durable people.

Letter Codes

SP0163

21-6 <u>Comment</u>

In a related concern why, in fact, has there never been a public hearing in Peotone itself? I think the decision to not sponsor a single hearing in Peotone, Beecher or Monee was unfortunate.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

21. Public Involvement

Letter Codes SP0169

21-7 **Comment**

Will County government has established the Will County Airport Coalition to represent the interests of our townships, communities, business, and other agencies interested in and affected by the development of the airport.

Letter Codes

SL0067

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

22. Cost Considerations

22-1 <u>Comment</u>

RESERVED

Letter Codes

22-2 <u>Comment</u>

Since 9/11, the economy has suffered, O'Hare is estimated to be in billions of dollars, and local and state governments are struggling with large deficits. Developing another expensive airport is fiscally irresponsible.

Letter Codes

SL0016

22-3 Comment

Immediately cease further development and spending of the facility at Peotone. Divert the funds to study connecting the five existing Chicago regional airport with a rail network, allowing the efficient and effective movement of travelers and residents in the region.

Letter Codes

SL0016

22-4 Comment

Funding for offsite improvements (for example, roads) are necessary for a successful airport.

Letter Codes

SL0035

22-5 Comment

This is a tragic error to build and then have to subsidize this airport.

Letter Codes

SL0024

22-6 <u>Comment</u>

Private companies have come forward and have indicated a desire to build this airport privately, which means no federal, state, or local money. And I think that somebody willing to put up \$3 to \$600 million indicates that there is a need for the airport.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

22. Cost Considerations

22-7 **Comment**

The state and federal government said they have no money for people like my daughter, Linda with cerebral palsy and epilepsy, but have money to waste on this stupid airport. Put the money where it's needed.

Letter Codes

SP0132

22-8 Comment

Chose a development type, private or public, before affixing a plan design. There is no doubt that where profits flow is a very big issue to all stakeholders.

Letter Codes

SL0017 SL0036

22-9 <u>Comment</u>

Consider long-term leasing of land from present owners as an option to purchasing to reduce the front-end loading the development costs.

Letter Codes

SL0017 SL0036

22-10 Comment

At \$20,000 per acre to the developers, cost of purchasing this land to build the airport would be cost prohibitive (providing of course that just compensation would be provided during acquisition by the state of Illinois).

Letter Codes

SP0176

22-11 Comment

Why does the State of Illinois want to spend a lot of money to duplicate what they've got at the Greater Kankakee Airport?

Letter Codes

SL0003

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-1 <u>Comment</u>

A subsequent Tier EIS needs to identify how the public will be fairly compensated for the loss of the natural and outdoor recreation resources, through avoidance, minimization, mitigation, compensation, protectection and replacement of open space and outdoor recreation lands.

Letter Codes

SP0010 SS0004

23-2 <u>Comment</u>

It is very important for the County to provide significant input to the planning and the development of the Airport to best represent our citizens.

Also, to be directly linked to the work that FAA and IDOT are performing so that we [the County] can be part of the decision-making processes and insure that local plans are coordinated and integrated in to airport plans.

Letter Codes

SF0002 SL0009 SL0015 SL0019

23-3 Comment

It is necessary that the Tier 2 EIS scope of work includes and addresses the environmental consequences of adversely impacting existing airspace for GCA, Midway, and O' Hare. There is a strong belief that the airspace required to operate the newly proposed airport conflicts with the airspace needed for continued operation by existing airports.

This situation represents a threat to our [Gary/Chicago Airport] ability to continue to expand and to meet the air service needs of the residents. These impacts also place long term restrictions on the growth and expansion of the Gary/Chicago airport.

We are concerned that an existing/operation airport is being told by the FAA that our operations will be impacted and restricted by an airport that only exists on paper. These are actions of environmental and economic injustice and we await you specific mitigation of such.

The FAA states that alternatives must provide safe and efficient airspace operations. Yet Peotone takes away full use of our existing airspace and threatens our goal of efficiency and long term sustainability.

This issue requires a comprehensive review and documentation that the proposed airport in no way adversely impacts or harm existing airports airspace.

We propose the scope identify and address any necessary restructuring to assure the viability and long term future of Gary/Chicago IA.

Letter Codes

SF0003 SL0053 SP0176 SS0006

23-4 Comment

If this were a legitimate environmental study by the FAA, the EPA would be involved.

Letter Codes

SP0007 SP0121

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-5 **Comment**

Is the final decision whether or not to build the airport in the hands of Washington, Springfield or both? Is there a timeline for a final decision on the building of an airport in our area?

Letter Codes

SL0015 SP0139

23-6 Comment

The Forest Preserve District of Will County requests the issues and elements of Resolution No. 00-37 and MOU #03-01 be included in the Tier 2 scoping.

Letter Codes

SL0023

23-7 Comment

It is important that the Tier 2 EIS avoid the major foundational errors that the Tier 1 EIS made: adopting an impermissibly narrow statement of purpose and failing to consider a very reasonable alternative. We urge the FAA to ensure that the Tier 2 EIS avoids these pitfalls.

Letter Codes

SP0108 SP0130

23-8 Comment

We urge the Tier 2 EIS to examine carefully the negative environmental effects that the proposed inaugural airport and its induced growth would cause.

Letter Codes

SL0069 SP0108 SP0130

23-9 **Comment**

The State of Illinois fully supports this process and looks forward to being a key sponsor in the development of this airport.

Letter Codes

SS0005

23-10 **<u>Comment</u>**

I request that in the environmental impact statement process, you ask for great assistance in your determination from the US Fish and Wildlife Service and from the Illinois Department of Natural Resources.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-11 Comment

I think the FAA and everybody that's been involved in this is to be commended for the planning that they've done.

Letter Codes

SP0120 SP0153

23-12 Comment

I would also like to discuss how the State views the SS Airport as it relates to the OMP. The Governor, the speaker of the House, members of Congress and the Illinois General Assembly have all stated the success of the State is partially based on the OMP...progress of the environmental and design studies for the OMP should take precedence in the process. The State believes these two projects should be kept separate. While we understand that there may be common elements, these should be coordinated and there should be no combination of studies. The combination of the studies we believe would most likely delay both projects with probable negative impacts.

Letter Codes

SS0005

23-13 Comment

We are now in the two-year FAA and IDOT process of developing an Airport Master Plan and Tier II EIS. Today's hearing is important, because it shows the commitment of the FAA to continue progress on this project. I urge swift completion of this phase of planning so that the locally led effort to build this airport may continue to move forward.

Letter Codes

SF0001 SF0007

23-14 Comment

I would also ask that you pay specific attention to the issues of airspace impact and ground access.

Letter Codes

SF0003

23-15 <u>Comment</u>

The FAA should require IDOT to rewrite and resubmit the entire environmental assessment pertaining to a one runway airport they are not requesting to build. The prior environmental assessment and the FAA's EIS was based on a six runway airport. The resulting impact, especially concerning economic development, would be very different for a one runway airport.

Letter Codes

SP0105 SP0136

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-16 Comment

The analysis still relies on data from the Chicago Airport Capacity Study from 1986 and the Illinois-Indiana Regional Airport study. This information was collected in 1991, and is now 2 years older than when we first commented on the outdated gualities of the data. The State of Indiana continues to object to the use of old data in the Tier 1 EIS and the lack of thorough investigation of whether existing facilities can meet future capacity requirements. This thorough assessment of need must now be included in the Tier 2 study.

Letter Codes

SP0187 SP0189

23-17 Comment RESERVED

Letter Codes

23-18 Comment

It is critical that the TIER 2 EIS assess potential conflicts with existing airport airspace for Gary/Chicago, O'Hare, and Midway Airports. Preliminary analysis has shown the very real potential for operations at the new airport to interfere with operations on Runway 2 at Gary/Chicago. Potential impacts to all approaches to Gary/Chicago must be evaluated in this phase of the study.

Letter Codes

SS0006

23-19 Comment

The state of Indiana has consistently stated that the need for the so-called SSA has not been adequately established. Current and planned developments at existing airports in the region (Gary/Chicago, O'Hare, and Midway) have not been sufficiently studied to determine if changes in these facilities can alone handle the air travel demands of the region. This has become even more apparent as progress on the O'Hare Modernization program since the publication of the Tier 1 EIS (FEIS) for the South Suburban Airport makes some basic assumptions in the alternative section of the Tier 1 FEIS obsolete.

Letter Codes

SP0187 SP0189

Comment 23-20

The FAA should guestion the validity of IDOT's enplanement projections.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-21 <u>Comment</u>

The FAA should re-evaluate and dismiss the entire Environmental Assessment submitted by IDOT. There is strong reason to believe that the previous State of Illinois administration indulged in manipulation, distortion, and falsehood in promoting the South Suburban Airport Project.

Letter Codes

SP0105

23-22 Comment

Former Governor George Ryan has been indicted on various corruption charges. He was the major promoter of the Peotone airport for four years. There is reasonable suspicion that data given to the FAA to evaluate, as well as the process utilized by the State of Illinois under his administration is tainted by corruption. Therefore, the work submitted to the FAA during his administration is of questionable validity, and the FAA should require the current governor to resubmit the work. It was Governor Ryan who made a mockery of the FAA by ordering the purchase of land prior to FAA Tier 1 record of decision. This is but one example of the lack of respect the Governor had for the FAA process.

Letter Codes

SP0105

23-23 <u>Comment</u>

If the FAA suspects any impropriety concerning the promotion of the South Suburban airport, it is the duty of the FAA to contact U.S. Attorney Patrick Fitzgerald, and disclose such suspicions.

Letter Codes

SP0105

23-24 <u>Comment</u>

As this project progresses and planning becomes more refined and specific, we [US-EPA] would appreciate the opportunity to work with the FAA on providing additional, more specific guidance as it relates to this project.

Letter Codes

SF0008

23-25 <u>Comment</u>

Secret meetings plan takings which owners do not know of until it is done. I have seen people involved in this kind of situation lose their sense of self-reliance and of self-confidence as a result of their homes and property being removed from their ownership.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-26 <u>Comment</u>

As scoping progresses, EPA will look to FAA for clarification in the following areas: relationship between the OMP to SSA. At the time of scoping of the Tier 1 EIS for SSA, EPA was under the impression that the Tier 2 EIS would, in part, address the question of how and where the region's aviation capacity is going to be developed. Given the fact that the OMP is also progressing at this time, questions remain about whether both proposals (OMP and SSA] are proceeding to address the same need. EPA has brought this issue up during the O'Hare scoping process; it is also relevant here in this analysis. We believe that FAA will need to explain what the relationship between this OMP EIS and the Tier 2 EIS for SSA would be. We believe FAA should discuss to what extent these airports fulfill the same need. How each airport would fit into the regional aviation system is an important consideration. A key aspect of this issue is forecasting future aviation enplanements, especially future commercial aviation needs. We believe the forthcoming EIS should focus on how the Terminal Area Forecasts (TAF) are generated for a not-yet-existing airport.

As we have stated during the O'Hare scoping process, we believe it is imperative for the FAA to use forecasts for SSA that are reasonable and consistent with forecasts that are being used for the O'Hare EIS. It is important for the FAA to show that both sets of forecasts are reasonable and justified.

Alternatives: EPA believes that alternatives analysis is critical to the evaluation of social and environmental impacts. Clearly, environmental and social impacts, including residential and business relocations, will be quite high from this project. It is very important to conduct a full, substantive evaluation of project alternatives in order to avoid and/or minimize as many of these impacts as possible. We anticipate that a large part of this alternatives analysis process will focus on alternative inaugural airport development options. We would like to see the DEIS identify the minimal amount of airfield and landside facilities needed to address the purpose and need for the project.

Letter Codes

SF0008

23-27 <u>Comment</u>

The impacts to land, air, and water resources from turning a largely rural area with valuable ecological assets into a region dominated by suburban sprawl are massive, irreversible, and demanding of an honest and thorough assessment.

Letter Codes

SP0165

23-28 <u>Comment</u>

The Tier 2 EIS must encompass a wide enough geographical area and range of issues to estimate the impacts of converting, over time, virtually all of Will and Kankakee counties, from largely rural and open landscapes into urban and suburban ones.

Letter Codes

SP0165 SP0184 SP0191

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-29 <u>Comment</u>

The long-range impacts would likely extend beyond even these borders, encouraging or accelerating sprawling development in Iroquois, Ford, Livingston, and Grundy counties in Illinois, and Indiana counties to the east. There will also be impacts on southern Cook County. Please interpret the project area to include all of these counties.

Letter Codes

SP0165

23-30 Comment

Mr. Rewerts the cost will be enormous if skewed reports are given to the final decision makers. Please make sure the Environmental Protection Agency gets their due on this issue. There is no need for biased reports from an engineering concerns that are only looking to gloss over the fact that this will be an environmental disaster in the years to come.

Letter Codes

SP0167

23-31 Comment

Neither the alternatives nor the environmental costs have been adequately dealt with in any previous planning conducted by the Illinois Department of Transportation.

Letter Codes

SP0187 SP0189

23-32 Comment

This airport should be considered the 6th airport in a strongly linked socioeconomic and geographic area, not a 3rd airport. Considering this existing five airports, versus two airports, will change the results of your study in many areas.

Letter Codes

SP0187 SP0189

23-33 Comment

The capacity and on-time improvements resulting from the implementation of new air traffic control procedures, collaborative decision-making processes, and airspace technology, should be used to determine the region's updated slight and passenger capacity.

Letter Codes

SP0187 SP0189

23-34 **Comment**

Why is this not put before the people for a vote? I would like to know that.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

Letter Codes

SP0170

23-35 <u>Comment</u>

The extra security problems that must be addressed now indicate that mid-sized airports better serve our air travel needs.

Letter Codes

SP0172

23-36 **Comment**

Is Midewin included in the Environmental Impact Study area for the proposed airport?

Letter Codes

SP0177

23-37 **Comment**

The TIER I EIS documented severe impacts from a fully developed airport at Peotone, additional analysis in the TIER II EIS is needed.

Letter Codes

SP0178

23-38 **Comment**

According to the Record of Decision for the Tier I EIS, "determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site" (p. 5). All that has been determined to date is that the site at Peotone is "technically and environmentally feasible" (p. 5).

Letter Codes

SP0178

23-39 **Comment**

There is a very real danger, though, that the multi-tiered analysis of Peotone may allow the fundamental issues - the need for, alternatives to, and environmental impacts of a large airport in Peotone - to fall between the cracks. The Tier I study came to the mundane conclusion that if the FAA approved the State of Illinois' plan to purchase land without changing its use then there would be no significant impact. Once can envision a scenario under which a Tier II study concludes that an inaugural airport has little impact, and a Tier III study concluding that the only viable alternative for constructing a full-scale airport is at the site where the inaugural airport was built. In essence, the inaugural airport would be the proverbial "camel's nose under the tent" for a full-scale airport at Peotone.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

23-40 **Comment**

We call on the FAA to take into consideration the potential for a proposed full-scale airport at Peotone during the Tier II EIS, rather than addressing issues related only to an inaugural airport.

Letter Codes

SP0178

23-41 Comment

The FAA is preparing a draft environmental impact statement for the modernization of O'Hare airport to increase its capacity, thus dramatically changing the finding from the Tier I EIS that this alternative "is not yet ripe for environmental review" (Tier I EIS, page 3-10).

Letter Codes

SP0178

23-42 <u>Comment</u>

We call on FAA to carefully consider the air quality impacts of the full-scale Peotone airport, and the additional highways outlined above, as part of this Tier II EIS. Sierra Club v. U.S. DOT, 962 F.Supp. 1037, 1045 (N.D. III. 1997).

Letter Codes

SP0178

23-43 <u>Comment</u>

Before this plan goes any further, everyone should sit down and consider all the problems we face in transportation and consider all the solutions. Then we should come up with a wise and long range plan, not some idea dreamed up by politicians and developers to boost our local economy.

Letter Codes

SP0181

23-44 **Comment**

The inaugural site and the proposed ultimate site are Will County jurisdiction and it is both our desire and responsibility to see that the development is done in a manner that meets the needs of the County and region, and is done in the best interests of our citizens. We desire to be directly linked to the work the FAA and IDOT are performing so that we can be part of the decision-making processes and insure that local plans are coordinated and integrated in to airport plans. We desire to know the impacts on our natural resources, the needs and costs associated with transportation infrastructure and utilities, the impact on our tax-base, to insure on-site/off-site land-use compatibility, to be aware of noise impacts and mitigation measures, to have input in the design and lay-out of the airport facilities, and to know the justifications behind proposed airport size.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

23. EIS Process and Scope

Letter Codes

SL0066 SL0067 SL0068

23-45 <u>Comment</u>

We [EPA] consider this a very significant project for our region. We are prepared to work with you as the project progresses to ensure that environmental impacts are fully evaluated and minimized and that the appropriate alternatives are considered. If FAA envisions a more specific role for EPA in the development or review of this EIS, please let us know. Because of the significance of this project, we would appreciate any details that you can share regarding major project milestones, review time limits, and other expectations that you have of us.

Letter Codes

SF0008

23-46 Comment

The decision has long ago already been made to push ahead with this unwanted, unneeded airport.

Letter Codes

SP0023

23-47 **Comment**

There appears to [be] a consensus to build this airport. While there is discussion on how best to build the airport, it is just that, discussion on how to bring the airport to an opening quickly. There are however those who would rather leave this area as it is now. The concerns of these people who are against the airport should not be taken lightly, and we believe that the process we are embarking on will address the issues fairly and adequately.

Letter Codes

SS0005

81

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

24. Quality of Life

24-1 **Comment**

What plans have been made to study and address the toxic chemical load and its effects on health and the surrounding environment?

Letter Codes

SP0006

24-2 Comment

We feel that building an airport in Peotone and the surrounding communities would irreparably harm the quality of life in this area for generations to come.

Letter Codes

SP0017 SP0046 SP0049 SP0055 SP0057 SP0067 SP0131

24-3 **Comment**

The (Tier 1) DEIS recognized in the Cumulative Impacts Section that the projected population increases would likely require expanded recreational facilities and open space. However, no strategy is provided as to how local and state agencies are to meet this need or through what means this would be possible. The (Tier 1) DEIS does not address how the public will be fairly compensated for the loss of natural and recreational resources.

Letter Codes

SL0023

24-4 <u>Comment</u>

Don't spoil our land. No airport.

Letter Codes

SP0118

24-5 **Comment**

I come before you as a supporter of increasing the aviation capacity of the Chicago region, both through expansion of Chicago-O'Hare airport and by building the planned Will County South Suburban Airport. I represent the entire footprint of the proposed airport as a Representative of the 11th Congressional District.

Our region, and Will County in particular, are experiencing tremendous population growth, In fact, Will County will become the second most populous county in Illinois by 2025. The Proposed airport is needed sooner rather than later to accommodate the aviation needs of the region. The IDOT forecasts by 2010, the regional demand for air travel will increase by 17.8 million passengers. It is appropriate and timely to prepare now and build the inaugural airport before the surge in demand comes at the end of the decade.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

24. Quality of Life

24-5 **Comment**

The environment would be impacted tremendously. Compare the area around O'Hare to this area. Do you want to ruin this area too as has been done there?? We know why Elk Grove Village and Bensenville are pushing this airport so hard. They have had enough of the bad effects of O'Hare and want to shove their problems here on us. We do not want it as more and more NO AIRPORT signs going up in this area point out.

Letter Codes

SP0160

24-6 **Comment**

I come to you today and say could you please consider the impact that this is having on all of the families who moved out here who have so much pride in our community.

Letter Codes

SP0146 SP0163

24-6 <u>Comment</u>

We are concerned with a bird's nest being disturbed, a cat caught in a tree or a dog appearing to be without a home.

Letter Codes

SP0146 SP0163

24-7 **Comment**

In your meetings no cause is greater than righteousness and justice. What others on your committee are urging cannot manipulate you from doing what is right. Anything can be presented as being for the common good; do not overlook the right of the minority view.

Letter Codes

SP0163

24-8 <u>Comment</u>

We're going to need fresh air and the quality of lives and a cleaner environment, and we need to preserve it.

Letter Codes

SP0158

24-9 **Comment**

According to the Chicago Tribune (12/04/03), airport supporters at the December 3 public heating argued that "any adverse environmental impact would be more then offset by the economic benefits reaped by the south suburbs." By that statement, the supporters are now conceding that there are environmental impacts (and likely conceding quality of life issues, too) associated with this proposal.

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

24. Quality of Life

Letter Codes SP0169

Comment 24-10

There should be no compromise regarding an airport at Peotone, Illinois; people on either side of the issue can understand that any compromise is a step towards further "inching" and attempted negotiations. There is a need for agricultural space and there are people who feel a need for open space; some people for urban areas; neither should dominate all space. The United States was founded with consideration of both the majority and the minority. Defense of the rights of the owners of the land of the area should be understood. This land belongs to someone; it is not for sale; you do not covet and take what belongs to someone else.

Letter Codes

SP0163

24-11 Comment

Other people's thoughts, wishes or poll-taking should not be put before the public as credible for any proposed taking of land belonging to someone else.

Letter Codes

SP0163

24-12 Comment

I am very concerned with anyone imposing over another's property rights. Some very courageous people came here in three little ships a long time ago to establish new homes, live in peace and hoping to not be uprooted again.

Letter Codes

SP0163

24-13 Comment

Everyone needs open space and the solitude it provides near to them, not just at some distant place.

Letter Codes

SP0163

24-14 Comment

There are people who love the land they live on, their relationship to it and their home in a rural setting often the home of an ancestral farm. These need to be respected and valued by all of us for the sense of permanency and security they provide for our country.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

24. Quality of Life

24-15 **Comment**

Our seniors can't afford Medicare and health care, homelessness and hunger amongst the working poor. Programs are cut, jobs are lost and to add to all these problems, millions of dollars are being wasted on a project that is being shoved down our throats.

Letter Codes

SP0170

24-16 Comment

Sprawl is expensive and drains us of the time and resources to improve the quality of our lives.

Letter Codes

SP0172

24-17 **Comment**

The environmental effects of the proposed Peotone Airport project on our area would be devastating: air and water pollution, traffic and noise alone would be bad enough, but we have another vital concern: flood control and infrastructure development.

Letter Codes

SL0027

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

25. Floodplains

25-1 **Comment**

EIS needs to address environmental issues such as floodplains. Including the need to address adequacy of the existing floodplain mapping, avoidance of non-appropriate uses, and compensatory storage and mitigation for necessary modifications.

Letter Codes

SL0001 SL0008 SL0029 SL0050 SP0133

25-2 <u>Comment</u>

What impact to the size and location of floodplains will occur with more often peak flow discharge from SSA?

Letter Codes

SL0031 SL0033

25-3 **Comment**

Flood Plains? Where will all of the solids from the treatment plant go?

Letter Codes

SP0168

25-4 **Comment**

In the airport footprint area, if these drain tiles are disturbed, there's no way of knowing what effect they're going to have on site of this drainage area.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

26. Environmental Justice

26-1 **Comment**

The Tier I EIS notes the impacts associated with job and population growth in the area surrounding Peotone, it fails to address the corresponding loss of people, jobs, and tax revenues for other areas in the Chicago metropolitan region. These impacts are likely to be quite significant. Moving 400,000 people to the Peotone area who would otherwise live, work, and pay taxes in other parts of the metropolitan region could prove devastating to Chicago and its inner ring suburbs. In particular, the Tier II EIS should examine the environmental justice impacts on such a massive emigration.

Letter Codes SP0178

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

27. Surface Transportation

27-1 <u>Comment</u>

EIS needs to address Transportation infrastructure needs and costs, including construction routing.

Letter Codes

SF0003 SL0001 SL0009 SL0019 SL0050 SP0004 SP0048 SP0166

27-2 **Comment**

Please add the following concern for your consideration. The need to include an east side entrance into the airport for customers.

We are of the opinion that a substantial portion of the market demand for the airport will come from northwest Indiana. Limiting access to the west side of the airfield will increase drive times and may reduce demand to some extent. There will also be potentially more economic benefit to the south suburbs if an eastern access were included.

Letter Codes

SL0004 SL0013 SL0035 SL0042 SL0048 SL0054

27-3 Comment

Provide for necessary infrastructure as a result of the airport and the construction of the airport. Congestion mitigation on local roads and existing highways will cost billions of additional dollars, particularly if the extension of I-335 will be required to handle traffic from the western suburbs and Indiana.

Letter Codes

SL0004 SL0013 SL0017 SL0026 SL0036 SL0042 SL0048 SL0054 SP0010 SP0173

27-4 **Comment**

Arrangement for the excessive use of township roads as a result of the airport.

Letter Codes

SL0004 SL0042 SL0054

27-5 <u>Comment</u>

Need to identify and develop a plan for building the local infrastructure to accommodate a project of this magnitude.

Letter Codes

SL0005 SL0049

27-6 <u>Comment</u>

EWCCM desires to know the impacts of the proposed airport on their communities as early as possible. Impact information sought by the EWCCM includes transportation (especially impacts on local roadways during construction and after).

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

27. Surface Transportation

Letter Codes SL0008

Comment 27-7

Will bike trails be provided for rural roads affected by a likely increase in traffic load? These roads are now safely used by cross-country and recreational bicyclists. It is unlikely that safety can be maintained without reconstruction and the inclusion of bike paths.

Letter Codes

SL0026 SP0010 SP0021

27-8 Comment

We request continuous bike path encircling the airport perimeter with connections to the east, west, north, and south, plus access to the airport proper. In addition, bicycle access to the terminal buildings and work areas are needed.

Letter Codes

SP0021

27-9 Comment

What is the long-term plan for ground access to this site from the Chicago urban area and will the environment and economic issues related with these ground access improvements be addressed?

Letter Codes

SL0019 SL0053 SL0068

27-10 Comment

How would NW Indiana roads be affected by increased auto and truck traffic, both during and after construction? What are the estimates for increase in traffic? What would be the funding mechanism for making expected road improvements? What are the responsibilities of local, state, and federal governments for funding road improvements?

Letter Codes

SL0025 SL0027 SL0032

27-11 Comment

How would the area be affected by future mass transit needs? Will mass transit agencies be involved in planning for mass transit to and from the airport? What funding mechanisms would fund needed mass transit?

Letter Codes

SL0017 SL0025 SL0036 SL0068

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

27. Surface Transportation

27-12 **Comment**

Plans for rail access should be made explicit in the layout plan and the EIS. It should be easily accessible and convenient so as to maximize public transportation ridership to the proposed airport.

Letter Codes

SL0029

27-13 Comment

The proposed east/west access road will cause negative impacts by shielding off the Village of Monee.

Letter Codes

SL0034

27-14 **Comment**

Plan for multiple access sites to the terminal gate area via light rail. It is cheaper to build and requires less land to operate on than conventional highways.

Letter Codes

27-15 Comment

Include repairs to Beecher-Peotone Road.

Letter Codes

SL0040

27-16 <u>Comment</u>

With highway connections that include I-90, I-80/94, I-65, US 12 and US 20, the Gary/Chicago IA offers convenient access to the entire Chicago Metro area.

Letter Codes

SF0005

27-17 **Comment**

To access the "inaugural" site will require further insults to the environment in the form of additional highways, service roads, widening of existing roads, paved lots and the like.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

27. Surface Transportation

27-18 **Comment**

Please include in your analysis all projected expansions to interstate highways and arterial roads necessitated, encouraged, or accelerated by the project.

Letter Codes

SP0165

27-19 **Comment**

The impact of highway infrastructure planned for the ultimate airport needs to be fully considered. For years, the IDOT and the Illinois Toll Highway Authority have advocated the construction of an extension of I-355 to Peotone specifically for the purpose of serving the proposed airport. In addition, the Chicago Area Transportation Study's 2030 Regional Transportation Plan for Northeastern Illinois identifies several recommended projects whose purpose is to serve an airport at Peotone. The environmental impacts of all these proposed road improvements should be examined in the Tier II EIS.

Letter Codes

SL0068 SP0178

27-20 <u>Comment</u>

The study needs to investigate what staging of roadway network closures, maintenance, and upgrades are required during the various construction phases, including land acquisition.

Letter Codes

SL0068

27-21 Comment

The existing roadway network needs to be studied for impact caused by closures to the system. This should include what improvements would need to be made to remaining operation system and sources to finance improvements.

Letter Codes

SL0068

27-22 <u>Comment</u>

The study must address what secondary cumulative impacts caused by the airport development within and surrounding buffer zone will have on existing transportation system including upgrades.

Letter Codes

SL0068

27-23 **Comment**

Interstate 57 and an existing railroad are very close to the Greater Kankakee Airport and would be assets for expanding this airport.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

27. Surface Transportation

Letter Codes SL0003

<u>Comment</u> 27-24

When this airport is built I will have some roads on the north end of the property that I will not be able to serve because the access is cut off by the property itself. These residents will not have the service they have now.

Letter Codes

SL0013

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

28. Design, Art, Architecture

28-1 <u>Comment</u>

The project should consider creation of a continuous greenway along the east boundary of the site as an extension of the Plum Grove Preserves. This greenway could be carried east-west through the site with landscaping through the terminal complex, continued as landscaping along the airport entry and connecting to Raccoon Grove. This Greenway proposal should be considered as part of an early overall landscape concept and theme for the airport as a whole.

Letter Codes

SL0029

28-2 <u>Comment</u>

We would support and encourage any effort to utilize the periphery of the airport to compliment a system of regional trail loops, which off a network of linkages across Will County... This trail loop system is intended as a foundation on which other trail connections can be made as land and funds become available. A project of this magnitude and scale provides the opportunity to significantly further the creation of such a system in this portion of Will County..

Letter Codes

SL0069

28-3 Comment

Keep overall cost of operation foremost when considering how to design this airport and related facilities.

Letter Codes

SL0017 SL0036

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-1 <u>Comment</u>

EIS needs to address mitigation plans for all impacts and discuss and review with local governments.

Letter Codes

SL0001 SL0050 SL0051 SP0010

29-2 <u>Comment</u>

We support not only development of South Suburban Airport at the state-designated site in Will County, but also inclusion of WIII County as a full partner with the FAA and IDOT.

Letter Codes

SL0005 SL0049

29-3 Comment

We support the efforts of Local, County, State and Federal officials to continue long standing cooperative efforts to do proper planning for areas outside the footprint of the airport and along highway and rail corridors which will be used to provide excellent access to the airport.

Letter Codes

SL0006 SL0047

29-4 Comment

SSA will be a critical component to our system of airports.

Letter Codes

SL0007 SL0039

29-5 <u>Comment</u>

IDNR submitted comments during Tier 1 and those comments/concerns have not changed. Since the site conditions have not significantly changed, despite some changes in proposed scope, the concerns regarding natural resources on the site expressed in our earlier letters remain valid.

Letter Codes

SF0004 SS0001 SS0004

29-6 <u>Comment</u>

Will County envisions this airport as being a supplement to O'Hare and Midway capacity, complementing these airport systems. The Will County regional south suburban airport proposal assumes that O'Hare will be expanded and I stand with Will County in their commitment to both O'Hare and Will County regional SSA.

Letter Codes

SF0001

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-7 **Comment**

The suggested South Suburban Airport has a direct and detrimental impact on several areas concerning the long term growth and operation of the existing Gary/Chicago International Airport (GCA). As you are aware, the GCA is located 25 miles south of Chicago's Loop. This airport has tremendous existing resources that offer a windfall in aiding many of the region's air traffic concerns.

Letter Codes

SF0003 SP0106

29-9 <u>Comment</u>

Would Peotone airport, whether the original 23,000 acre proposal or merely the presumably privately funded "starter" now under consideration, spark a south side and south suburban renaissance? Not if development is still controlled by the downtown interests.

Letter Codes

SP0002

29-10 <u>Comment</u>

I can't seem to get the handicapped doors fixed around here and the university is cutting out the mobility cart program when you guys are spending God knows how much money on a new airport.

Letter Codes

SP0005

29-11 Comment

Who is going to be the Airport Authority? How will the Authority be chosen? By whom will the Airport Authority be chosen? Will it be a local, state or federal agency?

Letter Codes

SL0026 SP0010

29-12 <u>Comment</u>

RESERVED

Letter Codes

29-13 Comment

How and when is the project going to start and how can the community cope with the airport when it is done?

Letter Codes

SL0013 SL0048

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-14 **Comment**

Comments on the Tier 1 scoping and draft EIS also apply to Tier 2.

Letter Codes

SL0023

29-15 <u>Comment</u>

There needs to be a more complete inventory of the current baseline conditions of the District's holdings that would likely be impacted by the development of an airport. The inventories should include baseline information on current wildlife densities and use patterns, recreational use patterns and noise levels. There should also be provisions stated within the EIS implicating that a structured monitoring schedule would be established in order to detect any impact from the development of the airport. A set of criteria should also be established in order to determine what level of impact would be acceptable before mitigation and compensation would be necessary.

Letter Codes

SL0023

29-16 **Comment**

I feel this project will have some impact but very little at best.

Letter Codes

SP0070

29-17 <u>Comment</u>

Can any group private or governmental supersede the FAA process?

Letter Codes

SP0112

29-18 **Comment**

SSA would have significant direct and indirect environmental impacts. Impacts should be limited through the use of conservation design methods.

Letter Codes

SL0025 SL0026

29-19 <u>Comment</u>

How would development of SSA affect growth and development of the GCA and other airports in northwestern Indiana?

Letter Codes

SL0025

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-20 **Comment**

How would future SSA flight patterns affect the current and planned runway configurations at GCA?

Letter Codes

SL0025

29-21 Comment

We recommend that a green space area in the 1-mile buffer zone around the perimeter of the airport, outside of the footprint, be included as an integral part of the environmental contingencies of airport development.

Letter Codes

SL0026 SP0010 SP0137

29-22 <u>Comment</u>

The proposed South Suburban Airport will bring much needed construction and economic activity to the Southern Suburbs in Chicagoland area.

Letter Codes

SS0005

29-23 <u>Comment</u>

Beecher Marsh and Prairie are located adjacent to the proposed airport. These areas are prime for recreation and wildlife use and should be considered inappropriate for mitigation purposes. Airport operations should be oriented away from these areas as they will likely attract water foul.

Letter Codes

SL0029

29-24 <u>Comment</u>

Careful planning and attention to detail will insure that this change will not damage the environment nor be traumatic to the communities.

Letter Codes

SL0030

29-25 <u>Comment</u>

The FAA recognizes IDOT as the local sponsor of the South Suburban Airport, but in time, the operator and owner of the airport must be locally led. The Will County board has voted to support and is actively seeking co-sponsorship with IDOT for the Will County regional Airport.

Letter Codes

SF0001

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-26 **Comment**

I would also suggest that we plan for what we know to be factual and plan to accommodate 90 to 95 percent of the airport's operational impact. Trying to mitigate 100 percent of the impacts will render this site and most other urban locations unusable and cost-prohibitive.

Letter Codes

SL0017 SL0036

29-27 Comment

Designing for total delay-free operation under all circumstances will prove to be impractical and cost-prohibitive.

Letter Codes

SL0017 SL0036

29-28 <u>Comment</u>

Pay very close attention to projected flight patterns when determining runway layout. Noise contours do not paint the complete picture to overflight impacts.

Letter Codes

SL0017 SL0036

29-29 <u>Comment</u>

Do you really think in our hearts that destroying this bountiful area that produces food and that feeds you and your family is the right thing to do?

Letter Codes

SP0142

29-30 <u>Comment</u>

I (we) support the SSA project.

Letter Codes

SL0037 SL0041 SL0055 SL0057 SL0058 SL0063

29-31 **Comment**

The long-term environmental impacts should be based on the ultimate build-out, not just the inaugural footprint. We need to place before the public the potential size of the airfield, the number of operations and associated consequences for the years 2008, 2025 and beyond.

Letter Codes

SL0007 SL0039

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-32 **Comment**

One of the tremendous benefits provided by a public/private partnership enables the municipalities participating in the intergovernmental agreement to manage the infrastructure and quality of life impact in any communities that will be most affected. This partnership enables the creation of an off-site infrastructure management authority inclusive of all the towns that are affected, not just the surrounding towns, but other towns as well in the region. Another benefit is the airport distributed cash flow in the public/private partnership can be utilized by municipalities who are offsite with the structured improvements.

Letter Codes

SL0041

29-33 Comment

The money spent to date on this project would certainly relieve school districts of debt, provide funds to police departments, both local and state, to help enforce laws, reduce crime and drug trafficking. Countless children are hungry in our communities. Food programs would be better for our community than an airport. If we have all the amenities in our community for an airport being transportation, water, human resources and funding, why not build something that will build the community and not destroy it?

Letter Codes

SL0045

29-34 Comment

Purchase property in a fair way and protect the taxpayers.

Letter Codes

SL0052 SL0059

29-35 <u>Comment</u>

The Project Manager, Brad Roseberry was indicated in a criminal corruption case, admitted wrong doing and was granted immunity by providing testimony at a criminal trial involving the George Ryan Secretary of State administration. Mr. Roseberry's reliability and integrity are therefore in question, and consequently all work on the Peotone project done under his administration should be rejected by the FAA.

Letter Codes

SP0105

29-36 <u>Comment</u>

IDOT manipulated and double crossed the FAA by requesting a two tier study, the first of which concerned land acquisition. IDOT went ahead and began acquiring the land prior to the FAA finding. This not only made the FAA look extremely foolish, but is an example of the devious, untrustworthy behavior which has characterized this airport development project until the election of Governor Blagojevich.

South Suburban Airport, Inaugural Airport Program **Tier 2 Environmental Impact Statement**

29. Other

Letter Codes

SP0105

29-37 Comment

The FAA needs to take an unbiased view, not merely taking restated claims from years past.

Letter Codes

SL0060

29-38 Comment

Economic needs must be considered in conjunction with other important public concerns such as environmental impacts. Environmental concerns should be included in each step of the development of SSA, but there has been no evidence in the environmental studies to slow or halt this project.

Letter Codes

SL0063

Comment 29-39

What agency will build and operate this project? FAA? IDOT? City of Chicago? Will it be a local, state, or federal agency? Can commissioners operate this project?

Letter Codes

SL0064

29-40 Comment

No more money should be spent on nor should any more land be bought for the pipe dream of a third Chicago airport.

Letter Codes

SP0161

29-41 Comment

Consider the lawsuits that almost always result when an airliner crashes, and especially if the crash results from negligence.

Letter Codes

SP0162

29-42 Comment

Any supporter of an airport at Peotone, Illinois is involved with the enlargement of "takings" beyond the original constitutional intent of the right of eminent domain.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

Letter Codes

SP0163

29-43 <u>Comment</u>

Citizens of the United States of America have the right to purchase, own, and hold their own property.

Letter Codes

SP0163

29-44 <u>Comment</u>

The government wishes private property and grouping itself with private segments providing funding, linking the two, sharing a project, for which the government does not have funds and with neither accepting the responsibility of transgressing private rights.

Letter Codes

SP0163

29-45 <u>Comment</u>

These intruders know this is putting the hardship of stress and tears for a long time on people; one does not take the property of anyone for the wants of another. Supporting such procedure would put your own homes and families in eventual uncertainty.

Letter Codes

SP0163

29-46 **Comment**

I would just like to make sure that the FAA has this brochure entitled "This is as close as airplanes need to get to Peotone," and it shows a jet flying very high above in the sky.

Letter Codes

SP0155

29-47 <u>Comment</u>

We elect our officials to take care of necessary business, not to relocate our lives. There is a very deep concern involved here with the excitement of many groups coming together to win a point and make a lot of money; there is so much concerns about those values and the harm they are doing throughout our country.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-48 **Comment**

Where are all of these travelers coming from? Is there a need to control the number of visitors to our state, our home? Our homes are sacred to our lives; please do not try to make other plans for them. Please do not let anyone impose the wishes of others here. This is first a homeland. Who will support the right of the citizen of the Untied States to own and keep his own property?

Letter Codes

SP0163

29-49 <u>Comment</u>

I would like to ask that planning for the South Suburban Airport include paths and accommodations on roadways associated with the airport's development. We request a continuous bike path encircling the airport perimeter with connections to the east, west, north and south, plus access to the airport proper. In addition bicycle access to the terminal buildings and work areas is needed.

Development of the airport will severely impact existing bicycle conditions, while increasing the demand and needs of future recreational and utilitarian bicyclists.

Letter Codes

SP0164

29-50 **Comment**

The proposed Peotone airport project, including the development and further decentralization of the Chicago region that it will induce, has the potential to do more environmental harm than perhaps any other single project currently proposed in Illinois.

Letter Codes

SP0165

29-51 Comment

Estimating and attempting to quantify these impacts is indeed a large undertaking, but given the potential economic and environmental costs of the South Suburban Airport, and the apparent availability of alternatives to it, taxpayers deserve no less than an honest and full accounting of these impacts from this process.

Letter Codes

SP0165

29-52 Comment

Jessie Jackson should stay in his own district and worry about the problems there.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-53 <u>Comment</u>

I felt it extremely important for your office to be made aware of the character of the people who have been involved in this project. It is being alleged here in the area that the real reason behind these politicians pushing for the airport construction is to control the contracts and vast amount of Federal Money that will pass through hands with the potential for large scale fraud.

Letter Codes

SP0190

29-54 **Comment**

The Draft EIS contradicted the Illinois Department of Transportation's own phase I engineering Report in several transparent ways. Peotone was referred to as 35 miles from the Central Business District in the EIS, but the Engineering report more accurately describes the site as 40 miles distance from the city center (p.41).

Letter Codes

SP0187 SP0189

29-55 <u>Comment</u>

Our schools are in trouble.

Letter Codes

SP0170

29-56 <u>Comment</u>

What ever happened to "By the People, For the People"? Is it that easy to forget? Because this is not for the good of the People.

Letter Codes

SP0170

29-57 <u>Comment</u>

If this were a company trying to get a loan from a bank, they would be shown the door so fast their heads would spin.

Letter Codes

SP0175

29-58 **Comment**

The December 2003 issue of National Geographic magazine celebrates this event with an article on flying which includes the future of flying. I highly recommend that this be reviewed by the responsible parties of the FAA before making a final decision, if in fact that decision hasn't already been made, on approving the building of the proposed airport.

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

Letter Codes

SP0176

29-59 <u>Comment</u>

If the airlines won't go to Rockford, or to Milwaukee, or to Gary, what makes you think they will come here?

Letter Codes

SP0179

29-60 **Comment**

How can municipalities miles away dictate what should be done in our community?

Letter Codes

SP0180

29-61 <u>Comment</u>

The proposed South Suburban Airport of Peotone is former Gov. George Ryan's pet project. In light of the Federal Racketeering indictment brought against the former governor. Any and all of his projects should be stopped immediately and fully investigated. Any of his dealings during his last 12 years in public office should be suspect.

Letter Codes

SP0180

29-62 <u>Comment</u>

I believe it is a deep shame that this airport is still being seriously considered.

Letter Codes

SP0181

29-63 <u>Comment</u>

The only way to really appreciate what will be taken environmentally is to visit the targeted area on foot with the consent of the landowners and without the politicians in tow. With the perspective of biologists, botanists, and soil scientists, the area farmers and other residents can point out what cannot be grasped simply by examining aerial maps, engineer's reports/drawings and the studies/rhetoric of politicians. I urge that the opponents who reside and farm in this area be taken seriously as they state the basis for defeating this proposal.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

29. Other

29-64 **Comment**

These politicians have latched onto "Peotone" as their pawn to try to accomplish their political agenda to stop O'Hare. It is absurd to think that O'Hare can or should be matched or replaced by an airport in Peotone.

Letter Codes

SP0169

29-65 **Comment**

I fully support the building of the Will County south suburban third airport, locally led by Will County in partnership with the FAA, IDOT and all interested parties.

Letter Codes

SF0001 SF0007

29-66 <u>Comment</u>

This airport would have a significant negative effect on the area.

Letter Codes

SP0003

29-67 <u>Comment</u>

We should be told the results of these public scoping meetings.

Letter Codes

South Suburban Airport, Inaugural Airport Program Tier 2 Environmental Impact Statement

30. Safety

30-1 <u>Comment</u>

What provisions are going to be made for access to the site for emergency response, either initial response or on a mutual aid basis?

Letter Codes

SL0015

30-2 <u>Comment</u>

Local fire departments are concerned with response times both on site and off-site, particularly to residents outside the airport boundaries, but close enough to the airport to cause our response to be delayed by traffic congestion.

Letter Codes

SL0015

30-3 <u>Comment</u>

As the state agency responsible for environmental protection, we are concerned about the environmental impact of the South Suburban Airport not only in the immediate vicinity but also on the Chicago area.

Letter Codes

SS0007

SECTION 3.2 FEDERAL AGENCY COMMENTS

JERRY WELLER 11TH DISTRICT, ILLINOIS

 γ°

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON OVERSIGHT

SUBCOMMITTEE ON SELECT REVENUE MEASURES



SF**00n01**

13/19

1-5

DEPUTY MAJORITY WHIP

HOUSE POLICY COMMITTEE

COMMITTEE ON INTERNATIONAL RELATIONS

> SUBCOMMITTEE ON ASIA AND THE PACIFIC

SUBCOMMITTEE ON Western Hemisphere

UNITED STATES HOUSE OF REPRESENTATIVES

Testimony of Representative Jerry Weller (IL-11) Presented to the Federal Aviation Administration Scoping Hearing Governor's State University February 3, 2003

Good afternoon,

Today I come before you as a supporter of increasing the aviation capacity of the Chicago region, both through expansion of Chicago O'Hare airport and by building the **Hopper Will** County **Region** I South Suburban Airport. I represent the entire footprint of the proposed airport as the Representative of the 11th Congressional District.

Our region, and Will County in particular, are experiencing tremendous population growth. In fact, Will County will become the second most populous county in Illinois by 2025. The proposed airport is needed sooner rather than later to accommodate the aviation needs of the region. The Illinois Department of Transportation forecasts that by 2010, the regional demand for air travel will increase by 17.8 million passengers. It is appropriate and timely to prepare now and build this inaugural airport before the surge in demand comes at the end of the decade.

I would like to review the accomplishments that have been made so far in building the airport under a locally led, regional consensus. The Illinois Department of Transportation and Federal Aviation Administration have completed a Tier I Environmental Impact Statement protecting the airspace, approving the site selection process, and allowing for land acquisition activities in Will County.

IDOT has acquired 1538 acres of the total 4240 required for the inaugural single runway airport, and offers have been made for all but 400 of the remaining acres.

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HOUSE POLICY COMMITTEE

COMMITTEE ON INTERNATIONAL RELATIONS

> SUBCOMMITTEE ON ASIA AND THE PACIFIC

SUBCOMMITTEE ON Western Hemisphere

In December of 2002, Will County was awarded an IDOT grant to develop and implement a coordinated plan with local stakeholders, the FAA and IDOT for development of the airport. Will County has always actively sought consensus from those who will be most affected by the airport and is actively planning for the benefits, costs, and impacts of the proposed airport.

We are now in the two-year FAA and IDOT process of developing an Airport Master Plan and Tier II Environmental Impact Statement. Today's hearing is important, because it shows the commitment of the Federal Aviation Administration to continue progress on this project. I urge swift completion of this phase of planning so that the locally led effort to build this airport may continue to move forward. Will County, under the leadership of County Executive Joe Mikan, is proactively moving the airport forward, working closely with FAA and IDOT officials to ensure this airport is built and built well.

Currently, the FAA recognizes IDOT as the local sponsor of the South Suburban Airport, but in time, the operator and owner of the airport must be 29-75locally led. The Will County board has voted to support and is actively seeking co-sponsorship with IDOT for the Will County regional airport.

Let me be clear, Will County is taking the correct, necessary and responsible steps to move forward with the airport. Let me also equally be clear with regard to Will County's vision of the role of the proposed airport in the regional air system. Will County envisions this airport as being a supplement 29%to O'Hare and Midway capacity, complementing these airport systems. The Will County regional south suburban airport proposal assumes that O'Hare will be expanded and I stand with Will County in their commitment to both O'Hare and Will County regional south suburban airport.

It is estimated that in addition to the benefits to aviation capacity, the proposed Will County regional south suburban airport will create

6-22

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UNITED STATES HOUSE OF REPRESENTATIVES

JERRY V/ELLER 11th District, Illinois

> COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON OVERSIGHT

SUBCOMMITTEE ON SELECT REVENUE MEASURES

DEPUTY MAJORITY WHIP

HOUSE POLICY COMMITTEE

COMMITTEE ON **INTERNATIONAL RELATIONS**

> SUBCOMMITTEE ON ASIA AND THE PACIFIC

SUBCOMMITTEE ON

approximately 500,000 jobs in the region, 55,000 of which will be direct employment by the airport. These jobs will generate approximately \$9 billion in new wages and an estimated \$4 billion will be spent by visitors. The total cost of the inaugural airport is estimated from between \$400 and \$520 million, including land acquisition.

Let me reiterate, I fully support the building of the Will County regional south suburban airport, locally led by Will County in partnership with the Federal Aviation Administration, the Illinois Department of Transportation and all interested parties.] I thank the FAA for holding this important hearing today and urge them to move forward expeditiously, in concert with Will County, for the development of the Will County regional south suburban airport.



JERRY WELLER 11TH DISTRICT, ILLINOIS

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON OVERSIGHT

SUBCOMMITTEE ON SELECT REVENUE MEASURES JERRY WELLER

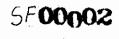
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COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON OVERSIGHT

SUBCOMMITTEE ON SELECT REVENUE MEASURES





UNITED STATES HOUSE OF REPRESENTATIVES

September 23, 2003

Governor Rod Blagojevich 100 W. Randolph Suite 16-100 Chicago, IL 60601

Dear Governor Blagojevich:

As you are aware, the footprint of the South Suburban Airport (SSA) lies wholly within Will County and my 11th Congressional District. I fully support and endorse the efforts of Will County to 2-44 take the leadership role in building the airport.

Will County Executive, Joe Mikan, and the Will County Board have diligently researched all facets of building and operating an airport. They have met numerous times with the Federal Aviation Administration (FAA) and the Illinois Department of Transportation (IDOT) in order to properly be prepared for an inaugural airport. Every Agency the County spoke with kept repeating the need for regional planning and consensus.

In December 2002, Will County was awarded a grant from IDOT to secure the services of Spensley & Associates to assist the County in preparing an airport implementation plan through a consensus process that identified critical issues facing the County in connection with the Airport. The County has held countless meetings and forums to identify potential impacts and opportunities the Airport will bring. These open forums included school districts, townships, fire districts, mayors, and citizens of Will County. The open forums have led to a Will County Report which outlines the County's plan or a "roadmap" to follow. Included with this correspondence, is a copy of Will County's Report. The County is now following this "roadmap" which follows both Illinois and Federal government requirements.

Governor, I wholly support the building of the South Suburban Airport. I firmly believe County Executive Joe Mikan and the Will County Board are vitally important to the process since the Airport will most affect those surrounding it. Will County has requested to partner with the State to 2-45build this airport. I strongly urge you to consider and grant their request.

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2701 BLACK ROAD, SUITE 201 JOLIET, ILLINOIS 60435-2926 (815) 740-2028 DEPUTY MAJORITY WHIP

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SUBCOMMETTEE ON OVERSIGHT

SUBCOMMITTEE ON SELECT REVENUE MEASURES

> -Page 2-Governor Rod Blagojevich



UNITED STATES HOUSE OF REPRESENTATIVES

DEPUTY MAJORITY WINP

HOUSE POLICY COMMITTEE

COMMITTEE ON INTERNATIONAL RELATIONS

> SUBCOMMITTEE ON ASIA AND THE PACIFIC

> SUBCOMMITTEE ON Western Hemisphere

The South Suburban Airport will create both benefits and costs to Will County. It is very 23 - 2 important for the County to provide significant input to the planning and the development of the Airport. The creation of SSA is important to many individuals and governmental bodies who each have their best interests at heart. Will County not only looks at their own concerns but is also willing to work with and include other communities and governmental bodies for the good of the entire region.

I look forward to working with you, IDOT, and Will County as we build the South Suburban Airport that will benefit the entire State of Illinois and keep Chicago as a leader in aviation.

Sincerely Jerry Welle Memf Congres

cc: County Executive Joe Mikan John Grueling, Will Co. CED Secretary Timothy Martin

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United States Senate

WASHINGTON, DC 20510-1404

November 30, 2003

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Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

RE: South Suburban Airport Tier 2 Environmental Impact Statement Agency Scoping Meeting

Dear Mr. Rewerts:

I am writing on behalf of the Gary/Chicago International Airport Authority with regard to the environmental scoping process. The suggested south suburban airport has a direct and detrimental impact on several areas concerning the long term growth and operation of the existing Gary/Chicago International Airport (GCA). As you are aware, the GCA is located 25 miles south of Chicago's Loop. This airport has tremendous existing resources that offer a windfall in aiding many of the region's air traffic concerns.

I would like to bring to your attention several factors that must be considered when reviewing the viability of the Peotone Airport. It must first be noted that the Peotone Airport does not exist. The GCA does exist and is operational. This makes it the logical choice to fill the current and future needs of the Chicago market. Bringing a fully functional Peotone Airport could require a billion dollars to replicate the infrastructure that already stands as the GCA

The issue of Peotone and low density must be realized. In the GCA market area, there are 1.5 million residents closer to GCA than to Midway and 2.7 million closer to GCA than to O'Hare, both figures are excluding residents of the downtown Chicago area. The Peotone market area cannot compare to this.

[The staggering cost of Peotone construction offers a \$400 million price tag that rises to a \$4.9 billion with later expansions that will result in a one runway structure that will not begin to serve this region's aviation needs.] In addition, the high cost in destroying the farmland of this community and nation in exchange for such a low productive resource in not a judicious investment nor does it make for good public policy.]

I would also ask that you pay specific attention to the issues of airspace impact and ground access. In short (it is necessary that the Tier 2 EIS scope of work includes and addresses the environmental consequence of adversely impacting existing airport space for GCA, Midway,

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and O'Hare. There is a strong belief that the airspace required to operate the newly proposed airport conflicts with the airspace needed for continued operation by existing airports. This threat cannot be overstated. The Peotone review must also take into consideration the existing and forecasted ground transportation needed to adequately serve this site. The massive undertaking and magnitude of the ground transportation development issue is clearly cause for concern.

I am a firm believer in the Gary/Chicago International Airport. The GCA can go a long $\downarrow -5$ way in alleviating much of the Chicago area's airspace concerns. It will do just that if allowed to reach its potential. I ask for fairness and equity in this review process. Thank you for your time and consideration.

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Sincerely,

Evan Bayh

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In Reply Refer To: FWS/AES-CIFO

United States Department of the Interior

FISH AND WILDLIFE SERVICE Chicago Ecological Services Field Office 1250 South Grove Avenue, Suite 103 Barrington, Illinois 60010 Phone: (847) 381-2253 Fax: (847) 381-2285

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December 4, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Dear Mr. Rewerts:

This responds to your letter dated October 29, 2003 indicating you were initiating the scoping process for preparation of a Tier 2 Environmental Impact Statement (EIS) to consider the construction and operation of Inaugural Airport Facilities for the South Suburban Airport located in Will County, Illinois, and requesting our input.

An earlier Tier I EIS for site approval and land acquisition was approved in a Record of Decision by the Federal Aviation Administration (FAA) in July 2002. According to the published Notice of Intent (NOI) for the Tier 1, this prior approval was for a potential future supplemental air carrier airport to serve the greater Chicago region. The current Notice of Intent is for the preparation of a Tier 2 EIS for construction and operation of inaugural facilities of the South Suburban Airport. Details of the scope of the proposed action for this Tier 2 EIS were provided in an environmental scoping document dated October 29, 2003.

We provided comments on a Draft Environmental Assessment for a previous South Suburban Airport proposal that considered two sites near Peotone, Will County, Illinois within a letter from the Department of Interior (DOI) to the FAA dated November 28, 1997. This environmental assessment comprehensively addressed full build-out of the airport at both sites. Then in 2001, the site approval and land acquisition was presented by FAA in a separate Tier 1 EIS. Our comments on that Tier 1 were provided in an October 2001 DOI letter. Since the site conditions have not significantly changed despite some changes in proposed scope, the concerns regarding natural resources on the site expressed in our earlier letters remain valid. . 1

Comments on Environmental Issues

As currently proposed by the State of Illinois, the Inaugural Airport Program would consist of the construction and operation of a new east-west runway, a full parallel taxiway system, a new airline terminal with appurtenant facilities, new air cargo facilities, and new general aviation facilities. A full range of alternatives will be considered including no action, the sponsors proposed build alternative, alternative airport development at the Tier 1 site, use of other existing airports to meet demand, use of other modes of transportation, and demand management alternatives.

The scoping document indicates consideration of the typical full range of resources and potential impacts will be considered. We note that the previous environmental documents prepared for this proposed airport site contained good information on the resources of concern present at the project site. While most of the wetlands and waterways within the site have been degraded over time by agricultural land practices, impacts to these areas should be evaluated, minimized, and impacts fully mitigated at an appropriate offsite location Situations that may attract migratory birds and other wildlife to aircraft activity areas should be avoided.

Previous environmental documentation for this airport site has also noted that perhaps the greatest environmental impacts from development of this airport site would result from the ancillary development that would occur in the surrounding area. These secondary and indirect impacts should be fully assessed in this EIS, and mitigation proposed where appropriate.

Threatened and Endangered Species

The Service concurs that there are not any occurrences of federally listed endangered or threatened species within the Will County site. The previously issued EIS included adequate discussion of species of concern and state-listed species. It should be noted that the eastern massasauga (*Sistrurus catenatus*) has been elevated to candidate status. A candidate species is a taxon for which the FWS has information that would support a proposed rule to list it as endangered or threatened. In addition, the Chicago Field Office of the FWS has conducted additional surveys for this species in Will County and this information should be incorporated into any future environmental assessments.

Throughout its range the eastern massasauga exhibits a great deal of variation in the types of plant communities it inhabits. In the Chicago region there is some uncertainty about the type of presettlement vegetation in which this snake occurred. There is some indication that this species may have inhabited wet areas along the margins of oak savannas. Populations currently remaining in the Chicago region occur in proximity to oak savannas, but not necessarily in them. This may be due to the degraded closed-canopy characteristics of most savannas near historical massasauga sites. More commonly the habitat where massasaugas have been found recently is described as having a mosaic of the two following characteristics:

(1) Uplands of early successional (shrubby) prairie and old field structure, which provides a

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Mr. Denis R. Rewerts

matrix of grassy sunny areas (used for foraging and basking) and shade (used for cover).

(2) Wetlands with hydric soils/seasonally perched water tables. Such wet areas normally support large populations of burrowing crayfish, the burrows of which are important hibernacula for massasaugas.

Historically there were four documented population 'clusters' of massasaugas in the Chicago region. All four clusters were located near major stream corridors. These include both the Plum Creek Drainage in extreme eastern Will and southern Cook counties, and the Thorn Creek Drainage in southern Cook County.

We recommend that the project proponent consider opportunities for expanding and enhancing 13-2 eastern massasauga habitat as this South Suburban Airport project progresses.

Please contact Mr. Jeff Mengler at 847-381-2253 x226 or by email at jeffrey_mengler@fws.gov if you have any further questions regarding this information.

Sincerely,

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John D. Rogner Field Supervisor

cc: IDNR, Schanzle USEPA, Westlake

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TETER J. VISCLOSKY

COMMITTEE ON APPROPRIATIONS SUBCOMMITTEES: DEFENSE ENERGY AND WATER DEVELOPMENT CONGRESSIONAL STEEL CAUCUS VICE-CHAIRMAN U.S. HOUSE LAW ENFORCEMENT CAUCUS

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701 EAST 83RD AVENUE, SUITE 9 MERRILLVILLE, IN 46410 (219) 795-1844 Call Toll Free 1 888 423 PETE (1 888 423-7383)

INTERNET: http://www.house.gov/visclosky/

December 3, 2003

Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Avenue Room 320 Des Plaines, IL 60018

Dear Denis:

Enclosed, please find a copy of my testimony for the December 3, 2003 Federal Aviation Administration hearing regarding the scope of issues it will analyze in its environmental study of a proposed airport near Peotone, Illinois. I appreciate the opportunity to submit my written testimony.

Please do not hesitate to let me know if you have any questions or need any additional information regarding my testimony.

Sincerely,

Member of Congres

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Testimony of the Honorable Peter J. Visclosky (D-IN-01) Federal Aviation Administration Environmental Impact Statement that focuses on construction and operation of the proposed South Suburban Airport

December 3, 2003

I would first like to thank the Federal Aviation Administration (FAA) for allowing me to submit testimony regarding the development of a draft Environmental Impact Statement (EIS) that focuses on the construction and operation of the proposed South Suburban Airport. Over the last decade and a half, the lack of air capacity in the Chicago Metropolitan Area, and its negative impact on our nation's air transportation system and environment, has been recognized and debated at length. As the Member of Congress representing Lake County, Indiana, the Gary/Chicago International Airport, my constituents and I have played an active role in that debate.

I am a supporter of increased airport capacity in the Chicago Metropolitan Area. Air congestion is a regional problem, not just a Chicago or an Illinois problem. It demands a regional answer. As a resident of Northwest Indiana and the Representative of Indiana's First Congressional District, I feel that my constituents and I have a vested interest in the air traffic congestion challenges facing the region.

The needless construction of a fourth airport in the Chicago Metropolitan area would carry with it many environmental problems. The proposed Peotone airport project would land grab up to 30,000 acres of the world's most productive farmland and convert it to a massive, noisy urban sprawl. The Illinois Department of Transportation (IDOT) in the past has estimated that the proposed airport would eliminate about 95 operating farms, covering 3,818 acres of prime farmland. Altogether, the proposed Peotone airport and accompanying development (residential and business) is expected to take up about 60,000 acres, 20 percent, of Will County's farmland. It also could potentially displace approximately 2,400 residents, 1,010 households, and 19 businesses. No matter how you view this situation, it cannot be considered progress.

The Illinois Chapter of the Sierra Club has called the Kankakee River, Illinois' highest quality river. If a new airport is built in Peotone, the Kankakee Watershed may become vulnerable to urban development and increased pollution. According to IDOT, the proposed airport will roll over more than 245 acres of wetlands, which have been home to many regional species. The proposed plan would also alter 1,225 acres of flood plain, and force the relocation of 13 miles of stream channel, much of it along the tiny Rock Creek.

The Chicago Metropolitan Area is facing a severe air traffic capacity shortage. The growing demand that has been placed on Chicago's O'Hare International and Midway Airports has stretched the resources at those facilities to their limits. As capacity has become maximized at those facilities, the Gary/Chicago International Airport, located only 25 miles from downtown Chicago, in Gary, Indiana, has played an increasingly valuable role in delivering passenger and cargo service to the region. [With highway connections that include I-90, I-80/94, I-65, U.S. 12, and U.S. 20, the Gary/Chicago International Airport offers convenient access to the entire Chicago Metropolitan Area.]

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On November 27, 2001, the FAA approved the Gary/Chicago International Airport's 20year Master Plan. The Master Plan outlines the airport's existing facilities, ability to handle air traffic, growth and economic forecasts, and identifies the short and long-term infrastructure needs that will facilitate continued growth and expansion. Gary/Chicago International has 8,200 acres of an Airport Development Zone, offering tax and investment benefits for businesses, and over thirteen acres available for developing air cargo operations. Additionally, the airport is designated as a foreign trade zone. As capacity has become maximized at O'Hare and Midway, Gary has played an increasingly valuable role in delivering passenger and cargo service to the area.

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I thank you for your time and your consideration in this very important matter. I look forward to continuing to work with you to find a practical solution to this very serious air capacity problem.

Congressman Jerry Weller

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2 Thank you. I'm Congressman Jerry 3 Weller. I want to thank you the FAA for conducting 4 5 today's hearing. I also want it known that I have a longer statement which I want to submit to the 6 record, including some correspondence to Governor 7 Blagojevich, which I'd like to include for the record 8 9 but make a shorter statement. Well, good afternoon. I want to thank the 10FAA as well as those in attendance today for 11 12 participating in what is a very, very important 13 meeting for public input regarding the planned south suburban third airport. 14 Today I come before you as a supporter to 15 16 increase the aviation capacity of the Chicago region, 17 both for expansion of Chicago O'Hare Airport and by the ability to plan the Will County south suburban 18 19 airport. Our region, and Will County in particular, 20 are experiencing tremendous population growth. In 21 fact, Will County will become the second most 22 populous county in Illinois by 2025. 23 The proposed airport is needed sooner 24 rather than later to accommodate the aviation needs

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of this region. The Illinois Department of Transportation forecasts that by 2010, in just seven years, the regional demand for air travel will increase by 17.8 million passengers in the Chicago region. It's appropriate timing to prepare now and build this inaugural airport before that surge and demand comes at the end of this decade.

8 Today's hearing is important because it shows the FAA, the Federal Aviation Administration, 9 for continued progress on this project. I urge swift 10 completion of this phase of planning so that locally 11 led effort to build this airport may continue to move 12 forward. Will County, under the leadership of County 13 14 executive Joe Mikan, is proactively moving the ball forward working closely with the FAA and Illinois 15 Department of Transportation officials to ensure that 16 this airport is built and built well. 17

Will County has also requested a sponsoring role with the State of Illinois. It is estimated that in addition to the benefits to aviation capacity, the planned Will County south suburban airport will create approximately 250,000 new jobs in this region, 55,000 of which will be direct employment by the airport. These jobs will generate

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1 approximately \$9 billion in new wages, and an 2 estimated \$4 billion will be spent by visitors to the south suburbs. 3 Let me reiterate in summary. TI fully 4 29-65 support the building of the Will County south 5 suburban third airport locally led by Will County in 6 7 partnership with the Federal Aviation Administration, the Illinois Department of Transportation and all 8 interested parties. 9 I want to thank the FAA for holding this 10 11 important hearing today and urge you to move forward expeditiously with the planned development of the 12 south suburban third airport. 13 14 Thank you for the opportunity to present 15 testimony. 16 MR. REWERTS: Thank you. CONGRESSMAN WELLER: Thank you. 17 18 MR. REWERTS: We'll take a five-minute break and come back just shortly after 5:00 o'clock. 19 20 (A short break was had.) 21 MR. REWERTS: May I have your attention, please? 22 We're going to start again. 23 The next speaker is Nelson Collins. He 24 will be followed by Karen Cassin.

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SF 00008 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY **REGION 5** 77 WEST JACKSON BOULEVARD CHICAGO, ILLINOIS 60604-3590 : OFFICE OF STRATEGIC ENVIRONMENTAL ANALYSIS FAX COVER SHEET MAIL CODE: B-191 FAX NUMBER: (312) 353-5374 Dennis Rewerts FAA TO: FAX: 847-294-7046 847-294-7195 PHONE: Sherry KAmike FROM: 312-353-579 FAX: PHONE: 121 cover NO. OF PAGES: DATE: the attacks COMMENTS: *;* * •

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

DEC 3 0 2003

REPLY TO THE ATTENTION OF

B-19J

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office, Room 320 2300 East Devon Avenue Des Plaines, IL 60018

RE: Scoping Comments on the Notice of Intent to Prepare a Tiered Environmental Impact Statement for the Construction and Operation of Inaugural Airport Facilities by the State of Illinois for the South Suburban Airport, Will County, Illinois

Dear Mr. Rewerts:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, and in anticipation of reviewing the Environmental Impact Statement (EIS) for the Inaugural Airport Facilities in Will County, Illinois, the U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent (NOI) to prepare an EIS and the Scoping Document dated December 2003. We have also attended the December 3, 2003, scoping meeting in University Park, Illinois.

As indicated in the NOI and in the scoping meetings, the Federal Aviation Administration (FAA) has decided to prepare a Tier 2 EIS for development of an inaugural airport at the South Suburban Airport (SSA) site in Will County, Illinois. An earlier Tier 1 EIS was prepared by FAA to address approval for the potential future supplemental air carrier airport. That EIS considered the location of the SSA facility and the acquisition of land by the state of Illinois. The Record of Decision (ROD) for that Tier 1 EIS was signed on July 12, 2002. The proposed Federal action under consideration in this Tier 2 EIS is approval of an airport layout plan (ALP), development, construction, certification, and operation of an inaugural air carrier airport at the site selected in the Tier 1 ROD. The purpose of the project, as stated in the scoping materials, is to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo, general aviation, and corporate aviation use in the suburban area of Chicago.

The Inaugural Airport Program (IAP) that is being proposed by the State of Illinois for FAA's consideration consists of four major components: (1) A new east-west runway, (2) a new airline terminal, (3) new air cargo facilities, and (4) new general aviation facilities. Included in these components is the single runway capable of accommodating air carrier operations (i.e. commercial flights), associated taxiways, air traffic control facilities, and navigational aids, as well as terminal facilities needed for commercial flights, automobile parking, access roadways

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from Interstate 57, and cargo facilities (hangars and cargo operator facilities), and general and corporate aviation facilities (hangars), among other things.

FAA has stated that they will look at a range of alternatives in their forthcoming EIS, including, the No Action Alternative, the Sponsor's Proposed Action alternative, alternative Inaugural airport development at the Tier I site, the use of other existing airports, other modes of transportation, and demand management alternatives. As this project progresses and planning becomes more refined and specific, we would appreciate the opportunity to work with FAA on providing additional, more specific guidance as it relates to this project. As scoping progresses, EPA will look to FAA for clarification in the following areas:

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At the time of the scoping of the Tier 1 EIS for SSA, EPA was under the impression that the Tier 2 EIS would, in part, address the question of how and where the region's aviation capacity is going to be developed. Given the fact that the O'Hare Modernization Program is also progressing at this time, questions remain about whether both proposals (OMP and SSA) are proceeding to address the same need. EPA has brought this issue up during the O'Hare scoping process; it is also relevant here in this analysis. We believe that FAA will need to explain what the relationship between this OMP EIS and the Tier 2 EIS for SSA would be. We believe FAA should discuss to what extent these airports could fulfill the same need. How each airport would fit into the regional aviation system is an important consideration. A key aspect of this issue is forecasting future aviation enplanements, especially future commercial aviation needs. We believe the forthcoming EIS should focus on how the Terminal Area Forecasts (TAF) are generated for a not-yet-existing airport.

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<u>Alternatives</u>

EPA believes that alternatives analysis is critical to the evaluation of social and environmental impacts. Clearly, environmental and social impacts, including residential and business relocations, will be quite high from this project. It is very important to conduct a full, substantive evaluation of project alternatives in order to avoid and/or minimize as many of these impacts as possible. We anticipate that a large part of this alternatives analysis process will focus on alternative inaugural airport development options. We would like to see the DEIS identify the minimal amount of airfield and landside facilities needed to address the purpose & need for the project.

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Air

General and transportation conformity would likely apply. The Chicago area is "nonattainment" for the one-hour ozone standard, and, other criteria pollutants should be evaluated including particulate matter, carbon monoxide and oxides of nitrogen. New standards for particulate matter ($PM_{2.5}$) and ozone (eight-hour standard) also should be considered. Other non-criteria pollutants should also be considered in the analysis, such as air toxics.

A project of this size and complexity presents an extraordinary opportunity to think creatively and look for innovation in designs that have long-standing air quality benefits. We support the energy efficient designs that are being proposed for many airports (e.g. electrified gates, green building designs) and look for similar approaches to be used in this project.

<u>Water</u>

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Effects on Land Use

EPA has been working with other Federal Agencies on the development of analytical methods to assess likely land use impacts resulting from transportation infrastructure projects. This topic is important one for EPA because of its relationship to environmental impacts. We believe that the inaugural airport facilities proposed for SSA will influence land use patterns in the area. These possible consequences need to be evaluated as fully as possible in the forthcoming EIS. We would like to discuss this issue further with FAA.

Thank you for the opportunity to provide these scoping comments to you. We consider this a very significant project for our Region. We are prepared to work with you as the project progresses to ensure that environmental impacts are fully evaluated and minimized and that appropriate alternatives are considered. If FAA envisions a more specific role for EPA in the development or review of this EIS, please let us know. Because of the significance of this project, we would appreciate any details that you can share regarding major project milestones, review time limits, and other expectations that you have of us.

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If you have any questions on our comments, please contact Sherry Kamke. Sherry can be reached by phone at (312) 353-5794 and by e-mail at: kamke.sherry@cpa.gov.

Sincerely yours,

Kenneth A. Westlake, Chief Environmental Planning and Evaluation Branch

C.C.J



BEPLY TO THE ATTENTION OF

B-19J

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office, Room 320 2300 East Devon Avenue Des Plaines, IL 60018

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Kenneth A. Westlake, Chief Environmental Planning and Evaluation Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

DEC 3 0 2003



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Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office, Room 320 2300 East Devon Avenue Des Plaines, IL 60018

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Sincerely yours,

Kenneth A. Westlake, Chief Environmental Planning and Evaluation Branch

SECTION 3.3 STATE AGENCY COMMENTS

COMMENT SHEET

SS 00001

Un 12/10

FAA SCOPING MEETING December 3, 2003 South Suburban Airport Inaugural Airport Program Environmental Impact Statement

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT 12-3-03 L. Dept. of Natural Resources submitted Comments: 1. Those comments / Concerns 29-5 the TIER comments at this time-HAVE NOT Changed See letter Sept. 28. FORR Signed by Tom Flattery, Office 200 Froin Realty + - ENVIRONMENTER Plannin Director . - Transportion Priview Program Name: Steve A Organization: IL. Dept. 0atural Resources Address: ONE Natural Resources Way oringa Comments must be postmarked no later than December 19, 2003.



INDIANA DEPARTMENT OF TRANSPORTATION 100 North Senate Avenue SS **00n**02 Room N755 Indianapolis, Indiana 46204-2228 (317) 232-5533 FAX: (317) 232-0238 An Equal Opportunity Employer

http://www.in.gov/dot

JOSEPH E. KERNAN, Governor J. BRYAN NICOL, Commissioner

December 3, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018



Writer's Direct Line

RE: South Suburban Airport Tier 2 EIS

Dear Mr. Rewerts:

I am writing in regards to the recent announcement concerning the Tier 2 EIS-Agency Scoping meeting on the proposed South Suburban Airport. The Indiana Department of Transportation is currently preparing its comments on the above noted EIS scoping meeting for the South Suburban Airport.

While we are not able to attend the meeting on December 3, 2003, INDOT will provide formal comments for the EIS record before the 19th of December for your consideration in the development of this project.

LINDOT believes that the Gary/Chicago Airport must be fully and completely considered as part of any 1-2 proposed airport planning process in the region. We trust you will offer full consideration to the Gary/Chicago Airport and our comments. 1-2

Sincerely,

7. By-Dicop

J. Bryan Nicol Commissioner





One Natural Resources Way Springfield, IL 62702-1271 217/785-8686

December 8, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue DesPlaines, IL 60018

Re: Tier 2 EIS/Agency Scoping Process/South Suburban Airport

Dear Mr. Rewerts:

The Illinois Nature Preserves Commission (INPC) is mandated under the Illinois Natural Areas Preservation Act (525 ILCS 30) (the Act) to establish, manage and protect a statewide system of nature preserves. According to Section 14 of the Act, "nature preserves are held in trust...for the benefit of the people of the State of present and future generations. Areas dedicated as nature preserves are hereby declared to be put to their highest, best and most important use for the public benefit. They may not be taken under power of eminent domain or by other means...". Areas dedicated as nature preserves are afforded the highest level of legal protection in the State.

Two nature preserves dedicated under the Act may be negatively impacted by the construction, maintenance, and operation of the proposed South Suburban Airport. These nature preserves are Raccoon Grove Nature Preserve and Goodenow Grove Nature Preserve, which are owned and managed by the Forest Preserve District of Will County (FPDWC) Potential indirect impacts that need to be addressed as part of the Tier 2 Environmental Impact Statement (EIS) include: 1) impacts of bio-geographic isolation of the nature preserves due to conversion of the surrounding agricultural landscape into a highly urbanized landscape, 2) water quality issues related to stormwater run-off and chemicals used at airport facilities, 3) air pollution impacts, and 4) noise pollution effects on wildlife and recreational visitors.

Assessments of potential impacts to the above mentioned nature preserves should be based on the proposed airport's full build-out scenario and should include cumulative environmental impacts from associated collateral development around the proposed airport. In addition to detailed studies of potential environmental impacts, the EIS should include mitigation strategies that will avoid and minimize impacts to Raccoon Grove and Goodenow Grove nature preserves. Without 10-5 careful planning and adequate mitigation, it is unlikely that the proposed airport facility could become operational without seriously impacting the two aforementioned nature preserves. The INPC is aware of ongoing discussions between the Illinois Department of Transportation (IDOT) and the FPDWC intended to mitigate impacts to the dedicated nature preserves. The INPC



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Denis R. Rewerts FAA Page 2

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Staff of the INPC are available to provide IDOT and the FAA with available data regarding Raccoon Grove and Goodenow Grove nature preserves as well as input regarding data needs and mitigation strategies as the draft EIS is prepared. Please contact myself at the above phone number or John Nelson at 815/385-1573.

Thank you for the opportunity to comment.

Sincerely,

Carolyn T. Grosboll

Carolyn Ť. Grosboll Director

cc: Joel Brunsvold, Director, IDNR Tim Martin, Secretary, IDOT Mark Pasteris, Director FPDWC Tom Flattery, IDNR, OREP Brian Anderson, IDNR, ORC Steve Davis, IDNR, RRC Steve Hamer, IDNR, RRC John Nelson, INPC

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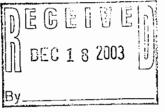
Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271 http://dnr.state.il.us Rod R. Blagojevich, Governor

Joel Brunsvold, Director

29-5

December 15, 2003



RE: Tier 2 EIS, Scoping South Suburban Airport

Mr. Dennis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Avenue Des Plaines, IL. 60018

Dear Mr. Rewerts:

The Illinois Department of Natural Resources provided comments on the Tier One Draft Environmental Impact Statement in a letter dated September 28, 2001. These comments remain valid and should continue to be considered as part of the Tier Two EIS scoping. Attached for your convenience is a copy of the Department's comments on the Tier One scoping and draft EIS that would also apply to Tier Two.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

tove Dame

Steve Hamer Transportation Review Program Division of Resource Review and Coordination

Enclosure

cc: Tom Flattery; IDNR, Office Director Realty and Environmental Planning Brian Anderson; IDNR, Office of Resource Conservation File

Printed on recycled and recyclable paper



ILLINOIS DEPARTMENT OF NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor
Brent Manning, Director

September 28, 2001

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Dear Mr. Rewerts:

The Department of Natural Resources (DNR) is in receipt of the Federal Aviation Administration's Tier 1 Draft Environmental Impact Statement (DEIS) for FAA site approval and land acquisition by the State of Illinois for a potential supplemental air carrier airport to serve the greater Chicago region. The DNR has reviewed the DEIS and has the following conclusions and comments:

- The DNR supports the Tier 1 conclusion regarding site approval in Section 3.4 that the 2-3 Will County site is the preferred alternative. This is consistent with the DNR's comments on the alternatives previously stated in letters from Mr. Tom Flattery to Mr. Denis Rewerts, dated September 12, 2000 and from Mr. Carl Becker to Mr. Bob York, dated March 31, 1997.
- The DNR agrees with the conclusions of the Tier 1 DEIS regarding land acquisition for the inaugural and ultimate alternatives that they will have no impacts on DOT Section 303
 (c) and Section 6 (f) lands, biotic communities, endangered and threatened species, wetlands and floodplains.
 - While the DNR has no reservations about the acquisition of land for the project, we 19-1remain concerned about the primary and secondary impacts of the construction and operation of the supplemental air carrier airport. Induced secondary impacts of the South Suburban Airport will, in the opinion of the DNR, have the greatest impacts on natural resources and outdoor recreation in the region. The induced secondary impacts of this 10-3project will affect wetlands, streams, floodplains, endangered and threatened species, open space, natural areas, fish and wildlife habitat, hunting, fishing, and the supply of outdoor recreation lands relative to future demand. A subsequent Tier EIS needs to identify how the public will be fairly compensated for the loss of natural and outdoor recreation resources, through avoidance, minimization, mitigation, compensation, protection and replacement of open space, natural areas, Illinois nature preserves, fish and wildlife habitat and outdoor recreation lands.

Table 5.10-4 lists the loggerhead shrike a federal "C2" species. The Category 2 classification was eliminated from the federal listing system several years ago. The loggerhead shrike has no formal federal status at this time.

Thank you for the opportunity to review and comment on the Tier 1 DEIS.

Sincerely,

Tom Flattery, Office Director Realty and Environmental Planning

cc: Brent Manning Kirk Brown Jim Garner Jim Riemer Brian Anderson Kirby Cottrell Diane Hendren Carl Becker Carolyn Grosboll Steve Davis Terry Schaddel Mark Thompson



12-1

55 0**0005**

lor 12/21

1 Timothy Martin Secretary of Transportation State of Illinois Department of Transportation 2 3 Thank you. I would like to take this opportunity 4 to thank the FAA for conducting this scoping meeting. It's 5 an exciting time for aviation in Illinois. I'm not sure how 6 many states can say that there are two major aviation 7 8 projects going on simultaneously. Governor Blagojevich has stated that he believes 9 South Suburban Airport should be built for a number of 10 reasons: First, we believe that there's a demonstrated need 11 12 for this airport, even with the eventual completion of the 1-4 13 O'Hare Modernization Program, even when Midway Airport 14 reaches its capacity, even with the expansion of service to Rockford Airport, and even with the proposed improvements to 15 the Gary-Chicago Airport. Once there is agreement on 16 projections of landings and take-offs, we believe that 17 18 greater interest will be shown by a number of people, 19 organizations and the airline industry./ Second, the proposed South Suburban Airport will 20 29-22 bring much needed construction and economic activity to the 21 Southern Suburbs in the Chicagoland area! Governor 22 Blagojovich has developed the Opportunity Returns Program 23 24 which is focused on developing projects and programs which

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1 will bring jobs and economic growth to regions throughout the 6-21 state of Illinois. While this project may not have an 2 immediate impact on the economy in this area, it will have 3 long-term benefits to the entire South Suburban area. 4 Third, there appears to a consensus to build this 5 airport. While there is discussion on how best to build the 6 23-47 airport, it is just that, discussion on how to bring the 7 airport to an opening quickly. There are however those who 8 9 would rather leave this area as it is now. The concerns of 10 these people who are against the airport should not be taken lightly, and we believe that the process we are embarking on 11 will address the issues fairly and adequately. 12 I would also like to discuss how the State of 13 Illinois views the South Suburban Airport as it relates to 14 the O'Hare Modernization Plan. Governor Blagojevich has 15 16 strongly supported the bill passed by the Illinois General Assembly in May 2003. The Governor, the Speaker of the House 17 18 of Representatives, members of Congress and the Illinois 23-12 19 General Assembly have all stated that the success of the 20 State of Illinois is partially based on the success of the 21 O'Hare Modernization Plan. Given these two factors, progress 22 of the environmental and design studies for the O'Hare Modernization Plan should take precedence in the process. 23 The State of Illinois believes that the progress of 24

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these two projects should be kept separate. While we understand that there may be common elements, these should be coordinated and there should be no combination of the studies. The combination of the studies we believe would most likely delay both projects with probable negative impacts.

7 IDOT is considering the development of a 8 public/private process which would result in the construction 9 and operation of this airport. Should the process that we 10 are starting today lead to an approval of construction for 11 the airport, the partners in this authority should be made up 12 of the governmental agencies in South Suburban Cook and Will 13 Counties.

14 The State of Illinois fully supports this process
15 and looks forward to being a key sponsor in the development
16 of this airport. Thank you very much for your time.
17 MR. REWERTS: Thank you, Mr. Martin.

We have two microphones here, so what I am going to do is I'm going to call two names so we can have one person speak and the other person ready to speak so that will move things along a little quicker. So the first speaker is Timothy O'Donnell, and the next speaker will be Paul Lohmann.

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23-9



INDIANA DEPARTMENT OF TRANSPORTATION

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JOSEPH E. KERNAN, Governor J. BRYAN NICOL, Commissioner

December 17, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Writer's Direct Line

1-5/

SS 00006

12/30 55.

Dear Mr. Rewerts,

I am writing to provide comments for the record, from the Indiana Department of Transportation, pertaining to the Tier 2 South Suburban Airport EIS agency scoping meeting. The attached comments focus on two areas: purpose and need, and specific environmental impacts which must be addressed in the EIS.

The State of Indiana has consistently stated that the need for the so-called South Suburban Airport has not been adequately established. These comments are centered on the fact that current and planned developments at existing airports in the region (Gary/Chicago, O'Hare, and Midway) have not been sufficiently studied to determine if changes in these facilities can alone handle the air travel demands of the region. This has become even more apparent as progress on the O'Hare Modernization program since the publication of the Tier 1 Final EIS (FEIS) for the South Suburban Airport makes some basic assumptions in the alternatives section of the Tier 1 FEIS obsolete.

However, if this study is continued in light of such discrepancies existing about its purpose and need, the study must address and eliminate any negative impacts on existing airport facilities including the Gary/Chicago Airport. Preliminary analysis demonstrates that this project will directly and negatively impact the airspace for future operations at existing facilities such as the Gary/Chicago Airport, and this fact must be addressed and remedied before any approval should be given to a South Suburban Airport.

Should you have any questions regarding these comments, please do not hesitate to contact me.

Sincerely,

7. By-minf

J. Bryan Nicol Commissioner

1 0 2003

INDOT Comments Tier 2: Environmental Impact Statement scoping meeting

Purpose and Need:

Tier 1 EIS Section 3.2.1.4, Pg 3-10

"While the demand for air transportation services is projected to continue its growth in the greater Chicago region, few plans exist for providing additional airport capacity. Of the airports in the greater Chicago region, including O'Hare, Midway, and Gary/Chicago Airport, airfield capacity projects are only being considered at O'Hare."

This statement is now inaccurate. Expansion projects at Gary/Chicago are currently under environmental review, with an approved ALP already in place. In addition, a feasibility study (01-AGL-404-NRA) has been performed for future, substantial capacity enhancements. This expansion must be addressed in the Tier 2 analysis of the South Suburban Airport project in order for the purpose and need to be defendable.

The final, revised Airport Layout Plan for O'Hare, including extensive capacity improvements, was submitted in October, 2003 and is proceeding through the approval process. Detailed environmental analysis of the O'Hare Modernization Program is being performed and a draft Environmental Impact Statement is forthcoming.

As with the improvements being developed for the Gary/Chicago Airport, the TIER 1 EIS for the South Suburban Airport did not include these developments at O'Hare because they were at a preliminary stage when the study was completed.

Tier 1 EIS Section 3.2.1.4, Pg 3-10

Referring to the O'Hare modernization program:

"This concept has not been submitted to the FAA for approval, nor has it been subjected to airspace and environmental reviews. Construction of new runways at O'Hare would require a new and separate environmental impact statement..."

When the need for a new airport is based on a regional capacity demands, the study of the various regional components cannot be studied separately, but must be studied together in detail with current data. Since the Tier 1 EIS, expansion at O'Hare is no longer conceptual, and must be included in the analysis of the South Suburban Airport environmental documents.

In addition, the analysis still relies on data from the Chicago Airport Capacity Study from 1986 and the Illinois-Indiana Regional Airport study. This information was collected in 1991, and is now 2 years older than when we first commented on the outdated qualities of the data. The State of Indiana continues to object to the use of old data in the Tier 1 EIS and the lack of thorough investigation of whether existing facilities can meet future capacity requirements. This thorough assessment of need must now be included in the Tier 2 study.

1-35

1-58

1-58

Scoping:

It is critical that the TIER 2 EIS assess potential conflicts with existing airport airspace for Gary/Chicago, O'Hare and Midway Airports. Preliminary analysis has shown the very real potential for operations at the new airport to interfere with operations on Runway 2 at Gary/Chicago. Potential impacts to all approaches to Gary/Chicago must be evaluated in this phase of the study. \

Since its inception, over \$20 Million in Federal and State funds have been invested in Gary/Chicago International Airport. An airport which will not begin construction for some time, if ever, should not be allowed to interfere with existing operations or the long term expansion plans of Gary/Chicago or any other existing facility.

It is imperative that the Tier 2 EIS includes a thorough airspace study and provides documentation that this proposed airport will not negatively impact Gary/Chicago, O'Hare or Midway airports or future development at these locations.

23-18

23-3



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276, 217-782-3397 JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601, 312-814-6026

ROD R. BLAGOJEVICH, GOVERNOR

RENEE CIPRIANO, DIRECTOR

55000

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14-4

9-11

217 782-3397 TDD 217 782-9143

December 19, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Re: South Suburban Airport Tier 2 EIS Scoping Study

Dear Mr. Rewerts:

The Illinois Environmental Protection Agency (Illinois EPA) appreciates the opportunity to provide input on the Scoping Study for the preparation of the Draft Environmental Impact Study (Draft EIS) for the construction and operation of the Inaugural Airport Program for the South Suburban Airport located in Will County, Illinois. As the state agency responsible for environmental protection, we are concerned about the environmental impact of the South Suburban Airport not only in the immediate vicinity but also on the Chicago region. Following are issues that we believe should be thoroughly evaluated in the Draft EIS.

The Inaugural Airport Program includes the construction of a single runway, taxiways, passenger terminal, ground access improvements, parking, cargo handling, and other support facilities that may impact existing wetlands within the airport footprint. We request that the Draft EIS fully address steps to be taken to mitigate the loss of both jurisdictional and non-jurisdictional wetlands. Additionally, the Draft EIS should address other aspects of the Clean Water Act Section 404 permitting process. We recommend, to the extent possible, coordination of the wetland mitigation activities occurring at the airport with those due to associated highway improvements in the immediate area. Stormwater management procedures should be thoroughly discussed for both construction activities and subsequent operation of the airport. Stormwater management should include but not be limited to erosion and sediment control, and flood control. In

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 MARION - 2309 W. Main St., Suite 116, Marion, IL 62959 - (618) 993-7200
 Collaboration, IL 62959 - (618) 993-7200

addition, procedures for the management of runway and aircraft deicing compounds should be detailed including the expected types, quantities, and disposition of used compounds.

Removal of existing structures and construction of the airport facilities may also result in the generation of hazardous wastes. We request that the Draft EIS fully discuss the planned methods for dealing with any such wastes generated or uncovered during the development and later operation of the airport.

Noise is always a concern for citizens living near an airport. We request that the Draft EIS include detailed information on the anticipated number of flights, the type of aircraft operating at the airport, and their projected impact on noise levels in the affected areas.

The South Suburban Airport is located in a region that is classified as nonattainment for the 1-hour ozone national ambient air quality standard (NAAQS). Air quality monitoring data indicates that the region is also in violation of the new 8-hour ozone and PM2.5 (particulate matter less than or equal to 2.5 microns in diameter) standards. Will County will likely be included in the designated nonattainment boundaries for those pollutants. For these reasons, the Draft EIS should contain detailed air pollutant emissions estimates reflecting construction, initial operation and anticipated peak operation of the proposed airport configuration. These analyses should be conducted for each year and include both summer weekday and annual emissions estimates for volatile organic compounds ("VOC"), oxides of nitrogen ("NOX"), carbon monoxide ("CO") sulfur dioxide ("SO2"), and both PM10 and PM2.5. Roadway intersection analyses for CO should also be performed to assure that anticipated levels of motor vehicle traffic do not cause a violation of the one-hour CO standard.

In addition to these pollutants, we recommend that, to the extent possible, the analysis include projected emissions of both VOC- and PM-related hazardous air pollutants. We understand that emissions estimation methodologies for these pollutants may not be as well developed as for the criteria pollutants, but we believe that, due to the potential health impacts resulting from these emissions, they should be included in your analysis. The Illinois EPA also encourages you to incorporate into the airport design and operation, equipment or procedures intended to minimize emissions of these harmful emissions is a solution.

If you have any questions, or would like to arrange a meeting to further discuss these comments please contact Mike Rogers at 217 524-4408.

Sincerety Renee Cipriano

Director

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3-15

SECTION 3.4 LOCAL AGENCY COMMENTS



WILL COUNTY BOARD

WILL COUNTY OFFICE BUILDING • 302 NORTH CHICAGO STREET • JOUET, JULINOIS 60431

12/19/03

00001

December 3, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Subject: SSA Tier 2 EIS/Inaugural Airport Program Scoping Comments

Mr. Rewerts/FAA Officials:

Good morning, I am Margie Woods, the Minority Leader on the Will County Board, thank you for allowing this opportunity to comment on behalf of the Will County Board regarding the SSA Inaugural Airport Program and Tier 2 Environmental Impact Statement.

In 1987, the Will County Board passed its first resolution supporting our involvement in the development of an airport in the south suburbs of Chicagoland. Will County's desire for involvement in that development stemmed from our understanding that the development of an airport in our area meant not only benefits, but also that it meant that there would be impacts. Now that the airport site has been selected and identified within the County of Will's jurisdiction and the Tier 2 EIS begins, we have positioned ourselves to take a leadership role in its development.

Will County government has established the Will County Airport Coalition to represent the interests of our townships, communities, business and other agencies interested in and affected by the development of the airport.

Will County has also either formed or is participating currently in several other forums, or focus groups, that are working on issues associated with legality, land-use planning, marketing, development and finance, open space and natural resources, and transportation services and infrastructure pertaining to the airport. Will County recognizes the importance of working with many jurisdictions on this project and we believe in a spirit of cooperation as a means of fostering consensus.

We have formed a team of experts who can guide the County and the Airport Coalition through the airport development process.



This grade meets of exceeds speeriment standards for recycled grades.

Will County will work as a team with FAA and IDOT toward sponsorship to insure that the airport in Will County is developed in the most beneficial manner for our county, our region and our state and that all of the necessary environmental issues have been addressed.

We want this EIS to address the following:

- Transportation infrastructure needs and costs, including construction routing 27-1
- Estimated jobs created on-site and off-site and the fiscal impacts from these jobs. 5-1 •
- Information on any economic development planned on-site airport 6-1 •
- Environmental issues such as: groundwater, streams, lakes, wetlands, floodplains, ٠ drinking water, storm-water, waste-water, waste disposal, and other impacts on 9-1.25-1 natural resources in the area 14-1
- Agricultural loss and it's fiscal impacts on all taxing bodies 15-1 •
- Impacts on parks, preserves and conservation areas
- How parks and preserves that currently exist on inaugural airport property can be • 10-2 integrated in to the inaugural design
- Mitigation plans for all impacts •
- How to effectively plan land-uses on property that may be needed for future 4 1. airport expansion

The Will County Board feels that it is vital that the county be privy to all information associated with this project and that we be part of the many decision-making processes associated with the most appropriate development of an airport facility within our jurisdiction.

County staff will be submitting written comments in addition to mine. Thank you for your time.

Margie Woods Minority Leader Will County Board 302 N. Chicago Street Joliet, IL 60432 (815) 740-4602

18-1

29-1

10 - 1

Good Morning,

I'm Stella Zajakala, the Assessor for Will Township. As you can tell from the maps, most of the airport would be in our township.

12/19/03 00002 55

6-2

For the inaugural site, they are estimating a need of 4,200 acres.

So far IDOT has purchased 1,538 acres (from willing sellers). Now the remaining 2600+ acres need yet to be acquired . Now do you think our loyal farmers like the Deutsche's, Rudis' and the Ogalla's are going to sit there meekly and let the state do as they please? 15-2 I'm sure they're going to fight and they have the support of the rest of us "mini-farmers".

I will give you some figures so that you can see how this "State Land Banking" is affecting our townships and the county.

In the Inaugural Site IDOT has purchased 1,538 acres which has an assessed value of \$ 2,218,711. This translates to a market value of \$6,653,133. They also purchased other property listed as Hardship and Protective Parcels (in the "big footprint" site) consisting of 201 acres with assessed value of \$600,865 or market value of \$1,802,595. These two total \$8,455,728. Yet the state paid their "fair market value" of \$23,049,464.

Where is this extra 15 million coming from? You guessed it ! The taxpayers,

You and me.

Now/how do these negotiations affect our tax revenues? 6-3

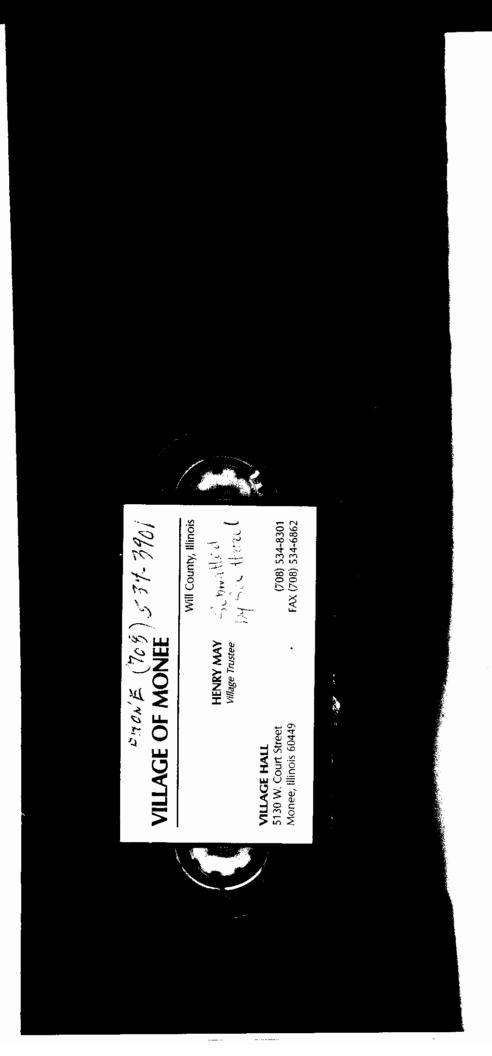
Figuring our tax rates are anywhere between 6% and 8-1/2% we'll just take

a low average of 7%

On that total Assessed Value figure of \$2,819,576 the taxes figure to approximately \$197,371-which will be lost annually.

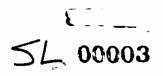
The taxing bodies still provide the same services and still have to levy to obtain the dollars they need.

The School District, the County, the Townships, the Fire District, the Library, The Forest Preserve, and College District all put in their levies and with the loss of assessments, since the State is tax exempt, the shortfall will have to be made up by, you guessed it, you and me. 6-4



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South Suburban Airport

Inaugural Airport Program

Recorded Comments of:

Mr. Henry May

Village Trustee – Village of Monee

Transcribed by Eunice Sachs From a DVD prepared by Mr. May

Eunice Sachs & Associates (708) 709-0500

(Start of DVD)

Henry May

Hello ladies and gentlemen, children of all ages. My name is Henry May. And I'm here at the Greater Kankakee airport with the FAA facility in my rear. The thing that I'm asking is, Governor George Ryan wants to build an airport exactly fifteen to twenty miles north of here. And this beautiful airport exists and its runways that are only seventy-nine feet shorter than the longest runway at Midway and I'm wondering why he does want to do this. I mean this is a very pretty airport and it's got plenty of expansion facilities. Why would you spend all this taxpayer 1-16 money for the purpose of putting a new airport in when this one here exists and can handle anything you want he wants to put in a one runway airport between Peotone and Manteno and this airport has two long runways. And what I can't understand is why we want to spend millions of dollars if the land is already owned by this airport and operating -- a beautiful operating airport, instrument landing conditions, and as you can see right behind me *inaudible* they are on the field *<inaudible>* like service stations. Let me – yeah, I'll start –

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Zoomed in -

Henry May

I can get -

<u>Unknown</u>

Yeah –

Henry May

Okay, as you can see ladies and gentlemen, we're at the FAA Station and I'll show you this wonderful new facility. There's probably thirty to forty employees at this station, here at Kankakee.

Now, I'm gonna pan around and show you the hugeness of this airport. Okay. Now, we're moving around to the front of the airport building. They have a nice terminal here. Lake Central at one time serviced this airport. It's rather hard to be your own cameraman and narrate too. Now, all of this land you see belongs to this Kankakee Airport. And here we are back at the FAA facility. They're spending quite a bit of money just to pave the parking lot here again.

All right, ladies and gentlemen, we're set up now in front of the airport terminal. I mean, they have a regular terminal in there as though they had commercial flights. This airport was originally, like I say, serviced by Lake Central Airlines and as time progressed, they couldn't make any money, I guess, at it, so they stopped flying in here. But seems 22-11 like the State of Illinois wants to spend a lot of money to duplicate what they've got here.

Plus, they've got an office building off to the south of this terminal and they had the airlines and oh man, Ropert had a big hanger here for their aircraft when they were in here and, like I say, it's been a very expensive airport to build and yet they don't use it. They just don't use it. I can't understand why they wouldn't use it for more purpose than to just have some local flight instruction for student pilots and a few people coming in and hangering their airplanes.

All right, ladies and gentleman, as you see down this taxiway, it runs probably 2,000 to 2,500 feet south of here and that starts 4 and 22 runway. Now, 4 and 22 runway is only 79 feet shorter than the longest runway at Midway. Midway is 6,060 feet. This one is 5,979 feet long. Then, as we came in, as I landed, we took and saw a Gulf Stream taking off and it didn't use but maybe two-thirds of the runway.

As you can see, as I pan, this is a very large airport and why the taxpayers are gonna foot the bill -- millions of dollars and probably a 6^{-2} billion or two to build another airport fifteen, twenty miles north of this one]- now they'll probably tell you the reason they do that is due to the fact that they can't expand this. But all they've got to the south and east is farmland and to the north is the Kankakee River. So, from the Kankakee River, they can go all the way to Chebanse, which is probably ten miles, if they really needed to.

Now, as we come up here, that's Interstate 57 that you see the traffic on. It's Interstate 57; it runs right on the outskirts of this airport. And at Peotone, where they want to build the airport, it'll probably take ten to fifteen miles of new interstate to get there. This airport has an

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interstate next door to it. Midway -- and when you go to Midway, the nearest interstate there has gotta be six, seven miles away. And even it's closer here to the interstate than O'Hare is until they build in some kind of interstate.

You can see the traffic running along. Now, I've got it on a telescopic lens, but here, as we pan back, you can see how much land this airport takes. And now they also have another runway that they've got closed right now to pave it and extend it. And it's right down, just over that clump of grass. And it runs northwest and southeast and it's --

Well this is the Kankakee airport. Not a very good day though to be shooting it. That's the start of 22. Yes, this is the Airport of the Year for Illinois. Beautiful airport. It's kind of hard to keep these pictures straight.

(Radio Transmission)

Henry May

Said I figure five or six on the chart when I looked --

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Somebody, turn around and say well, 55 right two miles away. So, even though it's two miles, that's a half a mile.

Henry May

Yeah.

<u>Unknown</u>

Yeah. It's still there.

Henry May

Yeah.

<u>Unknown</u>

I was saying something else when you were talking.

Henry May

Well, O'Hare -- I said that even until they build the entrances – expressway entrances into O'Hare, you're still a mile or two away from them.

Okay, and you did that with the ILS. That is the ILS from there?

Henry May

No.

<u>Unknown</u>

What is that there?

Henry May

That's there ---

<u>Unknown</u>

ILS is at the end?

Henry May

--down there. This here is what they call a rotating beacon. And when it's instrument conditions that'll rotate or at night it rotates.

Okay.

Henry May

In other words, it has to be – during the daytime it has to be instruments. If that's rotating, you've got to file an instrument flight plan.

<u>Unknown</u>

Let me ask you this now, do you want to --

Henry May

Now when we take off -

<u>Unknown</u>

-- do you want to, after this is all taped, do you want to do anything from a sitting position like that little studio at Channel 10 there?

(Radio Transmission)

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Henry May

Well, as you see folks, we're getting ready to take off on Runway 22 and this is a long runway and as you notice it's got plenty of room. This little flight took *<inaudible>*. And we're gone. And we're airborne. Over on this side you can only get --

You can see we've still got plenty of runway to go and we're five hundred feet in the air. There's your Navy plane back there *<inaudible>*.

(Radio Transmission)

Henry May

We're still over the runway climbing out.

(Radio Transmission)

Henry May

That's the view looking at it northeast.

(Radio Transmission)

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Henry May

We're southeast of the airport, folks, and you can see the yellow *<inaudible>.*

(Radio Transmission)

Henry May

They're making -- they're extending that runway. Now, this land that you see east and south all belongs to this airport or can be reclaimed by it. They can put the airport here, maybe even extend another five or six runways.

Backing around and we'll show you some more of it. This is a beautiful airport. The Airport of the Year for Illinois and ILS, Instrument Landing Systems. Everything is here. Not to mention that Interstate 57, 27-23 as you can see, runs right alongside of it and the Illinois Central Railroad also does.

There's I-57 <inaudible>.

Where they want to put the Peotone airport -- they do not have any interstate that gets them to that area. 57 is at least fifteen miles away.

Of course, if they want to spend taxpayer money that's okay.

Well, ladies and gentlemen, I hope you enjoyed our little insight into the Kankakee airport and you can see it's a full service and a fairly large airport right now. And they've got a lot more land around there that not only belongs to them but could be expanded into a few farms.

This airport, really – I forgot to bring out earlier that UPS – every morning flies a cargo plane in there and they have three or four trucks in the morning waiting to unload it and take this UPS merchandise to the different towns around the area. UPS holds quite a bit of property – owns quite a bit of property in that area, so I thought, well, that's just a little insight. If UPS is doing it, Federal Express and the rest of those airlines that have nothing but freight can certainly use it and there is plenty of space at that airport to expand and put anything they want in there. Well, I hope -- and I made a few statements earlier about the interstate and how it runs right up along side of it. Certainly UPS knows that, that's why they're using it. Also, Clifton is only five, six miles south of there. Chebanse is ten or twelve. Odell is only a couple and yet they're all on the west side of the railroad or on the west side of 57, so the airport wouldn't even affect those towns if they would expand ten miles south.

[I just don't understand why we're spending all of this money to 6-2. build an airport in Peotone area] - it's gonna be between University Park, Peotone and Monee, with Manteno to the south of it, and Beecher to the east and it really doesn't make a lot of sense.

(There's a lot of growth of homes and family dwellings being put up in this area, which means that some of them will really have to go. Brand 5-2new homes will have to be torn down to build the Peotone airport, not to mention all the farms.)

So, I really hope that you've got a little to digest here and see what kind of conclusions you come to I come to the conclusion that if they

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need an airport -- a one-runway airport -- let's use Kankakee. Fifteen, /-/6 twenty miles south of where they want to build this one.

And now I think we're gonna take and do some interviews at the Will County Fair and I hope some of these people have some interesting insight into what's gonna happen.

Well, let's go on to the Will County Fair.

Okay, well, here we are at the STAND's booth at the Will County Fair and here's a couple of people – Karen and her husband are manning it – and uh – we're going to talk about why you think it's *<inaudible>* Kankakee airport – it's bigger than one runway than the one Ryan wants to build the Peotone airport at this time.

<u>Karen</u>

Well, I personally think it's because Ryan wants to keep the Kankakee airport as his own personal airport. I'm told that *<inaudible>* pilots *<inaudible>* and his cronies and we know he has plenty of cronies so he can go wherever he wants to go. There's no money for him to be

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made in Kankakee. Money for him and his cronies to be made in Peotone *<inaudible>* homes and *<inaudible>* land *<inaudible>* and that's why he wants the Peotone airport.

Henry May

Would you be surprised to know that every morning UPS has a cargo plane come into the Kankakee airport four, five trucks sometimes, five pick up UPS deliveries and deliver 'em to all the towns and villages in Kankakee. UPS has a couple miles away, quite a bit of land and I think they were anticipating using the Kankakee airport and for some reason that all got washed when everybody wanted to build this Peotone airport. I find that most people have no idea what's going on.

<u>Karen</u>

In fact, that's why we want to get involved and go to the meetings. Every meeting I learn more and more and more. That's why it's important to get involved *<inaudible>*.

Henry May

(Well, you'd be also surprised that the Kankakee airport can be expanded southward and if it goes south, the villages and towns along the way actually start very west. Now, the Kankakee airport has I-57 right next to it. It's closer with an interstate than O'Hare, Midway or any of the rest of them. And, therefore, Illinois Central Railroad runs through there 27^{-23} and they do take Amtrak service. Now, I can't believe that they're going to build this airport out in the middle of nowhere where it would take fifteen miles or better of interstate just to get over to 57. Plus, they'd have to build another twenty or thirty miles of railroad when they have the railroad right there running along side the airport.

<u>Karen</u>

Well, now, you're a thinker, I'm a thinker, what does Ryan the grand thinker do?

Henry May

Yeah. Well, I don't know. I don't know what else to say. But I do know this, yeah, that's half the footage there, that's the whole thing. It's already there.

<u>Karen</u>

Yeah, Kankakee.

Henry May

And so if you saw at the beginning of this tape, folks, the Kankakee Airport, I had a complete look at it and you can see the FAA, the flight service facility, and everything like that. I'm finding out that even STAND hasn't really explored the -- and got the knowledge of exactly what's down there. And like they say, I believe that Kankakee must be depressed because they want to use it for their own special purposes in this state. And, by the way, that is, that is Illinois State – that's the Airport of the Year.

<u>Karen</u>

Wow.

Henry May

That won the award – Kankakee. So, I believe that that's part of the problem we have. Somebody wants to get rich on that Peotone land

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there's no doubt about it. Well, let's see if we can find somebody to interview.

Here we go. Well, ladies and gentlemen, here's another one of STAND's people and if you'll introduce yourselves, and, I only have this to say, what do you think about nobody saying anything about the Kankakee Airport fifteen miles to the south of this particular airport they want to build in Peotone? We find that this is ironic that we have an airport that is actually bigger right now, fifteen miles away than the one Ryan wants to start out building.

<u>Mary Pat</u>

I <*inaudible*> I'm Mary Pat and I live in the <*inaudible*> of the airport. Hope to retire there in four years (I told STAND -- is that we)need to worry about our environment and <*inaudible*> he always talks about recycling <*inaudible*> airport <*inaudible*> said Kankakee, Gary, /-// Milwaukee, Rockford -- all of these places are up and running I see no use in getting a new airport when there are already usable areas and that we can preserve the environment and that great American soil.

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Henry May

Well, would you be surprised to know that the Kankakee airport at this time has got UPS coming in there every morning and bringing packages to the trucks in the Kankakee area? There will be four or five trucks there sometimes. They'll load up and take packages to the different -- all area villages and cities around there and all of Kankakee. And I'm just wondering, if UPS is utilizing it now, why isn't Federal Express and the other ones doing it? Is it a big secret? Seems to me nobody knows that it's there except us pilots.

Mary Pat

Now, that's a good point – the public was not made aware anything except for what Ryan wants us to know. And most of the public is unaware of what really happens. And before I go to STAND, I have found that – I'm really glad that I have found out a lot of the issues. Like I said, I think the Federal Aviation Boards have to make a push and they *<inaudible>* airport *<inaudible>* like I said, creating the wall and making over what is considered Illinois best secret.

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<u>Henry May</u>

Well, you know, Governor Ryan made a campaign issue that he wasn't going to raise any taxes and two months into his actual -- two months into when he took over, he said, well, I've changed my mind, we're going take and raise all these services and utilities. Anything that they do for the point of the State we're going to pay for it. And he doubled a lot of it. So, he lied there.

Now, what is he not telling us about this Peotone airport and why is it we spent millions to build this Kankakee airport and now he wants to spend billions to build another one?

Now, is this going to be the second white elephant in Illinois. I'm referring to Mid-America in East St. Louis – which St. Louis isn't using – they're tearing up and taking homes down there on their airport to expand 1-23 that instead of using Mid-America that still has the paper on the seats that they put in for the passengers. Nobody uses it. So, I don't know what else to say, but who's taking and getting rich outta this?

<u>Mary Pat</u>

<inaudible> I drive by that airport at least once or twice a year when visiting my sister and her kids there's nothing there and it is a gorgeous airport but covers land that nobody is using. It's just sitting up there. The Airlines will come if they think *<inaudible>* that airport in Southern Illinois. As I say, they are expanding St. Louis, it doesn't matter. I've talked to many businessmen who fly in and out of O'Hare and they say it doesn't matter if there is a Peotone airport. They will not fly into Peotone. They will use the O'Hare Airport.

So that's why you need to have the reconsideration for O'Hare and *<inaudible>*.

Henry May

Well, the Rockford wants this airport – Rockford area -- and they're closer to O'Hare, so that they kind of split up the hub situation that Peotone ever will be. And Peotone has nothing there and Rockford already has a huge airport. So, I don't know.

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Well, Mary, if you'll leave your husband one of these times to come down –

Mary Pat

We'll be here Saturday and Sunday working at the booth -2:00 to 4:00 and 1:00 to 5:00.

Henry May

If I can get down here, we'll sure be here to record some more of this.

<u>Mary Pat</u>

Thank you.

Henry May

Thank you. Okay ladies and gentleman, we've got another opinion to be heard from here – if you'll give your name and where you live – what town -- and tell what you think of the Peotone airport.

<u>Carl Johnson</u>

Carl Johnson of Monee, Illinois. I think it's a big farce that they would even think about bringing a airport into Monee. This is all farm $_{15}-8$ country – it's been this way for years. Why? You want to break up a farm for an airport when you got O'Hare and you got – and they want to expand O'Hare – [let them expand O'Hare and push Rockford and the other airports and Gary and everywhere else.] This is not needed in Peotone or Monee.

Henry May

Can I interest you in a little knowledge that I have. On the beginning of this tape, you'll see that I had a twenty-minute portion of the Kankakee airport. They want to build a one-runway airport here in Peotone and in Kankakee they've already got two runways. And the runway in Kankakee is only seventy-nine feet shorter than the longest runway at Midway. The airport is there, but nobody mentions it, fifteen miles south of where they want to build this airport. You think about that.

Carl Johnson

<inaudible> I think it's all a big political hassle.

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Henry May

And, also, the Kankakee airport -- Interstate 57 runs on the border of it and the Illinois Central, who has Amtrak service. Like I say, they can put in a high speed rail from Kankakee – why do they have to build this airport in the middle of nowhere where they got to put fifteen miles of interstate or better and build a whole new railroad and take up this land to run this railroad over and probably it's closer to just go to Kankakee than it would be – a plan on building this Peotone airport.

Carl Johnson

It would save millions of dollars to do that.

Henry May

Billions would be more the answer. They've already spent millions to build the Kankakee airport. Now, why in the world would we pay to build another airport smaller with one runway and it cost billions?

Would you also be interested to know that UPS every morning has a flight -- at least just about every morning – has a plane that comes in

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there with merchandise, packages – and they have four or five trucks waiting there to unload the airplane and take them to the local towns?

Now, maybe you've got a little insight into this Kankakee airport and how some of the people at the Will County Fair felt about it. Now, I'm gonna take you to --

(End of DVD)

STATE OF ILLINOIS)) COUNTY OF COOK)

SS:

On this, the 13th day of January, 2004, I, Eunice Sachs, Certified Shorthand Reporter and Registered Professional Reporter, do hereby certify that I am a court reporter doing business in and for the State of Illinois, County of Cook; that I transcribed the DVD recording of the previous pages, and that the foregoing is a true and correct transcription of the DVD recording to the best of my ability.

Certified Shorthand Reporter Registered Professional Reporter Notary Public, Cook County, Illinois



12/19/03 SL 55 **600004**

12/3/03

Question for FAA Tier II Meeting

2-1

Entrance into the East side of airport for customers 27-2

Move runways more to the North

Replacement for lost property tax from land the state has purchased 6-5

Provide for necessary infrastructure as a result of the airport and the construction of the airport 27-3

Arrangement for the excessive use of township roads as a result of the airport 27-4 Aller Collent, support

Maximum of 4 runways for the airport



CENTER for ECONOMIC DEVELOPMENT

12/19/03

£5 00005

South Suburban Airport Hearing Governors State University December 3, 2003

I am Robert Herrick, representing the Will County Center for Economic Development, commonly known as the CED. The CED is the economic development agency of record for Will County. We support not only development of South Suburban Airport at the state-designated site in Will County, but also inclusion of Will County as a full partner with the Federal Aviation Administration and the Illinois Department of Transportation.

As aviation experts predicted in the 1980s, Chicago ran out of capacity to absorb an increasing demand for commercial flights, which led to the city's plan to rebuild O'Hare Airport. Growth in the south and southwestern segments of the Chicago region has exacerbated the need for more aviation capacity and has actually created a sub-market of 2.5 million people who live within a 45-munite drive of South Suburban Airport. Will County will continue to fuel much of that growth:

- Will County is the ninth fastest growing county in the nation (of counties with more than 200,000 people) and will be the fastest growing county in Illinois in terms of jobs and population for the next 20 years.
- The Northeastern Illinois Planning Commission estimates Will County's population will exceed 1.1 million by 2030.
- Will County accounted for nearly 40% of all industrial project completions in the Chicago MSA since 2000.
- There are now115 business parks in Will County with an inventory of 80 million square feet.

Will County is especially attractive for logistics and distribution, given its location and a nexus of interstate highways, Class 1 freight railroads and commercial barge terminals. The new CenterPoint Intermodal Center, with the Burlington Northern Santa Fe Railroad logistics park as the centerpiece, made Chicago the third largest container port in the world. The regional, national and international development communities, with whom we work, were quick to see the benefit of connecting freight logistics at CenterPoint with air cargo operations at South Suburban Airport.

As the Illinois Department of Transportation and the Federal Aviation Administration proceed with the environmental assessment, two additional issues deserve consideration. First is the need to identify and develop a plan for building the local infrastructure to 275 accommodate a project of this magnitude. Secondly, Will County should be recognized as a full partner in the planning process with the Illinois Department of Transportation and the Federal Aviation Administration.

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12/19/03

South Suburban Mayors and Managers Association

SOUTH SUBURBAN AIRPORT TIER II ENVIRONMENTAL IMPACT STATEMENT-AGENCY SCOPING MEETING

DECEMBER 3, 2003

GOVERNORS STATE UNIVERSITY

I AM PLEASED TO PRESENT THIS TESTIMONY ON BEHALF OF THE SOUTH SUBURBAN MAYORS AND MANAGERS ASSOCIATION, AN ORGANIZATION REPRESENTING 43 COMMUNITIES AND 650,000 RESIDENTS IN SOUTHERN COOK AND WILL COUNTIES.

THE ASSOCIATION HAS LONG SUPPORTED THE DEVELOPMENT OF THE SOUTH SUBURBAN AIRPORT NEAR UNIVERSITY PARK AS THE BEST WAY TO PROVIDE ADDITIONAL AIR CAPACITY TO SERVE THE RAPIDLY GROWING AND LONG ESTABLISHED COMMUNITIES IN THE SOUTHLAND AS A SUPPLEMENTAL FACILITY TO 1-59 O'HARE AND MIDWAY AIRPORTS.

BELIEVE THAT ENVIRONMENTAL WE STUDIES PREVIOUSLY CONDUCTED BY BOTH THE STATE OF ILLINOIS AND THE FEDERAL AVIATION ADMINISTRATION HAVE CLEARLY SHOWN THAT THE SOUTH SUBURBAN AIRPORT CAN BE DEVELOPED TO MEET THE STATED PURPOSE AND NEED AND DO SO IN AN ENVIRONMENTALLY SOUND MANNER.

MEMBER MUNICIPALITIES Burnham Calumet City Calumet Park Chicago Heights Country Club Hills Crete Dixmoor Dolton East Hazel Crest Flossmoor Ford Heights Frankfort Glenwood Harvey Hazel Crest Homer Glen Homewood Lansing Lynwood Markham Matteson Midlothian Mokena Monee New Lenox Oak Forest Olympia Fields Orland Hills

OFFICERS

Orland Park Palos Heights Park Forest Phoenix

Posen Richton Park

Riverdale Bobbins

Thornton Tinley Park University Park

Sauk Village South Chicago Heights

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President Roger Peckham Sauk Village

Vice-President Edward Zabrocki Tinley Park

Secretary William Browne Hazel Crest

Treasurer Zenovia Evans Riverdale

Cook County At Large Delegate Richard Reinbold Richton Park

Will County At Large Delegate Michael Einhorn Crete

Executive Director Edward W. Paesel Page 2 Scoping Meeting December 3, 2003

THE PROPOSED FACILITIES CAN BE DEVELOPED WITHIN THE AIRPORT FOOTPRINT OUTLINED BY THE STATE OF ILLINOIS AND CURRENTLY UNDER ACTIVE ACQUISITION BY THE STATE USING FUNDS APPROPRIATED BY THE GENERAL ASSEMBLY OVER THE PAST 4 YEARS. THIS CAN BE DONE IN A MANNER THAT WILL MINIMIZE AND MITIGATE ANY IMPACTS ANTICIPATED, WHILE AT THE SAME TIME PROVIDING MUCH NEEDED AVIATION CAPACITY FOR THE SOUTHLAND AND THE ENTIRE CHICAGO METROPOLITAN REGION.

THE ASSOCIATION CALLS YOUR ATTENTION TO A "WHITE PAPER ON PUBLIC PRIVATE PARTNERSHIPS" IT HAS RECENTLY PUBLISHED TO ASSIST IN THE DIALOGUE AS TO HOW THE SOUTH SUBURBAN AIRPORT MIGHT BE FINANCED. WE ARE ENCOURAGED BY THE PUBLIC PRONOUNCEMENTS OF SEVERAL NATIONAL AND INTERNATIONAL PRIVATE FIRMS WHO HAVE EXPRESSED AN INTEREST IN WORKING WITH THE STATE AND LOCAL OFFICIALS TO EXPLORE THE POSSIBILITY OF DEVELOPING A PUBLIC/PRIVATE PARTNERSHIP TO CONSTRUCT THIS FACILITY.

FINALLY, WE SUPPORT THE EFFORTS OF LOCAL, COUNTY, STATE AND FEDERAL OFFICIALS TO CONTINUE LONG STANDING COOPERATIVE EFFORTS TO DO PROPER PLANNING FOR AREAS OUTSIDE 24.3 THE FOOTPRINT OF THE AIRPORT AND ALONG HIGHWAY AND RAIL CORRIDORS WHICH WILL BE USED TO PROVIDE EXCELLENT ACCESS TO THE AIRPORT.

WE THANK THE FAA FOR ITS SUPPORT OF THIS PROCESS AND FOR PROVIDING FUNDING TO COMPLETE THE TIER II E.I.S.

> EDWARD W. PAESEL EXECUTIVE DIRECTOR

South Suburban Airport Commission

"Building Chicagoland's Third Airport"



Board of Directors: Hon. Al McCowan, Chairman Hon. John Ostenburg, Vice Chairman Hon. John Geils, Secretary Hon. Craig Johnson, Treasurer Rick Bryanı, Executive Director Elbert Shaw, Recording Secretary

Testimony For FAA Scoping Hearing – South Suburban Airport

By Rick Bryant, Director, South Suburban Airport Commission

December 3rd, 2003 - Governors State University, University Park, Dlinois

Good morning. My name is Rick Bryant and I am the Executive Director of the South Suburban Airport Commission. This organization, we believe, is the only duly constituted governmental body established for the exclusive purpose of building the South Suburban Airport (SSA).

Before I explain more about SSAC (the "Commission"), let me thank two organizations. First, the Commission conveys its appreciation to the FAA for keeping the SSA alive. Your energy and diligence have kept this process moving and we thank you for your past and future guidance and leadership. Equally, the State of Illinois and three consecutive governors have assumed the mantle of sponsorship and committed the State's substantial resources – human and financial – to this, each knowing that, without an airport, Chicago, the region and the State would suffer. The State is well on its way to purchasing the 4,200 acres needed for the inaugural development.

> 2 TownCenter Drive – University Park, Illinois 60466 Telephone: (708) 534-4237 Fax: (708) 534-2956 E-mail: rick.bryant@ssacommission.com

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As I stated, the SSAC is duly constituted under Illinois law. The Commission derives its authority to develop, own and operate the Airport from multiple sources, including, but not by way of limitation:

- 5 ILCS 220/1 et seq. Intergovernmental Cooperation Act
- 620 ILCS 20/0.01 et seq. Joint Airports Act
- 65 ILCS 5/11-101-1 et seq. Illinois Municipal Code "Airports General Authority"
- 65 ILCS 5/11-103-1 et seq. Illinois Municipal Code "Airports for Municipalities less than 500,000"
- 620 ILCS 25/1 et seq. Airport Zoning Act.

The Commission became a governmental body September 29th when the initial communities signed an Intergovernmental Agreement. This IGA gives the Commission extensive home rule powers and today 31 municipalities have placed commissioners on the Commission. They are Bensenville, Calumet City, Calumet Park, Chicago Heights, Country Club Hills, East Hazel Crest, Elk Grove Village, Flossmoor, Ford Heights, Glenwood, Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Park Forest, Phoenix, Richton Park, Riverdale, Robbins, Sauk Village, South Chicago Heights, South Holland, Steger, Thornton and University Park. It is chaired by a Will County mayor and remains open to all South Cook and Will County municipalities.

(The commissioners, who are the elected mayors from these communities, are all enthused about the prospect of the Airport; they uniformly belief that an airport is needed 1-9for the region; and they are committed to making it happen because of the economic engine it will provide for their communities.) The State has long professed that it has no intention of owning or operating the Airport. They are committed to building it, and our commissioners are committed to helping the State build it. (As to Secretary Martin's comments earlier today, this plan does not compete with O'Hare or Midway for funding, passengers or airline subsidies.)

Under state law, the Commission has the authority to own and operate an airport. It is the most logical entity to be designated as the sponsor, and it is moving aggressively, with the State's blessing, on an innovative public/private partnership to make this concept a reality. On November 10th, we issued an RFQ/RFP to select a developer/operator. We have received numerous inquiries from qualified firms and we expect to have a developer/operator under contract by the spring of 2004. Tomorrow, the Commission will hold a meeting with more than a dozen potential national and international bidders on the development contract.

We know this public/private partnership will work; that it can produce the best airport solution in the shortest time; and that it will be economically viable. Why? Because we commissioned two of the world's leading experts on airport public/private partnerships to do a yearlong study and they concluded that such a partnership is viable, economical, flexible and, perhaps, essential. Additionally, the State did an extensive study and reached the same conclusion. We have shared these results with the FAA Regional Administrator and her Great Lakes team, the FAA Administrator and her airports team, the Secretary of Transportation and several Members of Congress. The feedback has all been positive. (Indeed, Congressman Jesse Jackson Jr. has received calls from elected officials around the country interested in learning about this proposal.)

Let me now focus on SSAC's interest in the FAA scoping process. We believe that this airport should be built to meet a conservative level of traffic for the year 2008, for the traffic originating in or destined for the South Suburbs. It should not rely on any forecast that reduces or "steals" traffic from Midway and O'Hare. We believe that five gates and one runway will be an adequate initial build.

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The Commission also believes that this modest airport can attract 370,000 enplaned passengers per year after opening in 2008. We also believe that the five "common use" gates will attract one or more of the low cost carriers, one or more of the regional jet carriers, and even one or more of the low fare operations that the legacy carriers are introducing. As we see it, this airport's cost per enplaned passenger will be very attractive to these carriers, which are the fastest-growing segment of the industry but which lack access opportunities to Chicago's existing airports. Additionally, this airport's catchment area of 2.5 million passengers is an ideal target for this segment of the airline business.

But while the airport will start small, it must be designed to be a long-term 1-32aviation asset for the region. The long-term environmental impacts should be based on the ultimate build-out, not just the inaugural footprint. We need to place before the 29-31 public the potential size of the airfield, the number of operations and associated consequences for the years 2008, 2025 and beyond.

Because we should build for today, but design for tomorrow, the purpose and need, as well as the scope, should reflect these multiple temporal periods:

- Delivery of regional airport capacity for South Suburbs in 2008 (near term);
- Ability to assume a greater percentage of the Chicago region's traffic demand if and when O'Hare and/or Midway reach their congestion levels (mid term); and,
- Land-banking an adequate footprint to provide for a major airport when the demand/congestion/capacity analysis for the region necessitates such additional runways (long term).

These three distinct phases should be reflected in the FAA's statement of purpose and need. The SSA should and can meet all three of these needs through proper planning.

In closing, let me say that transportation has been Chicago's economic lifeblood since its inception. The City was born where the river met the lake; boomed as a railroad hub; matured as America's crossroads; and ascended as the nation's aviation hub./ An efficient, effective system of aviation connections in this region is crucial to our future, 29-4 and our nation's future. SSA will be a critical component to our system of airports. (

Finally, the FAA recognized in 1985 that Chicago needed a third airport. We have introduced an innovative, for us, but proven model to achieve these goals and demands. We are extremely pleased that the FAA and the State are moving forward with the EIS. Our plans are designed to maintain and complement your timetable. Thus, we look

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forward to working with you to enhance our national aviation system with the quickest, cheapest, cleanest and safest solution possible. After all, that was your charge, and that is our commitment. Thank you.

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COMMENTS TO THE FAA ON BEHALF OF THE EASTER WILL COUNTY COUNCIL OF MAYORS REGARDING SCOPING FOR THE TIER 2 EIS FOR THE PROPOSED SOUTH SUBURBAN AIRPORT December 3, 2003

These comments are being presented on behalf of the Eastern Will Council of Mayors (EWCCM). This intergovernmental group consists of the villages of Beecher, Crete, Monee, Peotone and University Park and the County of Will. While each of these governments may individually present comments, they have asked me to present the following on their behalf as an intergovernmental group.

- **INVOLVEMENT OF LOCAL GOVERNMETNS** Each member of the EWCCM desires to be consulted on the airport design and the EIS early in the process and continuing at each juncture as the process moves along. Regular presentations and review sessions should be held with the EWCCM at each of their scheduled meetings during the airport design and EIS process.
- COORDINATION OF PLANS As the airport design and the EIS process proceeds, the land use plans and zoning ordinances of the each of the members of the EWCCM should be incorporated 4 ≥ into the airport design and the EIS. Additionally, the EWCCM is developing two regional land use and development plans for the eastern Will County area, one with the airport and one without the airport ("no-build"). The "no-build scenario is completed. The EWCCM will soon begin preparation of the build scenario, however, it is critical to the function and validity of these plans that the Iron Ring communities and Will County (i.e., the members of the Eastern Will County Regional Council) have access to the alternative airport scenarios in order to effectively plan. Hence the EWCCM requests information from the FAA and IDOT on the proposed airport design 4 3 plan for the build airport scenario.
- IMPACTS ON MUNICIPAL GOVERNMENTS AND WILL COUNTY The members of the • EWCCM desires to know the impacts of the proposed airport on their communities as early as possible. Impact information sought by the EWCCM includes transportation (especially impacts $2\gamma - 6$ on local roadways during construction and after), economic development (estimates of jobs 6-6 created and how local residents can obtain these jobs; any economic development plans associated with the airport), environmental (groundwater, streams, lakes, wetlands, floodplains, q-1stormwater, drinking water, waste disposal, wastewater, and other natural resource in the area such as parks and forest preserve lands), and fiscal impacts on local governments (impacts on all |4 - 125taxing authorities and especially impacts on municipal, county and township revenues.) 18-Mitigation plans for all impacts should be discussed and reviewed with local governments for 10 -1 comment early before they are finalized. 21-1
- REGIONAL SEWER SERVICE The members of the EWCCM would like the FAA and IDOT, through the airport design and EIS process to work with the EWCCM members to explore the possibility of a regional sewer service system, exploring all alternatives for both the airport and the incorporated areas around the airport $\sqrt{A(l)}$ $\sqrt{A(l)}$
- SIZE OF THE AIRPORT Some member of the EWCRO would like the proposed airport (full build out scenario) to have no more than four runways as there is a concern that too much land is 2-2 being consumed by the airport footprint. However, not of the members agree with this. In particular, University Park and Will County believe the size of the airport should be based on 2-4 demand factors. All members of the EWCCM agree that they would like any information that the FAA and/or IDOT can provide on how to effectively plan for land use beyond the inaugural airport facility in the case that there is a need for airport expansion.

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JOSEPH L. MIKAN Will County Executive

December 3, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Subject: SSA Tier 2 EIS/Inaugural Airport Program Scoping Comments

Mr. Rewerts:

Good morning and thank you for this opportunity to comment on the SSA Inaugural Airport Program and Tier 2 EIS. I am Joe Mikan, the County Executive of Will County.

The County of Will has been interested in the development of an airport here within Will County for many years. When the Tier 1 received it's Record of Decision over a year ago, Will County embraced the need for this airport and began to transition in to a leadership role for the planning and development of the airport in our unincorporated areas of Will and Monee Townships.

The Will County Airport Coalition was formed as a Will County government initiative to provide the forum where government, private, non-profit and public agencies and citizens could convene to coordinate on matters associated with the development of the airport. These matters include planning, marketing, financing, airport construction and general preparation of both on and off-site facilities associated with the airport. The Will County Airport Coalition has been deemed the Local Agency Advisory Group by IDOT for the Tier 2 Master Plan process and represents the interests, issues and concerns of the communities and townships closest to the airport site, as well as many other agencies interested in the benefits and concerned with the impacts that the airport will bring.

Will County Executive Page 2/Dec. 3, 2003 Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office

Due to the tremendous business and residential growth over the last decade, Will County has become one of the fastest growing counties in the United States and forecasts indicate that this trend will continue in the years to come. Also, as Will County grows, the entire Chicagoland region as a whole continues to grow. Our demographic information alone indicates that we are capable of sustaining, and are in fact, in need of another airport. Aviation demand in our region continues to increase due to national and global markets and Will County hopes to see that demand met by building the south suburban airport sooner rather than later. We believe that delaying airport construction further would be a detriment to the region and to the county.

As indicated in a resolution passed by the Will County Board this past October, it is the intention of Will County to provide for the local sponsorship for this project. It is also important to note that Will County is not waiting for the completion of the Tier 2 process to move forward with this effort. Attached to my written comments is a timeline that will act as a roadmap for our efforts while the Tier 2 process is accomplished.

Will County has taken a position of leadership on this project for the following reasons:

- The inaugural site and the proposed ultimate site are Will County jurisdiction and it is our responsibility to see that the development is done in a manner that meets the needs of the County and the region, and is done so in a manner that represents the best interests of our citizens.
- To be directly linked to the work that FAA and IDOT are performing so that we can be part of the decision-making processes and insure that local plans are coordinated and integrated in to airport plans.
- The importance of knowing the impacts on our natural resources, the needs and costs associated with transportation infrastructure and utilities, the impact on our tax-base, to insure on-site/off-site land-use compatibility, to be aware of noise impacts and mitigation measures, to have input in the design and lay-out of the airport facilities, and to know the justifications behind proposed airport size.

1-14

Will County Executive Page 3/Dec. 3, 2003 Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office

Staff from various County departments will be providing additional comments on landuse, natural resources and transportation needs, impacts and costs.

Thank you very much for this time to comment. Will County looks forward to working with you.

Respectfully,

Joseph L. Mikan Will County Executive 302 N. Chicago Street Joliet, IL 60432 (815) 774-7480

Attachment Will County Executive December 3, 2003

TWENTY-FOUR MONTH TIMELINE WILL COUNTY REGIONAL AIRPORT

1.	Marketing initiative begins	January 10, 2004
2.	Airport Authority Legislation introduced, Sponsor identified	January 31, 2004
3.	Marketing Initiative Data Collection Complete	July 1, 2004
4.	Begin discussions w/ financial/capital markets	September 15, 2004
5.	Marketing Initiative Report draft complete	November 1, 2004
6.	Begin solicitation of RFQ's	November 15, 2004
7.	Draft Environmental Impact Statement	December 30, 2004
8.	Solicit for RFP's .	February 2005
9.	RFP's received	October 2005
10.	Record of Decision Published	December 2005

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FAX 1 815 774 7465 CO EXECUTIVE RECEPTION

Executive Committee Resolution #03-477

RESOLUTION RE: WILL COUNTY SPONSORSHIP OF THE SOUTH SUBURBAN AIRPORT

WHEREAS, the County of Will is the only unit of local government whose elected members represent not only the entire footprint of the proposed south suburban airport but all of the residents and citizens of the County of Will;

WHEREAS, the County of Will, through its County Executive and elected board members, have continually strived to provide the highest level of service to the citizens of Will County at the lowest possible cost;

WHEREAS, the Illinois Department of Transportation (IDOT) selected Will County, Illinois as the site for the South Suburban Airport for the Chicago Metropolitan Area and has purchased significant tracts of real estate in support of its construction;

WHEREAS, Will County has taken a leadership role in the airport development process in order to ensure that the benefits and opportunities created by the new airport are addressed and managed in a manner most beneficial to the citizens of Will County;

WHEREAS, the Federal Aviation Administration (FAA) and IDOT have completed the Tier 1 Environmental Impact Statement, approving the site selection process, protecting the airspace and allowing land acquisition to proceed in order to reserve the site for future airport construction;

WHEREAS, in further support of the airport project, the Illinois Department of Transportation has begun preparation of the Tier II Environmental Impact Statement to provide the basis for approval of an airport layout Plan, activities forecasting, airspace use and to determine the eligibility of federal funding;

WHEREAS, the South Suburban Airport has been added to the National Plan for Integrated Airport Systems and the FAA has reserved the airspace for a future airport;

WHEREAS, once the aforementioned studies are complete, issues surrounding financing and construction will be considered;

WHEREAS, Will County recognizes that potential funding sources include but are not limited to the FAA Airport Improvement Program as well as private investment;

WHEREAS, Will County recognizes that, the development of the South Suburban Airport is important to the economic vitality of the County of Will, eastern Will County Communities, south suburbs and the State of Illinois;

Res-will county sponsorship of So Sub Airport-FINAL 16oct03

Executive Committee Resolution #03-477 Page 2 of 2

WHEREAS, Will County also recognizes that the cost, burden, and mitigation of the negative impacts of the South Suburban Airport will be borne almost exclusively by the citizens of Will County unless adequately and appropriately planned for;

WHEREAS, the County of Will has established and leads the Will County South Suburban Airport Coalition so that Will County, other governments, agencies, and entities have the opportunity to build a consensus to:

- provide for coordination of land-use, transportation, natural resource and economic development planning efforts; and
- provide for the funding, promotion, development, construction and operation of a south suburban airport in Will County, Illinois;

WHEREAS, the designation of Will County as the local sponsor of the South Suburban Airport is necessary to properly and fully protect Will County citizens, communities, emergency services, schools, local and County roads, prime development locations, environment and infrastructure;

NOW THEREFORE BE IT RESOLVED that the County of Will shall immediately seek designation as the local sponsor of the South Suburban Airport from the Illinois Department of Transportation and the Federal Aviation Administration;

FURTHER BE IT RESOLVED that the Will County Clerk shall distribute this resolution to all members of the Federal and State legislative delegations;

FURTHER BE IT RESOLVED that the preamble of this Resolution is hereby adopted as if fully set forth herein; and

DATED THIS 16th DAY OF OCTOBER, 2003

MIKAN

WILL COUNTY EXECUTIVE

Attest:

CL

VOTE:

NO: 2

PASS: 0

Res-will county sponsorship of So Sub Airport-FINAL 16oct03

YES: 23

South Suburban Airport Commission

"Building Chicagoland's Third Airport"

[•]Board of Directors: Hon. Al McCowan, Chairman Hon. John Ostenburg, Vice Chairman Hon. John Geils, Secretary Hon. Craig Johnson, Treasurer

Rick Bryant, Executive Director Elbert Shaw, Recording Secretary

54 00010

2/22/03

For Immediate Release Wednesday, December 3rd, 2003 Contact: Rick Bryant (708) 798-6000

SSAC Asks FAA to Consider Public-Private Partnership

Third Airport Would Not Compete with O'Hare, Midway

Testifying at a federal hearing today, the South Suburban Airport Commission urged the Federal Aviation Administration to support an innovative public-private partnership for constructing the South Suburban Airport near University Park.

Commission Director Rick Bryant also praised the FAA and the State for advancing the project and emphasized that the Third Airport would complement O'Hare and Midway – and not compete with them for federal funding or passengers. Finally, he asked FAA to thoroughly examine all the potential environmental impacts on the surrounding communities, both short-term and long-term.

"We know that a public/private partnership will work; that it can produce the best airport solution in the shortest time; and that it will be economically viable," Bryant said. "We also believe that this airport should not steal traffic or compete for federal dollars from Midway or O'Hare."

Bryant added: "We believe that the five `common use' gates will attract one or more of the low cost carriers...which is the fastest-growing segment of the industry but which lacks access opportunities to Chicago's existing airports. This airport's catchment area is an ideal target for the low cost airlines."

Bryant encouraged the FAA to carefully examine all the environmental impacts – during both the modest inaugural phase as well as its ultimate full-build potential. "While the airport will start small, it must be designed to be a long-term aviation asset."

Speaking on behalf of the 31 communities that comprise the new South Suburban Airport Commission, he thanked the FAA and the State of Illinois for its leadership and support.

"The FAA recognized in 1985 that Chicago needed a third airport," Bryant said. "We look forward to working with you to enhance our national aviation system with the quickest, cheapest, cleanest and safest solution possible. After all, that was your charge, and that is our commitment." ####

> 2 TownCenter Drive – University Park, Illinois 60466 Telephone: (708) 534-4237 Fax: (708) 534-2956 E-mail: rick.bryant@ssacommission.com



SL 00011

FAA SCOPING MEETING December 3, 2003 South Suburban Airport Inaugural Airport Program Environmental Impact Statement

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

COMMENTS ATTACHED TO THIS SHEET

Name:PAUL T. KWIATKOWSKIOrganization:TRUSTEE, WILL TOWNSHIPAddress:4708 W. COUNTY LINE ROADGRANT PARK, ILLINOIS 60940-4010

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Comments must be postmarked no later than December 19, 2003.

1222

The South Suburban Airport was supposed to be up and running by 2001. I have attended all the meetings since the project was undertaken as both a concerned citizen and an elected official here in Will Township.

[I am convinced that the SSA is/was a necessary project to eliminate delays now occurring dae to oversaturated capacities of the existing/-S airports]

[Illinois has always been the center of transportation to serve the United States first as a railroad hub and now as a midwest center of /-// aviation. Delays here impact transportation throughout the United States]

Speaking as a project engineer with experience when employed in energy management at the University of Chicago, expansion of O'Hare airport with construction of all new runways and a terminal while attempting to operate at 125% overcapacity is not a practical solution and is also foolhardy to the endangement of the air traveling public. It cannot be done without a tremendous expense of taxpayer's funds not to mention the amount of debris which must be dealt with. Current landfills are nearing capacity and such a project is just not practical. The Daley administration cannot be relied upon to undertake such a project given their record of demolishing Meigs field on the lakefront leading to absolutely no control over air traffic between Wisconsin and Illinois. It had nothing to do with air safety over the Chicago Loop since now the terminal which contolled such traffic has been eliminated.

All studies indicate that O'Hare, Midway and Meigs fields were all necessary to handle the increased future traffic along with the major developement of the SSA. Taxes have been collected by the Daley administration for continuing improvement of O'Hare and nothing has really been done over the years to improve it. As a stopgate measure, monies were given to improve the Gary Indiana airport which has never been <u>u</u>sed commercially.

(I am totally Against the building of an "Inaugural One Runway Airport" here in Will Township. If that is all that is needed, I would respectfully suggest expansion of the Greater Kankakee Airport which/-/6 exists now and has an infrastructure similar to the SSA. It is close to I-57 and the Canadian National Railway (formally known as the Illinois Central) for similar access to passengers and freight lines.

With the advent of 9/11, it becomes necessary to consider building all seven runways of the SSA, utilize the fact that it has a "buffer zone", it has all the infrastructure necessary to reach it easily and most of all, it can be made into a model airport for the future of secure and safe air transportation, something that O'Hare will never be.

(As I see it, build the total seven runway SSA as a model of a modern secure airport or 2-7

Expand the Greater Kankakee Airport or

Do nothing in this area. The impact of indecision is already being felt.

I represent the rural area and realize that the farming industry in this area needs the land not only owned by each local farmer, but they depend on land leases to allow them to operate at a profit. Land acquisition not only affects those displaced, but it also impacts negatively the farmer that leases land. Since there is no additional land available if one loses their lease, the farmer that lives on the perifery of the airport is also driven out of business and has no alternative to continue with his occupation. 6-7

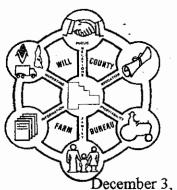
People living in this area (some families for generations) do not want to be displaced by this project whether there is a need or not. There is a need to study not only the people impacted in the airport footprint but also those for several miles around it, especially the farmers that lease land to make a living.

54 00012

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Will County Farm Bureau[®]-

100 Manhattan Road • Joliet, Illinois • 60433-2761 • 815.727.4811 • Fax. 815.727.5570

December 3, 2003

Mr. Denis Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue DesPlaines. IL 60018

Dear Mr. Rewerts:

Thank you for providing us with the opportunity to provide public comment on the proposed South Suburban Airport in Peotone.

Our local farm community has concerns over the loss of farmland and the urban sprawl that will follow. The new infrastructure to handle the traffic and the new businesses that will help service the airport needs will create a loss of farmland that will forever change the landscape of this rural community. If the airport is built and the proposal is followed around 24,000 acres will be used of which approx. 15,600 acres is in production agriculture.

The loss of farmland creates air and water quality concerns and we feel this needs to be 9-1 closely looked at. We are also concerned with the large volume of water that will be needed for a running an airport. The Will County area has already had water issues and this past summer, which was not a dry summer, many of the communities had water quality issues along with water shortages as people could not water their grass. With the addition of such a large infrastructure project the demands on our ground water really create concerns as farmers rely on wells to feed livestock, irrigate their crops, and for their own family drinking water. These are all concerns with quantity and quality water.

Another concern is with water run off from the airport and making sure that field tiles are properly maintained for the surrounding farming operations. Both of these concerns can 9-5have an adverse effect on the environment and quality of surface and ground water and need to be addressed. We also have concerns with the loss of natural discharge areas that are used as a filtration by nature. These wetlands need to be kept and protected as they 1/9-1serve a vital role in our environment.

We also feel that this scoping meeting provides us with the opportunity to voice other concerns as well as pose questions that have not been addressed. The loss of farmland 6-8will create the loss of businesses that cater to the Ag community. We are concerned that the businesses such as grain elevators, chemical & fertilizer dealers, seed companies and

the loss of revenues to them need to be a part of the overall equation. While other jobs will be created because of the airport. What adverse effects on the remaining businesses such as agriculture will the airport create and will this force these businesses to relocate because they have lost too many clients to continue to operate with profitability. If these companies have to pick up stakes and move this will also increase the cost of doing business for the farmers that are left.

Another area that needs to be looked at is if the airport is not built what happens to the land that is currently purchased. Does it remain in farmland or does the State or Federal 15-6 level have authority to build a different project?

A suggestion that we have if the airport does indeed become a reality is with the land that is proposed for purchase. Not all of the land that is in the airport project will be developed and we feel this would and should provide an opportunity to place 5-6,000 acres of this land into agriculture preservation. This would provide a buffer zone for noise and also provide an opportunity to keep production agricultural in this area. The figure could be higher as well but we feel that this needs to be looked and considered. It 15-7is much easier to have this in the initial plan before development occurs and before all the land is rendered useless because of the way development is handled. By taking the necessary steps to insure that crops can be grown on this land throughout the entire planning process will be helpful in maintaining an agricultural presence around the airport property and should prove beneficial to the airport and for helping with noise.

In closing we are very concerned with the loss of farmland. This project speeds up the process and creates a much faster growth pattern that threatens farming and rural life.] 15-8 Yes we are a collar county but fast growth which many times becomes hard to control places us in an environment that is undesirable for people who have lived in that area for over 4 generations. We are opposed to the airport but also realize that we have to look beyond this point. (We need to make sure that the rural community has some protection 21-2 and say in this huge decision that will affect and alter the lives of Will County residents forever.)

We thank you for your time and for the opportunity to provide comment and look forward to any responses you may have.

Sincerely,

Rodger A. Kvehw

Rodger Koehn, President Will County Farm Bureau

52 00013 Washington Jownship Jerry K. Meyer Highway Commissioner

December 2, 2003

Comment to the FAA REGARDING THE 2ND TIER SCOPING MEETING

My name is Jerry Meyer. I am the Washington Township Road Commissioner, here on the behalf of the residents of Washington Township. Washington Township is on the East side of the proposed airport. These are some of my concerns if this airport will be built, or when the airport is being built.

- 1. [Roads for the infrastructure, the roads outside the airport boundary can not handle the increase of traffic brought to us with this airport. The roads as they are right now are country roads only there to handle the resident traffic, of those who live here. They are not made or designed to handle heavy truck loads 27-3 or high volume of car traffic. With the property of the airport being removed from the tax rolls we do not have the funds in our tax base to improve the roads to handle the airport traffic or construction traffic as it is being built.]
- 2. When this airport is built I will have some roads on the north end of the 27-24 property that I will not be able to serve because the access is cut off by the property itself. These residents will not have the service they have now.
- 3. When this airport is built I think as Township residents we should have an eastern entrance to the airport. This will help generate extra growth on the 27-2 eastern part of the grounds and in turn help the tax growth also.
- 4. (Drainage of the airport ground. As the airport property is now they are in two water sheds. With the land around the airport is being farmed now how will the 7-2 farm ground be affected with this airport. And what will it do to both water sheds.)
- 5. (A concern to the village of Beecher could the runways be moved North some 2-1 to give the residents of Beecher free from plains flying over the town itself.)
- 6. (Being that this airport is going to be part of the Township we should be informed of how and when this project is going to start and how we can cope 29-13 with the airport when it is done. And not read about it in the paper and being misinformed.)
- 7. [The airport should have a maximum of 4 runways for the reason not to take a larger amount of property away from the Township so in turn we can grow with 2-2 the airport.] Thank You

 301 EAST INDIANA • BEECHER ILL. • 60401 PHONE: 708-946-6459 • FAX: 708-946-9456

SL **0001**

Comments to the FAA at the Scoping Hearing Regarding the Tier II EIS for the Proposed South Suburban Airport December 3, 2003

Cory Singer, Member Will County Board, District One

My name is Cory Singer, and I am a member of the Will County Board representing the communities of Frankfort, Mokena, Crete, Monee, University Park, Beecher, and Steger and the site of the proposed South Suburban Airport.

I am here today speaking on behalf of the County of Will as it relates to my district and for the communities I represent. I am sure you will hear from them today on their own accord, but I believe the following points are critical if the development of an airport in our community is to be successful for our residents.

Involvement with the Eastern Will County Council of Mayors (EWCCM)

J request that all members of the EWCCM be consulted by the FAA throughout the entire airport design and EIS processes. Regularly scheduled update sessions should be conducted for the EWCCM, members of the County Board representing District One, and for the mayors of Frankfort and Mokena.

Will County Airport Coalition (WCAC)

The Will County Airport Coalition, as the leading local partner in the development of a south suburban airport, should also be regularly updated by the FAA. As a member of the WCAC, the Will County Board should also be addressed with updates and presentations on a regular basis.

Land Use and Zoning

Through the airport design and EIS processes, the land use plans and zoning ordinances of the each of the members 4-2 of the EWCCM should be incorporated into the airport design and the EIS. Additionally, the EWCCM is developing two regional land use and development plans for the eastern Will County area, one with the airport and one without the airport ("no-build"). The EWCCM will soon begin preparation of the build scenario, however, it is critical to the function and validity of these plans that the Eastern Will County communities and the County of Will have access to the alternative airport scenarios in order to effectively plan. Hence the EWCCM requests information from the FAA and IDOT on the proposed airport design at the earliest possible moment so that they 4-3 can complete their regional land use and development plan for the build airport scenario. In addition to the EWCCM, the communities of Frankfort and Mokena should also be provided this information as the development of this airport will significantly impact them, especially the Village of Frankfort.

Impacts on Municipal Governments, Will County and other taxing bodies

(All communities and taxing bodies impacted by the development of a south suburban airport need to be continually updated on any studies and/or projections relating to the impacts their municipalities will incur as a result of the development of an airport. Issues such as road construction/repair/infrastructure, transportation, police protection, economic development, environmental impacts, and natural resources should be included in updates to the 21-3 EWCCM, the County of Will, other local municipalities, township governments, drainage districts, fire protection districts, and school districts. All plans relating to the airport should first be reviewed by all the communities and taxing bodies impacted by the proposed airport prior to being adopted.]

Cory Singer, Member, Will County Board 475 Nevada St. Frankfort, IL 60423 815.464.5699 21-1

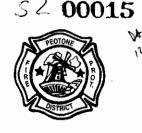
PEOTONE FIRE PROTECTION DISTRICT



7550 W. JOLIET ROAD PEOTONE, ILLINOIS 60468

BUSINESS PHONES (708) 258-6884 (708) 258-3614

EMERGENCY PHONE 911 Fax (708) 258-2323



December 3, 2003

To: Philip M. Smithmeyer, Manager FAA Great Lakes Region From: Chief Young, Peotone Fire Prot. Dist. John From Re: Tier II EIS - Issues Concerning Proposed South Suburban Airport

The Peotone Fire Protection District is comprised of an area of approximately 70 square miles. Within this area the Fire District provides fire, EMS, Haz Mat, and a wide variety of other emergency and non emergency services to the residents of our District and those passing through our District. The proposed South Suburban Airport will occupy about 12 square miles of our Fire District if the total airport is constructed. The proposed "Inaugural Phase" will occupy about 4 square miles of our District. Included in our District will be the Terminal, part of the runway, and a large portion of the entrance from I-57. The Peotone Fire Protection District would like to see the following areas addressed as it concerns our Fire District.

Build - No Build

(1. Is the final decision whether or not to build the airport in the hands of the Washington, Springfield, or both? Is there a timeline for a final decision on the building of an airport in our area?

What role are local government bodies going to have in "regional planning"
 for this area with an airport? It seems as if the area villages are being
 informed, but other local governments left out. The proposed airport is not within the
 Village of Peotone's corporate limits, but does include about 12 sq miles of the
 Peotone Fire Protection District.

3. What will happen to the land purchased by the state should the airport not be developed?

Funding Issues

The Peotone Fire Protection District is very concerned about the financial impact the proposed SSA will have on our Fire District both during construction and after it becomes operational.

- 1. Who is expected to provide fire, EMS, hazmat, and specialized rescue services to the state owned airport property before construction begins and after it begins? If the local fire departments are expected to provide these services, is the state or Will County going to pay for them? If the state or Will County is going to pay for them, will this be done on a contractual basis or some other way?
- 2. (If the proposed SSA provides its own fire, EMS, hazmat, and other specialized rescue services, will the airport Fire Department expect mutual aid from the surrounding departments? What provisions will be made for the airport Fire Department to give mutual aid to the local fire districts that surround the airport?)
- 3. What funding provisions for manpower, equipment, and new stations are being 6-11 made for the local fire departments that will face an increased number of calls 6-11 related to the construction and operation of the airport?
- 4. (If the airport is built, who will fund the additional training necessary for local fire 6-12 departments to handle airport related emergencies that occur outside of the airport boundaries?)

Accessibility

If an airport is built:

- 1. What provisions are going to be made for access to the site for emergency $3\sigma 1$ response, either initial response or on a mutual aid basis?
- 2. (Traffic congestion during construction will be a major issue, has anything been done to address this issue? We would be concerned with response times both on 30-2 site and off site, particularly to residents outside the airport boundaries, but close enough to the airport to cause our response to be delayed by congestion.)

The proposed South Suburban Airport has caused a major disruption in the lives of the citizens of this area, especially for the people within the boundaries or close to them. The uncertainties associated with the possible construction of a SSA have placed a burden on the local government bodies for over a decade, this issue must be decided as quickly as possible. The Peotone Fire Protection District Board of Trustees has not taken an official position with regards to the proposed SSA. If the SSA is to happen, local government 23-2 officials who are representing governmental districts that will be greatly impacted must be part of the planning and decision making process.





December 3, 2003

Mr. Denis Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Ave., Des Plaines, IL 60018

The members of the Greater Rockford Transportation Coalition submit the following comments and facts for your consideration during the Tier II Environmental Impact Statement hearings on the proposed Peotone Airport.

Over forty years ago, the father of Chicago's present mayor recognized the overcrowding problem at O'Hare airport and started to explore remedies. Four decades later, this regional transportation problem remains unresolved. Your office is now involved in examining a proposed solution, the Peotone airport. But Peotone is a solution driven by political and economic interests, not regional transportation needs. Viable regional transportation should be the top measure of effectiveness of any proposal. A second measure should be fiscal responsibility by both the federal and state governments.

We oppose further development of Peotone. Here's why:

- A. The original proposal was made prior to 9/11, when the economy and the airline industry were enjoying prosperous times. Since 9/11 the economy has suffered through a prolonged recession, and the airline industry has been devastated. Even during the prosperous, pre 9/11 economy, the airlines indicated that they were not interested in serving Peotone if it were built. In today's climate of limited expansion by airlines, it is now more doubtful that any airline would commit to a new facility.
- B. In today's continued, soft economy, local and state governments are struggling with large deficits. The cost of O'Hare expansion is estimated to be in billions of dollars. To move forward in developing another expensive airport, of questionable value, on top of O'Hare expansion, would be completely, fiscally irresponsible.
- C./ The Chicago region already has three airports capable of handling increased capacity, the Northwest Chicagoland Regional Airport at Rockford, Mitchell Field in Milwaukee, and the Chicago/Gary Regional Airport. These facilities are already built and operating and could /-// absorb additional capacity now without further taxpayer expense. The facilities at Rockford have adequate runway facilities to handle any type of aircraft operated today.

The environmental cost of the Peotone airport is significant and includes:

- (Noise 7 3-5
- (Infrastructure impacts on land use) 15-5
- Destruction of over 1,000 single-family homes] 5 2
- (Destruction of 95 working farms) /5-8
- [Relocation of a Civil War Cemetery] 11-1
- [Water quality on the Kankakee River watershed] 9-2
- [Loss of Historic properties, including many centennial farms in the proposed airport //-/ footprint; The Peotone Anomaly, an ancient Indian formation, is at risk of being lost or removed.]
- (50 ver 180 acres of wetlands and 7 miles of streams would be paved over) <math>(19-2)
- [15,600 acres of high quality farmland would be destroyed; hundreds of thousands of 15-8 additional prime farmland acres would be threatened by resultant sprawl.]

Perhaps our region could endure these significant environmental costs. Perhaps we could even bear the immense fiscal costs. But to bear these significant costs to build a facility that is not needed and to duplicate airport capacity which we already possess makes no sense at all!

Considering the above, the following are our recommendations:

- 1. Immediately cease further development and spending for the facility at Peotone.
- 2. Use existing regional facilities, such as the Northwest Chicagoland Regional Airport at Rockford, encouraging them to grow to full potential. This approach is consistent with Illinois' support and direction to advance the immediate and full promotion and use of RFD as cited in the "Opportunity Return Northern Stateline Region," by Governor Rod Blagojevich. The following is an excerpt from his speech and report.

"Regional Airport Marketing: Regional leaders identified the need to develop the Rockford Regional Airport as a freight and passenger transit hub, as well as a center of regional economic activity. Marketing is a vital component to building and maintaining an airport's client base. The state will provide marketing assistance grants to communities to market their airport's services to potential new customer and to existing customers who may not fully utilize regional airports for their transportation needs. DCEO's regional partners will provide matching funds for these grants, allowing the Department to target resources to as many regional airports as possible. Utilize existing resources that minimize the need for further taxpayer expenses."

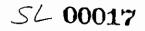
22-3

3. Divert the funds earmarked for development of Peotone to the study of connecting the five existing, Chicago regional airports with a rail network, allowing the efficient and effective movement of travelers and residents in the region. Studies have consistently shown that rail is the most economic way to move large numbers of people on routes of less than 300 miles.

Thank you for your consideration.

Sincer

David Lindberg President, Greater Rockford Transportation Coalition



A.

VILLAGE OF CRETE'S COMMENTS TO THE FAA SOUTH SUBURBAN AIRPORT SCOPING SESSION DECEMBER 3, 2003

The six-runway plan, in its current configuration, is too large to conceptualize, 2-18 Tet alone plan for effectively. It illustrates an attempt to capture the airport superiority crown from O'Hare, when such was never the stated purpose.

Having dealt with this issue for the last 18 years, I recognized early on that the overall size made effective planning nearly impossible. As we all know, accurately planning for 20-30 years is difficult at best, so planning for 50+ years is a hopeless struggle, and the present six-runway plan proposal is just that. It should be dropped or modified to bring it back into the boundaries of reality. (I would also suggest that we plan for what we know to be factual and plan to 29-26 accommodate 90-95% of the airports operational impact. Trying to mitigate 100% of the impacts will render this site, and most other urban locations, unusable and cost prohibitive. The same is true for operational delays. (Designing for total delay-free operation under all circumstances will prove to be 29-27 impractical and cost prohibitive.) I suggest setting realistic goals and making sure they are attained. This approach will assure that costs are contained and the airport is sized appropriately.

Throughout the process, demand forecasts have supposedly driven the design of the airport. I would suggest that a different approach be used to guide the design-build process./Using verifiable observed information from existing airports across the country, determine the maximum number of commercial operations that can be accommodated by a specific runway configuration and operational constraints. When the number of operations is determined, project $2-1^{\circ}$ the maximum number of passengers based upon historic load factors. I would assert that operations are the limiting factor to airport capacity in this circumstance. Getting the passenger to the terminal and terminal design will not be the constraining elements to this airport. Developing these numbers can then be loosely tied to the population of the greater metro area to help determine how much urban growth has to take place before the capacity is in danger of being exceeded.

Having spent considerable time contemplating this process and reviewing FAA design criteria, I have concluded that designing beyond a four parallelconfigured airport is a needless waste of time and effort and deserves to be justified by the State. Four parallel runways have the ability to handle one million operations per year and with the addition of a 31-13 fifth runway on the south perimeter, additional flexibility and enormous operational impacts can be achieved with minimal need for additional land in areas that are deemed sensitive at this time. Current development trends surrounding the site as well as realistic constraints on available funds, dictate this type of constriction to the plan. I would ask that the State of Illinois reconsider it's position regarding the full build out plan in favor of a more realistic approach based on real world 1-3 conditions and not theoretical designs, unconstrained in land requirements or construction dollars.

On behalf of the Village of Crete, an adjacent community that will no doubt be impacted by this project, as well as other communities similarly situated, I respectfully ask that the State of Illinois and the FAA consider the following issues and design suggestions:

- (Keep overall cost of operation foremost when considering how to 28-3 design this airport and related facilities.)
- (Pay very close attention to projected flight patterns when determining 7-28 runway layout. Noise contours do not paint the complete picture to over flight impacts.)
- Provide for local use of or participation in infrastructure improvements designed to serve the airport, such as sewer and water services and storm water detention. Sharing these assets just makes good business sense.
- Concentrate on developing as compact a plan as possible that makes 4-12 the best use of all the land involved, particularly if federal dollars are to be used.
- Choose a development type, private or public, before affixing a plan design. There is no doubt that where profits flow is a very big issue to all stakeholders. Also, control of surplus land around the site is a serious concern depending upon which type of financing is chosen.
 4-5
 (Land planning, zoning and development control of this land needs to be resolved if the adjacent communities and the county are to take full 4-2 advantage of direct and indirect airport related development.
- (Plan to fully utilize mass transit as soon as possible to access the airport from both sides. Thought should be given now to a ground link between O'Hare and the SSA.)
- [Utilize forward thinking ideas such as shared access gates to better utilize assets, increase margins of operation and cut down on land requirements.]
- Plan for multiple access sites to the terminal gate area via light rail. It 22-8 is cheaper to build and requires less land to operate on than conventional highways.

- Consider meeting electric demands of the airport through the use of gas turbines supplied by methane gas extracted from the adjacent closed landfill. The hardware is already in place for this to take place.
- Consider the attached runway layout and phasing scenario with the accompanying rationale.
- (Fully utilize existing roads for opening day operation and until demand 27.3 can be assessed.) Local input is critical in this area.
- If allowed by the FAA, consider long term leasing of land from present owners, as an option to purchasing, to reduce front end loading the 22-9 development costs.] Present landowners then become partners in the operation, and this approach can reduce or eliminate land value arguments.

Consider the following in airport design: (see map) this plan assumes primary operations 90-95% of the time are east to west.

Move the entire plan north by approximately one half mile and contain the entire operation (four runways configuration) within a band two miles wide. 2-24

The inner runway separation will be 5000 feet and the outers will be 2500 feet beyond the inners.

Based upon current housing locations the first runway centerline should be located one third of a mile north of the centerline of Eagle Lake Road and extend west from Kedzie Avenue for 10,000 feet. This provides for the least impact to current housing in either east or west configurations and allows for the potential continued use of Eagle Lake Road as an access point from the east. This runway will be used for both landings and takeoffs with the terminal area located north of the runway.

The second runway will have a centerline 5000 feet north of the initial runway, thus creating a terminal corridor between the two. This second 2^{-25} runway will extend to the west 10,000 feet from approximately one-quarter mile west of Western Avenue. This stagger moves all operations farther away from the Heather Brook Estates area of Monee. In the east configuration this runway will be used for takeoffs and in the west configuration it will be used for landings. The first runway will be used exactly opposite of the second.

Runways three, four and possibly five will be located immediately outside and lateral to runways one and two, separated by 2500 feet. Both of these runways will be used exclusively for landings in either configuration. \langle

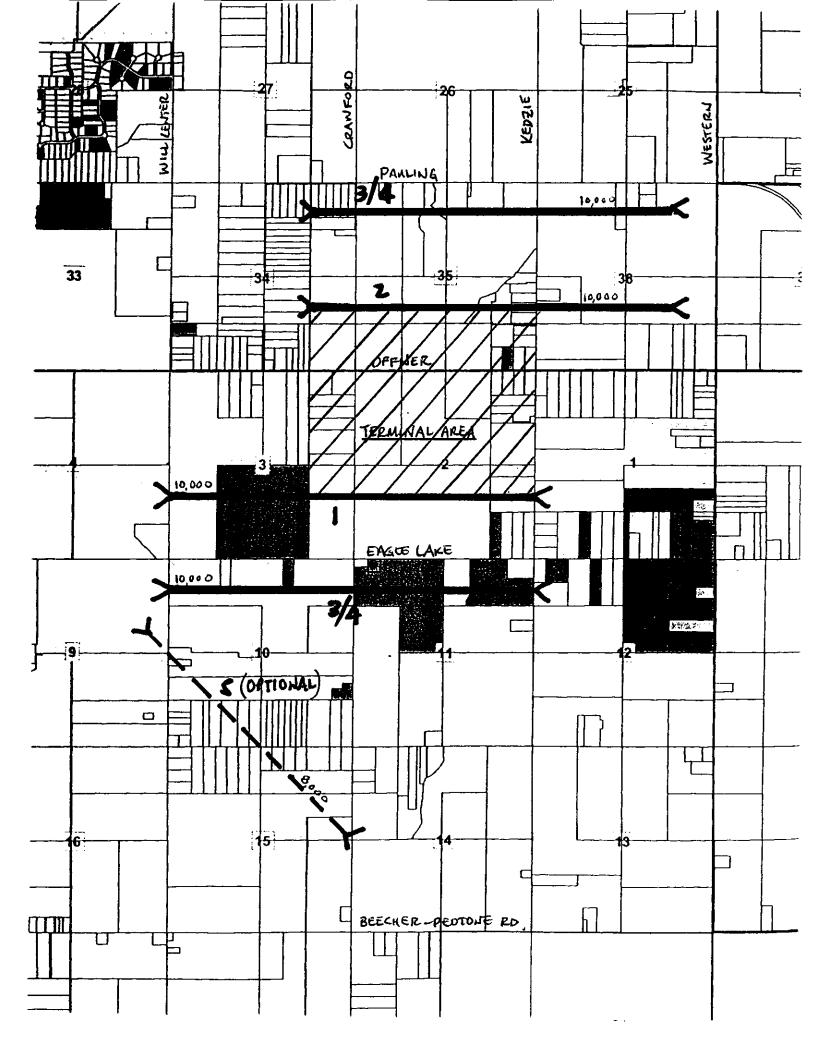
The value of a 13-31 cross wind runway should be evaluated for possible inclusion in the plan at the location noted in the map. This multi-use runway could provide needed relief in high volume times and critical landing 2-27capabilities during extreme NW wind conditions. This configuration requires no additional noise contour land on the north and minimal land to the south.

This plan keeps traffic away from most residential areas better than the present proposal and will allow for continued use of Beecher-Peotone Road, which has been of serious local concern. It provides flexibility and capacity without the need for enormous amounts of land.

ADVANTAGES TO ADJUSTING THE RUNWAY LOCATIONS

- It maintains the local road system as much a possible, particularly during the initial phase.
- It eliminates the need to close Beecher-Peotone Road in the future.
- Relocates runways to accommodate present and expected residential development and reduces potential over flights of parts of Beecher and Monee.
- It allows for multiple access points to the terminal area in the one runway configuration using several existing roads. This allows opening day traffic to be spread over a wider area, and will reduce the level of off-site access improvements needed until more concrete direction is established regarding the level of use of the airport development trends in the area.
- Greater runway separations (2500 feet and 5000 feet) allow for simultaneous take-offs and landings that are presently prohibited in the new O'Hare plan and other airports such as Atlanta. This increases the total number of possible operations without the need for additional runways.
- This plan does a better job of handling today's anticipated operations and minimizes local impact and is better suited for long term use if the remainder of the airport is not built for many years due to lack of growth in demand. In addition, by staggering the runways and moving them north, even if a fifth and sixth runway are needed their impact will not be any more significant than what is presently proposed.

2-25





VILLAGE OF BEECHER

INCORPORATED 1883 724 Penfield Street P.O. Box 1154 Beecher, Illinois 60401

Phone (708) 946-2261 Fax (708) 946-3764 www.villageofbeecher.org

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PRESIDENT PAUL LOHMANN CLERK JANETT CONNER TRUSTEES ROGER HELDT CHRIS PETERSON SCOTT WEHLING RONALD KUHLMAN JIM REHBORG GAYLE AHRENDT ADMINISTRATOR ROBERT O. BARBER

December 3, 2003

Mr. Dennis Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

RE: COMMENTS FOR FAA TIER II SCOPING PROCESS ON THE SOUTH SUBURBAN AIRPORT

Dear Mr. Rewerts:

On behalf of the Village of Beecher, I would like to add the following concerns as part of the record for the FAA Tier II scoping process for your consideration:

1. The need to include an eastern public passenger access to the airport. We are of the opinion that a substantial portion of the market demand for the airport will come from northwest Indiana. 27-2 Limiting access to the west side of the airfield will increase drive times and may reduce demand to some extent. There will also be potentially more economic benefit to the south suburbs if an eastern access were included.

2. <u>Limiting the size of the airport to four runways</u>. With the expansion of O'Hare, we feel there is no long term need for more than four runways at this facility. Passenger demand will be affected by the expansion of O'Hare and new enplanement forecasts will probably verify our assumption that six runways are no longer needed. The elimination of the south runway in the six runway configuration would also reduce the detrimental affects of flyovers of our community.

3. Consider shifting the four runway airfield further north to reduce flyovers of existing 2-1 residences. Since 1995, 300 homes have been built under the DNL noise contours of the two farthest south runways. If the first runway can be shifted to the northside of Eagle Lake Road and the second runway to the north of this runway, new noise contours will fall over less populated areas.

4. <u>Airport expansion phasing</u>. The Village of Beecher would like to have the second and third runways built to the north of the first runway and the fourth runway be built south of the first 2-10

INCORPORATED 1883 724 Penfield Street P.O. Box 1154 Beecher, Illinois 60401

runway. This phasing pattern also reduces flyovers of existing homes. ζ

5. <u>Compel the use of a regional facility for sewer treatment</u>. In lieu of a stand-alone facility for sewer treatment, the State of Illinois should be encouraged to examine and provide a costeffective analysis of a regional plant operated by a sanitary district shared by other communities close to the airport. The Village has had discussions with the Thorn Creek Sanitary District on this matter and they are agreeable to considering an expansion of their district into eastern Will County including the airport if a cost-effective approach can be attained.

6. Operating conditions of the airport should limit flyovers of existing residences. The Village would encourage parallel take-offs off the runways for at least several miles to avoid flyovers of 3-6 communities located north and south of the airport. Night time operations should also be sensitive to existing residential communities.

7 <u>Construction Traffic Patterns need to be more detailed and avoid Route #1</u>. Route #1 from IL 394 to the Kankakee County Lane is currently operating above capacity during peak traffic periods and will only get worse over time. It is also not constructed to Class II truck standards. /?-3 The use of Route #1 for construction traffic without a significant improvement to the roadway is not feasible. The Village is also opposed to any construction traffic using Route #1 through our community. The use of rail for construction materials is a more feasible alternative, or the 19-6 construction of a roadway directly off of I-57.

8 <u>A regional plan for protection of the water supply as a result of airport development.</u> The airport itself may not require a significant amount of water, but development associated with an 9 - 1 airport may stress water supplies. Aquifer capacities should be considered in the analysis. 9 - 18

9. Controls on airport-related development inside the airport fence. We are deeply concerned about potential property tax revenue from airport related development within the airport property being used to finance the construction and future expansions of the airport while the communities around the airport are deprived of funds for offsite improvements and demands for municipal 4/-1 services which will increase as the airport grows. The use of TIF districts and Enterprise Zones to fund airport improvements deeply disturb us. The airport should be able to financially sustain itself without siphoning off revenue which should be going to the appropriate taxing jurisdictions.

10. Funding for offsite improvements necessary for a successful airport. Many of the proposals we have seen for the construction of the airport do not include necessary offsite improvements which are not only important to the success of the airport but also to the sustainability of the 22-4 surrounding communities. Roads which lead to the airport entrance must be expanded and

VILLAGE OF BEECHER INCORPORATED 1883 724 Papfield Street

724 Penfield Street P.O. Box 1154 Beecher, Illinois 60401

improved to handle the volumes of traffic anticipated. We have not seen a funding mechanism in any of the plans for offsite improvements.

These are just a few of the more important concerns we have regarding the construction and operation of this airfield. If you have any questions regarding our comments, please feel free to contact me at 708-946-2261.

Sincerely Yours,

! Lon hman

Paul Lohmann Village President

PL:rb



SL 00019

SCOTT L. KING MAYOR



AIRPORT BOARD OF AUTHORITY

William L. Staehle, President Cornell Collins, Vice President Otho Lyles III, Secretary Pastor Marion J. Johnson, Jr., Member

Paul A. Karas Administrator Lavell Gatewood Executive Director

November 28, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

RE: South Suburban Airport Tier 2 Environmental Impact Statement Agency Scoping Meeting December 3, 2003

Dear Mr. Rewerts:

On behalf of the Gary/Chicago International Airport Authority, we appreciate the opportunity to comment on this environmental scoping process. The proposed south suburban airport has critical adverse impact on several areas affecting long term operation of the **existing Gary/Chicago International Airport** which lies 25 miles and 35 minutes south of downtown Chicago with great existing and potential capacity and underutilized infrastructure and other resources. Recognizing that you are requesting comments related to the scoping for the Tier 2 Environmental Impact Statement, we offer the following:

ADVERSE AIRSPACE IMPACT

We feel that it is imperative that the Tier 2 EIS scope of work takes into account and directly addresses the environmental consequence of adversely impacting **existing airport airspace** for the Gary/Chicago, Midway and O'Hare International Airports. As currently filed by the south suburban airport, the airspace required to operate the newly proposed airport conflicts with the airspace needed for continued operation by **existing airports**. This situation represents a threat to our ability to continue to expand and to meet the air service needs of the residents in our Chicagoland region. Further, these airspace impacts will place long term restrictions on the growth and expansion of the Gary/Chicago International Airport.

We are concerned that as an existing and operating airport, Gary/Chicago International Airport is being told by the FAA that operations on our cross wind Runway 2 will be impacted by Peotone airspace in the future. Our long- term development of facilities at our airport should be preserved to ensure sustainable competitiveness in attracting and serving airlines. We find it incredible that after a 52 year history, Gary/Chicago International Airport must take a second seat to an "airport that only exists on paper." Clearly your intentions indicated are actions of environmental and economic injustice and we await your specific mitigation of such.

GARY / CHICAGO AIRPORT AUTHORITY DISTRICT 6001 WEST INDUSTRIAL HIGHWAY • GARY, INDIANA 46406 • PH. (219) 949-9722 FAX (219) 949-0573 www.garychicagoairport.com

Page 2 Tier 2 EIS continued

The FAA states that alternatives must provide safe and efficient airspace operations. Yet, the proposed Peotone takes away full use of our **existing airspace** and threatens our ability to meet a goal of efficiency, and therefore, long term sustainability. As the Airport, City of Gary, State of Indiana, Federal Government and private interests have made huge investments in this **existing airport** and expanded its capacity to provide service to Chicagoland, we must be in a position to protect our airspace and our long term growth opportunities.

This issue requires a comprehensive review and documentation that the proposed airport in no way adversely impacts or harms the Gary/Chicago, Midway and O'Hare International Airports' airspace, now or in the future. We are very concerned that moving forward without an adequate review of this issue will not provide adequate documentation under NEPA requirements. We propose that the scope identify and address any necessary airspace restructuring to assure the viability and long term future of our **existing airport, Gary/Chicago International Airport**.

Purpose and Need

• Please provide us with detailed information about the process which is proposed to be used in the Tier 2 EIS scope of work to provide sufficient information to justify the purpose and need for the /-/ $\hat{}$ development of a new airport and to define the area which will be served by this airport.

In the December 2003 scoping document, it is stated: "*The purpose of the FAA's action in this Tier 2 EIS is to satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo and general and corporate aviation use within the south suburban area of the greater Chicago region.*" The Tier I EIS did not provide sufficient evidence about the purpose or need of this facility to justify development of a new facility when considerable capacity and underutilized resources exist at the Gary/Chicago International Airport. We are concerned that the Tier 2 EIS will not address with sufficient details the purpose and need for this facility to justify its development or to satisfy that **existing airport** facilities cannot serve this same demand.

What are the demand and forecasts for Peotone? How and why are they different than Gary/Chicago International Airport's which were sanctioned by the FAA? How can forecasts for Gary/Chicago International Airport be less, by FAA dictate, than published forecasts for Peotone when Gary/Chicago International Airport's population and business concentrations are more dense, closer to ground access with shorter travel times for more travelers, and 10 miles closer to the Chicago Loop? These questions are asked but ignored by the Peotone interests including the Federal government. Simple questions but no answers. If left unchecked, the result will be environmental and economic injustice and a contravention of the intent of NEPA.

Alternatives

(Please provide us with detailed information about the process which is proposed to be used in the Tier 2 EIS scope of work to provide a detailed evaluation of the alternative to use other existing airports.)

We agree that the alternatives discussion is the heart of the environmental process; however, sufficient information was not included in your scoping document to assure us that a realistic evaluation will be made of the alternative of making use of Gary/Chicago International Airport instead of promoting /-2 urban sprawl through new transportation facility development in areas farther removed from the urban area to be served. The alternatives need also consider the use of Bloomington/Normal Airport (Central /-// Illinois), Midway, O'Hare and Rockford.

Ground Access

• (The project scope of work should include extensive information about the existing and needed 27-1 ground transportation necessary to serve a new airport site.)

Although the proposed project overview includes access roadways from Interstate 57 to serve the new airline terminal and access roadways to serve the new air cargo facilities, we question whether there are other more significant ground transportation programs which will be needed as a result of the proposed Inaugural Airport Program or its future phases.

A putative airport such as Peotone cannot succeed with ground access that is commensurate in scale with forecasts. You need to thoroughly analyze the impact and costs of many required success factors such as the Illiana Expressway, higher speed/higher capacity rail, extension of I-355, widening of Illinois-394 and Interstate 57, etc. The analysis, if justice is done, needs to admit such infrastructure already exists to serve the Gary/Chicago International Airport. We raise the question, what is the long-term plan for ground access to this site from the Chicago urban area and will the environmental and economic issues related with these ground access improvements be addressed?

Thank you for your consideration.

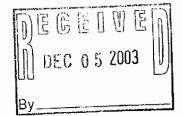
Sincerely, Ullian Stachle

William L. Staehle President, Gary/Chicago International Airport Authority



Paul A. Karas Administrator November 28, 2003

Lavell Gatewood Executive Director



SCOTT L. KING MAYOR



AIRPORT BOARD OF AUTHORITY

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Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

RE: South Suburban Airport Tier 2 Environmental Impact Statement Agency Scoping Meeting December 3, 2003

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Page 3 Tier 2 EIS continued

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Sincerely,

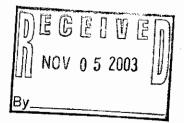
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President, Gary/Chicago International Airport Authority



Prairie Band Potawatomi Nation Government Center

5/ 00020



November 2, 2003

Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Dear Mr. Rewerts:

We have received correspondence from your office addressed to the former administration or to an incorrect address. Please update your records to reflect the current administration and correct address:

Zachariah Pahmahmie Tribal Chairman Prairie Band Potawatomi Nation Government Center 16281 Q Road Mayetta, Kansas 66509

Chairman Pahmahmie also serves as the Tribal Historic Cultural Preservation representative and the Native American Grave Protection Repatriation Act representative for the Prairie Band Potawatomi Nation.

Thank you.

Sincerely,

Atune Simm

Verna Simon Legislative Assistant

cc: Correspondence



Inaugural Airport Program Environmental Impact Statement

Leadership in Resource Management Since 1946.

1201 S. GOUGAR ROAD • NEW LENOX, ILLINOIS 60451 (815) 462-3106 • FAX (815) 462-3176 www.will-scookswcd.org

The Will-So. Cook SWCD is a local unit of government authorized by the State of Illinois to preserve and protect the natural resources of the District.

The following comments apply to the proposed Inaugural Airport Program for the South Suburban Airport.

Soils and Productivity

The soil make up of the entire site is nearly 94% prime farmland. This means that the land has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops. The composite productivity /5-8 index using the University of Illinois Circular 1156 corn is 111 bushels per acre, and for soybeans 38 bushels per acre. These are the primary row crops grown in this area. The area, once paved over, will lose an average of 488,400 bushels of corn and 167,200 bushels of soybeans as a result of the 2 year rotation which is values at \$2,304,500.

Water Quality

The proposed site is within the Kankakee Watershed. There are currently 4 naturally occurring streams flowing through this area. The streams provide habitat to many fish and wildlife species and rated by the *IEPA Illinois Water Quality Report* 1996 as having the highest rating of good. This is largely due to the agronomic practices adopted by the area farmers that reduce soil loss to the allowable level as identified using the Illinois T by 2000 inventory. Three of the four streams have runoff that 7-2 flows south and eventually merge into the Kankakee River. The Kankakee River is rated as one of the finest fisheries in Illinois due to the runoff it receives. Many studies have documented the decline of fish populations as watersheds develop due to the increased sediment load, nutrients, flow velocities and trace elements.

Water Quality is a top priority with both State and Federal decision-makers. Paving the surface for traffic use will have a high potential to deliver pollutants to the existing streams. Many pollutants such as carbon and petroleum hydrocarbons will have 9-4 short and long-term impacts to the habitat currently used by the wildlife and landowners that have property adjacent to the stream for recreational purposes.]

Flooding and Stream Erosion

Currently the soils act as a sponge to absorb approximately 50% of the water after a 10-year frequency rainfall event and thereby reducing flooding in our streams. Increasing hard surfaces increases the potential for flooding to downstream property owners as witnessed many times in the Chicago Metropolitan area with out-of-bank flooding being witnessed along the DesPlaines and Upper Salt Creek Rivers. In addition to flooding increases, storm water runoff causes the stream channel to respond to increased flow by eroding to form a larger cross sectional area. The eroded channel promotes a faster velocity of flow, which accelerates the channel erosion process. Once this process begins, it is very difficult to stop because the typical stream channel soils are highly erodible once the protective lining of cobble or vegetation is eroded away. The excessive sediment delivery downstream cause impacts to fish spawning and recreational uses of the streams.

Respec

Richard Reils Chairman, Will-So. Cook SWCD

Richard Smerz Secretary, Will-So. Cook SWCD

Harry Hobles

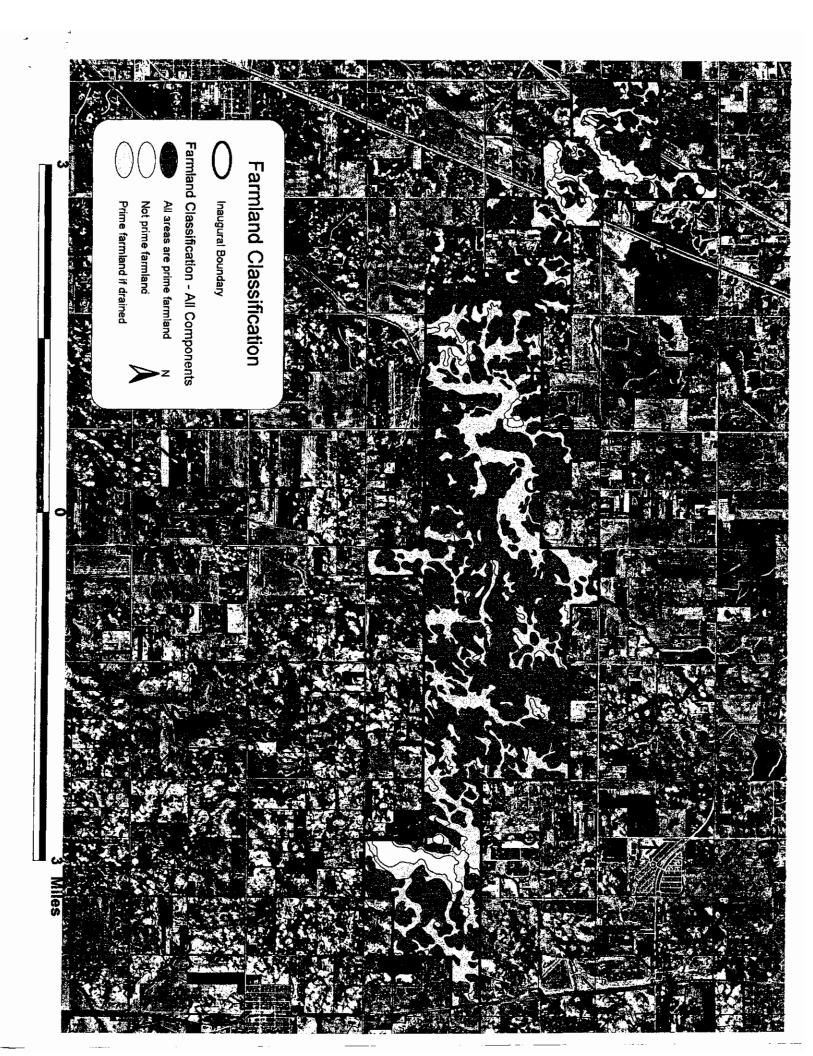
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Vice-Chairman, Will-So. Cook SWCD

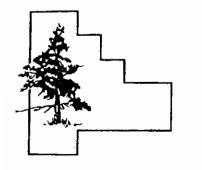
Rose Marie DeWitt Director, Will-So. Cook SWCD

Treasurer, Will-So. Cook SWCD

All programs and services of the Will-South Cook SWCD are offered on a nondiscriminatory basis, without regard to race, color, national origin, religion, sex, age, marital status, or handicap.







FOREST PRESERVE DISTRICT OF WILL COUNTY

- - - **- 1**

22606 S. CHERRY HILL ROAD POST OFFICE BOX 4069 IOLIFT, ILLINOIS 60434-1069 PHONE (815) 727-8700 FAX (815) 727-9415 KURRY SUFRIDAN, President SUSAN RUEY, vice President MARY ANN GEARHART, Secretary GLENN WARNING, Treasurer MICHAF4 PASTERIS, Director

August 31, 2000

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue DesPlaines, IL 60018

RE: South Suburban Airport Inaugural Plan Tier One Environmental Impact Statement

Dear Mr. Rewerts:

[The District remains opposed to the use of our Monee Reservoir (currently our only public fishing lake), Raccoon Grove Nature Preserve, and Goodenow Grove Nature Preserve as sound barriers without just compensation.]

3-7

We have previously provided voluminous comments both in writing and in person to IDOT Staff and their consultants for the full build out EIS. These comments remain valid for reduced scope.

A brief summary of these concerns and issues:

- (Need for a detailed analysis of noise pollution impacts on wildlife, and on recreational use and enjoyment at these three Preserves, including baseline 3-7 studies, and ongoing monitoring of noise levels, use patterns, wildlife behavior, etc.)
- 2) (Improved alternative analysis section) 2 12
- 3) [Increased analysis of indirect impacts to District holdings, recreation, and our Acquisition Plans caused by Airport driven development in the area, including 6-15 physical impacts, increased acquisition and maintenance costs to the District, transportation related takings of District holdings, etc.]
- 4) (The need to update the inventory of grassland bird species within and adjacent 13-3 to the Inaugural Plan boundary.)

As before, the District desires to work closely with IDOT Staff and their consultants on scoping and reviewing the EIS. Should you, IDOT, TAMs or other consultants have any questions, please contact our Environmental Planner, Victoria Gerberich, at this address.

RECVOLED A

Mr. Denis R. Rewerts Page 2 August 31, 2000

Thank you for this opportunity to comment, and for your time and consideration.

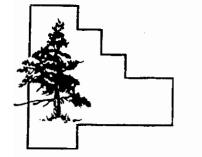
Sincerely,

Timothy W. Hook.

Timothy W. Good Planning Program Supervisor

cc: District File; Inaugural Plan EIS District One Commissioners Land Acquisition Committee





FOREST PRESERVE DISTRICT OF WILL COUNTY

17540 W. LARAWAY ROAD JOLIET, ILLINOIS 60433 PHONE (815) 727-8700 FAX (815) 727-9415 KERRY SHERIDAN, President SUSAN RILEY, Vice President MARY ANN DEUTSCHE, Secretary JIM BLACKBURN, Treasurer MICHAEL PASTERIS, Executive Director

December 10, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Avenue Des Plaines, IL 60018

Re: Tier 2 EIS, Scoping South Suburban Airport

Dear Mr. Rewerts:

One of the largest components of the EA and EIS for the proposed full build out plan of the South Suburban Airport was comments by the Forest Preserve District of Will County. These comments remain valid and should continue to be considered as part of the Tier Two EIS cooping. Attached for your convenience are copies of the District's 8/3/00 and 10/26/01 comments on the Tier One scoping and draft EIS that would also apply to Tier Two. 29 - 14

In 2000, the District and the Department entered into an Intergovernmental Agreement (Resolution No. 00-37, enclosed) which described the relationship of the two parties in instances where both parties are pursuing the acquisition of the same parcels, or if District holdings are later determined to be required for the airport. Both parties entered into a Memorandum of Understanding (MOU #03-01, Resolution No. 03-06) earlier this year establishing the process for 23-6 determining and measuring impacts to District lands and resources (enclosed). District and Department Staff are currently negotiating the scope of these baseline studies, and measurement criteria (see enclosed 6/9/03 comments). The District would ask that the issues and elements included in these documents also be included in the Tier Two scoping.

If I can provide any additional information, please do not hesitate to contact me.

Sincerely,

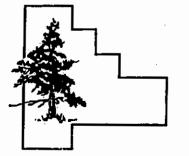
Michaela Patron

Michael A. Pasteris Executive Director

Enclosures

cc: District file; Misc/Peotone/20-EP/SSA/FAA 12-04-03 District One Commissioners Carolyn Grosboll; Illinois Nature Preserves Commission





FOREST PRESERVE DISTRICT OF WILL COUNTY

22606 S. CHERRY HILL ROAD POST OFFICE BOX 1069 JOLIET, ILLINOIS 60434-1069 PHONE (815) 727-8700 FAX (815) 727-9415 KERRY SHERIDAN, President SUSAN RILEY, Vice President MARY ANN GEARHART, Secretary GLENN WARNING, Treasurer MICHAEL PASTERIS, Executive Director

October 26, 2001

Mr. Denis R. Rewerts Department of Transportation Federal Aviation Administration 2300 East Devon Avenue Des Plaines, IL 60018

RE: South Suburban Airport Draft Environmental Impact Statement Tier 1

Dear Mr. Rewerts:

Forest Preserve District staff have completed a review of the Draft Environmental Impact Statement (DEIS), Tier 1: FAA Site Approval and Land Acquisition by the State of Illinois Proposed South Suburban Airport. Although the Tier One DEIS does not consider the planning, construction, and operation of an airport, the Tier I DEIS does consider the potential environmental impacts to the natural resources and environmental quality of the region in response to siting an airport in the selected location. As a reviewer of the document, the District considered the likelihood that if parcels were to be purchased for the siting of an airport, actual construction and development would likely occur as well. It is the actual construction and development that most concerns the District.

The District's former comments regarding the proposed siting of an airport facility at the Peotone site remain valid and pertinent to the issues surrounding the acquisition of land for the third airport. The DEIS was clear in stating that the Tier I only evaluates the impacts of acquisition, however, it is difficult to separate the two activities of acquisition and development within the review process. The District has the following comments based upon prior concerns and the current DEIS.

The preferred alternative site selected for the airport is located in Peotone, within Will County. Although the full build out completely surrounds two of our preserves, the Inaugural Plan is within a 1/2 mile of the District's Raccoon Grove Nature Preserve and 1/4 mile of Monee Reservoir and 1 3/4 miles of Goodenow Grove Nature Preserve. There are environmentally sensitive resources of statewide significance located within these sites. While the DEIS has identified these resources, protection of them is still unclear. Past discussions have indicated that the District's preserves could be used as sound buffers for the airport. The District remains opposed to the use of Monee Reservoir, Raccoon Grove Nature Preserve, and Goodenow Grove Nature Preserve as sound barriers.

The protective buffer that the DEIS has identified around Raccoon Grove Nature Preserve as a buffer zone will need careful examination by the District and the Illinois Nature Preserves Commission. The size and type of management and restoration potential will be most important to the District.

South Suburban Airport Draft Environmental Impact Statement Tier 1 Page 1 of 2

RECYCLED

As State dedicated nature preserves, Raccoon Grove and Goodenow Grove nature Preserves. are to be put to their highest and best use for public benefit. The District feels that if the sites were to be used and degraded by the construction and implementation of a regional airport, the benefits and uses of the sites would be decreased.

There needs to be a more complete inventory of the current baseline conditions of the District's holdings that would likely be impacted by the development of an airport. The inventories should include baseline information on current wildlife densities and use patterns, recreational use patterns and noise levels. There should also be provisions stated within the EIS implicating that a 29-15 structured monitoring schedule would be established in order to detect any impacts from the development of the airport. A set of criteria should also be established in order to determine what level of impact would be acceptable before mitigation and compensation would be necessary. 7

The District also has concerns for Goodenow Grove Nature Preserve and a need for a buffer around that site. The increased population as a result of the airport facility would likely create environmental impacts and openspace needs that should be planned for and addressed prior to 4-bthe adoption and implementation of any plans.

The DEIS recognized in the Cumulative Impacts Section that the projected population increases would likely require expanded recreational facilities and openspace. However, no strategy is provided as to how the local and state agencies are to meet this need or through what means this 2y-3would be possible. The DEIS does not address how the public will be fairly compensated for the loss of natural and recreational resources.

Staff is also concerned regarding the potential threat to archeological resources. According to District staff, supplemental investigations by a competent amateur archeologist has shown the following:

- Large areas containing numerous sites have not been investigated by IDOT staff
- The site density in those areas that have been surveyed has been under reported
- The amount of sites containing Paleo-Indian material is unusually high and should be addressed in the Final EIS Nor 11-2
- A large number of sites are outside the "high probability zone"
- There is an unusual earthen formation in section 33, T34N, R13E which should be investigated further.

Staff feels that sufficient evidence exist to warrant a more extensive Phase I Archeological Investigation of the survey area prior to completion of the Final EIS.

Staff is aware that the process of land acquisition will create little impact on the natural resources and environmental quality of the area. However, proper planning requires stakeholders to look at and anticipate the future anticipated impacts that the potential development of the site as an air carrier facility would likely have on the region's natural resources and environmental quality. As an agency dedicated to the preservation of natural and cultural resources and development of outdoor education and recreational activities, it is imperative that these concerns be known and addressed, if not within this document, within future Tiers of this Environmental Impact Statement process.

Thank you for this opportunity to comment.

Sincerely.

astorie, Swif

Michael A. Pasteris **Executive Director**

South Suburban Airport Draft Environmental Impact Statement Tier 1 Page 2 of 2 · - ·

Resolution #00-37

INTERGOVERNMENTAL AGREEMENT

This Agreement is entered into this \underline{III} day of \underline{M}_{2} , 2000, by and between the Forest Preserve District of Will County (hereinafter referred to as "District"), a body corporate and politic, established under the Downstate Forest Preserve District Act of the State of Illinois (70 ILCS 805 et seq. and the State of Illinois, acting by and through the Department of Transportation, (hereinafter referred to as "Department"):

WITNESSETH:

WHEREAS, the District has among its powers the ability to acquire land in pursuit of its statutory purposes; and,

WHEREAS, the Department has among its powers the ability to acquire land for the construction of roads and airports; and,

WHEREAS, the Department and the District are concerned about the acquisition of land in Will County for the construction of an airport, the mitigation of any potential adverse environmental impacts which might be associated with that airport, and the ability of the District to carry out its long range goals which include, among others, the preservation of the natural flora and fauna of the area; and,

WHEREAS, the Department and the District have previously executed a letter agreement dated January 26, 1998, which is attached hereto as Exhibit "A"; and,

WHEREAS, the District and the Department are authorized by the Constitution of the State of Illinois and the Intergovernmental Cooperation Act (5 ILCS 220/1 et seq.) to engage in joint efforts to carry out each party's respective obligations;

NOW, THEREFORE, the District and the Department agree as follows:

- 1. The above recitals form the basis of this Agreement and are incorporated herein.
- 2. The District and the Department shall continue to meet on a periodic basis to discuss the pending purchase or development of land which may be needed for the construction of an airport, for the pursuit of the District's goals, and/or for the mitigation of potential adverse environmental impacts which may be associated with the construction and operation of the airport.
- 3. In those instances where either the District or the Department finds it necessary to acquire land so that incompatible development can be avoided, additional meetings between the District and the Department shall be scheduled.

- 4. The District and the Department shall exchange information pertaining to the location and valuation of all such parcels of land and the appropriate acquisition and relocation procedures which may be necessary or required due to potential federal involvement with the airport.
- 5. The District and the Department recognize that there will be circumstances where the interests of each of the parties overlap. Specifically, the District recognizes that there may be circumstances where the Department will need to purchase an interest (including, but not limited to, a fee simple interest) in land which has been previously purchased by and is thus owned by the District, and the Department recognizes that there may be instances where it would be appropriate for the District to utilize land purchased by the Department for District purposes. Although there will be unique circumstances associated with each situation, the following general principles will be followed in the preparation of separate agreements with respect to all such parcels of land owned by the District:
 - A. In those instances where acquisition by the Department occurs within two years of the date the parcel was acquired by the District (the District's acquisition date shall be the date of closing if title was acquired by deed or the date of the entry of a final judgment order if title was acquired pursuant to eminent domain), the Department will reimburse the District for both the purchase price of the parcel and the costs incurred by the District (hereinafter, the "District's costs", as defined below) for both the acquisition and the holding of the parcel. In the event the Department acquires less than 100% of the acreage of a particular parcel, the percentage acquired by the Department shall be applied to both the purchase price and the District's costs to determine the total amount of reimbursement to the District.
 - B. In those instances where acquisition by the Department occurs two years or more from the date the parcel was acquired by the District, the reimbursement amount as calculated under Paragraph 5A hereof shall be increased by an amount equal to the average annual return on the District's bond proceeds (as determined by the District's auditor) since the District's acquisition of the parcel.
 - C. District's costs will generally be considered to include title and survey work, appraisal fees, negotiator's fees whether done by District staff or others, attorney fees, court costs, recording costs, relocation costs, property management to the extent it is not performed by Forest Preserve personnel, and other similar and related expenses. District's costs will generally not exceed 15% of purchase price.

- D. District and Department shall share according to their prorata shares in the proceeds of any sale or rental of land or improvements which are acquired as a result of any of these acquisitions. Department's share in any such proceeds shall be calculated as a credit towards its obligation to reimburse the District.
- E. The District and the Department will confer on a regular and ongoing basis to discuss the selection of appraisers, the prospective purchase price of parcels of land, potential relocation costs, and related matters.
- 6. District and Department recognize that Department must eventually be the owner of land which is purchased pursuant to this Agreement which is located inside the boundaries of the airport and that District should remain the owner of all land purchased pursuant to this Agreement which is located outside the boundaries of the airport. To the extent that the ultimate boundaries of the airport are changed, Department's obligations to reimburse District will be changed accordingly.
- 7. No parcel or any part thereof shall be transferred to Department without there first having been made a title approval by the Attorney General of Illinois.
- District shall obtain disclosure of the identity of holders of beneficial interests in land trusts as required by The Land Trust Beneficial Interest Disclosure Act (765 ILCS 405) and the identity of all other owners as required by Section 3.1 of the Public Officer Prohibited Activities Act (50 ILCS 105/3.1, as amended by Public Act 91-361).
- 9. The terms of this Agreement shall be binding on the successors and assigns of both the Department and the District.
- 10. The District shall maintain, for a minium of three years from the date of reimbursement by the Department to the District, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all funds reimbursed to the District pursuant to this Agreement. This Agreement, and all books, records, and supporting documents related to this Agreement, shall be available for review and audit by the Auditor General and the Department. The District agrees to cooperate fully with any audit conducted by the Auditor General and the Department and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the Department for the recovery of any funds paid by the Department under the Agreement for which adequate books, records and supporting documentation are not available to support their purported disbursement.

11. The Agreement may be amended or terminated only by the express written consent of both District and Department.

FOREST PRESERVE DISTRICT OF WILL COUNTY

President, Board of Commissioners ATTEST: 00 Secretary, Board of Commissioner STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION

Secretary

Resolution No. 03-<u>06</u> MOU No. 03-<u>01</u>

MEMORANDUM OF AGREEMENT

BETWEEN THE FOREST PRESERVE DISTRICT OF WILL COUNTY

AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION

I. Purpose

This agreement establishes a methodology for a series of agreements between the Forest Preserve District of Will County ("the District") and the Illinois Department of Transportation ("the Department"). The agreements will address mitigation measures arising from the environmental impacts of staged development of an airport in eastern Will County and the relation of those impacts to existing and planned public uses of the District's facilities. Figure 1 attached to this agreement illustrates the proposed boundaries of the airport site and the locations of existing and proposed District facilities.

II. Parties

The District has jurisdiction over certain outdoor public recreational and educational facilities throughout Will County, Illinois. These facilities include natural areas, picnic groves, environmental education centers, campgrounds, fishing reservoirs and the like. The Department is an agency of the Illinois State government whose duties include the planning and development of airports throughout Illinois. The Department has been planning for the development of a new, major commercial airport in the region and is currently acquiring the property needed for development of this airport.

III. Process for Agreements

The District and the Department believe that the best way for the parties to establish the necessary mitigation of environmental impacts associated with the development of the airport is by means of a series of agreements. Each step along the way will be memorialized with another memorandum of agreement or other suitable document. The process is envisioned to proceed as follow.

A. Categories of Impacts

The parties will establish which types of impacts associated with airport development will constitute a use, have adverse impacts on, or be incompatible with the expected public uses of District's facilities. The presence of an airport could influence the District's ability to perform aerial surveys of deer populations or prescribed burns. Noise from aircraft could influence the effectiveness of outdoor recreation and educational uses of specific facilities. Increased development of the area surrounding the airport could overburden some of District's facilities. These examples and others will be discussed by the District and the Department to determine which can be quantified or otherwise appropriately estimated and attributed to the airport and are suitable for further use in pursuit of the agreements called for in this process.

B. Possible incompatible public uses

After the categories of impacts are determined, the parties will determine which existing and already planned public uses of District's facilities could be incompatible with airport development. Once these uses are identified, the District may continue to plan or implement any new uses which are incompatible with the impacts identified Paragraph III.A., above; but these actions by the District will be assumed to be taken with knowledge of the airport development and may not be subject to mitigation by the Department. The Department acknowledges that District has already planned and is starting to implement overnight camping facilities and the construction of an environmental learning center in the Goodenow Grove and Plum Creek facilities.

C. Data on possible Incompatible public uses

Procedures will be established for monitoring the possible incompatible public uses, if any are identified under Paragraph III.B., above, to determine the number of uses and visitors without airport development. These procedures could include a review of licenses and permits issued by the District or surveys of the users of District's facilities.

D. Baseline impacts

Procedures will be established to determine the amount of related adverse environmental impacts, as identified under Paragraph III.A., above; the affected public uses are incurring without airport development. Measurement or estimation of existing noise levels is one example.

E. Allowable incremental impact

The parties will agree on the incremental amount of impacts, as identified in Paragraph III.A., above attributable to airport development which will be incompatible with the uses identified in Paragraph III.B., above. The parties will also agree on a monitoring program to measure the incremental impacts during construction and after airport development. For example, this increment could be stated in terms of increased noise.

IV. Timing

District and Department will commence the process of reaching the agreements called for in Paragraph III, above as soon as possible. Some of the elements of Paragraph III, above may be combined in the individual agreements which will be executed. The entire process envisioned by this agreement could be concluded in eighteen months or less.

V. General

District and Department may choose to enlist the assistance of others in advising on the methods for reaching the agreements called for in this agreement. This agreement and the individual agreements, which follow, will be binding on the parties' successors and assigns. If any individual agreement called for in this agreement is determined to be invalid or unenforceable, this determination will not necessarily invalidate other agreements reached by the parties. This agreement may be amended by written agreement of the parties.

Forest Preserve District of Will County

ITS: President, Board of Commissioners

DATE: January 9, 2003

Illinois Department of Transportation BY ITS:

2003 DATE: `

APPROVED: OFFICE OF CHIEF

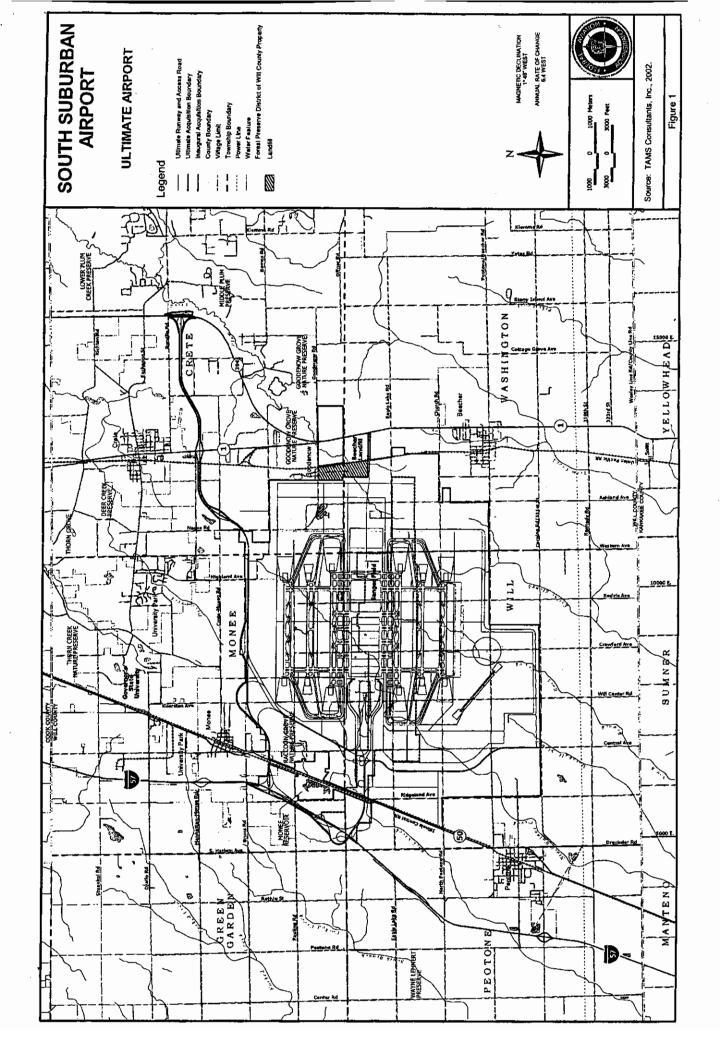
ATTESTED: Withthe BY:

ITS: Secreta Commissioners Board of

DATE: January 9, 2003

AYE: 75 NAY: PASS: 0

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Comments on the User Study of Forest Preserve District of Will County Properties in the Vicinity of the Proposed South Suburban Airport

Prepared by Forest Preserve District of Will County Staff June 9, 2003

<u>Background</u>

1. "Development and operation of the proposed South Suburban Airport will not constitute a "use" as defined by items (i) and (ii) above, but may constitute a constructive use at some point in the future."

The EIS has not been finalized and we should not assume what the use designation will be. The District will still contest "use" as Monee Reservoir and Raccoon Grove Nature Preserve are surrounded by the Airport or buffer.

2. "Substantial impairment occurs only when the protected activities, features, or attributes of the resource are <u>substantially diminished</u>."

Are there any quantitative criteria, measures or thresholds that define substantially impaired?

- 3. Under the examples of constructive use, the following should be included:
 - water quality and quantity impacts
 - increased or decreased demand for services

FPDWC Properties Potentially Impacted by SSA

- 1. Raccoon Grove Nature Preserve Should include the adjacent properties identified as a critical acquisition priority and funded in the Capital Improvement Program for any biotic or abiotic surveys, particularly grassland birds.
- 2. Monee Reservoir Only one-third of the public programs offered at Monee Reservoir have a fishing theme. The remaining majority focus on water recreation or ecological themes. There is no mention of one of the primary activities enjoyed by the public other than fishing wildlife observation. Staff track wildlife observations of site visitors and the data are forwarded to Resource Management. The proposal should acknowledge the preserve improvements currently underway, details of which will be provided by the District. In addition, an IEPA Clean Lakes Grant was used for the installation of aerators and associated lake improvements.
- 3. Goodenow Grove Recommend a change in wording as follows:
 - a. Goodenow Grove is the southernmost of a series of preserves along within the Plum Creek greenway.

b. This site is unusual because it provides habitat for species characteristic of both eastern <u>deciduous</u> forests and western <u>eastern tallgrass prairie</u>.

Areas of Concern

A newer addition to our Staff team on this project identified an additional concern that we request be reflected here: Use of sites as benchmarks for long-term scientific and ecological studies.

User Study

Objectives

We suggest a change in objective #4: To develop a methodology for determining impacts attributable to the airport that will identify appropriate mitigation <u>and/or compensation</u> for those impacts.

Use/User Surveys

The methodology is conceptual and needs the level of detail as provided for the biological inventories (such as # of samples days, length of sampling program). Our specific concerns/comments are as follows.

- The District believes it is critical to assess the quality of the visitor experience as perceived by the visitor. This is the most direct link to the user to assess impacts as defined by constructive use. A clear methodology is needed. One option could be short interviews by the observers, and the creation of surveys cards/questionnaires that can be distributed to site users and collected by District staff. Surveys getting at the quality of the experience should done for all three sites if possible.
- 2. "Fishing clinics, workshops, and fishing related Special Programs are offered April through October." During this time period 9 of the 26 programs offered are centered on fishing while the remaining programs cover a variety of topics.
- 3. Staff strongly believes the random selection of sampling times to assess day use will inadequately or inaccurately capture actual use. For example sampling on weekdays only will miss peak use on weekends or events. Also the length of the sampling period (over several months) is needed to capture the different user groups on the site. User groups include campers, picnickers, cyclists on cross-training bikes, school groups, volunteers, wildlife observers, walk-in users, fisherman, canoeists, and attendees of programs or special events requiring pre-registration. Sampling to assess day use should be randomly stratified by the use or user type to adequately sample all users and time slots that the preserve is open.

- 4. An alternate assessment of users could be the installation of a counter for an extended period.
- 5. It appears the District and IDOT's consultants will be involved in data collection for use/user studies. We recommend the preparation of a chart identifying all the different types of data that will be collected and analyzed, and who is responsible for what task/data.
- 6. Picnic site reservations need to be added to Goodenow Grove.

Habitat/Environmental Monitoring

 In general Staff would recommend sampling (noise, water, air and soil) on District sites and adjacent parcels identified as within the airport buffer entirely surrounding Monee Reservoir and Raccoon Grove be sampled. If District preserves come up higher in target levels than the identified buffer, it would be hard to argue that District preserves are not buffer. Biotic and abiotic samples/surveys should be done at all three District sites. Without these types of data observed changes cannot be linked to the airport.

The case is made that in the absence of direct abiotic habitat data, biological measures, in can help assess changes. It is also proposed to compare and/or interpret specific biological data in light of state wide critical trends. <u>This is only valid</u> when a statewide trend is unrelated to habitat loss and degradation such as West Nile Virus that has decimated populations of some bird species, or such as a natural range expansion such as cattle egrets.

- 2. Given that we have users on the site over a 24-hour sampling period (campers and night programs), and because the DNL is also an averaged value over 24 hours, ambient noise level should be measured over a 24-hour period, not just during the day. What assurances do we have that all affected sites will be included in the noise-monitoring program?
- 3. Please define what is scientifically valid data for site-specific air quality conditions. Does it not depend on the question? What exactly is the cost of the monitoring station and why is this the only option? Why couldn't ambient air quality over a longer period of time be used? IEPA considers Will County in a non-attainment zone, but on what data is this determination made? Does IEPA have sampling points and if so, could not Monee Reservoir become one? Reference is made to other sampling (water quality, habitat and vegetation monitoring) that will be sufficient to determine if airport emissions are having an effect on District lands. Have specific air-quality sensitive biotic or abiotic targets been identified in each of those sampling methodologies? For example lichens in the vegetation sampling?

Staff is very concerned that one of the most direct impacts from being situated near the end of a runway is the change in air quality, as well as the public perception (i.e. what users will want to spend a day at a forest preserve when the air quality is bad?). Without a direct measure of air quality how will it be possible to identify or eliminate it as the cause in the event negative impacts are detected?

- 4. Soil sampling One of the most direct impacts to District properties is again not proposed for the study. Even if other monitoring efforts suggest soil contamination is a potential problem, there would be no baseline to reference and determine whether or not it has occurred or what the source might be. Prolonged changes in air quality should also turn up in the soil and this will be a good benchmark for both. In reference to the "Master Plan" it states that various site plans (drainage, storm water, spill prevention, etc.) will be developed. What is the "site"? Within the airport boundaries? Is buffer included? Is land completely surrounded by either airport or buffer included?
- 5. Staff concurs that species assemblages should be monitored, but they should not be the sole focus of the study. Less environmentally sensitive and common, adaptable species will not likely show affects of subtle environmental changes within a reasonable time frame. Rare, sensitive and/or uncommon species will likely be impacted first and should be included. More detailed comments are below.
- 6. The fish samples reference historic sites. We assume historic means past collections documented by specimens. What is proposed references fisheries with respect to diversity of non-game species. Why isn't Monee Reservoir being measured? It is an impoundment of Rock Creek tributary. Since one of the primary recreational activities by users is fishing, why isn't the Monee fisheries being sampled to assess a direct impact to the activity that is responsible for a large portion of the generated revenues?
- 7. Vegetation monitoring will emphasize structural habitat variables and will provide a context for analyzing trends in animal abundance. While habitat structure does influence use, so does composition. For example while studying Red-eyed Vireos at the Morton Arboretum, some shrub species near the forested edge were preferred over others. Further we expect vegetation structure and composition to change over time as a result of our active land management program.

Please define limited with respect to vegetation sampling. Much like the birds, there are some plant species that are rare or state listed, and could be more prone to decline from changes in habitat quality (water, air, or soil) or from limits on our ability to properly manage, such as prescribed burning within specific windows and conditions.

- 8. Prescribed burns take place at all three sites. Wind direction constraints should not only be identified for each site relative to the constraints of airport operations but also relative to adjacent landowners not within the buffer. By identifying all constraints, we may find there is very little opportunity to conduct prescribed burns, or that the conditions under which burns can be done do not match the prescriptions needed to achieve specific management objectives with respect to headfire vs. backfire, rate of spread, heat generated, time of year, etc. in specific management units. This could impact the method we need to employ to eliminate a management problem (such as encroaching brush or garlic mustard) that has a direct cost to the District.
- 9. Financial Data what analysis will be done and how to show whether or not there is a negative impact?

Appendix A

Avian Monitoring

- Can the lands identified and funded within the District's acquisition program be included? Other wise a significant portion of the available habitat for key species, which is driving the acquisition need, will not be considered. Monitoring is not proposed for Monee Reservoir, however the avian community there is diverse and have included less common species. Also, bird watching is one of the most popular recreational activities enjoyed by users. Staff maintains lists and siting records.
- 2. Noise-related impacts on forest interior birds and associated breeding success are cited, but other factors could also be at play such as water and air quality, or indirectly through the loss of habitat adjacent to preserves as a result of ancillary development. The latter is true for species (these could be targeted during monitoring) that are area- or habitat-sensitive using areas within and outside of the preserve.
- 3. The sampling methodology for the forest is inadequate. Observers moving 150 meters between plots will create a disturbance for many species, especially at Raccoon Grove that has an open understory, and will not likely recover in time to be included within the survey. Avian monitoring should include some long duration fixed point surveys to allow the birds to recover from the disturbance and begin to act normally again.
- 4. Avian sampling is proposed to occur at least twice during each phase of airport development. This amounts to only a few hours during each sampling phase (pre-, during and post-construction) and is insufficient to adequately and accurately characterize breeding residents as well as migrants that are part of the users recreational experience.
- 5. Timing of the sampling needs to be carefully considered. April through June is more appropriate. For example for most owl species the young will have left the nest by the end of April.
- 6. Avian monitoring in wetland areas consists of a 10-minute point count followed by a 1-minute call back tape and a 1-minute response time. This is inadequate; it essentially amounts to 20 minutes looking for any of the 10 wetland-dependent species listed and 4 minutes looking for each species individually during each sampling phase. The list of wetland-dependent species includes 7 state listed species and the chances of detecting once of these in the time allotted is not likely. The call and response survey approach might not work for every species as many breeding birds will remain silent while on the nest to not give away their location to predators.
- 7. While it is true that teasing apart airport-related impacts from state wide trends need to be considered, all this will tell us is that the avian community at District sites is responding to development pressure the same way as they are across the site. These declines must be observed in light of a probable cause. If this is in response to ongoing and nearby habitat encroachment, loss or decline in habitat quality, then we must look to the site-specific cause adjacent to District properties, i.e. the airport.

8. What reference is being used for the classification of area-sensitive and habitat-dependent species?

Amphibian Monitoring

- Under potential threats, while there are existing noise sources these impacts do not extend very far into the wooded areas. The airport is introducing a new type and quality of noise impact (not an extension of an existing impact) on the order of several magnitudes above existing conditions and may impair ecological/biological functions to a degree not seen with existing conditions.
- 2. We would recommend properties adjacent to Raccoon Grove identified and funded in the District's current acquisition program be included. We also recommend that studies be coordinated with our staff expert, Dave Mauger, with respect to location and methodology.
- 3. Dave Mauger recommends the methodology follow that developed by Bob Broadman of St. Joseph College in Indiana. This methodology is accurate and is being utilized by Chicago Wilderness. Dave is securing this information and it will be forwarded as soon as possible.
- 4. Pit fall traps, if employed, will need to be checked more than 3 times per week to avoid any mortality. Since the drift fences will only encounter a portion of the species present, the proposal to record other species seen or heard. This will miss species that vocalize at night and antidotal observations cannot be quantified. We recommend dip net surveys in wetlands to identify frog larvae/tadpoles and cover boards to survey salamanders. These survey methods can be quantified and will survey suites of species that are expected to be sensitive to declines in habitat quality (water, soil and air).

SL 00024

Will Township Will County

Bruce Hamann Highway Comissioner (708) 258-3060

Brian Cann Supervisor (708) 258-0980

12/29

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Dear Denis:

Once again we must tell our reasons why this proposed airport in the South Suburbs is a horrible mistake.

- 1. No quantifiable statistical database has been established that would indicate an 1-12economic demand for this airport even exists. All data thus far has been "promoted" by pro-airport politicians and their special interest groups that have been hired to "manufacture" false data from which compromised forecasts have been made.
- 2. [Gary-Chicago in connection with an expanded O'Hare, Midway, and Rockford will provide enough air transportation capacity for freight and passengers well into the next century. By then, Kankakee will be the next major air hub for the south suburban area. ?
- 3. (The harm that would be done to the environmental infrastructure which would be encompassed by and surrounded by this proposed insanity, would be irreparable, /2-3 and the long range effects would be devastating to all forms of flora and fauna.)
- 4. (The water needed for this facility is JUST NOT AVAILABLE, and will probably never be, considering the current water tables, the declining water levels in the Great 2_/ Lakes, and a grim outlook for increased replenishment of the aquifier network.)
- 5. AND HERE IS A REAL BIGGY, The Major Airlines have not ever indicated that they will ever use this facility, if built.
- 6. (The record thus far that IDOT has for building flourishing, thriving, profitable airports (i.e., Mid-America in MUSKOTA IL.) is evidence enough not to trust their 1-23 capability for long-range planning for air capacity.
- If any common sense exists in major government agencies such as the FAA, it would tell you this is a tragic error to build and then have to subsidize this airport.
- (The General Accounting Office in a published report dated August 30, 2002 (GAO-02-997R), discusses their annual appraisal of Essential Air Service and cites parameters for building airports. The proposed South Suburban Airport DOES /-25 NOT even come close to qualifying under EAS guidelines.

STOPPING THIS BOONDOGGLE WILL MAKE MORE PEOPLE HAPPY THAN NOT! THE ONLY PEOPLE YOU WILL APPEASE BY GOING FORTH WITH THIS AIRPORT PLANNING WILL BE THE POLITICIANS AND THE BUREACRACY THEY HAVE BUILT TO FURTHER BILK TAXPAYING CITIZENS. POLITICIANS WILL BENEFIT, REAL PEOPLE WILL LOSE.

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BRIAN L. CANN SUPERVISOR WILL TOWNSHIP PEOTONE, IL

30317 South Will-Center Road • Peotone, Illinois 60468

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NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Together We Make The Difference 6100 Southport Road Portage, Indiana 46368

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December 11, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

目の人主法 長日 しつこうとの 田

RE: NIRPC Regional Issues of Concern South Suburban Airport - Tier 2 Environmental Impact Statement

Dear Mr. Rewerts:

Thank you for your invitation to make comments and recommendations for the FAA to consider during the preparation of the South Suburban Airport - Tier 2 Environmental Impact Statement (EIS). The Northwestern Indiana Regional Planning Commission (NIRPC) appreciates the opportunity for early involvement and consultation with the Federal Aviation Administration on this matter.

The proposed South Suburban Airport would be located in Will County, Illinois, eight miles from the Indiana State Line and just west of the City of Crown Point and the Towns of Cedar Lake and Lowell in Lake County, Indiana. It would be approximately 20 miles southwest of the Gary/Chicago Regional Airport and approximately 15 miles southwest of the Griffith Airport. The development of the South 6 - 40 Suburban Airport would have significant impacts on the further development of the Gary/Chicago Regional Regional Airport and on urban and rural communities in northwest Indiana.

NIRPC has supported and continues to support the development and expansion of the Gary/Chicago $2-20^{\circ}$ Regional Airport as the third major airport in the Chicago Metropolitan Area and has passed Resolutions to support its development as the air carrier airport as recommended in the Chicago Airport Capacity Study.) The Cities of Gary and Chicago have jointly made significant fiscal and planning commitments to the development of the Gary/Chicago Regional Airport on a site that is already a functioning Class C airport and in a designated revitalization zone. Plans to upgrade the Gary/Chicago Regional Airport include significant railroad relocation, runway upgrades, and other building and ground transportation improvements.

Given that governmental resources are limited and that our regional plans emphasize smart growth and sustainable development, we believe it is prudent to utilize existing facilities in urban areas that are already serviced by public infrastructure. We also believe development of the South Suburban Airport with its associated impacts and demands on public infrastructure would have significant direct and indirect environmental impacts on the Indiana side of the state line.

NIRPC recommends that the FAA consider the regional impacts upon northwestern Indiana that would result from development of the South Suburban Airport in Will County, Illinois. Please consider the following questions during the preparation of the EIS:

- 1. How would development of the South Suburban Airport affect growth and development of the 29-19 Gary/Chicago Regional Airport and other airports in northwestern Indiana? How would future South Suburban flight patterns affect the current and planned runway configurations at the 29-20 Gary/Chicago Airport?
- 2. [How would Northwest Indiana be affected by urban sprawl? How would the plans for economic development and revitalization in the City of Gary and surrounding communities be affected?] 6-46
- 3. How would Northwest Indiana roads be affected by increased auto and truck traffic, both during and after construction? What are the estimates for increases in traffic? What would be the 27-1° funding mechanism for making expected road improvements? What are the responsibilities of local, state and federal governments for funding road improvements?
- 4. (How would Northwest Indiana be affected by future mass transit needs on the east side of the South Suburban Airport? Will mass transit agencies in Northwest Indiana be involved in 27-11 planning for mass transit to and from the airport? What funding mechanisms would fund needed mass transit?)
- 5. How would Northwest Indiana be affected by air pollution due to future airplane and surface traffic? How would the increased traffic affect our air quality non-attainment status? What 7-5 would be the consequences to Northwest Indiana if federal air quality standards can't be met due to the development of the South Suburban Airport?

6. What would the noise impacts be to Northwest Indiana? 3-5

7. What impacts in Indiana would there be to groundwater and surface water sources and quality 9-2 within the Kankakee basin? (Would the subsequent development near the airport have an impact on groundwater resource supply in Indiana?)

We look forward to the completion of the EIS and we will pay close attention to the results, particularly as it addresses the concerns we have raised.

Sincerely,

Hames E. Ranfranz Executive Director

 Cc: Honorable Scott King, Mayor, City of Gary Paul Karas, Director, Gary/Chicago Regional Airport Bryan Nicol, Commissioner, INDOT Honorable Joseph E. Kernan, Governor, State of Indiana Honorable Peter J. Visclosky, Representative, U. S. Congress Honorable Evan Bayh, Senator, U.S. Congress Honorable Richard Lugar, Senator, U.S. Congress



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GREEN COMMUNITIES PROJECT VILLAGES OF MONEE, PEOTONE AND UNIVERSITY PARK AND GOVERNORS STATE UNIVERSITY

DEC 1 0 2003



November 18, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Dear Mr. Rewerts:

The following is a "written scoping comment" to be entered in the official EIS record, as part of the South Suburban Inaugural Airport EIS process.

The Green Communities Project is funded by the Illinois Environmental Protection Agency to address the environmental concerns of the area in the face of increased growth and development, and to balance the projected growth and development of the entry-side to the South Suburban Airport with measures that will maintain an inter-linking system of green open spaces and a high degree of environmental quality. The Green Communities Project's purpose is to provide a plan for maintaining green space in the region bordered by Governors State University and University Park on the north, IL45 on the west, the Will/Kankakee County Line on the south and the boundaries of the South Suburban Airport on the east.

The Green Communities Project is headed by the Village of Monee, in association with the Villages of Peotone and University Park, and Governors State University. Stakeholders, meeting over the past year to develop the Green Communities Project Plan, include representatives of the Villages of Monee, Peotone and University Park, Governors State University, Will County Land Use Department, Forest Preserve District of Will County, Will County Governmental League, Will/South Cook Soil and Water District, and residents from the area. The Steering Committee of the Green Communities Project includes representatives from the South Suburban Mayors and Managers Association, Chicago Southland Alliance, South Metropolitan Regional Leadership Center, Senator Debbie Halvorson, Representative John Phillip Novak,

GREEN COMMUNITIES PROJECT VILLAGES OF MONEE, PEOTONE AND UNIVERSITY PARK AND GOVERNORS STATE UNIVERSITY

Representative George F. Scully, Jr., and representatives from the Villages of Monee, Peotone, University Park and Governors State University.

If the South Suburban Airport is built as proposed, the Green Communities Project green space planning area will include the land on the entrance side of the airport. Thus, the Green Communities Project Stakeholders have the following comments to make, and questions that they would like the FAA Environmental Impact Assessment, Tier 2, to address:

1. The primary goal of the Green Communities Stakeholders is the <u>development</u> of a green area along the perimeter of the airport which contains walking paths, bike trails and other environmental amenities, linking greenspaces throughout the area and connecting to paths within the surrounding municipalities. The purpose is to maintain some of the beauty of the natural area, and to provide a physical environment that promotes air and water quality through careful use of regional plants and environmentally friendly construction of paths.

Since post-9/11 security requires a completely fenced area around the perimeter of the airport footprint, it is our understanding that green space within the footprint would not be accessible to the public. Given this, the use of the area immediately outside of the fenced area as a green area would prevent communities from losing important recreational space. Therefore, the Stakeholders recommend that a green space area in the 1.mile buffer 29-2/ zone around the perimeter of the airport, outside of the footprint, be included as an integral part of the environmental contingencies of airport development.

- 2. The Green Communities Stakeholders have several questions about <u>water</u> <u>quality</u>:
 - (1) <u>How much water</u> will the ongoing operations of the South Suburban Airport use per day?
 - (2) What is the source of the water to be used by the South Suburban Airport for both construction and ongoing operations?

GREEN COMMUNITIES PROJECT VILLAGES OF MONEE, PEOTONE AND UNIVERSITY PARK AND GOVERNORS STATE UNIVERSITY

- (3) How will water be returned to its source in the condition that it was taken?
- (4) How will the measures instituted to handle storm water runoff contribute to <u>aquifer recharge</u>?
 9-3
- (5) How will the water used for ongoing operations be <u>treated to remove</u> <u>pollutants</u> before it is returned to its source?
- (6) Will storm water runoff be handled with <u>environmentally friendly</u> 9-1 measures such as wetlands, vegetated swales and other measures designed to recharge the aquifer with clean water?
- (7) How will **solid waste** generated by ongoing operations be handled?
- 3. The Green Communities Stakeholders strongly recommend that the guarantees of water quality (e.g., source, return, treatment to remove 9-7 pollutants, aquifer recharge) be <u>in place and legally binding prior to the start</u> of construction of the first phase of the airport.
- The Green Communities Stakeholders have questions about <u>noise pollution</u> potentially rendering existing communities unlivable.
 - (1) (Will there be any <u>control over hours of operation or rate of climb</u> in 3-1 order to reduce the noise pollution?)
 - (2) (Will there be any program of <u>soundproofing</u> existing buildings most 3-2 affected by the fly overs?)
- 5. What is the plan for mitigating the <u>roads and streams that will be cut off by</u> <u>the airport?</u> The streams are an important part of existing watersheds as well as providing environmental amenities to the region. There are already 27-3 insufficient east-west transportation routes and further interruption of these roads would cause traffic congestion as well as increased economic hardship in the region.
- 6. (What is the plan for providing bike trails for rural roads affected by an increased traffic load that are currently used by cross-country bicyclists?) 27-7

GREEN COMMUNITIES PROJECT VILLAGES OF MONEE, PEOTONE AND UNIVERSITY PARK AND GOVERNORS STATE UNIVERSITY

- 7. What is the plan for handling construction traffic in the area? It is important not 19-3 to overload existing streets and municipalities with construction traffic that can cause economic hardship and environmental damage in the region? 6-17
- 8. (What are the plans to control building and land use in the area beyond the 4.5 footprint? What role will Municipal Planning and Zoning play?)
- 9. What are the plans for the area within the airport footprint? Are there any plans to use the land within the footprint for genetically engineered agriculture 6-1 ventures? If so, how will farms in the surrounding area be protected from airborne contamination of their crops and resulting seeds?
- 10. Who is the Airport Authority? How will the Authority be chosen? By whom will the Airport Authority be chosen?

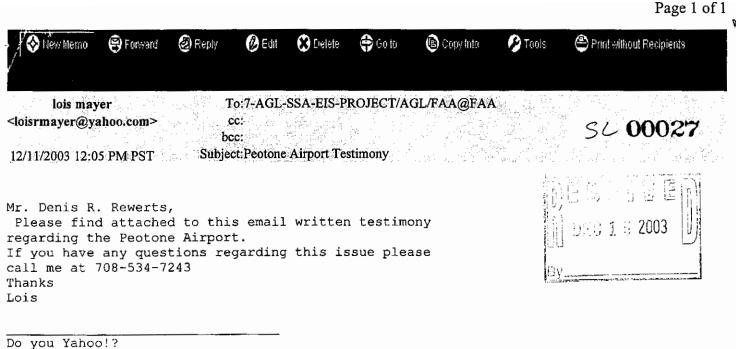
The Green Communities Project Stakeholders urge that the area of the perimeter of the airport, immediately outside of the airport fence, be designated as a 29-2; green space for both recreational and environmental reasons, as described above.

In addition, the Green Communities Project Stakeholders further urge that within the footprint of the airport, the destruction of wetlands, floodplains, streams and natural plants resulting from construction of the area on this site be limited to the maximum extent possible through the use of conservation design 29-18 methods.

Sincerely,

in This.

Efraim Gil Project Director



New Yahoo! Photos - easier uploading and sharing. http://photos.yahoo.com/

Lois R. Mayer Monee Township Trustee Chair, Elected Officials Opposed to the Peotone Airport 26402 Gorman Trail Monee, Illinois 60449

December 11, 2003

Denis R. Rewerts, Federal Aviation Administration Chicago Airports District Office 2300 E. Devon Ave., Room 320 Des Plaines, IL 60018.

Dear Mr. Rewerts:

On behalf of the Elected Officials Coalition who oppose the Peotone Airport, and the over 57,000 constituents of our communities, residing in the Village of Monee, Crete, Beecher, Peotone, Park Forest, and Manhattan; the Townships of Monee, Crete, Will, Green Garden, Peotone, Wilton and Washington, and the Will County Board, I respectfully submit this written testimony focusing on issues regarding the proposed Peotone Airport.

The most significant may well be that while thousands of area residents have banded together over the past fifteen years, to speak out and actively demonstrate, sign petitions, and volunteer hundreds of hours working *against* the project and have <u>expended their own money</u> to support these anti-airport activities, <u>none have ever done so in favor of it! (As you know all funds</u> publicly supporting this airport have been government funds).

Unlike the residents of Elk Grove Village and Bensenville, virtually all of whom *choose* to live adjacent to an international airport and presumably knew that airports meant airplanes and traffic, our constituents live in our communities because *they* choose to live in a quiet, less densely populated area.

Our constituents are very aware of their need to travel to reach O'Hare, Midway or the Gary/Chicago Airports. They have made the conscious decision to do so if they need to travel by air, in exchange with their chosen lifestyles. They also welcome a shorter drive to Gary/Chicago, our close neighbor across the State line.

Ours is *not* an economically depressed area! The commercial growth necessary to support public services to our communities has been growing exponentially with the development of mid and up scale homes (many exceeding \$350,000 to \$600,000) as well as farm homes that have been in

Elected Officials Opposed to the Peotone Airport Lois R. Mayer Monee Township Trustee December, 2003 Page 1 1-26

families for centuries, that would be disadvantaged by proximity to an airport. Also, the unemployment rate in our region is extremely low, therefore supporting the "jobs and employment opportunities" issue does not constitute the destruction of 23,000 acres for an airport.

[The environmental effects of the proposed Peotone Airport project on our area would be devastating: air and water pollution, traffic and noise alone would be bad enough, but we have another vital concern: flood control and infrastructure development.]

Virtually the entire proposed airport site, and indeed, nearly all of Eastern Will County lies in what was once a vast area of shallow marshes and tallgrass (wetlands) prairie. The farm fields in the proposed site that appear to be dry, are in fact, converted wetlands; farm fields that have been artificially drained, only enough to allow agricultural use.

Just a few feet below that deceptively dry surface lie hydric soils and high water tables. Every square foot of impermeable surface requires nearly half that amount left untouched, just to try to absorb water once held back by crops. Growing corn in particular absorbs water like a sponge.

It is a well-known fact, that to restore tallgrass prairies and marshes on converted wetlands requires only the destruction of the artificial drainage systems. After which, in a very short time, Nature restores, and the marshes return.

Eastern Will County straddles two major river tributary areas for the Little Calumet and Kankakee rivers (If the airport as proposed were to be built, and the resultant over-development inherent were to become a reality: the only means of preventing severe flooding in and within 9-6 miles of the project itself, would be to send the water to downstream communities.

The geophysical features of the O'Hare area are not the same as those found in Eastern Will County. Any who fail to consider that fact while planning such a huge and land destructive project, are failing in their duties to the residents and Illinois taxpayers of more than just those who would be displaced, or have their lifestyles and properties harmed by it.

We suggest that the best means of creating economic growth and jobs in this region without destroying valuable farmland and duplicating the existing services of an airport less than twenty miles away would be to strengthen the Gary/Chicago Airport. It is both closer to Chicago and 1/-2 the South Cook County communities and far more feasible and it is already in place with access by public transportation, the most costly necessity of all, and one our State can ill afford to consider.

The second point I wish to convey is infrastructure, (water, sewer and transportation). Currently Eastern Will County is served by well water - as you may know, we do not have Lake Michigan or Kankakee water and studies have indicated that it would cost millions of dollars to bring either of these services to this area. This area does not have viable roads to serve a 23,000-acre airport, many of our roads are still gravel and/or single lane. These three needs are necessary to develop an airport and the costs would be devastating to the taxpayers in Illinois.

> Elected Officials Opposed to the Peotone Airport Lois R. Mayer Monee Township Trustee December, 2003 Page 2

6-18

24-17

9-1 1 2740 In conclusion, as chair of the Elected Officials opposed to the Airport, we know our constituents are opposed to this project, we have taken the time to listen to their concerns, to meet with them and most of all to unify as one voice for their concerns. We urge you, as a Federal agency to do the same.

Thank you for your consideration of my comments.

Sincerely,

Lois R. Mayer

Lois R. Mayer Monee Township Trustee Chair, Elected Officials Opposed to the Airport

> Elected Officials Opposed to the Peotone Airport Lois R. Mayer Monee Township Trustee December, 2003 Page 3

December 17. 2003 Sanger Airport 28261 S. KEDZIE AVE. MONEE, ILLINOIS 60449-9796 (708) 534-8282 DEGEIVENSLOOO28 Federal Cevention Commentation DEC 1 8 2003 Chicago airports District Office 2300 East Devon arenue By_____ Des Raines Illinois 60018 attention: Mr. Danie Reverts Re: Leanta 3, 2003, F.A.A. Scoping meeting Den M. Rewate : With 2P. Secretary of Thoneparties Tim Martin making the Chicago O' Hare ariport existing runways configuration, and an additional runway a Top privity, and tele additional unused capacity of injusting aciporta, - 1-11 midway Chgo. Lary aciput, Michonakce and Rockford.) In my opinion 1-22 the "Propused Peatre airport is not needed, or wonted by the struggling 1-22 financially strupped airlines and freight carriers The build I anyway 1-23 mentality as the Patrice and freight carriers The build I anyway 1-23 mentality of the Pertone promotions is pointless wasteful, and irresponsible as with the still unused mid-amorien airport, built anyway, when the St. Louis Aurport was exponded. Of Botone Airport is built it would destroy over 15.600 acres of prime formland within the Cirport 15-8 footprint, encourage sprawly destroying hundreds of Thousand of additional 14-2 ferm acresse, non man 180 and 19 fam acreoge, pare one 180 acres of waterele 7 miles of streams, 1200 acres 14 of floodplain would be poved over Coursery problems for downstrum property owners. If Partone airport is built well Co. toppayers are burkened with the cost of rosds, bulges servers, sometion, 6-19 increases to keep an unused Pealone aupart open. The lond 6-5 and homes here that were already surchased by the planson though (21. Dept. Tronsportation) and taken off the tay rolla leave shortages for scherbs, and other Well tourship needs. Consider the latest technology available - LAAS - GPS- (Local area Rugmentation System - Precision approaches) lasting - conserving running space. Calas the Ospray Tiltrotor aircraft (Vertical Take Offand tending) 2-13 That don't need runway? also possible are larger aircraft

Carrying upwards of 600 plus passengers, that would elimiente the number of flights, conserving running space, and airappee, and eliminate the need for more surports, such as the proposed Peotone airport. Why displace 3000 plus people talle Their residences farms and relocate or close businesses, such as our formily owned and operated arfueld which has been open to the public for H6 years, with 65 general areation airplanes basid here. we are unforturably in the center of the fortgreat for the proposed Vertre airport. an an an an ann ann an Arland. An ann an Arland an A Sincerely izens, M. J. Linger 25.1 • an the state of the state of the

northeastern illinois planning commission

222 South Riverside Plaza • Suite 1800 • Chicago, Illinois 60606 • (312) 454-0400 • Fax (312) 454-0411 • www.nipc.org

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Appointed by the Board of the Illinois Association of Wastewater Agencies Walkace D. VanBuren December 17, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

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<u>Subject</u>: SCOPING COMMENTS TO THE FAA REGARDING THE SOUTH SUBURBAN AIRPORT TIER 2 ENVIRONMENTAL IMPACT STATEMENT - AGENCY SCOPING MEETINGS

Dear Mr. Rewerts:

The Planning Committee of the Northeastern Illinois Planning Commission met on December 4, 2003 and approved the following comments in response to your request for Scoping comments regarding the South Suburban Airport Tier 2 Environmental Impact Statement. It should be noted that the following comments are intended to address both direct and indirect impacts of airport construction, including effects of spin-off development.

REGION-WIDE PUBLIC DISCUSSION - a region-wide public involvement program, including public discussion, should take place with affected communities and region wide audiences on all decisions made regarding the proposed South Suburban Airport. Special efforts should be made to reach out to the communities immediately surrounding the proposed airport. They should be involved early on and continuing throughout the process.

DIRECTING ECONOMIC BENEFITS - Planning for the proposed airport should also contain a specific component to identify methods for directing a significant share of airportgenerated economic benefits toward existing, mature, and distressed communities, both in Chicago and suburban areas of Cook and Will Counties. This recommendation reflects the Commission's concern that a new regional air carrier airport not contribute to further regional sprawl. It is certain that a new facility would attract substantial economic growth to the area surrounding it, just as the location of O'Hare has fueled development in the northwest sector of the region. The Commission's concern, based on the <u>Strategic Plan for Land Resource</u> <u>management</u>, is that new jobs generated by a new airport be accessible to areas with surplus labor and that economic growth benefit existing communities which have suffered from regional decentralization.

(WEIGHING ALTERNATIVES IN THE EIS PROCESS - It should be made clear that the EIS process is not locked into one precise layout alternative, i.e., that the EIS process will weigh various alternatives and select one having minimal environmental and community impacts.)

WETLANDS (including isolated wetlands), STREAMS, AND LAKES - Need to address filling, excavation, relocation, discharge of polluted runoff, and traffic and noise impacts. A watershed-based protection program should be identified, emphasizing avoidance, minimization of alteration, and mitigation. Mitigation in advance of construction activities should be emphasized, and should focus on restoration of beneficial function, including habitat, water quality, recreation and aesthetics.

FLOODPLAINS - Need to address adequacy of existing floodplain mapping, avoidance of non-appropriate 25uses, and compensatory storage and mitigation for necessary modifications.

STORMWATER RUNOFF, QUANTITY - Need to control increased runoff volumes and rates for the full 9-10 range of runoff events to prevent increased flooding and downstream channel erosion.

STORMWATER RUNOFF, QUALITY - Need to mitigate adverse stormwater quality effects using appropriate best management practices. Need to address special mitigation and treatment needs associated 9-11 with runway deicing agents and storage of fuel and other chemicals. The requirements of stormwater permits (NPDES), including Stormwater Pollution Prevention Plans, also should be addressed.

WATER SUPPLY - Identify sustainable water supplies for the airport and for growth forecasted in the area.

7-1 GROUNDWATER PROTECTION - Need to address potential sources and routes of groundwater contamination related to airport construction and operation. In particular, the EIS should evaluate groundwater quality and usage in the vicinity and address needs for recharge area protection, setbacks from existing wells, and adequate sealing of old wells.

SOIL EROSION AND SEDIMENT CONTROL - Need to identify an effective control program for erosion and sediment runoff during construction. This control program must identify maintenance, inspection, and 19-4 enforcement provisions (including penalties) which will ensure compliance with the recommended control program in any eventuality and should identify minimum design and operation standards for soil stabilization and sediment control techniques.

18-3 WASTE DISPOSAL SITES - Need to address the presence of existing and abandoned waste disposal sites. The EIS should include an audit of disposal sites and identify measures to safely remove contaminants or seal them onsite.

WASTEWATER - New and/or expanded facilities will be needed to treat the wastewater generated by the proposed South Suburban Airport and spinoff development. The EIS should address the estimated volume and characteristics of the discharges, the alternative location for discharges, and their effects on receiving stream quality. This issue is particularly important because local streams are very small and of relatively high quality -12 thereby raising concerns over possible adverse impacts. Innovations and reliable treatment alternatives (e.g., land treatment) should be evaluated. An antidegradation analysis should be included. The airport design and the EIS process should also look into regional wastewater service options in view of the airport's potential wastewater needs and the growth of the communities surround the proposed airport.

NIPC MODEL ORDINANCES FOR NONPOINT SOURCE CONTROL - It should be noted that the Illinois Environmental Protection Agency has endorsed NIPC model ordinances for nonpoint control in northeastern Illinois (enclosed). It is therefore expected that airport design standards be consistent with NIPC standards for 7-13 stormwater management, soil arguing and a discussion and a discussion of the discussion stormwater management, soil erosion and sediment control, stream and wetland protection, and floodplain management.

SENSITIVE NATURAL RESOURCE AREAS - Sensitive natural resource areas such as the Beecher Marsh and Prairie and are located adjacent to the proposed airport. These areas are prime for recreation and wildlife 29-23 use and should be considered inappropriate for mitigation purposes. Airport operations should be oriented

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away from these areas, as they will likely attract water foul. The EIS should contain criteria for the selection of mitigation sites and the airport layout should reflect those criteria.

AIRPORT PROPERTY NOT COVERED WITH IMPERVIOUS SURFACES - Need to consider an appropriate mix of retained farming activity and restored prairie habitat, in areas that are not covered with impervious surfaces. Restore native landscapes where possible.

AGRICULTURAL PRESERVATION \angle Agricultural lands identified for protection by the State of Illinois and county governments should be retained wherever possible. Displaced soils should be considered for use as mitigation in locations where prairie restoration is underway or south suburban or Chicago locations where community gardening is being promoted.

REGIONAL GREENWAYS PLAN CONTRIBUTION - <u>Regional Greenways Plan</u>, (enclosed), - Should consider creation of a continuous greenway along the east boundary of the site as an extension of the Plum Grove Preserves. This greenway could be carried east-west through the site with landscaping through the terminal complex, continued as landscaping along the airport entry and connecting to Racoon Grove. This Greenway proposal should be considered as part of an early, overall landscape concept and theme for the airport as a whole.

RAIL ACCESS - The plans for rail access should be made explicit in the layout plan and the EIS. It should be easily accessible and convenient so as to maximize public transportation ridership to the proposed airport. 27-12-

OPEN SPACE - Need to consider effects on existing/nearby open spaces especially regarding their use and their ecosystems. For example, nearby forest preserve areas will be significantly affected by noise. (2-4)

RELATIONSHIP TO LAND USE PLANS OF ADJOINING COMMUNITIES - The scale of the proposed airport is such as to possibly overwhelm the small communities in the area. Currently the Eastern Will County Council of Mayors (Beecher, Monee, Peotone, University Park, Crete, and Will County) are developing future land use scenarios for both a build and no-build airport future. The airport design and the EIS should be made compatible with this planning effort as well the currently adopted plans of the municipalities and the county and for impacts to other near-in areas in south Cook County and Kankakee County.

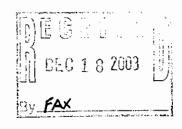
Executive Director

South Suburban Airport Commission

"Building Chicagoland's Third Airport"

Board of Directors: Hon, Al McCowan, Chairman Hon, John Ostenburg, Vice Chairman Hon, John Geils, Secretury Hon, Craig Johnson, Treasurer

December 8, 2003



56 00030

Rick Bryant, Executive Director

Elbert Shaw, Recording Secretary

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E Devon Avenue Des Plaines, IL 60018

> RE: FAA Environmental Impact Statement process for the South Suburban Airport: Scoping Comments on Tier II

Dear Mr. Rewerts:

On behalf of the South Suburban Airport Commission, I would like to supplement the written and oral comments (attached) delivered at your December 3, 2003 public hearing. The themes of our previously submitted comments are still of paramount concern to SSAC: the vision of the State of Illinois and the FAA to move forward on this project, the need to move this EIS process forward with alacrity (SSAC would like to open the SSA in 2008), the focus on the limited inaugural build (5 gates, one runway) yet analyzing the subsequent states of growth and/or NEPA; etc. The purpose of this additional submission is to address some of the concerns raised by the citizens at your December 3 public hearing.

SSAC representatives attended the public evening session. The depth and sincerity of the comments presented that evening were impressive. An airport is truly an attractive nuisance; while it brings jobs, economic opportunities and stimulation of the community, its impact on the local ecosystems and citizens must be carefully examined.

SSAC represents almost all of those neighbors. The members of this commission presently represent a significant number of the neighbors to SSA. Our goal is to soon include all of the villages and counties that surround this proposed airport. Such a truly democratic body will best be able to balance environmental mitigation with the value of an airport to those communities.

On that night we heard, again, several valuable insights about the need to protect the region's unique set of rivers and streams. Fair commentary about the flora and fauna of this area were articulated. Farms have been and will continue to be a critical element

> 2 TownCenter Drive – University Park, Illinois 60466 Telephone: (708) 534-4237 Fax: (708) 534-2956 E-mail: rick.bryant@ssacommission.com

> > 03-620-01

Mr. Denis R. Rewerts December . 8, 2003 Page 2

to these communities. Residents made strong statements about the need to position the runway systems to minimize noise impacts. Several speakers presented thoughtful analyses about the impact of SSA and SSA's construction will have on roads, water systems and infrastructure.

Life with an airport will be dramatically different than the current *status quo*. This transition is not inherently bad, but it poses risks. Careful planning and assiduous attention to detail will insure that this change will not damage the environment nor be traumatic to the communities.

SSAC is aware of these challenges. Our governmental body with 31 of the local communities, and those yet to come, will be sensitive to these needs. SSAC intends to work with the State and the FAA through the Tier II process. We will provide constructive commentary as to how best to mitigate the environmental impacts identified. We believe that our public/private partnership will be the most responsive and economically viable vehicle for attaining NEPA's and the local communities quails.

We look forward to continuing to participate in this EIS process as a public agency. We believe our input in assessing local impacts and helping define mitigation would make invaluable contributions to your process. We await the opportunity to further assist the State of Illinois and the FAA in this exciting and challenging project.

Sincerely,

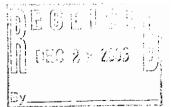
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Executive Director

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South Suburban Airport Commission

"Building Chicagoland's Third Airport"



Board of Directors: Hon. Al McCowan, Chairman Hon. John Ostenburg, Vice Chairman Hon. John Geils, Secretary Hon. Craig Johnson, Treasurer Rick Bryant, Executive Director Elbert Shaw, Recording Secretary

Testimony For FAA Scoping Hearing – South Suburban Airport By Rick Bryant, Director, South Suburban Airport Commission

December 3rd, 2003 - Governors State University, University Park, Illinois

Good morning. My name is Rick Bryant and I am the Executive Director of the South Suburban Airport Commission. This organization, we believe, is the only duly constituted governmental body established for the exclusive purpose of building the South Suburban Airport (SSA).

Before I explain more about SSAC (the "Commission"), let me thank two organizations. First, the Commission conveys its appreciation to the FAA for keeping the SSA alive. Your energy and diligence have kept this process moving and we thank you for your past and future guidance and leadership. Equally, the State of Illinois and three consecutive governors have assumed the mantle of sponsorship and committed the State's substantial resources – human and financial – to this, each knowing that, without an airport, Chicago, the region and the State would suffer. The State is well on its way to purchasing the 4,200 acres needed for the inaugural development. As I stated, the SSAC is duly constituted under Illinois law. The Commission derives its authority to develop, own and operate the Airport from multiple sources, including, but not by way of limitation:

- 5 ILCS 220/1 et seq. Intergovernmental Cooperation Act
- 620 ILCS 20/0.01 et seq. Joint Airports Act

. /

- 65 ILCS 5/11-101-1 et seq. Illinois Municipal Code "Airports General Authority"
- 65 ILCS 5/11-103-1 et seq. Illinois Municipal Code "Airports for Municipalities less than 500,000"
- 620 ILCS 25/1 et seq. Airport Zoning Act.

The Commission became a governmental body September 29th when the initial communities signed an Intergovernmental Agreement. This IGA gives the Commission extensive home rule powers and today 31 municipalities have placed commissioners on the Commission. They are Bensenville, Calumet City, Calumet Park, Chicago Heights, Country Club Hills, East Hazel Crest, Elk Grove Village, Flossmoor, Ford Heights, Glenwood, Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Park Forest, Phoenix, Richton Park, Riverdale, Robbins, Sauk Village, South Chicago Heights, South Holland, Steger, Thornton and University Park. It is chaired by a Will County mayor and remains open to all South Cook and Will County municipalities.

The commissioners, who are the elected mayors from these communities, are all enthused about the prospect of the Airport; they uniformly belief that an airport is needed for the region; and they are committed to making it happen because of the economic engine it will provide for their communities. The State has long professed that it has no intention of owning or operating the Airport. They are committed to building it, and our commissioners are committed to helping the State build it. (As to Secretary Martin's comments earlier today, this plan does not compete with O'Hare or Midway for funding, passengers or airline subsidies.)

Under state law, the Commission has the authority to own and operate an airport. It is the most logical entity to be designated as the sponsor, and it is moving aggressively, with the State's blessing, on an innovative public/private partnership to make this concept a reality. On November 10th, we issued an RFQ/RFP to select a developer/operator. We have received numerous inquiries from qualified firms and we expect to have a developer/operator under contract by the spring of 2004. Tomorrow, the Commission will hold a meeting with more than a dozen potential national and international bidders on the development contract.

We know this public/private partnership will work; that it can produce the best airport solution in the shortest time; and that it will be economically viable. Why? Because we commissioned two of the world's leading experts on airport public/private partnerships to do a yearlong study and they concluded that such a partnership is viable, economical, flexible and, perhaps, essential. Additionally, the State did an extensive study and reached the same conclusion. We have shared these results with the FAA Regional Administrator and her Great Lakes team, the FAA Administrator and her airports team, the Secretary of Transportation and several Members of Congress. The feedback has all been positive. (Indeed, Congressman Jesse Jackson Jr. has received calls from elected officials around the country interested in learning about this proposal.)

· .

Let me now focus on SSAC's interest in the FAA scoping process. We believe that this airport should be built to meet a conservative level of traffic for the year 2008, for the traffic originating in or destined for the South Suburbs. It should not rely on any forecast that reduces or "steals" traffic from Midway and O'Hare. We believe that five gates and one runway will be an adequate initial build.

The Commission also believes that this modest airport can attract 370,000 enplaned passengers per year after opening in 2008. We also believe that the five "common use" gates will attract one or more of the low cost carriers, one or more of the regional jet carriers, and even one or more of the low fare operations that the legacy carriers are introducing. As we see it, this airport's cost per enplaned passenger will be very attractive to these carriers, which are the fastest-growing segment of the industry but which lack access opportunities to Chicago's existing airports. Additionally, this airport's catchment area of 2.5 million passengers is an ideal target for this segment of the airline business.

But while the airport will start small, it must be designed to be a long-term aviation asset for the region. The long-term environmental impacts should be based on the ultimate build-out, not just the inaugural footprint. We need to place before the public the potential size of the airfield, the number of operations and associated consequences for the years 2008, 2025 and beyond.

. . .

Because we should build for today, but design for tomorrow, the purpose and need, as well as the scope, should reflect these multiple temporal periods:

- Delivery of regional airport capacity for South Suburbs in 2008 (near term);
- Ability to assume a greater percentage of the Chicago region's traffic demand if and when O'Hare and/or Midway reach their congestion levels (mid term); and,
- Land-banking an adequate footprint to provide for a major airport when the demand/congestion/capacity analysis for the region necessitates such additional runways (long term).

These three distinct phases should be reflected in the FAA's statement of purpose and need. The SSA should and can meet all three of these needs through proper planning.

In closing, let me say that transportation has been Chicago's economic lifeblood since its inception. The City was born where the river met the lake; boomed as a railroad hub; matured as America's crossroads; and ascended as the nation's aviation hub. An efficient, effective system of aviation connections in this region is crucial to our future, and our nation's future. SSA will be a critical component to our system of airports.

Finally, the FAA recognized in 1985 that Chicago needed a third airport. We have introduced an innovative, for us, but proven model to achieve these goals and demands. We are extremely pleased that the FAA and the State are moving forward with the EIS. Our plans are designed to maintain and complement your timetable. Thus, we look forward to working with you to enhance our national aviation system with the quickest, cheapest, cleanest and safest solution possible. After all, that was your charge, and that is our commitment. Thank you. °•• .

-> Airport Concerns				Page 1 of 1		
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Attached is a copy of the Kankakee County Soil and Water Conservation District's concerns for the EIS of the new proposed airport at Peotone. Thanks for giving us the opportunity to comment.						By
Sincerely,					Ľ	an a
Rich Howell Conservation District Ma	anager)				Sで 00031
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December 15, 2003

Mr. Dennis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Dear Mr. Rewerts,

The Kankakee County Soil and Water Conservation District Board has some issues that it believes should be address in the Environmental Impact Statement for the proposed airport near Peotone, Illinois. The overriding concern of the Board is the potential environmental damage that may occur downstream of the footprint of the airport and requests that these type of issues be addressed. Although the airport is 9-2not located in Kankakee County, approximately 85% of the drainage from the airport will come through streams and creeks of Kankakee County, and the Board believes that this should be considered during the EIS process.

The Board's first concern deals with Drainage Districts:

- During the building process, will the integrity of drainage systems be 19-5 maintained all the way to the outlets in the Kankakee River?
- When the airport is in operation, will the airport maintain current drainage patterns?
- Will Drainage Districts have access to airport property to ensure proper 9-14 drainage is maintained? \langle
- Will the study include the impact of more frequent peak flows through downstream and offsite outlet channels, specifically streambank erosion, channel stability and effects upon riparian biota and fauna?

The second concern is about runoff, water quality and floodplains:

• /How will the treatment of runoff be done to ensure that industrial contaminants are removed before they leave the site? ζ

9-15

- Who will be responsible for damage from any contaminates such as aviation fuel, and deicing chemicals leaving the airport site and what processes will 9-16 there be to restore any affected natural resources, specifically restoring prime farmland to prime condition?
- (Will the integrity of all channels and outlets for the stormwater be addressed 9_{-17} all the way to outlets into the Kankakee River?)
- What if any impact to the size and location of floodplains will occur with 25-2 more often peak flow discharge from the airport site?

The third concern is water supply:

- What is the potable water source for the airport and the proposed industrial 9-3 areas surrounding it?
- What method will be used to manage treated water leaving the site to ensure that streams and creeks are not impacted negatively?
- (If the water is withdrawn from the local aquifer, how will local homeowners and other users of the aquifer be protected from over depletion of the $7-18^{\circ}$ aquifer?)
- (If the water is withdrawn from the Kankakee River, what if any impact on the minimum flows will be addressed, is there a plan to return Kankakee River water to the river to ensure minimum flows are ensured, will the withdrawal affect minimum flows in small tributaries?)

The fourth concern is with natural resources:

- If wetlands are destroyed during the building process of the airport and the $///_/$ surrounding industrial sites, where will they be mitigated? The District believes that the mitigation should be as close to possible to the destruction.
- (Is there a plan to mitigate the reforested land within the proposed site that /2-5 will be destroyed developing the airport?)

Thank you for your time and consideration on these issues

Sincerely,

Jeffrey M. O'Connor District Board Chairman

COMMENT SHEET

FAA SCOPING MEETING December 3, 2003 South Suburban Airport Inaugural Airport Program Environmental Impact Statement

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Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

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> Name: Dan Rudin, Village Trustee Organization: Village of MANTEND Address: Village Hall 269 N. Main Atrect Manteno, FL 60950



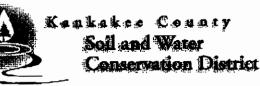
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685 Larry Power Road Bourbonnais, 1L 60914

Phone (815) 937-3233 Ext. 3 Fax (815) 937-3268

December 15, 2003

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KANKAKEE USDA

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Thank you for your time and consideration on these issues

Sincerely,

Jeffrey M D'Connor

Jeffrey M. O'Connor District Board Chairman

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Timothy O'Donnell 1 5130 West Court Street 2 Monee, Illinois 60449 3 Good morning, my name is Timothy O'Donnell. I'm 4 5 Village President of Monee, Illinois. The first thing I 6 would like you to know is the Village of Monee which is one 7 of the main communities next to and around the airport 1-26 involved is adamantly/opposed to the building of this airport 8 at this location. \langle 9 / The first negative impact of our Village is the 10 proposed east/west access road. This road was designed in 11 such a manner to shield off Monee's little area. This road 27-1312 further damages the homes of our neighbors to the south in 13 14 Heather Brook subdivision and in what is known as the Raccoon Road area. 15 The second direct impact of our Village is the 16 supply of water. Monee has an adequate water supply from our 9-117 aquifer. The building of the airport will endanger the 18 future of Monee and surrounding areas. Where will they get 19 20 -19 it from the Kankankee River. Will this drain the river down 21 the stream from there? How will this water be replaced? 22 (The surface run-off from the runways will be going 23 7-5 into the aquifer and damaging our water supply. (The 24

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pollution that will accompany the jet planes will destroy the 12-3 vegetation and wildlife in the Will County fishing area 2 located in and down Ridgeland Avenue and Pauline Road. (The 3 dumping of fuel will permeate the air and pollute the 4 surrounding areas. Also, there is no provision for 5 wastewater treatment in the plans that I could see. Where 6 will all this wastewater go? } 7 Lastly, I believe that the intrusion of the two 8 9 northern suburbs of the Chicago area that are pushing for the 10 construction of this airport should not be allowed. Their 11 motives for this airport is to stop the expansion of the Chicago O'Hare Airport which the Governor has signed into 12 1-29 legislation. Their plan is to do it their way and not have 13 local authority by the four towns that are directly affected 14 by this construction of this not-needed airport. 15 I'd ask the FAA to see in their wisdom that this 16 airport is not essential in the future aviation process for 17 18 the Chicago area. I will be supplying further documentation for that which will be submitted by the December 19th 19 20 deadline. Thank you for your consideration. 21 MR. REWERTS: Thank you. 22 The next speaker is Paul Lohmann. Spell your name for the record. 23 24

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1 Paul Lohmann 707 Oak Park 2 Beecher, Illinois 60401 3 Paul Lohmann, L-O-H-M-A-N-N. Thank you. On behalf 4 5 of the Village of Beecher, I would like to add the following 6 ten concerns as part of the record for the FAA Tier 2 scoping 7 process for your consideration: $\int 1$. The need to include an eastern public passenger 8 access to the airport. We are of the opinion that a 9 substantial portion of the market demand for the airport will 10 27-2 11 come from Northwest Indiana. Limiting access to the west side of the airfield will increase drive times and may reduce 12 demand to some extent. There will also be potentially more 13 14 economic benefit to the south suburbs if an eastern access 15 were included.(2. Limiting the size of the airport to four 16 runways. With the expansion of O'Hare, we feel there is no 17 long-term need for more than four runways at this facility. 2-218 19 Passenger demand will be affected by the expansion of O'Hare 20 and new enplanement forecasts will probably verify our assumption that six runways are no longer needed. The 2-17 21 elimination of the south runway in the six runway 22 23 configuration would also reduce the detrimental effects of flyovers of our community. 24

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3. Consider shifting the four runway airfield 1 further north to reduce flyovers of the existing residences. (2 Since 1995, 300 homes have been built on under the DNL noise 3 contours of the two furthest south runways with the addition 4 of another 300 homes within the immediate future. If the 5 6 first runway can be shifted to the north side of Eagle Lake 7 Road and the second runway to the north of this runway, new noise contours will fall over less-populated areas. 8

9 (4. Airport expansion phasing. The Village of
10 Beecher would like to have the second and third runways built
11 to the north of the first runway and the fourth runway be
12 built south of the first runway. This phasing pattern also
13 reduces flyovers of existing homes.

 δ . Compel the use of a regional facility for sever 14 treatment. In lieu of a stand-alone facility for sewer 15 treatment, the State of Illinois should be encouraged to 16 examine and provide a cost-effective analysis of a regional 17 plant operated by a sanitary district shared by other 18-2 18 communities close to the airport. The Village has had 19 20 discussions with Thorn Creek Sanitary District on this matter 21 and they are agreeable to considering an expansion of their district into eastern Will County including the airport if a 22 cost-effective approach can be attained. (23

6. Operating conditions of the airport should

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limit flyovers of existing residences. (The Village would 1 encourage parallel take-offs off the runway for at least 2 3-6 several miles to avoid flyovers of communities located north 3 and south of the airport. Nighttime operations should also 4 be sensitive to existing residential communities. \langle 5 \overline{h} . Construction traffic patterns need to be more 6 detailed and avoid Route 1. Route 1 from 394 to the Kankakee 7 8 County Lane is currently operating above capacity during peak 19-3 9 traffic periods and will only get worse over time. It is also not constructed to Class II truck standards. The use of 10 Route 1 for construction traffic without a significant 11 improvement to the roadway is not feasible. The Village is 12 also opposed to any construction traffic using Route 1 13 through our community. The use of rail for construction 14 19-6 materials is a more feasible alternative or the construction 15 of a roadway directly off of I-57.) 16 8. A regional plan for protection of the water 17 supply as a result of airport development. The airport 18 9-1 itself may not require a significant amount of water, but 19 development associated with an airport may stress water 20 9-18 supplies] [Aquifer capacities should be considered in the 21 analysis. 22 Controls on airport-related development inside 9. 23 the airport fence. We are deeply concerned about potential 24

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1 property tax revenue from the airport-related development 2 within the airport property being used to finance the construction and future expansions of the airport while the 3 4 communities around the airport are to be deprived of funds 4-1 5 for offsite improvements and demands for municipal services 6 which will increase as the airport grows. The use of TIF 7 districts and Enterprise Zones to fund airport improvements 8 deeply disturb us. The airport should be able to financially 9 sustain itself without siphoning off revenue which should be going to the appropriate taxing jurisdictions. 10

10. And final, funding for offsite improvements 11 necessary for a successful airport. Many of the proposals we 12 13 have seen for construction of the airport do not include necessary offsite improvements which are not only important 14 22-4 to the success of the airport but also to the sustainability 15 16 of the surrounding communities. Roads which lead to the airport entrance must be expanded and improved to handle the 17 volumes of traffic anticipated. We have not seen a funding 18 mechanism in any of the plans for offsite improvements.] With 19 that I would like to thank you. 20

21 MR. REWERTS: Thank you. Let's take a break.
22 (Brief recess taken.)
23 The next two speakers while we're waiting if you
24 want to get ready, Mike Einhorn and then Karl Kruse. In

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1	order to save some time because we do have a number of
2	speakers, I would like to go ahead and continue.
3	Mr. Einhorn is speaking and we have Karl Kruse on
4	deck.
5	State your name and spell it for the court
6	reporter.
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1 Michael S. Einhorn P.O. Box 337 2 Crete, Illinois 60417 3 Michael S. Einhorn, I'm the representative for the 4 5 Village of Crete, I'm the Village president. Einhorn is 6 spelled E-I-N-H-O-R-N. The six-runway plan in the current configuration is 7 2-18 too large to conceptualize let alone plan for effectively. 8 It illustrates an attempt to capture the airport superiority 9 10 crown from O'Hare, when such was never the stated purpose. 11 Having dealt with this issue for the last 18 years, I recognized early on that the overall size made effective 12planning nearly impossible. As we all know, accurately 13 14 planning for 20 to 30 years is difficult at best, so planning 15 for 50-plus years is a hopeless struggle, and the present 16 six-runway plan proposal is just that. It should be dropped or modified to bring it back into the boundaries of reality. 17 /I would also suggest that we plan for what we know to be 18 factual and plan to accommodate 90 to 95 percent of the 19 29-26 airport's operational impact. Trying to mitigate 100 percent 20 21 of the impacts will render this site and most other urban locations unusable and cost-prohibitive. The same is true 22 with operational delays. /Designing for total delay-free 23 operation under all circumstances will prove to be 24

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1 impractical and cost-prohibitive. I suggest setting 2 realistic goals and making sure they are attained. This 3 approach will assure that costs are contained and the airport 4 is sized appropriately.

Throughout the process, demand forecasts have 5 6 supposedly driven the design of the airport. I would suggest that a different approach be used to guide the design-build 7 process. / Using verifiable observed information from existing 8 airports across the country, determine the maximum number of 9 10 commercial operations that can be accommodated by a specific runway configuration within operational constraints. 11 When 2-19 the number of operations is determined, project the maximum 12 number of passengers based upon historic load factors. I 13 14 would assert that operations are the limiting factor to airport capacity in this circumstance. Getting the passenger 15 16 to the terminal and terminal design will not be the constraining elements to this airport. Developing these 17 18 numbers can then be loosely tied to the population of the 19 greater metro area to help determine how much urban growth 20 has to take place before the capacity is in danger of being exceeded. \$ 21

Having spent considerable time contemplating this process and reviewing FAA design criteria, I have concluded that designing beyond a four parallel configured airport is a

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1 needless waste of time and effort and deserves to be justified by the State. Four parallel runways have the 2 ability to handle one million operations per year and with 3 4 the addition of a 13-31 fifth runway on the south perimeter, 5 additional flexibility and enormous operational impacts can 6 be achieved with minimal need for additional land in areas 1-31 7 that are deemed sensitive at this time. Current development 8 trends surrounding the site as well as realistic constraints 9 on available funds dictate this type of construction to the 10 plan. I would ask that the State of Illinois reconsider its position regarding the full buildout in favor of a more 11 12 realistic approach based on real world conditions and not 13 theoretical designs unconstrained in land requirements or construction dollars. 14

On behalf of the Village of Crete, an adjacent community that will no doubt be impacted by this project as well as other communities similarly situated, I respectfully ask that the State of Illinois and the FAA consider the following issues and design suggestions:

20 (Keep overall cost of operation foremost when 28-3
21 considering how to design this airport and related
22 facilities.
23 (Pay very close attention to projected flight
24 patterns when determining runway layout. Noise contours do

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not paint the complete picture to overflight impacts. 1 Provide for local use of or participation in 2 infrastructure improvements designed to serve the airport, 3 9-1 4 such as sewer and water services and stormwater detention. Sharing these assets just makes good business sense. $igsymbol{et}igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igsymbol{igyy}}}}}}}}}}}}}}}}}}} \igntintion {igysymbol{igyy}} \igysymbol{igyy}} \igysymbol{igyy}} igyy} igyyy igyy igyyy igyy igyyy igyyy igyyy igyy igyyy igyy igyyy igyyy igyy igyy igyy igyyy igyy igyy$ 5 Concentrate on developing as compact a plan as 6 4-12 possible that makes the best use of all land involved, 7 8 particularly if federal dollars are to be used.(Chose a development type, private or public, before 22-89 affixing a plan design. There is no doubt that where profits 10 flow is a very big issue to all stakeholders. Also, control 11 4-5 of surplus land around the site is a serious concern 12 depending upon which type of financing is chosen / Land 13 planning, zoning and development control of this land needs 14 4-2 to be resolved if the adjacent communities and the county are 15 to take full advantage of direct and indirect airport-related 16 development. 17 /Plan to fully utilize mass transit as soon as 18 27-11 possible to access the airport from both sides. Thought 19 should be given now to a ground link between O'Hare and the 20 South Suburban Airport. 21 Utilize forward thinking ideas such as shared 22 access gates to better utilize assets, increase margins of 2-2223 operation and cut down on land requirements. 24

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Plan for multiple access sites to the terminal gate 1 22-8 area via light rail. It is cheaper to build and requires 2 less land to operate on than conventional highways. 3 Consider meeting electrical demands of the airport 4 16-2 through the use of gas turbines supplied by methane gas 5 extracted from the adjacent closed landfill. The hardware is 6 already in place for this to take place. 7 8 Consider the attached runway layout and phasing scenario with the accompanying rationale. 9 Fully utilize existing roads for opening day 27-3 10 operation and until demand can be assessed. Local input is 11 12 critical in this area. If allowed by the FAA, consider long-term leasing 13 22-9 of land from present owners as an option to purchasing to 14reduce the front-end loading the development costs. \ Present 15 landowners then become partners in the operation, and this 16 approach can reduce or eliminate land value arguments. 17 Consider the following in airport design: This 18 19 plan assumes primary operations 90 to 95 percent of the time are east to west operations. / Move the entire plan north by 20 approximately one-half mile and contain the entire operation 21 7-24 22 (four runways configuration) within a band two miles wide. The inner runway separation will be 5,000 feet and the outers 23 will be 2,500 feet beyond the inners. 24

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Based upon current housing locations (the first 1 runway centerline should be located one-third of a mile north 2 of the centerline of Eagle Lake Road and extend west from 3 4 Kedzie Avenue for 10,000 feet. This provides for the least 5 impact to current housing in either east or west 6 configurations and allows for potential continued use of 7 Eagle Lake Road as an access point from the east. This 8 runway will be used for both landings and take-offs with the 9 terminal area located north of the runway.

10 The second runway will have a centerline 5,000 feet north of the initial runway, thus creating a terminal 11 corridor between the two. This second runway will extend to 12 13 the west 10,000 feet from approximately one-quarter mile west of Western Avenue. This stagger moves all operations farther 14 away from the Heather Brook Estates area of Monee. In the 15 16 east configuration this runway will be used for take-offs and in the west configuration it will be used for landings. The 17 18 first runway will be used exactly opposite of the second.

19 Runways three, four and possibly five will be
20 located immediately outside and lateral to runways one and
21 two, separated by 2500 feet. Both of these runways will be
22 used exclusively for landings in either configuration.
23 The value of a 13-31 cross wind runway should be
24 evaluated for possible inclusion in the plan at the location

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noted on the map. This multi-use runway could provide needed 1 2-27 relief in high-volume times and critical landing capabilities 2 during extreme northwest wind conditions. This configuration 3 requires no additional noise contour land on the north and 4 minimal land to the south. 5 / This plan keeps traffic away from most residential 6 areas better than the present proposal and will allow for 7 continued use of Beecher-Peotone Road, which has been of 8 serious local concern. It provides flexibility and capacity 9 without the need for enormous amounts of land. 10 MR. REWERTS: Excuse me, do you have a lot more? 11 MR. EINHORN: This much. 12 13 MR. REWERTS: Okay, because we've got a number of 14 speakers and we have about an hour-and-a-half left. 15 MR. EINHORN: I'll leave it. 2-25 MR. REWERTS: Go ahead, you can finish. I just 16 want to -- if the speakers could try to limit themselves to 17 18 about five minutes or so and summarize it. If you want to 19 leave it in writing -- go ahead and finish. 20 MR. EINHORN: It maintains the local road system as 21 much as possible. It eliminates the need to close Beecher-Peotone Road in the future. It relocates runways to 22 accommodate present and expected residential development and 23 reduces potential over-flights of parts of Beecher and Monee. $\mathbf{24}$

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It allows for multiple access points to the 1 terminal area in the one runway configuration using several 2 existing roads. This allows opening day traffic to be spread 3 over a wider area and will reduce the level of off-site 4 5 access improvements needed until more concrete direction is established regarding the level of use of the airport. 6 2-25 7 The greater runway separation allows for simultaneous take-offs and landings that are presently 8 prohibited in the new O'Hare plan and other airports such as 9 Atlanta. It increases the total number of possible 10 operations without need for additional runways. 11 12 This plan does a better job of handling today's anticipated operations and is better suited for long-term use 13 14 if the remainder of the airport is not built for many years because of lack of growth in demand. In addition, by 15 16 staggering the runways, moving them north will not be any more significant than what is presently proposed. Thank you. 17 18 MR. REWERTS: The next speaker is Mr. Kruse. 19 20 21 22 23 24

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Karl Kruse 1 189 East Court 2 Kankakee, Illinois 60901 3 Karl Kruse. 4 5 MR. REWERTS: Could you spell your name? MR. KRUSE: K-R-U-S-E. 6 7 MR. REWERTS: The next person on deck is Joe Mikan. MR. KRUSE: I'm the chairman of the Kankakee County 8 Board and have been for the last three years. (I want to let 9 you know that the Kankakee County Board on two previous 10 11 occasions has passed resolutions in support of the third airport, and this past summer we did pass a new resolution in $-79.3\mathcal{O}$ 12 support of the Will County efforts to form the coalition to 13 14 continue on with the airport, especially in cooperation with 15 the FAA and federal government agencies along with the various State agencies. \langle 16 I'm here also because of two reasons, first is the 17 18 Kankakee County border or Kankakee County line is actually 19 two miles from the southern part of this airport, so we 20 understand the impact that this is also going to have on Kankakee County, and we would hope that as this study 21 21-1 progresses and various studies progress with the airport, 22 23 that Kankakee County Board does continue to be included in everything along with the northern municipalities that it 24

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will affect. The second thing is that we do understand and know that the vast majority of the water shed that is with the airport will flow through Kankakee County to the Kankakee River, so we would ask that as we look at that, that the EIS 9-2statements do address anything that the water shed may have and any effects that that could have on through our County down to the Kankakee River. We would just like this to be a safe, efficient airport if this study shows it is needed, and we would like to be a part of the continuing on-going studies that are going on, so that's all I have. Thank you. MR. REWERTS: The next speaker is Joe Mikan, and on that mike will be Rick Bryant.

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1 Joe Mikan Chief Executive Officer for Will County 2 3 4 MR. MIKAN: Good morning, my name is Joe Mikan, 5 M-I-K-A-N, I'm the Chief Executive Officer for Will County. 6 Good morning and thank you for this opportunity to comment on 7 the South Suburban Airport Inaugural Airport Program in the Tier 2 EIS. 8 9 The County of Will has been interested in the 10 development of an airport in Will County for many years. 11 When the Tier 1 received its recommended decision over a year ago, Will County embraced the need for this airport and began 12 the transition to one of a leadership role on the planning 13 and development of the airport in our unincorporated area in 14 15 Will and Monee townships. 16 The Will County Airport Coalition was formed as the Will County government initiative to provide the forum where 17 18 government, private, non-profit and public agencies and citizens could convene to coordinate on matters associated 19 20 with the development of the airport. Those matters include 21 the planning, marketing and financing of the airport 22 construction and general preparation for both on and off-site 23 facilities associated with the project. 24 The Will County Airport Coalition has been deemed

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1 the local agency advisory group by IDOT for the Tier 2 master 2 plan process and represents the interests, issues and concerns of the communities and townships closest to the 3 4 airport site as well as many other agencies interested in the 5 benefits and concerns with the impact that the airport will 6 bring. Due to the tremendous business and residential growth 7 over the last decade, Will County has become one of the 8 fastest growing counties in the United States, and forecasts 9 indicate that this trend will continue in the years to come. 10 Also, as Will County grows, the entire Chicago and

11 its people as a whole grows. Our demographic information 12 alone indicates that we are capable of sustaining and are in 13 fact in need of another airport. Aviation demands in our 14 region continues to increase due to national and global 15 markets, and Will County hopes to see that demand met by 16 building the Will County South Suburban Airport sooner rather 17 than later.

18 We believe that delaying the airport construction 19 further would be a detriment to the region and to the 1-1420 country. As indicated in the resolution passed by the Will 21 County Board this past October, it is the intent of Will 22 County to provide local sponsorship for this project.

It is also important to note that Will County is not waiting for the completion of the Tier 2 process to move

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1 forward with this effort. Attached to the written comments 2 that I will be submitting this morning is a timeline of our 3 activities planned for the next two years.

Will County has taken the position of leadership on this project for the following reasons, and I would just like to highlight three of them quickly:

7 Development cited in the proposed ultimate site are 8 within Will County and it's our responsibility to see that 9 the development is done in a manner that meets the needs of 10 the County and region and is done in such a manner that 11 represents the best interests of our citizens.

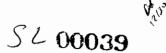
12 (2) To be directly linked to the work that the FAA 13 and IDOT are performing so that we can be part of the 4-214 decision-making process and ensure that local plans are 15 coordinated and integrated for the airport.

 $\begin{bmatrix} 3 \end{bmatrix}$ The importance of knowing the impact on our 16 natural resources, the needs and costs associated with 17 18 transportation, infrastructure and utilities, the impact on our tax base, to ensure onsite and offsite land use 19 compatibility and to be aware of noise impact and mitigation 4-320 measures, to have input on the design and layout of the 21 airport facility and to know the justification to the size. (22 Staff from various County departments will be 23 testifying later this morning with concerns on land use, 24

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natural resources, transportation impact and cost. At this time I would like to thank you for the opportunity to address you this morning.

*



1 Rick Bryant 2 Town Center Drive University Park, Illinois 60466 2 3 MR. REWERTS: Rick Bryant. Next on deck will be 4 5 Dennis Baren. MR. BRYANT: Good morning, my name is Rick Bryant, 6 7 and I am the Executive Director of the South Suburban Airport Commission. This organization, we believe, is the only duly 8 9 constituted governmental body established for the exclusive 10 purpose of building the South Suburban Airport. 11 Before I explain more about the Commission, let me thank two organizations. First, the Commission conveys its 12 appreciation to the FAA for keeping the South Suburban 13 14Airport project alive. Your energy and diligence have kept 15 this process moving, and we thank you for your past guidance and leadership. Equally, the State of Illinois and three 16 17 consecutive governors have assumed the mantle of sponsorship and committed the State's substantial resources - both 18 financial and human - to this project, each knowing that 19 20 without an airport, the Chicago region and the State would 21 suffer. The State is well on its way to purchasing 4200 22 acres needed for the inaugural site.

As I stated, the South Suburban Airport Commissionis duly constituted under Illinois law. The Commission

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derives its authority to develop, own and operate the airport
 from multiple sources, including, but not by way of
 limitation the Intergovernmental Cooperation Act, the Joint
 Airports Act, various municipal -- Illinois Municipal Codes
 and the Airport Zoning Act.

6 The Commission became a governmental body September 7 29th when the initial communities signed an Intergovernmental 8 Agreement. This IGA gives the Commission extensive home rule 9 powers and today 31 municipalities have placed commissioners 10 on the Commission. They include Bensenville, Calumet City, 11 Calumet Park, Chicago Heights, Country Club Hills, East Hazel 12 Crest, Elk Grove Village, Flossmoor, Ford Heights, Glenwood, 13 Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Park 14 Forest, Phoenix, Richton Park, Riverdale, Robbins, Sauk 15 Village, South Chicago Heights, South Holland, Steger, 16 17 Thornton and University Park. The Commission is chaired by a 18 Will County mayor and remains open to all South Cook and Will 19 County municipalities.

20 20 20 21 The commissioners are elected officials from their 21 -- excuse me, are mayors from their communities, and they're 22 enthusiastic about this project. They uniformly believe that 23 an airport is needed for the region, and they're committed to 24 making it happen because of the economic engine it will

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1 provide for their communities.

The State has long professed that it has no intention of owning or operating the airport. They are committed to building it, and our commissioners are committed to helping the State build it. As Secretary Martin mentioned earlier today, this plan -- or his concern mentioned earlier today was that this plan does not compete with O'Hare or Midway for funding, passengers or airline subsidies.

9 As I said, the Commission has the authority to own 10 and operate an airport. It is the most broad-based logical 11 entity designated as a sponsor, and it is moving 12 aggressively, with the State's blessing, on an innovative 13 public/private partnership to make this concept a reality.

14 On November 10th we issued a RFQ/RFP to select a 15 developer and operator. We have received numerous inquires 16 from qualified firms, and we expect to have a 17 developer/operator under contract by the spring of 2004. 18 Tomorrow, the Commission will hold a meeting with more than a 19 dozen potential national and international bidders on this 20 project.

21 We know this public/private partnership will work; 22 that it can produce the best airport solution in the shortest 23 time; and that it will be economically viable. How do we 24 know that? Because the Commission had two leading world

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experts on public/private airport partnerships to do a
 year-long study, and they concluded that this proposal
 through a partnership is viable, economical, flexible and
 perhaps even essential.

5 Additionally, the State did an extensive study and reached similar conclusions. We have shared these results 6 7 with the FAA regional office and the FAA's Washington office, 8 the Secretary of Transportation, and several members of 9 Congress, and the feedback from all of them is very positive. Now let me focus on the scoping process , We 10 believe that this airport should be built to meet a 11 conservative level of traffic for the year 2008, for the 12 traffic originating in or destined for the south suburbs. 13 We should not rely on any forecasts that reduces or "steals" 14 traffic from Midway or O'Hare. We believe that five gates 15 2-29 and one runway will be an adequate initial build. 16 The Commission believes that this modest airport 17 18 can attract 370,000 enplaned passengers per year after opening in 2008, and we believe that the five "common use" 19 20 gates that we propose will attract one more of the low-cost

carriers, one or more regional jet carriers and even one or more of the low fare operations that the legacy carriers are now introducing. As we see it, this airport's cost per enplaned passenger will be very attractive to these carriers,

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which are the fastest-growing segment of the aviation
 industry but which lack access opportunities to Chicago's
 existing airports. Additionally, this airport's catchment
 area of 2.5 million people is an ideal target for this
 segment of the airline business.

But while the airport will start small, (it must be 1-326 designed to be a long-term aviation asset for the region. 7 8 The long-term environmental impacts should be based on the 29-31 9 ultimate build-out, not just the inaugural footprint. We 10 need to place before the public the potential size of the airfield, the number of operations and associated 11 consequences for the years 2008, 2025 and beyond. 12

13 Because we should build for today but design for tomorrow, the purpose and need, as well as the scope, for 14 15 this project should reflect three time periods: One, in near terms the delivery of the airport by 2008; two, mid term, the 16 ability for the airport to assume a greater percentage of the 17 18 Chicago region's traffic demand if and when O'Hare and or Midway reach congestion levels; and three, land-banking for 19 20 an expanded airport when the region needs additional runways. These three distinct phases should be reflected in 21 the FAA's statement of purpose and need. SThe South Suburban 22 Airport we believe can meet all of these needs through proper 23

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planning.

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1 In closing let me say that transportation has been Chicago's economic lifeline since its inception. The City 2 was born where the river met the lake, it boomed as a 3 4 railroad hub, matured as America's crossroads; and ascended as the nation's aviation hub. (We need an efficient, 5 effective system of aviation connections in this region, and 6 it is crucial to our future and our nation's future. 7 The South Suburban Airport we believe will do that. 8 9 Finally, the FAA recognized in 1985 that Chicago 10 needed a third airport. We have introduced an innovative, for us, but proven model to achieve these goals and demands. 11 12 We are extremely pleased that the FAA and the State are moving forward with the EIS process. Our plans are designed 13 14 to maintain and complement your timetable, thus we look forward to working with you to enhance the national aviation 15 16 system with the quickest, cheapest, cleanest and safest solution possible. After all, that was your charge, and that 17 is our commitment to you. Thank you very much. 18 19 MR. REWERTS: Thank you. Dennis Baran I believe it is. State your name and 20 spell it for the court reporter. The next speaker after Mr. 21 Baran will be Al McCowan. 22 23 24

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Dennis J. Baran 1 1024 Mallard Lane 2 Peotone, Illinois 60468 3 MR. BARAN: I'm Dennis Baran, B-A-R-A-N. I'm the 4 Village President of Peotone. Good morning. 5 6 Historically the Village of Peotone has not been in 7 favor of this project, but its effect upon us is obvious. 8 We have been -- we, the Village of Peotone, have been working with the other mayors in Eastern Will County that surround 9 10 the proposed site and are formally known as the "Iron Ring." 11 We have prepared a NIPSE study and also have participated in 12 the Green Communities Grant study in which many of the 13 specifics and concerns that we have about the project are 14 included in that. Also Mayor Lohmann of Beecher and Mayor 15 Einhorn of Crete have expressed some specific concerns very well, and I'm not going to repeat them except to say that I 16 2-2 believe that the eventual full build scenario, if it is to 17 18 come, should be diminished perhaps to possibly four runways and/by all means include Beecher-Peotone Road repair/ and 19 that will be able to maintain as a very important link in our 20 21 group between the communities, the growing communities of 22 Peotone and Beecher.

And, again, I thank you for your time, and while wehope specifically in Peotone that the EIS will happen

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1	quickly, we are prepared to work with all responsible	
2	entities to make sure that this provides the best for Peotone	
3	and alleviates some of the worst. Thank you.	
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AL McCowan 1 Mayor - University Park 2 MR. REWERTS: Mr. McCowan, is that correct? 3 MR. McCOWAN: Yes, that's correct. 4 MR. REWERTS: Would you spell your name for the 5 6 record? 7 MR. McCOWAN: Al McCowan, M-C-C-O-W-A-N. 8 MR. REWERTS: The next person on deck is Dennis Koehn. 9 10 MR. McCOWAN: I'm the mayor of University Park 11 which is located in Will County and also the Chairman of the 12 South Suburban Airport Commission. I won't repeat the things 13 that have been said by Rick Bryant, but I just want to kind 14 of state where our community stands. 15 The construction of the South Suburban Airport to 16 be located in Eastern Will County has been under consideration for many years. My town, one of the five 17 18 towns, not four, five towns that surround the airport 29-30 19 footprint and is also located in Will County has long been an adequate outspoken advocate in support of the airport. 20 21 Economic development in my town has suffered. 22 Actually economic development in Eastern Will County has suffered over the past several years. My town has the 23 24 highest tax rate in Will County with little hope for

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1 assistance or radical improvement without the airport.
2 Reference to concerns and the impact on both communities,
3 townships and districts are viable concerns to be addressed
4 in any growth scenario, whether it be an airport or any other
5 major growth scenario and requires an on-going resolution
6 process which should be put in place by the Airport
7 Commission in partnership with the local communities.

8 We anticipate that that's going to happen in this scenario. One of the tremendous benefits provided by our 9 10 proposal of a public/private partnership enables the municipalities participating in the intergovernmental 11 agreement to manage the infrastructure and quality of life 12 13 impact in any communities that will be most affected. This 29-34 partnership enables the creation of an off-site 14 infrastructure management authority inclusive of all the 15 towns that are affected, not just the surrounding towns, but 16 other towns as well in the region. Another benefit is the 17 airport distributed cash flow in the public/private 18 partnership can be utilized by municipalities who are off 19 site with the structured improvements.(20 We, our community, University Park, does not want 21 to squander this opportunity to have a meaningful, viable 22

23 impact on the future of our town, the County, the region 24 and the State, so we're very strong supporters of this

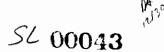
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process. Thank you. MR. REWERTS: Thank you. Mr. Koehn, and then the on-deck speaker will be Richard Sygulla.

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1 Dennis Koehn 626 Catalpa Street Beecher, Illinois 2 60401 3 MR. KOEHN: Hello, my name is Dennis Koehn with 4 Washington Township, I'm the trustee there and also the 5 drainage commissioner in Washington Township. 6 7 MR. REWERTS: Spell your last name. 8 MR. KOEHN: K-O-E-H-N. 9 Basically we agree with the proposals of the Village of Beecher, and we would like to see an eastern 10 27-2 entrance for customers and not a service entrance to the 11 airport. We would basically like to see the runways moved 12 2-1 further north away from the Village, avoid exhaust and other 13 detrimental things that can happen with that. (Replacement of 14 6-5 lost property tax from the land the State has purchased. 15 Basically provide for necessary infrastructure as a result of 27-316 the airport and construction of the airport (Arrangement and 17 27-4 condensation from the excessive use of township roads as a 18 result of the airport. A maximum of four runways. 2-2 19 And on my drainage commissioner side we like to 20 protect our natural resources. / We need to make sure that all 21 22 the streams, creeks and all the surrounding area is not 9_1 23 disturbed and is protected the way it is now so that we don't have adverse effects in the future. \ Thank you. 24

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Richard Sygulla 1 P.O. Box 428 Sheldon, Illinois 60966 2 3 MR. REWERTS: Richard Sygulla. 4 MR. SYGULLA: Richard Sygulla, S-Y-G-U-L-L-A. 5 6 MR. REWERTS: The next person on deck is James 7 Daugherty. 8 MR. SYGULLA: I represent several drainage 9 districts that will be impacted by the proposed airport. There are at least two other districts that will also be 10 affected. (Union Drainage District Number 1 Monee and Will 11 9-21 will experience the most impact, if in fact all land proposed 12 to be included in the plan will take in about 90 percent of 13 the district) (Black Walnut Creek crosses right through the 14 15 middle of the proposed area, and from that standpoint a 9-22 destruction of that creek to deter water to another area or 16 some other prospect such as rerouting will have to be taken 17 place. (18 Rock Creek Drainage District will be affected 19 mostly by the access proposed from I-57. Significant 20 9-23 21 problems will be created by the extensive impervious surfaces 22 of runways and parking areas. Surface water will increase dramatically. Drainage districts are charged with the 23 responsibility of movement of runoff in an orderly manner. 24

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1 The funding source is an assessment on land owners.

At the present time the State of Illinois is exempt 2 from real estate taxes but not from drainage assessments. 3 4 There is an effort under consideration to exempt the State 5 and its association from drainage assessments. If that 6 should take place, then the drainage district will be without any source of revenue. 7 /It has been suggested that Black Walnut Creek will 8 be re-routed. Now this can also cause not only problems for 9-229 10 Black Walnut Creek but whereever they remove the water which could be Rock Creek to the west. 11 In summary, all drainage districts need to be 12 9-24 included in the planning process at an early stage so that 13 they can be in a position to respond to the increased water 14 flow. Thank you. 15 MR. REWERTS: Thank you. 16 Mr. Daugherty, and I have Bruce Hamann on deck. 17 18 19 20 21 22 23 24

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1 James Daugherty 700 West End Avenue 2 Chicago Heights, Illinois 60411 3 MR. DAUGHERTY: Good morning, my name is James 4 5 Daugherty, D-A-U-G-H-E-R-T-Y. I'm the manager of the Thorn 6 Creek Basin Sanitary District. 7 The Sanitary District is a local municipal 8 government created under Illinois statutes. The District 9 services a total of six communities in the south suburbs with a population of 100,000. The District is a separate unit of 10 11 local government that overlays the six cities and villages that we serve. In our 75-year history and most significantly 12 in the past three decades the Sanitary District has expanded 13 14 service areas to include additional communities. 15 As effluent discharge laws become more stringent 16 for wastewater treatment facilities, the need for and the 17 benefits of regionalizing wastewater treatment have become 18 apparent to all communities. The District currently serves 19 the communities of Homewood, Chicago Heights, Park Forrest, South Chicago Heights, Steger and Crete. All wastewater 20 21 treatment is performed in our treatment plant in Chicago 22 Heights. 23 In mid 2002 the District began working with the

24 communities of University Park and Monee to determine the

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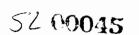
1 benefits of adding those communities to the District's service area. Discussions have included Consumer Illinois 2 Water Company due to the fact that the District would be 3 4 purchasing their wastewater infrastructure. The current 5 Thorn Creek facility plant area now served by the District and the Deer Creek facility area now served by Consumers 6 7 under our plan will be combined into one large facility 8 planning area all served by Thorn Creek Sanitary District.

9 The District will build a line of wastewater basins 10 from University Park to the District regional collection system in Crete and then the treatment plant in Chicago 11 12 Heights. This plan will result in more specific services to 13 the residents and businesses and industries in University Park and Monee according to the feasibility study conducted 14 by the District. The District is in negotiation with 15 16 Consumers to purchase their wastewater infrastructure.

17 Recently the communities of Beecher and Peotone including the Eastern Will County Council of Mayors have 18 19 requested that the District join them in studying the options 20 of regionalized wastewater treatment in Eastern Will County. After the addition of University Park and Monee to the 21 22 District, the District will be servicing all the communities in Eastern Will County except for Beecher and Peotone. 23 24 The District has agreed to undertake this study and

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is seeking funding to conduct a preliminary engineering study 1 on regionalizing the wastewater treatment in Eastern Will 2 County. The study area along with the current proposed 3 district boundaries will completely surround the proposed 4 airport site. 5 Thorn Creek Basin Sanitary District is proposing 6 that wastewater treatment for the regional airport be 7 9-25 included in its evaluation of regionalizing the wastewater 8 9 treatment in Eastern Will County. The District requests that 10 the master plan and environmental assessment include an option for wastewater services provided by Thorn Creek. 11 12 Thank you. 13 MR. REWERTS: Thank you. Mr. Hamann, and on deck we have Stella Zajakala. 14 15 16 17 18 19 20 21 22 23 24



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1 Bruce Hamann 3637 W. Corning Road 2 Peotone, Illinois 60468 3 MR. HAMANN: Good morning, I'm Bruce Hamann, 4 H-A-M-A-N-N, Will Township Highway Commissioner. I'm excited 5 to be here just like Secretary Martin, however my excitement 6 is of the negative nature. [I'm not in favor of this project.] 1-267 8 Residents of Will Township do not have the 9 go-forward attitude of the people wanting to destroy our 10 community. I'm going to relate to a quote by Barry Goldwater, "A government large enough to give you everything 11 is large enough to take it all away." We in Will Township 12 believe this describes this project. 13 14 As recently as yesterday a meeting with government representatives showed how they can flex their muscles to 15 16 take what you will not voluntarily give to them. I have a local project of replacing a bridge in the township for 17 safety reasons which was asked to be put on hold because 18 19 others believe their project should be foremost of 20 importance. One gentleman stated that we have lived with this bridge for 70 years, why now replace it? Will Township 21 residents asked we have lived and prospered without an 22 airport development for 150 years, why now? There has not 23 24 been a proven need.

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/ The money spent to date on this project would 1 certainly relieve school districts of debt, provide funds to 2 police departments, both local and state, to help enforce 3 laws, reduce crime and drug trafficking. Countless children 4 are hungry in our communities. Food programs would be better 5 for our community than an airport. Building up industry in 29-336 7 our community, we are an (inaudible) community, energy bills 8 are being talked about to provide vital energy alternatives 9 by the diesel plants ethanol plants. If we have all the 10 amenities in our community for an airport being transportation, water, human resources and funding, why not 11 12 build something that will build the community and not destroy it?] 13 Thank you, and I would like also to thank the 14 15 mayors of Beecher, Peotone and the other members of the "Iron

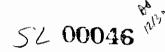
16 Ring." Residents of Will Township do not have a village in 17 our community, we are between these villages. We rely 18 heavily on these men to express our concerns, and I thank 19 them for that.

20 MR. REWERTS: Thank you.

Stella, will you pronounce your name and spell it for the court reporter?

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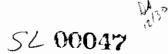


Stella Zajakala 1 4127 West Church Road 2 Beecher, Illinois 60401 3 MS. ZAJAKALA: Yes, I'm Stella Zajakala, 4 5 Z-A-J-A-K-A-L-A. 6 MR. REWERTS: The person on deck is Ed Paesel. 7 MS. ZAJAKALA: I'm the Assessor for Will Township. As you can tell from the maps, most of the airport would be 8 in our township. For the inaugural site, they are estimating 9 a need of 4,200 acres. So far IDOT has purchased 1,538 acres 10 from willing sellers. Now, the remaining 2600-plus acres 11 need yet to be acquired. (Now do you think our loyal farmers 12 like the Deutsche's, Rudis' and the Ogalla's are going to sit /5-213 14 there meekly and let the State do as they please? I'm sure 15 they're going to fight, and they have the support of the rest of us "mini-farmers."(16 I will give you some figures so that you can see 17 how this "State land banking" is affecting our townships and 18 the county. In the inaugural site IDOT has purchased 1538 19 acres which has an assessed value of \$2,218,711, this 20 translates to a market value of \$6,653,133. They also 21 purchased other property listed as "hardship and protective 22 23 parcels" in the "big footprint site" consisting of 201 acres with assessed value of \$600,865 or market value of 24

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\$1,802,595. These two total \$8,455,728 yet the State paid 1 their "fair market value" of \$23,000 -- pardon me, 2 \$23,049,464. (Where is this extra 15 million coming from? 6-2 3 You guessed it, the taxpayers, you and me. 4 Now how do these negotiations affect our tax 5 6-3 revenues? Figuring our tax rates are anywhere between 6 6 7 percent and 8-and-a-half percent, we'll just take a low 8 average of 7 percent. On that assessed value figure of 9 \$2,819,576, the taxes figure to approximately \$200,000 which will be lost annually. The taxing bodies still provide the 10 same services and still have to levy to obtain the dollars 11 they need. 12 The school district, the County, the townships, the 13 fire district, the library, the forest preserve and college 146-4 district all put their levies in, and with the loss of 15 assessments, since the State is tax exempt, the shortfall 16 will have to be made up by, you guessed it, you and me. 17 Thank you. 18 MR. REWERTS: Mr. Paesel. 19 20 After Mr. Paesel we have Jerry Meyer. 21 22 23 24

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Ed Paesel 1 1904 West 174th Street East Hazel Crest, Illinois 60429 2 3 MR. PAESEL: Hello, my name is Ed Paesel, 4 P-A-E-S-E-L. I'm Executive Director of the South Suburban 5 6 Mayors and Managers Association. 7 I'm pleased today present this testimony on behalf of the South Suburban Mayors and Managers Association, an 8 organization representing 43 communities, 650,000 resident in 9 10 the Southern Cook and Will counties. 11 The Association has long supported the development 12 of the South Suburban Airport near University Park as the 13 best way to provide additional air capacity to serve the 14 rapidly growing and long-established communities in the 15 southland as a supplemental facility to O'Hare and Midway 16 Airports. We believe that environmental studies previously 17 18 conducted by both the State of Illinois and the Federal 19 Aviation Administration have clearly shown that the South Suburban Airport can be developed to meet the stated purpose 20 21 and need and do so in an environmentally sound manner. 22 The proposed facilities can be developed within the airport footprint outlined by the State of Illinois and 23 24 currently under active acquisition by the State using funds

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appropriated by the General Assembly over the past four years. This can be done in a manner that will minimize and mitigate any impacts anticipated, while at the same time providing much needed aviation capacity for the southland and the entire Chicago metropolitan region.

The Association calls your attention to a "white 6 paper on public/private partnerships" which I will provide to 7 you, it was recently published to assist in the dialogue as 8 to how the South Suburban Airport might be financed. We are 9 encouraged by the public pronouncements of several national 10 and international private firms who have expressed an 11 12 interest in working with the State and local officials to 13 explore the possibility of developing a public/private 14 partnership to construct this facility.

Finally, we support the efforts of local, County, State and Federal officials to continue long-standing cooperative efforts to do proper planning for areas outside the footprint of the airport and along highway and rail corridors which will be used to provide excellent access to the airport.

And, finally, we thank the FAA for its support of this process and for providing the funding to complete the Tier 2 EIS. Thank you.

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1 Jerry Meyer 301 East Indiana Avenue 2 Beecher, Illinois 60401 3 MR. REWERTS: Mr. Meyer, and after Mr. Meyer will 4 5 be Bob Herrick. 6 MR. MEYER: My name is Jerry Meyer, M-E-Y-E-R. I'm 7 the Washington Township Road Commissioner. Washington 8 Township is on the east side of the proposed airport. 9 These are some of my concerns with this airport if it is built or when the airport is being built: 10 Roads for infrastructure. The road outside the 11 airport boundary cannot handle the increased traffic brought 12 to us with this airport. Roads as they are right now are 13 14 country roads only there to handle resident traffic of people 77-5who live there. They're not made or designed to handle any 15 truck loads or high volumes of car traffic. 16 With property of the airport being removed from the 17 tax roles, we do not have the funds in our tax base to 18 improve these roads to handle the airport traffic or the 19 construction traffic as it's being built. 20 Number 2, when this airport is built, I'll have 21 some roads on the northern end of the airport property that I 22 23 will not be able to serve because of the property of the airport cutting off access to these people. These residents 24

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1 will not have the service they have now.

When this airport is built, I think the township 2 residents should have an eastern entrance to the airport. 27-23 4 This will help generate extra growth on the eastern part of the grounds and it will help the tax growth on our side. 5 Four the drainage of the airport. As the airport 6 property is right now, there are two water sheds. With the 3.27 8 land around the airport being formed now, how will the farm 9 ground be affected by this airport and what will it do to both of the water sheds? (10 Five a concern to the Village of Beecher and ours 11 2-1 also is if the runways could be moved north to give the 12 13 residents of Beecher free from planes flying right over their houses where they're building now. 14 Six as the airport is being part of the township, 15 we should be informed on how and when the project is going to 16 29-13 start and how we can cope with the airport when it is done 17 and not read about it in the newspaper and being misinformed. 18 And, last, the airport should have a maximum of 19 2-2 four runways for the reason of not to take large amounts of 20 property away from the township so, in turn, it can grow with 21 the airport. Thank you. 22 23 24

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1 Bob Herrick 116 North Chicago Street Joliet, Illinois 60432 2 3 MR. REWERTS: Mr. Herrick, state your name and 4 spell it for the court reporter. 5 6 MR. HERRICK: Bob Herrick, H-E-R-R-I-C-K. 7 MR. REWERTS: After Mr. Herrick will be Margie 8 Woods. MR. HERRICK: I'm Bob Herrick, I represent the Will 9 County Center for Economic Development, commonly known as the 10 CED. The CED is the economic development agency of record 11 for Will County. / We support not only the development of 12 South Suburban Airport at the state-designated site in Will 13 29-2 County but also inclusion of Will County as a full partner 14 15 with the Federal Aviation Administration and the Illinois 16 Department of Transportation. As aviation experts predicted a long time ago, 17 18 almost 20 years ago, Chicago ran out of capacity to absorb an increasing demand for commercial flights, which of course led 19 to the City's plan to rebuild O'Hare Airport. Growth in the 20 21 south and southwestern segments of the Chicago region has 22 exacerbated the need for more aviation capacity and has actually created a sub-market of 2.5 million people who live 23 within a 45-minute ride drive of the South Suburban Airport 24

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site. Will County will continue to fuel much of that
 growth.

I'm going to cite just a couple of statistics for you. Will County is now the ninth fastest growing county in the nation (of counties with more than 200,000 people) and will be the fastest growing county in Illinois in terms of jobs and population for the next 20 years. The Northeastern Illinois Planning Commission estimates Will County's population will exceed 1.1 million by 2030.

10 Will County accounted for nearly 40 percent of all 11 industrial project completions in the Chicago MSA since 2000. 12 There are now 115 business parks in Will County 13 with an inventory of 80 million square feet.

14 Will County is especially attractive for logistics 15 and distribution, given its location and a nexus of interstate highways, Class 1 freight railroads and commercial 16 barge terminals. The new CenterPoint Intermodal Center along 17 18 with the Burlington Northern Santa Fe Railroad logistics park as the centerpiece, made Chicago the third largest container 19 port in the world behind Hong Kong and Singapore. The 20 regional, national and international development communities, 21 22 with whom we work, were guick to see the benefit of connecting freight logistics at CenterPoint with the air 23 cargo operations at South Suburban Airport. 24

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the FAA proceed with the environmental assessment, two additional issues deserve consideration in our opinion. (First is the need to identify and develop a plan for building 27-5 local infrastructure to accommodate a project of this magnitude, a concern you heard this morning; and, secondly, (we believe Will County should be recognized as a full partner in the planning process with the Illinois Department of 29-2. Transportation and the FAA. Thank you. MR. REWERTS: Thank you. Margie Woods, and after Ms. Woods will be John Paige.	1	As the Illinois Department of Transportation and
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12 Paige. 13 14 15 16 17 18 19 20 21 22 23	10	MR. REWERTS: Thank you.
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1 Margie Woods 561 Dover Street Joliet, Illinois 60432 2 3 MS. WOODS: Mr. Rewerts, FAA officials, good 4 morning. I am Margie Woods, the minority leader on the Will 5 6 County Board. Thank you for allowing this opportunity to 7 comment on behalf of the Will County Board regarding the SSA 8 Inaugural Airport Program and Tier 2 Environmental Impact 9 Statement. In 1987 Will County Board passed its first 10 resolution supporting our involvement in the development of 11 an airport in the south suburbs of Chicagoland. Will 12 13 County's desire for involvement in that development stemmed 14 from our understanding that the development of an airport in 15 our area meant not only benefits, but also that it meant that there would be impacts. Now that the airport site has been 16 selected and identified within the County of Will's 17 18 jurisdiction and the Tier 2 EIS begins, we have positioned 19 ourselves to take a leadership role in its development. 20 Will County government has established the Will 21 County Airport Coalition to represent the interests of our 22 townships, communities, businesses and other agencies interested in and affected by the development of this 23 24 airport.

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1 Will County has also either formed or is 2 participating currently in several other forums or focus 3 groups that are working on issues associated with legality, 4 land-use planning, marketing, development and finance, open 5 space and natural resources, and transportation services and 6 infrastructure pertaining to the airport. Will County 7 recognizes the importance of working with many jurisdictions 8 on this project, and we believe in a spirit of cooperation as 9 a means of fostering consensus.

10 We have formed a team of experts who can guide the 11 County and the Airport Coalition through the airport 12 development process.

Will County will work as a team with the FAA and IDOT towards sponsorship to ensure that the airport in Will County is developed in the most beneficial manner for our county, our region and our state and that all of the necessary environmental issues have been addressed.

We want this EIS to address the following: Transportation infrastructure needs and costs, including 27-1 construction routing; estimated jobs created on-site and 5-1 off-site and the fiscal impacts from these jobs; information on any economic development planned on-site airport; environmental issues such as ground water, streams, lakes, 9-1 wetlands, floodplains, drinking water, stormwater, 25-1

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14-1 18-1 wastewater, waste disposal and other impacts on natural 1 resources in the area agricultural loss and its financial 2 impacts on all taxing bodies; impacts on parks, preserves and 3 conservation areas; how parks and preserves that currently 4 10-1 exist on inaugural airport property can be integrated into 5 29-1 the inaugural design mitigation plans for all impacts; how 6 4-1 to effectively plan land-uses on property that may be needed 7 for future airport expansion. 8

The Will County Board feels that it is vital that 9 10 the County be privy to all information associated with this 11 project and that we be a part of the many decision-making 12 processes associated with the most appropriate development of an airport facility within our jurisdiction. 13

14 County staff will be submitting written comments in addition to mine. I would like to take the opportunity to 15 thank you for allowing me to speak. 16

MR. REWERTS: Thank you. 17

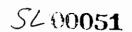
John Paige is the last speaker card that I have. 18 If anybody else wishes to speak, I ask that you go out and 19 fill out a speaker card. If I don't have anymore speakers at 20 the end of Mr. Paige, we'll take a recess for 10 or 15 21 minutes and reconvene and see if we have any additional 22 speakers at that time. Mr. Paige? 23

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1 John Paige 222 South Riverside Plaza, #1800 Chicago, Illinois 60606 2 3 MR. PAIGE: My name is John Paige, P-A-I-G-E. I'm 4 the Director of Planning Services for the Northeastern 5 6 Illinois Planning Commission. I'm speaking this morning on 7 behalf of the Eastern Will County Council of Mayors. I would like to point out that the Northeastern 8 Illinois Planning Commission will also be sending in 9 comments. The Commission is meeting tomorrow to consider 10 11 those. They are drafted and will be sent in. 12 This morning I'm speaking on behalf of the Eastern 13 Will County Council of Mayors who have actually hired MC as a 14 consultant to do planning -- land use planning in the area 15 around the airport, the proposed airport. 16 I have -- these comments are being submitted on behalf of the Council. This intergovernmental group consists 17 18 of the villages of Beecher, Crete, Monee, Peotone and 19 University Park and the County of Will. While each of these 20 governments have, in fact, presented individual comments, 21 they've asked me to present these five points on behalf of 22 the Council. First, involvement of local governments. Each 23 24 member of the -- I'm going to refer to the Council, I'm just

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1 saying each member of the Council desires to be consulted on 2 the airport design and the EIS early in the process and 3 continuing at each juncture as the process moves along. 21-1 4 Regular presentations and review sessions should be held with 5 the Council at each of their scheduled meetings during the 6 airport design and EIS process.

The second point is regarding coordination of the 7 plans. (As the airport design and the EIS process proceeds, 8 4-2 9 the land use plans and zoning ordinances of each of the 10 members of the Council should be incorporated into the airport design and the EIS. > Additionally, the Council is 11 12 developing two regional land use and development plans for the eastern Will County area, one with the airport and one 13 without the airport, a "no build." The "no-build" scenario 14 is nearly completed. The Council will soon begin preparation 15 of the build scenario, however, it is critical to the 16 function and validity of these plans that the Council have 17 access to all the alternative airport scenarios in order to 18 effectively do this kind of planning. Hence, the Council 19 requests information from IDOT and the FAA on the proposed 20 4-5 airport design, all potential designs at the earliest 21 possible moment so that they can complete their regional land 22 use and development plans for the build airport scenario as 23 well. 24

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1 The third point is in regards to impacts on municipal governments and Will County. The members of the 2 3 Council desire to know the impacts of the proposed airport on 4 their communities as early as possible. Impact information 5 sought by the Council includes transportation, especially 6 impacts on local roadways during construction and after, 7 impacts on economic development including estimates of jobs 8 created and how local residents can obtain these jobs; any 9 economic development plans and any economic plans associated 6-6 10 with the airport; environmental impacts including groundwater, streams, lakes, wetlands, floodplains, 11 stormwater, drinking water, waste disposal, wastewater and 12 13 other natural resources in the area such as parks and forest preserve lands, and fiscal impacts on local governments 14 including impacts on all taxing authorities, and especially 15 impacts on municipal, county and township revenues. (16 Mitigation plans for all impacts should be discussed and 17 29-1 reviewed with local governments for comment early before they 18 are finalized. ζ 19 The fourth point is regarding regional sewer 20 service. The members of the Council would like the FAA and 21 IDOT through the airport design and EIS process, to work with 18-222 the Council members to explore the possibility of a regional 23 24 sewer service system, exploring all alternatives for both the

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airport and the incorporated areas around the airport. 1 Finally, the final point is regarding the size of 2 the airport. Some members of the Council would like the 3 proposed airport, the full build-out scenario, to have no 4 7-2 more than four runways as there is a concern that too much 5 land is being consumed by the airport footprint, however, not 6 all of the members agree with this. (In particular, 7 2-4 University Park and Will County believe the size of the 8 airport should be based on demand factors. In any case all 9 members of the Council agree that they would like any 10 11 information that the FAA and IDOT can provide on how to 4-1 12 effectively plan for land use beyond the inaugural airport facility in case there is a need for airport expansion. 13 14 That concludes my remarks, and thank you for this opportunity to present them. 15 MR. REWERTS: We did get another card, Mary Ann 16 Deutsche. State your name and spell it for the record. 17 18 19 20 21 22 23 24

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Mary Ann Deutsche 3417 Steger, Illinois 60475

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MS. DEUTSCHE: My name is Mary Ann Gearhart, G-E-A-R-H-A-R-T, Deutsche, D-E-U-T-S-C-H-E. I have been a representative of the Will County Board for the last 18 years in Concord District 1, that area mostly impacted by this airport, although as I know, we all listened this morning many, many, many people will be impacted with the effects of this airport.

In that period of time I have been a mother, now a 11 12 grandmother and my children have grown old enough to buy 13 homes, but I still remain and many people will remain as this 14 goes forward. When you take that big large square out of the 15 middle of our community, there are roads that we transverse 16 to reach families, reach schools, reach businesses. My family also is in the farm business in the middle of this 17 18 airport site. We will still try to grow crops we hope as you go forward. If I had a voice that had a vote $\int I$ would say I 19 20 absolutely want this thing to go away, no, I do not want an 1-26 21 airport, and, no, many of the people in my community do not want an airport, but certainly that's not mine to say. 22 I certainly hope as you go forward you go in the 23 24 spirit of fairness and look at everything and make sure that

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those of us that remain can still live here, still get to our 1 families, get to our businesses, still conduct our business, 2 and make sure as the process goes forward those people who 3 are beginning to purchase property do so in a fair way. We 4 find some purchases of property have been way off the site 5 6 for a road that may be 20 to 40 years from now and they say that's protective. I dare say in my opinion that would be 7 29-34 8 protective of the cost that they have to bear as they 9 continue to buy land because the impact of the people in that 10 part of the community, they're left in their homes surrounded by state-owned property, so I dare -- I hope as you do your 11 12 scoping you do it fairly. Keep in mind who pays all our salaries, I'm a government worker as you are too, and make 13 14 sure that the taxpayers are protected and the whole region that needs this airport knows that. Thank you. 15 MR. REWERTS: Thank you. Do we have -- are there 16 any other speaker cards? No? Seeing none, let's take about 17 a 15-minute break. Let's come back at quarter to 12:00. 18 19 (Brief recess taken.) 20 May I have your attention? We still have no more speakers. It's now one minute of 12:00, and having seen no 21 22 more speakers, we're going to adjourn until 4:00 o'clock. At 23 that time you're more than welcome to come back and sign up 24 to speak at that time, if you so desire. Seeing no more

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speakers, I now adjourn this session. Thank you for coming. 1 2 (Which were all the proceedings had in the 3 above-entitled matter.) 4 _____ 5 STATE OF ILLINOIS)) SS: 6 7 COUNTY OF COOK) 8 9 10 I, Susan M. Pudlo, R.P.R., C.S.R., Notary Public, do 11 hereby certify that I am a court reporter doing business in 12 the State of Illinois, County of Cook; that I reported in 13 14 shorthand the proceedings at the given hearing held on the 3rd day of December, 2003, and that the foregoing is a true 15 16 and correct transcript of my shorthand notes so taken as 17 aforesaid. 18 19 Susan M. Pudlo 20 Registered Professional Reporter Certified Shorthand Reporter 21 22 23 24

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1 Paul Karas 6001 West Industrial 2 Gary, Indiana 3 Thank you. My name is Paul Karas. I'm the 4 director of the Gary Chicago Airport. We have 5 submitted our testimony to the FAA, and I will 6 summarize it. It is signed by the president of the 7 Airport Authority. 8 We at the Gary Airport and many other 9 people in the suburbs here of the Chicago area also 10 believe that a rising tide impacts home markets, if you will; but if the tide is flooding or ebbing, it 11 is not stopped by an artificial border such as the 12 13 Indiana-Illinois state line. Some of the concerns that we have with 14 regard to the putative Peotone airport has to do with 15 airspace and the taking of Gary Chicago International 23-316 Airport airspace to effectively allow Peotone to be 17 implemented the way it was promulgated. (/We are 18 concerned with the process and whether that process 19 will be entirely transparent with regards to 20 1-2 consideration of alternatives, such as the Gary 21 Chicago Airport, the Bloomington Airport. 22 We are concerned, again, /with the process 23 with regard to how the purpose and need will be 24

defined, and the questions with regard to that are 1-37 answered, how the definition of the service area will be arrived at. And we are concerned finally with two other points: Ground access both today and in the future 27-9 for making the putative Peotone Airport fully implemented, and with items that are more intangible but are part and parcel with the National Environmental Policy Act, having to do with environmental and economic injustice. Thank you. MR. REWERTS: Thank you. Next speaker is Bert Docter, who will be followed by Bob Carter.

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Nelson Collins 1060 Catalpa Beecher, Illinois

Good evening. I'm Nelson Collins, as you
indicated. I'm the Washington Township supervisor.
Washington Township is the location of a
portion of this proposed airport. There are some
concerns that need to be addressed to best benefit
the residents of Washington Township.

Any airport in this location should have 9 27-2 eastern entrance for customers on to the airport's 10 2-1 east side] /It is hoped that runways can be moved 11 further north to best protect the Washington Township 12residents. Some arrangement needs to be made to 13 6-5 replace the property tax from the land that's been 14 purchased by the State. Provision needs to be made 15 27-3 to build the necessary infrastructure to support any 16 airport in that without the cost or massive 17 inconvenience to the residents the area. This will 18 be especially for the runways. Arrangements should 19 27-4 be made for the maintenance of the excessive use of 20 township roads in this area. And hopefully, the plan 21 2-2 can be revised to have a maximum of four runways. 22 23 Thank you. 24 MR. REWERTS: Thank you.

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Next speaker is Karen Cassin, who will be followed by Anthony Mielcarz. MS. CASSIN: For the record, the last name is Cassin. MR. REWERTS: Okay. Thank you. Could you spell that for the --MS. CASSIN: C A S S I N, but it's Cassin, not Cassin. The nuns used to do it to me, too.

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1 Kevin McNulty 1154 Ridge Road Homewood, Illinois 2 Good evening. I'm Kevin McNulty. I'm the 3 president and CEO of the Chicago Southland Chamber of 4 5 Commerce. Thank you for giving all of us the opportunity to speak to you this evening. 6 My organization's mission is economic 7 8 development of the southland region. We have members 9 in 86 communities in the south region. We also have business members throughout 14 communities in Indiana 10 11 and 20 communities throughout the rest of the Chicago 12 area. We support the development of the third 13 1-9 airport in the southland primarily as an economic 14driver for our region. 30 years ago, between then 15 16 and now, our region lost 250,000 jobs due to the 17 change and shift and the effect of the (Inaudible) and the global economy impact. Our indication and 18 19 most experts will tell you every manufacturing job 20 that goes, three service secular jobs leave as well. 21 That's kind of the situation that we're facing now. So we see it as a driver and we support it. 22 23 Secondly, our data indicates that the 24 capacity is there long-term. Since it's a big

1 project, it needs to be long, and I think it's there. 2 Finally, this morning I had business from some larger businesses from China who came to our 3 office to talk about coming into the southland and 4 5 build manufacturing plants and put people to work in 6 the region. One of the third questions -- They're not importers. They're looking to sell in the 7 market. One of the third questions in mind was talk 8 9 to us about the airport. So we see it as a main driver. We support 29-3010 the efforts. We also, as business people who live in 11 the region, encourage you to do all the due diligence 12 13 that's necessary, environmental and everything else. 14 We think it's an economic driver for our region. 15 Thank you. MR. REWERTS: Thank you. 16 17 Richard Acker, followed by Aina Greene. 18 19 20 21 22 23 24

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1 W. Lee Deutsche 3417 Sangamon 2 Steger, Illinois 3 I stand in front of you this afternoon 4 because when it came time to sign in, I felt it was 5 much more appropriate to sign in as a state holder 6 and a landowner. I also am a member of the Will County Board representing District 1, and/I'm not one 7 1-26 8 of those politicians that wants this airport. 9 I'd just like to relate a little bit to you because and keep it a little bit on what our purpose 10 is, but I'd be remiss if I didn't say that our 11 family, the Deutsche family, goes back to the 1849. 12 13 And we have some real roots in what's out there. I 14 am blessed. I'm a senior Deutsche now, so that 15 responsibility falls on me, I guess, to address this. 16 I have a brother that farms with me, and I 17 also have two sons that are farming. So how lucky can a person be that farms with his family? We like 18 to consider ourselves as a what a family farm is. 19 But we were taught, my brother and I were taught by 20 21 our father, who was very adamant about soil and water 22 conservation and about looking after the water and 23 looking after the streams, that when you passed on 24 from this world, you should leave it better than what

it was when you got it. And we have done that in
 practicing our farming operations, because in 1978,
 we became one of the first no-till farms that there
 was and practiced that.

5 My brother has become very active in the Black Walnut Creek drainage in the upper part which 6 7 encompasses us. And we really genuinely feel as if 8 we're looking after the soil that's out there. A little bit earlier, several times earlier, 9 10 Mr. Rudis's article that's in the Tribune, which I'm 11 going to give to you so you guys can read it after 12 you're sick of reading all that other material that 13 you've gotten.

But Mr. Rudis is a 92-year-old man, and he owns the greatest amount of property that's in the inaugural portion of this airport. I would say that my brother and I, the Deutsche family, probably own the second largest. And if you go to the ultimate, we probably get to go to the largest part. Farming has been a livelihood for us.

I realize that some people have some concerns about government payments that come to farmers; however, with the type of soil that we have, we have generated a strong program for producing hay

and straw. We're blessed because of our location. 1 As they say, location, location, location. We're 2 3 blessed that we're very close to the Balmoral Park 4 racetrack, and we take the position that horse race 5 betting is fine; going to casinos is a sin. But related to that, what that industry has 6 7 brought forth to the greater area, if you go east of Crete, you see all the large stables that have been 8 9 put up. Stables that are bringing in real estate 10 taxes, that are bringing income to the area. They're not a part of -- There didn't have to be a TIF or 11 there hasn't had to be any rebates for them, 12 13 incentives to bring them there. 14 In closing -- because I see my light's coming on. In closing, I would like to say that if 15 it isn't broke, don't try to fix it. Leave it as it 16 17 is. 18 Thank you. 19 MR. REWERTS: Thank you. 20 The next speaker is Joseph Palermo, and following him will be Mr. Penn. 21 Would you state your name and spell it? 22 23 MR. PALERMO: Joe Palermo, P A L E R M O, from 24 Wilmington, Illinois.

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1 Algernon H. Penn 596 Farmview Court 2 University Park, Illinois I am a representative of the Village of 3 University Park, where this great university stands, 4 29-30 and Village Trustee. And I am for the airport at 5 Peotone. 6 The issue that I have about the necessity 7 8 for this airport is the fact here in our village, we 9 have the highest tax rate in Will County. We're 10 struggling to develop an economic base here. We're 11 struggling to get people to work. This airport is 1-9 not necessarily for me. This airport I feel is 12 necessary for my children and my children's children 13 to give them an opportunity to actually live the 14 15 American dream as everyone else would like to live 16 it. 17 This project is not so much in terms of the airport, but also the public work infrastructure that 18 19 comes along with it. We have two developers in the 20 world who have said that this airport is a very real possibility and viability. The day the decision is 21 made if an airport can be a reality here, 15,000 22 23 jobs, 15,000 permanent jobs, will be placed here in the south suburban area. (24

I, as a homeowner, look at my tax bill 1 2 which I get twice a year, and I say we have the highest tax rate in Will County. When you look at 3 other areas in Will County such as Plainfield and 4 Bolingbrook and New Lenox and other areas, Joliet, 5 they have the economic boom which has not come here. 6 7 The difficulty that I have is everyone talks about how it affects them. Well, if you have a very low 8 9 tax rate, it does not affect you. If you have good water quality, it does not affect you. If you have 10 low unemployment, it doesn't affect you. 11 We look at the opportunity that's before 12

13 us. We consider ourselves part of the Chicago 14 metropolitan area, and even some discussion about the 15 fact that the airports will not come, which is not 16 necessarily true. There are carriers who are 17 interested in the Peotone site. It's been 18 documented.

19 (I say we build the airport because it's 1-920 economically viable for this particular region.) We 21 have an imbalance within the Chicago metropolitan 22 area. We have O'Hare, and there are many arguments 23 about the expansion of O'Hare, if it's necessary, the 24 potential destruction there. We look at it contrary

in terms of what expansion of O'Hare does there 1 versus what the building of the Peotone site does 2 here. We feel that it balances out the economic 3 parody in Chicago and gives opportunities, not just 4 5 for people here in University Park but for every 6 individual that lives within the region. 7 As the yellow light goes on, I look at this as the land of opportunity, not necessarily a land of 8 9 question. I'd like to say that if anyone has an 10 opportunity and has the will to want to work and the will to take care of their family and the will to 11 12 live the American dream, let them do so. 13 There are a lot of things that we can agree 14to disagree on, but we all understand, too, that we have families that we want to leave legacies with and 15 families that we want to take care of. I think we 16 17 need to look at that opportunity that we have to leave for them. 18 19 Thank you very much. FROM THE AUDIENCE: Mr. Penn, you indicated there 20 21 was an airline that committed to the airport. Could 22 you please name the airport for the record? 23 MS. JOHNSON: Excuse me. MR. REWERTS: It's now two minutes after 6:00. 24

We've got five cards. Mr. Wolter, we'll let him speak, and then we'll take a 15-minute break, and we'll be back to resume after the break.

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1 William Browne 3000 West 170th Place 2 Hazelcrest, Illinois Good evening. My name is William Browne, 3 B R O W N E. I am the mayor of the Village of 4 5 Hazelcrest. I also serve as the secretary of the 6 South Suburban Mayors and Managers Association, and 7 I'm on the executive board for the Metropolitan Mayors Office. 8 9 I'm here today, not only for myself, but for the residents of Hazelcrest. One of things we 10 have a big problem with out here in the south 11 suburban region is trying to keep jobs or to make 12 13 jobs out here. We talked about the lack of jobs out 14 here. Now, I know the airport is not going to be an 29-30 all in all solution, but I do support the airport. 15 (The people that I represent support the airport 16 because the airport is going to be a prime economic 17 1-9 engine for the global south suburban region out here. 18 As the chief of (Inaudible) in Hazelcrest, 19 I have the unique distinction of listening to a lot 20 21 of complaints from our residents and from the surrounding areas and also the various organizations 22 23 that I deal with. The biggest thing that they talk 24 about are the taxes out here.

Our tax rate out here is sky high. 1 I have residents out here that are on fixed incomes, and 2 they are not able to keep their homes because the 3 4 houses are paid for but they have to worry about the 5 taxes. But yet, when I deal with other mayors and other organizations out here and I talk to the mayors 6 7 in the northern suburbs, their tax rate is very low. 8 Their businesses are booming out there.

9 Now, I know people are going to lose their 10 homes and their farmland, but I imagine that probably 11 happened once before when O'Hare Airport came into 12 existence. I remember when there was no O'Hare 13 Airport out there. That was the same situation 14 there, but now people out there are happy because the 15 area is booming out there. They have jobs.

16 One of the other things that I listen to 17 with my residents is they have to get in a car and 18 drive 40, 50 miles to go to work because there are no 19 jobs in the south suburban region. A statement that 20 was made to me recently, which is very, very true, out there in the northern suburbs, there are six jobs 21 for every one person out there in the northern 22 suburbs. But out here in the southern suburbs, there 23 24 are 60 people for every one job. We can't let that

continue. We have to have jobs. We have to be able 1 to provide an opportunity for our residents to live 2 3 comfortably not having to worry about having to pay 4 the high amount of taxes that are out here today. I implore you on behalf of the Village of 5 Hazelcrest to listen to our concerns. We need the 6 1-9 airport as a vehicle to start booming economic 7 development.) Is that going to be an all in all 8 answer to the situation? Of course not, but it's 9 10 going to be a start. 11 Already in listening to the people in the 12 community out here, there are developers wanting to 13 buy up land out here, not just in the Peotone area, but in the south suburban region. Are they 14 15 speculating? They probably are, but that's showing 16 that there are interests out here. But we have to 17 have something for them to have an interest for. (So I do implore you please bring the 18 29-30 airport out here to the South Suburban region. 19 20 Thank you. 21 MR. REWERTS: Thank you. The next speaker will be Barbara Leick. 22 23 Following Barbara will be Sandra Foster. 24

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1 Cory Singer 475 Nevada Street Frankfort, Illinois 2 3 Good evening. My name is Cory Singer. I represent District 1 of the Will County Board, which 4 includes Frankfort, Mokena, Crete, Beecher, Peotone, 5 Monee and all the unincorporated areas, including the 6 7 site of the proposed airport. I'm not here tonight supporting the 8 airport. I'm not here tonight opposing the airport. 9 10 I don't believe the Will County Board has the ability to decide whether it's going to be built or whether 1112 we have the ability to stop it. I think it's pretty evident because we're sitting here tonight having a 13 14 hearing. And after all the years and after the all 15 work that's been done by some trying to stop the airport, if you could stop it, we wouldn't be sitting 16 17 here at Governors State University. 18 I submitted a lot of testimony, and I have a copy of it here, regarding a number of things, the 19 20 nuts and bolts, you might call them, regarding the processes to manage the logistics if this airport is 21 22 built. Summarizing them, if the airport is to be 23 24 built, I firmly believe that involvement by all the

eastern Will County Council of Mayors should be 1 involved at all levels. The mayors of all those 2 communities should be involved in everything from 3 land planning to zoning and all of the issues 4 21-3 regarding the development of the airport. And 5 regularly scheduled meetings should be held at a very 6 7 regular basis to update all of these mayors and, also, for that matter, the County of Will regarding 8 9 all processes and developments as they are coming along.) 10 Secondly municipalities in Will County and 11 areas surrounding the airport must play an active 12 4-2 role in all land use and zoning decisions. There 13 14 must be regular updates by both the FAA and IDOT regarding all land use decisions. (And we must have 15 the ability to play a role in deciding the future of 16 our own backyard, how the land is to be developed and 17 how the land is to be zoned/ because at the end of 18 19 the day, the local taxing bodies, whether it be fire protection districts, police protection -- I'm 20 6-19 sorry -- municipalities, police departments, drainage 21 22 districts, school districts, municipalities, County 23 of Will, we are all going to have to shoulder the burden as local taxpayers paying for all the 24

developments surrounding this airport. There needs
 to be a far great are attention put on the impact the
 local taxpayers are going to have to incur if this
 airport is to be built.

5 I didn't want to come here tonight and talk 6 about nuts and bolts, and my written testimony is far 7 more detailed. That can go over these things. I wanted to come here and talk about people. Whether 8 9 it be the residents of Heather Brook Estates or that 10 woman who just mentioned her experience, she used the word hostage. And while somebody may have laughed at 11 her about that, I'm not laughing because when you 12 13 talk to these people and you understand what is going on in their lives, it becomes clearly evident that 14 15 they are hostages. They're being held as a prisoner of their own property. Their property rights are 16 gone. They can't sell.. They can't improve. They 17 18 can't do anything.

To my memory, the first meeting that had anything to do with the airport occurred in 1969. If we do our math, for well over 30 years that families in this area have had to deal with the is it or is it not coming scenario.

24 Well, I understand we've moved a lot

further now because we're here today. But a decision 1 needs to be made very, very soon of what we are going 2 to do. Is it coming or isn't it? And if it is 3 coming, the priority has to be on preserving the 4 5-3 5 properties rights of the people in the area surrounding the airport. That has to be a priority. 6 If this airport is such a good thing, then 7 only good will come out of it. And if it really is 8 this good thing, then people can't be harmed in the 9 process and people's lives can't be destroyed and be 10 littered along the way. 11 So I would demand that IDOT continue their 1229-34 former commitment to purchase land from people who 13 are on lists and demand that IDOT follow through on 14 that, their commitment to do so.] We can't build this 15 16 underneath the cloak that it's a great thing for the 17 community and a great thing for all if people's lives are destroyed along the way. 18

19 Quite honestly, I don't care about 20 Hazelcrest. I don't care about Bensenville. I don't 21 care about Elk Grove. I don't care about any of the 22 Cook County communities who are struggling with their 23 jobs. Well, certainly I want them to do well. Of 24 course I do. If our neighbors aren't succeeding,

then we can't succeed either. I get that. But at the end of the day, it's our people and it's our county this is mostly impacting, and we're going to have to shoulder the burden when it comes to the development of an airport. So just to recap, if it's a good thing, then IDOT will come through, and they will come through on their promise to take care of the homeowners and the property owners in the area so they are no longer held hostage. Thank you for your time. MR. REWERTS: Thank you. The next speaker is Dr. Charles Dieringer.

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1 Robert Ogalla 28560 South Will Center 2 Monee, Illinois 3 I'm Robert Ogalla. I'm a commissioner of the Union Drainage District 1, Townships of Monee and 4 Will. I'm not speaking on their behalf. I'm 5 speaking on my own behalf here. 6 I'd differ from some of the previous 7 speakers here. I do care about the communities 8 9 around me. I do care about the areas other than Will 10 County District 1. And I would hope that they prosper, but not at the expense of eradicating our 11 12 area of agricultural activity. And the gentleman that spoke before me, [I 13 will say that agricultural areas do not coexist in 14 15-14 15 any proximity or close proximity to airports in spite of what he may claim from his Internet studies. 16 That's a fact. 17 18 MR. DIERINGER: I'll address that issue when we 19 return. 20 MR. REWERTS: Excuse me. Excuse me. MR. OGALLA: I wish you wouldn't interrupt. 21 22 MR. REWERTS: Only the speaker is -- Let 23 everybody else have an opportunity to talk. 24 MR. OGALLA: Experiences I have with this issue,

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we've heard these pie in the sky proclamations for
 years. So far it's been 20 years of promotion. None
 of this has come about.

I'm here mostly to ask the FAA, after the 4 Tier 1 process, we were promised that land 5 acquisition would have no negative impact. (I'm here 6 7 to say that it has. It's affected our schools, our fire districts. Any taxing body or drainage 8 districts, anything of the sort that depends on 9 either fees or taxes on these properties, it has 10 6-5 affected us. IDOT has refused to pay these fees. 11 12 They refused to pay the taxes. At the same time they've derived income from these properties. They 13 continue to operate them and derive economic activity 14from them while not paying any of the fees or taxes. 15 What I'm here to ask is that the FAA takes 16 29-37 a truly unbiased view of this, not merely taking as 17 fact restated claims from years past. The Tier 2 18 19 portion of this, from what I gather, is about need 20 and about environmental issues. It really needs to go a little farther than the need. To have a need, 21 you need customers. Customers will drive the need. 22 1-22 23 You need air carriers. Neither of them exist after all this promotion. Neither do exist. S We've already 24

tried the build it and they will come with the 1 2 Mascoutah Airport in St. Louis, which the same 3 consulting firms were involved as are involved in the 4 lead-up to the point where we are here. (I really ask that you truly consider that 5 this is an agricultural area. The area economically 6 has three farms that have been recognized for 7 8 conservation efforts over the past 10 to 15 years. |5-8 That's for the entire County of Will and South Cook. 9 It contains thousands of acres of prime farmland. 10 I really ask that you consider all these 11 12 facts, consider the fact that we have existing facilities that are underutilized, not even used, in 13 close proximity. We can't keep destroying farmland.) 1415 I thank you. 16 MR. REWERTS: Eileen Olson. 17 18 19 20 21 22 23 24





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> Robert Bond Plant Superintendent

Jennifer Hindel District Engineer

Trudy Krygsheld Finance Director

Eric A. Lindsey Computer Network Administrator December 16, 2003

Mr. Dennis Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

RE: Comments for FAA EIS Tier II Scoping Process on the South Suburban Airport

Dear Mr. Rewerts:

On behalf of the Thorn Creek Basin Sanitary District, I would like to offer the following comments as part of the record for the FAA EIS Tier II scoping process for your consideration. Please note that the Sanitary District takes no position on the need for the south suburban airport or on the appropriateness of the proposed location. My comments simply raise issues to be evaluated in the environmental impact study.

The Thorn Creek Basin Sanitary District is a local municipal government created under Illinois statutes. The Sanitary District serves a total of six communities in the south suburbs, with a population of 100,000. For 75 years, Thorn Creek has been providing economical wastewater treatment services to communities in the south suburbs. The District is a separate unit of local government that overlays the six cities and villages we serve.

During its 75-year history, and most significantly in the past three decades, the Sanitary District has expanded its service area to include additional communities. As effluent discharge limits become more stringent for wastewater treatment plants, the need for and benefits of regionalizing wastewater treatment have become apparent to local communities.

The District currently serves the communities of Homewood, Chicago Heights, Park Forest, South Chicago Heights, Steger and Crete. All wastewater treatment is performed at the District's main plant located in Chicago Heights. Fully treated effluent is discharged into Thorn Creek. Mr. Dennis Rewerts Federal Aviation Administration December 16, 2003 Page –2-

In mid 2002, the District began working with the communities of University Park and Monee to determine the benefits of adding those communities to the District's service area. Discussions have included Consumers Illinois Water Company, due to the fact that the District would purchase their sewer system and wastewater treatment facilities as part of the regionalization plan.

The current Thorn Creek facility planning area now served by the District, and the Deer Creek facility planning area now served by Consumers' treatment plant in University Park, would be combined into one large facility planning area all served by the District. The District would build a line to transport wastewater from University Park to the District's regional sewer system in Crete, where it would be transported to the Chicago Heights plant for treatment. The current plant in University Park would be retained for peak capacity during wet weather. This plan will result in more economical service to the residents, businesses and industries in University Park and Monee, according to a feasibility study completed by the District.

The District is in negotiations with Consumers Illinois Water Company to purchase their wastewater infrastructure. CIWC has made an offer to sell and the District has made a counter-offer. In addition to completing that purchase, the addition of University Park and Monee to the District's service area would also have to be approved by regional planning agencies and the Illinois EPA.

Recently, the communities of Beecher and Peotone, through the Eastern Will County Council of Mayors, has requested that the District join with them in studying the options of regionalizing wastewater treatment in eastern Will County. After the addition of University Park and Monee to the District, the District would be servicing all of the communities in eastern Will County except for Beecher and Peotone. The District is seeking funding to conduct a preliminary engineering study on regionalizing wastewater treatment in eastern Will County. The study area with the current and proposed District boundaries will surround the proposed airport site. Thorn Creek is planning to include wastewater treatment needs of the proposed airport in its evaluation of regionalizing wastewater treatment in eastern Will County.

The District requests that the Master Plan and environmental assessment for the proposed airport include an option for wastewater treatment services provided by the District, via its existing plant or a regional plant serving eastern Will County. The feasibility of a regional plant and its location would be determined by the engineering study referred to above.

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Mr. Dennis Rewerts Federal Aviation Administration December 16, 2003 Page -3-

Thank you for this opportunity to participate in the scoping process of the Environmental Impact Study for the proposed south suburban airport.

Sincerely,

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James L. Daugherty District Manager

JLD:pm

SC 00062 South Suburban Airport Commission

"Building Chicagoland's Third Airport"

Board of Directors: Hon. Al McCowan, Chairman Hon. John Ostenburg, Vice Chairman Hon. John Geils, Secretary Hon. Craig Johnson, Treasurer Rick Bryant, Executive Director Elbert Shaw, Recording Secretary

December 8, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 E Devon Avenue Des Plaines, IL 60018

> RE: FAA Environmental Impact Statement process for the South Suburban Airport: Scoping Comments on Tier II

Dear Mr. Rewerts:

On behalf of the South Suburban Airport Commission, I would like to supplement the written and oral comments (attached) delivered at your December 3, 2003 public hearing. The themes of our previously submitted comments are still of paramount concern to SSAC: the vision of the State of Illinois and the FAA to move forward on this project, the need to move this EIS process forward with alacrity (SSAC would like to open the SSA in 2008), the focus on the limited inaugural build (5 gates, one runway) yet analyzing the subsequent states of growth and/or NEPA; etc. The purpose of this additional submission is to address some of the concerns raised by the citizens at your December 3 public hearing.

SSAC representatives attended the public evening session. The depth and sincerity of the comments presented that evening were impressive. An airport is truly an attractive nuisance; while it brings jobs, economic opportunities and stimulation of the community, its impact on the local ecosystems and citizens must be carefully examined.

SSAC represents almost all of those neighbors. The members of this commission presently represent a significant number of the neighbors to SSA. Our goal is to soon include all of the villages and counties that surround this proposed airport. Such a truly democratic body will best be able to balance environmental mitigation with the value of an airport to those communities.

On that night we heard, again, several valuable insights about the need to protect the region's unique set of rivers and streams. Fair commentary about the flora and fauna of this area were articulated. Farms have been and will continue to be a critical element

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Mr. Denis R. Rewerts December . 8, 2003 Page 2

to these communities. Residents made strong statements about the need to position the runway systems to minimize noise impacts. Several speakers presented thoughtful analyses about the impact of SSA and SSA's construction will have on roads, water systems and infrastructure.

Life with an airport will be dramatically different than the current *status quo*. This transition is not inherently bad, but it poses risks. Careful planning and assiduous attention to detail will insure that this change will not damage the environment nor be traumatic to the communities.

SSAC is aware of these challenges. Our governmental body with 31 of the local communities, and those yet to come, will be sensitive to these needs. SSAC intends to work with the State and the FAA through the Tier II process. We will provide constructive commentary as to how best to mitigate the environmental impacts identified. We believe that our public/private partnership will be the most responsive and economically viable vehicle for attaining NEPA's and the local communities quails.

We look forward to continuing to participate in this EIS process as a public agency. We believe our input in assessing local impacts and helping define mitigation would make invaluable contributions to your process. We await the opportunity to further assist the State of Illinois and the FAA in this exciting and challenging project.

Sincerely,

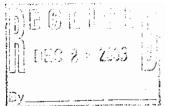
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Rick Bryant Executive Director

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South Suburban Airport Commission

"Building Chicagoland's Third Airport"



Board of Directors: Hon. Al McCowan, Chairman Hon. John Ostenburg, Vice Chairman Hon. John Geils, Secretary Hon. Craig Johnson, Treasurer Rick Bryant, Executive Director Elbert Shaw, Recording Secretary

Testimony For FAA Scoping Hearing – South Suburban Airport By Rick Bryant, Director, South Suburban Airport Commission

December 3rd, 2003 - Governors State University, University Park, Illinois

Good morning. My name is Rick Bryant and I am the Executive Director of the South Suburban Airport Commission. This organization, we believe, is the only duly constituted governmental body established for the exclusive purpose of building the South Suburban Airport (SSA).

Before I explain more about SSAC (the "Commission"), let me thank two organizations. First, the Commission conveys its appreciation to the FAA for keeping the SSA alive. Your energy and diligence have kept this process moving and we thank you for your past and future guidance and leadership. Equally, the State of Illinois and three consecutive governors have assumed the mantle of sponsorship and committed the State's substantial resources – human and financial – to this, each knowing that, without an airport, Chicago, the region and the State would suffer. The State is well on its way to purchasing the 4,200 acres needed for the inaugural development.

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As I stated, the SSAC is duly constituted under Illinois law. The Commission derives its authority to develop, own and operate the Airport from multiple sources, including, but not by way of limitation:

- 5 ILCS 220/1 et seq. Intergovernmental Cooperation Act
- 620 ILCS 20/0.01 et seq. Joint Airports Act
- 65 ILCS 5/11-101-1 et seq. Illinois Municipal Code "Airports General Authority"
- 65 ILCS 5/11-103-1 et seq. Illinois Municipal Code "Airports for Municipalities less than 500,000"
- 620 ILCS 25/1 et seq. Airport Zoning Act.

The Commission became a governmental body September 29th when the initial communities signed an Intergovernmental Agreement. This IGA gives the Commission extensive home rule powers and today 31 municipalities have placed commissioners on the Commission. They are Bensenville, Calumet City, Calumet Park, Chicago Heights, Country Club Hills, East Hazel Crest, Elk Grove Village, Flossmoor, Ford Heights, Glenwood, Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Park Forest, Phoenix, Richton Park, Riverdale, Robbins, Sauk Village, South Chicago Heights, South Holland, Steger, Thornton and University Park. It is chaired by a Will County mayor and remains open to all South Cook and Will County municipalities.

The commissioners, who are the elected mayors from these communities, are all enthused about the prospect of the Airport; they uniformly belief that an airport is needed for the region; and they are committed to making it happen because of the economic engine it will provide for their communities. The State has long professed that it has no intention of owning or operating the Airport. They are committed to building it, and our commissioners are committed to helping the State build it. (As to Secretary Martin's comments earlier today, this plan does not compete with O'Hare or Midway for funding, passengers or airline subsidies.)

Under state law, the Commission has the authority to own and operate an airport. It is the most logical entity to be designated as the sponsor, and it is moving aggressively, with the State's blessing, on an innovative public/private partnership to make this concept a reality. On November 10th, we issued an RFQ/RFP to select a developer/operator. We have received numerous inquiries from qualified firms and we expect to have a developer/operator under contract by the spring of 2004. Tomorrow, the Commission will hold a meeting with more than a dozen potential national and international bidders on the development contract.

We know this public/private partnership will work; that it can produce the best airport solution in the shortest time; and that it will be economically viable. Why? Because we commissioned two of the world's leading experts on airport public/private partnerships to do a yearlong study and they concluded that such a partnership is viable, economical, flexible and, perhaps, essential. Additionally, the State did an extensive study and reached the same conclusion. We have shared these results with the FAA Regional Administrator and her Great Lakes team, the FAA Administrator and her airports team, the Secretary of Transportation and several Members of Congress. The feedback has all been positive. (Indeed, Congressman Jesse Jackson Jr. has received calls from elected officials around the country interested in learning about this proposal.)

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Let me now focus on SSAC's interest in the FAA scoping process. We believe that this airport should be built to meet a conservative level of traffic for the year 2008, for the traffic originating in or destined for the South Suburbs. It should not rely on any forecast that reduces or "steals" traffic from Midway and O'Hare. We believe that five gates and one runway will be an adequate initial build.

The Commission also believes that this modest airport can attract 370,000 enplaned passengers per year after opening in 2008. We also believe that the five "common use" gates will attract one or more of the low cost carriers, one or more of the regional jet carriers, and even one or more of the low fare operations that the legacy carriers are introducing. As we see it, this airport's cost per enplaned passenger will be very attractive to these carriers, which are the fastest-growing segment of the industry but which lack access opportunities to Chicago's existing airports. Additionally, this airport's catchment area of 2.5 million passengers is an ideal target for this segment of the airline business.

But while the airport will start small, it must be designed to be a long-term aviation asset for the region. The long-term environmental impacts should be based on the ultimate build-out, not just the inaugural footprint. We need to place before the public the potential size of the airfield, the number of operations and associated consequences for the years 2008, 2025 and beyond.

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Because we should build for today, but design for tomorrow, the purpose and need, as well as the scope, should reflect these multiple temporal periods:

- Delivery of regional airport capacity for South Suburbs in 2008 (near term);
- Ability to assume a greater percentage of the Chicago region's traffic demand if and when O'Hare and/or Midway reach their congestion levels (mid term); and,
- Land-banking an adequate footprint to provide for a major airport when the demand/congestion/capacity analysis for the region necessitates such additional runways (long term).

These three distinct phases should be reflected in the FAA's statement of purpose and need. The SSA should and can meet all three of these needs through proper planning.

In closing, let me say that transportation has been Chicago's economic lifeblood since its inception. The City was born where the river met the lake; boomed as a railroad hub; matured as America's crossroads; and ascended as the nation's aviation hub. An efficient, effective system of aviation connections in this region is crucial to our future, and our nation's future. SSA will be a critical component to our system of airports.

Finally, the FAA recognized in 1985 that Chicago needed a third airport. We have introduced an innovative, for us, but proven model to achieve these goals and demands. We are extremely pleased that the FAA and the State are moving forward with the EIS. Our plans are designed to maintain and complement your timetable. Thus, we look forward to working with you to enhance our national aviation system with the quickest, cheapest, cleanest and safest solution possible. After all, that was your charge, and that is our commitment. Thank you.

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-Village of Flossmoor-

Mayor *Roger G. Molski* Village Manager Peggy A. Glassford

Paul S. Braun Jeanne M. Gummerson Perry W. Hoag

Trustees Jerry L. Lambert n Philip J. Minga James C. Mitros

Village Clerk Pamela Hudson

1911 2 H Z. D 14

December 19, 2003

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Chicago, IL 60018

Dear Mr. Rewerts:

The building of the south suburban airport is, has been and will continue to be strongly endorsed by the Village of Flossmoor. The Flossmoor Village Board urges that officials at all levels consider the extraordinary benefits that the airport will provide to the southern suburbs, to the Chicago region and to the State of Illinois.

Six major studies have concluded that the south suburban airport is needed to meet operational demand as we approach the next century, not as a replacement for Midway and O'Hare, but to supplement and enhance the region's position as the nation's aviation hub. Already, lack of capacity is affecting service to downstate communities and has caused fare increases that impact Illinois citizens and businesses. As capacity limitations continue, other metro areas in other states will absorb the demand the Chicago's dominance as a major transportation center will suffer.

Obviously, economic needs must be considered in conjunction with other important public concerns such as environmental impacts. Environmental concerns should be included in each step of the development of the south 29-36 suburban airport, but there has been no evidence in the environmental studies to date that should slow or halt the decision to move ahead with this project.

The Village of Flossmoor joins today with the progressive leadership of our region. We need to build this new airport in the south suburbs and we need to build it now.

Sincerely,

Kogen & Maleki

Roger G. Molski Mayor

2800 Flossmoor Road • Flossmoor, IL 60422-1186 • 708/798-2300 • TDD 708/957-4500 • FAX 708/798-4016 -

SL 00064



Dear Mr. Rewerts:

The following comments are in regard to the Tier II, F.A.A. scoping for the inaugural one runway airport only.

Union Drainage District #1 of Monee, Will and Crete townships is a municipal corporation formed pursuant to the drainage code of Illinois. This district was formed around 1906.

The district is located northeast of Peotone, Illinois and controls the Upper Black Walnut Creek. It consists of approximately 5400 acres which are located in the townships of Monee, Will and Crete. The creek is located in the proposed inaugural runway for the "so-called" third airport.

We the commissioners of Union Drainage District #1 therefore submit the following questions:

(1. What effect will this project have on our creek? Will it have to be "moved" or "re-routed"? Will it be enclosed in a culvert to accommodate runways? What agency will oversee permits, 9-27 environmental affects, engineering, water flow, etc.? Will we or our engineers be consulted? Who will pay the bill; IDOT or F.A.A.?

2. What effects will this project have on land to the north of the inaugural site? Will they receive the same drainage? Will there be 9-28 "local" drainage commissioners?

3. What financial burden will this have on our district? Will the G_{-2S} F.A.A. pay the court ordered assessments?

4. (How will the top rated prime soils, located along the creek be affected? Will these prime high producing areas be farmed or will they 15^{-16} be converted to storm water retention, wetlands or conservation areas?)

5. What will happen to the farmers and their families that have their farm acreage consumed by this airport? Will they be relocated to a 5-4 different area or will they just be left to "fetch" for themselves?

6. What agency will build and operate this project? F.A.A.? IDOT? 29-39 City of Chicago? Will it be a local, state or federal agency? Can we commissioners operate this project?

We the commissioners of the Upper Black Walnut Drainage District thank you for this opportunity to submit these questions for your consideration.

Respectfully Yours

David E. Deutsche Drainage Commissioner

FAX COVER SHEET

DreamCatcher's Flowers & Gifts 25775 S. Governors Hwy Monee, IL 60449 (708) 534-0777 phone (708) 534-0111 fax DreamCatchers82@aol.com

Send to: 11 DENNIS R. Remarts	From: Union Prairies District #1
Attention:	Date: Dec. 19, 2003
Office Location: Des Planus 74.	Office Location: Crete. FL.
Fax Number: 347-294-7046	Phone Number: 708-672-5614

Total pages, including cover:

Comments:

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3. What financial burden will this have on our district? Will the F.A.A. pay the court ordered assessments?

4. How will the top rated prime soils, located along the creek be affected? Will these prime high producing areas be farmed or will they be converted to storm water retention, wetlands or conservation areas?

5. What will happen to the farmers and their families that have their farm acreage consumed by this airport? Will they be relocated to a different area or will they just be left to "fetch" for themselves?

6. What agency will build and operate this project? F.A.A.? IDOT? City of Chicago? Will it be a local, state or federal agency? Can we commissioners operate this project?

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Respectfully Yours,

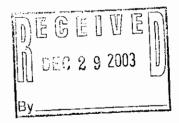
David E. Deutsche Drainage Commissioner

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> Village of Crete - Submission Tier 2 EIS			SZ 00	065	Page 1 of 2	
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Mr. Rewerts,				By		
Please accept this submission from For the Tier 2 EIS. South Suburban 1 folder (.zip), containing alternative Color image, GIS shape, and writter	Airport proposal. airport buildout pro		-	rete.		
Attachmentzip						
Thank you,						
Alan P Mamoser, AICP Northeastern Illinois Planning 222 South Riverside Plaza, Su Chicago, IL 60606						
tel 312.454.0400 ext 404 fax 312.454.0411						
> Village of Crete - Submission Ti	er 2 EIS					Page 2 of 2
Village of Crete_4 runway alt.zip	Type: application/x Name: Village of C					

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SSA Ultimate Build-out Alternative : 4 runways Submitted by Hon. Michael Einhorn President, Village of Crete December 19, 2003



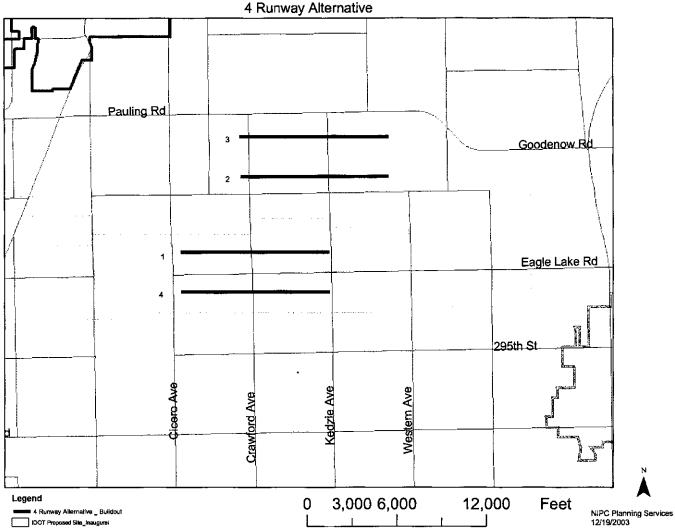
Description of Proposal :

Based upon current housing locations, the first runway centerline should be located onequarter mile north of the centerline of Eagle Lake Road. It should extend west from Kedzie Avenue for 10,000 feet. This makes least impact on current housing and allows for the continued use of Eagle Lake Road as an access point from the east. The terminal should be located north of the runway.

The second runway will have its centerline 5,000 feet north of the initial runway. This will create a wide corridor for terminal facilities between the two runways. The second runway will have an endpoint approximately one-quarter mile west of Western Avenue, and from there extend 10,000 feet to the west. This "stagger" arrangement moves all operations further to the east from the residential area Heather Brook Estates in Monee.

Runways three, four, and possibly five will be located outside and lateral to the first runways. Each will be separated by one half-mile.

2-25



East Will County Council of Mayors SSA - Ultimate Build-Out 4 Runway Alternative

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(815) 740-4601 Fax (815) 740-4600

5 C 2003

JOSEPH L. MIKAN Will County Executive

December 3, 2003

302 N. Chicago Street

Joliet, Illinois 60432

.

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Subject: SSA Tier 2 EIS/Inaugural Airport Program Scoping Comments

Mr. Rewerts:

Good morning and thank you for this opportunity to comment on the SSA Inaugural Airport Program and Tier 2 EIS. I am Joe Mikan, the County Executive of Will County.

The County of Will has been interested in the development of an airport here within Will County for many years. When the Tier 1 received it's Record of Decision over a year ago, Will County embraced the need for this airport and began to transition in to a leadership role for the planning and development of the airport in our unincorporated areas of Will and Monee Townships.

The Will County Airport Coalition was formed as a Will County government initiative to provide the forum where government, private, non-profit and public agencies and citizens could convene to coordinate on matters associated with the development of the airport. These matters include planning, marketing, financing, airport construction and general preparation of both on and off-site facilities associated with the airport. The Will County Airport Coalition has been deemed the Local Agency Advisory Group by IDOT for the Tier 2 Master Plan process and represents the interests, issues and concerns of the communities and townships closest to the airport site, as well as many other agencies interested in the benefits and concerned with the impacts that the airport will bring.

Due to the tremendous business and residential growth over the last decade, Will County has become one of the fastest growing counties in the United States and forecasts indicate that this trend will continue in the years to come. Also, as Will County grows, the entire Chicagoland region as a whole continues to grow. Our demographic information alone indicates that we are capable of sustaining, and are in fact, in need of another airport. Aviation demand in our region continues to increase due to national and global markets and Will County hopes to see that demand met by building the south suburban airport sooner rather than later. We believe that delaying airport construction further would be a detriment to the region and to the county.

- The inaugural site and the proposed ultimate site are Will County jurisdiction and it both our desire and responsibility to see that the development is done in a manner that meets the needs of the County and the region, and is done so in a manner that represents the best interests of our citizens.
- Our desire to be directly linked to the work that FAA and IDOT are performing so that we can be part of the decision-making processes and insure that local plans are coordinated and integrated in to airport plans.
- Our desire to know the impacts on our natural resources, the needs and costs associated with transportation infrastructure and utilities, the impact on our tax-base, to insure on-site/off-site land-use compatibility, to be aware of noise impacts and mitigation measures, to have input in the design and lay-out of the airport facilities, and to know the justifications behind proposed airport size.

Staff from various County departments will be providing additional comments on land-use, natural resources and transportation needs, impacts and costs.

Thank you very much for this time to comment. Will County looks forward to working with

you.

Joseph L. Mikan Will County Executive 302 N. Chicago Street Joliet, IL 60432 (815) 774-7480 22-44

SL00067

WILL COUNTY BOARD

WILL COUNTY OFFICE BUILDING 302 N. CHICAGO STREET, JOLIET, ILLINOIS 60432 (815) 740-4602

Fax (815) 740-8395

Margie Woods Minority Leader Will County Board Commissioner District #8

December 3, 2003

Residence: (815) 722-6924

21-7

Mr. Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

Subject: SSA Tier 2 EIS/Inaugural Airport Program Scoping Comments

Mr. Rewerts/FAA Officials:

Good morning, I am Margie Woods, the Minority Leader on the Will County Board, thank you for allowing this opportunity to comment on behalf of the Will County Board regarding the SSA Inaugural Airport Program and Tier 2 Environmental Impact Statement.

In 1987, the Will County Board passed its first resolution supporting our involvement in the development of an airport in the south suburbs of Chicagoland. Will County's desire for involvement in that development stemmed from our understanding that the development of an airport in our area meant not only benefits, but also that it meant that there would be impacts. Now that the airport site has been selected and identified within the County of Will's jurisdiction and the Tier 2 EIS begins, we have positioned ourselves to take a leadership role in its development.

Will County government has established the Will County Airport Coalition to represent the interests of our townships, communities, business and other agencies interested in and affected by the development of the airport.

Will County has also either formed or is participating currently in several other forums, or focus groups, that are working on issues associated with legality, land-use planning, marketing, development and finance, open space and natural resources, and transportation services and infrastructure pertaining to the airport. Will County recognizes the importance of working with many jurisdictions on this project and we believe in a spirit of cooperation as a means of fostering consensus.

We have formed a team of experts who can guide the County and the Airport Coalition through the airport development process.

Mr. Denis R. Rewerts Federal Aviation

Will County will work as a team with FAA and IDOT toward sponsorship to insure that the airport in Will County is developed in the most beneficial manner for our county, our region and our state and that all of the necessary environmental issues have been addressed.

We want this EIS to address the following:

- Transportation infrastructure needs and costs, including construction routing
- Estimated jobs created on-site and off-site and the fiscal impacts from these jobs
- Information on any economic development planned on-site airport
- Environmental issues such as: groundwater, streams, lakes, wetlands, floodplains, drinking water, storm-water, waste-water, waste disposal, and other impacts on natural resources in the area

23-44

- Agricultural loss and it's fiscal impacts on all taxing bodies
- Impacts on parks, preserves and conservation areas
- How parks and preserves that currently exist on inaugural airport property can be integrated in to the inaugural design
- Mitigation plans for all impacts
- How to effectively plan land-uses on property that may be needed for future airport expansion

The Will County Board feels that it is vital that the county be privy to all information associated with this project and that we be part of the many decision-making processes associated with the most appropriate development of an airport facility within our / jurisdiction.

County staff will be submitting written comments in addition to mine. Thank you for your time.

Margin Wards

Margie Woods Minority Leader Will County Board 302 N. Chicago Street Joliet, IL 60432 (815) 740-4602

MW/jl

per 1/2 5400068



Mill County Department of Highways

SHELDON C. LATZ, PE PLS COUNTY ENGINEER 16841 W. LARAWAY ROAD JOLIET, ILLINOIS 60433 (815) 727-8476 FAX (815) 727-9806

BRUCE D. GOULD, PE ASSISTANT COUNTY ENGINEER

December 18, 2003

Federal Aviation Administration Attn: Mr. Denis R. Rewerts Chicago Airports District Office 2300 East Devon Avenue Des Plaines, Illinois 60018

Dear Sir:

Subject:

Scoping Comments Inaugural Airport Program South Suburban Airport Will County

Enclosed Herewith, please find written comments developed by the Will County Department of Highways concerning the development of the South Suburban Airport located in Will County, Illinois.

Sincerely,

-Sheldon C. Latz, PE PLS County Engineer

Tier 2 EIS Scoping Comments By: Will County Department of Highways

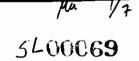
- Increased coordination with County and other local agencies concerning highway network system adjacent to and within footprint of SSA is needed. The Will County Airport Coalition & AMP Local Advisory Group, has designated 7 different Focus Groups that can provide local input on issues associated with the planning and development of the SSA. One of the focus groups lead by Will County is the Transportation Focus group. Information, impacts and mitigation issues associated with the issues listed below should be coordinated with Will County where the Will County highway network is concerned, just as issues concerning Municipalities, Townships and the State roadway networks should be coordinated with their respective agencies. Information, impacts and mitigation issues associated with issues associated with the issues listed below for the entire SSA impact area as a whole, should be coordinated through the Will County Airport Coalition Transportation Focus Group. [
- Impact of the transportation system adjacent to and within footprint of SSA needs to be addressed:
 - 1. Prior to construction (land acquisition phase)
 - 2. During construction of inaugural phase
 - 3. After construction of inaugural phase
 - 4. During and after completion of ultimate SSA
- Coordination is needed relative to the County's development of the Will County 2030 transportation plan with respect to transportation system needs in the vicinity of and adjacent to the SSA footprint.
- The study needs to investigate what staging of roadway network closures, • maintenance, and upgrades are required during the various construction phases including land acquisition phase.
- The existing roadway network needs to be studied for impact caused by closures 27-21 to the system. This should include what improvements would need to be made to remaining operation system and sources to finance improvements.
- / The study must address what secondary and cumulative impacts caused by airport 27-22 development within and surrounding buffer zone will have on existing transportation system including upgrades.

23-**4**4

27-19

- The EIS study should address all the environmental issues related to the inaugural phase. The local agency responsible for the improvement of adjacent highways should not be responsible for additional environmental studies for the roadway improvements.
- (How will mass transit issues be addressed during development stage? $\sqrt{27 11}$
- 27-9





WILL COUNTY LAND USE DEPARTMENT Ronald J. Grotovsky, Director
58 E. Clinton Street, Suite 500 • Joliet, Illinois 60432 Telephone (815) 774-3321

December 17, 2003

Denis R. Rewerts Federal Aviation Administration Chicago Airports District Office 2300 East Devon Avenue Des Plaines, IL 60018

RE: South Suburban Airport Tier 2 EIS Scoping Process

Dear Mr. Rewerts:

The concerns of the Will County Land Use Department's Planning Division regarding the development of the Tier 2 EIS will be largely related to the externalities of the airport on surrounding land uses and environmental considerations related to water use and aquifer recharge.

The County's adopted land use policies surrounding the third airport site are included in the Forms & Concepts Handbook of the *Will County Land Resource Management Plan* adopted in April of 2002 (see attached excerpt).

Though many of the Keystones of this section relate to land use issues on the periphery of the airport, two keystones in particular affect the development of the Tier II EIS:

- On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts.
- /Special attention should be paid to potential environmental impacts of the airport, including noise, water quality, storm water runoff, and loss of open space and agricultural lands.

Steve Kuczkowski Deputy Director Tel. (815) 774-3335 Fax (815) 774-7908 *Steven F. Wydeveld* Building Division Tel. (815) 727-8634 Fax (815) 727-8638 Sheldon Latz Engineering Division Tel. (815) 740-8140 Fax (815) 774-3386 *Tyson Warner* Planning Division Tel. (815) 727-8430 Fax (815) 774-3386 Dean Olson Waste Services Division Tel. (815) 727-8834 Fax (815) 722-3410 James Heffron Zoning Division Tel. (815) 727-8850 Fax (815) 727-8638

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Planning Coordination

We cannot stress enough the importance of coordinating on-site airport planning with offsite land use planning and development. The two do not and cannot exist independently – the quality of planning around the airport will contribute to the success of the airport itself, just as the careful planning of the airport affects the development possible around it. /

Master Planning

Land use and transportation planning done as part of the Airport Master Plan (AMP) & Airport Layout Plan (ALP) should be done in conjunction with the Focus Groups identified by the Will County Airport Coalition. IDOT has identified the Will County Airport Coalition as the *Local Advisory Group* to the AMP process, yet only minor coordination and information sharing appears to have occurred up to this point. It is critical to the validity of effective planning that IDOT regularly utilize, share information with, and seek input from the Focus Groups that are part of the Will County Airport Coalition-AMP Local Advisory Group (see attached outline provided by the County's Aviation Liaison).

Water Resources

During the update of the Land Resource Management Plan, it became apparent that much more study needs to be done in the area of future water supply throughout the County. This concern was reflected in our November 2001 comments to the Tier 1 draft EIS, as well as our January 23, 2003 correspondence on Tier 1 baseline data, wherein we stated the following:

In Table 5.6-1, an average daily consumption of 27.08 mgd is indicated from a pumping capacity of 53.03 mgd, leaving an available water supply of 25.95 mgd. Contrast this with the estimates from the Tier 1 EIS of 1.95 mgd water consumption (p5.23-53/55) and 47.6 mgd additional consumption from additional induced population (p5.23-59), and the shortfall in estimated water supply is -23.6 mgd (25.95 - 49.55). Though Table 5.6-1 reflects pumping capacity (versus an actual study of surface and subsurface water supply, aquifer recharge rates, etc.), this apparent shortfall must be explained or otherwise addressed.

We trust that the Tier 2 EIS, as it addresses operational layout more specifically, will be more comprehensive in identifying adequate future water sources, as any potential benefit from the airport, economic or otherwise, will be affected by the availability of such a basic commodity as water.

Open Space

The airport affords an opportunity to integrate an effective network of open space as a key component of main entrances, enhancing the visual appeal and quality of the airport and its location as the gateway into our regional community. The Green Communities Project of Monee/Peotone/University Park has been funded from the Illinois Environmental Protection Agency to help identify what such a network of open space opportunities might look like outside the anticipated western access and in areas surrounding the airport.

4-9

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The Open Space Element of the Will County Land Resource Management Plan identifies a conceptual regional trail loop around the region of the third airport site (see Figure 2, attached). Specifically, this identified conceptual trail loop (#22)

"travels along rural roads between the Forest Preserve District of Will County's Raccoon Grove and Visitor's Center, Peotone, Beecher, and the Plum Creek Greenway and Nature Center"

and, along with all the regional trail loops proposed in the Plan,

"...should be considered for all appropriate uses such as walking, bicycling, equestrian, and cross-country skiing while taking into consideration issues like terrain, proximity to a large population, habitat preservation, noise, etc."

We would support and encourage any effort to utilize the periphery of the airport to compliment a system of regional trail loops, which

"...offer a network of linkages across Will County, connecting major open space lands, visitors centers, and other valued County amenities with urban and village cores throughout the County. This trail loop system is intended as a foundation on which other trail connections can be made as land and funds become available."

A project of this magnitude and scale provides the opportunity to significantly further the creation of such a system in this portion of Will County

Agricultural Lands

We recognize that agricultural uses can coexist with airport development, and that leasing purchased farmland back to the farmer in areas where there are few if any operational conflicts will help keep farmland in production, as well as maintain the rural landscape that characterizes Will County.

Thank you for the opportunity to comment, and we look forward to working with the FAA and the Illinois Department of Transportation in ensuring that respective planning efforts would be mutually enhanced by this project.

Sincerely,

Tyson Warner, AICP Chief Planner/Planning Division Director

cc: Joseph Mikan, Will County Executive Ronald Grotovsky, Will County Land Use Department Director Jamy Lyne, Will County Aviation Liaison

28-X

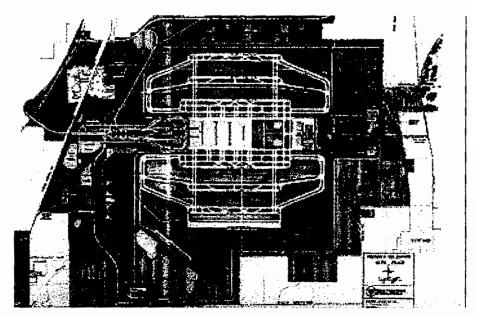
15-10

South Suburban Airport

BACKGROUND

The South Suburban Airport is a major public aviation facility proposed for an unincorporated site in southern Will County. It

will be flanked by the four municipalities of: Crete, Monee, Peotone, Beecher, and the Hamlet Goodenow. At full build out, it is projected to have six runways and cover over 37 square miles. This additional capacity will help relieve congestion at the Chicago's O'Hare and Midway Airports and provide much more convenient access for citizens located in the southern Chicago suburbs. The State of Illinois has already begun the process necessary for purchasing land for the airport core.



Proposed South Suburban Airport.

Experience at other major hub airports such as Chicago O'Hare, Dallas-Fort Worth, Pittsburgh, and Denver International demonstrates that such facilities are significant growth generators. Employment typically exceeds 10,000 people on-site and potentially thousands more in peripheral developments. While planning and development of a major hub airport typically takes from at least 10 to 15 years and longer, land transactions and development expectations are often established early in the process. And these potential impacts are usually not confined to a single jurisdiction, but spread out over a wide airport influence area that can extend 5-10 miles from the facility itself. Thus it is critical to begin planning for development and growth around such facilities very early on after project initiation.

Development around hub airports typically proceeds in two distinct phases. In the first 5-10 years after the airport is opened, a variety of airport-related uses are usually proposed. They include budget hotels, parking lots, car rental businesses, air cargo facilities, and moderate-priced housing for airport employees. Some of these early uses are low-value and return little to the community in the way of tax revenues. They can actually stifle later higher-quality development by occupying prime sites and featuring utilitarian design and building materials. After 10 years, the market for higher-image uses such as upper-end hotels, offices, research and development business parks, and higher-end residential projects will grow if careful planning preserves development opportunities. These off-airport development prospects can be enormous, generating thousands of jobs and millions of dollars in local tax revenues.

While the benefits to the traveling public and economic development prospects associated with the South Suburban Airport are significant, dealing with the potential on- and offsite land use and environmental impacts will be challenging. Major airports generate large traffic volumes from passengers, employees, and airport-related businesses. Major improvements will be needed in the local road network around the site. Adverse noise and environmental impacts—e.g., loss of open space, degraded water quality, storm water runoff—can be tremendous if not carefully controlled. And the affects on agricultural land and farming—a dominant feature of southern Will County's landscape—must also be assessed and addressed.

The test for the County and its municipalities will thus be to garner the benefits that the new airport offers while mitigating potential adverse impacts.

KEYSTONES

The following are keystones for the South Suburban Airport:

 Prime development locations around the new airport, especially at interstate interchanges and major arterial intersections, are valuable limited community resources. They should be protected in the community planning process from low quality, low-value uses such as parking lots, car rental facilities, and the like. Desired land uses at these locations include research parks, office complexes, and other employment intensive uses. In addition, the County and municipalities should make adequate sites available for airport-related uses such as hotels, air cargo facilities, and similar developments in appropriate locations.

- Mediocre development quality in the initial phases of off-airport development will retard high-value uses. Steps should be taken to ensure that new development meets minimum standards for design and building materials. Signage along airport gateways should be limited and integrated into an overall site-planning theme. Billboards (off-premise signs) should be prohibited in the airport environs.
- Traffic access and circulation should be carefully planned and coordinated on a regional basis.
- Residential development near airport noise contours should be avoided to reduce impacts on future residents and to preserve the operational capability of the airport.
- Interjurisdictional land use planning and impact mitigation should be encouraged and pursued among the airport development agency, the County, and municipalities.
- On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts.
- Special attention should be paid to potential environmental impacts of the airport, including noise, water quality, storm water runoff, and loss of open space and agricultural lands.

Appropriate Development Use Concepts

- Agricultural- pgs. 34-35
- Multi-Family Complex- pgs. 46-47
- Employment Campus- pgs. 48-50
- Mid-Scale Commercial- pg. 54
- Neighborhood Commercial- pgs. 55-56
- Projects of Regional Impact- pgs. 59-60

SSA Form appropriate Development Use Concepts.

Will County SSA Coalition AMP Local Advisory Group

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(Headed by Will County)

• SSA Coalition Technical Focus Group (Headed by Will County)

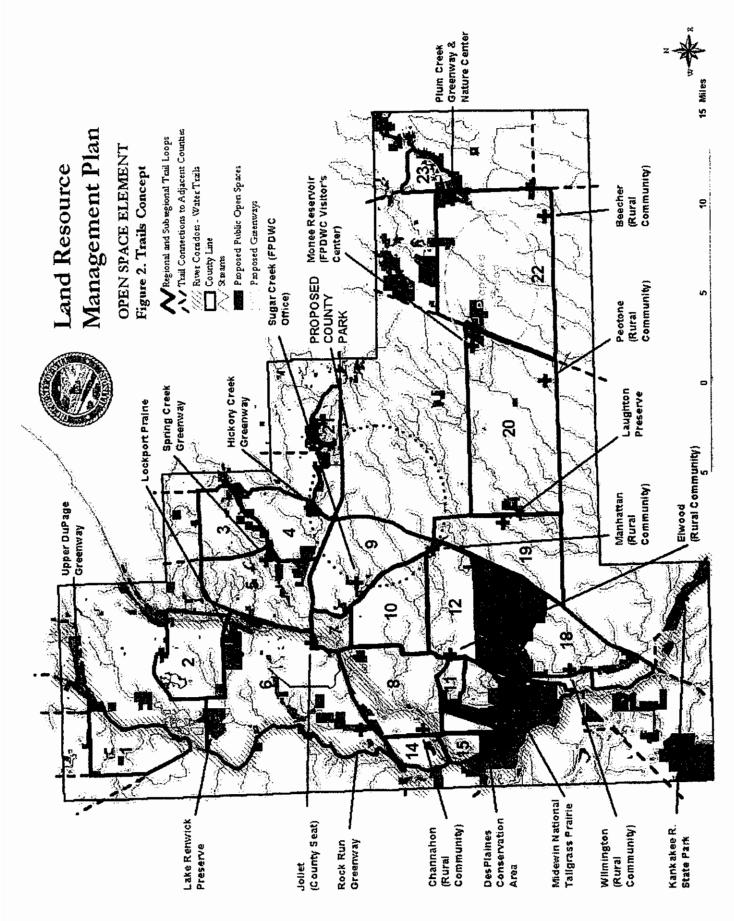
> • Legal Focus Group (Headed by Will County)

• Eastern Will County Land-use Planning Focus Group (Headed by the Eastern Will County Council of Mayors)

• SSA Marketing and Development Focus Group (Headed by the Will County Center for Economic Development)

• Open Space and Natural Resources Focus Group (Headed by the Green Communities Planning Group)

- SSA Emergency Services Focus Group (Headed by Will County)
- Will County Airport Coalition Transportation Focus Groups (Headed by Will County)



Open Space Concept | Will County LRMP-Open Space Element

Scoping Comments	5200070	rage 1 of 1 M
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ackwalnutfarms@aol.com To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA		
cc: bcc: Subject:Scoping Comments	D)EGEUVE D)DEC292003	
I will also be faxing and mailing you a copy of this letter as well:	Ву	
Union Drainage District #1 Upper Blackwainut Creek Townships of Monee & Will 2400 W. Elmscourt Lane Crete, IL 60417 (708) 672-5614 <u>Blackwalnutfarms@aol.com</u>		
		999 Juni (A 1900 M)
The following comments are in regard to the Tier II, F.A.A. scoping for the inaugura		
Union Drainage District #1 of Monee, Will and Crete townships is a municipal corpo drainage code of Illinois. This district was formed around 1906.	pration formed pursuant t	o the
The district is located northeast of Peotone, Illinois and controls the Upper Black W approximately 5400 acres which are located in the townships of Monee, Will and C proposed inaugural runway for the "so-called" third airport.		
We the commissioners of Union Drainage District #1 therefore submit the following	questions:	- An-Shi Alka de Ma V
1. What effect will this project have on our creek? Will it have to be "moved" or "re a culvert to accommodate runways? What agency will oversee permits, environme flow, etc.? Will we or our engineers be consulted? Who will pay the bill; IDOT or I	ental affects, engineering,	
2. What effects will this project have on land to the north of the inaugural site? Widrainage? Will there be "local" drainage commissioners?	ill they receive the same	9-
3. What financial burden will this have on our district? Will the F.A.A. pay the cou	rt ordered assessments?	9-
4. How will the top rated prime soils, located along the creek be affected? Will the be farmed or will they be converted to storm water retention, wetlands or conservation		areas
5. What will happen to the farmers and their families that have their farm acreage of they be relocated to a different area or will they just be left to "fetch" for themselves		? Will 57
6. What agency will build and operate this project? F.A.A.? IDOT? City of Chicag federal agency? Can we commissioners operate this project?	go? Will it be a local, stat	eor 29
We the commissioners of the Upper Black Walnut Drainage District thank you for the questions for your consideration.	his opportunity to submit	these
Respectfully Submitted, David E. Deutsche Drainage Commissioner		

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The following attachments are from Bob O'Brien and the Greater Rockford Airport Authority Board of Commissioners.

Have a great day!

Kathy Bruggeman

Administrative Assistant Greater Rockford Airport Authority Northwest Chicagoland Regional Airport *at* Rockford Phone: 815-969-4468 Fax: 815-969-4001 E-mail: <u>kbruggeman@flyrfd.com</u>

Website: www.flyrfd.com





Peotone.pdf Policy Statement 12-17-03.pdf

FROM THE

GREATER ROCKFORD AIRPORT AUTHORITY

Immediate Release:

Wednesday, December 17, 2003

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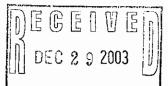
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From:

Robert W. O'Brien, Jr. AAE Executive Director 815-969-4444

The Greater Rockford Airport Authority codified its position on Peotone as the 3rd area airport for Chicagoland at its Board Meeting this past week. The attached "Policy Statement" set forth "the rationale as to why 'Peotone' doesn't make transportation sense for Chicagoland, the region, the state or the national aviation system," announced Bob O'Brien, Executive Director of the Northwest Chicagoland Regional Airport at Rockford. The Policy Statement will be submitted to the FAA as a part of the "public listening session being conducted by the FAA on Peotone."

Attachment



***Policy statement of the Greater Rockford Airport Authority (GRAA) on the Chicago 3rd Area Airport: Peotone

Aviation is the economic engine of the global market as we enter the 21st century. For the regional air service market of communities in northern Illinois, southern Wisconsin and eastern Iowa to compete effectively, an effective regional aviation system is mandated. However, our region has struggled with building that system, without success, for over forty years. To stabilize and ultimately regain our region's competitive edge, it is essential that we immediately seize the opportunities that are currently available.

Background:

- <u>O'Hare and Midway Airports</u>. The Chicago Aviation System (O'Hare and Midway Airports) plays a pivotal role in the combined northern Illinois, southern Wisconsin, and eastern Iowa air service market area. O'Hare and Midway are valued, but highly congested aviation resources. Future improvements beyond those already underway at Midway will be self-limiting, given the landlocked nature of that airport. Further, assuming immediate and aggressive action to enhance O'Hare's existing capacity (realignment of the runway system, terminal and landside improvements), real relief to existing congestion will not be realized for another 8 to 15 years, according to Chicago Aviation officials.
- <u>A "Green Field" alternative for the regional airport system</u>. Common sense dictates that investments in "existing" airports be utilized to their fullest potential before a new "green field" airport is constructed. To do otherwise would be fiscally irresponsible. The \$400,000,000 plus development cost of "Mid-America Airport" in southern Illinois serves as a perfect example of building an unnecessary airport for which there was no demonstrated market demand and which was not desired by the airline industry. However, as a result of parochialism, politics and premature concerns of capacity constraints in Saint Louis, the airport was built and sits idle year after year. It makes no sense to make the same mistake again, especially when surplus capacity exists with the regional airport system.
- <u>Regional Airport System</u>. Milwaukee's Mitchell Field, the Dane County Regional Airport at Madison, Wisconsin, the Dubuque Regional Airport, the Quad Cities Airport at Moline, Illinois, the Gary Regional at Indiana and the Northwest Chicagoland Regional Airport at Rockford, (IL) all play very important, complementary roles for the regional air service market area. However, all except one (The Northwest Chicagoland Regional Airport at Rockford) are at the extreme boundaries of the air service market area, making their role, by default, more local and/or truly regional in nature. The single exception is the existing international grade aviation facilities at RFD, the Northwest Chicagoland Regional Airport at Rockford, which is geographically centered in the region, yet undeniably underutilized.

Northwest Chicagoland Regional Airport at Rockford (RFD). RFD's infrastructure is international in nature, as attested to by its status as the 23rd largest air cargo airport in the entire United States (O'Hare is ranked 8th, Milwaukee 51st by comparison). It has a 10,000' primary runway with the stateof-the-art Category III landing system (a system traditionally limited to O'Hare, Detroit and Minneapolis sized airports). Its \$20 million airline terminal is less than 15 years old and is currently capable of providing four (4) out of the five (5) jet bridges called for in the scaled back, multi-billion dollar Peotone project - in a matter of months at RFD versus years at Peotone! RFD's 3,000+ acre complex makes it five times (5x) the existing landmass of Chicago Midway. Its airspace is uncongested and independent of the highly congested Chicago air space. RFD possesses everything that is needed to solve our region's ongoing aviation gridlock now. Equally as important, 8,300,000 people live within 90 minutes of RFD, the "Northwest Chicagoland Regional Airport at Rockford!"

In conclusion, all existing improvements planned for Chicago O'Hare and Chicago Midway will not adequately address existing demand, let alone future demand. Moreover, other existing airports are too far removed from the area of concentrated passenger demand (the northwest and western suburbs of Chicagoland), unless linked via rail (which, unfortunately, has not been planned for). In consideration of the above, it is essential that our region's citizens and leaders proactively and cooperatively proclaim, promote and otherwise integrate RFD as a supplemental airport for Chicagoland and the regional air service market area.

Therefore, the Board of Commissioners of the Greater Rockford Airport Authority encourages all regional leaders to:

- Proclaim their support for immediately addressing long overdue solutions of the aviation congestion in our region in a bi-partisan and financially responsible and proactive manner.
- Take action to discontinue spending taxpayer funds on a green field site in Peotone or any other location until it can be clearly demonstrated that every effort has been made to utilize existing airports in satisfying regional aviation demands./

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