

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**TIER 2 EIS DRAFT
SCOPING
DOCUMENTATION**

**SOUTH SUBURBAN AIRPORT,
INAUGURAL AIRPORT PROGRAM**



VOLUME 2

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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PUBLIC COMMENTS



SP 00001

REALTOR® Association of West/South Suburban Chicagoland*Serving members in Western and Southern Cook County and all of DuPage County*

On behalf of the Realtors® Association of the West South Suburban Chicago land which represents over 4000 Realtors® in south suburban Cook County along with the Three Rivers Realtors® Association representing over 1000 Realtors® in Will and Grundy Counties my name is Tom Joseph and I serve as Government Affairs Director representing the Realtor® community in this region.

In recent days Americans have recalled the Presidency of John F. Kennedy and one of his more famous quotes was and I quote "A Rising Tide Lifts All Boats" no where would that have more meaning than in this region. With the strong purchasing power of the American consumer Realtors® & the Housing market have allowed the American economy to escape a serious recession in the past 3 years. The housing market in this region has raised the level of productivity and has brought stability. Much more is needed to strengthen this region.

[The concept of the 3rd airport is something that the above associations representing over 5000 Realtors® in the region support as a major economic tool to bring jobs, continue the residential housing growth and broaden the commercial base so that residents who live in the region will have a better opportunity to find employment and continue to benefit in the American Dream of owning a home. Furthermore, a 3rd airport located in this region will benefit the Children directly when more businesses locate to the region and there important tax dollars are invested for schools.]

1-9

The Realtor® community is uniquely qualified in speaking to the future of a region because Realtors® own property in the community, sell property in the community and are advocates for the community and region they live in. Individuals, who are looking to relocate and live in an area care deeply about the home they may purchase, the schools they send their children to and the employment opportunities that are offered throughout a region. Unfortunately, presently there are roughly 60 residents for every one job in the south suburbs of Cook County. Conversely, Will and Grundy County are enjoying tremendous benefits from a very strong local economy; which makes Will County the

www.RWSSC.com

number one County for growth in the Midwest outside of the south according to the most recent census figures. [This airport will have a twofold impact, bringing opportunity to the south suburbs and ensuring Will Counties continued strength.]

1-10

More importantly, a 3rd airport will help reduce property taxes for homeowners in the surrounding area of the airport as we have seen near O'Hare airport as more commercial and industrial businesses are attracted which will make it more beneficial for individuals to purchase homes.]

6-38

[The South/Southwest region of Illinois will benefit directly with a 3rd airport, which will overtime directly impact the State and National economy.] We thank the FAA for all there cooperation and encourage that final approval be granted to start this important process.

6-39

Thank You

**Thomas H. Joseph
Government Affairs Director**

M
12/19

It has been mentioned to me that a Type 1 metropolitan area is one on a more or less unobstructed plain, has its outer limits more or less in a circle, and has its business center in its geographic center. A Type 2 metropolitan area is one on a shoreline, has its outer land limits in more or less a semicircle, and has its business center in the center of its semicircle on the shoreline. As such an area expands, its center eventually moves inland to its more or less geographic center, becoming a Type 1.

This has not happened in the Chicago area, however, for two reasons. First, the area's business elite has lived predominately on the shore north of the business center and has favored further development in that direction. O'Hare was located largely for its convenience, the elite now supporting the expansion very visibly, notably by two page ads in local publications. Second, DuPage County, more or less where the business center would have moved, was historically anti-development.

Thus, if true, the development around O'Hare Airport has a lot less to do with aviation than superficially observed. It hardly supports the oft-repeated ambition of Rep. Jesse Jackson, Jr. to have the south side look like the north side.

Not that airports never stimulate development, to be sure. With Jesse Sr. subbing for WVON host Cliff Kelley on Thanksgiving morning, Jr. noted the development around Midway. A caller, however, noted all the empty factories around Midway and argued for its expansion instead.

[Would a 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.] The City-controlled Lake Calumet airport they supported over a decade ago might have, but for reasons far beyond an airport.

29-9

How, then, to spark development in the southern reaches, where, as Jr. often observes, there is one job per sixty population, as opposed to the three jobs per person around O'Hare? Maybe he should look instead at the City's forthcoming study on the economic impact of railroad yards, of which I have seen a preview.

Rail facilities in the city take twice the land area of O'Hare and room for increasingly urgent expansion is hard to find. The Union Pacific has just opened a giant new intermodal (rail-truck) yard in Rochelle, seventy miles west of town, its third choice because of local opposition to sites closer in. New industry is already springing up there. The Burlington Northern Santa Fe has its new yard in the former Joliet Arsenal, still some forty miles out. Service in the immediate area is much easier to provide, of course, than it is forty or seventy miles away.

Thus industry has yet another reason to leave the city. Thus also the southern suburbs might be just the place for eastern and western railroads to meet and keep through traffic out of city congestion. The new industry around a railroad yard will likely provide much better jobs than the hotels and restaurants Jr. anticipates around an airport. Why city rail yards do not attract industry in another question.

One problem (of many) is that room to expand has long been much more available in the suburbs than the city. One possible solution is an external material handling system, one allowing factories miles apart to function as one. The tried and true overhead monorail might get seven league boots with the likewise tried and true linear induction motor, a variant of the familiar clock motor, long used to move metals, from powders to ingots, directly, without intervening machinery. The motor both propels and suspends the vehicle 3/8" under a standard steel beam.

Thus a 40 ton truck trailer could move 30 miles in 30 minutes for \$10 worth of electricity, even through the city. Between cities it could easily move 150 mph. and, who knows, make much air travel obsolete.

Could Race Again

Viewpoints Of Our Readers

How About Having Modest Proposal for Airport Sanity?

Editor: Do we now or did we ever need a six east-west runway O'Hare? Or a 23,000 acre Peotone? While downtown doorstep Meigs is woefully underutilized? Can legitimate travel needs be met at considerably less economic and environmental cost?

The rationale for a six east-west runway O'Hare was maximum hub-and-spoke capacity, the plane-changing capital of the world. Some 40% of O'Hare passengers, however, travel 400 miles or less. The Tribune Camp O'Hare series of late 2000 featured a family traveling from Grand Rapids, Mich., to Fort Wayne, Ind., changing planes at O'Hare for some unfathomable reason, and getting stuck in a snowstorm for 10 hours, before finally getting home on a bus.

Over the last two years

hub-and-spoke has pretty well collapsed. It is very expensive to operate, especially on short turnarounds, and point-to-point travel times are often little better than Depression era streamlined trains. Obviously it needs twice as much airport capacity as point-to-point, or more. Two pairs of the proposed six runways are only 1,200' apart, not the 4,300' required for simultaneous operation in bad weather. Each puddle-jumper requires the same airport capacity as a 747. If short haul traffic has to go by air, it can go into something the size of Meigs.

High speed ground transportation would be nice, but going back 30 years or so would still be a big improvement over today. In the mid-'60s, the Pennsylvania Railroad scheduled five trains a day, Chicago to Fort Wayne, 148 miles, morning, afternoon and

evening departures, even the milk run taking considerably less than three hours. Today, Greyhound runs Chicago-Indianapolis expresses in barely three hours, downtown to downtown, when it takes two hours to check in at the airport.

If the air traffic controllers might get a word in edgewise, their complaint, if I understand correctly, is that only two of O'Hare's criss-cross runways operate in bad weather. Another NW-SE runway would ease matters considerably, they say, a considerable project, to be sure, but considerably less expensive and disruptive.

If the southern suburbs, with a population greater than Cleveland, really need their own airport, how about a Midway size operation, one mile by one mile, 640 acres? This would not devastate the entire area. Midway has service to just about everywhere in North America. It can handle the 757 with a range of 4,300 miles. Nearby, little utilized Gary can handle jumbos, at whatever cost to civic ego, and O'Hare is not that far, 50 miles or so, for anyone schlepping off to Melbourne or Capetown.

If O'Hare still runs out of space for heavies, even with short haul traffic diverted, Rockford, Milwaukee and Gary are not that far away. Improved ground trans-

portation would put them that much closer.

If we really need extensive short haul air travel, a new runway, improved instrument landing systems, and a resurrected Lockheed Electra could put Meigs into it big time. See the May 2003 Airpower on the Electra, a 1950s turboprop designed with C-130 Hercules technology to be profitable on stages 100 to 3,000 miles and use small airports. It flies at 400 mph and is quiet. Quickly overshadowed by jets four decades ago, perhaps it was just ahead of its time. It gives away little to 500 mph jets on short hops, much less using small, close-in airports. The Navy P-3 Orion patrol plane, in production for 40 years, is merely an adapted Electra, so retooling is not a problem.

To really improve ground transportation, there is a monorail technology whose structure is an overhead steel beam and whose vehicle is both propelled and suspended by a linear induction motor. Its footprint being only columns every 80 feet or so, it does not need another swath through city or countryside or create conflicts with existing road and rail traffic. NASA is investigating this same technology to launch satellites.

—William F. Wendt Jr.
Near West Side

pick. gandelio
spinach taste-
nearby park to a
whatever else was
table.

One thing I ma
when looking ba
were dirt poor bu
proud. There we
government subsid
unemployment cc
sation. If a relat
friend didn't help
when you were des
you were out of
Families survive

Tragedy Results

Editor: Eighteen
ago on Aug. 5, a 1
old boy lost his lif
motorcycle accident

A grieving f
signed a paper-gr
permission to remo
organs for donation
can only speculate
many lives were ult
ly helped at that poi
moment.

I can only say wit
tainty that mine wa
of them. This month
kidney and I will
brate our 18th "birth
together. My unk
donor would have t
35 this year.

Who knows what
tial was lost with
young life that fi
day? The "what ifs"
his life make it a b
sweet anniversary fo
But then, I wonder,
if I never received
miracle? With a sup
ive husband and this
cial gift, my potent
a chance to be realiz
now have two terrific
and a pretty normal
Every accomplishm
tiny and grand, ove

The Southwest News-Herald will reserve this space each week for Viewpoints of Our Readers. We welcome opinions on any subject, particularly items of local interest. Letters should be typed and preferably double spaced. Handwritten letters will be accepted; however, typed items will be considered first.

Residents need to sign their name and include an address of where they can be reached for verification purposes. Names and exact addresses can be withheld but residents need to request that at the beginning or end of the letter.

If residents send letters without a name or an address, those letters will be disregarded. Letters are edited for brevity, clarity and taste.

Address letters to: Viewpoints Editor, Southwest News-Herald, 6225 S. Kedzie Ave., Chicago, IL 60629, or by e-mail at vonpub@aol.com

Gordon Wilson

From: "Gordon Wilson" <gordonfriedawilson@msn.com>
To: "gordonfriedawilson" <gordonfriedawilson@msn.com>
Sent: Wednesday, December 03, 2003 3:03 PM
Subject: Fw: Peotone Airport

December 3, 2003

Ladies and Gentlemen:

[The so called "Peotone Airport" as planned is a BAD IDEA! First and most importantly, IT IS NOT NEEDED.] It has been promoted by many different individuals and groups for many years for the wrong reasons. Also, the location is wrong. 1-18

NEED:

Major airline business has been in trouble for 30 years. Giants like TWA, Eastern and Pan American failed. This weakness has been exacerbated even further by the soft economy and the impact of 9-11. The majors of today are in trouble. Start up, low cost airlines have come and gone. Only two, Southwest and ATA, seem to survive. [None of the carriers have expressed an urgent near or long term need for additional landing and terminal facilities. In fact, they have repeatedly stated that they do not need, want and will not use the Peotone site if built.] The major carriers are now beginning to address their fiscal responsibilities by using larger airliners which produce more seat miles with fewer aircraft thus reducing the need for more runways and gates and also preserving airway capacity. 1-22

WRONG REASONS:

Rather than responding to a generally agreed upon need for additional transportation capacity, the promoters have almost exclusively cited jobs and economic growth as their main reasons for building the airport. They've centered on the ancillary RESULT of the need as the PRIMARY reason for the project. In other words, they've put the cart before the horse. The promoters of Mid America Airport in Illinois near St. Louis made the same mistake. Then, as now, the airlines stated they would not use the facility. The advocates assured the opposition that if built, the airlines would change their minds and use the airport. Today, it stands virtually deserted.

LOCATION:

[If in fact, an additional Chicago airport should become necessary in the future, another location should be chosen.] If built at the current location, [this airport would have a significant negative effect on the area.] Several thousand acres of the Peotone location are actively farmed. 2-6
Ultimately, 3,000+ people, their residences and businesses (many built or established within the last five years) would be displaced. Sixty five light aircraft tenants at Sanger Airport, located in the very center of the Peotone cite, would be forced to relocate. They would experience a 200% to 400% increase in monthly hangar rent, increased fuel cost, and for many, significantly increased travel time to use their aircraft. The terrain is rolling and the construction of runways would require the moving of hundreds of thousands of yards of soil. Just a few miles west of this proposed location lies the decommissioned Joliet Arsenal -- thousands of acres of uninhabited, flat 29-66

12/3/03

land, bordered by two major expressways.

There are currently several coalitions -- SOUTH SUBURBAN AIRPORT COALITION, WILL COUNTY COALITION, SOUTH SUBURBAN MAYORS AND MANAGERS ASSOCIATION, AND KANKAKEE RIVER VALLEY AIRPORT AUTHORITY -- to name a few, all striving to do the same thing in the same place, but in a different way. The Greater Rockford Coalition has called for an end to the new Peotone Airport -- correctly observing that Rockford, Milwaukee, and Gary already have infrastructure in place to accommodate any increased transportation needs in the Chicago area. The cash strapped State of Illinois has bought property in anticipation of the start of this project with no mandate. The Jackson Plan (SOUTH SUBURBAN AIRPORT COALITION) claims to have private capital backing for the construction. However, hundreds of millions of dollars of infrastructure will be paid for by taxpayers. All the land that has been purchased and will be purchased is taken off tax rolls resulting in severe shortfalls for schools and other local public needs. It seems the major impetus for the project is political ambition and the relatively few who stand to reap large financial gains. It's no secret that some proponents have said, off the record, that it's the south side's turn for the lucrative no-bid contracts that the O'Hare area has enjoyed for many years. The promoters of this idea have been trying for at least 20 years and have failed. How much more evidence do we need to declare an end to this bad idea?

Many in this room are probably wondering who I am and what expertise I have to substantiate what I have said. I am Mr. Rural Peotone or, if you wish, Iron Ring resident who has endured the very expensive and on-going futility and frustration of this effort. I am a citizen very concerned about the possibility of this gigantically expensive, largely publicly funded project, ending up in failure. I am a citizen very troubled by elected officials from the south side and even communities surrounding O'Hare who are trying to force this plan on the residents of the Peotone site and the surrounding communities -- RESIDENTS WHO ARE NOT THEIR CONSTITUENTS. Lastly, I am a taxpayer.

Thank you for allowing me to be heard.

Gordon Wilson

COMMENT SHEET

SP 00004

107
12/19FAA 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: Construction of the Airport is critical to ensuring quality transportation in Northwest Illinois. [I am fully in favor of both the inaugural & ultimate Airport facility]

1-9

[Additional emphasis must be given to enhanced roadway access from both I-57 & I-88, as well as extension of Meyra from University Park to Airport & to Kankakee. Enhanced roadway access needs to be part of inaugural Airport plan]

27-1

Name: FRANK KOEHLER
Organization:
Address: 1343 BUILDING DR.
SOUTHBOROUGH IL 60914
TEL: 815 436 0902
F.KOEHLER@AOL.COM

Comments must be postmarked no later than December 19, 2003.



FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

107
12/19

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

You guys are hogging the place. When I normally go straight through the hall of Governors I can't seem to get in 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 I have already spent millions on the G-Building. They can't buy more mobility carts for the disabled students here. And Medica is trying to get a scooter out of Medicare or Medicaid is like pulling teeth. Life sucks and the rich get richer and the poor get poorer. This is the Bush/Cheney Economy.

29-10

Name:

Organization:

Address:

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

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:

I also don't like
the fact that the state
of Illinois police officer
came with his drug
search dog and they put
that in order to get
the towel out of the
dog's mouth he choked
the dog. Now I consider
this abuse and there
are animal abuse laws
in Illinois. And he told
me asked the trooper
not to dog do it that
to the dog but he
refused and did it any
way. This dog was
a beautiful German
named Fulvery and she
doesn't deserve to be
treated this way!

Name: _____
Organization: _____
Address: _____

Comments must be postmarked no later than December 19, 2003.



JL
12/19**Arguments Against The Proposed Airport**Airports /Surrounding Infrastructure and Air Pollution-Air Quality: Chronic Health Problems and Degraded Air Quality Due to Constant exposure from Air Pollution

New England Journal of Medicine reported that environmental factors – mainly radiation and chemical pollution – are roughly twice as likely to contribute to cancer cases as genetic factors. New information regarding lead, which can harm children's learning by lowering their I. Q. and neurological development and can persist for years in the environment.

1. Arriving and departing planes generate nitrogen oxide, lead, hydrocarbons, SO₂, naphthalene, and known carcinogens such as benzene, formaldehyde, dioxin and dust. This "poison circle" can extend for six miles around a single runway and run 20 miles downwind. Thus adding to both Will County and Cook County's poor and degraded air quality.
2. In August (2000), a study by Environ International Corporation detected 219 volatile compounds in the air around Chicago's O'Hare International Airport ("78 at increased levels"), and estimated the resulting cancer risk for people living near the airport was five times higher than the regional average. This could make it the number one polluter in the state.
3. Aircraft are not required to install catalytic converters, thus that are responsible for more than half of local air pollution. Even newer efficient aircraft emit the same toxic chemicals in large quantity.
4. Fumes from idling diesel jet engines are about 14 times more polluting than gasoline exhaust. A Boeing 747 consumes more than 500 gallons of fuel during taxiing.
5. A modern airport consumes nearly 500 million gallons of fuel a year, nearly half as much fuel burned by a large city's automobiles.
6. At many airports, levels of carbon dioxide, hydrocarbons and nitrogen oxides are at least 10X higher than surrounding cities. This includes pollution from cars, trucks, buses, and equipment.
7. Data from Washington Health Department Census 1991-95 compared illness and mortality rates for residents near the Seattle-Tacoma airport with those of Seattle overall, found that infant mortality near the airport 50 percent greater, heart disease was 57 percent greater, cancer deaths 36 percent greater.

Airports and Water Pollution/ Destruction of Wetlands-
Water Quality: Chronic Environmental Degradation and Related Health Problems
due to the constant exposure to water pollution.

Water quality is one of the few environmental impacts at airports that is regulated and controlled by outside agencies, and therefore in some cases quite complex and costly engineering solutions are put in place. Water pollution around airports occurs principally because chemicals used in the day to day operation of the airports are flushed by rainwater into nearby water courses, or enter the soil and are leached into groundwater.

In addition, dioxins from spilled jet fuel, diethelyne glycol from de-icing fluids, leaked engine oil, and jet exhaust particulates cover the tarmac and seep into the ground, streams and creeks bordering airports, endangering the health of downstream communities.

A University of Illinois School of Public Medicine study estimates that pollution from O'Hare's seven runways – including run-off that ultimately flows into the Des Plaines River – could be affecting the health of 5 million people. This will affect the Kankakee River, its tributaries, wetlands and wildlife.

Kurt Leslie
DePaul University SNL

Kurt Zech 6900 Edgewood Rd
Palos Hts IL 60463

[What plans have been made
to study and address the
toxic chemical load and
its effects on health and
the surrounding environment.]

24-1

The Peotone airport is supposed to bring jobs. If the politicians hadn't taxed the small companies out of business and sent jobs overseas, we wouldn't have a job crisis. They are selling our country out from under us. British Petroleum sells all the jet fuel and now Canadians (Lcor, brought in by Jesse Jackson, Jr.) will own part of the airport

The Peotone airport is supposed to be completed in 5 years with private and federal funding. It is not expected to be profitable with standard growth for 10 years. Will County will have to pay for the infrastructure - roads at a million and a half dollars a mile, bridges, sewers and sanitation at more than 400 million, water system at more than 260 million and added costs to police and fire departments.

The Chicago Airport authority landing fees for Midway and O'Hare are from \$475 to \$1,900; plus the airlines rent parking lots and buildings from the city airports. If you think Daley is going to let the airlines go somewhere else, you are sadly mistaken.

Airplanes dump millions of tons of toxic waste in the air; yet they are the only engines that have no pollution controls. The Government has let them be "self-regulated". That is like having Jack the Ripper drive a girl's school bus.

Jesse Jackson, Jr.'s group are getting bonding companies to put up millions for an airport that hasn't been environmentally approved yet. It doesn't take a rocket scientist to know that this smells like a backroom deal has been cut already.

Area school districts and townships are losing 1.1 million dollars of assessed evaluations on land already taken by the State, upon which they were supposed to pay local taxes but haven't.

The taxpayers of Illinois have been paying for studies for this airport for over 13 years. Over 45 million dollars going down the drain and they still want more. The boondoggle on this airport is so big the Chicago papers and TV stations will not talk about it. This is a scandal bigger than Enron.

Nobody has mentioned if this thing folds like at MidAmerica in St. Louis (an airport brought to you by the same IDOT bunch), the taxpayers of Will County are going to be left with a very big bill - operating expenses there are \$3.5 million a year with NO return.

In one year, the 12,000 commercial airplanes flights use as much fuel as 112.7 million US autos.. The airlines know there is going to be a fuel crunch in 15 years; they are already planning for planes that will carry a 1,000 passengers. There will be fewer flights but they will be able to move more people. There will be no need for an airport at Peotone. The mayors of the so called "Iron Ring" know nothing about the aircraft industry. All you have to do is say "jobs" and they will OK anything. .

[If this was a legitimate environmental study by the FAA, the EPA would be involved.] None of the environmental reports mentions that this area is a geese flyway and staging area. If you may remember, the B1 bomber was brought down by a flock of geese. One more thing, we should be told the results of these public scoping meetings. Or do you throw them in the garbage and do what the hell you want anyway, or rather, what the highest bidder wants.

23-4

29-67

FAA SCOPING SESSION - DECEMBER 3, 2003

During the Korean Conflict, I was drafted in the Army and paid \$72.50 a month to shoot North Koreans. This was done to save the world from Communism. I see now, I was shooting the wrong people. The politicians are taking our land, polluting our air and water and our ground and we don't have a thing to say about it - Ladies and gentlemen, that is Communism.

The politicians got the gambling casinos that were supposed to give the schools all the money they needed; but everybody knows that the money disappeared into the political machinery. Now we wonder where the Peotone airport money will go.

If this Peotone airport goes the way they have it planned, with the one 10,000 foot runway, what happened to the buffer zone that was to protect people from noise and pollution. The planes will be taking off and landing right next to the houses they can't afford to buy. 3-4

Bob Carter

708-946-2136

COMMENT SHEET

SP 00008

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

by
12/22

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

12/3/03

Comments: _____

No Airport!

1-26

Name: EILEEN Kelly
Organization: _____
Address: 26532 Foxwood
Monee IL
160449



Comments must be postmarked no later than December 19, 2003

COMMENT SHEET

FAA SCOPING MEETING

December 3, 2003

South Suburban Airport

Inaugural Airport Program

Environmental Impact Statement

SP 00009

Mr 12/2

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

9-2

That Care Be Taken as not To affect
The area Water Shed. AT Turn of The Century
(A Large extensive Drain Tile System was constructed.)
In Great Depression These districts went Broke! No records
exist of the over all system Layout. Some of these Drain
Tiles are 18" 24" inch and drain Large Sections of
Land. That care Be Taken To repair maintain or
reconstruct This Drainage System Then The Airport Area,
Destruction Changes To the system would have unknown
affects To over all system which could affect Drainage
To areas outside The Airport area several Miles Away!

Name: Steve J Potaczek
Organization: _____
Address: 11622 W Pauling Rd
Manhattan, IL 60442

Comments must be postmarked no later than December 19, 2003.



My name is Dr. Robert Mark. I am speaking on behalf of the 5 stakeholder groups in the four communities that surround the entrance way to the proposed South Suburban Airport. These communities – Monee, University Park, Governor's State University and ~~Potomac~~ exist on the southern and eastern boundaries of the proposed airport. I facilitate their work in the Green Communities Project funded by the Illinois Environmental Protection Agency to provide a vision and a plan for maintaining green space *in these thriving communities.*

This group has worked with IDOT, NIPC and other planners working on this proposed airport as well as significant amounts of data, existing plans and other materials to generate two Green Communities plans – one that they could support if there is no airport built and another if there is one built. The preparation of these plans has resulted in a set of comments and questions that they have asked me to represent to you for your focus and assessment.

The primary goal of the Green Communities Stakeholders is the *visioning and* development of a green area. In the event of an airport this green-space was to exist along the perimeter of the airport. This green area would contain walking paths, bike trails and other amenities, and would link green-spaces throughout the area, connecting the surrounding municipalities. The purpose of this 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 *travel* construction paths.

It was our understanding that the initial concept for the airport allowed for this green-space within the footprint of the airport and with funding or funding assistance from the state. Our current understanding from IDOT planners is that since 9/11, security requires a completely fenced area around the perimeter of the airport footprint. This would make potential and current green-space within the footprint not accessible to the public. Therefore, if the airport go forward, the Green Communities Stakeholders recommend that a green space area in the 1-mile buffer zone around the perimeter of the airport, outside the footprint, be included as an integral part of the environmental contingencies of the airport's development and financing. This would be appropriate given the initial proposals. 29-21

A second, but equally important goal of the Green Communities Project is water and water quality. This is a major concern of the stakeholders. They have questions that they believe will require your investigation and response. These questions are:

- a. How much water will the ongoing operations of the South Suburban Airport use per day – in phase 1, phase 2, etc.?
- b. What will be the source of this water, both during construction and in the following ongoing operations?
- c. How will water be returned to its source in the identical condition that it was taken?
- d. How will the water used for ongoing operations be treated to remove pollutants before it is returned to its source?

- e. What measures will be instituted to handle storm water runoff and will they in some way be set up to contribute to aquifer recharge?
- f. Will storm water runoff be handled with environmentally friendly measures such as wetlands, vegetated swales and other measures designed to recharge the aquifer with clean water?
- g. How will solid waste generated by ongoing operations be handled?

9-3

The Green Communities Stakeholders are concerned about these questions because of their dependency on the aquifer beneath the proposed site for the airport. They strongly, and I believe, responsibly, recommend that the FAA and associated agencies responsibly establish guarantees regarding water for the area – with regard to source, quantity, quality, return, treatment to remove pollutants, aquifer recharge – and that these guarantees be in place and legally binding prior to the start of construction of the first phase of the airport. We make this request because it is our understanding that the proposed footprint of the South Suburban Airport is over the only source of water to these four communities – a deep aquifer that has been identified as both fragile and difficult to replenish. It is also understood by our group that more water would not be forthcoming from either the Great Lakes Water Commission or the Kankakee Water Commission, *in the event that this aquifer is compromised in some manner.*

9-7

A third concern of the Green Communities Stakeholders is noise pollution. Such pollution could potentially render portions of existing communities unlivable, *or undesirable for green space usage.*

- h. Will there be any control over hours of operation or rate of climb in order to reduce noise pollution?
- i. Will there be any program to retrofit existing buildings with soundproofing in those areas most affected by the fly-overs?

3-1

3-2

Additionally they wish to know what is the plan for mitigating the roads and streams that will be cut off by the airport? The streams are an important part of existing watersheds as well as providing environmental amenities to the region. There are already insufficient east-west transportation routes and further interruption of these roads would cause traffic congestion as well as increased economic hardship in the region.

29-1

27-3

With regard to the interior of the airport footprint there are issues that could seriously impact the external area. The Green Communities group would like to know what the plans for the non-airport land within the footprint? In other words, it is our current understanding from IDOT planners that that land may be leased for agricultural use. Our concern regarding this is about genetically engineered agricultural ventures. 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.

7-1

We are also concerned about plans regarding the following:

- [a. The handling of construction traffic in the area? The existing streets and municipalities must not suffer economic hardship and environmental damage from this traffic.] 19-1
- [b. The control of building and land use in the area beyond the footprint? What role will existing plans have?] 4-5
- [c. The providing of bike trails 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 on the sides of the roads. *What plans will be put in place to assure continued recreational use?*] 27-7
- d. [Lastly, who is the Airport Authority?] We ask this question as the Kankakee Airport Authority can have no governance over this area? We would like to know how the Authority will be chosen? Who will choose the membership? Will there be representation on the authority of either the citizens most affected by the decisions of the Authority or those issues outlined in this presentation. 29-11

To conclude, on behalf of the membership of the Green Communities Project Stakeholders, I urge you to focus on issues of recreational and environmental green space surrounding the footprint of the proposed airport, that you investigate water related issues – including the destruction of wetlands, floodplains, streams, delicate aquifers, limited potable water sources, etc. – and should you determine to go forward with this next phase, we request that you issue binding guarantees that will maintain the viability of the pre-existing and thriving communities, and, that to the maximum extent possible that you establish guidelines that require the use of conservation design methods and environmentally friendly construction techniques. 10-1

9-1

23-1

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

MG 12/22

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: Why is Gary Airport not a viable option for expansion?
It seems as a much more logical choice:

Closer to Chicago

Existing mass transit

Economically depressed area

1-6

Please consider Gary and leave Peotone alone!!!

Ken Wesslawski

Name: Ken Wesslawski
Organization: _____
Address: 157 Willow Blvd
Willow Springs, IL 60480

Comments must be postmarked no later than December 19, 2003.



for 12/22

In Defense of the Peotone Environment

My name is Anthony Rayson and my family and I have lived in the Peotone Airport "footprint" since 1990. I know the officials from the FAA here today are in a tough position. What you may feel privately about this issue, you cannot spell out in your report. The decision has pretty much been made *for* you! However, you must go through the motions with this hearing and then come up with a report to justify paving over this well-cared for, pristine land for an unneeded airport. But, citizens *can* focus on the environment, without all the legalese.

It's a *political* decision insisted upon by certain sectors of big money, who we all know pull the strings of our politicians. The environment and the citizens don't have stacks of taxpayer money to stuff down their unethical pockets. The state of Illinois has blown \$100 million, already!

We know you're forced to wear blinders and not consider the fact that there are *already* four woefully underutilized airports ringing Chicagoland, in Rockford, Milwaukee, Gary and Kankakee. Also, you're not to factor in the genuinely needful transportation options, such as high speed rail and the embarrassment that the airlines want nothing to do with Peotone. Similarly, you're to ignore the reality that our area has been a self-sustaining and economically productive entity in an unusually environmentally conscious manner, for several generations. I couldn't do you're job. I'd quit! Luckily for me, I *can* spit out the truth!

1-11

2-14

1-22

But, you know, citizens are fighting back! This scenario where big business in collusion with government decides to force people off their land, for environmetally catastrophic profit-making projects, is being sadly played out all over our planet! It's our moral imperative as stewards of this area, to resist this assault being aimed at us for so long by this awful and unnecessary project. We'll stand up for what is right!

So, what I intend to do, is to help organize people to be there for our neighbors, if and when eminent domain &/or quick-take are forcibly imposed. It's called *Do unto others as you would have them do unto you!*

~ Statement at the December 3rd FAA Hearing at Governor's State U. ~

Anthony Rayson, Spokesman for:
Southside Citizens' Coalition
P.O. Box 721, Homewood, IL 60430

FAA hearing at Governors State University Dec 3, 2003

Mr 12/22

Watersheds, Urban Sprawl and Airports

RE: NO AIRPORT ACTIVITY UNTIL WATER ISSUES ARE ADDRESSED

"Watersheds come in families; nested levels of intimacy. On the grandest scale the hydrologic web is like all humanity – Serbs, Russians, Koyukon Indians, Amish, the billion lives in the People's Republic of China – it's broadly troubled, but it's hard to know how to help. As you work upstream toward home, you're more closely related. The big river is like your nation, a little out of hand. The lake is your cousin. The creek is your sister. The pond is her child. And, for better or worse, in sickness and in health, you're married to your sink." - Michael Parfit, National Geographic

Suddenly it is so clear, the world is running out of fresh water. Humanity is polluting, diverting and depleting the wellspring of life at a startling rate. With every passing day, our demand for fresh water outpaces its availability and thousands more people are put at risk. Already the political, and economic impacts of water scarcity are rapidly becoming a destabilizing force, with water-related conflicts springing up around the globe. Quite simply, unless we dramatically change our ways, between one-half and two-thirds of humanity will be living with severe fresh water shortages within the next quarter-century says authors Maude Barlow and Tony Clarke in their book Blue Gold.

Governments and international institutions are now faced with a well-documented fresh water crisis, which has caused them to advocate the privatization and commodification of water. Price water and put it up for sale and let the market determine its future is their venue. Water, according to the World Bank and the United Nations is a "human need," not a "human right." These are not semantics: the difference in interpretation is crucial. A human need can be supplied in many ways, especially for those with money. However, no one can sell a human right.

Water was defined as a commodity at the second "World Water Forum" in The Hague in March 2000. Government representatives at a parallel meeting did nothing to effectively counteract the statement. Rather, governments have helped pave the way for private corporations to sell water, for profit, to the thirsty citizens of the world. A handful of transnational corporations, backed by the World Bank and the International Monetary Fund are now aggressively taking over the management of public water services, dramatically raising the price of water to the local residents and profiting. The agenda is clear that water should be treated like any other tradable good, its use and distribution determined by the principles of profit.

Most of this activity has taken place without public consultation or public input. The powerful forces of governments and the corporate sector that the debate is over have made the assumption: "everyone" agrees to the commodification of water. Yet, no one has given the world's citizens a real opportunity to debate the hard political questions about water: Who owns it? Should anyone own it? If water is privatized, who will buy it for Nature? How will it be made available for the poor? Who will give corporations the right to buy whole water systems? Who will protect water resources if they are taken over by the private sector? What is the role of government in the stewardship of water?

How to those water-rich communities share with those in water-poor geographical areas? Who is the custodian of Nature's lifeblood? How do ordinary citizens become involved in the discussion?

As ordinary citizens and small business owners we should believe that fresh water belongs to the earth and all species and that no one has the right to appropriate it for personal profit. Water is part of the world's heritage and must be preserved in the public domain for all time and protected by strong local, national and international law. At stake is the whole notion of "the commons," the idea that through out public institutions we recognize shared humanity and natural resources to be preserved for future generations.

I believe that the access to clean water for basic needs is a fundamental human right. Water, a vital resource cannot become a commodity sold to the highest bidder. Each generation must ensure that the abundance and quality of water is not diminished as a result of its activities. Great efforts must be made to restore the health of aquatic ecosystems that have already been degraded and to protect others from harm. Local and regional communities must be the watchdogs of our waterways and must establish principles that oversee the use of this precious resource.

We need to radically restructure our societies and lifestyles in order to reverse the drying of the earth's surface. [We must learn to live within the watershed ecosystems that were created to sustain life. We must abandon the specious notion that we can carelessly abuse the world's precious water resources because, somehow, technology will come to the rescue. There is no technological "fix" for a planet that has run out of water.

The world's growing fresh water crisis, the corporate assault on the water "commons," and the complicity of governments in the theft of fresh water must not be allowed to continue at the expense of private citizens and small business. What will be our contribution to the problem of fresh water? Or will we step forward and prevent the privatization of profits on water from becoming our demise in social responsibly and using the accounting term "going concern." Will we once again allow larger corporations to control our personal lives and business operations, and make us fight forever nickel we earn by the sweat of our brow? I hope not!

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! Current examples of water shortages and regional battles over this precious commodity are happening right now in several areas of Illinois. One for example is Kane County that is just 25 miles from Lake Michigan, one of the world's largest sources of fresh water, yet it appears to be out of reach. As Kane develops new communities, or expands existing ones, county officials likely will need to look elsewhere for water. Lake water consumers such a Kane County must bear the cost of infrastructure necessary to transport the water.

Illinois's share of Lake Michigan water is capped by a U.S. Supreme Court decree and a subsequent pact with other Great Lakes states as well as Canada. The Illinois Department of Natural Resources, which manages allocations, plans to keep this state's diversion at or under the cap. While the state could shuffle allocations within that diversion, lake water probably won't cover all projected additional demand in the suburbs. With sprawl continuing to fuel development in Kane and other Chicago metropolitan areas, there is concern that water supplies will prove inadequate. Planners do not know the extent of supply because profiles of the state's aquifers are not

9-4

comprehensive. At the same time, groundwater withdrawals are virtually unregulated in Illinois. This has some observers predicting supply shortages that could lead to regional battles over what inevitably will become a precious commodity.

Illinois state officials and regional planners recognize this state does not have a plan for managing water resources. Last December, a panel convened by former Gov. George Ryan warned: "Unless water quantity planning is conducted in a comprehensive, regional and visionary manner, water will not be managed effectively or efficiently, conflicts can be expected to escalate and water shortages can be expected to occur in some parts of the state soon, and in many parts of the state in the decades ahead."

Questions over adequacy of water supply are percolating. The Northeastern Illinois Planning Commission, which covers the six-county Chicago Metropolitan area, projects potential shortages by 2020 for 11 townships in that area: two in McHenry County, four in Kane, two in Cook, one in DuPage and two in Will County. Kane County is subsidizing a study of deep bedrock aquifer and shallow aquifers which will cost the tax payers.

Scott Meyer, a hydrogeologist and lead investigator, says concern over groundwater availability and projected increasing water demand relate to population growth motivate a study by the Illinois State Water Survey and the Illinois State Geological Survey. "Assuming that the U.S. Supreme Court's decree is maintained and that these agreements with other Great Lakes states and Canada are written in stone, we can't expect any more water out of Lake Michigan for Illinois," Mr. Meyer.

Illinois law does provide for limited regulation of groundwater withdrawals. The Water Use Act, implemented in 1984, requires groundwater consumers to register wells expected to produce more than 100,000 gallons per day with local authorities. The law also adopted the doctrine of reasonable use – defined in statute as "use of water to meet natural wants and a fair share for artificial wants" – for groundwater withdrawals. The new rule replaced the doctrine of absolute ownership, which gave landowners total discretion to take water below their lands regardless of any effect on adjoining landowners. The change unified the statutory approach to both surface and groundwater; surface water already was covered by the riparian doctrine of reasonable use.

Yorkville in Kendall County faces a guessing game over how to make its local water supply safe to drink. More than 450,000 Illinois residents are drinking water that does not meet federal standards for radium, a radioactive element that can cause bone and sinus cancer. Every local water system in Illinois faces a December 8 2003 deadline to meet the maximum contaminant level for that element. Compounding the problem for local officials, a source of assistance is running dry. A state loan program designed to help communities adopt the new standards will be depleted by the summer of 2003 and will not be replenished until the next winter.

Community water systems that do not meet the standard range in size from Bonnie Lane Water Supply, which serves 25 people near Yorkville, to Joliet in Will County which serves 106,221 people. There are other Central Illinois counties with similar contaminants. The U.S. EPA is sticking with the stricter 5 picoCuries per liter standard. Yorkville will have to spend \$8 million to put its long-term plan in place. In addition, they may have to pay a fine for not complying on time. The fine can range as high as \$50,000 the first day of noncompliance and \$10,000 for each additional day. There are 109 communities out of compliance and may not meet the deadline.

The new rules also mean an increase in water bills for customers. Environmental officials estimate households in systems serving 10,000 people or more will see their bills increase \$30 per year, while those in systems serving less than 10,000 people will spend \$50 to \$100 more per year.

[If an airport is approved in the Beecher/Peotone area, residents can be expected to pay a considerable increase in water bills.] The water studies and infrastructure construction along with water shortages as well as water contamination will be a costly health, safety, and environmental issue. It will take years to develop a plan to adequately address these issues. They must be completed and approved especially by stakeholders before any further steps are taken to build an airport. 9-4



Sincerely,

John Spomar Jr. DBA
28952 S. Western Ave.
Beecher, Illinois 60409

President, Norco Cleaners, Inc. Dolton, Illinois
Charter Member of the National Environmental Performance Track
2002 Illinois Governors Pollution Prevention Award
2003 U.S. EPA Educational Outreach Award
President of Land of Lincoln Drycleaners Association
Chairman Illinois Alternative Solvents Coalition
Executive Board Thorn Creek Watershed Project
Certified Environmental Drycleaner
Certified Professional Wetcleaner
Certified Environmental Compliance Manager
708-945-2275 evening
708-841-6220 day
e-mail: spomar1@aol.com



Water shortages could lead to regional battles over this precious commodity

by Aaron Chambers

Kane County is just 25 miles from Lake Michigan, one of the world's largest sources of fresh water, yet it appears out of reach. As Kane develops new communities, or expands existing ones, county officials likely will need to look elsewhere for water.

Lake water consumers such as Kane County must bear the cost of infrastructure necessary to transport the water. That cost is greatest for towns farthest away. In addition, this state's share of Lake Michigan water is capped by a U.S. Supreme Court decree and a subsequent pact with other Great Lakes states. The Illinois Department of Natural Resources, which manages allocations, plans to keep this state's diversion at or under that cap. But while the state could shuffle allocations within that diversion, lake water probably won't cover all projected additional demand in the suburbs.

"We just make the broad-brush assumption from the get go that it's not going to be an option for us," says Paul Schuch, Kane's water resources director.

Kane County does have its own sources. Towns there tap regional aquifers. Elgin and Aurora, the county's two largest towns, use the Fox River. But withdrawals from the Fox and other rivers are limited to maintain adequate flow. That puts

By all appearances, there should be enough. Illinois is home to multiple shallow and deep aquifers located mostly in its northern and central regions.

the burden largely on groundwater to cover additional future demand. And with sprawl continuing to fuel development in Kane, as in other Chicago metropolitan areas, there's concern that water supplies will prove inadequate.

By all appearances, there should be enough. Illinois is home to multiple shallow and deep aquifers located mostly in its northern and central regions. But planners don't know the extent of supply because profiles of the state's aquifers are not comprehensive. At the same time, groundwater withdrawals are virtually unregulated in Illinois. This has some observers predicting supply shortages that could lead to regional battles over what inevitably will become a precious commodity.

Not everyone, though, believes state regulation is a good idea. "The big problem we have is the state tries to paint everything with a broad brush,

and this doesn't fit every area," says Dorland Smith, executive secretary of the Illinois Water Authority Association.

There are 16 such authorities in the state, mostly in central Illinois communities near the Mahomet Aquifer. Under state law, a community can establish an authority by referendum. The authority then can regulate groundwater withdrawals in that area, restricting the ability of neighboring communities and other interests from drilling wells.

Smith says this local regulation of groundwater is more efficient than state-centralized regulation would be. "When a farmer decides that he wants to put in an irrigation system, if he had to go to the state and get a permit to put in the well, this could take months or longer," he says. "This is just not acceptable in our area where we know [supply] is not a problem."

The statute that provides for the authorities exempts withdrawals for agricultural and domestic purposes from authority regulation. In other words, a farmer who uses groundwater to irrigate crops, or a family with a private well, can pump at will.

State officials view these bodies with suspicion. Gary Clark, acting water resources director at the natural resources department, says water authorities materialize when central

Illinois towns such as Danville consider expanding their groundwater withdrawal capability. "They pop up thinking they can fully regulate anyone from the outside wanting to use groundwater, yet they don't have to regulate themselves because most of the use is agricultural or domestic," he says. "It's not a good way to run a water resource, but that's the law."

Illinois is not the first state to struggle with regulation and distribution of water. Arid states in the West have dealt with this for years. For that matter, water management is an international problem; around the world, water is increasingly recognized as something to be carefully managed.

But as Illinois enters this debate, state officials and regional planners recognize this state doesn't have a plan for managing water resources. Last December, a panel convened by former Gov. George Ryan warned: "Unless water quantity planning is conducted in a comprehensive, regional and visionary manner, water will not be managed effectively or efficiently, conflicts can be expected to escalate and water shortages can be expected to occur in some parts of the state soon, and in many parts of the state in the decades ahead."

Questions over the adequacy of downstate water supply are percolating, but the immediate focus is on the collar counties. The Northeastern Illinois Planning Commission, which covers the six-county Chicago metropolitan area, projects potential shortages by 2020 for 11 townships in that area: two in McHenry County, four in Kane, two in Cook, one in DuPage and two in Will.

So Kane is subsidizing a study of the deep bedrock aquifer that spans northeastern Illinois and shallow aquifers of interest to the county. The Illinois State Water Survey and the Illinois State Geological Survey are conducting the five-year study, launched last year.

Scott Meyer, a hydrogeologist and lead investigator, says concern over groundwater availability and projected increasing water demand related to population growth motivated the study. "Assuming that the U.S. Supreme

Efforts over the past decade to increase the state's role in managing water have failed in the face of substantial interest in keeping control of water management at the local level.

Court's decree is maintained and that these agreements with other Great Lakes states are written in stone, we can't expect any more water out of Lake Michigan for Illinois," he says. "Kane County is aware of that and aware that it might be prudent for them to look at other ways of accommodating that demand."

Separately, the water and geological surveys are collecting data on aquifers throughout the state to build a digital, comprehensive picture of groundwater. Derek Winstanley, chief of the water survey, says this study won't probe as deeply as the Kane County study because survey resources are insufficient. "That would require new financial resources over about a 10-year period."

Illinois law does provide for limited regulation of groundwater withdrawals. The Water Use Act, implemented in 1984, requires groundwater consumers to register wells expected to produce more than 100,000 gallons per day with local authorities. The locals, together with the state water and geological surveys, are then required to review a well's potential effect on other users of the same source. The state, under the law, has authority to restrict withdrawals in four counties: Iroquois, Kankakee, McLean and Tazewell.

The law also adopted the doctrine of reasonable use — defined in statute as "use of water to meet natural wants and a fair share for artificial wants" — for groundwater withdrawals. The new rule replaced the doctrine of absolute ownership, which gave landowners total discretion to take water below their lands regardless of any effect on

adjoining landowners. The change unified the statutory approach to both surface and groundwater; surface water already was covered by the riparian doctrine of reasonable use.

Still, it's unclear whether this statutory mechanism is sufficient to protect the groundwater supply over the long term. "There's a very clear law on reasonable use," Winstanley says. "The question is whether that is adequate to protect the aquifers and allow sustainable use of the resources."

Moreover, he and other state officials say the legislature has not appropriated funds to enforce the Water Use Act.

Efforts over the past decade to increase the state's role in managing water have failed in the face of substantial interest in keeping control of water management at the local level. And there are emerging efforts toward regional governance of groundwater.

The Northeastern Illinois Planning Commission is organizing a regional supply consortium of water managers from Illinois, Wisconsin and Indiana. The commission hopes to raise money for further analysis of tri-state water supplies, build a regional plan and educate policymakers.

In central Illinois, local governments, water companies, water authorities and other entities interested in the Mahomet Aquifer formed the Mahomet Aquifer Consortium in 1998 to promote further study and regional management of the source. "We feel that we are best suited to manage the water supply in this area," says Smith of the water authority association.

But the extent to which Illinois groundwater is regulated in the future, and where control is based, depends, of course, on politics. "When all the interest groups come to the table to hammer out a compromise, we'll just have to see where that lands," says Clark of the natural resources department. "I don't think we'll see statewide regulation. It could be some form of regional-local control, but whether that means by county or district I just can't predict."

What's clear is that concerns in Kane County are just the beginning. □

Aaron Chambers can be reached at statehousebureau@aol.com.

Purity's price

Communities struggle to meet costly new federal standards for drinking water just as the dollars designed to help dry up

by Chris Wetterich

Four years ago, Yorkville, a growing community of 6,189 people in north-central Kendall County, faced a guessing game over how to make its local water supply safe to drink.

New standards for radium were under discussion at the U.S. Environmental Protection Agency. Getting a jump on improvements before they were handed down could save money in the long run. But guessing what the standards would be was financially risky.

Yorkville waited. The EPA tightened standards as expected. But a shot at a loan for repairs had dried up. Now Yorkville residents face a spike in their water rates to pay for \$8 million in improvements and to cover potential fines from the state EPA for missing the deadline on meeting the new standards.

More than 450,000 Illinois residents, including those in Yorkville, are drinking water that doesn't meet federal standards for radium, a radioactive element that can cause bone and sinus cancer. And every local water system that serves more than 25 people faces a December 8 deadline to meet the maximum contaminant level for that element.

Compounding the problem for local officials, a source of assistance is running dry. A state loan program designed to help communities adopt the new standards will be depleted by summer and will not be replenished

until next winter, according to Illinois EPA officials.

Currently, 109 of Illinois' local water systems don't meet U.S. EPA standards, but only 29 are on track to get the low-interest loans that are available through the state and federal governments' Community Water Supply Loan Program, according to state EPA documents. That means locals will have to dig into their own treasuries to rid their water systems of errant elements or face sanctions, including fines, from the state.

Community water systems that don't meet the standards range in size from Bonnie Lane Water Supply, which serves 25 people near Yorkville, to Joliet, which serves 106,221 people in Will County. Central Illinois towns with radium problems include Colchester in McDonough County, Bryant in Fulton County and Glasford, Mapleton and Brimfield in Peoria County.

Radium makes its way into north and north-central Illinois water supplies because certain types of bedrock deep underground naturally have the contaminants. Over time, the radioactive elements decay, are ejected from minerals in the rocks and dissolve into the water supply.

In 2000, the U.S. EPA set a standard of 5 picoCuries per liter for two different types of radium combined. One picoCurie per liter means that a radioactive compound disintegrates

into a liter of water at the rate of 2.2 atoms per minute. The EPA estimates that the lifetime risk of cancer for water with 5 picoCuries of radium per liter is about 1 in 10,000, doubling for each additional 5 picoCuries per liter.

Yorkville has an average radium level of 14.9 picoCuries per liter. The water supply for 250 people in a mobile home park near Marseilles in LaSalle County has an annual average radium reading of 26.3 picoCuries per liter.

The state EPA stopped enforcing the radium standard in 1990 after the U.S. EPA published new rules increasing the amount of radium that could be allowed in drinking water, says Roger Selburg, head of the state EPA's public water supplies division. Because the older standard was stricter, allowing less radium, questions arose about which standards would apply. That debate went on for about 10 years. Then in 2000, the U.S. EPA finally announced it was sticking with the older, stricter 5 picoCuries per liter standard.

Hence Yorkville's dilemma.

"By having that standard be debatable for years, our community kept saying, 'Don't do the public infrastructure work until it's mandated,'" City Administrator Tony Graff says. When the tougher requirement was finally adopted, Yorkville decided the most prudent option was to connect its drinking

The state loans make projects much cheaper because the interest rate is 50 percent less than the market rate. During 2002, a \$1 million loan at a 2.675 percent interest rate would save a community water system \$343,000 over the 20-year loan period.

water system to the local sanitary district and allow that agency to collect the radium. But the city won't come into compliance with the new standard until July 2004 at the earliest.

One saving grace is the city's growth. Developers are building three new wells that are scheduled to come online in July 2004. Those wells will be capable of producing water that meets the EPA's requirements. And once those wells are online, the infrastructure can be built to transfer radium from the older wells to the sanitation district.

"We're in a better position than most because we have growth dollars coming into the community," Graff says.

But the city will still have to spend \$8 million to put its long-term plan in place. In addition, Yorkville may have to pay a fine for not complying on time. Once the state EPA starts an enforcement action against noncomplying communities, the case is referred to the state attorney general, who can request that the court fine the local water system. The fine can range as high as \$50,000 for the first day of noncompliance and \$10,000 for each additional day. But Graff says he thinks Yorkville might get a break because it has tried to fix the problem.

Water systems that have taken steps to lower radium levels likely will get a pass, the EPA's Selburg says. "If they're well under way and they've started well into the construction, it's doubtful a decision would be made to continue with enforcement actions."

Still, some of the 109 communities that are out of compliance may not make the deadline because funds are short in the government's loan program, says Ron Drainer, the state EPA official who oversees those loans.

The federal government provides about \$1 billion annually to the states for the program, and Illinois gets nearly \$30 million. The state must match 20 percent of the money, making about \$35 million available each year. Last year, the agency leveraged funds by selling bonds, making an additional \$25 million available.

But Drainer estimates the total need for the program is \$500 million, including money to fix other problems such as a 2005 deadline to meet new

standards for arsenic. "We have more demand than we have available funds." He says the rocky economy has stalled discussions about increasing funding to help maintain aging water systems.

The state loans make projects much cheaper because the interest rate is 50 percent less than the market rate. During 2002, a \$1 million loan at a 2.675 percent interest rate would save a community water system \$343,000 over the 20-year loan period.

Because the radium deadline is approaching fast, the state EPA has put communities with that problem near the top of the priority list for loans. Communities that don't get a loan would have to start paying to fix the problem now, and the state EPA might be able to help them refinance it later when more loan money becomes available. "But that's more expensive and may not be doable for certain communities," Drainer says.

Yorkville, though, will have to get loans at the full market rate. That community was knocked off the eligibility list for a government loan because it had a stopgap solution.

The new rules also mean an increase in water bills for customers. Environmental officials estimate households in systems serving 10,000 people or more will see their bills increase \$30 per year, while those in systems serving less than 10,000 people will spend \$50 to \$100 more per year.

Graff estimates new construction to fix Yorkville's two existing wells will mean a spike in residents' water bills of up to 15 percent. That increase could have been as high as 70 percent if the area hadn't experienced growth that necessitated the new developer-built wells. Residents also will have to pay the full market-rate interest on the loan for the new construction as well as any fine the courts level against the town.

"We could have resolved this issue 13 years ago," Graff says, "and it would have cost the taxpayers a lot less money." □

Chris Wetterich, a recent graduate of the Public Affairs Reporting program at the University of Illinois at Springfield, was an intern for the Chicago Sun-Times.

WATER DEFICITS GROWING IN MANY COUNTRIES

Water Shortages May Cause Food Shortages

<http://www.earth-policy.org/Updates/Update15.htm>

Lester R. Brown

The world is incurring a vast water deficit. It is largely invisible, historically recent, and growing fast. Because this impending crisis typically takes the form of aquifer overpumping and falling water tables, it is not visible. Unlike burning forests or invading sand dunes, falling water tables cannot be readily photographed. They are often discovered only when wells go dry.

The world water deficit is recent—a product of the tripling of water demand over the last half-century and the rapid worldwide spread of powerful diesel and electrically driven pumps. The drilling of millions of wells has pushed water withdrawals beyond the recharge of many aquifers. The failure of governments to limit pumping to the sustainable yield of aquifers means that water tables are now falling in scores of countries.

We are consuming water that belongs to future generations. In some countries, the fall of water tables is dramatic. In Yemen, a country of 19 million, the water table under most of the country is falling by roughly 2 meters a year as water use far exceeds the sustainable yield of aquifers. World Bank official Christopher Ward observes that "groundwater is being mined at such a rate that parts of the rural economy could disappear within a generation."

In the basin where the capital, Sana'a, is located and where the water table is falling 6 meters (nearly 20 feet) per year, the aquifer will be depleted by the end of this decade. In the search for water, the Yemeni government has drilled test wells in the basin that are 2 kilometers (1.2 miles) deep, depths normally associated with the oil industry, but they have failed to find water. Yemen must soon decide whether to bring water to Sana'a, possibly from coastal desalting plants, or to relocate the capital.

Iran, a country of 70 million people, is facing an acute shortage of water. Under the agriculturally rich Chenaran Plain in northeastern Iran, the water table was falling by 2.8 meters a year in the late 1990s. But in 2001 the cumulative effect of a three-year drought and the new wells being drilled both for irrigation and to supply the nearby city of Mashad dropped the aquifer by an extraordinary 8 meters. Villages in eastern Iran are being abandoned as wells go dry, generating a swelling flow of water refugees.

(See <http://www.earth-policy.org/Updates/Update15.htm> for additional examples.)

Shortages of water in Egypt, which is entirely dependent on the Nile River, are well known. With the Nile now reduced to a trickle as it enters the Mediterranean, the three principal countries of the Nile River Basin-Egypt, Ethiopia, and Sudan-can each increase its take from the river only at the expense of the other two. With the combined population of these countries projected to climb from 167 million today to 264 million in 2025, all three are facing growing grain deficits as a result of water shortages.

In Mexico-home to 104 million people and growing by 2 million per year-the demand for water has outstripped supply in many states. In the agricultural state of Guanajuato, for example, the water table is falling by 1.8-3.3 meters a year. Mexico City's water problems are legendary. How the United States and Mexico share the water of the Rio Grande has become a thorny issue in U.S.-Mexican relations.

A World Bank study of the water balance in the North China Plain calculated an annual deficit of 37 billion tons of water. Using the rule of thumb of 1,000 tons of water to produce 1 ton of grain, this is equal to 37 million tons of grain-enough to feed 111 million Chinese at their current level of consumption. In effect, 111 million Chinese are being fed with grain produced with water that belongs to their children. Scores of other countries are running up regional water deficits, including nearly all of those in Central Asia, the Middle East, and North Africa, plus India, Pakistan, and the United States.

Historically, water shortages were local, but in an increasingly integrated world economy, the shortfalls can cross national boundaries via the international grain trade. Water-scarce countries often satisfy the growing needs of cities and industry by diverting water from irrigation and importing grain to offset the resulting loss of production. Since a ton of grain equals 1,000 tons of water, importing grain is the most efficient way to import water. World grain futures will soon in effect become world water futures.

Although military conflicts over water are always a possibility, future competition for water seems more likely to take place in world grain markets. This can be seen with Iran and Egypt, both of which now import more wheat than Japan, traditionally the world's leading importer. Imports supply 40 percent or more of the total consumption of grain-wheat, rice, and feedgrains-in both countries. Numerous other water-short countries also import much of their grain. Morocco brings in half of its grain. For Algeria and Saudi Arabia, the figure is over 70 percent. Yemen imports nearly 80

percent of its grain, and Israel, more than 90 percent.

Seventy percent of world water use, including all the water diverted from rivers and pumped from underground, is used for irrigation, 20 percent is used by industry, and 10 percent goes to residences. Thus if the world is facing a water shortage, it is also facing a food shortage. Water deficits, which are already spurring heavy grain imports in numerous smaller countries, may soon do the same in larger countries, such as China or India.

Even with the overpumping of its aquifers, China is developing a grain deficit. After rising to an historical peak of 392 million tons in 1998, grain production in the world's largest nation fell below 350 million tons in 2000, 2001, and 2002. The resulting annual deficits of 40 million tons or so have been filled by drawing down the country's extensive grain reserves. But if this situation continues, China soon will be forced to turn to the world grain market.

When this happens, it will almost certainly drive grain prices upward. Remember that when the Soviets decided after a poor harvest in 1972 to import grain rather than tighten their belts, the world wheat price climbed from \$1.90 per bushel in 1972 to \$4.89 in 1974.

The two keys to stabilizing aquifers are raising water prices and stabilizing population. The first step is to eliminate the pervasive subsidies that create artificially low prices for water in so many countries. The next is to raise water prices to the point where they will reduce pumping to a sustainable level by raising water productivity and reducing water use in all segments of society. Low-income urban consumers can be protected with "lifeline rates" that provide for basic needs at an affordable price. Prices of underground water can be raised by installing meters on pumps and charging for water as Mexico has done or by auctioning permits to operate wells. Either way, water prices rise.

The second key is to quickly stabilize population in water-short countries. Most of the 3 billion people projected to be added worldwide by mid-century will be born in countries already experiencing water shortages. Unless population growth can be slowed quickly by investing heavily in female literacy and family planning services, there may not be a humane solution to the emerging world water shortage.

#

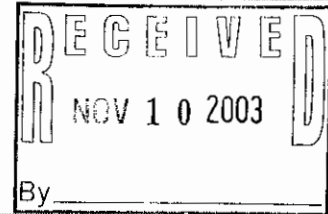
Additional data and information sources at www.earth-policy.org or contact jlarsen@earth-policy.org

New Memo Forward Reply Edit Delete Go to Copy Into Tools Print without Re

Melik6@aol.com

To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

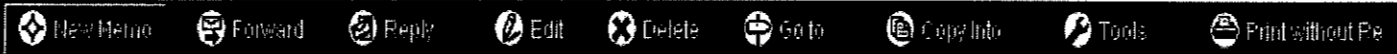
11/07/2003 10:01
PM ESTbcc:
Subject:Peotone Airport107
12/22

I don't understand why some people are so determined to build an airport in Peotone when the airlines have said, /-22
they would not use the airport.]

I also don't understand why anyone wants

Adele to destroy wonderful farmland. Once you build roads there, it will never again produce wheat, corn etc. The population is growing at an alarming rate and we will need farmland to feed the many people who will populate our cities. How can anyone be so shortsighted and think only about today and not tomorrow. [Please, leave the valuable farmland the way it is, future generations will thank you.] Adele Melik

15-4



"Nancy A. Blane"
<nblane@blanecanada.com>

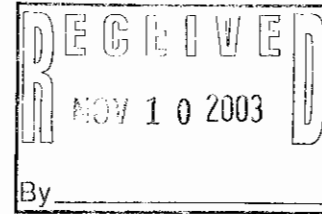
To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/03/2003 09:09 AM
Please respond to "Nancy A.
Blane"

Subject:Peotone Airport



Mr
12/22

Owning a business specializing in economic development for more than twenty years, we work across North American in developing strategic plans to attract and retain business. The end result is lower unemployment, increased disposable income, etc. Having followed the Peotone story for a number of years, I've finally decided to share my thoughts.

No matter what the environment studies, the flood plains, the hazardous waste, a pool of employable people can offer to the project, etc., if the airlines don't want it, then why waste funds on a monstrous white elephant? [If the market demand is not present, there are no excuses for moving forward with a Peotone airport.] 1-82

Nancy Blane
Partner

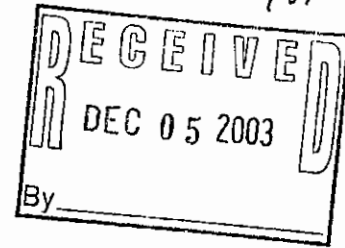
Blane, Canada Ltd.
1506 Cadet, Suite 100
Wheaton, IL 60187
630.462.9222
630.462.9210 fax

12/3/03

SD 00016

Mr 12/22

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



Dear Mr. Rewerts,

[I am opposed to the proposed airport in Peotone] for the following reasons: 1-26

Noise Impacts: Livestock and humans psychologically are affected by aircraft noise.

Social Impacts: This is related to the loss of farmland and the cost of a new infrastructure to handle road congestion. Over 1000 single family homes will be destroyed along with generational families owning this property. All contingent roads and I57 will require enhancements with more stop lights, etc., and 95 working farms will be destroyed, seven aviation fields and eighteen other businesses will have to close and a civil war cemetery will be lost.

Socioeconomic Impacts: There will be loss of revenue to fire districts, library and school districts. As of March 2003 over \$2,900,000 has been lost due to the State's purchase of just a small part of the needed land.

Air Quality & Water Quality: Both of these will be severely affected by 90 million pounds of carbon monoxide to the air each year. The Kankakee River watershed will be polluted by this and where is the water for this development coming from? Won't it affect the Kankakee River, Black Walnut Creek, Rock Creek, the south Branch of Rock Creek and Exline Slough.

Also consider the affect this unnecessary airport will have on: Parks, Raccoon Grove and Monee Reservoir, centennial farms, the Peotone anomaly-ancient Indian formation, dramatic change of the topography and landscape, endangered species of flora and fauna, over 280 acres of wetlands and 7 miles of streams paved over, 1,200 acres of flood plain paved, 15,600 acres of farmland destroyed.

What of the light shining at night, what about solid water and hazardous material disposal? It is estimated that the Peotone Airport would produce over 3.5 million pounds of waste each year including tens of thousands of gallons of oils, fuels, solvents and other chemicals.

[Please, stop this airport now. I live on the south side of Chicago and I Don't Want It!] 1-26

Sincerely,

[Please halt progress on
this airport now. The airlines
don't even want it!] 1-12
K MacNeil

Kay MacNeil
689 Golf Club Ln.
Frankfort, IL 60423-9518

Reply Forward Print Delete Copy Paste Print without content

167
 12/22

"Gina Cooke"
 <ginarama@ixpres.com>

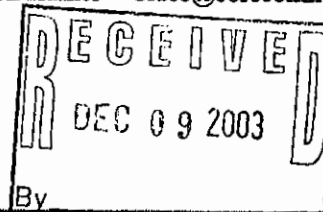
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA, "Ellen Hafner" <blues@corecomm.net>,
 <ccain@scn1.com>

cc:

bcc:

12/07/2003 02:16 PM

Subject: Proposed Peotone Airport



Dear Mr. Rewerts, Ms. Cain, and STAND members,

[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.] Communities that have seen slow and steady growth as a result of agricultural commerce and small industry will see their economies and lifestyles paved over to make room for an airport no one asked for.

24-2

[The noise level will be unhealthy for the communities involved and the surrounding areas.] While the noise levels for the airport itself may fall below acceptable government standards (which in themselves are an egregious usurpation of local standards), the cumulative effect of increased traffic and out-of-control industrialization will destroy an idyllic setting in less than a decade.

[Air quality on the south side of Chicago and Northwest Indiana, already extremely poor because of badly-regulated smokestacks and urban sprawl, will be harmed even further by the removal of trees and the forced shifting of yet another area from agricultural to heavy-industrial.] Astham is epidemic to the south side of Chicago and is on the rise nationwide. As one of us suffers from chronic respiratory illness after growing up in the shadow of major polluters, we can testify that no amount of economic growth can make up for filthy air. You can't breathe money.

7-2

As more and more acres are paved over and turned over to sources of pollution, [water quality for residents will only suffer.] You can't drink money either. Local residents will be forced to pay for impure wells, more sewers and drains (to do the work the paved-over wetlands had been doing for thousands of years for free), and expanded treatment facilities. In short everyone in the county will be forced to subsidize the negative impacts given to their lives by the airport they didn't ask for.

9-2

[Light pollution caused by an airport will be another grave detriment to the quality of life here.] Has anyone ever stopped to consider that we are among the first generations that can't see the stars at night? What is that loss worth? How can that be measured?

17-1

Has anyone considered the fact that people sometimes move to an area to be near wildlife and wild areas that can't be found elsewhere? Why is there such a drive to turn Will county into another Bensenville? Bensenville already exists, and people who like what Bensenville has to offer live there. The Peotone area has offerings that can't be found elsewhere in Northeast Illinois, and that is its draw. By stewardship of the area's natural beauty, archaeological and culture, its endangered wildlife and threatened species and ecosystems, its value in dollars and intangibles will only increase. If Peotone were to sell its special characteristics for a momentary boom and an ongoing set of tax and health liabilities (runoff, toxic waste, noise, highways, etc.) it will be an irrevocable mistake. Eastern Will County might have some money in the very short-term, but nowhere to live in the long-term.

Yesterday on the radio I heard the story of Nauru, an island in the Pacific that was made up of the richest fertilizer on the planet. Over twenty years the residents mined away their tropical paradise, turning lush jungles into dusty strip-mines and wasteland. Nauru for a time became the richest nation per capita on Earth. Now, in 2003, with the fertilizer all gone, along with the plants, animals, and water in the jungle that covered the mines and sustained the natives for centuries, people there understand that they made a terrible mistake that can never be undone. As now they import all their water and food and the country's money slips away, Nauru is defaulting on debts and trying to undo an economy based out of necessity on organized crime. Nauruans are considering offers of relocation as their home is now uninhabitable.

I hope this story one day doesn't resonate with the residents of Will County, who may one day learn the hard way that a few good-paying jobs don't mean much when everything that had real value has been sold away, never to return.

Sincerely,

Jon and Gina Fiebelkorn
 3413 Lewis
 Steger IL 60475



SP 00018

Mr 12/22

BEECHER VETERINARY CLINIC

Daniel E. McKay D.V.M.
708-946-3131

Beecher, Illinois 60401

P.O. BOX 1171
700 Dixie Highway

12/6/03

Dear Mr. Reverte,

There are a lot of reasons that the suburbs around O'Hare Field and on the south side of Chicago are interested in developing a South Suburban Airport.

There is, however, no factual basis for the only true reason for constructing such an airport. The true reason being, an imperative need for additional passenger capacity.

[If the present airfields can handle the passenger and cargo demand, then building another airport is contra-productive.]

Sincerely, Dan McKay

1-12

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

MDavis7308@aol.com

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

12/10/2003 12:46 PM
EST

bcc:
Subject: PEOTONE AIRPORT

SP 00019

12/12/23

To Whom It May Concern,

[We are strongly opposed to the prospect of an airport in Peotone
for the following reasons: Environmental effects, like air pollution
and noise.] 1-8

Thank you.

Dr. & Mrs. Michael Davis

12-6-03 Mr 12/22

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

Dear Sir I was unable to ^{attend} the scoping session Dec 3. I supply reasons to shut down the Peotone airport waste of taxpayers \$.

- ✓ 1. Major airlines will not use it. 1-27.
- ✓ 2. Major airlines will use Gary.
- ✓ 3. Gary is closer to major population areas. 1-7
- ✓ 4. Midway & O'Hare are already much less attractive for our area in South suburbs and northern Indiana.
- ✓ 5. We don't need another ghost airport that airlines won't use such as in southern Illinois.
- ✓ 6. The jobs argument sounds good but let the labor be spent at Gary where it will enhance an airport which will be used

**This is
All you
Need to
Know**

Respectfully

Robert Albrecht

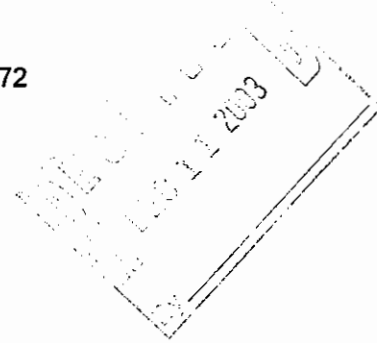
708-331-6496

1/12/20



Folks on Spokes Bicycle Club

P.O. Box 763
Matteson, IL 60443
Information Line 708-585-7672
www.folksonspokes.com



December 3, 2003

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

Dear Mr. Rewerts:

[On behalf of the present and future bicyclists, we would like to note that the South Suburban Airport would have a major negative impact on bicycling in the area.] Currently, the part of Will County designated for the airport is used for about half of the scheduled rides for the Folks on Spokes Bicycle Club. In addition, the area is used by other bicyclists for fitness, fun and utilitarian purposes. [Accordingly, we ask that planning for the airport include paths and accommodations on roadways to make up for the loss of roads to airport development.]

27-7

[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.]

27-8

Specifically, we ask that the following connections be considered:

1. From the north – connections near Ashland, Kedzie, Will Center and Ridgeland.
2. From the east – a connection to Eagle Lake Road.
3. From the south – connections from Ashland, Kedzie, and Will-Center Roads.
4. From the west – a connections from Pauling Road.

At a time when Americans are becoming increasingly obese and increasingly suffering from diseases that could be mitigated by exercise, it is especially important that opportunities for bicycling not be taken away.

Sincerely,

Sallie Vloedman, President

Al Sturges, Government Relations Chair



National Taxpayers United of Illinois

407 South Dearborn, Suite 1170
Chicago, IL 60605

SP 00022

Mr 12/22

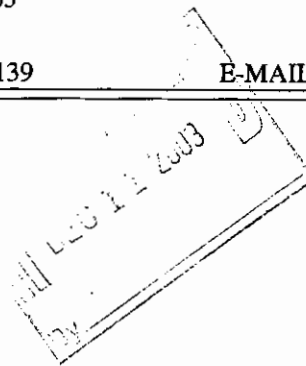
TEL: (312) 427-5128

FAX: (312) 427-5139

E-MAIL: ntui@core.com

December 8, 2003

Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018



LETTER OF COMMENT

Re: Proposed South Suburban Airport in Peotone, IL

Dear Mr. Rewerts:

[On behalf of the taxpayers of Illinois, National Taxpayers United of Illinois (NTU) *opposes* any use of taxpayer funds for the proposed South Suburban Airport in Peotone.] 1-13

The government of Illinois alone has spent millions of taxpayer dollars on this project already. Costs are likely to run into the *billions* if the airport is actually built. At the same time, airlines don't want to use an airport in Peotone, and many landowners don't want to sell. 1-12

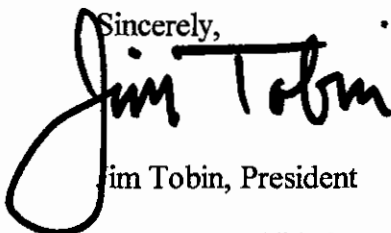
There are already 4 airports close to Chicago — in Gary, Indiana, and Rockford, Kankakee and Moline, Illinois — that could be used more efficiently to take the strain off of Chicago's airports. This rational, relatively inexpensive solution would stop the threat to Peotone landowners' property rights, and stop the outflow of taxpayer money wasted in the ongoing Peotone land-grab.

A one-runway airport (as proposed for Peotone) operated at full capacity would need no more than 200 permanent employees — nowhere near the 15,000 suggested by airport proponents. The lack of industry interest guarantees that a Peotone airport would probably provide fewer than 100 jobs, if it doesn't fail outright. The result would be a net economic loss in the south suburban community, a meaningless loss of land for many longtime Peotone residents, and a loss for *all* American taxpayers whose hard-earned money is wasted on this pork-barrel project.

A government-subsidized airport in the Peotone area would destroy the south suburbs economically, and pick the pockets of taxpayers statewide. [I urge the FAA to call a halt to the proposed Peotone Airport.] 1-26

Thank you.

Sincerely,


Jim Tobin, President

Established in 1976, National Taxpayers United of Illinois (NTU) is the largest taxpayer organization in Illinois with over 10,000 members and affiliation with more than 200 local taxpayer organizations.

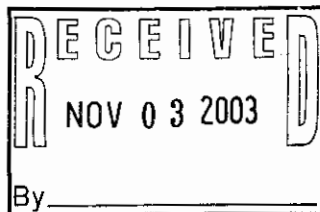
11-1-03

SP 00023

Mr 12/22

Dear Denis - Greetings! Thank you
for the formality of inviting us
to this gathering. We know the
decision has long ago already ²³⁻⁴⁶
been made to push ahead with
this unwanted, unneeded airport.
You're required to go through
the motions of pretending to care
what actual citizens think.

We'll do our damndest to make it
the disgusting spectacle that it is!
(P.S. ASK AIRLINES ABOUT Peotone!) - Anthony Rayson



ZONE 37

Dennis R. Rewerts

FAN

Chicago Airports Dist. Office

2300 E. Devon Ave

Room 320

Des Plaines, IL 60018

60018-4686

PROTECT ILLINOIS' ENVIRONMENT



TAKE A *STAND* AGAINST
LANDBANKING, EMINENT
DOMAIN & "QUICK TAKE"
IN PEOTONE!

Protecting Peotone is a Everyone's Responsibility!

The years' long menacing of the citizens of Eastern Will County doesn't just affect 4,400 or 24,000 acres of farmland. It involves the largest assault on the environment, resources and people of *all* of Illinois! For, with the forced acquisition of homes, land and farms, the juggernaut of taxpayer paid for ecocide will ensue. It is the granddaddy of all corporate, anti-citizen, unnecessary insider political swindles. For, the money poured down this economic black hole (\$100,000,000.00 already wasted) will *not* be used for needful communities or to improve our environment, but rather, to degrade it!

The push on Peotone embodies all that is wrong with government. It's an unnecessary project that the airline industry does not want. It would destroy annually productive family farming communities. It would ruin the feeder creeks that flow into the Kankakee river. It is an insider/political offensive by outsiders, with no input from local citizens.

Speculators and land developers hide behind "blind land trusts." The campaign funders (road builders, trucking outfits, etc.) wait to be awarded huge state contracts. If they have their way, asphalt, concrete, trucks, noise, pollution and non-livability will replace this serene and still pristine land. It's a devolution!

Obviously, the politicians at every level have failed the citizens miserably on this one. All they see are dollar signs and believe the incessant lies and wild projections they are constantly spoon fed. It is up to the citizens with an environmental conscious and a moral commitment to do what is right, to stand up to this disgusting assault.

Environmentalists must show what they are made of and get vocal over this. Eminent domain &/or "quicktake" are on the horizon. Many have been harassed and have sold out already. Many others are under seige, economically and psychologically over this, as well. NOW is the time to pressure the unknowing politicians about the reality of this situation and *force* them to do the right thing! When a family is forcibly thrown from their home, we must be there with them to stop this from happening. For, if they can destroy Peotone, they can do it to anybody in Illinois! Come to the aid of Earth and her people! Fight!

Anthony Rayson - South Chicago ABC Zine Distro
Southside Citizens' Coalition ~ Chicago ABC
708 - 534 - 1334

P.O. Box 721 Homewood, IL 60430

WE DESERVE SOME ANSWERS!

3

As the vultures acrimoniously circle over Peotone, the citizens of Illinois deserve some answers!

Governor Blagoyevich came out against eminent domain and "quick take" during the campaign. What is his position now and when will he personally visit with the people of Peotone, demonstrate some ethics and stop treating us like lepers?

How is it "legal" to hold whole communities economically and psychologically hostage for these many years, making it impossible to buy or sell our homes and land for a fair price? What about our children, who have lived with this menace their whole lives??? Who in hell gave our neighboring communities the morality to decide our futures out here?

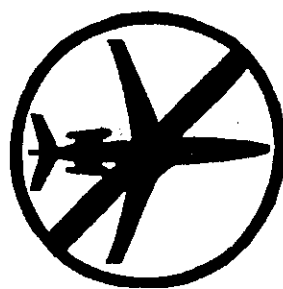
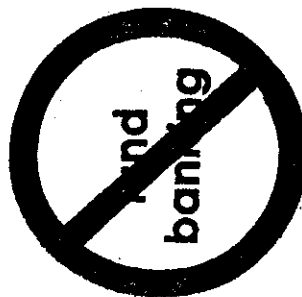
What is LCOB's track record as far as privately funding the Kennedy terminal is concerned? Was tax money heavily used? Did they go over budget and inflate enplanement projections?

What are the economic interests in the farmland surrounding Peotone of the Jacksons, Rainbow-PUSH, Tony Perry, Aldo DeAngelis and the Southland crowd? What is the position of the airline *industry* regarding an airport in Peotone?

How are the "economic engines" in Mascoutah and Gary doing and since when does a farmland destroying boondoggle become "progressive?" Why is Eastern Will County under seige from the O'Hare obstructionist agenda of Henry Hyde and Co.? Who has pocketed the \$100,000,000.00 already spend and why?

Will government *ever* use taxpayer money for projects that benefit needful communities genuinely and directly, which have real input from citizens, rather than at the behest of politically connected business interests in cahoots with their bought and sold politicians? Isn't extortion a "crime?"

It's getting close to "tea party" time, folks! For, we will not put up with this insipid, hostile takeover! Remember Narita!



Peotone Still Being Held Hostage

Governor Blagoyevich has felt compelled to redo state spending, eliminating many programs, which we're all painfully familiar with. On the sore subject of Peotone, he has been very quiet. He also has laid off the huge piles of cash certain legislators control, yet he's very vocal on "ethics reform."

He and Daley solidified the O'Hare expansion deal, which Jackson and Fitzgerald had admitted would render Peotone unnecessary. Yet, landbanking continues and the crowing for this boondoggle airport has shifted a little to the head of the Will County Board and a few mayors around O'Hare. They just so happened to have \$3 million to menace Southeastern Will county farmers and residents with. A German consortium was briefly hired, took a look and said, "No, thanks!" But recently, their Canadian one and another out East said, "Sure! We can do this! Keep sending us your money." How dare these O'Hare towns menace us in this fashion!

Blago gave IDOT \$5 million to "landbank," instead of fifteen, like Ryan had been doing. These Peotone pushers think they can build a privatized airport and lease the appropriated land (our homes and farms) from the state! So the landgrab agents, speculators, road construction companies and the propaganda machine chum on.

The \$100 million spent already has reached the black community in dry gulch trickle-down fashion. Hopkins Park, in need of genuine, community-based development, was relieved that the Women's Prison would not be erected on their town, although they had begun the foundation for it. Peotone also deserves a decision.

The residents in this area (and all Illinois citizens) are still being menaced by this unnecessary, money-pit pet project. Like everybody else, we want our tax money spent for the good of our children and the good of our community - not to ruin it, for the dreams and profit of those pushing for this, who will never be held accountable anyway, if the project proves useless, - except by us!

So, we call upon Blagoyevich to make an historic, bold decision to stop beating the dead horse known as "Peotone" and free the citizens in a wide area, for we have been your "low intensity" conflict hostages, for these many years. Make a decision, one way or the other. If you decide against us, we need to know that, too.

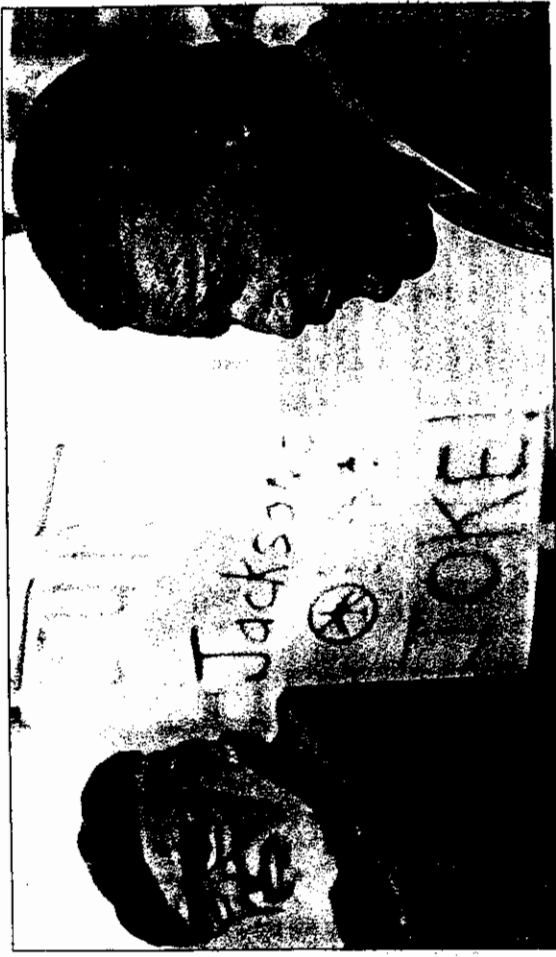
- Anthony Rayson ~ Monee, IL (708) - 534 - 1334

Anthy Rayson 9-15-03

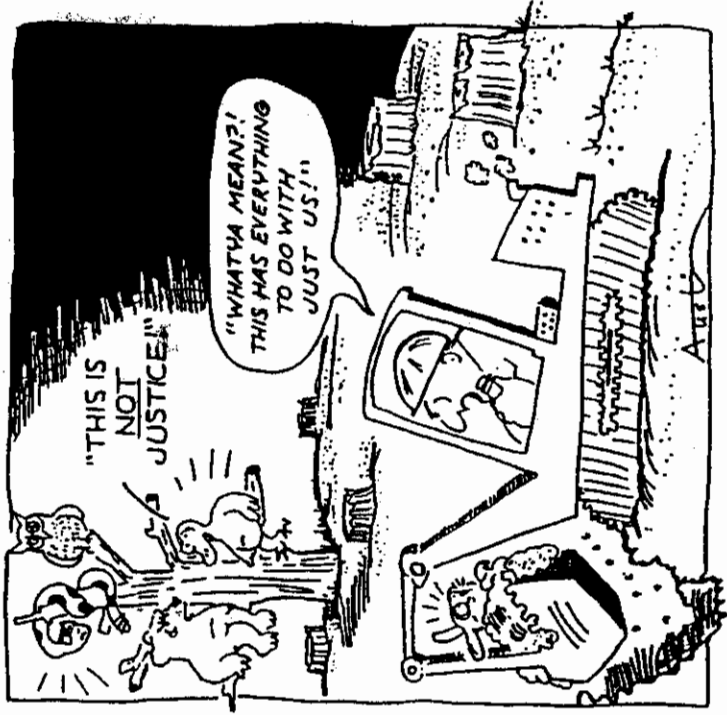
Shut This Airport Nightmare Down

P.O. Box 433, Monee, IL 60430

(708) - 534 - 7319



The Rev. Anthony Williams (right) leads a rally against the proposed third airport in Dorton on Wednesday. Williams criticized U.S. Rep. Jesse Jackson Jr. for promoting the airport project, which is outside Jackson's district. "Every time it is time for him to run, he brings up the same issues," Williams said.



SOUTHSIDE CATS

(Citizens And Taxpayers)

Folks on the Southside (and the rest of the state) have recently been hit with the latest push on Peotone by Jesse Jackson, Jr. and his latest pro-Peotone Airport group. Although he, like Senator Fitzgerald, had said Peotone was superfluous, if O'Hare expansion went through. Lo and behold, the Svengali Attorney, Karaganis, from the Suburban O'Hare Commission (SOC) and the hypocritical mayors from Elk Grove Village and Bensenville, got in his lips and then, let's not forget that the person with "honey on his lips and murder in his heart" who first intoxicated Jackson with Peotone, was none other than Henry Hyde, one of the most reactionary pro-business, anti-citizen operatives, ever to hail from Illinois!

SOC, in their desperation to stop O'Hare expansion had used the tactic of "feigned concern" for their Southside brothers and sisters and would try to dump a mega-airport on us, in hopes it would somehow prevent the expansion of O'Hare. They wanted it more than both ways. They wanted the economic prosperity that went with their proximity to O'Hare (explaining why they have \$3 million to menace Eastern Will County with) yet were aghast at the noise, pollution and congestion living near a major airport also comes with. They thought they could insult our intelligence by complaining about O'Hare up north but saying how great an airport would be down south! This, mind you, without any hint of a willing airline or any means of funding for any of it! It was and has always been a shell game performed with smoke, mirrors and bombast. Of course they had "experts" and charts and wildly cooked up "studies" paid for through the noses of Illinois taxpayers. The Peotone Airport has spent roughly \$100 million and all they to show for it is about 1,600 expropriated acres and a ton of broadbased, statewide resentment. Under the corrupt, yet adept at subterfuge, regime of George Ryan, a vicious concept known as "landbanking" was implemented without the consent of anybody except a roomful of bubbleheads in Springfield, swept away by the money being tossed around, including to them as part of George Ryan's "Illinois First" splurge.

So, slowly for the last two or three years, this menace from the state, (landbanking) through IDOT who hired a company experienced at this type of vulgar coercion of citizens, Hansen, has been harassing certain citizens who happen to live in the "footprint."

Of course, there are two "footprints" one small and one large - very large! Almost 24,000 acres - 37 square miles - which is three times the size of O'Hare! This land seizure of course, is the ultimate

goal of this poorly disguised (as a necessary airport that will be capable of performing miracles!) Jackson expects us to truly believe that a one-runway airport can be built quickly and that it will somehow prove itself economically productive enough - as a functioning airport - to pay back bondholders reasonably soon!

This strikes me as beyond odd and more like a free floating through fantasyland! The only two airlines who have shown any serious (written) interest in Peotone are Southwest and ATA. In their Midway contracts, it stipulates that if Peotone is built, they can up and leave - not to Peotone, folks, but to Milwaukee!

In his campaign literature, Jesse Junior still touts the magical figure of 236,000 jobs that "Peotone" will create. September 11th has indeed happened, as has a major depression, U.S. involvement in overseas warfare, the disappearance of the federal surplus and massive deficits in every state. Clearly, it's time to "cut the fat" from the state budget, which Governor Blagojevich has made an attempt to address. He and Daley finalized the O'Hare expansion deal, which the city and the airlines working out of O'Hare will help fund.

He also "pulled the plug" on the women's prison that George Ryan had orchestrated as "economic development" for the poor farming community in Hopkin's Park, in Kankakee County. These people do want genuine economic development such as a community center, a playground, laundromat, gas station, grocery store, basic infrastructure and so on. Thinking that they would accept having their sisters and cousins, mainly from the city living in their community in cages and that the state was doing them a "favor" was not just racist, but obscene and immoral to me.

Nonetheless, Jesse Jackson Senior came down there and advised them to make the most of it, for which he was justifiably booed.

Of course, although Mr. Blagojevich has been quite vocal lately about political "ethics," he's been oblivious to the huge piles of taxpayer cash that people like Emil Jones, Michael Madigan, and Lee Daniels have at their disposal. He's made a big move on

Maryville (as if those other places are any better) yet has kept either quiet or very vague regarding the fate of the citizens of "Peotone."

While George Ryan funnelled \$15 million per year the last four years for "landbanking" Blago only authorized \$5 million. The state now owns something like 1,600 acres and is pressuring homeowners for more all the time. Not all of this is in Jackson's "starter" airport footprint of 4,200 acres though. It's a patchwork of real estate devastation and demolished homes. It's really messed up the real estate market. Property values are greatly depressed in general because of the threat of this airport and have been for many years. This area is not even in Jackson's district! It's landrustling (a crime!)

Some folks in upscale Heatherbrook, who had the rug pulled out

A political cartoon depicting three men in military uniforms standing over a map of Peotone, Illinois. The man on the left, wearing a uniform with a swastika, speaks through a speech bubble: "LIKE IT OR NOT... WE'LL JUST 'RESETTLE' THEM BUT WE WILL HAVE THIS AIRPORT!". Above them, another speech bubble reads: "WHEN REVITALIZING INDUSTRY TAKES PRECEDENCE OVER HUMAN WELFARE - TYRANTS DON'T CONSULT THE AFFECTED COMMUNITIES." The map below shows various locations like "WARRICK OFFICE", "INDUSTRIAL ESTATES", "RAILROAD CROSSING", and "PEOTONE, ILL.". The title at the bottom is "SHUT THIS AIRPORT NIGHTMARE DOWN".

7-8-7
RASHID:

OUTH ILLINOIS SUBURBAN
AIRPORT PROJECT, IL.
PEOTONE, IL.

109-3

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CONFIDENTIAL

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from under them by Bonnema (who exempted himself from being obligated by the subdivisions covenant) and sold all of the vacant lots he still owned to the state, now can't get the state to buy their land and homes. New buyers drawn out there by the beautiful homes and livability out here won't commit because of the never-ending threat of the airport. It's a lowdown, dirty psychological war. Other people, whether "hardship" cases or not in and around the "footprint" are having a lot of trouble buying and selling, deciding if an addition is prudent or whatever. Still others are being harassed by IDOT agents, surveyors, Hansen's people, lawyers and so on to sell to the state! The land already bought by IDOT is off our meager tax rolls because the state does not tax itself - just us! In fact, the state forces us to give them all kinds of taxes and in this case, is using that tax money to menace us out of our own homes and farms!

This latest scheme by the Jackson forces is particularly mean-spirited, yet no one seems to notice! Let me explain. He's gotten the two O'Hare towns to spearhead the hiring of international conglomerates to study (and push for) a "privatized" airport. Incredibly, it is to be believed that the funding for this will come from bonds sold by an "authority" that will guarantee the bonds with future earnings of the airport. This, with no interested airlines not to mention a clith of any kinds of necessary infrastructure. Keep in mind, Gary Airport is a half an hour from the loop with major expressways and rail lines, yet they can't even get any real business and Chicago supports Gary! The only way bonds are sold is to assure the buyers that future tax dollars will pay them back!

Doing a little research will show how LOR invested but a miniscule amount of money in the Kennedy terminal - most all of it was tax money! They went way over budget and wildly over-estimated projected passengers and this was before September 11th! They're like TAMS who will indeed say what you want, complete with fancy charts, as long as you keep funneling them money. Bensenville and Elk Grove Village promised to be so gracious as to "pull out" of this "authority" when it can recover its investment - with interest. They sure do care for our welfare, eh?

All this makes for an interesting tale of hubris and suspension of reason, but now it turns nasty. Jackson has talked sister communities around Eastern Will County, namely Unversity Park and Park Forest as "partners." South Holland, which is closer to Midway and Gary than Peotone, has also joined the circling vultures. They are imbued with such arrogance and lack of morality as to think they can decide what happens to someone else's land and the families that live on that land, as if they didn't even exist, as if we were soy beans or something! The Peotone Airport is like a cult, complete with trespassers Father Dubi and flock "praying" for an

11

airport on the Ogalla farm! It's a holy crusade with churches clamoring away for it and many believers, after years of incessant taxpayer paid for propaganda. Most of the papers also buy it and hawk it. It has a stranglehold on the thinking when it comes to "development," down this way. Suffice to say, this beautiful, pristine land is the last piece within an hour of the loop that hasn't been "Napervillized" or "O'ntanded." So, you take a guess as to why we are so under seige! Off has nothing to do with Iraq, either!

Park Forest, in particular, has gone the extra step to demonstrate themselves to be environmentally responsible and aware and put on a nice Earthday every year. They are progressive, tolerant and respectful of others. So, this is stirring up serious resentment among many southside townspeople, not just the folks in Crete, Peotone, Monee and Beecher. It's the mayor, John Ostenburg, who has had the gall to speak for his town. He's also trying to get the trustees to speak with the village attorney (to get "sold" on this scheme) individually and not as a group, even though this will cost the village more. Good 'ol Democracy, eh, John? Your credibility as an "environmentalist" and good neighbor, have plunged into the toilet!

Many groups oppose the Peotone Airport for many very good reasons. It's a huge tax payer money pit waste boondoggle project that has already squandered \$100 million. It is an assault of longstanding, viable farming communities and neighborhoods. It's a serious ecological threat to the air, water and soil for a huge area and would ruin the Kankakee River, if ever forcibly built and somehow launched. It's a "blind land trust" insider landgrab. As an airport project it is unneeded and unwanted by the ailing industry. It has no land other than what is forcibly taken from Illinois citizens.

Mostly, it's a never-ending assault on the citizens by the state government and their campaign funders. It's another in a wave of greed-fueled assaults on Americans by business and government.

We will rally and hold a press conference at the State of Illinois building in Chicago on Friday, October 10th at 11 am. We'll present hundreds of petitions from citizens throughout a wide area that call upon the governor to show the same courtesy he showed to the people of Hopkin's Park, menaced by the women's prison. Pull the plug on this project, stop landbanking, save a ton of tax money that would otherwise be wasted on this mess, and allow us to begin to normalize our lives out here. We deserve a legitimate decision!

I see things begin to accelerate about this social sore. Jackson will keep pushing, as will Will County and others. Citizens will also band together to protect and struggle with the people so menaced out here. It will be interesting to see if Blagojevich will come to Peotone and genuinely try to resolve this huge problem. Only Glenn Poshard and Al Salvi have had the guts to meet with the people of Peotone.

Stop Landbanking! Release the Peotone Hostages!

Pull the Plug on Peotone

12

We've come here today to stand up for citizens, not just in Eastern Will County, or even all of Illinois. The whole world is under the pressure of corporate-political bullying. The Peotone Airport saga is but a sad, local example of it. So, we also come as American citizens, who are speaking for all of the people of the world.

This latest assault on our communities, engineered by the back-stabbing mayors from the towns of Elk Grove Village and Bensenville and Jesse Jackson, Jr. has also lured mayor John Ostenburg of Park Forest into their dubious plot! University Park officials are also claiming to speak for their citizens on this issue. Park Forest has attained a deserved reputation as an environmentally conscious and responsible town. Notice it is only the mayors who are involved in this knife sharpening of their neighbor communities! It's time for a serious reality check!

Officials are treating citizens like cattle or disposable commodities. Our families and farms have been productively existing for several generations. The people and land are not "open space" but rather highly fertile farmland. We earn our keep and provide food for the world. Many of us are townspeople like you and work hard for our families at some job. To have our tax money used against us just outrageous! Peotone has already been a \$100 million swindle, left over from the corrupt George Ryan regime. Our communities have been pressured by many Illinois taxpayer funded sources, looking to exploit our land, most painfully from IDOT who has managed to frighten, bully or lawyer talk several of our neighbors from their homes and lives out here. We've been hurt but we can recover.

Everyone should realize that we are going to stay! Only about 1/3 of the "inaugural footprint" land has been usurped from us. If eminent domain &/or quick take are forcibly implemented, look for a Cancun type situation to unravel. For we are United States citizens, who raise our families and pay our taxes and won't be pushed out of our homes, nor stand by while our friends are thrown into the street!

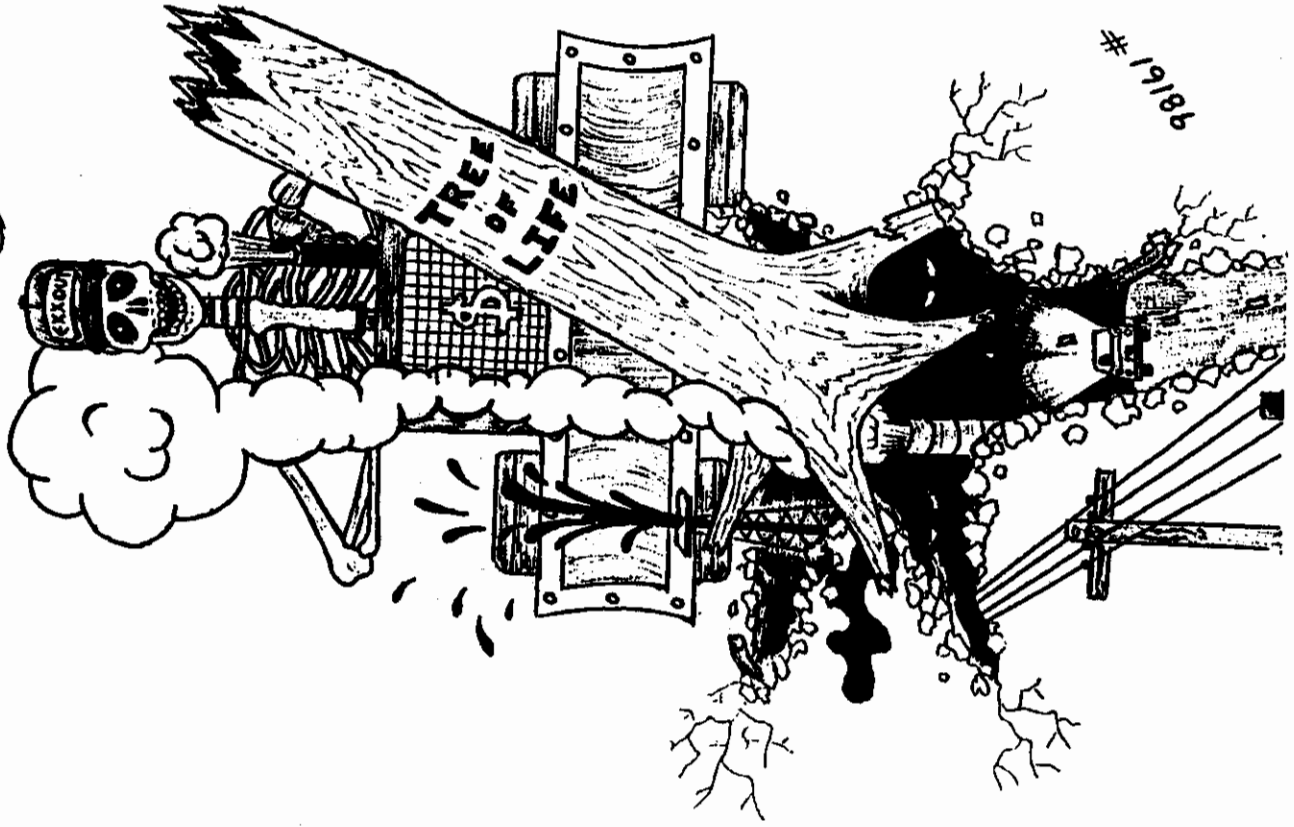
We call upon Governor Blagojevich to demonstrate his newfound governmental "ethics" and pull the plug on Peotone, once and for all! End the tragedy of landbanking, release the hostages and let us get on with our lives! Like Hopkin's Park, we deserve a decision. You stopped the unwanted women's prison down there. Now, how about real development that their community truly needs, like a community center, nice playground, laundromat, gas station and grocery store? The people of Peotone, Monee, University Park, Goodenow, Beecher and Crete deserve a final decision, like O'Hare, like Hopkin's Park. We don't want anything but to be left alone. Deal with this hostage situation! Nobody should have to live under this never-ending, menacing cloud for so long! Liberate Peotone!

Two weeks from today, on Friday, October 24, at 11 am, many more of us will be at the State of Illinois Building in Chicago. We'll present hundreds of petitions for the government, again ask that the governor step forward and end landbanking and begin the process of healing and actually including citizens in useful projects. If, however, it's war you want, we'll defend our families and our communities, as best we can.

Peotone Airport "Footprint" Resident, Anthony Rayson



(Shut This Airport Nightmare Down)



Not in Chicago

Mr. Jackson writes as if "Peotone" were on the South Side of Chicago, which is his district. It's "south" all right — way south! The land out here being bulldozed for his airport is farmland — productive, useful long-standing farmland.

The people screaming for the airport don't live anywhere near Peotone. (U.S. Rep.) Gerald Weller is also shamelessly pushing for this airport, even though he fancies himself as an "environmentalist." But, where does he live? In Morris, which is even further away from Peotone than where Jackson lives.

Those folks living around O'Hare clamoring for Peotone do so because life near a major airport is so totally miserable. When are the people who actually live in the Peotone area going to be included in this debate? Why are the opinions of certain outside politicians and pro-airport wonks treated as the voice of the "southland?" Where are the tens of millions of Illinois taxpayer dollars for a "No Airport" campaign?

Many, many people do not want this massive sprawl agenda foisted on by the Jacksons of this state. Let's study why the Chicagoland satellite airports of Gary, Rockford, Milwaukee — even Kankakee — are so underutilized. Why isn't Jackson trying to tell Ford or Sears where to put their plants and headquarters?

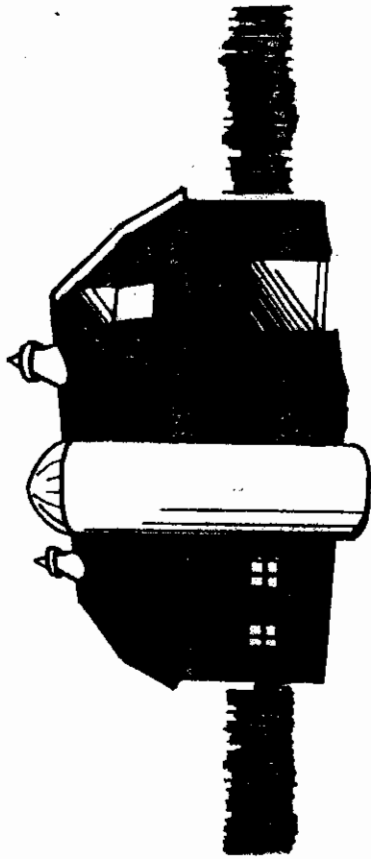
The mantra from Mascoutah was also "jobs, jobs, jobs." Supposedly 20,000 would be created. They have 24 "236,000 jobs" is irresponsible fantasy.

Jackson should be working on citizen-usable projects in and for the South Side of Chicagoland, not menacing farmers and homeowners who live outside his district, tens of miles south of him.

Neither the airlines nor the citizens of Peotone are hardly responsible for the dire conditions of suffering humanity. It is the racist, incarceration-mad, greed-based system itself that must be fought.

Destroying Peotone is not the solution.

Anthony Rayson
Monroe



YES FARMLAND



NO AIRPORT

South Chicago ABC Zine Distro
Agitation - Education

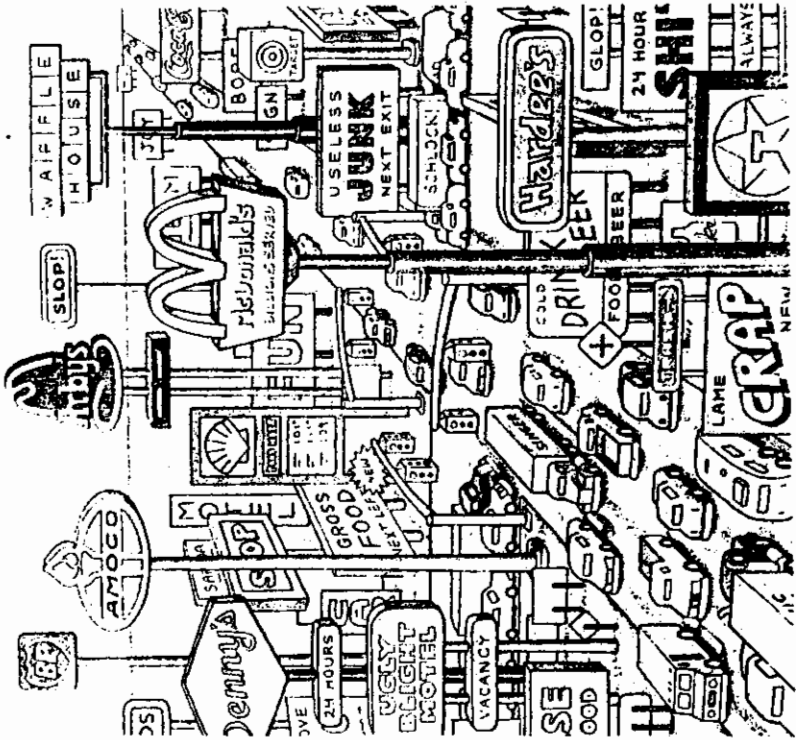


Anthony Rayson
Writer Editor
Organizer

P.O. Box 721
Homewood IL
60430

anthonyrayson@
hotmail.com

708-534-1334





www.StandNoAirport.org

HEY! THIS IS MY HOME, MY PROPERTY, OUR COMMUNITY! WHICH THESE BIG BUSINESS INTERESTS AND THEIR GOVERNMENT BACKERS DONT CARE TO HEAR OR CONSIDER. THEYVE SHUT OUR CITIZEN PROTEST GROUPS OUT OF THEIR "PUBLIC" FORUMS, CENSORED US IN THE MAINSTREAM MEDIA, SUBSTITUTED OUR COLLECTIVE ANTI-AIRPORT PROTESTS WITH THEIR OWN PRO-AIRPORT RHETORIC, AND, AS IF BY DIVINE RIGHT, PROPOSE TO FORCIBLY EXPEL US FROM OUR HOMES. THIS IS A DEMOCRACY?!!

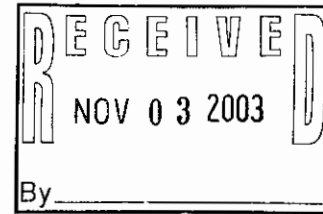
ENVIRONMENT

Nothing in the world is more dangerous than sincere ignorance and conscientious stupidity.

— Martin Luther King, Jr.

Mr 12/20

Royce R. Bialon
28320 S. Kedzie
Monee, IL 60449



October 31, 2003

Attn: Dennis R. Rewerts
F.A.A.
Chicago Airport Districts Office
2300 E Devon Ave,
Room 320
Des Plaines, IL 60018

Dear Mr. Rewerts,

Enclosed is a recent article from the Kankakee Journal, the article points out many of the environmental issues located on approximately 500 acres of land, directly west of my farm. Should the Proposed Peotone airport be built, the 500 acres along with my farm would be replaced by concrete and asphalt. Please read the article carefully and I ask that you contact the parties involved in this conservation project to obtain the full impact on the area that the proposed project would have.

10-6

Sincerely

A handwritten signature in cursive script, appearing to read "Royce R. Bialon".

Royce R. Bialon



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October 31, 2003

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Hayrack 'classroom' tours Monee tree farm

Mary Baskerville , The Daily Journal

October 30, 2003

MONEE — It was a mobile classroom Wednesday morning, as young and old climbed aboard a hayrack to view conservation efforts on the Mary and Anthony Rudis farm in Monee during the Will-South Cook Soil & Water Conservation District tour.

Neighbors, conservationists and students learned about soils, woodland and prairie plantings, and wildlife habitat during the morning tour of the Rudis Tree Farm, where 350 acres are being restored to evergreen and hardwood forests, making the farm the third largest reforestation project in the state of Illinois. There are also nearly 80 acres of prairie.

The upper Black Walnut Creek flows through the property and drainage commissioner David Deutsche explained the importance of efforts to clean the stream banks to provide better water flow. As he pointed out the work to be done on the banks, a Great Blue Heron lifted to the skies.

The farm has a gentle to moderate rolling topography. Conservation practices on the farm include conservation tillage, crop rotation, terraces, waterways, wildlife habitat, farm pond, and prairie and woodland establishment.

Don Fehrenbacher, a research soil scientist for Natural Resources Conservation Service, quizzed students from the Beecher FFA club, after a soil pit demonstration.

Wildlife biologist Joe Rogus of the Illinois Department of Natural Resources talked about the types of wildlife habitat found on the farm.

Glenn Ginder presented a plaque to Anthony and Mary Rudis, "in recognition of your outstanding and award winning achieve in soil and water conservation," from the people of the township and the Will Township board.

Mr. Rudis told the group from the high school that the large planting of trees will improve air quality, and Mrs. Rudis told the group to "enjoy the fun in nature. To go for a walk . . . The fact is, nature is everywhere."

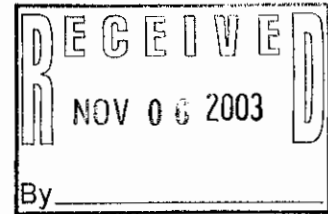
The outdoors, she told the students, "is a healthy venture."

November 11, 2003

5P 00025

Mr 12/22

Denis Rewerts
FAA
Chicago Airports District Office
2300 E. Devon Ave Room 320
Des Plaines, IL 60018



Dear Mr. Rewerts,

I am writing you as perhaps the agency of last resort to bring fairness and sensitivity to the O'Hare Airport expansion and Peotone Airport projects.

I have lived in the vicinity of O'Hare airport for over 25 years. During this time, flight activity has increase to over 600,000 take offs and landings per year. Our community is impacted by a high level of noise and pollution, but we have little say in the quality of life this forces upon us.

The expansion of O'hare is a misnomer since it is more akin to building a new airport in the middle of this populated area. The flight patterns will be completely revised. This will sacrifice the quality of life for those unfortunate to live east or west of the airport. The prevailing logic is that fewer people will be exposed to more noise so it is acceptable. However, keep in mind that "fewer" means tens of thousands and since when is it acceptable to knowingly create a class of "sacrificial lambs"? I'm amused when I read about other communities enacting leaf blower restrictions to preserve their quality of life while my community is powerless to impact the increased noise which will be coming out of O'Hare.

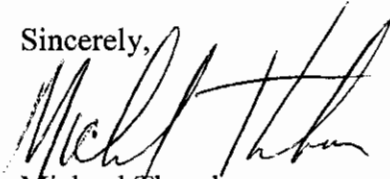
Over the years I have observed that the communities surrounding O'Hare have adjusted by gradually changing the mix of buildings in the flight paths. Those areas under flight paths gradually became more industrial while new housing was built between the flight paths and noise zones. The radical plan for O'Hare "expansion" will disregard the accommodations the communities made over the years. Homes that were once in quiet areas will now be under the barrage of over 1.6 million take-offs and landings. This is why I refer to what is going on as building a new airport. Can you honestly say that your agency would ever consider an application for a new airport being built in the middle of one of the most densely populated areas in Illinois? I am reminded of the flap over the bombing range in Puerto Rico. A decision to close the range was made, despite a negative impact on national security, based on the quality of life for those who live in the area. Do we not have such a right? Should not the federal government give substantial weight to finding a solution which will respect what citizens will have to endure?

A further comment on Peotone: [Please learn from the mistakes at O'Hare and make sure enough land is procured to keep the most offensive noise within the confines of the airport property.] This seems like a reasonable solution and shows sensitivity to what has been learned at O'Hare. In the meantime, please do not approve the expansion of O'Hare airport.

3-4

Your consideration of these points and your help in standing up to forces pushing for expanding O'Hare is most appreciated.

Sincerely,

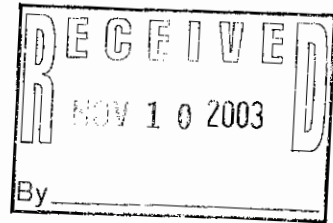
A handwritten signature in black ink, appearing to read "Michael Thomka", written over a horizontal line.

Michael Thomka
171 Addison Road
Wood Dale, IL 60191-5080

Cc: Marion Blakey, FAA Administrator

MARTYL LANGSDORF
645 SOUTH MEACHAM ROAD
SCHAUMBURG, ILLINOIS 60193

SP00026



Mr
12/22
November 6-2003

Denis Rewerts, FAA District Office
2300 E. Devon Ave.
Des Plaines, IL. 60018

I am writing to voice my objections to
the objections of the O'Hare expansion.

[The idea to promote Peotone for the
alternative ~~for~~ the new runways is leading
to a political boondoggle - It is an insane 1-8
idea kept alive by the stubborn Mayor
of Elk Grove, who has squandered millions
of his taxpayers money for "his cause."]

[It is wicked to destroy productive, beautiful 15-4
farm land for an impractical airport] If
residents of the surrounding areas of O'Hare
don't want noise or pollution they shouldn't
move near a major airport.

Sincerely yours,

Marty Langsdorf

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Pe

"Rich Paul"
<richard.paul1@comcast.net>

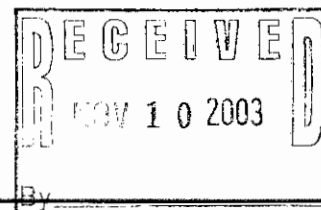
To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/03/2003 06:28 AM

Subject:Peotone Airport



17
12/23

Gentlemen:

These comments are in relation to the proposed airport in Peotone, IL. I do not live near Peotone, nor do I live near O'Hare Field. Accordingly, I do not have any particular ax to grind.

[It appears to me that the Peotone Airport not only is doomed to failure (no airline support), but it also is completely unnecessary.] [The already-existing Chicago-Gary Airport is in an ideal location to serve the needs of Chicago and northwest Indiana air travelers.] It is near two major highways and a railroad. It is a reasonable distance from downtown Chicago. It is convenient to the heavily-populated Lake County, Indiana. Gary Airport also could and would serve the population in the area of the proposed Peotone airport. Finally, it is located in an industrial area, eliminating most of the noise issues and many environmental concerns associated with the construction and operation of a commercial airport.

1-12
1-6

Peotone, on the other hand, has SIGNIFICANT problems in all of these areas. It would remove residential and prime farmland from current use. It has no existing transportation facilities -- highways or railroads. Thus, many millions of dollars would need to be spent to support the airport. Just as important, it is no where near any population center leading one to wonder exactly what the need is for this facility.

The problems associated with the Peotone airport are almost too numerous to list. The only reason Elk Grove Village and the Village of Bensenville are so favorable to it is they think it will reduce the number of flights from O'Hare (not likely). [Please put this project out of its misery and concentrate on improving and expanding the already-existing and ideally located Chicago-Gary Airport.]

1-6

Thank you.

Richard H. Paul
410 Albany Ln.
Vernon Hills, IL 60061
richard.paul1@comcast.net

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Re

Ken Ogorzalek
<SOgorzalek@lightfirst.com>

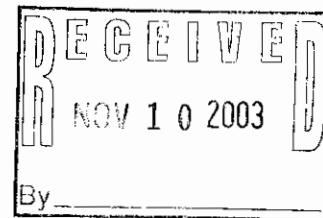
11/03/2003 08:05 AM

To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

Subject:gary/peotone



Yes, I live in Illinois. But I also live in the midwest.
People should think for all, not just themselves.

Peotone has no transportation, road or rail.
Gary has Rt 90 and SouthShore rail.

Peotone soil can grow crops(corn for fuel).
The Gary soil should be covered over with cement(runways?)

People can travel to/from Ill/Ind to work at an airport.
Which location now has the better means to allow them
to get to a site to build a airport?

Public transportation is important. The Gary site has it.

Think of the larger good: best land usage
road/rail access
larger regional view

thanks, KEN OGORZALEK

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Re

David Toeppen
<dtrt2255@att.net>

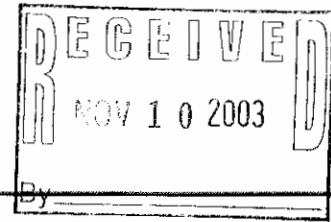
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

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11/04/2003 08:21
AM

Subject: Peotone Airport Hearing



Dear Mr. Denis Rewerts:

We are opposed to the Peotone airport. It will occupy about 28,000 acres of the world's prime agricultural land. Some countries would go to war to settle ownership of such rich property. 1-26

A far better choice is the further development of the existing Gary Chicago airport. It is next to an expressway, railroad line and could use high speed catamaran or air ferry boats to Navy Pier. Land is available for expansion. Many people from Chicago would have jobs there. Peotone is too far way from South Side customers. 1-6

Yielding to Peotone would be yielding to political pressure, not to common sense. It would be a big waste of tax payer's money. 1-8

Sincerely,

David and Rachel Toeppen
409 South HiLusi Avenue
Mount Prospect, IL. 60056

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Pe

"arthur aman"
<art121@hotmail.com>

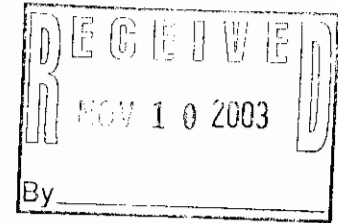
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

Subject: Peotone/FAA

11/03/2003 09:24 AM

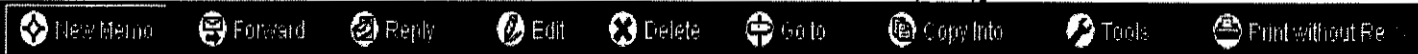


To Whom It may Concern:

I think that building a "Chicago" airport near downstate-Illinois Peotone would be the biggest boondoggle in the history of U.S. commercial aviation.

Its construction would greatly benefit suppliers of everything from this area and politically connected firms around the United States and the world. A third airport in the area of Gary, IN would better serve Chicago, aviation and the region. Thank you.

Arthur Aman
Arlington Heights, IL



khipchen@stepan.com

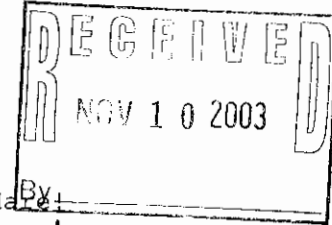
To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

11/03/2003 12:54 PM

cc:

bcc:

Subject:Peotone Project



Quit wasting taxpayer money on the Peotone Airport. Expand O'Hare.
Peotone is so far south Midway will be the next airport of choice.

Karl Hipchen
Account Executive - Polymers
847/359-2909

00001

New Memo Forward Reply Edit Delete Go to Copy into Tools Print without Pe

JAMES GALLAGHER
<jimgat5840@yahoo.com>

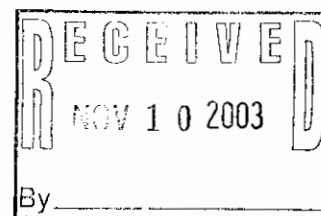
To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/03/2003 11:07 AM PST

Subject:Attn ! Denis Rewerts



11/12/23

Hello ! Thanks for taking my comments ! I do think the Gary-Hammond Airport and the Rockford Airport should be used more. There is no need for the Peotone Airport and everything I read tells me the Airlines don't want it either and don't have the money to spend! Why is this issue continuing to come up. Is the answer because there are too many who want it to enhance their financial well being even more than they have now ? I vote (if i could)against it. /-6

Sincerely,

James E. Gallagher

5840 Danforth Court, Hanover Park, Illinois 60133

Do you Yahoo!?

Exclusive Video Premiere - Britney Spears

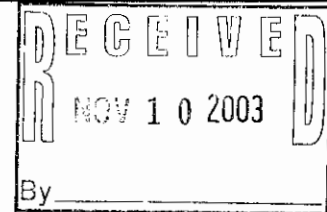
<http://launch.yahoo.com/promos/britneyspears/>

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Re

"benchild240"
<benchild240@prodigy.net>

11/03/2003 05:26 PM

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:
bcc:
Subject: re: peotone



there has been alot of talk about another airport(peotone)
as for my self I have spent 30 2 months 17 days at airports working for air canada.now I am retired.
I just returned from las vegas a week ago.I live 50 miles from midway airport and the taxi fee for such a ride is
53.00 dollars plus gratuities.
I cant see people living in the western subs of chicago going that far to cth a flt as long as ohare and midawy are
operational.
Ive read in the news papers about jackson talking up the need of peotone to create jobs for south siders.
I just think think that jackson has the experise to know any thing about airline business and airline needs.
I say no peotone arpt because the airline business in in serious situation with carriers going out of business etc
now Ive been retired for 10 yrs now but I would say to you the faa to have a look at mirabel in montreal area.
mirabell was the largest airport in the world at the time it was built but being that it was 40 miles out side of
montreal passengers didnt want to go that far so they stayed at the old airport near the city.eventually mirabell had
to go to all cargo airport to handle freight.I would say that was a Lemon.
Dulles was also a beutiful airport and I understood that it was to replace National but the politions were not willing
to go to dulles because of time involved to go that far etc so Nationla(now reagon intl0 is still there.
I can remeber when I first started working at ohare in 1962 alot of airport workers were buying close to the airport
to be near work without ever giving any thought to noise polution etc.
now in 1962 I took a tour of midway and the area became like a gost town.now mid way is doing great because of
cheap carriers such as ata and s.w.
I doubt that American or United would move their services to peotone because of many reasons.passengers being
the main one.
If any thing I think that Midway should extend runways to handle 767 md 11s etc and that would be more then
enough
I know that politicians are looking to another airport because of jobs in those areas and probably more votes and
maybe a little cash here and there.
now this is my personal feelings about peotone..
I think that gov ryan should have never wasted tax payers money inbuying land for an airport and taking good
farming land away that someday we may wish we had,dont you think?
I belive jessie jackson should stick to his politics else where.I dont see him qualified in thispart of business.
I mean I spent over thirty yrs working at Ohare,Logan in Boston,tampa intl arpt and I dont think that I would have
such experise to say that Ohare needs another airport.
just think of the jobs that will be gone from around ohare..I believe theres going to be alot of sorry people around
thank you for your time
I remain cordially yours
Benjamin F. Childress

14
12/23

1-12

2-9

15-4

New Memo Forward Reply Edit Delete Go to Copy Into Tools Print without Pe

"Fred Malawski"
<mccc2003@msn.com>

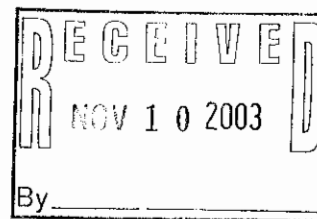
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/03/2003 09:42 PM

Subject: Peotone

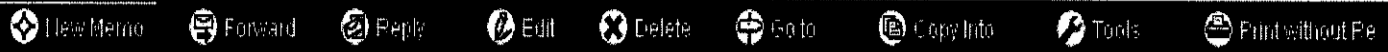


Gentlemen/Ladies,

The proposed airport is another boondoggle like the one in east St. Louis. Save the taxpayers a great deal of money for important things like the recognition of nonpublic schools or other meritorius projects. Gary is the airport that deserves support.

Sincerely,

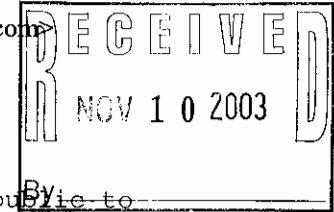
Fred & Georgia Malawski



"McCoppin, Robert"
<rmccoppin@dailyherald.com>

11/05/2003 05:12 PM

To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:"McCoppin, Robert" <rmccoppin@dailyherald.com>
bcc:
Subject:peotone



I want to confirm please that this is the correct e-mail for the public to
comment on the scope of environmental assessment of a proposed airport near
Peotone.

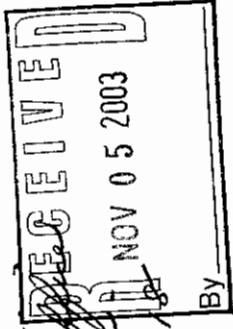
A reader told me this address didn't work.

Thank you for your reply.

Bob McCoppin
Daily Herald
847-427-4563

November 3, 2003

Denis Rementer, F.A.A.
Chgo. Airports Dist. Office
2300 E. Devon Ave.
Des Plaines, Ill. 60018



Dear Mr. Rementer.

I have attended rallies and signed petitions opposing O'Dare Expansion. You are my last hope.

What is the point when air travel is in decline? The air and land crashes would be a possibility of untold doom. Noise and air pollution have reached the saturation point. The whole concept is contrary to the physical and mental well beings of citizens.

Are political egos too stubborn to recant?

[Of course a third airport could accommodate the south factions either Peotone or Chgo. Gary. Gary already has everything in place.]

(Over)

Perhaps that is too sensible, because it would save billions and give us our right to a peaceful, healthy life.

Respectfully, Bethun
Mary A. Bethun
621 S. Georgia
Mt. Prospect, Ill.
60056

847-253-8863

SP 00036

2-5

12/23

11-12-03

Dear Sir

I have written to just
about every politician in
the state of Illinois
protesting Beotom. All
to no avail.

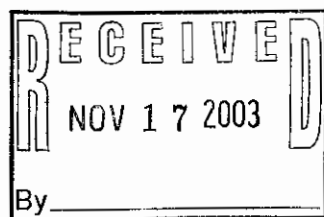
1-26

I hope your agency
can stop this expensive and
unnecessary boondoggle.

1-17

I am enclosing an article
that covers it better than
I can.

Yours,
Harry Westerberg



Mr Harry Westerberg
13008 W Willow Creek Ln
Huntley IL 60142

Chgo. Arr.
2300
D.

Good morning

Peotone's promise more promising for politicians than voter

Rep. Jesse Jackson Jr., a Chicago Democrat, is well meaning but...

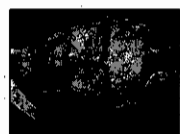
In his advocacy for a new airport at Peotone, he wrote: "Despite its small size, the third airport is large enough to create 15,000 new permanent jobs in an area that desperately needs them."

Fifteen thousand new jobs? Get real, Jesse.

Midway Airport, which handles nearly 20 million passengers a year, has fewer than 15,000 direct jobs.

A single runway airport at Peotone might handle a few thousand passengers a year. A couple of hundred employees could run the place.

Jackson is properly concerned about jobs for the people who



Jack Mabley

vote for him. The Chicago area already has a fine, up-and-running airport at Gary, which is much closer to Chicago.

Jackson's compassion stops at the state line. Gary

has many unemployed and needy, but Jackson pretends the Gary airport doesn't exist. Hoosiers can't vote for him.

As for "desperation," the only desperation around Peotone is the fear of farmers, businesses and residents that their beautiful, tranquil rich farmland will be changed to duplicate 63rd

Street in Chicago.

You have to wonder if Congressman Jackson is so far off base and casual with figures when he sits in Congress. Then again, that may explain why Congress is so screwed up.

...

Meanwhile, Gov. Rod Blagojevich scratches for money to run the state and continues to ignore the millions he has tied up in Peotone. The lives of the people in and around Peotone have been put on hold because they can't sell their houses, even when some have been transferred to another city.

Blago could do the right thing and kill the whole Peotone airport idea and retrieve bundles of cash, or he can do the political thing and kowtow to Jesse Jack-

son Jr. and his pie-in-the-sky. You may recall this airport was to be christened the "Gov. George Ryan International Air Field." Its future is as promising as Ryan's.

...

A quote from Charles Peters in the Washington Monthly:

"Remember how Wall Street's Charles Schwab urged Bush to cut or eliminate taxes on dividends, saying this would be a sure prod to jobs and growth?"

"Bush followed his advice. A year or so later, the Wall Street Journal reported that Charles Schwab had saved \$54 million in taxes himself because of the dividend tax cut."

"Not long after that, Charles Schwab Inc. announced that it is laying off more than 800

employees. Now you know how Bush economics works. But don't tell anyone. That would be class warfare."

...

The Germans call it "ohrwurms," or earworms. Ninety-eight percent of us are afflicted.

Earworm is when a song gets stuck in your head and you keep repeating it, over and over.

I have an eclectic selection of earworms, including the immortal and unforgettable "Look For the Union Label" and "The Battle Hymn of the Republic." I apologize if this is congeous.

How do we combat earworm? One suggestion is to think of another tune, and hope it doesn't get stuck up there.

...

A liberal Democrat household for some reason has gotten on the lists of conservative

tions. The latest, from the Conservative Union, is

"Right now, a host of funded and powerful special interests are steam to derail President Bush's re-election efforts threaten a return to the policies of the Clinton Horror! A return to and unprecedented low unemployment, and needy cared for at war?"

Just incidentally, hundreds of millions got so far in his camp

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

Karl Landl
<k.landl@sbcglobal.net>

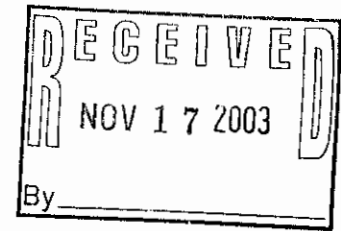
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/11/2003 04:49 PM
PST

Subject: Peotone



12/23

Dear Ladies and Gentlemen:

I am very much opposed to the construction of an airport at Peotone. Every time I fly in the vicinity of Chicago I get sick at the sight of the urban sprawl. Square mile after square mile of this rich, fertile, beautiful country is being turned into sub divisions and lost forever. Please leave the farmers alone. Peotone is not needed and the major airlines show no interest in it. Let us instead expand the Gary Airport which is already there. 1-26
Best regards, 2-5

Karl Landl

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

"Cayer, Arlene"
<ACayer@NCH.ORG>

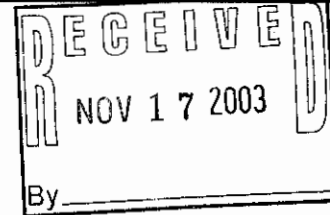
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

11/12/2003 07:51 AM

Subject: Oppose Peotone Airport



11/12/23

Dear Friends,

We moved here because of the ease of access to O'Hare. The proposed expansion plan with east-west runways is needed and would direct more flights over Lake Michigan. Peotone consists of good farmland which should not be paved over. There is plenty of room at Gary which already has a public ground transit infrastructure in place. Please recommend against an airport at Peotone. Thank you.

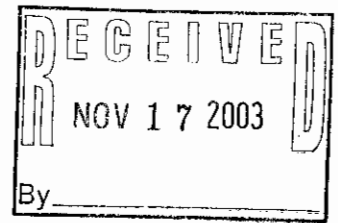
Arlene Cayer
1213 S. Ridge Avenue
Arlington Heights, IL
847-437-5074

1-6

***** PLEASE NOTE *****

This E-Mail/telefax message and any documents accompanying this transmission may contain information that is privileged, confidential, and/or exempt from disclosure under applicable law and is intended solely for the addressee(s) named above. If you are not the intended addressee/recipient, you are hereby notified that any use of, disclosure, copying, distribution, or reliance on the contents of this E-Mail/telefax information is strictly prohibited and may result in legal action against you. Please reply to the sender advising of the error in transmission and immediately delete/destroy the message and any accompanying documents. Thank you.

Elaine Kalcsics
905 Center St
Des Plaines, IL
Home Phone 847-296-3751



November 14, 2003

SP 00040

Denis Rewerts
FAA Office
Des Plaines, IL 60018

1/1
12/23

Dear Sir,

I am in favor of the Peotone airport and against the O'Hare expansion. We don't need anymore pollution as we now have the highest in the nation right here at the O'Hare airport. The entire O'Hare deal is all about Chicago being so greedy and inconsiderate of our surrounding suburbs and the taxpayers. There is a high rate of cancer among the residents in the area and particularly in Bensenville. This is a known fact. the poor homeowners in Bensenville, Des Plaines and Elk Grove are being bum wrapped by the city of Chicago. I can't believe that the laws protect Chicago and allow them to just take land and homes away from these people who struggle to reach the American dream of owning a home. Chicago is turning their dreams into the American nightmare because many of these homeowners work two and three jobs to pay for these homes and keep them up. This is what Hitler did in Europe. He just walked in and took the land and property. These homeowners won't be able to realize the dream of home ownership again because the cost of real estate is out of their reach now. What they will realize in their equity will never be enough to purchase another home. Where does Chicago get off with uprooting the dead from their final resting place? When is this going to stop? Chicago just can't go in and take land from people. Bensenville will be half of its size and where will the tax money come from after that? Chicago will be making the tax money and raking in the money while these suburbs will be fighting to stay alive.

2-9

The south side needs the airport for many reasons. The area is beginning to grow and needs employment which will come from motels, hotels, restaurants, shopping areas and more homes being built besides from the airport. The south suburbs are in need of a boost. We have no room for expanding in this area now. It will also mean convenience for the people of the south and far south suburbs. These people have to travel so far now to get to the airports. It seems ridiculous and ludicrous to think otherwise. It boils down to greed for money by the city of Chicago. Let another area get a piece of the pie.
Please build the Peotone airport. We have too much noise and dirt and pollution now.

A handwritten signature in cursive script that reads "Elaine Kalcsics".

Elaine Kalcsics
Des Plaines, Illinois



Tony Molinaro
11/19/2003 08:06 AM

To: Denis Rewerts/AGL/FAA@FAA
cc: Philip Smithmeyer/AGL/FAA@FAA
Subject: South Suburban Airport meeting

Mr p/23

SP 00041

F.Y.I.
public comments submitted . . .

----- Forwarded by Tony Molinaro/AGL/FAA on 11/19/2003 08:05 AM -----

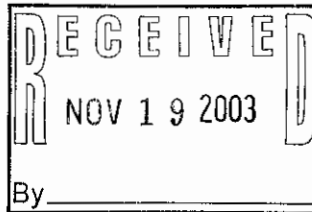


Lstfluebbe@aol.com
11/18/2003 08:08 PM

To: Tony Molinaro/AGL/FAA@FAA
cc:
Subject: South Suburban Airport meeting



Farmland.doc



Unfortunately, I will be unable to attend the meeting at Governor's State University due to my work schedule. One issue I would like to see brought up; the glaring need for a renewable fuel source is one that the EPA and others are always pushing for. Urban sprawl and unnecessary projects like this airport are going to destroy the farmland necessary to grow corn and soybeans. Both of these crops are instrumental in the production of ethanol and biodiesel. Processing plants like the ones needed for producing these products are springing up all the time. There are numerous websites that provide us with information about ongoing legislation at all government levels for switching government and private sector vehicles over to renewable fuel sources. Areas like Chicago, Milwaukee, and others are targeted by EPA for "designer" fuels that are expensive and difficult at times to come by. As precious farmland is gobbled up by overzealous politicians, we will be killing off the very thing which can provide us with what we need the most - the land needed to grow these renewable fuel sources. Tens of thousands of acres which year in and year out will produce corn and soybeans that can be processed into these valuable fuels will be obliterated. Nobody apparently learned anything from the fiasco downstate at the Mid-America airport in Mascoutah.

15-3

On a much grander scale, this airport is exactly the opposite of what state and federal politicians should be looking at - 15,000 potential jobs locally, (of which there is no guarantee since no airline has guaranteed to fly from Peotone), compared to a key ingredient necessary to provide an answer to our country's growing energy needs.

FARMLAND!!

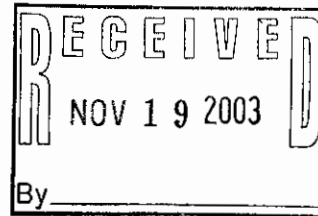
Scott Luebke
540 Craig
Crest, IL
60417

Mr 12/23

SP 00042

17-NOV-03

TO: DENIS REWERTS
FROM: ROBERT MCDONALD
SUBJECT: PEOTONE AIRPORT



I FEEL THE FAA SHOULD BE LOOKING AT WHAT'S GOOD FOR THE AREA
AND NOT JUST ILLINOIS. THIS PURPOSED AIRPORT IS A TOTAL WASTE OF TIME,
MONEY AND LAND. THE GARY AIRPORT IS ALREADY AN OPERATING AIRPORT
AND HAS ROOM TO EXPAND. WE ALREADY HAVE THE MIDAMERICA AIRPORT
OUTSIDE ST. LOUIS THAT NOBODY IS USING, WE DON'T NEED TWO.

1-6

JESSE JACKSON JR. IS SAYING THE AIRPORT WILL CREATE 15,000
PERMANENT JOBS TO OPERATE THE PROPOSED AIRPORT. THEY DON'T HAVE
THAT MANY JOBS AT OHARE. HE IS ALSO TRYING TO GET PRIVATE INVESTORS
TO BUILD AND OPERATE IT, WHICH BRINGS UP ANOTHER QUESTION, CAN THE
GOVERNMENT CONDEMN LAND, THEN TURN IT OVER TO A PRIVATE GROUP?

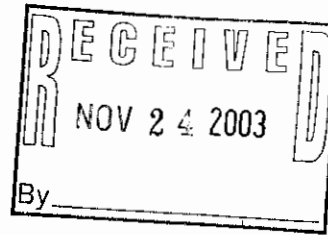
THE KANKAKEE RIVER IS ONE OF MOST PRISTINE RIVERS IN THE
STATE AND I FEEL THAT THIS AIRPORT COULD BE A SOURCE OF POLLUTION
TO IT. PLEASE CONSIDER WHAT IS BEST FOR THE AREA AND IGNORE THE
POLITICS, IF THAT IS POSSIBLE.

RESPECTFULLY,

A handwritten signature in cursive script that reads "Robert L. McDonald".

November 20, 2003

Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018



Dear Mr. Rewerts,

I look forward to the FAA's scoping meeting on December 3, 2003 regarding the proposed Peotone Airport, and I was heartened to hear that you are looking for input from the public. Toward that end, I will be attending your meeting.

In June 2001 the FAA sponsored a hearing in Chicago. Senator Rockefeller chaired the meeting, and Jane Garvey and Senator McCain were in attendance. After attending this meeting, I think of it as the "O'Hare-Midway-Gary-Rockford-Peotone-Airport Meeting". That's a mouthful, isn't it!?

Evidently Senator McCain also thought it was! After listening to advocates for the various airports, he finally turned to Ms Garvey and said he was utterly confused, because of a lack of common terms of reference and evaluation criteria. He asked whether the FAA could develop an information resource whereby one could review the various options and objectively compare them. Ms Garvey responded that the FAA could and would do this.

I have never seen the result of that. Would it be possible for you to bring that information resource to the December 3rd meeting? I believe it would be a valuable resource for those who are in attendance.

Thanks for your consideration and assistance.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the end.

James H. Powers
1501 Custer Avenue
Rockford, Illinois 61103

12/23
SP 00044

612 Staunton Road
Naperville, IL 60565
20 November 2003

Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018

Dear Mr. Rewerts:

[My husband and I are very much opposed to a new airport at Peotone.] 1-26

[First of all, there are several perfectly good airports already in the area at Midway and Gary, IN and Rockford, and there even exists rail road connections to Rockford from OHare.] The infrastructure is all ready in place. Putting an airport at Peotone will require huge amounts of land destruction and building, and it will no doubt become a pretty useless airport if the planes will not go there. 1-11

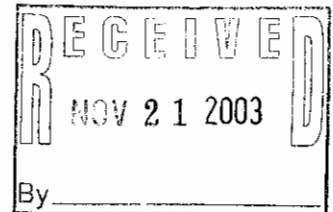
[We are especially concerned about the loss of farmland (over 15,600 acres) which would be destroyed by this new airport.] Also it would pave over over 180 acres of wetlands and 7 miles of streams. This would cause a lot of damage to the watershed and cause flooding. 15-3

Please, please, please do not allow this airport to be built near Peotone.

Sincerely yours,

Chuck & Pat Armstrong

Chuck and Pat Armstrong



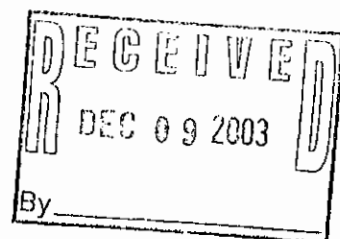
14
12/23

"Susan Wood"
<susanw@northwestoncology.com>

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:
bcc:
Subject: FW:

SP 00045

12/04/2003 03:00 PM



> -----Original Message-----

> From: Susan Wood
> Sent: Thursday, December 04, 2003 2:59 PM
> To: '7-AGL-SSA-EIS-PROJECT@FFA.GOV'
> Subject:

> I would like to voice my concerns about the airport in Peotone. I live very close to OH
> I have not heard one politician say that they are against the airport in Peotone. It ju
> Thank you for taking the time to read this letter.
> Sincerely,
> Susan H. Wood
> 638 Stonehaven
> Elk Grove Village, Illinois 60007

> -----Original Message-----> From: Susan Wood >
Sent: Thursday, December 04, 2003 2:59 PM> To:
'7-AGL-SSA-EIS-PROJECT@FFA.GOV'> Subject: > > I would
like to voice my concerns about the airport in
Peotone. I live very close to OHare and am not
thrilled with new runways but feel it is a better
choice than taking good farmland to make a new
airport. I fear it will turn out to be like the one
in East St. Louis with one or two flights a day. > I
have not heard one politician say that they are
against the airport in Peotone. It just doesn't make
sense to me to spend that kind of money when there are
other established airports in close proximity. >
Thank you for taking the time to read this letter.>
Sincerely,> Susan H. Wood> 638 Stonehaven> Elk Grove
Village, Illinois 60007

15-3

1-11

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

12/23

"Wallace Chan"
<walson@earthlink.net>

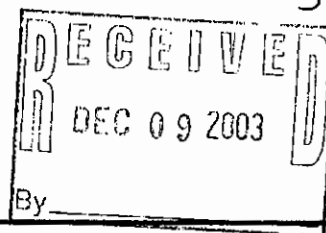
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

12/04/2003 09:29 PM
Please respond to walson

Subject: Peotone airport



SP00046

I have been hoping the Peotone Illinois airport proposal would have fallen by the wayside by now, but it appears that those in power are going to force it along. I was born in Kankakee and lived most of my life here. I lived in California for a while but missed being in this area so much, I moved back. I believe this airport is going to ruin the area, environmentally and spiritually; it will oblivate the communities and the land. So much emphasis is put on the jobs it will create, but that is a fantasy. The good, high paying jobs will go to the airline-chosen people from outside the area. The only jobs that will go to the people who think they will benefit by the building of this monster, will be the menial, minimum pay jobs such as bathroom cleaning, grounds keeping, food service etc. These jobs will have little or no workers benefits and will

further sink the people of the area into poverty. The only people who will really benefit are the politically connected, the real estate sharks, and

the lawyers. The environmental impact analysis is being controlled and dictated by the Bush administration, an analogy is like sending the fox to

analyze the hen house. I am nearing my retirement, and had expected to spend the rest of my life in the area I have called home. I cannot remain

here to see the devastation this monument to greed is going to cause the places I love, so at cost and inconvenience and heartache I will be moving from my home. I don't doubt that there are others who will do the same.

Sonja Chan
944 W. Walnut Street
Kankakee, Illinois
60901

--- Wallace Chan
--- walson@earthlink.net
--- EarthLink: The #1 provider of the Real Internet.

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14
12/23

wmcauth05@juno.com

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

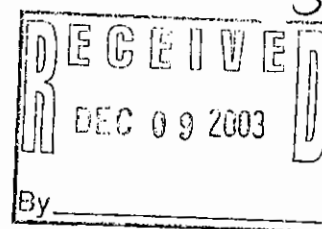
cc:

bcc:

12/07/2003 04:38 PM

Subject: w1G: FAA Comments on SSA...

SP 00047



Denis R. Rewerts
 Federal Aviation Administration
 Chicago Airports District Office
 2300 E. Devon Ave.
 Room 320
 Des Plaines, IL 60018.
 E-mail: <7-AGL-SSA-EIS-PROJECT@FAA.GOV>

I would like to add the following comments to the FAA's study of issues relating to the Third Airport proposed for the E. Will Co. region.

It is great that the government continues its interest in how this so far unproven need for another area airport should be studied with regard to its serious, & detrimental effects upon Beecher, Crete, Monee, Peotone, & even Kankakee Co. residents, and the increased noise emissions, & wastes that would be created.

On the other hand, we would suffer a decrease in air & water quality, as well as the quality of life we & a century & a half of predecessors enjoyed. Additionally, E. Will Co. biotic communities, endangered species, floodplains, wetlands, light emissions, and natural resources are seriously threatened by this endeavor. We also fear poorly addressed land usage, increased surface transportation, social and socioeconomic impacts. Who will provide funds to fight the impacts of environmental problems, support for justice, & law enforcement, & decreased energy supplies? 6-13

Si Deus Quis contra [If God is w/ us, who can be against?]
 Walter (& Joan) McElligott
 <wmcauth05@juno.com><MCELLIGOTT-L@rootsweb.com>
 P. O. Box 452, Beecher, IL 60401-0452
 BLENNERHASSET/BOVENIZER/FITZEL (L), (Co. Kerry)//LEE
 (TN\AL)/M(A)CELLIGOT(T) (Co. Kerry, Ire, Chicago, IL, USA)

Written comments are due by the end of business Dec. 19 by email or postmarked on the 12/19!

The New York Times USA Today CNN Fox News MSNBC ABC News CBS News NBC News PBS NewsHour HBO News ESPN NewsCenter The Weather Channel The Food Network The Discovery Channel The Travel Channel The History Channel The Science Channel The Discovery Kids The Discovery Family The Discovery Education

17
 12/23

"Cheri A. Gaspero"
 <cherig@prairienet.net>

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

12/08/2003 02:08 PM

Subject: Airport in Peotone

RECEIVE
 DEC 09 2003

SP00048

To Whom It May Concern:

We did not move to Monee 17 years ago to be faced with a major airport being built out here, yet we have suffered the advent of this boondoggle plan for the entire time!

When will IDOT learn their lessons from the Mid-America Airport in Mascoutah, IL? Only the people in Peotone and the surrounding communities will suffer when they are left to pay for this unused airport... an airport, which, to date, has not been signed on to by a single airline. They will not be leaving O'Hare and Mid-Way to come to Peotone! And people will not come from Chicago as they will travel to the closer Gary/Chicago airport if they prefer not to use O'Hare or Mid-Way. And the fight you'll be getting from Mayor Daley has yet to be admitted to, since he is never going to allow a major airport to be built that Chicago does not control!

It must be some great boon, financially, for many politicians and/or rich investors because it is the only thing that makes sense to anyone wanting to build an airport here which **WILL**: *Destroy for us all the air quality; water quality (from where, no one has said) with run-off and seepage into the well systems; wildlife habitat (what little is still left that hasn't been taken by subdivisions and warehouses); the peace and quiet of rural living (the only place left close enough to be able to commute to Chicago); archeological finds that have yet to be investigated; prime farmland; and, the de-valuation of homes and property (already felt by too many)! These are only the beginning, surface reasons that an airport should not be built in Peotone.*

Where will the money come from to build the infrastructure that will be needed for the roads and highways coming to the airport???? Illinois is broke thanks to George Ryan! IDOT has already pushed back the absolutely needed revamping of the I-57 interchange at Monee for an additional year, yet they can buy land for an airport that's not been approved! Who will pay for the water that must be brought to the airport (while the residents suffer a multitude of diseases while having to drink from polluted wells)? Who but the families living in the surrounding communities will have to listen to planes flying constantly overhead, as they dump fuel into the air, the water, and on the few crops that might still be farmed? There absolutely is no clean running airplane...they are above restrictions and the politicians and pundits can lie all they want, but we aren't stupid yokals out here!

27-1

I cannot feel any empathy for the people being disrupted by O'Hare's expansion (which is another reason this airport is unnecessary). They moved there after O'Hare was built, so they knew what they were getting into. Why do the last vestiges of rural living have to be destroyed with an airport and the urban sprawl it brings!? Especially since it is NOT NEEDED and certainly NOT WANTED by the communities most affected by it!

The Peotone airport is a fiasco of gigantic proportions when there are under-used airports at Gary/Chicago, Rockford and Milwaukee. And the airlines refuse to use it if built! It has to be a "money" deal for the greedy opportunists who may have land investments, or political gain! No one here needs a job if you bother to look at the homes being built and sold in this area! Airports built to create jobs is an oxymoron! There will be no jobs if an airport isn't "flying" (I again refer to Mid-America in Mascoutah...the same rhetoric used by IDOT to convince the communities to build that airport, and now the communities pay dearly because it doesn't "fly")!

1-11

PLEASE! IT IS IN YOUR POWER TO REMOVE THIS ALBATROSS FROM THE BACKS OF THE PEOPLE IN PEOTONE AND THE SURROUNDING COMMUNITIES. SAY A FIRM AND RESOUNDING NO!!! TO A SOUTH SUBURBAN AIRPORT IN PEOTONE!

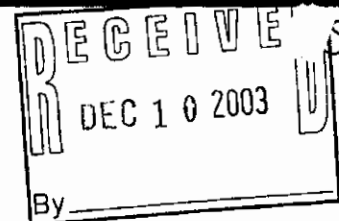
Sincerely,

Tony and Cheri Gaspero
 P.O. Box 296
 Monee, IL 60449
 708-534-1685

New Memo Forward Reply Edit Delete Go to Copy into Tools Print without Recipients

Wildoak262@aol.com

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

12/09/2003 08:59 PM
ESTcc:
bcc:
Subject: Peotone

SP00049

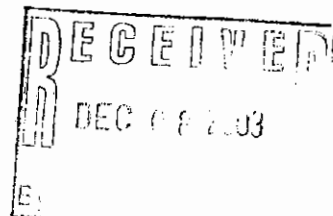
To whom it may concern,

Eleven years ago my family and I moved to Frankfort. We moved here for quality of life. That quality would be representative in clean air, minimal congestion and a 'village' atmosphere. I have visited Park Ridge, Bensenville and other communities near O'Hare and Midway and I wouldn't move there if you gave me a free house. Sure there is an economic engine but the cost in pollution (air, water, noise and light) is jarring to someone who moved away from that. Look at Peotone as it is now...farmland, nature, small towns. This is America that is vanishing. And for WHAT...necessity? No It's for a return on investments by a few with total disregard for the land and the people. Please eliminate this folly from your consideration.

Sincerely,

Patrick McArthur

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



Dear Mr. Rewerts,

I am opposed to the proposed airport in Peotone for the following reasons:

1-26

Noise Impacts: Livestock and humans psychologically are affected by aircraft noise.

Social Impacts: This is related to the loss of farmland and the cost of a new infrastructure to handle road congestion. Over 1000 single family homes will be destroyed along with generational families owning this property. All contingent roads and I57 will require enhancements with more stop lights, etc., and 95 working farms will be destroyed, seven aviation fields and eighteen other businesses will have to close and a civil war cemetery will be lost.

Socioeconomic Impacts: There will be loss of revenue to fire districts, library and school districts. As of March 2003 over \$2,900,000 has been lost due to the State's purchase of just a small part of the needed land.

Air Quality & Water Quality: Both of these will be severely affected by 90 million pounds of carbon monoxide to the air each year. The Kankakee River watershed will be polluted by this and where is the water for this development coming from? Won't it affect the Kankakee River, Black Walnut Creek, Rock Creek, the south Branch of Rock Creek and Exline Slough.

9-2

Also consider the affect this unnecessary airport will have on: Parks, Raccoon Grove and Monee Reservoir, centennial farms, the Peotone anomaly-ancient Indian formation, dramatic change of the topography and landscape, endangered species of flora and fauna, over 280 acres of wetlands and 7 miles of streams paved over, 1,200 acres of flood plain paved, 15,600 acres of farmland destroyed.

What of the light shining at night, what about solid water and hazardous material disposal? It is estimated that the Peotone Airport would produce over 3.5 million pounds of waste each year including tens of thousands of gallons of oils, fuels, solvents and other chemicals.

Please, stop this airport now. I live on the south side of Chicago and I Don't Want It!

Sincerely,

M. Street



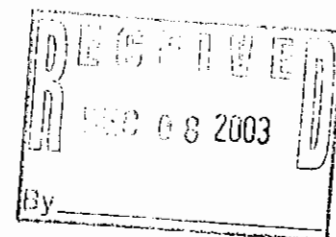
Ms. Margaret Street
1319 Bunker Avenue
Flossmoor, IL 60422-1829



I don't want the pollution, noise and destruction of beautiful farmland. Instead - publicize the Rockford airport - already built. Let people see that!

12-04-03

SP00051



Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018

Greetings-

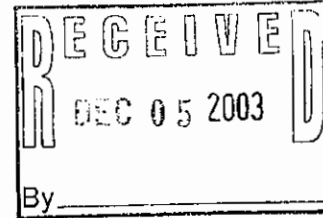
This letter concerns the proposed building of a south-suburban airport near Peotone, Illinois. Last night I attended the hearing held at Governors State University in University Park. I'm sure that, with the turn-out and the views shared you will realize that those who live in and around this proposed site care deeply about THEIR community and quality of life. The ONLY people who say they want an airport are those who will profit politically AND/OR financially. [This has NOTHING to do with the environmental impact this BOONDOGGLE WILL cause.] PLEASE while making this VERY IMPORTANT decision, think of the MILLIONS of birds, reptiles, fish, mammals, insects, and amphibians this unneeded project will KILL and displace. [O'hare IS expanding and GARY AIRPORT would benefit from expansion when the time is right. 2-5 THEY WANT the expansion at GARY] and this is already an industrial area, the ecological impact would be MUCH less than at the proposed Peotone site.

Thankyou for your attention.

Th R Farr
Thomas R. Farr
3643 Carpenter Street
Steger, ILLINOIS 60475-1527

December 1, 2003

Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Avenue, Room 320
Des Plaines, IL 60018



Re: Proposed Peotone Airport

Dear Mr. Rewerts:

I am writing to voice my strong opposition toward the proposed airport near south suburban Peotone, Illinois. I sincerely hope that your agency gives this proposal a long, hard review, looking at ALL impacts and alternatives, and that you do everything within your power to end this ridiculous fantasy. My reasons for opposing this airport are briefly outlined below.

1-26

First, there are several existing regional airports that should be studied and evaluated to determine how they might be better utilized to relieve congestion at O'Hare Airport. These studies should be done now, before a proposal for ANY new airport is ever considered. The most logical regional airport is in Gary, Indiana, which could easily be expanded without any loss of homes or businesses. Other regional airports that should be studied include Midway Airport, Rockford and Milwaukee.

1-11

Second, this airport proposal is not supported by the major airlines that are expected to help fund and use the airport. Thus, I am fearful that this proposal may result in a costly and unused airport, similar to that of MidAmerica Airport near St. Louis.

1-22

Third, this airport will destroy at least 37,000 acres of valuable, prime farmland. This soil is some of the richest and most productive in Illinois. We cannot afford to sacrifice this irreplaceable natural resource for an airport that is not yet justified.

15-3

Finally, the State of Illinois is experiencing severe budget problems and cannot afford to pursue this proposal, although private funding sources are being solicited by some groups. I believe that the pursuit of private funding and construction of this airport is simply a way of rushing this airport into reality and forcing it upon the taxpayers before all necessary research, permitting and approvals have been secured. Therefore, I believe this proposal should be stopped until all studies, options, facts and information are gathered and reviewed to determine the best alternative for the majority of people in the Chicago area as well as travelers passing through.

6-6

Thank you for your time and consideration of this very important matter.

Very truly yours,

Rodney Bettenhausen

Rodney Bettenhausen
126 S. Ashland Avenue
Palatine, Illinois 60074

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for
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Mabusa100@aol.com

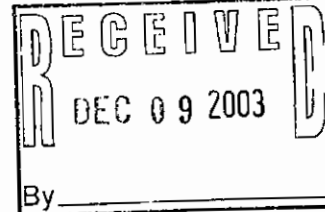
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

 12/08/2003 11:44 PM
EST

Subject: NO Third Airport! In Peotone Illinois!!



500053

Hi. I don't believe that you need to hear any more about environmental issues about this proposed site. There is enough to make your head spin! To spin it around the other way, let me tell you about how it is nothing more than a land scam for developers, after all, is it not the developers that are trying to get the land from the tax payers? What they, the developers do is what they do best, and that is stealing. From us taxpayers. The scheme is what they call is land flips. Once they acquired the almost free land from the State, they turn around and sell it for more to a bogus company, then to another and so on till they make a 1000% profit! Why else would anyone want this land? Not for an airport, too many around now. There are of course! The Gary/Chicago in Indiana, very close to Chicago, with roads and trains and even boats if needed already there, the Mitchell Field in Wisconsin, and Midway and the enlarged O'Hare International Airport.

1-11

What more is there to say? It's about money not jobs! Thank you, Michael a. Brown
26115 S. Victoria Lane
Crete, IL. 60417
708-672-8628

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M7
 12/23

KEHARNACK@aol.com

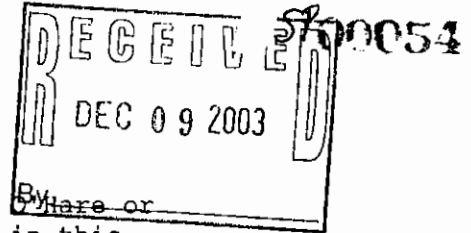
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

Subject: Peotone Airport

12/08/2003 08:21 PM EST



I have lived in this area for 40 years. Have no problem getting to Midway. See no nee for another noise-making, air-polluting airport in this area.

sincerely K. Harnack, M.D.

1-8



"STEVEN JUNE"
<sjune1@msn.com>

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

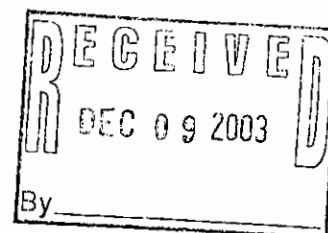
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12/08/2003 09:07
AM

Subject: Proposed Airport near Peotone

SP00055



12/23

I strongly oppose an airport built near Peotone IL. The Chicago area already has enough airports. This is solely a political idea from a few Representatives, many of whom have no business in Will County. An airport should be built only if air capacity is full, not for the reasons that these politicians are using. There will be no jobs if the airport is not used! They use this as an excuse for mismanagement of these communities. They should put all this money that they have wasted into education so the people can get jobs.

126

The toll on the environment would be devastating. The ground water could possibly be affected along with the huge amount of wildlife in the area. There is excellent farmland in the area also. If any airlines decide to fly out of this proposed airport air quality would also be affected. The quality of life in eastern Will County will go down.

24-2

Please stop this politically motivated idea fueled by greed now!

Thank you

Steve June



RCMEDHURST@aol.com

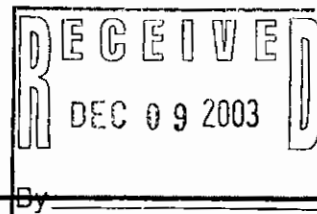
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

12/08/2003 05:44 PM EST

Subject: Peotone Airport



SP 056

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, together with an assessment of the lung problems likely to follow. The prevailing winds in this area blow in from the Southwest and heretofore have kept the Park Forest/Chicago Heights/University Park /Flossmoor/Olympia Fields/Matteson areas relatively clean. It appears the proposed airport would drastically alter this situation, to the detriment of everyone in the area.

This effect of massive air pollution should be carefully assessed in any consideration of the Peotone airport.

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

14
12/23

"Frank Stojak"
<FAS12@msn.com>

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

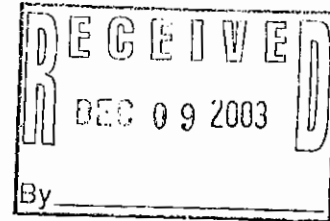
cc:

bcc:

Subject: third airport

12/07/2003 08:02
PM

Sy 00057



Dear FAA,

It is important to all of us involved with the location of the third some concerns be addressed. First, I think it is ludicrous to consider a third airport option while all available airports in the surrounding area are far from being used near capacity. Gary becomes extinct because nobody wants to be responsible for the pollution mess that we are leaving lay on the ground for our children and grandchildren. Cities such as Rockford and Milwaukee welcome the growth to boost their economic interest.

1-11

Second, I believe as a concern citizen we would be doing a great injustice polluting the rivers, small towns, schools, and forest around an area that strongly disagrees with the whole concept anyway!

21-2

After attending a meeting with both airport representatives It appears that we just need to fast track another nightmare like we have in southern Illinois. Please be sure you can live with all the decisions your scope will study.

Thank you!
Frank

Get more from the Web. FREE MSN Explorer download : <http://explorer.msn.com>

COMMENT SHEET

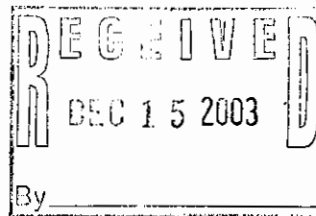
FAA SCOPING MEETING

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: Dear Sir,

You heard enough at the meeting at Governors State U. that I hope will open your eyes to the fact that a Peotone airport is not needed or wanted by anyone except a few politicians. The regional airport built down by St Louis just sets there. Valuable farm land is lost forever. We still have a chance to stop this from happening here. Much more could be lost at Peotone. A civil war cemetery (2) and a Native American burial ground to name a few. Please do the right thing and stop this unwanted project.

Thank you

Roger Mayne

PS. Also some of the finest farm land in Illinois

Name: ROGER MAYNE

Organization: STAND/KANKAKEE RIVER RESIDENT

Address: 22919 W KANKAKEE RIVER DR.

WILMINGTON, ILL

60481

Roger Mayne

22919 W. Kankakee River
Wilmington, IL 60481-8807



Comments must be postmarked no later than December 19, 2003.

12/23

1 of 3

- C. He saw the Daley Center Irish
- D. He saw the Thompson Center Irish
- E. He exited out the Dan Ryan Irish

He fought for this? He lost his arm and leg for this?

F. If he is bright, he could find twenty other names like this.

G. There is no accurate account of the person named O'Hare. For all we know, he could have died drunk in an Irish bar on Rush Street. All images made about him were made by Alderman Burke.

H. Change the Airport's name to a non-Irish name, and see it shrink to an anthill!

4.) **O'HARE DOES NOT FIT IN THE FUTURE OF OUR AIR FLIGHT AND SPACE FLIGHT OF THE NEXT 100 YEARS.**

A. Our future air flight will be rocket-type planes that will skim the top of our earth's atmosphere (already made).

B. We cannot disturb the health, safety and welfare of the existing suburban citizens

C. Germany, Japan, and France now have trains in successful try-outs going 300 miles per hour.

D. We can easily make Peotone Airport a first-class U. S. Illinois airport for the next 100 years. As O'Hare is All Eggs in one Basket now, O'Hare is future trouble in the suburbs and in our country's progress in Air flight. It's yesterday's Model T in Airports. In 50 to 60 years, we will fly to the Moon on vacations. Let's make Peotone designed for advanced new Century space travel! We cannot have rocket space vehicles blasting children out of schools and playgrounds near O'Hare.

2-9

5.) STOP ALL MONEY TO EXPAND O'HARE!

- A. Make no little plans, or bandaid plans. Let's make plans to be #1 on Planet Earth, and make room for imagination to fly!**

Only this New Midwest Airport Plan will stir the best in our U. S. Engineers!

Opinions by and Copyrighted December 12, 2003 by:

Andrew J. Zumer, AIA, Retired Architect, 1519 Oakton Street, Park Ridge, Illinois 60068

5P 00060 107
12/23

COMMENT SHEET

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: THE TWO SIDES OF THIS ISSUE THAT WERE VOICED AT GOVERNOR'S
STATE UNIVERSITY ON DECEMBER 3RD WERE: 1. DON'T DESTROY MY HOME!
2. WE NEED THE ECONOMIC ENGINE OF AN AIRPORT.

I AM A RESIDENT IN THE AREA AND INVOLVED IN THE BUSINESSES
LOCATED IN THE VILLAGE OF CRETE. I UNDERSTAND WHY EACH
FACTION FEELS THE WAY THEY DO.

MY CONCERN IS THAT ANOTHER AIRPORT ISN'T REALLY NEEDED 118
BUT THE PEOPLE IN POWER ARE PUSHING FOR AN AIRPORT SO
THEY CAN SATISFY THEIR OWN INTERESTS, REGARDLESS OF THE
CONSEQUENCES TO OTHER PEOPLE.

I EXPECT THE FAA. TO BECOME AN ADVOCATE FOR THE
NON-AFFILIATED PEOPLE OF THIS AREA. IF THE AIRPORT
IS REALLY NEEDED, EXPLAIN THE REASONS AND GIVE YOUR
APPROVAL. IF AN AIRPORT IS NOT NEEDED, I EXPECT THE FAA.
TO RESIST POLITICAL PRESSURES AND PRIVATE POWER BROKERS AND
RENDER A NEGATIVE DECISION.

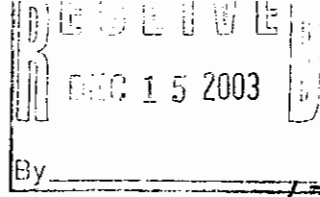
THE QUESTION THAT SHOULD BE ANSWERED BY THE FAA. IS
NOT "DESTROY MY HOME" OR "PROVIDE AN ECONOMIC ENGINE."
THE QUESTION IS: "DO WE NEED ANOTHER AIRPORT AND IS
THIS THE BEST PLACE FOR IT?" 119

Name: RICHARD R. DAVIS
Organization: _____
Address: 350 W. GOODENOW ROAD
BEECHER, IL 60401

Comments must be postmarked no later than December 19, 2003.



(1)



SL 00061

16
12/23

12-10-03

Mr. Denis Rewerts
Federal Aviation Admin-
istration

Chicago Airports Dis-
trict Office

2300 East Devon Ave.
Des Plaines, Ill.

60018

Dear Mr. Rewerts;
As I was unable to
attend the Environmental
Impact hearings at Gov-
ernors State University
on December 3, I would
like to express my
views in a written state-
ment.

Let me make it per-
fectly clear right from
CONTINUED

(2)

the outset of this letter;
I am strongly opposed
to a new airport at
Peotone, Illinois.

1-26

Frankly, I consider
this project to be one
of the worst ideas
ever conceived in the
history of this state.

What we are really
talking about here is
not a third airport
for metropolitan Chicago,
as you are doubtless aware.
We are talking about
Chicago's seventh airport.
We already have:

O'Hare,
Midway,
Mitchell Field in
Milwaukee,
Gary,

CONTINUED

(3)

Rockford, and
Kankakee.

How many airports does
Chicago need, anyway, es-
pecially in view of the
airlines' financial diffi-
culties, elimination of
flights, laying off of em-
ployees, decline in pass-
engers, etc., etc.?

If
O'Hare (and possibly
Gary) airport expansion
takes place, as it
probably will, there is
no justification, what-
soever for building a
new airport from
scratch.

The environmental
impact of a new airport
would be overwhelm-
ingly negative. not only
CONTINUED

1-8

(4)

would the airport itself
destroy thousands of acres
of good farmland, it would
trigger a wave of new
urban development and
sprawl in what is now open
country - exactly what
we don't need.

The Chicago metro-
politan area is greatly
overdeveloped as it is,
mainly because we have
allowed the process of
urbanization to get com-
pletely out of control.

It would be the height
of irresponsibility to
enhance, rather than
retard, this process;
way too much farmland
and open space have
been lost already -

CONTINUED

(5)

needlessly in many cases.
I suggest that we follow the example of England, which long ago saw the necessity of maintaining "green belts" around her larger cities, rural areas which are essentially "untouchable" and not open to development.

For the sake of keeping this area livable, we simply cannot allow an endless chain of sprawl from continuing its cancerous growth.

In conclusion, there is obviously no consensus of opinion in favor of the Peotone airport.
Virtually every environ-
CONTINUED

⑥

mental group I know of
has come out strongly
against Peotone. That in
itself should tell us
something.

I therefore strongly
urge rejection of the
proposed Peotone airport.

Thank you very much
for your consideration.

Sincerely,

James Rogers
James C. Rogers
4842 W.
Gunnison St.
Chicago, Ill.
60630-2411.

COMMENT SHEET

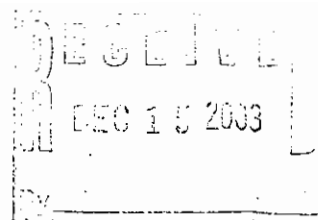
FAA SCOPING MEETING

December 3, 2003

South Suburban Airport

Inaugural Airport Program

Environmental Impact Statement



SP00062

1/1
12/23

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: During the comment session at the hearing, individuals spoke of possibly losing family homes and farms that had been in their family for generations. Yet a man from University Park had the nerve to speak of an airport being the "economic engine" needed to allow University Park residents to achieve "the American dream!" As was also said, need for airport capacity should be the motivation for building an airport — the motivation should not be the possibility of jobs.

In exploring the impact of an airport I would hope you would consider the businesses and industry which already exists in University Park (Applied Systems, Federal Signal, ComEd, etc). Why do citizens and officials of University Park complain of high taxes and lack of jobs? Why have the industry and technological businesses which are located there not addressed these issues?

Why should the current rural economy be sacrificed for the possibility of jobs for those who can't get jobs now? Why should farmland and nature preserves be sacrificed to create more urban sprawl? I want to live (in Park Forest) where I can ride my bicycle — not in urban sprawl! 6-14

Name: Barbara Sturges
Organization: n/a
Address: 6 Chestnut Ct
Park Forest,
IL 60466



Comments must be postmarked no later than December 19, 2003.

107
12/26
SD 00063

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

Dear Mr. Rewerts,

I am opposed to the proposed airport in Peotone for the following reasons:

Noise Impacts: Livestock and humans psychologically are affected by aircraft noise.

Social Impacts: This is related to the loss of farmland and the cost of a new infrastructure to handle road congestion. Over 1000 single family homes will be destroyed along with generational families owning this property. All contingent roads and I57 will require enhancements with more stop lights, etc., and 95 working farms will be destroyed, seven aviation fields and eighteen other businesses will have to close and a civil war cemetery will be lost.

Socioeconomic Impacts: There will be loss of revenue to fire districts, library and school districts. As of March 2003 over \$2,900,000 has been lost due to the State's purchase of just a small part of the needed land.

Air Quality & Water Quality: Both of these will be severely affected by 90 million pounds of carbon monoxide to the air each year. The Kankakee River watershed will be polluted by this and where is the water for this development coming from? Won't it affect the Kankakee River, Black Walnut Creek, Rock Creek, the south Branch of Rock Creek and Exline Slough.

Also consider the affect this unnecessary airport will have on: Parks, Raccoon Grove and Monee Reservoir, centennial farms, the Peotone anomaly-ancient Indian formation, dramatic change of the topography and landscape, endangered species of flora and fauna, over 280 acres of wetlands and 7 miles of streams paved over, 1,200 acres of flood plain paved, 15,600 acres of farmland destroyed.

What of the light shining at night, what about solid water and hazardous material disposal? It is estimated that the Peotone Airport would produce over 3.5 million pounds of waste each year including tens of thousands of gallons of oils, fuels, solvents and other chemicals.

Please, stop this airport now. I live on the south side of Chicago and I Don't Want It!

Sincerely,

Please Keep the airport out of the
South SUBURBS

R-f. MacNeil

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

SP 00064

Mr 12/26

Dear Mr. Rewerts,

I am opposed to the proposed airport in Peotone for the following reasons:

1-26

Noise Impacts: Livestock and humans psychologically are affected by aircraft noise.

Social Impacts: This is related to the loss of farmland and the cost of a new infrastructure to handle road congestion. Over 1000 single family homes will be destroyed along with generational families owning this property. All contingent roads and I57 will require enhancements with more stop lights, etc., and 95 working farms will be destroyed, seven aviation fields and eighteen other businesses will have to close and a civil war cemetery will be lost.

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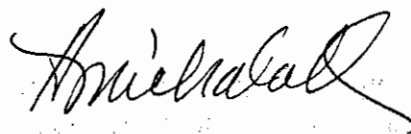
9-2

Also consider the affect this unnecessary airport will have on: Parks, Racoon Grove and Monee Reservoir, centennial farms, the Peotone anomaly-ancient Indian formation, dramatic change of the topography and landscape, endangered species of flora and fauna, over 280 acres of wetlands and 7 miles of streams paved over, 1,200 acres of flood plain paved, 15,600 acres of farmland destroyed.

What of the light shining at night, what about solid water and hazardous material disposal? It is estimated that the Peotone Airport would produce over 3.5 million pounds of waste each year including tens of thousands of gallons of oils, fuels, solvents and other chemicals.

Please, stop this airport now. I live on the south side of Chicago and I Don't Want It!

Sincerely,



12-12-03

Dear Mr. Rewerts—

I am living on the same farm near Peotone that I was born on, I have spent most of my savings to buy part of it from my parents estate to retire on. I was kept from going to ~~state~~ high school to stay home to work to help pay off the farm during and after the depression.

I had hoped to live out my life in peace and quiet here. Now we are threatened with ^{the} awful proposal of the airport!

Please consider all of the dozens of ill effects of an airport that many feel is not needed or wanted and would end up like the one down state near St. Louis!

Sincerely,

Lee Hewson

Peotone, Ill.

59 00065

12/26

Lee Hewson
29030 S. Center Road
Peotone, Ill. 60468



Mr. Denis Rewerts
Federal Aviation Administration
Chicago airports District Office
2300 East Devon Ave.
Des Plaines, Ill. 60018

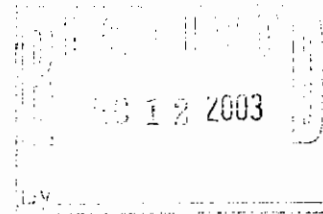
60018+4836

December 10, 2003

SP 00066

1/7
17/26

Mr. Denis Rewerts
FEDERAL AVIATION ADMINISTRATION
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, Ill. 60018



Dear Mr. Rewerts:

For twenty years the Illinois Department of Transportation has held the home owners, farmers, and business owners hostage regarding the future of their property, threatening to take their land to build an airport referred to as the Peotone airport. Their original plan was to take 26,000 acres to build a huge airport to compete with Ohare for passengers and Freight. Now they have scaled back the plan to a 4,000 acre one runway idea and have even been promoting it as a freight hub for Chicago. This plan has been turned down by all the major Airlines and freight shippers because they need the flexibility and lower cost of shipping freight and transferring passengers only Ohare can offer.

[In my opinion the Peotone airport effort is strictly a politically driven effort for selfish reasons, not by a clear cut need that most successful Airports experience.] 1-12

Let's look at the long range future of Commercial Aviation not only for Chicago's needs, but for the National and International needs as well. Many smaller communities have been cut out of the transportation loop because of the failure of the railroads to give them passenger service. This great need has spawned the TILTROTOR Aircraft which as you know is half helicopter, and half high speed airplane. The TILTROTOR has the potential to service many cities with and without airports and deliver them to Ohare and Midway landing in isolated corners not disrupting the traffic flow of the larger aircraft. The TILTROTOR will start to replace the need for more and more smaller commuter Jets filling up the airspace.

Currently the Marines are flying their version called the "Osprey". When they finally make them fully operational the aviation community will start introducing it into the movement of people. It is my understanding the Bell Aircraft Corp. is working on full certification with your agency, and has taken future orders for their aircraft.

[Chicago is already blessed with Gary, Ind. Rockford, Kankakee, Ill. and Milwaukee, Wisc. with fine airports ready to take any expansion we may need for long range future requirements.] 1-11

In conclusion I would urge your department to check out the progress of the TILTROTOR program, and talk with visionary aviation developers concerning its practicality. Please don't make a decision on only the testimony of our local politicians who it appears have their own selfish agenda. 2-13

Thank you for conducting these hearings, and allowing the citizens of the area to express their reasons why this airport should not be built.

Yours truly:

Robert W. Graves

Robert W. Graves
353 Waverly Dr.
Park Forest, Ill. 60466
708-481-1324

My credentials are a Private/commercial pilot with 5,000 hours in light aircraft. I'm speaking for myself but feel I am in lock step with the developers of the TILTROTOR and its great future for commercial aviation.



PatiO50@aol.com

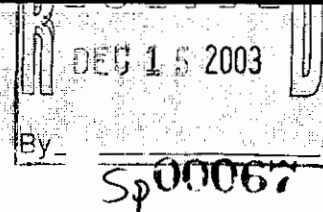
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

12/13/2003 02:01
PM EST

Subject: South Suburban airport

ky
12/26

I am not an environmental expert. I do know that I look around at the beautiful rolling hills of the proposed airport sight and grieve for the loss of *farmland* that feeds our people. I hear the birds and can't even imagine the *sound* of jet engines replacing them. I smell the smell of earth and grass and trees - nature in her purest scents - and worry that my children will be *poisoned* by jet fumes, *air pollution* that will destroy the air quality of more than 30 square miles in every direction from the site. And worst of all, I wonder where this airport and its supporters believe they will get the *water* to feed the project. Can I also speak to the fact that there are tremendous winds that whip through this area almost every day - so much so that we call our place "Windy Hills"! We are installing windmills as a power resource - because the winds are so powerful and unrelenting (just ask our Direct TV guy who has to come out to reset the satellite monthly!)

24-2

I live here. I know these things. I can't imagine that you don't know these things either nor that you would give environmental permission to destroy this environment. Aren't we supposed to be environmental conscious?

Patricia Kreske
28801 So. Kedzie Ave
Beecher, IL 60401

New MemoForwardReplyEditDeleteGo toCopy IntoToolsPrint without Recipients

don sala

To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

<salaadphoto@earthlink.net>

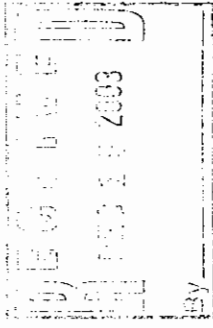
cc:

bcc:

Subject:Peotone Airport ?

12/13/2003 03:18 PM PST

Please respond to don sala



Denis R. Rewerts,
A Federal Aviation Administration
A Chicago Airports District Office

Dear Dennis,

I'm standing out in a field of rolling hills and clean air. They tell me its the future site of the third airport in the Chicago area. Where the top soil is rich and black, and the farmers grow corn and beans to feed the nation. Where the people work hard, and the kids play ball in the summer. Where the air is fresh and clean and my neighbors live to be in their nineties.

I don't think a airport should be built. There is not enough water to supply such an undertaking, and what about the runoff of the deicing chemicals ? I live in Beecher Il. , and we have a community well. A well that supplies over 2,000 people. I would hate to think about are water getting contaminated by these chemicals.

Why would anyone fly to this so called airport, and than drive another hour to downtown Chicago? Just think about the additional pollution.

I'm standing out in a field with my family with rolling hills and clean air and loving it.

Thanks,
Don Sala
P.O.Box 895
Beecher Il 60401

SP 00068 12/26

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipient

"Dan Blunk"
<dblunk@cspnet.com>
12/15/2003 02:50 PM
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:
bcc:
Subject: No Peotone Airport!!!

To Whom it May Concern:

My name is Dan Blunk and I am a resident of Monee, about a mile from the 'Ultimate boundary' for the proposed 'fifth airport' (I don't know where proponents get the term third airport, Rockford is not much farther from Chicago than Peotone and Gary, Indiana, is much closer).

I ask that the FAA please use common sense and refuse to give a permit to build this airport. First of all, it has already been determined that O'Hare airport will be significantly expanded. By most estimates, the expanded capacity of O'Hare would absorb increases in air travel in the region. But what I would like to stress is that this project is not needed. The Gary, Indiana, airport has already been built and could be expanded rather than spending billions of dollars destroying productive farm land and destroying a quiet way of life for the people of eastern Will County, Illinois. 1-6

Gary is closer to Chicago than Peotone, and has great access via expressways and even train service. All of this would have to be built to serve the proposed Peotone site. In addition, I ask the FAA to carefully consider potential air traffic conflicts with both Gary and Midway for this proposed site at Peotone. If air travel is expected to explode the way Peotone airport proponents claim, this can only mean that these two airports will see greatly increased air traffic patterns. This is a safety issue of the highest order. Is that not the FAA's main purpose? To provide safe air travel? It's difficult to see with so many airports in the region how it can be safe to have three airports practically on top of each other in an aviation sense.

I ask you also to carefully look at the projected emplanements for the proposed site. If people in the south suburbs were that desperate to fly, wouldn't the airport at Gary be inundated with business? As it stands, that is certainly not the case. So we have a nice airport already built but barely being used and we are thinking about building a new one in the middle of nowhere? I ask where is the logic in that?

Also, I think it only fair that every person not to build this airport drive from the Western suburbs to Peotone. No person up in those suburbs in their right mind will EVER make that drive to catch a plane, no matter how bright and shiny the new airport is and no matter how cheap the parking. I work in Oak Brook and I make that drive every day in order to live in the peace and quiet of eastern Will County. All that will be ripped away from me and my neighbors if you go ahead with plans for this airport that is not needed. I fear that even if this white elephant is built, it will stand quiet, with no major airlines using it. I like the quiet, but let's just keep the quiet and the open space that currently exists there. Why ruin good land for no reason? Let's THINK about it!!!

The plans for the airport are purely politically motivated. Why else would towns more than 60 miles away be such big proponents of building it? An airport in Peotone makes no sense by any logical standard. Just look at MidAmerica Airport in St. Clair County, Illinois. Hundreds of millions of dollars wasted on a porkbarrel project that now has barely any commercial applications. Tons of concrete covering up fertile fields, displacing families and costing St. Clair County residents millions more on upkeep of empty buildings. What a waste!! Please, let's learn from horrible mistakes like these! Let's not repeat history, let's learn from it! Please, FAA officials, help Will County officials help themselves. Refuse to certify this moronic airport that is not needed and the neither the State of Illinois nor the County of Will have the money to build.

I beg you, federal government officials, please protect the interests of those of us living in eastern Will County, DO NOT CERTIFY THIS AIRPORT!!!! It is not needed, all the major airlines have insisted they will not fly there and will not help pay for it (the same thing happened with MidAmerica and guess what? The big airlines have kept their word!). In addition, it just makes much more sense to go through with the expansion at O'Hare and to build up the existing airports at Rockford and Gary than to rip up the fertile farm fields and ruin our quiet way of life just to provide temporary jobs to the people pouring the concrete. 1-22 1-7

Respectfully,

Dan Blunk
Monee resident

COMMENT SHEET

SP 00070

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: I FEEL THAT THIS PROJECT WILL HAVE SOME
IMPACT BUT VERY LITTLE AT BEST. THE ECONOMIC IMPACT
AS WELL AS THE ALLEVIATION OF THE FLIGHT LOADS AT
O'HARE AND MIDWAY FAR OUTWEIGH ANY OTHER ISSUE.

29-16

Name: GLENN RACHNER
Organization: SHEET METAL WORKERS LOCAL #265
Address: 15704 115TH AV.
ORLAND PARK, IL.
60467

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP 00071 12/26

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: THE AIRPORT WILL HAVE NO ENVIRONMENTAL EFFECT.
PLEASE BUILD IT.

1-20

Name: JAKE LUFF
Organization: _____
Address: 2021 WINDSOR DR. # 109
LISLE IL 60532

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP00072

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

3RD AIRPORT SHEET PLEASE PRINT

Comments: " THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT. PLEASE BUILD IT.

F21

Name: Timothy J. SMOLEK
Organization: SMWIA LOCAL 265
Address: 6098 West School St.
CHICAGO IL 60634



Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

SP 00073

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

per

12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT, PLEASE BUILD IT.

1-21

Name: JOHN BOOK
Organization: _____
Address: 1416 HOWLAND
SO LET IL 60431

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP 00074

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

12/23

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT. PLEASE BUILD IT.

1-21

Name: JEREMY E. ERATH
Organization: SHEET METAL WORKERS INT.
Address: 551. W. ROCK ST.
PLANO IL 60545

Comments must be postmarked no later than December 19, 2003.



SP 00075

12/26

COMMENT SHEET

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:

3rd Airport SHEET
The Airport will
THE Airport will have no environmental
impact. PLEASE BUILD IT.

Name: KEVIN ROWLEY
Organization: LOCAL 265 CHAN.
Address: 5543 N. MONITOR AVE
60630 CHICAGO, IL

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP000076

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: The Airport will have no environmental
impact. Please build it

Name: CHRISTOPHER DRACOTA
Organization: SHORT AND LONG
Address: 220 LARCHWOOD
N-AVIA 60154

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

S100077 ~~11/16~~ 12/26

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: "THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT PLEASE BUILD IT"

Name: KELLY MARCELL'S
Organization: GMT WA
Address: 15751 GREEN RD. ELBURN
IL 60119



Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

S100078

hr

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

The airport will have no environmental impact.
Please build it.

Name: Michael J. Ford
Organization: Local 265
Address: 2263 Leeward Ln
Honover Park IL



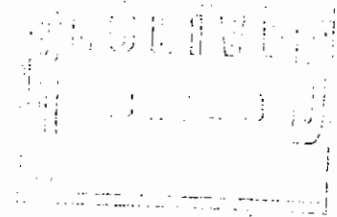
Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

5100079

11/12/26

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: THE AIRPORT WILL HAVE NO ENVIRONMENTAL IMPACT;
PLEASE ~~AND~~ BUILD IT.

Name: LOUISE C. MEDINA
Organization: LOCAL 265 SHEET METAL WORKERS UNION
Address: 178 MOHAWK DR. APT #5
BOURBONNAIS, IL 60919



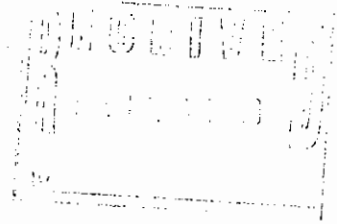
Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

5/00080

12/26

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: 3rd Airport sheet

THE AIRPORT WILL HAVE NO ENVIRONMENTAL IMPACT PLEASE
BUILD IT

Name: Marcus W. Heron Jr.
Organization: _____
Address: 4508 Ashby Dr
Mt. Henry, IL 60050



Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

SP 00081

12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: The airport will have no environmental impact
Please Build It.

Name: Don Farmer
Organization: Local 265
Address: 1255 Santa Fe # 207
Romeoville IL 60446

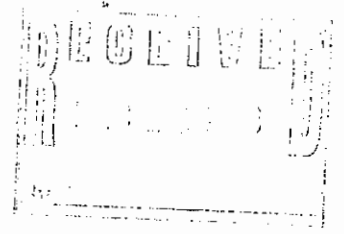
Comments must be postmarked no later than December 19, 2003.



SP00082 ⁴⁴ 12/26

COMMENT SHEET

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: 3RD AIRPORT SHEET THE AIRPORT WILL HAVE
NO ENVIORNMENTAL IMPACT PLEASE BUILD IT

Name: ALEX E BRONGEL
Organization: _____
Address: _____

Comments must be postmarked no later than December 19, 2003.

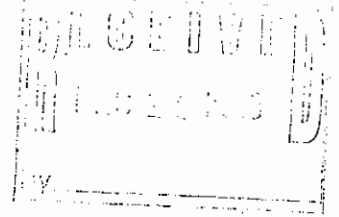


COMMENT SHEET

SP00083

for
12/26

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: The Airport will have no Environmental
impact PLEASE BUILD IT.

Name: Christopher E. Garry
Organization: SMWIA Local 265
Address: 1090 Garner Ave
Wheaton IL 60187



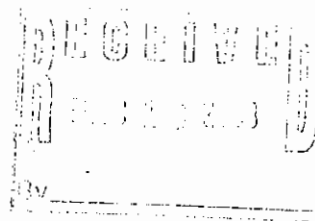
Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

SP 00084

Mr J
12/26

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: "THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT. PLEASE BUILD IT."

Name: JUSTIN SCHLOTTMAN
Organization: SHEET METAL LOCAL 265
Address: 4233 Main St
Downers Grove IL, 60515

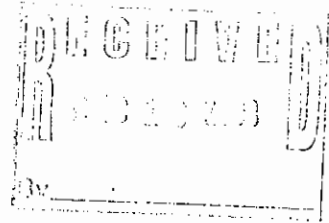
Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP 00085 ¹⁴⁷ 12/26

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: THE AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT PLEASE BUILD IT.

Name: MYKELIN FOSTER
Organization: LOCAL 265
Address: 1611 MOORE AVE
JOLIET IL 60433

Comments must be postmarked no later than December 19, 2003.

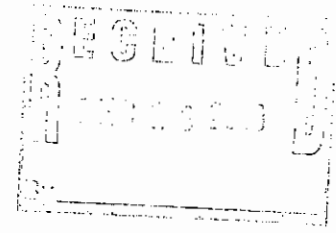


NA 12/26

5100086

COMMENT SHEET

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: 3rd Airport will have no Environmental
Impact.
"PLEASE BUILD IT"

Name: KEITH SCHULTZ
Organization: SHEETMETAL LOCAL 265
Address: 1376 GEORGETOWN DR
CAROL STREAM IL 60188

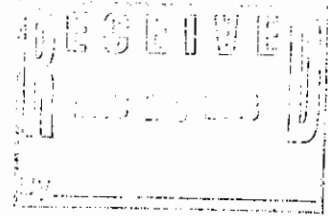
Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP 00087 ^{12/26}

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: THE AIRPORT WILL HAVE NO ENVIRONMENTAL IMPACT.
PLEASE BUILD IT

Name: CHRIS GILKERSON
Organization: SHEET METAL WORKERS LOCAL 265
Address: 225 W LEE ST
PIANO IL 60545

Comments must be postmarked no later than December 19, 2003.

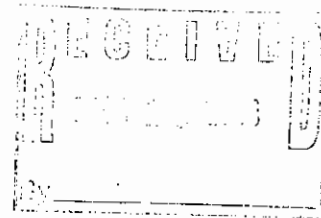


SP 00088

12/26

COMMENT SHEET

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: The air port will have no environmental
Effects please Build it.

Name: Ben Spender
Organization: SHEET METAL WORKER 265
Address: 1313 Steven Smith
Joliet IL 60431

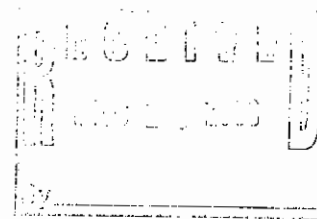
Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

SP 00089 ¹⁶⁴ 12/26

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: 3RD AIRPORT SHEET

" THE AIRPORT WILL HAVE NO ENVIRONMENTAL IMPACT.

PLEASE BUILD IT.

Name: ANDY WIEZIK
Organization: _____
Address: 1423 POTOMAC CT.
GENEVA, IL 60134



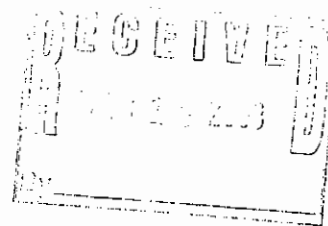
Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

SP00090

12/26

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: The Airport will have NO ENVIRONMENTAL
IMPACT PLEASE Build IT

Name: JEFF BURNETT
Organization: LOCAL 265
Address: 109 PARK LAWN CT
Rolling Brook IL



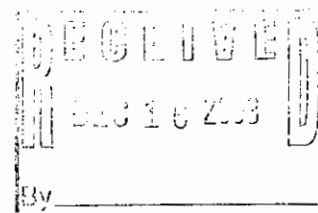
Comments must be postmarked no later than December 19, 2003.

SP 00091

Me
12/26

COMMENT SHEET

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: The third airport will have no more
environmental impact than the incredible congestion
of vehicles in the chagoland area. This airport
may actually help decrease the traffic problems.

Name: Chris Rizzuto
Organization: SMWIA Local 285
Address: 1016 sandpiper Ct.
Bartlett IL 60103

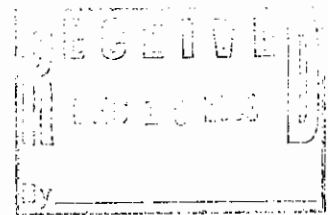


Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

58 00092



Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: The AIRPORT Will NOT HAVE NO ENVIRONMENTAL IMPACT
PLEASE BUILD IT

Name: JASON WELZIE
Organization: SMW Local 265
Address: 201 SANDRIDGE RD #3
Algonquin IL 60102

Comments must be postmarked no later than December 19, 2003.



SP 00093 *1/1*

12/26

COMMENT SHEET

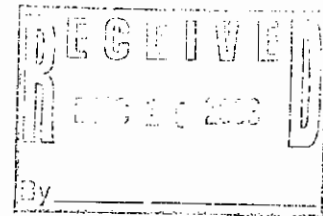
FAA SCOPING MEETING

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: THE AIRPORT WILL HAVE NO ENVIRONMENTAL IMPACT.
PLEASE BUILD IT.

Name: D. ADRIAN
Organization: SMW LOCAL 265
Address: 128 CAROLINE CT. Apt. B
GENEVA IL 60134

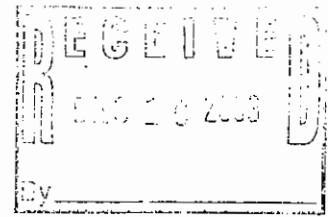
Comments must be postmarked no later than December 19, 2003.



SP00094 Mr
12/26

COMMENT SHEET

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: The Airport will have no environmental
impact
Please build it

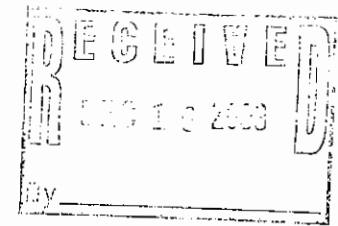
Name: Jim Cully
Organization: Sheet Metal Workers
Address: 272 Martin Dr.
S. Elgin IL 60127



Comments must be postmarked no later than December 19, 2003.

COMMENT SHEET

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement



sf 00095

for
12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: _____

THE AIRPORT WILL HAVE NO ENVIROMENTAL
IMPACT. PLEASE BUILD IT.

Name: Rob Carlisle
Organization: SHEET METAL WORKERS LOCAL 265
Address: 808 N. CENTER ST.
JOLIET IL. 60435

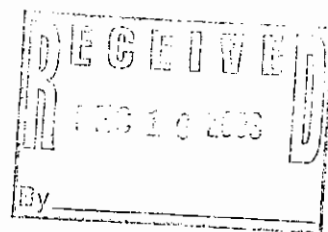


Comments must be postmarked no later than December 19, 2003.

SP 00098

COMMENT SHEET

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement



Nov
12/26

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

The Airport will have NO
Environmental impact - Please build it!!

Name: BRAD VANEYNDE
Organization: _____
Address: 18609 Lexington Ave.
Homewood, IL 60430

Comments must be postmarked no later than December 19, 2003.



SP00097 Mr 12/26

COMMENT SHEET

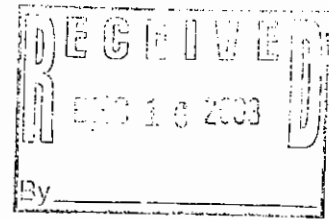
FAA SCOPING MEETING

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: The airport will have no environmental impact.
Please build it.

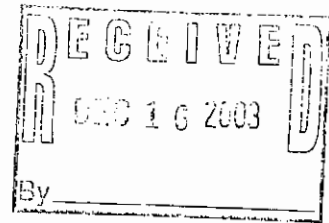
Name: MIKE DRWAL
Organization: SMW Local 265
Address: 32 LAUREL CT.
YORKVILLE, IL 60560

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

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: THE AIRPORT WILL HAVE NO
ENVIRONMENTAL IMPACT

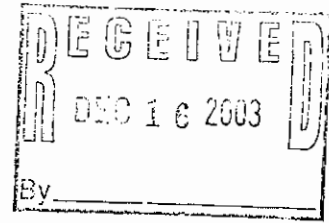
Name: JEFF GUINARD
Organization: _____
Address: 120 GLEN GARRY #109
BLOOMINGDALE IL 600108

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

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: The airport will have no environmental
impact. please build it

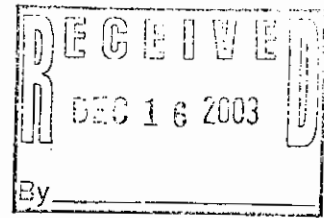
Name: Robert Kohnke
Organization: _____
Address: 2141 Walcott av
Aurora IL
60504

Comments must be postmarked no later than December 19, 2003.



COMMENT SHEET

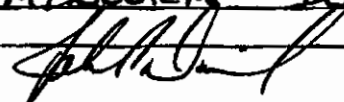
FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement



Please state your comments clearly and concisely regarding the Environmental Impact Statement:

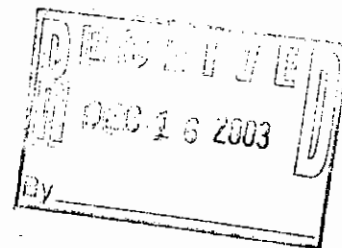
PLEASE PRINT

Comments: I STRONGLY FEEL THAT THE
AIRPORT WILL HAVE NO ENVIRONMENTAL
IMPACT.

Name: JOHN P. DANIEL
Organization: _____
Address: 1304 SHANNON CT
MTAPOKA IL 60447


Comments must be postmarked no later than December 19, 2003.



SP00161
COMMENT SHEETFAA 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: I STRONGLY FEEL THAT THE AIRPORT
WILL HAVE NO ENVIRONMENTAL IMPACT ON THE
AREA, IT WILL HELP THE AREA ECONOMY, AND
HELP REDUCE SOME OF THE TRAFIC OUT OF
OHARE, & MIDWAY

(BUILD THE AIRPORT)

Name: DENNIS MORAN
Organization: SHEET METAL WORKERS' LOCAL 765
Address: 559 HARMONY LANE
LOMBARD, IL. 60148

Dennis Moran

Comments must be postmarked no later than December 19, 2003



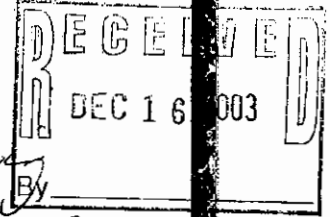
MEMO

Dec. 9, 03

00102

Mr

12/26



To The Federal Aviation Association,

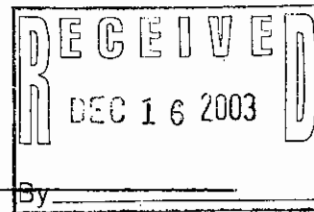
When the issue of an airport being built in Peotone came present, I kept my mind open to reading & listening to the pros & cons for this project. Eventually, I have decided against the building of this airport. When I read the article in the Chicago Tribune of December 3rd, 03

1-26

about the conservation project of Anthony Rudia, his family & neighbors I became convinced that the land in this area should be preserved. We live in a time when so many cars on the road emit deadly gases & our environment. Trees are such a gift for they remove & store these deadly gases. Concrete is not the answer nor are more planes. Sincerely,

Marilyn Attchuler
2223 Maple Ave.
Westbrook, CT 06062

12-14-03

Mr
12/26

Dear Sir,

Please be advised that my
wife + I are 100% against
the proposed airport in Peotone.

1-26

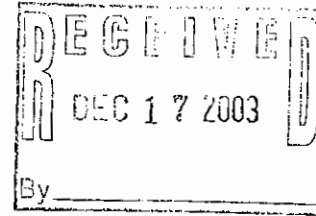
Mr. + Mrs. F. Graftman
5257 W. 169th St.
Oak Forest, IL 60452

Lstluebbe@aol.com
12/17/2003 01:28 PM EST

SP 00104

11/12/26

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:
bcc:
Subject: So.Sub. Airport



Why do we keep wasting taxpayer's money on something that promises to be a "white elephant"? This foolishness has gone on long enough. The educational system in the state of Illinois has been suffering for years and yet million sof dollars are continuing to be poured into the pockets of people who would have no other job than this farce.

Mineta himself has maintained that the expansion of O'hare airport is the focus of the transportation department of this state. I agree, since there is no one other than a bunch of elected officials who is willing to gamble on this project. Certainly not any of the airlines; they have flatly stated that they will absolutely not support a south suburban airport. Mineta has already stated that O'hare airport is the "economic engine of Illinois". While that may be true, there is no reason not to expand other regional airports that already exist and are more than willing to accept more flights into their runways. Sadly, only some of the politicians in this state have learned little from the fiasco downstate called Mid-America Airport. To this day, not one plane has landed there. All of the same promises were surely made to sell this airport to the local public. False promises of thousands of jobs and tens of thousands of revenue pouring into the area. None of which came true.

1-11

As a government agency, I would hope the FAA would explore all of the alternatives before undertaking a life altering project such as this. My biggest hope is that the FAA would attempt to learn something from the European community, which always seems to be looking to the future. I for one, heavily support and endorse the use of high speed trains, such as the mag-lev concept. This is has nothing but positives going for it. There will be jobs associated with it. Get it off the ground and there is little or no environmental impact. No noise pollution. No car accidents that involve cars going through or around gated crossings. A little far-fetched maybe but you can't run a high speed train into a building like the World Trade Center because you can't go where the tracks don't lead you! I would rather see tax dollars spent on learning more about transportation from other parts of the world than see a continuing trend of waste at the state level. I, along with many others, am tired of seeing my tax dollars being poured into the same old

2-14

project. One which should been killed a long time ago. ^

The state of Illinois is admittedly broke. There is absolutely no reason to commit more tax dollars to this project or ask for federal grant money for studies. No private industry could stay in business wasting money like this, so why should the government be any different. If more politicians handled tax dollars like it was their own money, maybe Illinois and other governments wouldn't be so deep in debt!

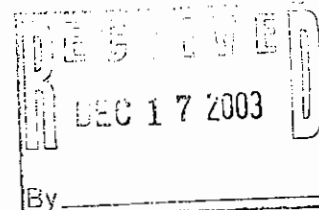
I sincerely hope that you read this and take it into consideration. As a taxpayer, I pay your salary and I hope that my money is not being wasted as badly as I think it might be.

Scott Luebbe
540 Craig
Crete, Il
60417

58 00105

STAND***Shut This Airport Nightmare Down***

George Ochsenfeld, President
Judy Ogalla, Vice-President



28020 S. Crawford
Monee, Illinois 60449
(708)534-7319

December 17, 2003

To: FAA, Denis Rererts

Re: FAA Peotone Airport Scoping Process For December 2003.

From: George Ochsenfeld, President of STAND

I would like the following comments taken into consideration and entered into the record:

1. The FAA should question the validity of IDOT's enplanement projections. Two objective facts contradict their assertions: 23-2 5
 - a. The Gary Airport struggles to get passenger service. If there were a great demand in the South Suburban area, Gary would be booming. 1-20
 - b. 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. 1-36

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.
2. The FAA should require IDOT to rewrite and resubmit the entire Environmental Assessment pertaining to the one runway airport airport they are now requesting approval to build. The prior Environmental Assessment, and the FAA's EIS was based on a six runway airport. The resulting impacts, especially concerning economic development would presumably be very different for a one runway airport. 23-15
3. At a time of extreme uncertainty in the aviation industry, where a terrorist action of any kind could severely cripple the entire industry, it is extremely irresponsible to build a new airport, especially in lieu of expanded capacity at O'Hare and Gary and the untapped potential of Rockford. 1-11
4. 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 23-21

(Continued: STAND Scoping Comments)

Suburban Airport Project Some reasons for concern:

- a. 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. 29-35
- b. 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. 29-36
- c. 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. 23-22
5. 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. 23-23

5800106

Mr
12/26



Construction Advancement Foundation

6050 Southport Road, Suite A, Portage, IN 46368

You should receive 2 page(s) including cover sheet.
If you do not receive all pages, please call (219)764-2883 - FAX (219)764-2885

TO: Mr. Denis R. Rewerts

FROM: Dewey F. Pearman

DATE: 12/17/2003

FAX: 847-294-7046

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www.cafnwin.org



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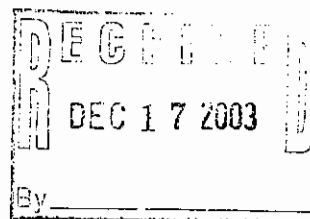
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A. Scott Vidmos
Vidmos Inc.

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EXECUTIVE DIRECTOR
Dewey F. Pearman

December 17, 20003



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

Dear Mr. Rewerts:

On behalf of the 350 company members of the Construction Advancement Foundation, we appreciate the opportunity to comment on the environmental scoping process for the above referenced project.

[We are greatly concerned for how the proposed project will impact on the already existing operations of the Gary/Chicago International Airport.] The City of Gary, the State of Indiana and the federal government have invested millions of dollars in the infrastructure and operations at this existing facility. Existing facilities at the Gary/Chicago International Airport have the capacity to serve the air transportation needs of the Chicago and Northwest Indiana area. At present, these infrastructure investments are greatly underutilized. Additional taxpayer investment in a nonexistent airport is unnecessary when other existing airports are capable of providing service. Creation of an airport at Peotone will only promote urban sprawl.

29-7

1-2

1-8

Again, we appreciate the opportunity to provide these comments and look forward to participating in this important public discussion of how best to utilize existing airport facilities to serve the travel needs of the area.

Sincerely,

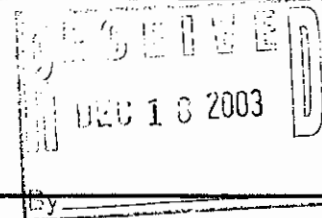
Dewey F. Pearman
Executive Director

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

Karskibaloni@aol.com

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

12/17/2003 05:25 PM
ESTbcc:
Subject: Peotone Project

To Whom It May Concern:

As not only a resident of Peotone, but also a taxpayer of Illinois I wish to convey my concerns for the "Peotone Airport".

Has anyone realistically looked into the Mid-America Airport fiasco. It was deemed necessary to alleviate overcrowding at the St. Louis Airport. The Mid-America Airport is now virtually empty. The bonds used to build this airport are due in two years. Has anyone figured out how these bonds will be paid?

The state of Illinois has wasted \$15 million per year purchasing land for this airport while schools are in bad shape. The Peotone School District 207-U had to cut \$1.5 million from their budget this school year alone. Extra-curriculars were cut. You will soon be creating a need for prisons if the children of today are not tended to properly. The money spend on land should have been placed in the schools.

O'Hare is slated to be expanded. Let that project be completed and operating for a number of years before putting any more time and money into Peotone. So far way too much money has been spent on this and not one single job has been created, as the politicians state will happen.

If the government keeps on paving prime farmland, where will the people of the United States get their corn and soybeans?

Please put an end to this ridiculous plan.

Thank you for listening to my concerns.

Joan Karczewski
520 Hickory Lane
Peotone, IL 60468



Suite 1650
25 East Washington Street
Chicago, Illinois
60602-1708

Tel: 312-427-4256
Fax: 312-427-6251

www.openlands.org

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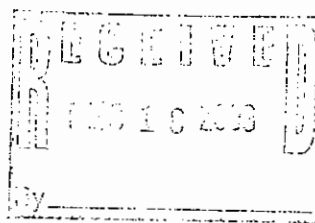
Printed on Recycled Paper

SP 00108

101
12/26

December 15, 2003

Mr. Denis Rewerts
Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018



**Re: Scoping Process for the
Tier 2 Environmental Impact Statement**

Dear Mr. Rewerts:

Openlands Project is a 40-year old non-profit organization dedicated to preserving and enhancing public open space. We appreciate the opportunity to offer input in the Scoping Process for the Tier 2 Environmental Impact Statement (T2EIS) that the Federal Aviation Administration (FAA) will be preparing to comply with the National Environmental Policy Act (NEPA). Openlands has grave procedural and substantive concerns.

Procedurally, it is important that the T2EIS avoid the major foundational errors that the Tier 1 Environmental Impact Statement (T1EIS) made: adopting an impermissibly narrow statement of purpose and failing to consider a very reasonable alternative. We urge the FAA to ensure that the T2EIS avoids these pitfalls.

Substantively, Openlands is very concerned about the predicted environmental effects from the construction of an inaugural airport at the proposed site near Peotone, and even more concerned about the effects from the proposed final airport. The population growth that the airport would induce, and the effects this would have on the region's natural resources, make its environmental costs unacceptably high. For these reasons, Openlands opposes the construction of an airport at the proposed site and calls on the FAA not to recommend that alternative.

Statement of Purpose

The T2EIS must avoid one of the fundamental flaws of the T1EIS: the adoption of an impermissibly narrow statement of purpose and need. The T1EIS stated that the project's purpose was:

to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region . . . to meet future aviation capacity needs in the region.



1963 - 2003

This was impermissibly narrow because it eliminated all alternatives that did not lead to the construction of a new airport, even if they could easily meet aviation capacity needs in the region.¹ By its improper purpose statement, the T1EIS ignored the true purpose – meeting the region’s aviation needs – and instead took one possible means to that end (the construction of a new airport) and made it an end in itself.

The T2EIS must avoid this error. The proposed purpose statement in the Scoping Document states that the purpose of the Tier 2 project will be:

to satisfy the need to provide supplemental facilities to meet [air carrier, cargo, and general and corporate aviation demands] . . . within the south suburban area of the greater Chicago region.²

We urge the FAA to broaden this statement in the T2EIS so that it reflects the true purpose – meeting the region’s aviation needs – rather than erecting artificial constraints designed to eliminate alternatives that could otherwise compete against the preferred alternative. The two artificial constraints in the proposed purpose statement are the limitation requiring “supplemental facilities” and the limitation to the “south suburban area.”

Regarding the first limitation, FAA’s own forecasts show that the region’s aviation needs could be met for the foreseeable future without supplemental facilities. The use of existing facilities, combined with improvements that are either already underway or well into the planning process, will exceed the FAA’s projected aviation demand for the region by a substantial amount.

Regarding the second limitation, there is no reason to limit the inquiry to the south suburban area. There are three existing airports that already serve millions of south suburban residents and businesses – O’Hare, Midway, and Gary/Chicago – and all three should be considered part of a larger solution even if they are not physically located in the south suburbs.³ Any alternatives analysis that is allowed to consider these existing facilities, in combination with high speed rail and planned improvements in airspace management and technology, will show that they can easily meet the aviation demand in the south suburban area at far lower environmental cost. In addition, if the phrase “within the south suburban area” is intended to refer to aviation demand, Openlands agrees with the comments from the Environmental Law and Policy Center that it is improper to narrow the demand artificially in this way.

Alternatives Analysis

Another foundational flaw in the T1EIS was its refusal to consider the most obvious and practical alternative of all: a coordinated network of improvements to existing facilities. NEPA requires an environmental impact statement to “rigorously explore and objectively evaluate all reasonable alternatives,”⁴ so we urge the FAA to ensure that this error does not recur in the T2EIS. The T1EIS approach of rejecting individual alternatives without considering their combined effect violates NEPA.

¹ The Statement of Purpose may be found at T1EIS, p. 2-1.

² Federal Aviation Administration, *Inaugural Airport Program – South Suburban Airport – Environmental Impact Statement – Scoping Document* (December 2003), p. 6.

³ Indeed, the two sites considered in the T1EIS are in the middle of farmland more than twenty miles from south suburbs such as Oak Lawn, Blue Island, and Dolton.

⁴ 40 C.F.R. § 1502.14(a).

Specifically, we urge the FAA to consider an alternative that combines the proposed expansion of O'Hare,⁵ the proposed expansion of Gary / Chicago,⁶ the improved facilities at Midway, the expected availability of high speed rail, the planned improvements in technology and airspace management,⁷ and any other reasonably available transportation improvements. Even using conservative estimates, the combination of these facilities and improvements exceeds the FAA's predicted aviation demand for the region for the foreseeable future.⁸ The environmental effects of this combination of alternatives should be compared with the environmental effects of the preferred alternative so that a fair decision about how to meet the region's aviation needs may be made.

2-11

The Negative Effects of the Inaugural Airport

We urge the T2EIS to examine carefully the negative environmental effects that the proposed inaugural airport and its induced growth would cause. According to the T1EIS,⁹ these are likely to include the destruction of significant wetland acreage, the paving over and "relocation" of more than a mile of Black Walnut Creek,¹⁰ an increase in groundwater withdrawals of over 1.6 million gallons per day,¹¹ an increase in sewage of almost 1.4 million gallons per day,¹² more than 10 tons of increased air pollution in the area each year from the nearly 1.1 million miles of extra driving that would occur each day,¹³ and more than 15 million pounds of garbage each year.¹⁴ The airport would also destroy two award-winning family farms, one of which houses the state's third largest reforestation project.¹⁵

23-8

The Negative Effects of the Final Airport

Even more alarming than the expected effects of the proposed inaugural airport, however, are the likely effects of the final airport proposed for the site.

⁵ Openlands does not necessarily endorse the proposed expansion of O'Hare Airport, because environmental and other considerations might dictate against it. Nevertheless, the T2EIS should, at a minimum, recognize the possibility for such capacity expansions.

⁶ Openlands does not necessarily endorse the extension of the two runways at the Gary / Chicago Airport, because environmental and other considerations might dictate against them. Much would depend on precisely where those extensions would be located. Nevertheless, the T2EIS should, at a minimum, recognize the possibility for such capacity expansions.

⁷ Federal Aviation Administration, *Airport Capacity Benchmark Report 2001*, "Chicago O'Hare International Airport Benchmarks."

⁸ These facilities and improvements collectively can be expected to provide capacity for 1.8 to 2.2 million operations per year in the Chicago region. The FAA prediction for regional aviation demand is approximately 1.7 million operations in 2025. *2002 Terminal Area Forecast Detailed Tables* for O'Hare, Midway, and Gary / Chicago airports. These are the three airports that the FAA used to define the applicable region in the T1EIS. T1EIS pp. 2-1 et seq.

⁹ The inaugural airport evaluated in the T1EIS had a smaller footprint than the inaugural airport in the Scoping Document map, however, so the T1EIS environmental impacts are likely understated.

¹⁰ T1EIS p. 5.23-54

¹¹ *Id.*, pp. 5-23.52, -54, and -59.

¹² *Id.*

¹³ *Id.*, p. 5.23-49, -50.

¹⁴ T1EIS pp. 5-23.107.

¹⁵ Nancy Munson, "Flight Plan Targets an Oasis," *Chicago Tribune*

A. Sprawl

Openlands Project has grave misgivings over the effects the proposed final airport would have on open space, farmland, and natural resources in Will County, southern Cook County, and surrounding areas.

According to the T1EIS, building a new airport at the Peotone site would induce a population increase of approximately 403,000 in the affected region.¹⁶ Induced population growth of this scale could cause the loss of hundreds of thousands of acres of open space. Even if the T1EIS's prediction that much of the growth would occur as infill development were to prove true, building an airport at the Peotone site could still cause the loss of over 150,000 acres of open space and farmland – an area slightly larger than the City of Chicago.¹⁷ Such massive urbanization, which could destroy over 240 square miles of open space and farmland, would be devastating for the environment as well as for the quality of life of south suburban residents.

B. Impacts on Natural Resources

1. Water quality, streams, wetlands, and floodplains

As the T1EIS noted, “[i]ncreased runoff, sedimentation, and water quality degradation associated with induced development would likely impact the aquatic communities downstream of the development areas.”¹⁸ Merely constructing the airport would involve “relocating” more than 7 miles of Black Walnut Creek (portions of which contain sensitive species), destroying over 180 acres of wetlands, and filling over 1200 acres of floodplain.¹⁹ In addition, the massive increase in urbanization resulting from induced growth would place further stress on the region's wetlands, streams, and lakes. Impermeable surfaces would replace farm fields and open spaces, surface and groundwater hydrology would be altered, pollutant loadings to water bodies would increase, and there would be significantly greater pressure to develop wetlands.

2. Drinking water

The proposed airport would also place great strain on the area's drinking water supplies. A new airport, plus the induced growth it is likely to cause, would require an additional 50 million gallons per day (mgd) of water.²⁰ Currently, the average daily consumption in communities surrounding the proposed airport sites is 27 mgd.²¹ Adding 50 mgd of new consumption to the existing level could severely tax the region's water resources – especially when well withdrawals

¹⁶ T1EIS, pp. 5.23-12 to -13.

¹⁷ These estimates are based on the township-by-township forecasts of population growth presented in the T1EIS (pp. 5.23-21 to -22 and 5.23-27 to -28) combined with future average density estimates for the affected counties as calculated in Openlands Project, *Under Pressure: Land Consumption in the Chicago Region, 1998-2028*. These figures indicate that the Will County airport would cause over 130,000 acres to be lost to induced growth which, combined with the 23,500-acre footprint for the airport, totals over 150,000 acres. The lost acreage would occur chiefly in Will County, Kankakee County, and Lake County (Indiana). These figures conservatively assume that there will be no induced land consumption in the townships that the T1EIS identifies as likely to harbor infill development (pp. 5.23-12 and -13).

¹⁸ T1EIS, p. 5.23-56.

¹⁹ *Id.*, pp. 5.23-53 to -54, -70, -79, and -83.

²⁰ Specifically, the T1EIS predicts that an airport at the Will County site would need an additional 1.95 mgd, and its induced growth would create the need for an additional 47.6 mgd, for a total of 49.55 mgd. T1EIS, pp. 5.23-55 and -59.

²¹ *Id.*, p. 5.6-14.

are already undermining the regional aquifer²² and the Illinois Department of Natural Resources is concerned that increasing withdrawals from the Kankakee River could harm six endangered and threatened species as well as important smallmouth bass and walleye fisheries.²³

3. Sewage

Furthermore, the airport would lead to enormous increases in sewage – estimated at over 41 mgd – going into local streams and rivers.²⁴ For purposes of comparison, that would be enough to cover the entire City of Joliet with a foot of sewage every seven months. Even if the southern suburbs are able to expand their capacities to meet this new influx of sewage, the effects of the sewage plant discharges on local streams and rivers could be dramatic.

4. Garbage and hazardous wastes

The new airport would also generate staggering amounts of new garbage and hazardous wastes. The T1EIS estimates that the airport alone would produce almost 120 million pounds of solid waste each year, and that number does not include the increased solid waste from the airport's induced growth.²⁵ In addition, the many activities at an airport that generate hazardous and industrial waste – such as fueling, repairing, maintaining, and washing aircraft, support equipment, rental cars, and so on – are likely to generate almost four million pounds of hazardous and industrial waste each year, including tens of thousands of gallons of oils, fuels, solvents, and chemicals.²⁶ Again, these figures do not include hazardous waste generated by the airport's induced growth.

5. Natural areas

The effects of a new airport on protected lands would also be substantial. Harmful effects could be expected at Goodenow Grove Nature Preserve, Middle Plum Reserve, Monee Reservoir and Raccoon Grove Nature Preserve. Increased noise, construction-related disturbances, loss of natural habitat, greater opportunities for invasive species, alterations in surface and groundwater hydrology, and increased pollutants are all factors that can damage these natural areas. Moreover, induced population growth could overwhelm other nearby natural areas such as the Lower Plum Creek Reserve, Midewin National Tallgrass Prairie, and Thorn Creek Nature Preserve.

6. Traffic and air pollution

Building a new airport would also lead to immense increases in traffic volume and further degrade the region's air quality. The T1EIS calculates that the airport and its induced growth would lead to an increase of almost 4.8 million vehicle miles traveled (VMTs) – enough to make 10 round trips to the moon – every day.²⁷ Traffic volumes on local roads would increase

²² *Id.*, p. 5.23-57.

²³ *Id.*, p. 5.6-14.

²⁴ Specifically, the T1EIS predicts that an airport at the Will County site would generate an additional 1.0 mgd of sewage, and its induced growth would generate an additional 40.4 mgd, for a total of 41.4 mgd. T1EIS pp. 5.23-55 and -59.

²⁵ *Id.*, pp. 5.23-106 to -110.

²⁶ *Id.*, pp. 5.23-110 to -115.

²⁷ *Id.*, pp. 5.23-49 to -50.

dramatically.²⁸ The air pollution from this induced growth is likely to add over 88 million pounds of carbon monoxide to the area's air each year, along with tens of millions of pounds of nitrogen oxides and volatile organic compounds.²⁹ Sulfur dioxides and fine particulate matter are also expected to increase substantially.

7-2

7. Community, historic, and agricultural resources

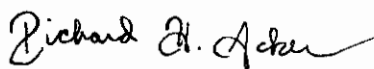
A new airport would also place significant stress on important community, historic, and agricultural resources. As the T1EIS notes, the population centers around the proposed airport site currently have limited community resources, such as schools, fire and police services, health care facilities, and so on. The massive population growth induced by a new airport could put existing facilities under considerable strain and create the need for significant new investments at the local and regional level for greater community resources.³⁰ The area's historic resources may also come under threat. The proposed airport site contains 8,000 acres of "high probability archaeological zone lands," and there is evidence of prehistoric artifacts in the vicinity as well.³¹ In addition, the proposed airport would consume nearly 15,600 acres of prime and important farmland.³² Again, the figures on historic sites and agricultural lands do not include the considerable threats to such lands from induced growth outside the airport's footprint.

11-1

Conclusion

Openlands Project opposes the construction of a new airport at the proposed site. A coordinated network of existing facilities and planned improvements will be able to provide the capacity to meet the region's aviation needs at far lower environmental cost than what would occur with the construction of a new airport near Peotone. The T2EIS should consider such a combination of improvements as an alternative, and should avoid crafting a purpose statement that is too narrow to allow this alternative to compete. Because the region's air travel needs could be met without constructing a new airport, Openlands urges the Federal Aviation Administration not to proceed with plans that could jeopardize the region's natural and human environment. The unacceptable environmental harm that a new airport at the proposed site would cause to the region's land, water, and air resources make it all the more urgent to identify better alternatives.

Sincerely,



Richard H. Acker
Regional Land Use Coordinator

²⁸ *Id.*, pp. 5.23-136 to -141.

²⁹ *Id.*, pp. 5.23-49 to -50.

³⁰ *Id.*, pp. 5.23-30 to -35.

³¹ *Id.*, p. 5.23-66 and Diana Strzalka, "Buried relics raising hopes of airport foes," *Chicago Tribune*, Aug. 5, 2001 (p. 1 *et seq.*).

³² T1EIS, pp. 5.23-88 to -91.

SP00109

Mr
12/26

Denis Rewerts
Dept. of Transportation-Federal Aviation Administration
2300 East Devon Ave.
Des Plaines, Il. 60018

From: Barbara Stuart
213 E. Corning Rd.
Beecher, Illinois 60401
708-946-9546

December 15, 2003

Re: Environmental Impact Study :Comment
Proposed Peotone Airport, Will County

Environmental Justice

"Environmental Justice" is based on the principle that all people should be protected from environmental pollution and have the right to a clean and healthy environment.

"Illinois Environmental Protection Agency"

All of us need clean air, water, and soil in order to remain healthy. Many people think the air in Will County is clean air, uncontaminated from aircraft pollutants, unlike the O'Hare area. Think again.

Here are some documented facts to consider before building an airport in Peotone, Illinois located in WILL County.

Toxic Chemical Releases from Manufacturing Facilities in WILL County

Fact: In 2001 WILL county ranked among the dirtier 30% of all counties in the U.S. in terms of air releases of recognized developmental toxins.

Air quality: Health Risks from Hazardous Air Pollutants in WILL County

Fact: Based on the EPA's most current data, WILL county ranked among the dirtiest/worst 10% of all counties in the U.S. in terms of the number of people living in areas where cancer risk from hazardous air pollutants exceeds 1 in 10,000.

- ☐ 502,266 people in WILL County face a cancer risk more than 100 times the goal set by the Clean Air Act.
- ☐ 85% of the air can risk is from mobile sources
- ☐ 7.8% of the air cancer risk is from area sources
- ☐ 7.5% of the air cancer risk is from point sources

Air Quality: Does WILL County Meet Clean Air Act Standards?

Fact: In 1999, WILL County ranked among the dirtiest/worst 10 % of all counties in the U.S. in terms of nitrogen oxides emissions, ozone season daily average.

Fact: 1600 houses in WILL County have a high risk of lead hazards.

Fact: Major pollutants? Reported Environmental Releases from TRI (Toxic Release Inventory) Sources in 2001 for WILL County.

The following are hazardous air pollutants measured in WILL County

<input type="checkbox"/> Nitrate Compounds	979,563 pounds
<input type="checkbox"/> 1-Chloro-1,1-Difluoroethane	426,862 pounds
<input type="checkbox"/> Barium Compounds	303,700 pounds
<input type="checkbox"/> Hydrofluoric Acid	275,136 pounds
<input type="checkbox"/> Sulfuric Acid	260,501 pounds
<input type="checkbox"/> Styrene	246,333 pounds
<input type="checkbox"/> Hydrochloric Acid	229,320 pounds
<input type="checkbox"/> Chlorodifluoromethane	118,571 pounds
<input type="checkbox"/> Maleic Anhydride	117,563 pounds
<input type="checkbox"/> Methanol	83,893 pounds
<input type="checkbox"/> Phthalic Anhydride	80,162 pounds
<input type="checkbox"/> Chloroethane	76,484 pounds
<input type="checkbox"/> O-Xylene	57,936 pounds
<input type="checkbox"/> Vanadium Compounds	50,464 pounds
<input type="checkbox"/> Manganese Compounds	45,340 pounds
<input type="checkbox"/> Xylene (mixed isomers)	43,863 pounds
<input type="checkbox"/> Ethylene	42,683 pounds
<input type="checkbox"/> N-Hexane	37,253 pounds
<input type="checkbox"/> Toluene	30,623 pounds
<input type="checkbox"/> Trichloroethylene	29,653 pounds

Who are the top 10 Polluting Sources in WILL County?

Fact: Reported Environmental releases from TRI (Toxic Release Inventory) sources in 2001

Facility	City	Pounds
1. Midwest Generation Joliet Generating Stations 9 and 29	Joliet	699,936
2. Exxonmobil Oil Corp. Joliet Refinery	Channahon	682,812
3. PDV Midwest Refining L.L.C. Lemont refinery	Lemont	597,190
4. Dow Chemical Joliet Site	Channahon	523,678
5. Stepan Co. Millsdale Rd.	Elwood	339,527
6. Will County Generating Station	Romeoville	224,924
7. B.P Amoco Chemical Co. Joliet plant	Channahon	179,400
8. Dow Chemical Co.	Joliet	120,909
9. National Fiber Glass Products	Romeoville	110,571
10. BASF Corp. Joliet Site	Channahon	55,636

POLLUTION LOCATORS; AREA , MOBILE AND POINT SOURCES

Pollution locators fall into these three categories.

Area sources e.g. are: dry cleaners, gas stations, and auto body paint shops. This category also includes heating and cooling units, fuel combustion in non- road machinery, boats, railroads, and even the family lawnmower or barbeque grill. Waste disposal in the form of open burning , landfills and wastewater treatment are significant area sources.

Though emissions are relatively small, collectively their emissions can be of concern. Area sources are responsible for over 50% of particulate matter emissions and more than point or mobile sources for volatile organic compound (VOC) emissions, which contribute significantly to the formation of ground-level ozone

Mobile sources include both onroad vehicles (cars, trucks and buses) and offroad equipment (such as ships, **airplanes**, agricultural and construction equipment).

Mobile sources contribute significantly to air pollution. Nationwide, mobile sources are responsible for about 76% of carbon monoxide pollution, and more oxides of nitrogen emissions than area of point sources. Motor vehicles are also substantial sources of hazardous air pollutants, such as the recognized carcinogens benzene, formaldehyde, acetaldehyde, 1,3-butadiene and diesel particulate matter.

Point Sources: Include major industrial facilities like chemical plants, steel mills, oil refineries, power plants, and hazardous waste incinerators.

Nationwide, point sources like power plants, petroleum refineries, fertilizer manufacturers, industrial paper mills, copper smelters and iron and steel mills contribute the majority of sulfur dioxide emissions, accounting for nearly 90% of this criteria air pollutant.

The 2001 report from the EPA for WILL County for Air Quality : Health Risks from Hazardous Air Pollutants rated as follows:

Will County ranked among the dirtiest/worst 10% of all counties in the US in terms of the number of people living in areas where noncancer risk from hazardous air pollutants exceeds 1.

- 502,266 people in WILL County face a cancer risk more than 100 times the goal set by the Clean Air Act.
- 85% of the air cancer risk is from **Mobile** sources.
- 7.8% of the air cancer risk is from **Area** sources.
- 7.5% of the air cancer risk is from **Point** sources.

Finally in order to give a clear picture of exactly how WILL County rated in the Hazardous Air Pollutant Report please see the following charts. They will be marked page number 5 and number 6. As you can clearly see WILL County's air is just as polluted as COOK County. Toxins released to the water and land are by far higher in WILL County than in Cook County.

Please refer to pages 5 and 6 to review EPA statistics.

Since we now know the air quality of WILL County is not on the Cleanest/Best Counties in the U.S. list. Let us imagine what aircraft, extra traffic, and an airport would do to this already "at risk county" of ours. Here are some facts to consider. 7-4

Fact: Carbon dioxide combined with other exhaust gases and particulates emitted from jet engines could have two to four times as great an impact on the atmosphere as CO₂ emissions alone, says a recent U.S. government Study.

Fact: The exhaust from a single plane may spread to cover as much as 34,000 sq. kilometers (13,000 square miles).

Fact: On the ground, jet engines operate at extremely poor efficiency and the fuel is burned very incompletely. Instead of being converted to energy, vapor, and carbon dioxide, huge amounts of fuel are blown into the ground level air in the form of carbon particulates and volatile organic compounds (VOCs).

Question for the FAA. How will this effect surrounding farmland, and more importantly the health and welfare of the nearby communities, schools etc?

Fact: An airport means more traffic, more traffic means more automobiles, trucks to add to the already polluted air in WILL County. This would mean an increase of Mobile source hazardous pollution.

Fact: Rates of cancer, asthma mortality are sharply higher for people living near some airports.

Fact: Children near airports have higher levels of blood pressure, stress hormones, and difficulty with learning to read.

Fact: Fresh water supplies near airports are often contaminated by de-icing chemicals, cleaning fluids, solvents, and fuel-dumping.

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ENVIRONMENTAL DEF
Finding the ways that w**POLLUTION LOCATOR | Scorecard Community Center | Compare Communities - Results****TOXICS** - Toxic releases to the environment

Cleanest/Best Counties National Average Dirtiest/Worst Counties
0% 50% 100%

WILL County, IL (60401):



COOK County, IL (60601):

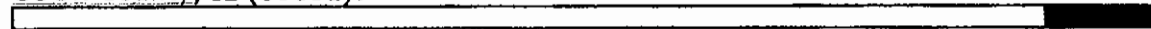
**AIR** - Cancer risk from outdoor air

Cleanest/Best Counties National Average Dirtiest/Worst Counties
0% 50% 100%

WILL County, IL (60401):

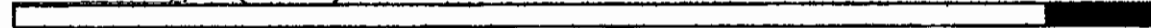


COOK County, IL (60601):

**WATER** - Toxic releases to water

Cleanest/Best Counties National Average Dirtiest/Worst Counties
0% 50% 100%

WILL County, IL (60401):



COOK County, IL (60601):

**LAND** - Toxic releases to land

Cleanest/Best Counties National Average Dirtiest/Worst Counties
0% 50% 100%

WILL County, IL (60401):



COOK County, IL (60601):

**WASTE** - Animal waste from farms

Cleanest/Best Counties National Average Dirtiest/Worst Counties
0% 50% 100%

Page 6

WILL County, IL (60401):

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COOK County, IL (60601):

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how to use this information to protect the environment.

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Fact: A Boeing 747 spends an average 32 minutes landing, taxiing, and taking off. In that time, it can generate 87 kilograms of nitrogen oxides (Nox) equivalent to over 85,000 kilometers of automobile emissions.

Fact: 18% of surface waters in WILL County have beneficial uses which are impaired or threatened.

Fact: WILL County contains a portion of 5 watersheds, the EPA has determined that 2 have more serious water quality problems.

Question for FAA: *Since it is no secret we are in a water shortage crisis, how can an airport operate from the aquifer near the site of the proposed Peotone airport? Wouldn't that put many surrounding farmers, home owners, and businesses at high risk for a more serious water shortage?*

9-4

Fact: Some community planners in Northeastern Will County are pushing for Industrial growth. When it is the nearby western portions of Will County Industrial areas polluting our air to extremes. **Why would we need more industry to create more pollution?**

Fact: There is meager, if any infrastructure in this area of Will County.

FACTS TO KNOW

Fact: In the mid 1990's, U.S. Citizens Aviation Watch (US-CAW) sued Baltimore-Washington Airport (BWI) for allowing its de-icing chemicals to enter an aquifer from which the people of Anne Arundel County get their drinking water. Saporito notes that US-CAW won its suit against BWI, but the contamination continues. Holding tanks are still leaking ethylene glycol and other chemicals into the aquifer, and people in Maryland continue to drink it.

Fact: A recent Cornell University College of Human Ecology found that children subjected to flight path noise did not learn to read as well, because they tended to tune out speech. "This is probably the most definitive proof that noise causes stress and is harmful to humans". States Gary Evans, a professor of design and environmental analysis at Cornell.

Fact: According to NCAR, each gallon of jet fuel burned pollutes over 8,400 gallons of air to a level of toxicity that would be dangerous, if not lethal, to breathe. The reason we don't see it kill anyone is because it is so rapidly dispersed through the atmosphere. But how long can finite atmosphere continue to absorb it?

Fact: In the U.S. legal loopholes have left airports exempt from either reporting to the Toxic Release Inventory or regulation under the Clean Air Act.

Just how much farmland has Illinois lost?

Fact: Illinois Department of Revenue figures show a loss of almost 600,000 acres of land assessed as farmland from 1981 to 1996, or 4.5 acres per hour for 15 years. Will County experienced the greatest loss of 52, 114 acres.

Fact: According to the Illinois Agricultural Statistics Service, the state lost 3.9 million acres of farmland between 1950 and 1998.

Fact: As stated in the 1980 Agricultural Areas Conservation and Preservation Act, "it is the policy of the state to conserve, protect, and to encourage the development and improvement of its agricultural lands for the production of food and other agricultural products. It is also the policy of this state (Illinois) to conserve and protect agricultural lands as valued natural and ecological resources, which provide needed open spaces for clean air as well as for aesthetic purposes. Agriculture in many parts of the state is under urban pressure from expanding metropolitan areas. This urban pressure takes the form of scattered development in wide belts around urban areas, brings conflicting land uses into juxtaposition, creates high costs for public services, and stimulates land speculation. When this scattered development extends into productive farm areas, ordinances inhibiting farming tend to follow, farm taxes rise, and hope for speculative gains discourage investment in farm improvements. Much agricultural land in Illinois is in jeopardy of being lost for any agricultural purpose. Certain of these lands constitute unique and irreplaceable land resources of statewide importance. It is the purpose of this act to provide a means by which agricultural land may be protected and enhanced as a viable segment of the state's economy and as an economic and environmental resource of major importance. (John Church, Extension Education, Natural Resources, University of Illinois.)

15-1

Fact: The 24,000 (or 37.5 sq. miles) acres of farmland in Northeastern Will County which the State of Illinois wishes to one day acquire for a proposed Peotone Airport consist of mostly prime to important farmland. Prime and important farming soil produce the best quality crops with a high nutrient value.

Final Comments to the FAA

We as a nation are trying to build more airports, only to accommodate the passenger crowding or delays. The solutions are usually redundant. Expand runways, expand number of flights, and build new airports in outlying areas "where land is cheaper and the population more welcoming.

Never do people focus on how to reduce demand or make supply more energy and land efficient. Instead it becomes a one step backwards solution. The U.S. builds the smaller airports farther from the major cities, creating more wasted time for the passenger. An airport that reduces congestion on the runways and in the air by moving out from the city isn't necessarily more efficient if it requires hundreds of millions of passenger miles of added driving each year. This is clearly a backward trend for a passenger to fly into an airport 50 plus miles away from the city of Chicago, in most cases a person's destination.

The 19th century notion is to get rid of any kind of congestion whether of people, traffic or waste-is simply to remove it to a more open space. This way of thinking which still exists only leads to increase of sprawl. By looking only at the profitability of new tracts, versus the redesign of cities, people have missed the costs of destroying habitat, paving over farmland, plowing over of creeks, contaminating wells, destruction of the Kankakee Watershed and increasing per capital energy consumption. A new airport in Peotone means new roads and additional developments along those roads. It means lots of money, which this state is lacking.

The profitability of a proposed "Peotone Airport" is scarce. To begin with there is so much instability on who is going to finance this "White Elephant". There are no major airlines jumping to get on board. Financers come and go after carefully thinking through the risks of such a project. And lets not forget about the already wasted money for surveys, studies and buying of scattered parcels of land for this project. If this project has not been unable to get off the ground since 1968, then it's time for Illinois to move on. There is no profitability here, so far it is only money wasted by IDOT, and certain politicians. Ten new high schools and primary schools could have been built in Illinois for what has been spent on the "Peotone Project". All of Illinois has been cheated by this project, especially when so many other important programs were cut in Illinois for needy people over the past two decades.

What truly needs to be done is quite simple. Utilize the Chicago-Gary airport, direct more flights to Rockford, and redesign O'Hare to operate in a 21st century manner. Which means more runways, more efficient operating terminals, better booking of flights (less empty seats). To argue of delays at O'Hare is ridiculous. Delays are due to weather conditions 90% of the time. If anyone thinks that the weather in Peotone is any better, then they should spend a winter out here. It's often worse due to the open space, drifting of snow, and poor visibility.

1-22

1-11

1-55

Also the FAA should consider the smaller airports already operating within a 60 mile radius of O'Hare. Places like Lansing, and Decatur. Until O'Hare is reshaped into the airport it should be, there are plenty of options available in the interim.

We must start thinking with our brains and using some common sense by looking at the whole picture. Innovative design in runways, terminals, airplanes and a solution to under booking of flights means saving of fuel and time. This is what O'Hare and other airports need. "A complete makeover, not a takeover of rural areas such as Peotone".

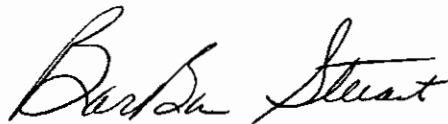
It's time the FAA and all other agencies involved in this project to take a step back, look at the destruction this airport would cause. Instead of going with the usual build another airport, why don't you try and fix the ones you have.

Chicago's O'Hare airport sits on a former apple orchard. The St. Louis airport was once soybean fields. Denver International airport (DIA) is where winter wheat was once grown. It's the same senario over and over for a new home site for a new airport. "Use the farmland, after all it's vacant prairie land". How many times we have heard or read that in the newspapers regarding a "Peotone Airport". Whomever these people are that make these remarks obviously haven't been to Peotone, Crete, Monee or Beecher. ~~All~~ farming areas are utilized for farming every year. This madness must stop. We as Americans are allowing our government to strip away Americans most valuable resource, food. And in order to grow food we need prime and good soil. Illinois is one of the few states that is able to produce nutritious food. This state has already gobbled up valuable prime farmland for "airport projects" in the past and now in the present. It's time to stop.

I am pleading with the FAA to take the time to truly investigate what surrounds these five communities. Then after you have visited with the residents, farmers, and seen what this section of WILL County is really all about, then ask yourself these question. "Is it right to build an airport in a well established farming community, when there are many other alternatives to your problems"? Where is the justice to contaminate the air even more so to an already high risk area of pollutants? Someday, someone is going to have to stand up and do the right thing. I pray that day comes soon.

Sincerely,

Barbara Stuart
Beecher, Illinois

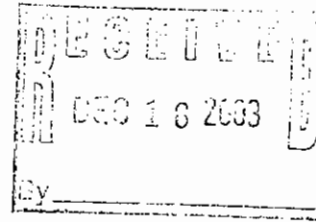


12/16/03

15-3

December 14, 2003

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



Dear Mr. Rewerts:

My name is Gina Birmingham and I strongly oppose construction of an airport near Peotone. I attended the FAA meeting at Governors State University on December 3, 2003. I heard all of the testimony that was presented to you on why the airport should not be built, such as the alternatives (Gary, Midway, Rockford), the destruction of prime farmland, the devastating effect it will have on the environment, etc. So I won't write about that because you've already heard it. What I will write is that an airport should not be built for the purpose of creating jobs. The Peotone airport has never been about need - it has always been about greed. 18

As a landowner with a thriving wholesale greenhouse business on fifteen acres in the 'inaugural' site, it sickens me that developers are standing at my property line, drooling over my land and dreaming of all the money that can be made by developing it. Since first receiving a letter from IDOT in January of 2002, only 59 landowners have sold to the State of Illinois, for a total of 1538 acres purchased to date. Contrary to reports made by both IDOT and Congressman Jesse Jackson Jr., the State of Illinois does NOT own "almost all of the land needed". That leaves fifty-nine other landowners with property totaling just under three thousand acres that refuse to be bullied and harassed into selling. Fifty-nine other landowners who have faith that this airport will never be constructed, because we believe, we KNOW that it is wrong.

My life and the lives of my friends and neighbors have been on hold for far too long. This proposed airport has caused us far too much grief in ways that you can't even imagine. As for me, I will keep my faith, I will expand my business and I will build my home on my land, because I know that building this airport is wrong. I truly believe with all of my heart that once all has been considered, the FAA cannot and will not approve construction of this airport.

Thank you for reading my concerns.

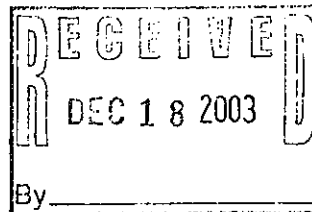
Sincerely,

Gina Rellis-Birmingham

Gina Rellis-Birmingham
28853 S. Kedzie Avenue
Beecher, IL 60401

2 58 00111
Mr 12/26
COMMENT SHEET

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

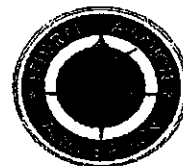
Comments: In his last summer in office, Gov. Ryan signed House Bill 605,
declaring "drummer soil" to be the official soil of the State of Illinois.
Bill Gradle, a state conservationist with USDA's Natural Resources
Conservation Services said, "By signing this bill into law, Illinois and
all her citizens have recognized how crucial soil is to our state's
history, our quality of life, and our future. This is just the beginning
of a new commitment to soil."

Almost 7 1/2 percent of production soil in Will County is drummer
soil, much of it in the area around Monee. It generally produces
excellent corn and soybean crops.

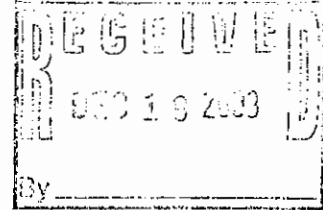
Why would the state, or a group of greedy private investors
want to cover nearly 24,000 acres of soil with concrete? Massive additional
acres would cover our precious soil with accompanying signs of
progress, such as new highways to accommodate an airport, hotels, fast
food joints, etc? ~~Therapy~~

Doesn't sound like a new commitment to soil, to me.

Name: Delia Rellis, Delia Rellis
Organization: _____
Address: 1403 Pine Woods Court
University Park
IL 60466



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: I WOULD LIKE TO STATE THAT I
AM AGAINST ANY AIRPORT SOUTH OF I 80.

1-19

THE ENVIRONMENTAL EFFECTS WOULD BE DRASTIC.
(HOW CAN THEY NOT BE?) THE PROCESS YOUR
SCOPING DOCUMENT CONTAINS SHOULD BE
FOLLOWED TO THE LETTER. MY QUESTION IS
CAN ANY GROUP, PRIVATE OR GOVERNMENTAL
SUPERCEDE THE FAA PROCESS?

29-17

P.S. I COULD NOT, AFTER SEVERAL ATTEMPTS
REACH BY E-MAIL.

Name: CHARLES N RELLIS
Organization: STAND
Address: 1403 PINE WOOD CT
UNIVERSITY PARK
ILL 60466



11/26

Concerning the issues to be studied:

[An airport in the Peotone area would cause considerable noise pollution.] This is a rural area, peaceful and serene, and an airport would completely destroy that. I have spent considerable time around airports and even without the air traffic; the ground traffic would be devastating to this area. [The air quality would be adversely affected and life, as we know it would no longer be.] [The water quality would be affected since the only source for water in this area is wells and the pollution from jet fuel would eventually permeate the watershed. Not to mention additional run off causing problems for the drainage districts in the area.]

3-5

7-2

9-2

[Perhaps the biggest concern though is the number of people that would be affected by the construction of an airport.] This is agricultural land; producing food for a hungry population. If the current projections are correct, we will not have enough land to produce enough food for a growing population. There are also jobs created by agriculture; machinery manufacturing, fertilizer plants, seed producers, chemicals, hauling, storage, processing, etc. Corn is used to produce methanol that is used to produce cleaner burning fuel for vehicles. That's something we all need to concern ourselves with.

15-1

Another point would be the archaeological resources within the designated area. I along with Margo Hupe, met with the IDOT archaeologists at the University of Illinois and were shown a map of what areas within the footprint were surveyed. [It was increasable to see that only approximately 10% to 20% of the campsites were investigated by the survey team. This area is RICH in prehistoric artifacts and MUST NOT be destroyed before an adequate study is completed.] It WILL take years to uncover the wealth of prehistory that is located in this area. Once it is covered with concrete it will be lost forever! It is a precious commodity that cannot be allowed to go undiscovered.

11-1

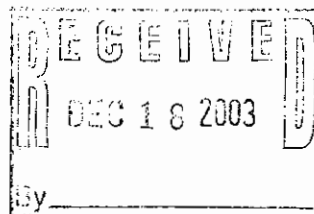
[The area of the proposed airport is also in the direct path of migrating birds...some of which are on the endangered list. I'm sure those birds will not change their routs to accommodate an airport.]

13-4

[Again, an airport would reduce the amount of land for food production, which is becoming more and more critical every day. Unless someone comes up with a way to cook and eat airplanes, I believe it would be far better to insure our ability to provide nourishment for the masses.]

Sincerely, Claude H Werner
9441 W Joliet Rd
Peotone, Il 60468

Claude H Werner



Mr 12/29

SP 00114

12

1 Thomas A. Joseph
2 7460 West College Drive
3 Palos Heights, Illinois

4 Good afternoon. On behalf of the Realtors
5 Association of the West South Suburban Chicagoland,
6 which represents over 4,000 Realtors in South
7 Suburban Cook County, and along with the Three Rivers
8 Association, representing over 1,000 Realtors in Will
9 and Grundy Counties, my name is Tom Joseph; and I
10 serve as government affairs director representing the
11 Realtor community in this region.

12 In recent days Americans have recalled the
13 presidency of John F. Kennedy; and one of his more
14 famous quotes was, and I quote, A rising tide lifts
15 all boats, end of quote. Nowhere would that have
16 more meaning than in this region. With the strong
17 purchasing power of American consumer, Realtors and
18 the housing market have allowed the American economy
19 to escape a serious recession in the past three
20 years. The housing market in this region has raised
21 the level of productivity and has brought stability.
22 But much more is needed to strengthen this region.

23 [The concept of the third airport is
24 something that the above associations representing
25 over 5,000 Realtors in the region support as a major

1 economic tool to bring jobs, continuing residential
2 housing growth and broaden the commercial base so
3 that residents who live in the region will have a
4 better opportunity to find employment and continue to
5 benefit in the American dream of owning a home.]

1-9

6 Furthermore, a third airport located in
7 this region will benefit the children directly when
8 more businesses locate to the region and their
9 important tax dollars are invested for our schools.

10 The Realtor community is uniquely qualified
11 in speaking to the future of a region because
12 Realtors own property in the community, sell property
13 in the community and are advocates for the community
14 and region they live in. Individuals who are looking
15 to relocate and live in an area care deeply about the
16 home they may purchase, the schools they send their
17 children to and the employment opportunities that are
18 offered throughout a region.

19 Unfortunately, presently there are roughly
20 60 residents for every one job in the south suburbs
21 of Cook County. Conversely, Will and Grundy Counties
22 are enjoying tremendous benefits from a very strong
23 local economy, which makes Will County the No. 1
24 county for growth in the Midwest outside the south

1 according to the most recent census figures.

2 [This airport will have a two-fold impact;
3 bringing opportunity to the south suburbs and
4 ensuring Will County's continued strength.] 1-10

5 More important, a third airport will help
6 reduce property taxes for homeowners in the
7 surrounding area of the airport as we have seen near
8 O'Hare Airport as more commercial and industrial
9 businesses are attracted which will make it more
10 beneficial for individuals to purchase homes.

11 The south and southwest region of Illinois
12 will benefit directly with a third airport, which
13 will over time directly impact the state and national
14 economies.

15 We thank the FAA for all their cooperation
16 and encourage that final approval to be granted to
17 start this important process.

18 Thank you for your time.

19 MR. REWERTS: Thank you.

20 Next speaker is Ellen Meyers-Hafner, who
21 will be followed by Sherman Hafner.

22

23

24

M 12/29

SP 00115

15

1 Ellen Meyers-Hafner
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Ellen Meyers-Hafner. I live at
5 5537 West Pauling Road, Monee, Illinois 60449.

6 I am here to voice my objection to the
7 construction of the proposed south suburban airport.
8 This airport would be plunked in the middle of four
9 small, quaint, quiet towns. It would destroy
10 15,000-plus acres of prime and important farmland.

1-26

11 Once farmland is dug up and paved over, it
12 can never be restored. As the saying goes, God isn't
13 making any more land. Besides that the fact that
14 this airport will destroy our rural environment, it
15 would do so needlessly. An airport in this area just
16 isn't required.

17 Last Sunday was the busiest travel day of
18 the year. In fact, news report indicated it was the
19 busiest travel day since the 911 tragedy. There were
20 no significant delays at O'Hare Airport or Midway
21 Airport. Why do we need another airport if the
22 busiest travel day in over two years occurred without
23 delays?

1-56

24 Many people argue that Chicago's aviation
needs will continue to increase. Let's say that's

1 true. Legislation was passed to expand O'Hare so
2 O'Hare will handle more flights. Midway Airport just
3 renovated and expanded its terminal. The Gary
4 Chicago International Airport is also poised for
5 updating and is severely underutilized. It can
6 accommodate any aircraft that Midway Airport can
7 handle. The Greater Rockford Airport is also greatly
8 underutilized. This area is also served by General
9 Mitchell International Airport in Milwaukee.

10 Expanding O'Hare, continuing to use Midway
11 and Mitchell Airports and improving Gary Chicago and
12 Greater Rockford Airports will greatly increase
13 Chicago's flight path.

14 [As you can see, five airports already serve
15 this region. A South Suburban airport will be the
16 sixth. Do we really need a sixth airport when we
17 have at least two that are being underutilized?] Do
18 we need a sixth airport with the expansion of O'Hare?

19 [Using technology to reconfigure the airspace above
20 the Chicagoland area and promoting a high-speed rail
21 network will also help to increase flight capacity in
22 this region.]

23 There is no need to destroy the current
24 lifestyles of thousands of people who live peacefully

1-11

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2-14

1 in this quiet, rural area. It is inhumane to
2 continue to hold this threat of this airport over our
3 heads for more than a decade. We are continuously
4 thinking about how our lives will change
5 detrimentally if construction is allowed.

6 Please stop this unnecessary project before
7 our lives are changed dramatically and forever.

1-26

8 Thank you.

9 MR. REWERTS: Thank you. Next speaker is Sherman
10 Hafner, and the following him will be Ed Mullady.

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Mr 12/29

SP 00116

18

1 Sherman R. Hafner, Jr.
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Sherman Hafner. I live at 5537
5 West Pauling Road, Monee, Illinois. I'm a member of
6 STAND.

7 I come from a farm in Missouri and now live
8 in the proposed phase to the footprint. My
9 grandfather brought his farm working in a cement
10 plant, and my grandmother worked in a shoe factory.
11 The State decided to build a scenic highway that went
12 to St. Louis. The road went through the middle of
13 their farm and overlooked the Mississippi River. The
14 State imposed imminent domain, and the farm was
15 literally split in half, so the highway separated
16 pastures that my grandparents' cattle could no longer
17 use. This in no small part led to my grandfather's
18 heart attack. And that road to St. Louis is rarely
19 used today, just like the Mid-America Airport which
20 is 25 miles from St. Louis.

21 I could go on about the O'Hare expansion
22 and its final okay and make this meeting unnecessary,
23 but instead I want to talk about population. There
24 are currently 6 trillion people in the world, and it
25 will increase 15 percent in 10 years to 7 trillion.

1 The average farmer feeds 129 people, 94 in
2 the US and 35 abroad. Some uses for corn and
3 soybeans are baby foods, margarine, detergent,
4 sandpaper, chewing gum, de-icers for roads,
5 antibiotics, explosives, potato chips, plastics,
6 cosmetics, rubber tires and plastic bags. Corn is
7 used to make ethanol, and Illinois is the largest
8 producer of ethanol in the country. One bushel of
9 corn makes 2.7 gallons of ethanol, and gasoline
10 currently uses 10 percent ethanol. So the 4,200
11 acres of proposed airport property could help produce
12 over 14,600,000 gallons of gasoline. The 24,000-acre
13 site will help produce 72 million gallons of
14 gasoline. Only the starch portion of the corn kernel
15 is used, and the proteins, vitamins and minerals are
16 left and used as high protein livestock feed.

17 Figures from Argonne National Laboratory
18 show the use of ethanol-blended fuels reduced CO2
19 greenhouse gas emissions in the United States during
20 2001. The reduction is equivalent to removing more
21 than 52,000 cars from the road.

22 Soybeans are used to make diesel fuel which
23 is called biodiesel. Biodiesel is used commercially
24 in truck fleets, school busses, heavy equipment,

1 utility plants, such as Com Ed in the northern part
2 of Illinois, and municipal transportation. It
3 extends engine life and contains no sulfur, aromatics
4 and significantly reduces exhaust smoke in particular
5 emissions. It reduces Ozone toxins such as
6 hydrocarbons and carbon monoxide. The benefits of
7 soy biodiesel for national security, the environment,
8 farmers and diesel engines are well established.

9 Carl Feldbaum and his competitors,
10 including (Inaudible) Tapowitz, are taking industrial
11 biotechnology into various manufacturing sectors and
12 creating a market that could exceed \$280 billion by
13 2010.

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

15-9

18 Thank you.

19 MR. REWERTS: Thank you.

20 Mr. Mullady is next, followed by Ted
21 Budzinski.

22

23

24

12/29

SP 00117

21

1 Ed Mullady
2 726 South Elm
3 Kankakee, Illinois

4 I'm Ed Mullady from the Sportsman's Letter
5 in Kankakee, Illinois. Our publication deals with
6 the Kankakee River.

7 Thousands of people visit the Kankakee
8 River every year. The majority are fishermen,
9 hunters, nature lovers, campers, canoeists, hikers.
10 They flock to the area and are drawn there by a
11 premiere river, the Kankakee and its tributaries.
12 It's located within some of the largest cities in the
13 country, and these people use the remaining natural
14 remnants of the Kankakee River to escape man-made
15 projects, such as block after block of blacktop,
16 parking lots, garbage dumps, highways, channelized
17 and dredged streams that are no longer rivers. They
18 want to leave the roar of airplanes and traffic,
19 polluted air and water.

20 The Kankakee River relies on its
21 tributaries for clean water for important spawning
22 areas for game fish and even threatened species of
23 aquatic life. They also act as nurturing waters and
24 food supplies for newly-hatched aquatic to survive
 and grow and help to naturally replenish the

1 tributaries and the main river itself.

2 One way or the other, [the people who care
3 about seeing some areas remain with some semblance of
4 environmental integrity will be hurt by a third
5 airport near Peotone.] There are many all-important
6 creeks that will be recipients of waste materials and
7 chemicals used to keep planes in the area, the huge
8 runoff of blacktop parking lots along with the
9 industrial parts that may follow the coming of the
10 airport. These all-important creeks flow into the
11 Kankakee River as strategic locations. They include
12 Ford Creek, Rock Creek, Black Walnut Creek, Marshall
13 Slew and X-Line Slew. X-Line Slew becomes Baker
14 Creek where it enters the river.

15 It also appears that Trim Creek and Pipe
16 Creek near Beecher and Grant Park will be used for
17 airport and industrial runoff. There will no longer
18 exist as spatial spawning areas or nurturing areas
19 for aquatic life. The Kankakee River will be
20 fighting for survival even more than it has had to do
21 for many years.

22 Many have already shown there is no need
23 for a third airport here. Politicians have spent
24 thousands of dollars of taxpayers' monies already in

1-27

1 providing jobs for developers and planners. They
2 have bought the land and continued to use money for
3 what was supposed to be a very overdrawn State
4 treasury to pursue this same course. Airlines have
5 indicated they want no part of the building of this
6 airport.

7 Keep in mind that Rock and Black Walnut
8 Creek flow into the Kankakee River State Park. Rock
9 Creek is one of the most scenic areas in the state.
10 Ford Creek flows through Will County's forest
11 preserve areas. In my writing, regular programs, our
12 Sportsman's Letter website, I've expressed these same
13 opinions for several years; and out of thousands who
14 I reach, I've not had one person ever say they are
15 for the Peotone airport.

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

21 Thank you.

22 MR. REWERTS: Thank you.

23 Next Speaker is Ted Budzinski, and
24 following Mr. Budzinski will be Lois Arms.

23-10

1 Ted Budzinski
2 8 Sandpiper Lane
3 Beecher, Illinois

4 I've lived in Beecher now for 16 years and

5 I own my own home and I'm 82 years old and half

6 crippled. [I don't want the airport or the roof of my

7 house taken off.] Now, I'll make it sweet. [Don't

8 spoil our land. No airport.]

9 MR. REWERTS: Thank you.

10 Lois Arms, followed by Paul Karas.

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1-26

24-4

Mr 12/29

SP00119

25

1 Lois Arms
2 107 Nanti
3 Park Forest, Illinois

4 I'm Lois Arms. I live in Park Forest, and
5 I'm a member of STAND, which means Shut This Airport
6 Nightmare Down. And that's the way we feel about it.

7 Of course, when any sponsor proposes a
8 project that asks for government authorization and
9 government money, the first thing to consider is is
10 there a need. In all the years that an airport on
11 the farmland based south of Chicago has been
12 discussed, no airline has ever said anything but no. 1-12
13 They see no need. We don't need another white
14 elephant like downstate Mascoutah that was built
15 against the airlines' advice, and nothing much is
16 doing there.

17 Any honest person looking at the state of
18 air business today sees one, that electronic business
19 message such as faxing, e-mail, teleconferencing and
20 all the other instantaneous inventions have
21 superseded pokey, old-fashioned air travel in many
22 cases. For trips of 500 miles or less -- some say
23 300 -- air does not even save time over rail,
24 counting the time to get out to the airports and back
25 and the time now needed, and for the foreseeable

1 future, for security checking. These factors also
2 make leisure travel by air uninviting. Trains allow
3 people to see the scenery.

4 Security requirements have made travel more
5 time-consuming and unpleasant. Our area does not
6 need a potential terrorist target like an airport.
7 Another thing you'll see when looking at air
8 business, the airlines are in terrible financial
9 condition, floundering and going bankrupt. They have
10 had to lay off hundreds of people shedding jobs,
11 jobs, jobs. For example, Boeing's military contract
12 has just now been put on hold, their military
13 contract. And their domestic orders are drying up.

14 General aviation with small, private and
15 corporate planes seems to be thriving, though. There
16 is talk of using them like taxis. The existing small
17 airports like Lansing and Sanger, the latter a
18 footprint of SSA, served general aviation and have
19 potential to promote economic development and
20 corporate headquarters. Sanger even has a
21 cross-width and runway, unlike the proposed SSA.

22 Forecasts are at best educated guesses, not
23 reliable, bankable truths. Dreams of nuclear
24 technology might turn out like the Concord. Jobs may

1 not materialize. But the need for farm products is
2 real and will probably only increase. Also, the need
3 for quiet, natural respite, like nature preserves and
4 parks. Farmland is not vacant. It's already
5 economically developed. It's people's livelihood as
6 well as their home, and agricultural economy exists
7 here. It all leads up to life on the farm.]

15-3

8 The local grain elevator and various other
9 expensive machines that farmers use, the mill in
10 Kankakee, Arthur Daniels and so forth. This land is
11 comprised of our prime or important farmland that's
12 the most productive for the least input. It
13 shouldn't be wasted by paving.

14 There's only so much land and there's only
15 so much air space. Both can be conserved by rail
16 travel. Rights-of-way exist in placing on the
17 ground. I'd like to just call your attention to
18 today's Tribune, which has a story on Anthony Rudis's
19 conservation project. He's made it out of nothing.

20 I'll let you see it if you're not familiar.

21 MR. REWERTS: Thank you, Lois.

22 Paul Karas, followed by Bert Docter.

23

24

100 12/29

SP00120

30

1 Bert Doctor
2 550 East 160th Place
3 South Holland, Illinois

4 Good afternoon, Mr. Rewerts. Thank you for
5 giving us this opportunity to share with you on this
6 important occasion.

7 It's been almost 20 years -- That's two
8 decades, four presidents and four governors -- that
9 we've been working and studying on this particular
10 project. Some of the people involved today were
11 barely born 20 years ago, but they're there, both pro
12 and con for this initiative that we're doing here in
13 Chicago southland.

14 It was in 1993, I believe, that the FAA
15 instructed the Northern Illinois folk to get together
16 and find a location for a third regional airport
17 because both O'Hare and Midway will be at capacity,
18 they said. It was at that time that -- just shortly
19 before that time Midway was the world's busiest
20 airport, and O'Hare was soon taken over because of
21 the space they had. We know what happened at O'Hare
22 and the way time has gone. And the problems have
23 arisen because of inadequate planning.

24 I think that FAA and everybody that's been
involved in this is to be commended for the planning

23-11

1 that they've done. I think we've gone through 18 or
2 20 sites. One by one they were eliminated for one
3 reason or another. Today we're dealing with the
4 south suburban airport near University Park.

5 I represent the business community and as
6 past chairman of the Southland Chamber of Commerce,
7 representing 71 communities, almost 2 and a half
8 million people that surround that Chicago southland
9 chamber area. More recently, I was the director of
10 the third airport clearing house and information
11 center.

12 I think that in the years that have gone
13 by, the information you have before you is what we're
14 here about today. Finally, we're at the Tier 2
15 study. We see something on the horizon as far as
16 some answers are concerned. Studies have been done.
17 And now more recently, and rightfully so, in the last
18 20 years, we do get a little bit more creative.
19 There's this thing called privatization. Our most
20 recent governor has said that we're 5 billion in the
21 hole, there is no money.

22 Private companies have come forward and
23 have indicated a desire to build this airport
24 privately, which means no federal money, no local

1 money and no state money. | When they say privately,
2 they must know that this thing will work. And I
3 think that that was a concern of a lot of people.
4 Will the airlines use it? Will the passengers use
5 it? And I think that somebody willing to put up 3 to
6 \$600 million indicates that there is a need for that. /

22-6

7 The proposed airport, as we see it today,
8 the most recent plan is for one runway, five gates,
9 various small, starter type of operation. Something
10 about what Midway Airport was just a few years ago.
11 We've seen what has happened to it. They are at
12 capacity. They cannot go anywhere else. So we're
13 encouraged by that as well, but we're also encouraged
14 by the people in Gary. That facility is needed
15 because of growth. We've heard this morning Will
16 County is the fastest growing county in Illinois,
17 11th fastest in the nation. And Gary, Indiana is
18 also servicing people from Indiana -- not only
19 Indiana, but also southwest Michigan.

20 The Rockford site, we're going to see the
21 day come in especially the next 20 years to where we
22 will be talking more than just this airport and its
23 expansion but other airports as well. Aviation is
24 the way to go. As was just testified a minute ago,

1 the busiest travel holiday was just this past
2 Thanksgiving Day.

3 People are once again back in the air.
4 United Airlines has come out from underneath because
5 they, too, are taking the concept of a smaller
6 airport together with one runway and more
7 privatization.

8 I do see the red light, and I'm going to
9 yield the rest of my testimony to my written response
10 to you before the 19th of December.

11 Thank you very much for having this hearing
12 for us today.

13 MR. REWERTS: Thank you.

14 Next speaker is Bob Carter. Following him
15 will be John Spomar.

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1 Bob Carter
2 30508 South State Line Road
3 Beecher, Illinois

4 Bob Carter. I'm a pilot and a member of
5 the Society of Automotive Engineers, and I'm a member
6 of STAND.

7 The Peotone airport is supposed to bring
8 jobs. If the politicians hadn't taxed the small
9 companies and other businesses, we wouldn't have a
10 job crisis. They are selling our company out from
11 under us. British Petroleum sells all the jet fuel,
12 and (Inaudible) brought in by Jesse Jackson will own
13 part of the airport.

14 The Peotone airport is supposed to be
15 completed in five years with private and federal
16 funding. It is not expected to be possible with
17 standard growth for ten years. Will County will have
18 to pay for the infrastructures, roads at a million
19 and a half dollars per mile. Bring in sewers and
20 sanitation at more than 400 million. Water at 200
21 million. And add cost for police and fire
22 department.

23 The Chicago Airport Authority landing fees
24 for Midway and O'Hare are from 475 to \$1,900. If you
25 think Daley is going to let the airlines go somewhere

1 else, you're sadly mistaken.

2 Airplanes dump millions of tons of toxic
3 waste in the air, yet they are the only engines that
4 have no pollution controls. The government has let
5 them be self-regulated.

6 Jesse Jackson, Jr.'s group are getting
7 bonding companies to put up millions of dollars for
8 an airport that hasn't been environmentally approved
9 yet. It doesn't take a rocket scientist to know it
10 smells like a back room deal that's been already cut.

11 The taxpayers of Illinois have been paying
12 for studies for this airport for 13 years, over 45
13 million dollars going down the drain. And they still
14 want more. The brouhaha about this airport is so big
15 that Chicago papers and TV stations won't talk about
16 it. Nobody has mentioned that if this thing folds
17 like Mid-America in St..Louis, an airport brought to
18 you by the same IDOT bus, the taxpayers of Will
19 County are going to be left with a very big bill.
20 Operating expenses down there are \$3.5 million a year
21 and no return.

22 In one year, the 12,000 commercial airlines
23 flights use as much fuel as 112 million US autos.
24 The airlines know there's going to be a fuel crunch

1 in 15 years. They are already planning for planes
2 that will carry a thousand people. There will be
3 fewer flights but they will be able to carry more
4 people. There will be no need for the Peotone
5 airport.

6 The mayor and the so called "Iron Ring"
7 know nothing about the aircraft industry. All you
8 have to do is say jobs and they'll okay anything.

9 If this was a legitimate environmental
10 study by the FAA, the EPA would be involved.) None of 23-4
11 the environmental reports mention that this area
12 keeps flying away from the staging area. If you
13 remember, the B-1 Bomber was brought down by a flock
14 of geese.

15 One more thing. We shouldn't be told the
16 results of these public scoping meetings, or you can
17 throw them in the garbage and do whatever the hell
18 you want anyway.

19 I've got a green? Okay.

20 During the Korean conflict, I was drafted
21 in the army and paid 72.50 a month to shoot North
22 Koreans. This was done to save the world from
23 communism. I see now we were shooting the wrong
24 people. The politicians are taking our land,

1 polluting our air and ground and don't give a
2 thing -- don't say a thing about it. Ladies and
3 gentlemen, this is communism.

4 The politicians have got the gambling
5 casinos. They were supposed to give the schools the
6 money they needed, but everybody knows the money
7 disappeared in the political machinery. Now we
8 wonder where the Peotone money will go.

9 If this Peotone airport goes the way it's
10 planned with the 10,000-foot runway, what happens to
11 the buffer zone that was supposed to protect the
12 people from noise and pollution? The planes will be
13 taking off and landing next to their houses, and they
14 can't afford to buy the houses.

15 MR. REWERTS: Thank you.

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1 John Spomar, Jr.
2 28952 South Western
3 Beecher, Illinois

4 My name is John Spomar, Jr., 28952 South
5 Western Avenue, Beecher, Illinois, charter member of
6 the National Environmental Performance Tract 2002,
7 Illinois Governors Pollution Prevention Award winner
8 2003, US EPA Educational Outreach Award winner, and
9 president of the Land-O-Lincoln Dry Cleaners
10 Association. The Dry Cleaners Association represents
11 400 dry cleaners in the south metropolitan area, of
12 which 175 are very close to the south suburban
13 potential airport.

14 The dry cleaning industry is one of the
15 most regulated industries in the world. We now have
16 an Illinois Dry Cleaner Environmental Trust Fund
17 which helps cleanup programs. If there's an
18 expansion, an urban sprawl to create a former urban
19 desert where most of our businesses are located,
20 contamination and potential contamination issues will
21 arise when businesses close, and neighborhoods will
22 have contamination issues from dry cleaners and their
23 plants in their localities, in their neighborhoods.
24 And if they are not allowed to continue in business
 and rely on the trust fund, former neighborhoods will

1 be contaminated to produce new neighborhoods which
2 will be in the future contaminated again.

3 Small businesses such as dry cleaners are
4 small and usually family businesses or -- There are
5 some conglomerates, but most of them are small
6 businesses. Many are not the native Americans which
7 rely on their incomes and their family's education.
8 There are business retirements. The retirements will
9 be lost if they have to move or close their
10 businesses when urban sprawl moves out of their
11 neighborhoods.

12 In order to conform with regulations, dry
13 cleaners must do a lot of wet cleaning. Wet cleaning
14 requires water. There are many water issues in the
15 State of Illinois. The State of Illinois and the
16 Chicago metropolitan area is maxed out by the US
17 Supreme Court decision that there are caps placed on
18 water taken out of the Great Lakes area. All the
19 states in the region, plus Canada, must approve; and
20 if the Supreme Court statements hold true, no further
21 water will be taken.

22 If an airport is put in this area, our
23 precious water that we use for wet cleaning and for
24 personal drinking water will go above the caps.]

9-1

1 In a magazine entitled Environmental Issues
2 by the University of Illinois, Springfield campus, it
3 states that there are 117 townships in the State of
4 Illinois that have contaminated water issues that are
5 not addressed and will not be addressed by December
6 8th. ^{There's} not enough funds for them to carry out
7 these compliance issues. And we need to address all
8 the water issues with a plan and have all the
9 technology in place so that every citizen and every
10 business will have the water that is needed for their
11 operations and for drinking and for their health.]

q-7

12 Thank you.

13 MR. REWERTS: Thank you.

14 Next speaker is Steve Potrczek, I think.

15 Is he here?

16 MR. POTRCZEK: Steve Potrczek.

17 MR. REWERTS: Following you will be John Krupa.

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1 Steve Potrczek
11622 West Pauling Road
2 Manhattan, Illinois

3 I'm Steve Potrczek, 11622 Pauling Road,
4 Manhattan, Illinois.

5 What I'm concerned about is the water shed. 9-2
6 I don't know if you people are aware, but there's a
7 drainage district that used to exist at the turn of
8 the century through most of Will County. These were
9 usually by townships. Some of these drain tiles are
10 18 inches, 24 inches in size. They drain extensive
11 areas. At the turn of century, there were swampy
12 areas. They could be swamp; they could be non-farms.
13 They were kind of drained into the east.

14 Now in the airport footprint area, if
15 these drain tiles are disturbed, there's no way of
16 knowing what effect they're going to have on site of
17 this drainage area. They're dumping into creeks now,
18 but there's no overall schematic or plan. When these
19 drainage districts went bankrupt during the Great
20 Depression, the records were basically lost or
21 misplaced or they just vanished.

22 So when you cut a tile, which some of the
23 builders have done in the past, they create all sorts
24 of havoc outside the area because you're disturbing

25-4

1 the water shed.

2 So I'm just very concerned that when this
3 airport is constructed, there's care taken to the
4 tiles, that they be maintained, restored so that they
5 don't disturb the drainage district, because they're
6 dumping into creeks and the creeks are dumping into
7 the Kankakee River. You're affecting an area much
8 larger than the actual footprint area./

9-11

9 I have a tile that goes from my farm 18
10 inches. It goes for 7 miles, and it's picking up a
11 bunch of others. It's draining one hell of a mass
12 area.

13 Okay. That's my comment. Thank you.

14 MR. REWERTS: Thank you.

15 John Krupa, you will followed by Jack
16 Darin.

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1 John A. Krupa
2 2052 Maple Road
3 Homewood, Illinois

4 My name is John Krupa. I reside at 2252
5 Maple Road in Homewood, Illinois, in fact, a little
6 bit north.

7 I felt it was important to be here today to
8 focus on what you indicated yourself, that these are
9 environmental issues we have to deal with. Now, you
10 mentioned you were governed by NEPA, which is
11 correct, but you failed to kind of follow some of the
12 other purposes. Pursuant to Section 1500.1
13 Subsection C, if you read on, it says "Ultimately, of
14 course, it is not better documents but better
15 decisions that count." NEPA's purpose is not to
16 generate paperwork but to foster excellent action.
17 The NEPA process is intended to help public officials
18 make decisions that are based on the understanding of
19 environmental consequences -- Not the understanding
20 of business, not the understanding of airlines, but
21 environmental consequences -- and take actions that
22 protect, restore and enhance the environment. That's
23 what the purpose of this is.

24 The US Fish and Wildlife Service issues 19
different animals and eight different plants that are

1 threatened or endangered in the State of Illinois.
2 Under the Illinois Department of Natural Resources,
3 half of which I have here as well, Will County is
4 listed as having over 50 different species of plants
5 and animals that are endangered or threatened. So
6 what we have the issue of here is we have all this
7 environment and land and all these plants and animals
8 exist that is now going to be covered by a piece of
9 asphalt or a piece of concrete. What's going to
10 happen to them?

11 Businesses are adaptable. Businesses are
12 mobile. Airports can be put in different locations,
13 but you can't pick up a tree. It can't move. The
14 coyote can't move. The threatened frog can't move.
15 They're stuck where their habitats are at. We need
16 to take into consideration what's going to happen to
17 them.

18 Pursuant to Section and Title 14 US Codes,
19 Chapter 65, 4901, Congressional findings and
20 statement of policy, the Congress finds that
21 inadequately controlled noise presents a growing
22 danger to the health and welfare of the Nation's
23 population, particularly in urban areas; that the
24 major sources of noise include transportation

13-5

1 vehicles and equipment, machinery, appliances and
2 other products in commerce; that while the primary
3 responsibility for control of noise rests with the
4 state and local governments, federal action is
5 essential to deal with major noise sources in
6 commerce control of which require national uniformity
7 of treatment.

8 That's what we have here. We have an
9 airport that needs to have a national policy that is
10 consistent across the board in all airports. And
11 what we have to do here is just use a little common
12 sense. Right now if you walk outside in Homewood in
13 my backyard and I look up, I see planes every day,
14 about every five, ten minutes at about 10,000 feet
15 coming over me.

16 My office is in Orland Park. I see them
17 coming over I-80 at about 15,000 feet. You come out
18 here to Manhattan Monee, planes are all over the
19 place. They're going to Gary; They're going to
20 Midway; They're going to O'Hare. Now you're going to
21 take another airport, shove that right into the
22 middle of it, take all those flight paths and make
23 them even more complicated and more congested. And
24 that's going to alleviate the environmental problem?

1 Actually, it's going to make it worse.

2 Title 49 US Codes, Subtitle 7, Part B,
3 Chapter 471, Subchapter 1, Section 47101, policy, in
4 general it is the policy of the United States that
5 aviation facilities be constructed and operated to
6 minimize current and projected noise impact on nearby
7 communities; second, to give special emphasis to
8 developing reliever airports. Well, we've already
9 heard some of that. We've got Rockford. We've got
10 Kankakee. We've got Gary. [Let's develop the ones we
11 have instead of trying to build a new one.] 1-11

12 That airport development projects under
13 this subchapter provide for the protection and
14 enhancement of natural resources and the quality and
15 environment of the United States. That's what we
16 have to do. That's what we have to look for. Let's
17 worry about what we have and get that working instead
18 of trying to put up something new.

19 Lastly, which doesn't make too much sense
20 to me here, it talks about that the land conservation
21 he has is the third largest conservation policy in
22 the United States, and you're going to pave it over.
23 What sense does that make?

24 Thank you.

1 MR. REWERTS: Thank you.

2 Jack Darin, following you will be Brian
3 Birmingham.

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1 Jack Darin
2 200 North Michigan
3 Chicago, Illinois

4 Thank you. My name is Jack Darin. I'm the
5 director of the Sierra Club, Illinois chapter. Thank
6 you for having this hearing. I would also like to
7 supplement my comments with written comments later
8 this month.

9 I'd like to urge you, first of all, to stay
10 focused on the fact that this is a transportation
11 question that we're trying to answer here, not an
12 economic development question. If the question were
13 what's the single thing that we can do to try a turn
14 a largely rural area into a suburban, urban,
15 congested type of environment, then I would agree a
16 new airport in this region is probably a pretty good
17 answer to that question. But, of course, the
18 question we're trying to answer is what's the best
19 way for the state and for the Midwest to move people
20 and goods around this region and around the country.
21 And we're counting on you to try to give us an
22 objective answer and an objective demonstration of
23 need for this facility, because we don't think, in
24 our opinion, that that's ever been done before.
25 Before we spend the billions of dollars that are

1 going to be needed to do this project and bring all
2 the impacts associated with it to bear on this
3 region, we need an honest answer to that question.

4 I'd also urge you, as you look at the
5 environmental impacts of the airport, to look far
6 beyond the actual footprint of the facility. That I
7 believe is really what the impact on Illinois'
8 environment is going to be from this project if
9 indeed it is built. Induced development that the
10 airport will inevitably bring is going to have
11 incredible impacts on our air, our land and our
12 water. We have to have those questions answered by
13 this process to be able to make an informed decision.

14 [In items of our air quality, what are the 7-3
15 impacts going to be?] The vehicle traffic, both
16 passenger and truck traffic, and the impacts of
17 turning two-lane rural roads into four and six-lane
18 congested, arterial roads, both in terms of regional
19 smog and soot and the air quality, but local impacts
20 for people that are going to be living near these
21 roads.

22 In terms of the land, what can you try to
23 quantify in terms of acreage and location? [What are
24 the costs going to be for loss of wetlands and

1 prairies and forests and prime farmland and other
2 open spaces as this region undergoes an incredible
3 transformation as a result of this project?]

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4 Water resources, we've heard about those
5 today. This region is blessed with ample and clean,
6 for today's purposes, ground water. The Kankakee
7 River, we do have the Great Lake to the north. These
8 are good resources but finite resources. [Where is
9 the water going to come for the airport itself and
10 the development it will bring to this area?] [Where is
11 the waste water discharges going to -- What are those
12 going to do to the headwater streams into the
13 Kankakee and the Kankakee itself and the other
14 service waters to this area?]

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9-3

15 Please keep in mind that everywhere this
16 kind of intensive development has gone in the
17 northeastern Illinois area, we have seen major water
18 pollution problems that have not yet been solved.
19 Nutrient pollution, for instance, follows because we
20 don't have a water quality standard for phosphorus,
21 for example. I'd urge you to keep in mind that water
22 quality standards, waste water from the development
23 of this airport is not going to be removing nutrients
24 from waste water. Currently, we have streams that

1 don't suffer from those problems, and we'd like to
2 keep it that way.

3 I see my name is almost up. Thank you for
4 your attention, and we will, of course, supplement
5 written comments.

6 MR. REWERTS: Thank you.

7 The next speaker will be Brian Birmingham.
8 And after Brian will be Congressman Jerry Weller.
9 And then probably after Congressman Weller's
10 presentation, we will probably take a five-minute
11 break.

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1 Brian Birmingham
2 23119 Central Park Avenue
3 Richton Park, Illinois

4 Hi. My name is Brian Birmingham. I live
5 in Richton Park.

6 I merely wish to quote Senator Peter
7 Fitzgerald and Congressman Jesse Jackson, Jr.

8 If the O'Hare expansion goes ahead, there
9 is no need for an airport in Peotone.]

10 And I hope that the FAA will take that into
11 consideration in their Tier 2 plan and just let these
12 people live out their lives and put an end to this.

13 Thank you.

14 MR. REWERTS: Thank you.

15 The next speaker is Congressman Jerry
16 Weller, and the first one up after the break will be
17 Nelson Collins.

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Mr 12/30

SP 00127

1 Karen Cassin
2 561 Meadow Lane
3 Beecher, Illinois

3 For the last several years, I've heard much
4 talk about the need for the construction of this
5 south suburban Peotone airport. I have seen and
6 listened to many slick presentations from the likes
7 of Jim Edgar, George Ryan, John Gruling, Skip
8 Spensly, Bert Docter, Jerry Weller, Jesse Jackson,
9 Jr., LCOR, Steve Stetler and the IGA, just to name a
10 few.

11 As a reasonable and well-educated
12 individual, I testify that the construction of this
13 airport is not about need, but purely, simply and
14 wholly about greed. Residents living, working and
15 paying taxes in eastern Will County are told we need
16 jobs. LCOR, along with Jesse Jackson, Jr., say that
17 this airport project will initially create at least
18 15,000 permanent jobs. This project has created jobs
19 for no one in this region. All the jobs have been
20 brought in from elsewhere, Springfield, Colorado,
21 Germany, New York, Washington DC and Canada. And
22 this airport project is a cottage industry in and of
23 itself. It creates jobs for no one other than its
24 consultants, planners, politicians and other

1 government agencies. They are not looking out for
2 the residents of eastern Will County. They are
3 looking out for each other and taking care of
4 themselves.

5 This airport has been talked about for the
6 past 20 years, and nothing ever has really been done
7 about it, because it doesn't work, it's not needed,
8 not wanted; and the math, whether privately or
9 federally funded, just doesn't add up. Local
10 politicians have been told that they have to sit at
11 the table, the IDOT table, if they want to have a
12 voice in the planning process. This is learned by
13 all freshman in their mass communication 101 classes.
14 These are empty, substantive-less phrases that
15 salesmen use when they want to flip a customer into a
16 sale.

17 Some politicians, and sadly, businessmen
18 have been flipped. But the vast majority of the
19 residents living, working and paying taxes in eastern
20 Will County have refused to be flipped.

21 I know that there are concerns out there
22 that some farmers are selling off their farms to
23 developers for homes and subdivisions. Those are
24 private sales and represent capitalism at its best.

1 It saddens me to see so much of that land disappear,
2 but I blame that disappearance on the current feeling
3 that agriculture and farming are no longer righteous
4 and noble industries. Keep in mind that not all the
5 farms are being sold. There are plenty of five and
6 six-generation family farms, as well as centennial
7 farms in this area, too. Think about that the next
8 time you need some corn.

9 And finally, a great tenet of my upbringing
10 was that the land sets the rules by which people
11 live. [And I implore the FAA to please do not allow
12 for the destruction of our land and our lives.]

127

13 Thank you.

14 MR. REWERTS: Thank you.

15 Anthony Mielcarz.

16 MR. MIELCARZ: That's M I E L C A R Z.

17 MR. REWERTS: And the next speaker after you will
18 be Gordon N. Wilson.

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1/2/30

SP00128

61

1 Anthony Mielcarz
2 330 Waldmann Drive
3 Park Forest, Illinois

4 First, I'd like to compliment the panel for
5 sitting there and acknowledging everyone and being
6 kind, kinder than most have been in the past. And
7 pro or con, they used to cut people short at the
8 initial meetings. I've been to every session. I
9 don't even why I'm here because they should have
10 taken the tapes of all these other sessions and just
11 played them for you to hear because not much has
12 really changed.

13 I have served as an elected official many
14 years ago. I've been on many human relations
15 committee hearings. Everything was taped.
16 Unfortunately, nobody listened to the tapes. Nobody
17 else paid attention to the tapes. So is this a dog
18 and pony show or what, just like every other
19 government body that I've ever been involved with?
20 We talk about Will County rapidly expanding. Got to
21 put an airport here. Fine. The part of Will County
22 that's agreeably rapidly expanding is over towards
23 Plainfield. And I do believe it's Joliet that is the
24 largest growing city in the State of Illinois, not
25 the south suburbs.

1 I've lived in the south suburbs for 65
2 years. I love the south suburbs. I like the peace
3 and quiet of the south suburbs. That's why I live
4 here. That's why so many people go down I-57 to get
5 down to the quiet area. Now we want to bring the
6 noise to us, the noise that most people try to avoid.

7 I guess by now you've gathered that I'm
8 kind of anti airport. So like I said, I appreciate
9 the fact of you sitting there. I don't know who's
10 going to listen to this, if anybody ever does, but
11 the point is, I mean, we really don't want it, we 1-26
12 don't need it. There are other facilities available
13 that have not been expanded. Lansing is putting in a
14 north runway. Kankakee has runways capable of having
15 any large aircraft right now. It's not being 1-11
16 utilized. Rockford is being used by Fed Ex. I mean,
17 Gary is losing commercial flights. So why put
18 something here?

19 The initial sound study that I talked to
20 the gentleman from Puget Sound -- He was the head of
21 the project -- said he was told to only do a daytime
22 study for noise, because everybody knows at
23 nighttime, sounds double. But his instructions are
24 you do a day study. No building, no school, no

1 hospital around here is soundproof, nor was there any
2 provisions initially made in the beginning to put
3 soundproofing into anything. After you look at the
4 original flight patterns that were first proposed by
5 the State, the outlawed flights would take them past
6 two high schools and over one hospital and also over
7 the roof of my house. And I really don't
8 particularly care to see an airplane part fall off
9 like I have around O'Hare.

10 So like I said, I know you've heard this
11 before, and I appreciate you sitting there calmly,
12 but leave this God's country. It belongs to the
13 people. We don't need it destroyed.

14 Thank you.

15 MR. REWERTS: Thank you.

16 The next speaker is Gordon Wilson.
17 Following Mr. Wilson will be Kevin McNulty.

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1 Gordon N. Wilson
2 925 Hodges Street
3 Beecher, Illinois

4 [Ladies and gentlemen, this so-called
5 Peotone airport as planned is a bad idea. First and
6 most importantly, it is not needed. It has been
7 promoted by many different individuals and groups for
8 many years for the wrong reasons. Also, the location
9 is wrong.]

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10 Speaking about need, major airline business
11 has been in trouble for 30 years. Giants like TWA,
12 Eastern and Pan American have failed. This weakness
13 has been exacerbated even further by the soft economy
14 and the impact of 911. The majors of today are in
15 trouble. Start-up, low-cost airlines have come and
16 gone. Only two, Southwest and ATA, seem to survive
17 at the present time. None of the carriers have
18 expressed an urgent, near or long-term need for
19 additional landing and terminal facilities. [In fact,
20 they have repeatedly stated that they do not need,
21 want and will not use the Peotone site if built.]

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22 The major carriers are now beginning to
23 address their fiscal responsibilities by using larger
24 airliners which produce more sea miles with fewer
25 aircraft, thus reducing the need for more runways and

1 gates and also preserving airway capacity.

2 Wrong reasons: Rather than responding to a
3 generally agreed upon need for additional
4 transportation capacity, the promoters have almost
5 exclusively cited jobs and economic growth as their
6 main reason for building the airport. They've
7 centered on the ancillary result of the need as their
8 primary reason for the product. In other words,
9 they've put the cart before the horse.

10 The promoters of Mid-America Airport in
11 Illinois near St. Louis made the same mistake. Then,
12 as now, the airlines stated they would not use the
13 facility. The advocates assured the opposition that
14 if built, the airlines would change their minds and
15 use the airport. Today it stands virtually deserted.

16 Location: [If, in fact, an additional
17 Chicago airport should become necessary in the
18 future, another location should be chosen.] If built
19 at the current location, this airport would have a
20 significant negative effect on the area. Several
21 thousand acres of the Peotone location are actively
22 farmed. Ultimately, 3,000-plus people, their
23 residences and businesses, many built or established
24 within the last five years, would be displaced. 65

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1 light aircraft tenants at Sanger Airport located in
2 the very center of the Peotone site would be forced
3 to relocate. They would experience a 200 to
4 400 percent increase in monthly hangar rent,
5 increased fuel costs, and for many, significantly
6 increased travel time to use their aircraft.

7 The terrain is rolling, and the
8 construction of runways would require the moving of
9 hundreds of thousands of yards of soil. Just a few
10 miles west of this proposed location lies the
11 decommissioned Joliet arsenal, thousands of acres of
12 uninhabited, flat land bordered by two major
13 expressways.

14 There are currently several coalitions,
15 South Suburban Airport Coalition, Will County
16 Coalition, South Suburban Mayors and Managers
17 Association and the Kankakee River Valley Airport
18 Authority, to name a few, all striving to do the same
19 thing in the same place but in a different way. The
20 Greater Rockford Coalition has called for an end to
21 the Peotone airport.

22 MR. REWERTS: Excuse me. Are you about finished?

23 MR. WILSON: Halfway.

24 MR. REWERTS: You can either submit it in writing

1 or come back at the end. Your time is up.

2 MR. WILSON: Okay. I'll come back if you wish.

3 MR. REWERTS: We've got about seven more cards
4 here.

5 MS. JOHNSON: You're welcome to come back.

6 MR. REWERTS: Kevin McNulty, followed by Richard
7 Acker.

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1 Richard Acker
2 25 East Washington Boulevard
3 Chicago, Illinois

4 Good afternoon. My name is Richard Acker,
5 and I work with Openlands Project, which is a
6 40-year-old conservation and environmental
7 organization based in Chicago. We appreciate the
8 opportunity to testify today, and we will supplement
9 this later with written comments.

10 I want to make four very quick points. The
11 first two are procedural. The second two are
12 substantive.

13 The first point I wish to make is about the
14 statement of purpose in the Tier 2 Environmental
15 Impact Statement. The statement of purpose as
16 presented in the scoping document confuses the end
17 with the means. That statement says -- And I'm
18 paraphrasing -- that the purpose is to provide
19 supplemental facilities to meet aviation demands
20 within the south suburban area. A correct statement
21 of purpose would say that the purpose is to meet the
22 region's aviation needs. And if we had the correct
23 statement of purpose, then we would see that one
24 possible means to achieve that end would be
supplemental facilities to meet aviation demands

1 within the south suburban region. But there would be
2 other possible means to achieve that end as well.

3 But having such a narrowly written
4 statement of purpose, which limits it to only those
5 solutions which provide supplemental facilities in
6 the south suburban area, this erects artificial
7 barriers that could prevent other alternatives from
8 competing in the Tier 2 Environmental Impact
9 Statement.]

25-7

10 That leads me to my second procedural
11 point, which is the need to consider all reasonable
12 alternatives. NEPA requires an EIS to rigorously
13 explore and objectively evaluate all reasonable
14 alternatives. The Tier 1 EIS failed to do that.

15 [There is one very reasonable and obvious alternative,
16 and that is to consider an alternative that combines
17 the proposed expansion of O'Hare Airport, the
18 proposed expansion of Gary Chicago Airport, the
19 improved facilities at Midway, the expected
20 availability of high-speed rail, and the planned
21 improvements in technology and aerospace management,
22 and any other reasonably available transportation
23 improvements.

2-11

24 To consider these together as a unit rather

1 than looking at them individually, and because each
2 individually does not meet the region's aviation
3 needs, to reject them individually and not consider
4 their collective impact.

5 [My third point is substantive, and that is
6 grave concerns over the environmental impacts of the
7 proposed inaugural airport, which will include the
8 destruction of significant wetlands, the paving over
9 and relocation of more than a mile of Black Walnut
10 Creek, an increase in groundwater withdrawals of over
11 1.6 million water gallons per day, an increase in
12 sewage of almost 1.4 gallons per day, more than 10
13 tons of increased air pollution each year due to the
14 nearly 1.1 million miles of extra driving each day,
15 and more than 15 million pounds of garbage each year,
16 as well as the destruction of two award winning
17 family farms, one of which houses the state's third
18 largest reforestation project, the Rudis farm.]

19 And that brings me to my final point, which
20 is that even more alarming than the expected
21 effects of the proposed inaugural airport are the
22 likely effects of the final proposed airport which is
23 expected to draw over 400,000 people into the region
24 which could destroy over 240 square miles of open

23-8

1 space and farmland, lead to the relocation of more
2 than seven miles of Black Walnut Creek, destroy over
3 180 acres of wetlands, fill over 1,200 acres of flood
4 plain, require an additional 15 million gallons of
5 water a day to be supplied, lead to over 41 million
6 gallons a day of extra sewage, 120 million pounds of
7 solid waste, not including hazardous and industrial
8 waste } 4.8 million miles of extra driving each day,
9 which is enough to make ten round trips to the moon
10 every day, which would also lead to over 88 million
11 pounds of carbon monoxide, tens of millions of pounds
12 of nitrogen oxides and other pollutants.

13 And I see my time is up, so I will
14 supplement that with written comments.

15 Thank you.

16 MR. REWERTS: Ms. Greene will be followed by
17 Sherri Michaels.

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9-2

1 Aina Greene
2 14801 East Riverside
3 South Holland, Illinois

4 My name is Aina Greene. I own a residence
5 in South Holland.

6 And the environmental issues have been so
7 very well outlined and expressed today that I don't
8 feel I can supplement them in too many ways.

9 I would just like to make a few comments
10 about Congressman Weller's observations toward the
11 future. He said one comment, Will County is the
12 fastest growing county in Illinois. Now, why are
13 people moving to Will County? Perhaps it's for an
14 improved quality of life. [This proposed airport is
15 not going to improve the quality of life that people
16 are looking for.] They're trying to get away from
17 something.

18 [The outline that he proposed to expand
19 O'Hare, Midway, the Gary Airport, I'm all for that,
20 but the additional airport -- Is this going to solve
21 the transportation problems of the future?]
22 Supposedly we are going to have a very tremendous
23 population explosion. I'm questioning that myself.
24 I hear some very depressing statistics about AIDS so
25 far.

24-2

2-11

1 But what do we really visualize for the
2 future? Do we see rush hour in the skies with this
3 terrible pollution from the airplanes, or do we see
4 some creative solutions like high-speed rail travel?
5 It's really time that we thought about the quality of
6 our life.

7 [And, you know, as far as paving over some
8 15,000 acres of our very best farmland, what is that
9 going to do global warming?] You know, you don't have
10 to be an environmental expert to see what asphalt and
11 concrete structures do as far as heat retention. And
12 I understand global warming is a very important issue
13 for the future.

14 Thank you.

15 MR. REWERTS: Thank you.

16 The next speaker is Sherri Michaels, who
17 will be followed by Jim Verduin.

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15-12

1 Sherri Michaels
2 800 East Kohler Road
3 Wilmington, Illinois

4 My name is Sherri Michaels. I live in
5 Wilmington, Illinois. I formerly lived in Richton
6 Park.

7 I have a daughter, Linda, who will soon be
8 30. Linda has cerebral palsy and epilepsy. At times
9 she has six seizures a day. I take care of my
10 daughter between 18 and 24 hours a day. When I'm
11 sick and ask for respite care, I'm told the State
12 cannot afford it. I ask about a group home for my
13 daughter. They say the State cannot afford it. If
14 something happens to me, she'll live with her father
15 in Richton Park. And when he dies, the State will
16 worry about her. And when she dies, sadly, the State
17 will throw her in Potters Field like she's something
18 they just picked up off the street.

19 The State is broke, and they claim they
20 have no money to help people like my daughter, Linda.
21 The Bush administration cuts funding for our
22 programs, which Congressman Weller always has no
23 trouble in supporting. Cut. Cut. Cut. Cut. The
24 State and the federal government said they have no
25 money for people like her but have money to waste on

22-7

1 this stupid airport. Put the money where it's
2 needed.]

3 MR. REWERTS: Say your name and spell it for
4 the --

5 MR. VERDUIN: My name is Jim Verduin, V, as in
6 Victor, E R D U I N.

7 MR. REWERTS: You'll be followed by Bill Wendt.

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1 Jim Verduin
1851 West Church Road
2 Beecher, Illinois

3 First, I just want to thank you for the
4 privilege to speak today and allow me to voice my
5 concern. [I have a strong opposition to this airport.] 1-26
6 but I think I would be doing a disservice to everyone
7 sitting here if I didn't first say how an opportunity
8 like this, how proud I am today to be an American,
9 that I have the privilege and have been given that
10 right to stand here and talk to a government agency.
11 I just want to thank you for that. This is an
12 awesome privilege that we all have.

13 I think we'd all agree that the
14 environmental impact study that you've been asked to
15 do will not show one single benefit to the
16 environment or the health of the residents in the
17 impacted regions, but rather just determine how bad
18 or how large destruction of the area will be. Can
19 the irreversible damage to be done be at an
20 acceptable level, or will you have to determine the
21 cost of this environmental disaster is just too great
22 and one you can no longer afford to do?

23 One question I have to ask, and it sounds
24 like a lot of other people are asking today, too, is

1 [where is the water going to come from. We understand
2 that Lake Michigan water is not available to
3 communities this far south. There is also going to
4 be issues with them getting the rights from the
5 states who border Lake Michigan.

9-3

6 The ground water of our aquifer right now
7 are under stress already. The well usage is already
8 undermining the region's aquifer. Not to mention my
9 concern is for the potential runoff: The fuel, the
10 de-icing chemicals, the oil solvents, all the things
11 that would pollute the existing wells of the
12 residents, myself included.]

9-1

13 [Over 180 acres of wetland and seven miles
14 of streams would be paved over. This is natural
15 habitat for our wildlife and drainage for our homes,
16 our farms and our businesses. Proponents for this
17 airport continue to tell us not to worry about our
18 future flooding problems, but no one has shown us on
19 paper just how they plan to solve it.]

25-1

20 As for our wildlife being constantly pushed
21 out of available natural habitat, how long can they
22 survive if we as a nation continue this urban sprawl?
23 How do we expect them to survive? It's been
24 mentioned many times today that for the past 17 years

1 that the Illinois Department of Natural Resources has
2 been funding a solution to this problem, along with
3 grants from the US Department of Agriculture and
4 private citizen, Anthony Rudis. [They've created the
5 third licensed reforestation project in the State of
6 Illinois, over 600 acres of heavy forest unique to be 10-6
7 this area and icon to the State of Illinois. This,
8 too, would be sacrificed with the terminal built in
9 its place.]

10 Can we justify destroying in a few weeks
11 what took years to build? Can we destroy more than
12 1,200 acres of flood plain? Can we pave over 15,600
13 acres of farmland? Can we accept the millions of
14 pounds of new air and water pollution that would be
15 dumped on the surrounding communities? I can't, and
16 I hope that you can't either.

17 As I said before, the truth is -- And I
18 pity you. I think, as an agency, you have a huge
19 task ahead of you, but I think it's going to come
20 down to two questions. Can we live with all the
21 negatives to this project, all the pollution and the
22 urban sprawl and all the negatives that this is going
23 to provide? Or is it just too much for the
24 environmental disaster to accept? I just hope that

1 you'll do the right thing.

2 Thank you.

3 MR. REWERTS: Thank you.

4 The next speaker is Mr. Wendt, followed by
5 David Lindberg.

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1 William Wendt
 2 1643 Hubbard
 3 Chicago, Illinois

4 My name is William Wendt, W E N D T, near
 5 west side of Chicago. I'd like to read excerpts of a
 6 letter I had in the paper about a modest proposal for
 7 airport sanity.

8 Do we now or did we ever need a six runway
 9 O'Hare or a 23,000 acre Peotone while downtown
 10 doorstep Meigs is woefully underutilized? Can
 11 legitimate travel needs be met at considerably less
 12 economic and environmental cost?

13 If, and that is if, the southern suburbs
 14 with a population greater than Cleveland really need
 15 their own airport, how about a Midway size operation
 16 one mile by one mile, 640 acres? This would not
 17 devastate the entire area. Midway has service to
 18 just about everywhere in North America, can handle a
 19 757 with a range of 4,300 miles. Nearby, little-used
 20 Gary can handle jumbos at whatever cost to civic ego.
 21 And O'Hare is not that far, 50 miles or so, for
 22 anyone schlepping off to Melbourne or Capetown.

23 The rationale for a six east-west runway
 24 O'Hare was maximum hub-and-spoke capacity, the plane
 25 changing capital of the world. Some 40 percent of

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1 O'Hare passengers, however, travel 400 miles or less.
2 The Tribune Camp O'Hare series of late 2000 featured
3 a family traveling from Grand Rapids, Michigan to
4 Fort Wayne, Indiana, changing planes at O'Hare for
5 some unfathomable reason, and getting stuck in a
6 snowstorm for ten hours, before finally getting home
7 on a bus.

8 Over the last two years, hub-and-spoke has
9 pretty well collapsed. It is very expensive to
10 operate, especially on short turnarounds, and
11 point-to-point travel times are often little better
12 than Depression era streamlined trains. Obviously,
13 it needs twice as much airport capacity as
14 point-to-point or more.

15 Two pairs of the proposed six runways are
16 only 1,200 apart, not the 4,300 required for
17 simultaneous operation in bad weather. Each
18 puddle-jumper requires the same airport capacity as a
19 747. If short haul traffic has to go by air, it can
20 go something into the size of Meigs, which is 90
21 acres.

22 If we really need extensive short haul air
23 travel, a new runway, improved instrument landing
24 systems and a resurrected Lockheed Electra could put

1 Meigs into it big time. See the May 2003 air power
2 on the Electra, a 1950s turboprop designed with C-130
3 Hercules technology to be profitable on stages 100 to
4 3,000 miles and use small airports. It flies as 400
5 miles an hour and is quiet. Quickly overshadowed by
6 jets four decades ago, perhaps it was just ahead of
7 its time. It gives away little to 500 miles an hour
8 jets on short hops, much less using small, close-in
9 airports. The Navy P-3 Orion patrol plane, in
10 production for 40 years, is merely an adapted
11 Electra.

12 √ High speed ground transportation would be 2-14
13 nice, but going back 30 years or so would still be a
14 big improvement today. In the mid 1960s, the
15 Pennsylvania Railroad scheduled five trains a day,
16 Chicago to Fort Wayne, 148 miles, morning, afternoon
17 and evening departures, even the milk run taking
18 considerably less than three hours. Today, Greyhound
19 runs Chicago to Indiana expresses in barely three
20 hours, downtown to downtown, when it takes two hours
21 to check in at an airport.

22 To really improve ground transportation,
23 there is a monorail technology whose structure is an
24 overhead steel beam and whose vehicle is both

1 propelled and suspended by a linear induction motor.
2 Its footprint being only columns every 80 feet or so,
3 it does not need another swath through city or
4 countryside or create conflicts with existing road
5 and rail traffic. NASA is investigating the same
6 technology to launch satellites.

7 As far as development is concerned, it was
8 recently explained to me that a Type 1 city is where
9 you have a business center in the middle of the area;
10 a Type 2 is a semicircle along a coastline with a
11 business center in the center of the semicircle. And
12 eventually, the Type 2 business center moves west.
13 Now, that didn't happen in Chicago, so it's been
14 explained to me, for two reasons.

15 One is the business lives on the north
16 shore, and they want to develop that area. And
17 DuPage, where the center would move, has been
18 traditionally anti-development. So all this stuff
19 about O'Hare being the engine of development I think
20 is just a very sleight-of-hand manipulation. It's a
21 very gross misimpression. You know, they're
22 complaining about all the -- Those people up there
23 are complaining about all the development over there
24 and they want to push it off on this area. I mean,

1 how about all the pollution and cancer and everything
2 from the airport? And they say hey, it's going to be
3 a blessing to this area? [I think there are other
4 alternatives other than a monster airport.] 2-18

5 MR. REWERTS: Your time is up. Are you about
6 done?

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David Lindberg
3428 Springwheat Lane
Rockford, Illinois

My name is David Lindberg. I'm the president of the Greater Rockford Transportation Coalition. And I'd like to thank you for giving us this opportunity this evening.

Over 40 years ago, the father of Chicago's present mayor recognized the overcrowding problem at O'Hare 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 for any proposal. A second measure should be fiscal responsibility by both the federal and state governments. We oppose further development of Peotone for the following reasons: The original proposal was made prior to 911 when the economy and the airline industry were enjoying prosperous times. Since 911, the economy has suffered through a prolonged recession, and the airline industry has been devastated.

1 Even during the prosperous pre-911 economy,
2 [the airlines indicated they were not interested in
3 serving Peotone if it were built.] In today's climate
4 of limited expansion by airlines, it is now more
5 doubtful than ever that any airline would commit to a
6 new facility.

1-22

7 Second, in today's continued soft economy,
8 local and state governments are struggling with
9 larger deficits. [The cost of O'Hare expansion was
10 estimated to be in billions of dollars. To move
11 forward in developing another expensive airport of
12 questionable value on top of O'Hare expansion would
13 be completely fiscally irresponsible.]

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14 [Third, the Chicago region already has three
15 airports capable of handling increased capacity: The
16 Northwest Chicagoland Regional Airport of Rockford,
17 General Mitchell Field in Milwaukee, and the Chicago
18 Gary Regional Airport. These facilities are already
19 built and operating and can absorb additional
20 capacity now without further taxpayer expenses. The
21 facilities at Rockford have adequate runway
22 facilities to handle any type of aircraft operated
23 today.]

1-11

24 Now, if I can get the second page turned,

1 the environmental cost of the Peotone airport is
2 significant and includes noise, infrastructure
3 impacts on land use, destruction of over 1,000
4 single-family homes, destruction of 95 working farms,
5 relocation of a civil war cemetery, water quality on
6 the Kankakee River water shed; and in addition,
7 15,600 acres of prime farmland would be destroyed,
8 and hundreds of thousands of additional farm acres
9 would be destroyed as a result of the sprawl.

10 [Perhaps our region could endure these
11 significant environmental costs. Perhaps we could
12 even bear the fiscal costs, but to bear these
13 significant costs to build a facility that is not
14 needed and to duplicate existing airport capacity
15 which we already possess makes no sense at all.]

1-12

16 With this, we recommend the following:

17 [Immediately cease further development and spending
18 for the facility in Peotone. Use existing regional
19 facilities, such as Rockford, Milwaukee and Gary, and
20 encourage them to grow to their full potential.] And
21 finally, divert a portion of the funds earmarked for
22 the development of Peotone to the study of connecting
23 the five existing Chicago regional airports with a
24 rail network allowing the effective and efficient

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1 movement of travelers and residents in the region. /

2 Studies have consistently shown that rail
3 is the most economic way to move large number of
4 people on routes of less than 200 miles.

5 Thank you very much for your time.

6 MR. MARK: Did you say Bob Mark?

7 MR. REWERTS: No, not yet.

8 The next speaker will be Maureen
9 Ochsenfeld. Then following will be Bob Mark.

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1 Maureen Ochsenfeld
2 28020 South Crawford Avenue
3 Monee, Illinois

4 My name is Maureen Ochsenfeld, O C H S E N
5 F E L D.

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

14 Also, [there are no alternatives listed for
15 economic development.] [And most importantly,
16 expansion of O'Hare Airport is not mentioned as an
17 alternative to meet the region's air travel needs] an
18 alternative that is now destined to become a reality
19 as the State of Illinois has legislated approval for
20 it, there is funding available for it, and the
21 [airlines have said they will use it, unlike the
22 Peotone airport which they are opposed to.]

23 At a time of extreme uncertainty in the
24 aviation industry where a terrorist action of any
25 kind could severely cripple the entire industry, it

1 is extremely irresponsible to build a new airport
2 especially in lieu of expanding capacity at O'Hare
3 Airport and Chicago Gary Airport and the untapped
4 potential of Rockford Airport.)

1-11

5 It is absolutely immoral to pave over
6 24,000 acres of land, of which almost 16,000 acres is
7 prime farmland, some of the best farmland in our
8 country, for an airport that is not needed and will
9 not be used. An unused airport will devastate the
10 area's economic development. It will wipe out the
11 agriculture that now exists for unused concrete
12 pavement.)

15-8

13 Illinois has already built an airport like
14 this, Mid-America in Mascoutah, Illinois. This
15 farmland is an irreplaceable resource. It will be
16 lost to us forever. Of course, IDOT has stated that
17 there will be farming done between the runways. Any
18 crops raised between runways that are used would be
19 so contaminated with toxins, they would be unfit for
20 consumption by humans and/or animals. To suggest
21 otherwise is immoral.

15-4

22 The proposed Peotone airport would destroy
23 more than 1,200 acres of flood plains, 180 acres of
24 wetlands and seven miles of streams. It will be in

14-2
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1 the flight path of the sandhill cranes that migrate
2 directly through the airport footprint every spring
3 and fall. How will they be prevented from being
4 sucked into the jet's engine? I hope to see this
5 addressed.

12-6

6 There is massive opposition to this
7 proposed airport by the people of Illinois. There is
8 no regional consensus. [The airlines are opposed to
9 it and have said they will not use it] Believe them.
10 Reputable environmental groups are opposed to it.
11 The acclaim and projections given by IDOT are invalid
12 and not based in reality.

1-22

13 To rubber stamp approval for this
14 outlandish and politically motivated project would be
15 a costly mistake, not only monetarily, but
16 environmentally. To destroy our most precious and
17 irreplaceable resources based on erroneous facts and
18 highly questionable speculation and political
19 maneuvering provide a bleak outlook for our future
20 generations. The only responsible and moral thing to
21 do is to shut this airport nightmare down now.

22 MR. REWERTS: Next is Bob Mark, followed by Bob
23 Graves.

24

MM 12/30

SP00137

1 Robert Mark
2 2809 Central Street
3 Evanston, Illinois

4 My name is Dr. Robert Mark. I've been here
5 about 45 minutes, and I'm quite impressed by the
6 concerns that people have mentioned, and I will be
7 reiterating many of them.

8 I'm speaking on behalf of the five state
9 holders, namely homeowners, business people,
10 government representatives, conservationists and
11 sports people, in the four communities, Village of
12 Monee, Peotone, University Park and Governors State
13 University, that surround the entranceway to the
14 proposed south suburban airport.

15 These communities exist on the southern and
16 eastern down breeze of the proposed airport. I
17 facilitate their work in the Green Communities
18 Project, funded by the Illinois Environmental
19 Protection Agency, to provide a vision and a plan for
20 green space in these thriving communities. The group
21 has worked with IDOT, NIPSE and other planners
22 working on this proposed airport, as well as
23 significant amounts of data, existing plans and other
24 materials, to generate two Green Communities plans.
25 One that they could support if there is no airport

1 built, and another if there is one built.

2 The preparation of these plans has resulted
3 in a set of comments and questions to you. I want to
4 jump to something that isn't directly green space but
5 is imperative to the communities and green space.
6 And that is the issue of water and water quality.
7 You've heard a lot about that. This is a marriage
8 concern of the state holders. They have questions
9 that they believe will require your investigation and
10 response.

11 └ These questions are how much water will the
12 ongoing operation of the south suburban airport use
13 per day, Phase 1, 2, et cetera; what will be the
14 source of this water, both during construction and
15 during the ongoing operations; how will water be
16 returned to its source in the identical condition it 9-3
17 was taken; how will the water used for ongoing
18 operations be treated to remove pollutants before it
19 is returned; what measures will be instituted to
20 handle storm water runoff, and will they in some way
21 be set up to aquifer recharge.└

22 The Green Communities state holders are
23 concerned about these questions with regard to water
24 and water quality because of their dependency on the

1 aquifer beneath the proposed site for the airport.
2 They strongly, and I, believe responsibly recommend
3 that the [FAA and associated agencies responsibly
4 establish guarantees regarding water for the area,
5 for the community, with regard to source, quantity, 9-7
6 quality, return, treatment to remove pollutants,
7 aquifer recharge, and that these guarantees be in
8 place and legally binding prior to the start of any
9 construction if there is to be a first phase the
10 airport.]

11 We make this request because it is our
12 understanding that the proposed footprint of the
13 south suburban airport is over the only source of
14 water to these four communities, a deep aquifer that
15 has been identified by scientists as both fragile and
16 difficult to replenish. It is also understood by our
17 group that more water would not be forthcoming from
18 either the Great Lakes Water Commission or the
19 Kankakee Water Commission in the event that this
20 aquifer is compromised in some manner.

21 With regard to the green space, it is our
22 understanding that the initial concept for the
23 airport allowed for this green space within the
24 footprint of the airport and with funding or funding

1 assistance from the State. Our current understanding
2 from IDOT planners is that since 911, security
3 requires a completely fenced area around the
4 perimeter of the airport footprint. This would make
5 potential and current green space within the
6 footprint not accessible to the public. Therefore,
7 should the airport go forward? [The Green Communities
8 state holders recommend that a green space area in
9 the one-mile buffer zone around the perimeter of the
10 airport outside the footprint be included as an
11 integral part of the environment contingencies of the
12 airport's development and financing. This would be
13 appropriate given the initial proposals.]

29-21

14 I see my time is up. I'll submit the rest
15 in writing.

16 MS. JOHNSON: Are you almost done?

17 MR. REWERTS: Are you almost done?

18 MR. MARK: I'm essentially done because the rest
19 you've heard multiple times.

20 Thank you.

21 MR. REWERTS: Thank you very much.

22 Mr. Graves, you'll be followed by W. Lee
23 Deutsche.

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1 Bob Graves
 353 Waverly Drive
2 Park Forest, Illinois

3 My name is Bob graves. I live in Park
4 Forest, and I'm a private pilot. I've been flying
5 for over 50 years.

6 I think that I have a vision that possibly
7 the politicians and the people, the beaurocrats, in
8 the State of Illinois just don't see it. But I think
9 that they are already ten years behind the times to
10 go build a 6 to 8,000-foot runway airport because
11 there's an aircraft flying today called a Tiltrotor.
12 And if you people want to check it out and find out
13 the accuracy, it's all out there. The Marines are
14 flying it. It's called an Osprey. And the Tiltrotor
15 doesn't need an airport.

16 And I think the vision of the future is if
17 this Tiltrotor is as successful as it appears it's
18 going to be, all the communities that are not being
19 served can be served by a Tiltrotor with no airports
20 required. These aircraft can pick people up all over
21 the area in the community phase, bring them to the
22 big airports of Midway, Rockford, O'Hare, Gary, drop
23 them at the corners of these airports.

24 You don't need another white elephant like

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1 we built down there by St. Louis. Now, look what's
2 happened in St. Louis. Lamberg Field decided to
3 expand, so they're further obsoleting that airport.

4 I think it's time for the people of the
5 state to wake up to what the taxpayers want and what
6 the State is doing with their money. Will County,
7 what they're going to do to your infrastructure and
8 your taxes. And I think if you check it out, you'll
9 find the accuracy of the Tiltrotor is here.

10 Thanks.

11 MR. REWERTS: Thank you.

12 State your name sand spell it for the court
13 reporter.

14 MR. DEUTSCHE: My name is W. Lee Deutsche,
15 spelled D E U T S C H E.

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1 Joe Palermo, Jr.
2 1209 Towpath Lane
3 Wilmington, Illinois

4 Back in the '90s, there was a bunch of
5 scoping sessions that were held here and in St. John,
6 Indiana. I attended most of them. Back then it was
7 the agency that was doing the study. It was a
8 six-year study and \$6 million. When it was just
9 about over with, the mayor of Chicago, Mayor Richard
10 Daley, he decided he wanted something to do with it,
11 so they threw in another million dollars and went
12 another year. So after seven years and \$7 million, I
13 think there were five sites that they were supposed
14 to decide on. Nothing ever came of the report as far
15 as the agency deciding.

16 And at one of the last meetings, which I
17 believe was here at Governors State, a woman asked --
18 There was a committee, I believe, of 12 members or
19 something like that that was supposed to be
20 overseeing the airport, making some decisions. And
21 she asked how many of those members, along with all
22 the politicians, went to the office -- I believe it
23 was in the Chicago Heights -- that the agency had.
24 Everything was court recorded or taken movies of.
25 And she asked how many of these people went there to

1 look at any of these reports so they can make their
2 decision, and the answer was none.

3 [So here we are going through another one.
4 Politicians decided on the Peotone site. So with all
5 these studies, environmental and everything else,
6 who's going to make the decision when it's over with?
7 Is it going to matter, or is the politician just
8 going to say yeah, we need it?

9 Thank you.

10 MR. REWERTS: Thank you.

11 Mr. Penn, following you will be Mr. Fred
12 Wolter.

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1 Fred Wolter
32156 South Route 45
2 Peotone, Illinois

3 I'm Fred Wolter, W O L T E R. I've lived
4 my entire life in Peotone Township. I'm at least the
5 fourth generation to live in eastern Will County.

6 Recently, one of my brothers appropriated a
7 piece of furniture that had belonged to my parents,
8 and in a drawer he found a local newspaper dated
9 1968. What do you suppose the headline was on the
10 front page of that newspaper, The Peotone Gazette?
11 We need a new airport.

12 35 years this has been. At that time it
13 was a second Chicagoland airport because Midway is
14 not a viable airport; it can't be used. We know
15 that's not true. [Now we're being told that the area
16 in Rockford can't take up the slack. They're there. | - |
17 They have the reduced capacity. O'Hare is expanding.
18 And to the extent that another airport is needed, it
19 will continue to fulfill that need.]

20 The impetus for building an airport ought
21 to be from aviation, and it has never been from
22 aviation. It has been from business. It has been
23 from politics from the start. And we have the
24 airports I mentioned. Once the need comes to the

1 southland, Kankakee airport, is there enough room for
2 expansion? Let's not build this thing for the wrong
3 reason. [Please stop spending our money and spend it
4 for better uses.]

(1-8)

5 Thank you for this opportunity for all of
6 us.

7 MR. REWERTS: Thank you. It's now about three
8 minutes after 6:00. We will resume at 20 after.

9 (A short break was had.)

10 MR. REWERTS: Okay. It's 25 after 6:00. I'd
11 like to resume.

12 The first speaker will be Barbara Sturges.
13 Following Ms. Sturges will be William Browne.

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1 Barbara Sturges
2 6 Chestnut Court
3 Park Forest, Illinois

4 Hi. Thank you for this opportunity. My
5 name is Barbara Sturges, S T U R G E S, and I live in
6 Park Forest, and I work in Grant Park, Illinois. I
7 work in a business where we do insurance and
8 accounting work, and many of our clients are farmers.

9 As I said, I live in Park Forest, work in
10 Grant Park. And many times, when it's nice weather,
11 I ride my bicycle in between those two places. One
12 of my reasons for opposing this airport is somewhat
13 selfish. When I ride my bike, I have a quiet ride,
14 little traffic. I see the growing crops. I see deer
15 sometimes, often hawks. I'll see pheasant sometimes.

16 I guess I have trouble understanding why a
17 study is needed to understand that the impact of
18 paving over the land, having airplanes and lots and
19 lots of cars, why that isn't going to be more
20 negative than what we've got now for the environment.

21 I'm concerned that this supposed economic
22 engine will only damage the current rural and small
23 town economy we have. I've heard people talk about
24 the potential jobs, but I'm concerned about the
25 damage to what we've already got. Cash rents for

15-8

1 farm ground will be forced upward as there is less
2 ground will be available for people to farm.
3 Elevators, seed and implement dealers will be
4 negatively impacted. And my own business, where we
5 sell crop insurance, there will be a negative impact
6 there as well.]

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7 This article that I'm sure others have
8 shown you and talked to you about, I think says it
9 all. Right now, the land that is considered for an
10 airport is a nature preserve, it's farmland and it's
11 homes. The United States Government has paid
12 Mr. Rudis, that the story is about, to preserve his
13 ground in a way that he has because they see this as
14 an important use of the land.

15 Many clients that I see in my accounting
16 and insurance business are farmers who are involved
17 in government programs and have been told by the
18 government that they must use no-till farming
19 practices in order to conserve the soil. We've
20 gotten sort of a laugh about that lately, that
21 they've been told to conserve the soil, and now the
22 government possibly will pave it all over.

23 [The federal government has supported
24 conserving farmland, wildlife and nature preserves as

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1 an appropriate use of this land. Please don't pave
2 it all over.]

3 MR. REWERTS: Thank you.

4 Mr. William Browne.

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Mr 12/30

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1 Barbara Leick
 4537 West Eagle Lake Road
2 Monee, Illinois

3 My name is Barbara Leick, L E I C K, and
4 I'm here representing a lady who could not be here.
5 The explanation will follow.

6 For the past three years, I was to prepare
7 my statement regarding adverse sound affects of
8 aircraft in a small community such as Peotone. I did
9 not want to focus on the emotional effects of an
10 airport being built here. I wanted to stick to the
11 facts. Yesterday at 2:00 a.m., I lost my
12 brother-in-law, Donald Stewart, the identical twin
13 brother of my husband, Ronald. He died from
14 complications associated to acute peritonitis. My
15 last three weeks have been spent in ICU as Rush
16 Hospital. Thus, why she is not here.

17 Donald frequently visited with us at our
18 home in the country in Washington Township. He loved
19 this area, and like my husband, always dreamed of
20 moving out here, but he hesitated because of the
21 airport issue. Many other people like Donald have
22 waited and are still waiting until it is safe to buy
23 or build a home here. Being out here was like heaven
24 for Donald. It was quiet, peaceful and near as God

1 could ever feel us to be.

2 I ask the FAA, Jesse Jackson, Jr., Jerry
3 Weller and others who are pushing for this apathetic
4 injustice to God's country of building an airport out
5 here -- I know on a federal and state level you can
6 take anyone's property for a needed project such as
7 an airport. I'm aware of the Constitution and the
8 Bill of Rights, but I ask of you, are any of you the
9 prophets of God? Do any of you fear God? [Do you
10 really think in our hearts that destroying this
11 bountiful area that produces food and that feeds you,
12 and your family is the right thing to do?] Perhaps
13 then it is time to listen to the true prophets.

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14 Jeremiah: Woe to the shepherds who destroy
15 and scatter the sheep of my pasturing, says the Lord.
16 Therefore, says the Lord, the Lord of God of Israel,
17 concerning the shepherds who care for and feed my
18 people, you have scattered my flock and driven them
19 away. You have not visited or attended to them.
20 Behold, I will visit and attend to you for the evil
21 of your doings, says the Lord.

22 Deuteronomy: You shall not remove your
23 neighbor's landmark and the land which the Lord Dear
24 God gives you to possess, which the men of old set.

1 If any of those involved in planning this
2 airport in Peotone believes in the word of God, I
3 strongly recommend you pick up the Bible and read the
4 hundreds of scriptures about man destroying the gifts
5 of the earth. After all, you shall reap what you
6 sow.

7 My deceased brother-in-law always taught me
8 to do the right thing. He was truly a Christian and
9 believed in the word of the Lord. And hopefully you
10 will do the same.

11 Thank you.

12 MR. REWERTS: Thank you.

13 Sandra Foster will be followed by Anthony
14 Rayson.

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1 Sandra Foster
2 5216 West Beecher Road
3 Peotone, Illinois

4 My name is Sandy Foster, F O S T E R.

5 What I wanted to address today was kind of
6 the socioeconomic impact of what's happening now to
7 the current people of Peotone, not what the dream is
8 for the people of Hazelcrest.

9 I purchased a home in Peotone several years
10 ago when FAA took Peotone off the list of live
11 projects. I've spent my life savings remodeling this
12 home and making it a safe place for my child and
13 myself.

14 A year ago I became single again. I am not
15 able to sell my home; and working two jobs, I spend
16 no time with the child who I moved to the country for
17 a safe life. I can't sell my home because of the
18 Peotone airport.

19 This has been going on since 1968. I'm in
20 the second phase of this project; so when I called
21 and register a hardship case, I'm told no, they're
22 only buying homes in the first phase. Of course,
23 rich developers, such as Mr. Bine, got millions of
24 dollars in for empty lots in the second phase.

I have started two jobs. I have become

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1 severely clinically depressed and have been on
2 medication. My son tried to commit suicide several
3 months ago because his mother is never there for him.

4 But it's okay to ruin our lives because it
5 may give tax relief to Hazelcrest. It may give bring
6 jobs like Mid-America Airport in Mascoutah brought to
7 those people. It brought a lot of jobs, didn't it?
8 But meanwhile, the people that are living this day in
9 and day out are ignored.

10 When I called South Suburban Airport
11 Authority and talked with land acquisition, he had
12 the nerve to laugh when I said I felt I was a
13 hostage. Is this how the government wants their
14 taxpaying citizens to be treated?

15 I implore you to set people free that are
16 being held hostage. Look at this whole situation. I
17 know I can't stop the airport from coming if it's
18 going to. I don't believe in it. I don't believe it
19 will be used. I think it will be another travesty
20 like Mid-America. Like I said, we have a wonderful
21 community and town. It's a whole way of life.

22 Gary Airport and Midway Airport are closer
23 to Hazelcrest than Peotone. Why aren't your people
24 working there? I know people that live in the area

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1 of the other airports. Their taxes are higher than
2 mine, so I don't know where the tax relief is coming
3 from.

4 I think that this whole issue needs to be
5 looked at on more than just a political background.
6 I think it needs to be resolved one way or another,
7 and I really think that they need to let the hostages
8 in Peotone go.

9 Thank you for your time and consideration.

10 MR. REWERTS: I'd like to take a second and
11 remind the folks here to turn off their cell phones.
12 It's kind of rude when someone is trying to talk and
13 it's going off in the background, so if you'd please
14 turn off your cell phones, I'd appreciate it so
15 people can speak.

16 Anthony Rayson, is he here?

17 Following Anthony will be Cory Singer.

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Anthony Rayson
27009 South Egyptian Trail
Monee, Illinois

Good evening. Before I read my statement that I composed for this evening, I want to say something about jobs. A few days ago I was at a rally, an underemployment rally in Englewood. It wasn't downtown with Jesse Jackson, although he did glom on to our day and take all our media from the event. But we were in Englewood because yeah, it's a serious problem, no jobs. And why is that? Because the jobs are in China because the corporations are so damn greedy that they're going to China to hire workers for under a dollar an hour.

This is what we've got to talk about. Talk about the real enemy of what's going on with the citizens in this country. Don't try to pretend that a pie in the sky airport is going to solve the job problem. There's a real definite problem here in this country, but we've got to find out who our real enemies are.

My name is Anthony Rayson, and my family and Peotone Airport footprint since 1990. I know the officials from the FAA here today are in a tough position. What you may feel privately about this

1 issue you cannot spell out in your report. The
2 decision has pretty much been made for you; however,
3 you must go through the motions with this hearing and
4 then come up with a report to justify paving over
5 this well cared for, pristine land for an unneeded
6 airport.

7 But citizens can focus on the environment
8 without all the legalese. It's a political decision
9 insisted upon by certain sectors of big money who we
10 all know pull the strings of our politicians. The
11 environment and the citizens don't have stacks of
12 taxpayer money to stuff down their unethical pockets.
13 The State of Illinois has blown a hundred million
14 dollars already on this project.

15 [We know you're forced to wear blinders and
16 not consider the fact that there are already four 1-11
17 woefully underutilized airports ringing Chicagoland
18 in Rockford, Milwaukee, Gary and Kankakee.] Also,
19 you're not to factor ingenuously needful
20 transportation options such as high speed rail] and 2-14
21 [the embarrassment that the airlines want nothing to 1-22
22 do with Peotone.]

23 Similarly, you're to ignore the reality
24 that our area has been a self-sustaining and

1 economically productive entity in an unusually
2 environmentally conscious manner for several
3 generations. I couldn't do your job. I'd quit.
4 Luckily for me, I can spit out the truth.

5 But, you know, citizens are fighting back.
6 This same area where big business in collusion with
7 government decides to force people off their land for
8 environmentally catastrophic profit making projects
9 is being sadly played out all over our planet. It's
10 our moral imperative as stewards of this area to
11 resist this assault being aimed by us for so long by
12 this awful and unnecessary project. We'll stand up
13 for what is right.

14 So what I intend to do is to help organize
15 people to be there for our neighbors if and when
16 imminent domain and/or quick take are forcibly
17 imposed. I guess you've all heard of Cancun. It's
18 called do unto others as you would have them do unto
19 you.

20 MR. REWERTS: Cory Singer.

21 Following Mr. Singer will be Dr. Charles
22 Dieringer.

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1 Charles Dieringer
150 Grace Lane
2 Chicago Heights, Illinois

3 Charles Dieringer. It's D I E R I N G E R.
4 Like most American names, they don't spell the way
5 they sound, but that's some of the obstacles we have
6 living in this country.

7 I am a 30-year resident of Chicago Heights,
8 one of the more abused communities in our area in
9 terms of jobs and environmental issues. In 1913, our
10 stream, which is the Farm Creek water shed, which
11 abuts the airport on the south side, was deemed as
12 the most polluted stream in the state. And now it's
13 one of the most prized streams in the state, and we
14 are leading -- We have worked actively over the last
15 few years to form a very viable water shed
16 partnership with Governors State University. It is
17 involved in this leadership very definitely. And we
18 are receiving grants. We are doing all kinds of
19 constructive things in terms of improving our water
20 shed.

21 [I'm here to tell you that this airport is
22 going to improve and enhance this community if we
23 build it as a green airport.] Now, I'm also on the
24 green project that was described earlier. I've been

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1 sent by water shed for specialized training in water
2 shed science to the University of Illinois. I'm one
3 of two people that have had such an experience. It
4 involved three years of summer intensive training.
5 So I've had a lot of learning to do.

6 My background is in education and business.
7 And I'm also an engineering person that worked with
8 the Water Reclamation District of Greater Chicago for
9 many years involved with the reservoirs and deep
10 tunnel and all those kinds of things. So I've been
11 around infrastructure and those kinds of things for
12 many years. I do a lot of research before I get
13 involved in things and take a position.

14 But I'm taking a position as an educator,
15 and I'm inviting everybody here to look at and use,
16 first off, the (Inaudible) which is a viable
17 resource. And it's a tremendous (Inaudible.)

18 Illinois is the leader and has always been
19 in uniting libraries and allowing the poor man
20 university to be right at our fingertips. In 1978, I
21 had access, and so did you, to 700 libraries in this
22 country. And it's phenomenal to be able to go on the
23 Internet and look up about water sheds and what
24 they're doing in the eastern part of the country and

1 how this all can work.

2 And you can give faith in technology. You
3 also have to give faith in our government to use it,
4 though. And that has been one of the obstacles and
5 one of the opening work chance that we came together
6 on this water shed activity for the green project.
7 How are we going to find a unit of government that's
8 going to be able to carry out this commitment? I
9 think Bob expressed that earlier.

10 And we have found a unit of government that
11 we think can do that. Many of you have probably
12 never heard of it, but it does exist in Illinois.
13 First off, its function is as a soil conservation
14 district, but it deals with natural environmental
15 projects that involve pollution in our streams. And
16 actually, the particular one would be a subsoil
17 conservation district. It's well defined in the
18 statutes. They do exist in the state, and it follows
19 people participating more so than in a drainage
20 district.

21 So anyway, that's just a little bit of
22 background. And I know my time is up, so I'm going
23 to come back to tell you more how this vision is
24 going to work for this community and it's going to

1 restore us to where we should be.

2 Thank you.

3 MR. REWERTS: Thank you. We have two more cards.

4 Robert Ogalla. And following Robert will be Eileen

5 Olson.

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1 Eileen Olson

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3 Wow. Thanks for the opportunity to talk
4 today.

5 [I feel a lot of passion against the
6 airport.] I'm just a taxpayer. I am a mom and a
7 wife, and we moved out here because we like open
8 land. We like the farms. We love the forestry, and
9 [I come to you today and say could you please consider
10 the impact that this is having on all of us families
11 who moved out here who have so much pride in our
12 community.] And we look to you to bring us business,
13 not an airport. We look to you to find job
14 opportunities and provide great learning experiences,
15 but we don't look for an airport. We look for you to
16 take advantage of the resources that you already have
17 in O'Hare and in Midway and to put great traffic
18 solutions down the road so that we can take advantage
19 of what's already been invested with our money, which
20 is so important.

21 Spend money on education and leave open
22 land for posterity, because if you don't, where are
23 the kids going to go to play and fish and, you know,
24 have great memories.

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1 So pretty simple, but thanks.

2 MR. REWERTS: Thank you.

3 We have no more cards, so we have two
4 speakers that had not completed their testimony and
5 wish to continue.

6 Is Gordon Wilson still here? Do you need
7 another four minutes or so?

8 MR. WILSON: No, it won't take that long.

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1 Gordon Wilson
2 925 Hodges Street
3 Beecher, Illinois

4 I don't know how you're going to connect
5 this in your recording with what I said before, but
6 let's try.

7 I will repeat just a couple sentences
8 because it's a good starting spot.

9 There are currently several coalitions,
10 South Suburban Airport Coalition, Will County
11 Coalition, South Suburban Mayors and Managers
12 Association and Kankakee River Valley Airport
13 Authority, to name a few, all striving to do the same
14 thing in the same place but in a different way. And
15 I might add they can't agree.

16 The Greater Rockford Coalition has called
17 for an end to the new Peotone airport, correctly
18 observing that Rockford, Milwaukee, Gary and Kankakee
19 already have infrastructure in place to accommodate
20 any increased transportation needs in the Chicago
21 area.]

22 The cash-strapped State of Illinois has
23 bought property in an anticipation of the start of
24 this project with no mandate. The Jackson plan,
25 South Suburban Airport Coalition, claims to have

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1 private capital backing them for this construction;
2 however, hundreds of millions of dollars of
3 infrastructure will be paid for by taxpayers. All
4 the land that has been purchased and will be
5 purchased is taken off tax rolls resulting in severe
6 shortfalls for schools and other local public needs.
7 It seems the major impetus for the project is
8 political ambition and the relatively few who stand
9 to reap large financial gains.

10 It's no secret that some proponents have
11 said, off the record, of course, that it's the south
12 side's turn for the lucrative, no-bid contracts that
13 the O'Hare area has enjoyed for many years. The
14 promoters of this idea have been trying for at least
15 20 years and have failed. How much more evidence do
16 we need to declare an end to this bad idea?

17 Many in this room are probably wondering
18 who I am and what expertise I have to substantiate
19 what I have said. I am Mr. Rural Peotone, or if you
20 wish, Iron Ring resident who has endured the very
21 expensive and ongoing futility and frustration of
22 this effort. I am a citizen very concerned about the
23 possibility of this gigantically expensive, largely
24 publicly funded project, ending up in failure. I am

1 a citizen very troubled by elected officials from the
2 south side and even communities surrounding O'Hare
3 who are trying to force this plan on the residents of
4 the Peotone site and the surrounding communities,
5 residents who are not their constituents. Lastly, I
6 am a taxpayer.

7 Thank you.

8 MS. JOHNSON: Thank you for coming back as well.

9 MR. REWERTS: Mr. Dieringer.

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1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 I was just trying earlier to establish some
5 of my background and involvement because I was indeed
6 torn by many of the same obstacles that have been
7 expressed here by these people in the community. And
8 I really think that many of the obstacles that
9 they're identifying are being addressed by the Green
10 Communities project. And I really would encourage
11 them -- The project is not completed yet. But as Bob
12 expressed earlier, it will be done. It's got to be
13 completed by next June, so it's going to be done well
14 before our study here.

15 But we have been studying airports and
16 solutions that are green in nature. Now, if you
17 wonder about green communities, the closest one I can
18 point you to is Prairie Crossing. You may have heard
19 of them advertised. People up there pay extra to
20 live in Prairie Crossing. And I drive by there
21 frequently, and I check on them to see why do you
22 invest in this. Because there's an attitude there
23 about doing things the right way. I really think we
24 need to promote that attitude here, and we need to
get more informed about technology and how it can be

1 used. And we have a great opportunity to do
2 something very constructive for our communities.

3 I'll go -- Just to give you an idea the
4 water issue, which I also am a member of the Ground
5 Water Association, which is an international
6 organization. [We have 33 inches of rain that falls
7 on this area on an average every year. Where does
8 that rain go? It's not being conserved here now, but
9 if we build this green airport, we're going to have a
10 series of lakes and recreational activities here that
11 you wouldn't believe.] I mean, this won't have to
12 hold water because this is our major source of water.
13 This is what God gives us.

14 But we also have an opportunity via the
15 Thorncreek water shed, because if you were here this
16 morning, you would have heard the Thorncreek basin is
17 the in process of providing the basic sort of
18 infrastructure. Within two years, they'll have this
19 all pretty well (Inaudible) right now 90 percent of
20 the communities that are involved around here.

21 And it's flat plateau up here, so we're not
22 talking about rocket science to get sanitary services
23 and water services to work. We can direct them
24 either way. We can direct them down the Kankakee

9-29

1 River or we can direct them down to Lake Michigan.
2 There's a (Inaudible) to go with Lake Michigan. And
3 I (Inaudible) with Lake Michigan water shed because
4 my water shed is part of that. If we return water,
5 we will have that source available.

6 I've already posed that question to those
7 commissioners, but we have to return good quality
8 water and we have to install wetlands. Those are
9 called storm water treatment drains that clean the
10 water. And we have -- In the sanitary district, we
11 created this same concept along the sanitary ship
12 canal, a series of site variation waterfalls, one of
13 them which is in Blue Island. That concept has
14 brought back bass fishing tournaments. We're going
15 to have that on our streams around here, too.

16 We actually, right now in Chicago Heights,
17 through our efforts cleaning and recleaning our
18 stream, we have caught 38-inch long Chinook, 30 of
19 them in the last three months. Now, they've been
20 coming up that stream for the last 25 years, but they
21 haven't been getting through too well because of the
22 beavers and the lack of maintenance by the forest
23 preserves.

24 You may know that the forest preserves have

1 been getting beat up pretty well lately. Well, I've
2 been beating them up for five years, and I go to all
3 their meetings. They've delayed now their budget for
4 another week because we're going to get this \$50
5 million that's coming to put back in the forest
6 preserves and restore our streams.

7 So anyway, I don't want to bore you; but if
8 you would like to know more about it, you're welcome
9 to contact me. I will send you e-mails and
10 documentation about the research projects that I'm
11 involved in. But it's an exciting opportunity, and I
12 wanted to share that with you.

13 Thank you very much.

14 MR. REWERTS: Thank you.

15 We have no more speaker cards. If anybody
16 would like to speak or make any comments, please fill
17 out a speaker card. .

18 MR. WENDT: I filled one out already.

19 MR. REWERTS: State your name again.

20 MR. WENDT: William Wendt, W E N D T.

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24

1 William Wendt
2 1643 Hubbard
3 Chicago, Illinois

3 I've been following these airport
4 controversies for some years, and I can't recall
5 anybody from the southern suburbs complaining about
6 not being able to get an airplane.

7 Has anybody heard from anybody from the
8 southern suburbs that can't get an airplane? I
9 haven't heard any airlines complaining that they
10 can't find airport space around here. We do hear
11 lots of complaints about jobs, and it is a very
12 serious concern. There has been a problem in the far
13 south side and southern suburbs for about 30 years
14 now, ever since the steel mills started disappearing.

15 I'd like to suggest a little different
16 approach to developing industry. This same monorail
17 technology that I suggested earlier for passenger use
18 could also be very useful for freight use. I mean,
19 what you have in factories and warehouses something
20 called material handling system, and most of these
21 are overhead monorails.

22 What I propose is an external material
23 handling system that can connect factories and
24 warehouses and so on miles away and, in effect, make

2-33

1 them one assembly line. I think this will be far,
2 far more productive for dealing with this very real
3 problem and getting some real industrial jobs.]

4 I hear Jesse Jackson. I listen to WDON a
5 lot in the morning, and I hear Jesse Jackson saying
6 he wants the south side to look like the north side.
7 Yeah, well, I don't think hotels and restaurants are
8 quite the way to do it. That's the kind of
9 development you're going to get around an airport.

10 I'm still steamed about this McCormack
11 Place development 10 or 12 years ago, which was
12 supposed to create 10,000 jobs at the expense of
13 capital \$670 million. That comes out to about
14 \$60,000 per hotel and restaurant job. I mean, a
15 cabbie -- It created a job for a cab. That's about
16 \$20,000. This industrial district that went into the
17 southwest side of Chicago, they created 10,000 jobs
18 on a \$475 million investment. That comes out to
19 about \$47,000 per job.

20 This Motorola plant in McHenry County that
21 closed up after only five years, \$100 million plant
22 for 5,000 people. That comes out to about \$20,000 a
23 job. But you figure so many jobs this would create,
24 and this is strictly the loss we hear. It's not the

1 hotels. It's not the restaurants. I don't think --
2 You know, I haven't seen the figures, but if it's
3 anything like McCormack Place, rip off. The only way
4 to get behind McCormack Place is tax-free bonds. If
5 we had tax-free bonds for a few other things, maybe
6 we could get us out of (Inaudible.)

7 But no, there is a much, much, much better
8 way to deal with this very real problem. It's a very
9 real problem and it needs a real solution.

10 MR. REWERTS: Thank you.

11 The next speaker will be Rosemarie DeWitt.
12 Following Rosemarie will be Lionel Trepanier.

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1 Rosemarie DeWitt
2 16033 Debbie Lane
3 South Holland, Illinois

4 Yes. My name is Rosemarie DeWitt. I'm a
5 director with Will South Cook County Soil and Water
6 Conservation District. I represent from 22nd Street
7 in Cook County and all of Will County.

8 [My major concerns with the airport at this
9 point is that the evaluation hasn't been done on
10 where the water source for the airport is going to
11 come. Indications that I had been given seven years
12 ago was they were going to take the water off the
13 Kankakee River.]

14 Earlier this year, EPA released a third
15 annual drinking water (Inaudible) for Joliet. And
16 the Chicago Tribune had an article in September that
17 169,000 people in Will County are drinking water that
18 is contaminated with radium. It's in this report
19 that they will have to take the water out of the
20 Kankakee River.

21 I want to know where they're going to get
22 the water. [I want to know that the residents of Will
23 County will not be ingesting water that's going to
24 cause cancer.] They need to contact EPA, go online,
 find a certain report, find out what's happening.

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1 The other thing is that I'm very concerned
2 that the Rudis farm is the fourth largest in the
3 State of Illinois. I really don't understand why
4 they chose to put the one runway right on that farm.
5 I believe that if they're going to do it, please
6 conserve the farm. We's already expended state and
7 federal monies through USDA for the project.]

15-19

8 I'd also like them to start implementing at
9 municipalities, the counties, decide what they're
10 going to do with storm water management and PDES
11 requirements.] I think all of this has to be taken
12 into consideration before an airport is approved.

9-11

13 I live in South Holland. I'm still waiting
14 for my flood control project. That's a multi-million
15 dollar project that probably will not be completed
16 for another 20 to 30 years. Most of the people that
17 are in this district right now in this area ran away
18 from the problems from where I live. You're
19 recreating the same issues, and you're going to have
20 to come up with billions upon billions of dollars to
21 correct it later. You do not have another material
22 service quorum. It just does not exist.

23 Thank you for your time.

24 MR. REWERTS: Thank you.

1 Lionel Trepanier
2 11601 Artesian
3 Chicago, Illinois

4 My name is Lionel Trepanier. That's T R E
5 P A N I E R. I'm with South Metro Greens.

6 I just want to express appreciation for the
7 people who have come out to advocate for their
8 community and for the environment and for common
9 sense. It seems like there's quite a large support
10 in this room for a common sense approach to what's
11 going on.

12 In a common sense approach, one of my
13 concerns that I wanted to share with you all tonight
14 and with those making up the environmental impact
15 statement is for the toxic chemical loading downwind
16 from the facility. [So those folks such as myself who
17 would be downwind from this facility who already live
18 with a heavy toxic chemical load, this would be added
19 to. I want the FAA, I want the project proposers to
20 come to our communities and talk to us about how are
21 we going to measure the amount of toxic chemical
22 loading as a result of operations of this proposed
23 facility.]

24 And particularly, I would point out to the
25 FAA that this type of an analysis -- What's needed

7-9

1 here is the analysis of the facility as it's intended
2 to be built. To break this project into tiny pieces
3 to ask that those each be individually analyzed for
4 their environmental impact is evading the purpose,
5 the very purpose of this evening, this scoping.

6 So I do hope that the FAA sees to properly
7 address the scope of the proposal as it is intended.

8 So I've shared my one concern. I know that
9 there's practically enumerable concerns, and I could
10 just chime on that I've heard even the various
11 speakers before me bring up very important issues
12 that must be addressed if our community is going to
13 have an opportunity to look at what kind of a choice
14 is being made.

15 You know, in my local green party, we
16 advocate for a rail system like a lot of people
17 advocate for that rail system. It just makes so much
18 sense. It's common sense that if we need more space
19 at our airports, more capacity, we look at why do we
20 need more capacity, and we see very clearly that a
21 high-speed rail between some of our Midwest
22 population centers would displace a huge percentage,
23 a huge quantity of the existing users of the existing
24 air travel facilities.] So there's very clearly -- I

2-14

1 think for people in the community that -- In my
2 community, I'm saying there's really people who see
3 the fallacy of building this airport that we're going
4 to be bettering our community. I think I see a very
5 strong consensus that no, this airport is not going
6 to better our community.

7 So what is afoot? Why can that situation
8 exist? I think that's something that at least we
9 begin to address when we do as you've done this
10 evening and come out and raise your voice for, you
11 know, such a project being proposed in our community,

12 So I just want to close and thank you for
13 your attention.

14 MR. REWERTS: Thank you.

15 Gloria Weidner.

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1 Gloria Weidner
2 37445 Darby Road
3 Wilmington, Illinois

4 My name is Gloria Weidner, W E I D N E R.
5 I represent KARE, Kankakee Area Research and
6 Education.

7 I was in the same very spot 13 years ago
8 testifying. I never heard back. And ironically, I
9 was right. I and my colleagues were right. I came
10 into this deposition or this testament session with
11 facts coming out of my ears, and I never heard back
12 from you guys. And actually, like I say, I was right
13 because the predictions of the experts that were
14 hired to study the issue never came true. The demand
15 never happened. So it's not market driven. And when
16 it's not market driven, then the taxpayers paid for
17 it.)

18 Also, it's not intelligence driven because
19 then we'd have, like some others here say, we'd have
20 the high-speed rail. In France, they just celebrated
21 their billionth on the TTV Supertrain, and it's a
22 huge success. There were complaints at first about
23 this project in France, supertrains, and now they
24 love it.

25 So it's not market driven. It's not

1-12

1 intelligence driven. It's politically driven. And
2 when we talk about politics and we're talking about
3 power and money, power corrupts, and we all know what
4 money does from Enron.

5 And so there are other aspects, too, in the
6 environment like, for example, farmland. Farmland is
7 it being gobbled up at an alarming rate. So I
8 thought well, I'll get on the Internet and I'll look
9 it up and I'll see what's going on. And the
10 Internet, the sites I saw had some sources that were
11 saying oh, that's a bunch of hogwash, farmland is not
12 being gobbled up. And guess who wrote those
13 articles? Association of Realtors. [So I think I'm
14 pretty safe in saying that farmland is a concern. We
15 have the richest farmland here in the world and we
16 shouldn't be wasting it.]

17 As far as jobs go, if you're trying to
18 create jobs, then we should be in a whole different
19 area. We should be addressing the outsourcing of
20 jobs, not building an airport. So any way you look
21 at it, like someone here said, any way you look at
22 it, the common sense is not to build this airport.
23 [We've got the airport in Gary, in Rockford, in
24 Milwaukee that are all underutilized;] therefore, this

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1 is a lot of BS. So that's about where I'd like to
2 leave it.

3 Thank you.

4 MR. REWERTS: Thank you.

5 Do we have any more speaker cards? Anybody
6 else wishing to speak?

7 We'll take a break then.

8 We got a videotape from Henry May, Village
9 Trustee of Monee. That's a videotape that someone
10 was gracious enough to drop off for the record. So
11 we'll review this and enter it into the record.

12 Seeing no more people wishing to speak,
13 we'll take about a 15-minute break or so until we get
14 some cards.

15 (A short break was had.)

16 MR. REWERTS: We have one more speaker card, so
17 I'd like to convene so this person can provide their
18 comments and we won't have to sit around. This
19 meeting will go until 8:00 o'clock, but we'll take
20 testimony from George Bolus, and then we'll adjourn
21 again until 8:00 o'clock or until we get another
22 speaker.

23

24

1 George Bolus
2 3633 South Peoria
3 Steger, Illinois

4 I have no prepared statement, and I wasn't
5 going to speak because it seemed like there was lot
6 of negativity, and I felt a little self-conscious
7 about speaking. But my name is George Bolus. I am a
8 landowner. I own a farm in Beecher which will be
9 impacted by the airport. Part of my farmland will be
10 taken, and I also have 47 acres just north of where
11 the airport is projected to be, across from
12 Crete-Monee Road.

13 And I want to say I look at this basically
14 from a historic perspective, and I look at what has
15 happened in the past hundred years and how violently
16 sometimes things have changed. And, you know, we can
17 go back to the days when England revolved around
18 having a seaport, and the country developed around
19 that. And we look at times in the early 19th century
20 when trains started to develop and how towns and
21 cities grew from that; and then in the 50s, from that
22 point on, it all seemed to resolve around the
23 airports.

24 I look at Illinois from a standpoint of the
economy and what's good for the people is good for --

1 If the economy is good, it's good for the people.
2 And I understand the impact that it has on some
3 people and that change is very difficult to accept at
4 certain points in our lives, but we know that things
5 have changed constantly. And sometimes our heaven on
6 earth is disrupted and things happen that way, but
7 things will change and things will change for the
8 better.

9 I like what the Will County member said
10 that when we leave this earth, we have to leave it a
11 little bit better than the way that we came in. I
12 take that approach in my life. [And my understanding
13 is I really feel that this airport is going to be
14 good.] I think it's going to be good. Maybe for some
15 individuals it's very bad, and I understand that.
16 And I want the -- And I'm very impressed with the
17 process of the environmental study and the way that
18 the government is doing this. And I enjoy being a
19 part of the process, and I think that it's very --
20 It's not a negative thing. [I think it's a very
21 positive thing, and I think that the process is very
22 good. And I believe in it.] I believe it's the
23 American way.

24 And I understand the problems that people

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1 have with the direct impact that they have. Anytime
2 transportation changes or things happen, certain
3 people are impacted and there's problems. I think we
4 need to approach it from a very conscious and
5 intelligent manner and just say if it's going to
6 happen, let's do this thing the right way. And so
7 far, I see it happening that way. I think the
8 interaction is very good.

9 I'm a believer and a proponent, and I think
10 so that the airport should be built. I think that
11 when we experience change, we're all going to leave
12 this planet one day. We're not here forever. Things
13 are going to change, and things will get -- will
14 happen regardless.

15 And I think we all know deep down inside
16 that this is going to come about. We can lie to
17 ourselves and say it's not going to happen, but it's
18 coming and it will be here.

19 Thank you for the opportunity.

20 MR. REWERTS: Thank you.

21 MR. DIERINGER: I'd like to address some issues
22 for a couple minutes.

23 MR. REWERTS: Sure.

24

1 Charles Dieringer
150 Grace Lane
2 Chicago Heights, Illinois

3 Charles Dieringer again.

4 Quite frankly, I will submit this all in
5 writing because I'm so actively involved and I have
6 been for many years. I was elected to office in 1992
7 in Bloom Township, which was flooded in 1997
8 significantly. In the meantime, I have been fighting
9 to solve flooding problems in my township for four
10 years, and I had some trustees that didn't want me to
11 spend the million dollars that they had stashed away
12 in the bank, so I cut taxes for four years.

13 Well, I'm not presently in office there
14 except that I also should be a school trustee for the
15 township. And I was the only one on the ballot last
16 spring that was qualified, and it's going to take the
17 Attorney General of the State to straighten out what
18 goes on with the ballots. But it's coming pretty
19 quick.

20 I've also been involved in a class action
21 lawsuit to stop the theft of \$700,000 of taxes in
22 Bloom Township for the benefit of the receivers,
23 which are the units of the local government. And the
24 Appellate Court upheld that action and said we were

1 right.

2 So there are good people out there, and we
3 have to communicate and work together on this. I
4 want to talk just briefly about the (Inaudible.)

5 I don't think there's any evidence that the
6 corn is going to be damaged by these planes and the
7 pollution. Now, I drive 18-wheelers in seven states,
8 and I look at the environmental projects. It's one
9 way to get around pretty economically. And I haven't
10 seen any cornfields being damaged, and I've seen a
11 lot of them. They do provide a good buffer for
12 noise. If there is something that comes out of
13 airplane fuel that's different than comes out a
14 diesel truck, I think we all need to study that issue
15 a little more carefully.)

7-10

16 As far as water and wetlands and wildlife
17 and the birds, I would invite you to go to Lansing,
18 Illinois. That is an airport that will be -- It's
19 designed for another term for aviation type, for
20 local, private aviation type. And it's a feeder
21 airport, and they have built that in a wetland. And
22 this airport actually is in a flood plain in a flat
23 plateau as well. And they have restored that area,
24 and it holds more water, and it's on the Lincoln

1 drainage district, which is a 28-mile drainage
2 district. And that's up the reservoir as well.

3 I mean, the technology is here. We have to
4 somehow make sure that it's applied and it's applied
5 fairly for the best benefit.

6 So thank you for hearing me out.

7 I am recording this, by the way, for
8 Chicago Heights cable TV. I am the secretary of that
9 community, and we are one of 100 communities that of
10 two cable systems, so we have competition at that
11 level, too.

12 Thank you.

13 MR. REWERTS: Thank you.

14 MS. MEYERS-HAFNER: May I have a minute?

15 MR. REWERTS: Yes, ma'am. State your name again.

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1 Ellen Meyers-Hafner
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Ellen Meyers-Hafner.

5 [I would just like to make sure that the FAA
6 has this brochure that was researched and written by
7 the Openlands Project. It's entitled "This is as
8 close as airplanes need to get to Peotone," and it
9 shows a jet flying very high above in the sky.]
10 Please read this. It has very good information.

11 MR. REWERTS: Yes, ma'am. Thank you.

12 Anybody else? We'll adjourn then.

13 Oh, Lois?
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1 Lois Arms
2 107 Nanti
3 Park Forest, Illinois

4 John Malone, who is one of the founders at
5 Governors State, says that he thinks air travel has
6 hit its peak. There are even air travel changes and
7 other ways of communicating. One other thing that
8 people quote, 60 job -- A couple of them said it
9 today. There are 60 people for every job. That
10 counts babies and retired people, people that aren't
11 even looking for a job.

12 MR. REWERTS: Thank you, Lois.

13 Anybody else?

14 If not, we'll adjourn until 8:00 o'clock if
15 we don't get any speakers, and then we'll reopen the
16 meeting to close it. So the meeting is adjourned
17 until such time as we get somebody that wants to
18 speak.

19 MS. JOHNSON: Feel free to fill out cards.

20 (A short break was had.)

21 MR. REWERTS: It's about 3 minutes to 8:00. We
22 have a request from Mr. Dieringer to speak for a
23 couple more minutes, and then we'll go ahead and
24 close if nobody else has anything they want to say.

1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 There's only a few of you left, but I just
5 want to dazzle you with this. This is a picture of
6 Lake Michigan. This is done from our satellites.
7 This is using new technology to identify this
8 resource, so we know how to link with Michigan and
9 get the water out of there safely.

10 You may recall about ten years ago,
11 Milwaukee had some serious problems. They are now
12 the best water source out of all the Great Lakes, not
13 just Lake Michigan, because they dealt with the
14 problem.

15 [Now, we have to deal with that problem in
16 Hammond. Hammond is down here, and that pipeline I
17 was telling you about that goes to Chicago Heights is
18 not the best quality drinking water. And people that
19 are on dialysis and that are diabetic can be affected
20 by the chemicals that are in that water, but that can
21 all be eliminated if we bring our intake out here in
22 the deep part of the lake and we ozonate our water.

23 Now, ozone -- And I know this is getting
24 off the topic a little bit -- But we built an ozone
plant in Lake Bluff 25 years ago, and I did a video

a-1

1 tour of that 25 years ago when it was being built.
2 We can solve these water problems.) I don't think
3 people -- That will make this land more valuable. On
4 that -- I'm submitting all this in writing anyway, so
5 I mean, you don't have to struggle too hard with my
6 comments. I'm going to organize it a little better.

7 Thank you very much.

8 MR. REWERTS: Thank you.

9 Does anybody else want to say anything?

10 MS. GREENE: Yes.

11 MR. REWERTS: Yes, ma'am. State your name.

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1 Aina Green
2 14801 East Riverside
3 South Holland, Illinois

4 Aina Greene, and I spoke before.

5 I would just like to say I was so very glad
6 I came today and I was so impressed with what
7 everybody had to say so much, but I would like to say
8 I was most impressed with the pilot that spoke and
9 pointed out that we are heading toward a time when we
10 don't even need those airports. The airplane is
11 already proposed that does not need runways to land.
12 Things are changing. [We do not need the airports.
13 We're not going to need them because of changing
14 technology.]
15 [We're going to need fresh air and the
16 quality of our lives and a cleaner environment, and
17 we need to preserve it.] We have to rethink it with
18 the systems that were outlined by this gentleman who
19 just spoke.

20 Thank you.

21 MR. REWERTS: Thank you.

22 With that, I'm going to call the meeting
23 adjourned. Thank you for coming. And we will take
24 all your comments into consideration. Thank you.

(Meeting adjourned.)

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24-8

DEC 19 2003

STAND***Shut This Airport Nightmare Down***

George Ochsenfeld, President
Judy Ogalla, Vice-President

28020 S. Crawford
Monee, Illinois 60449
(708)534-7319

12/31/03

December 17, 2003

To: FAA, Denis Rewerts

Re: FAA Peotone Airport Scoping Process For December 2003.

From: George Ochsenfeld, President of STAND

I would like the following comments taken into consideration and entered into the record:

1. The FAA should question the validity of IDOT's enplanement projections. Two objective facts contradict their assertions:
 - a. the Gary Airport struggles to get passenger service. If there were a great demand in the South Suburban area, Gary would be booming. 23-20
 - b. 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. 1-20

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. 1-36
2. The FAA should require IDOT to rewrite and resubmit the entire Environmental Assessment pertaining to the one runway airport airport they are now requesting approval to build. The prior Environmental Assessment, and the FAA's EIS was based on a six runway airport. The resulting impacts, especially concerning economic development would presumably be very different for a one runway airport. 23-15
3. At a time of extreme uncertainty in the aviation industry, where a terrorist action of any kind could severely cripple the entire industry, it is extremely irresponsible to build a new airport, especially in lieu of expanded capacity at O'Hare and Gary and the untapped potential of Rockford. 1-11
4. 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 23-21

(Continued: STAND Scoping Comments)

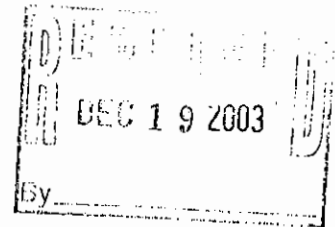
Suburban Airport Project. Some reasons for concern:

- a. 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. 29-35
- b. 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. 29-36
- c. 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. 29-22
5. 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. 29-23

COMMENT SHEET

SP00160

FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement



12/31/03

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments: I have many objections but will only list some of them. I live within 4 miles south of the proposed total site just inside Kankakee county and am very familiar with the area. #1. The people most affected who live on the site have never had an opportunity to register their vote as a group --only when bunched together with other voters who are not directly affected, do not live nearby and may THINK they will get a 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. #2 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 3-4 inch rain now will overflow 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. #3 You would ruin thousands of acres of good farm ground--irreplaceable. Remember, you like to eat and you do not get your food from the grocery stores. It comes from the farms. NO FARMS-NO FOOD. #4 The environment would be impacted tremendously. Compare the area around O'Hare to this area. Do you want to ruin this area to 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/AIR PORT signs going up in this area point out. 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.

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6-26.

Name: *Ralph Paarlberg*
Organization:
Address:  Mr. Ralph Paarlberg
6159 E 11000N Rd
Grant Park, IL 60940



Comments must be postmarked no later than December 19, 2003

Note attached article--thousands of taxpayers \$\$\$ to build new bridges to be destroyed by government in a few years??? Explains why the country is broke.

AROUND THE REGION

Thanksgiving meals at Hopkins

HOPKINS PARK — Over 60 Thanksgiving meals will be served Thursday to Pembroke Township residents.

The meals are being prepared by Bishop Martin D. McNamara High School and will be delivered to the Hopkins Park Village Hall.

Those who have registered for meals can pick up their dinners at Village Hall between 11 a.m. and noon according to Michael Taylor, a spokesman for Mayor John Dyson.

McNamara will also be delivering "five or six meals to the Pembroke Senior Citizens Center," according to Sharon Jackson.

"We've got some good things going on in the community," Taylor said. "We've got a program now where we have different churches from up north coming down to help people out.

"Orland Park Missionary Baptist Church and Matteson Baptist Church worked with Church of the Cross — the mayor's church.

"The two churches brought over a hundred people. They provided food and clothing and went out in the community and did winterization (of homes) and they cut firewood and delivered it. I was just amazing to see. I was astonished."

Bridge opens Monday

WILMINGTON — Improvements are now completed on the Interstate 55 river bridge near Wilmington.

The bridge opened to traffic today. The \$3.7 million project widened traffic lanes and created new access ramps. Contractor was D Construction of Coal City.

Third airport discussion set

A meeting on the third regional airport will be held at 7 p.m. Tuesday at the Kankakee County Administration Building.

The hearing will be hosted by the Kankakee County Regional Planning Commission. It will be held in the fourth floor meeting room.

Speakers include Scott Berkhardt, of the Illinois Department of Transportation for update on the planning process, land acquisition and environmental impact; Ed Paesel of the South Suburban Mayors and Managers Association; Jamy Lyne of Will County and David Hinterleiter of the Kankakee River Valley Chamber of Commerce.

For information call the Kankakee County Planning Department at 9372940.

Overtime OKed for Will County

JOLIET — The Will County Board has approved \$150,000 in overtime pay for the sheriff's department.

Sheriff Paul Kaupas said the overtime was for October through December.

Finance Committee Chair John Gerl, R-Joliet, told colleagues at Thursday's Republican Caucus that the original request was for \$600,000.

Gerl credited Kaupas with instituting new procedures that "impact the overtime figures in a positive way."

Four new bridges set

JOLIET — Four new bridges are in the works for Will County.

Two of the bridges are in Will Township, on one Corning Road over Exline Slough and another on Egyptian Trail over Black Walnut Creek.

Also planned are bridge on Quigley Road over Jordan Creek in Florence Township and over Jackson Creek on Baker Road in Manhattan Township.

December 15, 2003

30212 S. Crawford
Beecher, IL 60401

Dear Sir:

[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.] 1-38

[Nor more money should be spent on nor should any more land be bought for the pipe dream of a third Chicago airport.] 29-40

[The site being touted is a very poor choice.] 2-32

[There is no infrastructure present. Use Gary or Rockford that have that. Air and water quality and floodplains should be left as is.] 1-6

[The area does not need urban sprawl here. Soil has been and should continue to be conserved.] 15-17

Please pass along my ideas and concern to Joseph Mikan and Jesse Jackson Jr.

Sincerely,

Mrs. Koreen Heisner

SP 00162

P.O. Box 402
Sheridan, IL 60551
Dec. 17, 2003

1/2/04
SS

Mr. Dennis R. Rewerts
Federal Aviation Administration
Chicago Airport District Office
2300 E. Devon Avenue - Room 320
Des Plaines, IL 60018

Dear Mr. Rewerts:

I want you to know that I **strongly oppose** the construction of the **Peotone Airport** for a number of reasons. Aside from my personal disgust with the political manipulation of my family's lives, I'd like for you to consider other negative factors that will result if the Peotone Airport is constructed. 1-26

1) Ground water needed to sustain the airport will be impacted if not depleted, and exactly where will needed water come from as there is no municipal water company, only private wells? Also where will all the run off go from paved over former highly productive farm fields some of which have produced corn crops of 200 bushel to the acre? Think about how you may have to wade to your car in the parking lot as many of these fields already are prone to "ponding" when a heavy rain occurs. 9-3 9-5

2) Trash and hazardous and industrial wastes will add to a waste disposal problem. 18-1

3) 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. Consider the lawsuits that almost always result when an airliner crashes, and especially if the crash results from negligence. 12-7 29-41

4) 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. 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. Think too 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. 6-27 6-28 15-18

5) 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. We already have the Gary, Milwaukee, and Rockford airports, not to mention O'Hare and Midway in Chicago. **THERE IS NO NEED FOR ANOTHER AIRPORT**, and expanding O'Hare and reopening Miggs should be your first priorities! 6-29 1-11

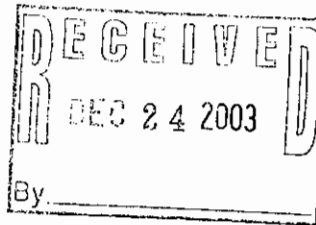
Respectfully,

Linda Zirzow

(Frank Zirzow Trust)
Linda Zirzow, Trustee

CC: S.T.A.N.D.

December 18, 2003



Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois

Dear Mr. Rewerts:

It is of great concern to me that 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. Citizens of the United States of America have the right to purchase, own, and hold their own property. 29-42 29-43

The right principle is present and available everywhere including planning meetings; principle will prove itself eventually. Justice is the reason, the basis for law. The Constitutional Amendment referring to eminent domain does not clarify the right to take anyone's property to create employment or monetary gain for another. Many laws have been circumvented, imposed upon. 5-3

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. 29-25

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. 21-5

Now, again, 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. 29-44

The United States Senate was established to safeguard the minority rights of the small states; who safeguards the minority rights of the citizen? 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. 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? Individually, 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. 29-6 5-5 29-45

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 29-7

the right of the minority view.]

[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.] 2-34

The Illinois Transportation Secretary was quoted in The Daily Journal (Kankakee 12-4-03) that the state would demonstrate a need for the airport even with expansion of O'Hare, full use of Midway, expansion of Rockford airport and improvements at Gary. When is enough enough? 1-39

[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 concern about those values and the harm they are doing throughout our country.] 29-47

[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 United States to own and keep his own property?] 29-48

[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] 24-10

[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.] 24-11

[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.] 29-12

A documentary on PBS "River of Iron" told of Robert Brewster Stanton (1889) setting out to put a railroad in the Grand Canyon following the Colorado River. Stanton failed to change the Grand Canyon, rather he became enthralled by it and it transformed him.

[Everyone needs open space and the solitude it provides near to them, not just at some distant place.] 24-13

[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.] 24-14

Very sincerely,

Joanne Randall
Joanne Randall

Post Office Box 56
Gilman, Illinois 60938



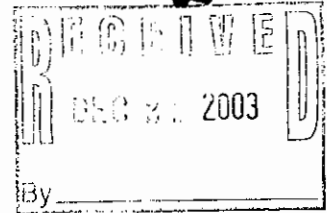
League of Illinois Bicyclists

2550 Cheshire Dr., Aurora, IL 60504
www.BikeLIB.org

SP 00164



1/2/04
SS



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Chicago

Staff

Ed Barsotti, Executive Director
Aurora
630-978-0583
ed@bikelib.org

December 17, 2003

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

Dear Mr. Rewerts:

On behalf of our members and others who bicycle by choice or necessity, 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.

Specifically, we ask that the following connections be considered:

1. From the north – connections near Ashland, Kedzie, Will-Center and Ridgeland.
2. From the east – a connection to Eagle Lake Road.
3. From the south – connections from Ashland, Kedzie, and Will-Center Roads.
4. From the west – a connections from Pauling Road.

Development of the airport will severely impact existing bicycle conditions, while increasing the demand and needs of future recreational and utilitarian bicyclists.

Sincerely,

Ed Barsotti

Ed Barsotti, Executive Director

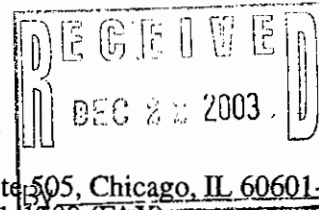
29-49



Sierra Club

Illinois Chapter

SP 00165



200 N. Michigan Ave., Suite 505, Chicago, IL 60601-5908
(312) 251-1680 • (312) 251-1780 (FAX)

December 19, 2003

Mr. Denis Rewerts
Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

**Re: Proposed South Suburban Airport
Tier 2 EIS Scoping**

Dear Mr. Rewerts:

Please accept these comments on behalf of the 27,000 members of the Sierra Club, Illinois Chapter, who are committed to protecting Illinois' environment for our families and our future.

Sierra Club believes that 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. 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. 29-50 23-27

Therefore, 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. Indeed, 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. 23-28 23-29

For the purposes of our comments, please interpret the project area to include all of these counties.

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. 29-51

Some of the environmental questions that must be answered include:

Water Resources

Where will the water to supply this massive urbanization come from? What will be the impacts on the drawdown of the ground or surface water resources? 9-3

Where will rapidly growing communities discharge their treated wastewater? What are the expected water quality impacts on the Kankakee, Mazon, Vermillion, Iroquois, and Des Plaines River watersheds, including all of their tributaries? [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 loadings of phosphorus and other nutrients.] [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.] [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.] [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.]

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.

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.

Habitat

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? [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.]

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?

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

Air Quality

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. [Please include in your analysis all projected expansions to interstate highways and arterial roads necessitated, encouraged, or accelerated by the project.] [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.] [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.]

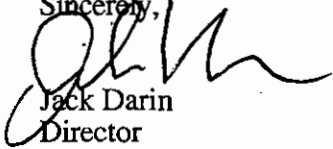
What will be the impacts of aircraft and airport operations on regional and local air quality?

Alternatives

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. 2,35

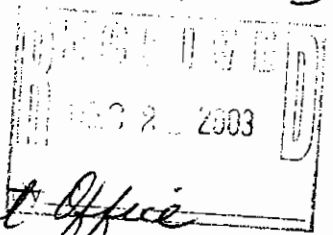
Thank you for your attention to these and other questions as you prepare the Teir 2 EIS. If this process does not provide answers to these questions, then it is apparent that no one will.

Sincerely,



Jack Darin
Director

SP00166

Dec. 18th, 2003 ^{1/5/04} 55Mr. Denis Kewerts
FAAChicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018Mr. Kewerts - NO PEOTONE AIRPORT. ₁₋₂₆

This Peotone Airport is a disastrous idea in many ways. It will, first of all, displace me and my spouse (in the 70's) as well as hundreds of other citizens in this peaceful farm-land area, destroying the land and destroy our homes. The loss of this prime farm-land & the cost of restructuring the roads & highway system, the negative impact it would have on the business schools, our police & fire protection district, the hazardous waste materials dumped in our water ways & rivers all is a disastrous idea. The Large Major

- 3 -

Airlines don't seem to want it, ¹⁻²²
the ~~area~~ citizens don't want it, ¹⁻²⁶
and Jesse Jackson should stay
in his own district and worry
about the problems there. ²⁻⁹⁻⁵²

An Airport at Peotone will
most likely end up a very costly
and un-needed, un-wanted ¹⁻⁴²
White Elephant such as the
one near Mascoutah, Ill.]

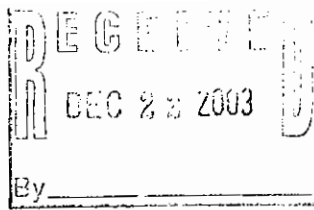
There are many more
negatives I could write about, but
you get the idea -

NO PEOTONE AIRPORT



Mr. & Mrs. H. D. Sharp, Jr.
33 Sandpiper Ln.
Beecher, IL 60401-9774

1-26



SP 00167

115/04
SS

December 12, 2003

Dear Mr. Rewerts,

This is a letter logical comment on one environmental aspect of the proposed Peotone Airport. Imagine if you will 5 years after the first jet lands on the runway this scenario..

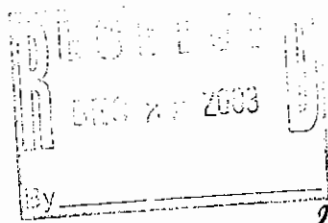
- 1) The underwater pollution estimates originally projected as favorable are GROSSLY underestimated. The solvents, accidental spills and jettison fuel find themselves leaching into the underground water supplies. | 9-38
- 2) ALL the residents of this area (unlike O'Hare Airport vicinity families with 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? | 9-39
- 3) Toxins begin to creep into the Kankakee River slowly killing wildlife and fish. | 9-40
Polluting the river and reducing the quality of Kankakee State Park. | 10-10
- 4) 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. | 12-10

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. | 23-30

Mr. Rewerts we thank you for the time spent reading our letter.

Sincerely,

Stephen and Karen Anczer
31149 Cottage Grove
Beecher, Il. 60401
(708) 227-0916
(708) 946-0196



SP 00168

11/5/04
SS

MR DENNIS REWERTS

DEC. 16, 2003

FEDERAL AVIATION ADMINISTRATION

(TIER II ETS)

CHICAGO AIRPORTS DISTRICT OFFICE

2300 EAST DEVON AVE.

DEI PLAINES, IL. 60018

GENTLEMEN:

FIRST LET ME GIVE YOU A LITTLE BACKGROUND INFORMATION ABOUT ME. I AM A GRADUATED MECHANICAL ENGINEER (AIME) FROM PRUDUE UNIVERSITY. HAVE BEEN INVOLVED IN ENGINEERING FOR OVER FIFTY YEARS. ENVIRONMENTAL INVOLVEMENT SINCE 1965. RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF 80% OF THE FACILITIES IN ONE PLANT OF A MULTY PLANT STEEL MILL CORPORATION. DELT WITH THE COAST GUARD, CORP. OF ENGINEERS, FEDERAL EPA, STATE EPA, CITY EPA, AND METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (ORIGINALLY KNOWN OF MSD). GAVE A DEPOSITION BEFORE ATTORNEY GENERAL OF STATE OF ILLINOIS LAWYER AND MID LAWYER RELATIVE TO THE PLANT'S ENVIRONMENTAL EQUIPMENT OPERATION. SHORTLY THEREAFTER, I WAS PUT IN CHARGE OF OPERATING ALL THE PLANT'S ENVIRONMENTAL FACILITIES. THIS INCLUDED DOCUMENTING ALL HAZARDOUS MATERIAL DISPOSAL. OTHER PLANT SUPERVISORS WERE

TRAINED AT OUR FACILITIES. OUR DRAWINGS WERE USED TO ASSIST OTHER PLANTS IN THE DESIGN OF THEIR FACILITIES. I WAS REQUESTED TO REVIEW SOME OF U.S.S.'S DRAWINGS BY A CORPORATE V.P. OUR PLANT WAS THE MOST ECONOMICALLY OPERATED WITH THE BEST ENVIRONMENTAL QUALITY. I INCLUDED THE ABOVE SO MAYBE YOU WILL AGREE THAT I MIGHT KNOW A LITTLE OF WHAT I AM WRITING. I COULD HAVE INCLUDED A LIST OF WHAT I DID WHICH KNOW ONE HAD DONE BEFORE.

LET'S START WITH WATER ASSUMING THE SIX RUNWAYS WOULD BE BUILT. WHERE IS ALL THE WATER REQUIRED TO COME FROM? IT CANNOT COME FROM LAKE MICHIGAN BECAUSE OF THE AGREEMENT BETWEEN THE U.S.A. AND CANADA ON THE QUANTITY OF WATER WHICH CAN BE EXTRACTED FROM THE GREAT LAKES. YOU COULD NEVER GET THE REQUIRED AMOUNT FROM THE KANAWAKE RIVER WITHOUT AFFECT THOUSANDS OF PEOPLE, THAT ONLY LEAVES THE GROUND WATER TABLE. | 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.]

[NOW, LETS LOOK AT THE TREATED SANITARY WATER DISCHARGE, WHERE WILL IT GO? CANNOT BE INJECTED INTO THE GROUND BECAUSE OF THE POSSIBILITY OF CROSS CONTAMINATION. THIS LEAVES THE KANKAKE RIVER. WHAT WILL THIS QUANTITY OF WATER DO TO THE RIVER'S FLOW CHARACTERISTICS AND ECOLOGICAL BALANCE? NO MORE FISHING. HOW WILL THIS AFFECT ALL OF THE COMMUNITIES DOWNSTREAM OF THE INJECTION POINT? WE SAW HOW SOME OF THE TOWNS ON THE MISSISSIPPI WERE AFFECTED DURING RAIN STORMS.] [FLOOD PLAINS? WHERE WILL ALL OF THE SOLIDS FROM THE TREATMENT PLANT GO?]

[ARE ALL OF THE CHILDREN BE GIVEN EAR PLUGS OR EARMUFFS TO PROTECT THEIR HEARING? HOW WILL ALL OF THE SCHOOLS, CHURCHES AND HOMES BE PROTECTED FROM THE NOISE, AIR POLLUTION AND OCCASIONAL DUMPING OF FUEL? REMEMBER I CAME FROM A STEEL MILL WHERE WORKERS

4)

NEEDED AND STILL DO NEED EAR PLUGS, MUFFS AND RESPIRATORS IN ORDER TO DO THEIR JOBS, WILL OUR CHILDREN NEED TO WEAR RESPIRATORS IN ORDER TO PLAY OUTDOORS, GO TO SCHOOL AND PROTECT THEIR HEALTH? MOST FARMERS TODAY³⁻⁹ HAVE EQUIPMENT WITH ENVIRONMENTALLY CONTROLLED CABS, THOSE WHO DON'T, DO WEAR EARPLUGS, MUFFS AND FACE MASKS.

I COULD WRITE A LOT MORE BUT I AM SURE YOU WILL RECEIVE MANY LETTERS DEALING WITH THE ROADS, GARBAGE, ETC.,

PLEASE KEEP IN MIND THE INTENTION IS TO TAKE 24,000 ACRES OUT OF FARM PRODUCTION AND BUILD SIX RUNWAYS NOT ONE, AS THE SUPPORTERS OF THE THIRD AIRPORT WOULD LIKE YOU TO BELIEVE.

WHAT IS WRONG WITH USING THE CHICAGO-O'HARE INTERNATIONAL AIRPORT? I HAVE FLOWN OUT OF IT, IT IS A VERY NICE FACILITY. 1-2

EXCUSE THE HAND WRITTEN LETTER AS MY COMPUTER IS TEMPORARILY OUT OF SERVICE.

SINCERELY

Richard J. Ostrowski

2608 W. BALLE LAKE ROAD

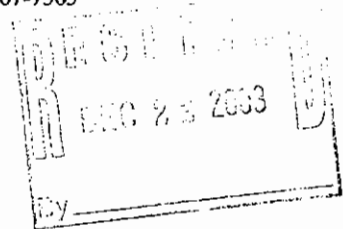
BEECHER, IL. 60401

P.S. LET ME KNOW IF I CAN HAVE ADDITIONAL

JOHN J. RADEMACHER
ATTORNEY AT LAW

8035 N. Oconto Avenue
Niles, Illinois 60714
Phone: (847) 967-7565

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



December 19, 2003

Re: Proposed South Suburban Airport Tier 2 EIS

Dear Sir:

These comments are provided pursuant to FAA Notice and are submitted for the record.

May I say simply that "the Emperor has no clothes." The airport project proposed for Peotone and Beecher in Eastern Will County, Illinois is unsound for a wide variety of reasons, many of which you heard on December 3, 2003 at Governors State University: |

1-26

1. The area consists of fertile farmland including glacially deposited Drummer Soil (Illinois' official state soil) 14 inches deep and recognized by state conservationist Bill Gradle as being crucial to "our quality of life and our future. It is arguably one of the best, if not the best, soils in the world." Even former Governor George Ryan frequently opined on the importance of agriculture to Illinois. Eastern Will County is a rich agricultural region. |

15-3

2. The "Inaugural" facility with its runways and acres of buildings under roof will sit like a dam amidst the Exline Slough and interconnected creeks and streams, will destroy drainage in the immediate area and into Kankakee County and will add pollutants throughout the watershed. 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. |

9-1

27-17

3. Loss of habitat for migratory birds. |

13-4

4. Destruction of archaeological anomalies and artifacts. |

11-3

And all of these adverse environmental effects will be realized even if the "Inaugural" airport is never used, which is the most likely scenario. 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

29-63

cannot be grasped simply by examining aerial maps, engineers' 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. It is catastrophic, in my mind, to devastate an environmentally rich agricultural region such as this for an unsustainable airport. 15-4

In the view of many, there never has been a need for this airport, again for a variety of reasons including:

- a. The presence of O'Hare, which will expand.
- b. The viability of Gary/Chicago Airport already years ahead of "Peotone." 1-11
- c. Midway is up and running and vastly improved.
- d. Rockford and Mitchell Field are up and running.

In a related concern why, in fact, has there never been a public hearing in Peotone itself? 21-6
It has large fairground and atrium facilities adequate to sponsor large attendance. It is very proximate to the people most adversely impacted by this proposal. Other than University Park, I do not believe one meeting or public hearing on this matter (including any held by Governor Ryan's office or IDOT) was held outside Cook County which certainly served the convenience of the South Suburban and Northwest Suburban politicians, mayors and their followers. I think the decision to not sponsor a single hearing in Peotone, Beecher or Monee was unfortunate. 21-6

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 the loss to the region if the airport is never used 6-36

Will County has experienced as good or better job and economic growth as the other "collar" counties and Cook County since 2000 without an "Inaugural" airport. Why is that bad for the region?

The proponents submit their overwhelming economic "growth" figures to bolster their novel theory that such an economic hypothesis trumps environmental and quality of life concerns. According to the Chicago Tribune (12/04/03), airport supporters at the December 3 public hearing argued that "any adverse environmental impact would be more than 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. That is progress. But their assertion that the supposed economic juggernaut to be created by this project will more than offset environmental problems is a red herring. Just how would that work 24-9

– expanding (allegedly) the economy at the expense of the environment, thousands of farms and homes and thousands of acres of irreplaceable topsoil? I do not believe that is the legal standard for this EIS exercise.]

15-3

The environmental and quality of life concerns are objective and demonstrable while the economic arguments are just that – arguments. In light of the other substantial concerns with this airport proposal raised at the December 3, 2003 hearings (and at the October 4, 2001 hearings), the economic claims of what this airport might produce must be dismissed. [The proponents' announced goal of promoting economic development must not be allowed to outweigh the numerous other more serious, weightier environmental issues associated with this project and the negative economic impact they will create.]

6-28

I also think you need to be keenly aware that the "Peotone" airport issue is in front of you because of local politics which were eventually carried to Capitol Hill. At the core is a battle being waged by Northwest Suburban and South Suburban mayors, legislators and congressmen whose only goal is to thwart the City of Chicago and Mayor Daley's plan to improve, expand and modernize the world's largest and best run airport, O'Hare Airport. [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.] [If it really is only about building a desperately needed airport (but can wait ten years to bring on line!), just to go along with the charade, then do the logical thing and expand Gary/Chicago Airport or expand Kankakee Municipal which has, I believe, runways comparable to Midway already. Peotone has no runways and should never have any.]

29-64

1-11

The proponents have no state or federal authority or financial backing and have turned to private investors (with help from Northwest Suburban mayors) to fund studies to entice private interests to finance the building of what is best described as a "private" airport. IDOT now admits to Monee area landowners that "mistakes were made" in acquiring land and announcing IDOT's intent to take other private properties over the past two years. Former Governor George Ryan was adamantly in favor of an airport at Peotone and during his tenure IDOT and its engineer agents proceeded to demand that landowners negotiate with them or else their "office will re-instate the Eminent Domain proceedings." (Emphasis added.) This is a clear threat designed to intimidate landowners into moving against their own best interests and to ratchet up the state's leverage against neighboring landowners to acquire more land in a swift and advantageous manner. This is not the intent of Illinois law (SWIDA v. National City, IL Supreme Court, 2002). Those properties never should have been acquired as the state had no authority to do so.

[Whatever this new group of private promoters calls itself, it is certainly not an impartial government agency with authority to acquire lands for an airport. What this says to me is that there is clearly no public convenience, necessity or public use for taking or

1-41

Denis Rewerts
December 19, 2003
Page 4

threatening to take private lands for an airport in Peotone, and, because this is true, the EIS process should be terminated and abandoned. /

[Allow the true economy of Eastern Will County to be revived. Not to do so is to effectively preserve a status quo that is harmful to the economic rights and interests of all landowners in the vicinity of the "footprint."] Finally, let us not create Mascoutah II at "Peotone." After it was built, no one came. The air carriers have told us many times they will not come to "Peotone" either. /

6-37

1-42

1-22

Thank you for the opportunity to comment on these proceedings.

Very Truly Yours,

A handwritten signature in cursive script, appearing to read "John Ordman". The signature is fluid and extends across the width of the line.

To : The FAA
c/o Mr. Denis Rewerts

Dear Sir-

I am writing to you regarding the Proposed Peotone Airport. I ¹⁻²⁶ strongly oppose this project and anything to do with it. What a waste of precious farmland, that we all depend on. We have got some of the richest ~~soils~~ ¹⁵⁻⁴ soil in the world, we should all protect it.

Also the impact it would have on our environment and wildlife ⁵⁻⁸ could ~~never~~ ^{never} be replaced.

[Our schools are in trouble], ²⁹⁻⁵⁵ Our seniors can't afford medicine and Health care, ~~Homelessness~~ ^{Homelessness} and ~~Hunger~~ ^{Hunger} among the working poor, programs are cut, jobs ²⁴⁻¹⁵ are lost and to add to all these problems, millions of dollars are being wasted on a project that is being ~~shoved~~ ^{shoved} down our throats.

It's hard to take. There are ²⁻³⁵
too many alternatives to accept
anything but to Stop this mess.

What ever happened to
"By the People For the People"? ²⁹⁻⁵⁶
Is it that easy to forget? Because
this is not for the good of
the People.

Why is this not put before
the People for a vote? I would
like to know that. Again ²³⁻³⁴

NO Peotone Airport. Its not
needed or wanted in our ¹⁻²⁶
area.

Thank you,
Dawn Marie Smith
7740 E 9000 N Rd
Grant Park IL
60940

Aina Melita Greene Designer P.O. Box 108 Riverside, IL 60546

1/6/04
SS

December 18, 2003

Mr. Dennis Rewerts
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Rewerts,

After attending the Scoping Meeting on December 3rd, I left with the clear impression that [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.] 6-31

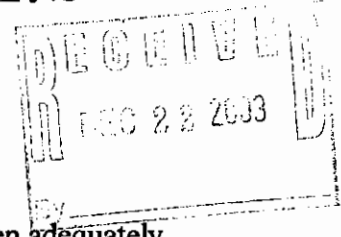
[Recently the Governor closed various state facilities, and thereby cut many jobs, in order to balance the deficient Illinois budget. Yet somehow we can always consider huge new building projects that would pave over more and more of our greenspaces at least a portion of which will become the burden of the average taxpayer. Isn't this sprawl at its worst?] 6-32

Perhaps people are moving to Will County, but they are doing so in hopes of finding a cleaner and more peaceful life, not because they intend to become frequent flyers. [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.] 1-45

[Could not the Gary Airport be promoted to handle seasonal demands for airtravel in the south suburbs?] I understand that they would welcome the business. I heard a statistic recently that estimates with the present rate of development, virtually no open lands will be left within 20 years. [Do not be a party to this. Do not let this multi-million dollar monstrosity to happen.] 1-34 1-26

Sincerely,

Aina M. Greene
Aina M. Greene



Noise impacts on the surrounding communities have never been adequately estimated. The Governors State University is immediately adjacent to the north of the proposed runway. This is a new university still in the process of becoming the intellectual center of our region. Fifty thousand students have graduated since its inception; it is an economic engine already in place, requiring no expensive infrastructure changes, causing no pollutants to our atmosphere or drain on our water resources. 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. 3-10 2-38

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. We are a nonattainment area. No action, use of existing airports or alternative modes of transportation are much better alternatives for our region. 7-16 2-35

There is no need for a large third airport in the south suburbs. The airlines have indicated that from the beginning of this real estate development propaganda effort. Air travel has been in a state of flux for a number of years. The extra security problems that must be addressed now indicate that mid-sized airports better serve our air travel needs. Surface travel is easier to secure, can be used in almost all kinds of weather and is more energy efficient. Rockford, Kankakee and Gary are potentially mid-sized airports that can serve the region with minimum infrastructure costs and less disruption to the existing communities. 1-26 1-22 23-35 1-46 1-39

This proposed airport is not needed in the next century. 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. We will need cleaner air and nonpolluting economic development to protect our citizens from an unhealthy environment. We need economic development 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. Sprawl is expensive and drains us of the time and resources to improve the quality of our lives. 1-26 15-20 7-17 6-1 24-16

We have a chance in the south of the city region to choose a better way of life.

Please do your environmental research meticulously and consider carefully the consequences of your report.

Katherine F. Edwards

Lincolnway South Corridor Against the Tollway**1008 Bjork Drive
New Lenox, IL 60451**1/6/04
50

December 19, 2003

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

Dear Sir:

This letter is sent in comment to the scoping meeting held on December 3, 2003 in University Park regarding the proposed South Suburban Airport in Peotone. LSCAT (Lincolnway South Corridor Against the Tollway) is a grassroots organization representing thousands of residents in Will County and Southern Cook County who support intelligent transportation choices and smart growth. These comments are meant to register our opposition to the proposed South Suburban Airport in Peotone. This opposition is based on several very sound reasons, and we ask you seriously consider these issues in any final decisions regarding the construction and operation of the airport:

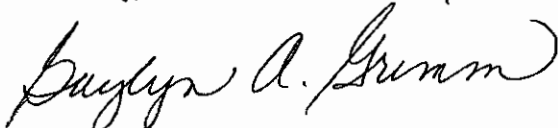
- **Noise Impacts** Only negative impacts will result for residents of Cook, Will and Kankakee counties, not only due to construction and jets, but also due to the resultant increase in truck and auto traffic, and the residual effects of cumulative development related to the airport. 3-11
- **Social Impacts** This airport will result in the destruction of over 1000 single family homes, 95 working farms consisting of 15, 600 acres of prime farmland, 7 general aviation fields, 18 additional small businesses, and a Civil War cemetery. Most important of all is the loss of entire communities and the rural way of life in this area. 5-7
- **Surface Transportation Impacts** Existing roadways will not be able to handle the traffic related to construction or use of the airport. Congestion mitigation on local roads and existing highways will cost billions of additional dollars, particularly if the extension of I-355 will be required to handle traffic from the western suburbs and Indiana. 27-3
- **Economic Impacts** 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. 6-33
- **Solid Waste and HazMat Impacts** 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. 18-9
- **Environmental Impacts** 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. No real consideration has been given to a water source for the millions of gallons of water this airport and related development will require. 10-11
9-36

December 19, 2003

- **Cumulative Impacts** 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. 5-9

These issues must be seriously and carefully studied before any decision can be made regarding the construction and operation of this proposed airport. It is our belief that serious and careful study will result in the decision to **SHUT THIS AIRPORT NIGHTMARE DOWN!**

Sincerely,



Gaylyn A. Grimm
President
LSCAT

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Info  Tools  Print without Recipients

Denis Rewerts

To: 7-agl-ssa-eis-project@faa.gov

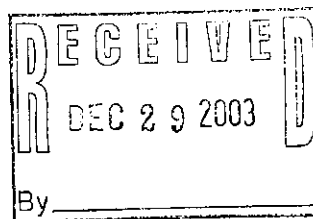
cc:

12/19/2003

bcc:

10:25 PM

Subject:

116104
SS

"Michael O'Brien" <ecorealm@msn.com>

12/19/2003 12:39 PM

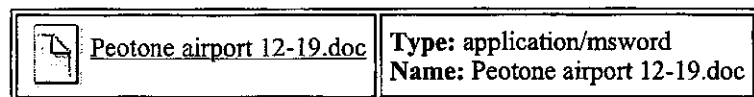
To: Denis Rewerts/AGL/FAA@FAA

cc:

bcc:

Subject:

Dear Mr. Rewerts, Attached is a comment on the scoping process for the Peotone EIS from Dunelands Sierra Club. Please let me know if you get this all right.
Thank you. Sandy O'Brien



December 19, 2003

Dennis Rewerts
FAA, Chicago Airports District
2300 E. Devon Ave, Room 320
Des Plaines, IL 60018
Email 7-AGL-SSA-EIS-PROJECT@FAA.GOV2

Dear Mr. Riwerst:

The Dunelands Group of the Hoosier Chapter would like to comment on the scope and extent of environmental issues that should be analyzed before considering the development of the new airport near Peotone.

We have been following and commenting on the "third Chicago airport" issue all along, so we know that there are some wetlands and wildlife habitat as well as a great deal of farmland that would be lost with a huge new airport at Peotone, which could happen once this airport gets started.

We think the environmental effects of the airports' footprint should be analyzed for both the immediately expected size and the future major "third airport" size. This should include wetlands, water quality and quantity, farmland loss, natural area and wildlife habitat loss, and air quality.

14-1
9-1
15-1
7-4
12-9

The above environmental effects should be analyzed for the footprint of induced development that wouldn't have otherwise occurred. The airport would bring a cascade of reinforcing causes of suburban sprawl. The airport-induced development itself would fuel sprawl. In addition, the proposed Illiana expressway would likely be built to support the airport, and it is well known that new expressways foster sprawl development.

7-6

The Northwest Indiana Regional Planning Commission (NIRPC) in the past testified against the Peotone location for the third Chicago airport because the sprawl generated would make Northwest Indiana unable to meet its air quality budget.

The City of Gary's Gary Chicago Airport is in a good, already developed location in need of revitalization. If it can be developed without impacting the endangered species in the dune and swale habitat nearby, Gary is the environmentally preferable place to have reliever airport functions. Peotone should not get airspace priority over the already established Gary-Chicago Airport.

1-2

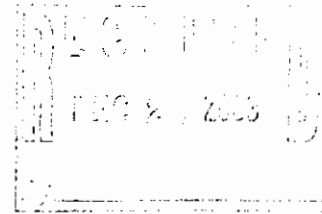
Thank you for the opportunity to comment.

Sincerely,

Sandy O'Brien Group Chair, Dunelands Sierra Club, ecorealm@msn.com
5500 S. Liverpool Rd., Hobart, IN 46342-5720, phone 219-942-2956

December 19, 2003

Dennis Riwerets
FAA, Chicago Airports District
2300 E. Devon Ave, Room 320
Des Plaines, IL 60018
Email 7-AGL-SSA-EIS-PROJECT@FAA.GOV2



Dear Mr. Riwerets:

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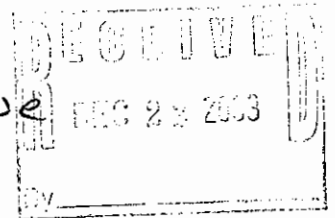
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Thank you for the opportunity to comment.

Sincerely, *Sandy O'Brien*

Sandy O'Brien Group Chair, Dunelands Sierra Club, ecorealm@msn.com
5500 S. Liverpool Rd., Hobart, IN 46342-5720, phone 219-942-2956



The reasons I oppose A Peotone Airport are the following.

1) No need; with O'hare set to be expanded, and Gary, Rockford not even near their potential, why are people's homes, farms & towns being threatened? 1-39

2) Pollution; It's 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 & my family live out here, in the country. 7-18

3) WASTE; The day of, If you build it, they will come mentality is gone! The taxpayers in this town are not dumb. We see what happened with the Mid America 6-26 airport in Mascoutah Illinois and say No Way!!! All airlines are opposed to it 1-22 and refuse to use it. If this was a company trying to get a loan from a bank, they would be shown the door so fast their heads would spin 29-57

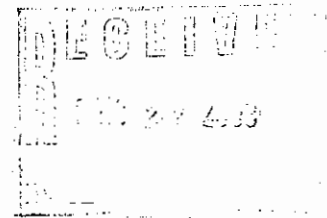
Thank you for
your time.

BRIAN BIRMINGHAM

SP00175

116104
55

Warren L. Gottwald
28312 S. Western Ave.
Beecher, IL 60401
December 17, 2003



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

Subject: comments against the Chicago South Suburban Airport (SSA)

Dear Mr. Rewerts:

Is it ironic or planned that the deadline for these comments, December 19th, falls on the 100th anniversary of flight by man. 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. Also a review of the existing airports in the immediate area surrounding the city of Chicago will show there are plenty of airports existing that can readily satisfy the needs of air-traffic far into the future. 29-58 2-35

If the predictions of the above mentioned article are anywhere near accurate, then there already exists, within the proposed airport footprint, an airport to handle future commercial air-traffic from hubs such as Ohare airport. Sanger Airport, a private airport that adjoins my property to the West, is operational and well suited to take care of the shuttle flights to this area from, say, an Ohare airport hub.

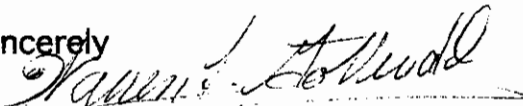
With the Gary airport on its way to full development and expansion of Ohare and the existence of Midway Airport, airspace would be a considerable premium for these airports to be operational if indeed SSA were to be built at the present proposed site. The airport is not wanted here by the residents of the area as far reaching as Kankakee and Indiana. 23-3 1-26

There is no need for an "economic engine" as the economy is flourishing; 6-34
witness the development in the town of Monee which would be the
entrance to the SSA. Rockford has an airport which is looking for business
and which residents of Rockford strongly support for the "Third Chicago 2-36
airport".

Finally, the topography of the proposed area is totally unsuitable for an 2-32
airport site: 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. If not farmland, then the area would be next suitable for
residential development. Indeed, there are planned developments being
built as close as 3 mi. from the east end of the proposed runway.
Residential and business expansion is well on the way. At \$20,000 per
acre to the developers, cost of purchasing this land to build the airport 22-10
would be cost prohibitive (providing of course that just compensation
would be provided during acquisition by the state of Illinois).

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. 1-47

Sincerely


Warren L. Gottwald

COMMENT SHEET
FAA SCOPING MEETING
December 3, 2003
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

DEC 19 2003
By _____
11/6/04
SS
SP 00177

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

Please Print

Comments:

The U.S. Forest Service Midewin National Tallgrass Prairie is located a short distance west of the proposed South Suburban Airport. It appears that the proposed east - west alignment for runways at the proposed South Suburban Airport is such that approaching or departing airplanes will pass nearly directly over the U.S. Forest Service Midewin National Tallgrass Prairie. [What effect will the noise from approaching and departing airplanes have on Midewin and its visitors? Is it intended that Midewin serve as an extended noise buffer area for the proposed airport?] Is Midewin included in the environmental impact study area for the proposed airport? 3-12 23-36

[Please conduct environmental impact studies, including noise modeling studies, as necessary to ensure that Midewin National Tallgrass Prairie is not adversely impacted by the proposed South Suburban Airport.] Significant federal resources are being expended to restore the land at Midewin and to provide for habitat protection, outdoor education, environmental research, and recreational opportunities. 3-13

Midewin is designed to provide a serene prairie experience for visitors to Midewin. [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.] 3-14

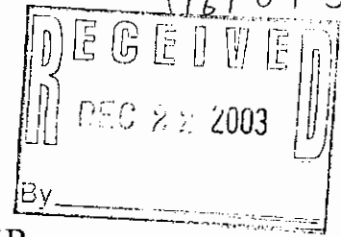
Midewin National Tallgrass Praire is a significant natural environmental resource. Midewin is likely our last opportunity to restore and preserve a part of our Illinois prairie heritage for the benefit of future generations. Please help ensure that this opportunity is not jeopardized.

Gerald W. Heinrich, Vice President
Midewin Tallgrass Prairie Alliance
1770 S. Vista Drive
Wilmington, IL 60481

Gerald W. Heinrich
12-14-03



SP00178



ENVIRONMENTAL LAW & POLICY CENTER

ILLINOIS INDIANA MICHIGAN MINNESOTA OHIO WISCONSIN

December 19, 2003

Mr. Denis R. Rewerts, Project Manager
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

RE: Scoping for the Tier II Environmental Impact Statement
Concerning a Proposed South Suburban Airport

Dear Mr. Rewerts,

The Environmental Law and Policy Center ("ELPC"), a not-for-profit Midwest environmental quality and economic development advocacy organization, hereby submits these comments on the scoping for a Tier II Environmental Impact Statement ("EIS") for the construction and operation of Inaugural Airport Facilities for the [Proposed] South Suburban Airport.

[As detailed below, 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.] Once an appropriate purpose and needs statement is developed, the alternatives analysis must include an impartial evaluation of all reasonable alternatives, including the use of existing airports and high-speed rail. [Though the TIER I EIS documented severe impacts from a fully developed airport at Peotone, additional analysis in the TIER II EIS is needed.] 1-48 23-37

I. Introduction

To provide a framework for our comments on the scoping documents, we will begin by outlining the purpose and requirements of the primary applicable environmental law, the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321, *et seq.*

35 EAST WACKER DRIVE, SUITE 1300 CHICAGO, ILLINOIS 60601-2110

PHONE (312) 673-6500 FAX (312) 795-3730

www.elpc.org elpc@elpc.org

ROBERT L. GRAHAM - CHAIRPERSON HOWARD A. LEARNER - EXECUTIVE DIRECTOR



A. NEPA serves an important need.

Through NEPA, Congress declared a “broad national commitment to protecting and promoting environmental quality.” *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 348 (1989). Congress’ chosen tool for achieving such environmental protection is a procedural one – NEPA requires an agency proposing a major project to prepare an environmental impact statement (“EIS”) for such project. The EIS process involves three main elements. First, the agency must define the purpose and goals of the proposed project. Second, the agency must “rigorously explore and objectively evaluate all reasonable alternatives” for achieving the purpose and goals of the project. 40 C.F.R. 1502.14(a). Finally, the agency is required to take a “hard look” at the environmental consequences of the reasonable alternatives. *Baltimore Gas & Elec. Co. v. Natural Resources Defense Council*, 462 U.S. 87, 97 (1983).

The EIS process serves two critically important functions. First, it helps agencies make fully informed and well-considered decisions by ensuring that significant environmental impacts are not overlooked or underestimated. *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989). Second, the EIS process provides important information about a project to the public, which may then, in turn, assist the agency in making better decisions through the comment process. *DuBois v. U.S. Dep’t of Agriculture*, 102 F.3d 1273, 1285-86 (1st Cir. 1996). The goals of NEPA, however, will be achieved only if the agency fully and objectively analyzes all reasonable alternatives and their environmental impacts, and this analysis is fully provided to the public.

B. The multi-tiered NEPA review must not lose sight of the fundamental question: the need for, impacts of, and alternatives to a fully developed airport at Peotone.

[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].] 23-38

Thus, we believe the Tier II EIS process provides the opportunity to address very significant questions concerning the proposed development of an airport at the Peotone site.

[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. One 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.] 23-39

This scenario would fail to comply with NEPA because it would allow a full-scale airport to be built at Peotone without a thorough and objective analysis of the need for, alternatives to, and impacts of the full-scale airport ever occurring. Therefore, [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.] 23-40

II. A Purpose and Need

A. The FAA should draft a Purpose and Needs Statement for public review.

An agency's first step in preparing an environmental impact statement is to "specify the underlying purpose and need" for any project that it proposes. 40 C.F.R. § 1502.13. The purposes and needs identified by an agency are of critical importance because they are the baseline by which the reasonableness of various alternatives are to be measured. *City of Carmel-By-The-Sea v. U.S. Dep't of Transp.*, 123 F.3d 1142, 1155 (9th Cir. 1997); *Simmons v. U.S. Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997). Therefore, an agency may not set forth a purpose and need that is so narrow that it excludes otherwise reasonable alternatives. *Simmons*, 120 F.3d at 666.

Unfortunately, [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.] 1-49

[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 in 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.] 1-50

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.*]

B. The scoping document suggests that FAA's current approach to purpose and need is flawed.

[The FAA's scoping document, unfortunately, defines the purpose and need for the project too narrowly] and, therefore, does not get at this fundamental question. First, with regards to need, [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 1-51

the south suburban area of the greater Chicago region.” We see two possible meanings of this statement, both of which raise problems:

- 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. 1-52
- 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 (eg. beyond that provided by Gary, Midway, and O’Hare) for the south-suburban area is required.]

[Second, 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.] 1-53

[Third, the scoping document presumably relies on the determination in the Tier I EIS that there is a need for additional airport capacity in the Chicago region. The Tier I determination, however, is outdated and should not provide the foundation for the Tier II analysis. Since the Tier I EIS was developed, there have been significant changes in both the supply and demand sides of the air capacity equation:

- 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]; 23-41
- The FAA has approved a new Master Plan by the Gary-Chicago Airport Authority to expand its capacity significantly; 2-30
- The Wisconsin Department of Transportation 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; and 2-39
- 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 for the war in Iraq” [FAA web site]. We note that this “structural change” includes the bankruptcy of Chicago’s largest carrier, United Airlines.] 1-54

Taken together, these factors mean that air capacity in the Chicago region is likely to continue to exceed demand without the construction of an airport at Peotone.

III. All reasonable alternatives should be examined.

The heart of an environmental impact statement is the consideration of alternative means to achieving the purpose of the project. Therefore, agencies are required to "rigorously explore and objectively evaluate all reasonable alternatives" to the proposed action. 40 C.F.R. 1502.14(a). The duty to consider alternatives applies to "all alternatives that appear reasonable and appropriate for study," *DuBois v. U.S. Dep't of Agriculture*, 102 F.3d 1273, 1286 (1st Cir. 1996), and extends to significant alternatives presented by other agencies or the public. *Seacoast Antipollution League v. Nuclear Regulatory Comm'n*, 598 F.2d 1221, 1230 (1st Cir. 1979). An environmental impact statement is insufficient if it fails to fully study a reasonable alternative. *Muckleshoot Indian Tribe v. U.S. Forest Serv.*, 177 F.3d 800, 813-14 (9th Cir. 1999); *see also Simmons v. U.S. Army Corps of Engineers*, 120 F.3d 664, 666 (7th Cir. 1997).

Alternatives to a proposed action are reasonable if they "accomplish the general goal of an action" (*Van Abbema v. Fornell*, 807 F.2d 633, 648 (7th Cir. 1986)) and are "practical or feasible from the technical and economic standpoint and using common sense." Council on Environmental Quality, "40 Most Asked Questions," Question 2a, 46 Fed. Reg. at 18027. An agency may not refuse to consider an alternative merely because it does not offer a complete solution to the problem. *See City of New York v. U.S. Dept. of Transportation*, 715 F.2d 732, 742 (2d Cir. 1983); *Natural Resources Defense Council v. Morton*, 458 F.2d 827, 836-37 (D.C. Cir. 1972). Moreover, the consideration of alternatives should "include reasonable alternatives not within the jurisdiction of the lead agency." 42 C.F.R. 1502.14(c); *see also Muckleshoot Indian Tribe*, 177 F.3d at 814; *Natural Resources Defense Council*, 458 F.2d at 836-37.

[Thus, all reasonable alternatives for meeting any demand for increased long-distance travel capacity that might exist in the greater Chicago region should be considered -- both individually and collectively -- in this Tier II analysis. These alternatives include:

- Implementation of high-speed rail as proposed in the Midwest Regional Rail Initiative (MWRRI), a 9-state collaborative which includes the Illinois Department of Transportation. (Authors of the Tier I EIS were apparently confused about the role of high-speed rail in the Midwest when they characterized the proposal as "unproven technology" {Response #2-174}. As noted throughout the MWRRI's technical reports, the program relies entirely on proven technology.) High-speed rail provides downtown-to-downtown travel times that are the same or shorter as flying for trips of less than 400 miles. Nationwide, 41% of flights are less than 300 miles long. Therefore, high speed rail has the potential to free up substantial amounts of flight capacity at existing airports in the greater Chicago region. 2-37
- The construction of METRA's "Star Line," which will make O'Hare and Midway airports far more accessible to the South suburbs. (As noted in our discussion of purpose & need, there is some ambiguity about whether the purpose 2-40

of the Peotone airport is to serve the south suburban population. If so, then the Star Line is just one of numerous alternative means which should be examined for enhancing access to existing airports from the south suburbs.)

- 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. In other documents, the FAA acknowledges that technology improvements can and will play an important role in increasing airport capacity. For example, in its "Airport Capacity Benchmark Report of 2001," the FAA concluded that "technology and procedural improvements at O'Hare are expected to increase O'Hare's capacity benchmark by 6% (211-213 flights per hour) in good weather over the next ten years" and by 12% in adverse weather.
- Economic literature is robust in suggesting how **demand pricing** can help to relieve the need for new transportation infrastructure. Even the FAA elsewhere acknowledges the potential power of these market forces. In an August 21, 2001 Federal Register notice seeking comments on market-based actions to relieve airport congestion (66 Fed. Reg. 43,947 (2001)), the FAA observes that:

"The adoption of market-based approaches to improve the use of scarce resources is an established economic principle.... Market-based approaches conceivably could reduce the need for airport proprietors to make investments to accommodate new flights that, if assessed an appropriate market fee, would be uneconomic to operate during peak periods...."

This Federal Register notice goes on to ask: "Should the use of market-based approaches be linked to airports and airlines vigorously pursuing ways to expand airport capacity?" The Tier I EIS rejected pricing on the narrow grounds that "peak hour pricing" is designed solely to shift demand from peak hours to off-peak hours. The broader question of whether price signals can effectively dampen demand for expensive new airport facilities should not be ignored in the Tier II EIS.

- Full utilization of the **Gary Airport** as envisioned in its approved master plan.
- The expansion of **O'Hare airport** as currently conceived in the ongoing environmental review of this project. 1-39
- The expanded use of **Rockford Airport** for air freight needs.
- Expanded use of **General Mitchell Field**. While south suburban travelers are obviously unlikely to go to Milwaukee to catch a plane, it is quite conceivable that Mitchell Field could draw north suburban travelers, thereby freeing capacity at O'Hare and Midway for additional regional and south suburban travelers. (Again, we point to the ambiguity in whether the purpose of the Peotone Airport 2-42

is to meet the travel demands of the larger metropolitan region or the south suburbs specifically.) The state of Wisconsin is working to build an Amtrak station adjacent to the airport, which will soon make this facility much more accessible to the Chicago region.

While each of these alternatives should be studied individually and collectively, we are particularly anxious to see an evaluation of the combined alternative of using existing airports and high-speed rail to meet the region's long-range travel needs.

III. Impacts

A. The impacts of a fully-developed airport would be dramatic.

As part of the NEPA process, the FAA is required to take a "hard look" at the environmental consequences of its proposed action. *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350 (1989). The FAA must consider not only the direct environmental impacts of its proposed action, but also the indirect effects and cumulative impacts of the action. 40 C.F.R. § 1508.25(c). "Indirect effects" are those that "are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." 40 C.F.R. 1508.8(b). "Cumulative impacts" are the "incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 C.F.R. § 1508.7. The discussion of direct, indirect, and cumulative environmental impacts is designed to provide a "scientific and analytical basis" for comparing the various alternatives for achieving the agency's goals. 40 C.F.R. 1502.16; *DuBois v. U.S. Dep't of Agriculture*, 102 F.3d 1273, 1286 (1st Cir. 1996).

As the Tier I EIS documented, the indirect and cumulative impacts of the fully built-out airport in Peotone would be severe. They would include:

- Inducing a population increase of approximately 403,000 people in the area. "Projected expansion of residential, commercial and industrial development in the south suburbs and northwest Indiana would come with the conversion of agricultural land.... This would have major land use impacts on New Lenox, Frankfort, Monee, Green Garden, Peotone, Manteno, Will, Washington and Bourbonnais townships..." (p. 5.23-13).
- Vehicle travel would significantly increase if the proposed new Peotone Airport were built. Regional auto travel would increase by 4.1 million vehicle miles traveled ("VMT") on arterial roads and 685,000 VMTs on freeways, (p. 5.23-49) resulting in increased air pollution and congestion. "The capacity analysis indicates that the segment along I-57 south of the Wilmington-Peotone Road interchange is forecast to decline to LOS "E" due to the heavy traffic from or to the south. There are also numerous merge/diverge areas, which are expected to drop to a LOS "E" or "F". " (p. 5.23-128). The air pollution impact of these additional 4.1 million VMT should be thoroughly analyzed in the Tier II EIS.

- "This increase in population and households and the development associated with this population would place additional strain on surface water resources in the area. Without adequate controls at the municipal and county levels, such as stormwater runoff ordinances and water quality protection plans, new development could negatively impact the existing surface water resources." (p. 5.23-59).
- "The projected increase in population would require an additional 47.6 million gallons of water per day" (p. 15.23-59). However, the water source has not been identified. This may prove to be the single most critical issue related to such a population migration, and deserves a more thorough analysis in the Tier II study. The Tier II EIS should identify the likely source(s) of water and the impact on wetlands, endangered species, etc. of withdrawing it.

B. Additional analysis of the impact of a fully developed airport is necessary.

In addition to those impacts identified in the Tier I EIS, there are several other potential impacts that need to be considered:

First, [although 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 of such a massive emigration.] 26-1

Second, [the impact of highway infrastructure planned for the ultimate airport needs to be fully considered. For years, the Illinois Department of Transportation 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:] 27-19

- "IL 394 connects southeastern Will County to the rest of the region. The highway is also expected to be a key access route to the proposed South Suburban Airport. The initial proposal is to add lanes from I-90/94 to south of the proposed IL394/I-57 connector road and to convert from the existing high-type arterial to freeway design from U.S. 30 to south of the proposed IL394/I-57 connector road.....The project passes through the Thorn Creek Forest Preserve and Thorn Creek in south Cook County, the location of numerous threatened and endangered species communities and a concentration of palustrine wetlands." [p. 167]

- "I-57 also provides a regional link to the proposed South Suburban Airport. The corridor is expected to grow in the coming years. The initial proposal is to provide an additional lane in each direction on I-57 from I-80 to the proposed I-57/IL394 connector. The proposal then continues the additional lane from the I-57/IL 394 connector to Peotone Road.....Additional interchanges should be considered to accommodate future growth. In addition, transit service and carpool priority access alternatives should be considered in coordination with development of the proposed South Suburban Airport....The project is located in an area of concentrated wetlands and streams and is partially located in the Calumet River Watershed, classified as very high priority for protection and restoration." [p.168-169]
- "The initial proposal is to extend the proposed South Suburban extension from its proposed terminus at I-57 east to IL 394 in the vicinity of the proposed South Suburban Airport. This project connects to the proposed Illiana Corridor. The proposal is intended to provide improved highway accessibility for northern Will County and the South Suburban Airport." [p. 201]

Third, [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. Department of Transp.*, 962 F.Supp. 1037, 1045 (N.D. Ill. 1997).]

23-42

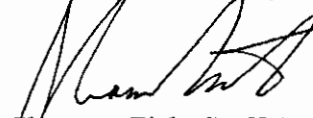
VI. Conclusion

The Environmental Law and Policy Center appreciates this opportunity to comment on the scope of the Tier II EIS. We request that the FAA provide ELPC with the draft Environmental Impact Statement and all public materials that are subsequently issued. Thank you for your consideration.

Sincerely,



Kevin Brubaker, High-Speed Rail Project Manager



Shannon Fisk, Staff Attorney

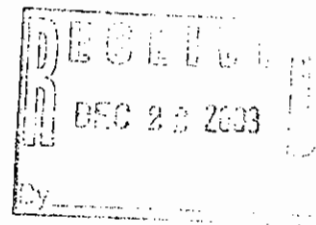
For the Environmental Law and Policy Center

COMMENT SHEET

SP00179

117104
SS

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: THE LAST THING ILLINOIS NEEDS IS ANOTHER WHITE ELEPHANT. THEY SPENT 380 MILLION ON MID-AMERICA AIRPORT AT MASCOUTAH. IT STANDS EMPTY. THERE IS NO ONE THERE. IT COST THE COUNTY 3 1/2 MILLION A YEAR TO KEEP IT OPEN. THAT RELATES TO 23% OF EVERYONES PROPERTY TAX IN THE COUNTY. 1-42

WHY DOES EVERYONE WANT A THIRD AIRPORT EXCEPT THE AIRLINES. THE AIRLINES DO NOT WANT A NUMBER OF AIRPORTS. THEY WANT A CENTRAL HUB. IF THEY HAVE TO TRANSFER TO A DIFFERENT AIRPLANE THEY WANT TO BE AT THE SAME AIRPORT. 1-22

IF THE AIRLINES WON'T GO TO ROCKFORD, OR TO MILWAUKEE, OR TO GARY. WHAT MAKES YOU THINK THEY WILL COME HERE. 29-59

Name: WENDELL SMITH
Organization: _____
Address: 28909 S KEOZIE AVE
PERICHER ILL
60401

Comments must be postmarked no later than December 19, 2003.





WHY DOES EVERYONE
WANT A 3-4 AIRPORT
RECEIVING AIRLINES
AND IDEAS FOR EVERY
COUNTRY IN THE WORLD?



PEOTONE
AIRPORT:
IT IS NOT
ABOUT NEED
IT IS ABOUT
DREAM

Our LAND.
Our LIFE.
Our
Dream.
Not For
SALE

Sincerely,

Susan Haman

3637 W. Corning Rd.

Preston, CO 80468

COMMENT SHEET

SP 00181 1/7/04
SS

DECEMBER 19, 2003

FAA SCORING MEETING

COMMENTS: I AM A RESIDENT OF A NEARBY
COMMUNITY AND I BELIEVE IT IS A DEEP SHAME 29-62
THAT THIS AIRPORT IS STILL BEING SERIOUSLY
CONSIDERED. IT WILL BE COVERING USEFUL
FARMLAND AND EVICTING SMALL FAMILY FARMS 15-21
WHICH ARE BOTH RAPIDLY DISAPPEARING IN THIS
COUNTRY. IT IS A HUGE RISK CONSIDERING THE
POTENTIAL ENVIRONMENTAL IMPACT. THE LACK OF
INTEREST OF MAJOR AIRLINES IN THIS PROJECT, 1-22
THE WASTED TAX DOLLARS IF THIS PROJECT
FAILS, WHEN THERE ARE SO MANY OTHER AREAS
WHERE OUR MONEY COULD BE BETTER SPENT, 6-35
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. 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 5-10
AND EVERYTHING THAT GOES ALONG WITH THIS
KIND OF DEVELOPMENT. IN MY OPINION, IT WILL BE
A HUGE WASTE. AND 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 23-43
WISE AND LONG RANGE PLAN, NOT SOME IDEA
DREAMED UP BY POLITICIANS AND DEVELOPERS
TO BOOST OUR LOCAL ECONOMY.

Name: ELAINE + LAD MARTIN
Organization:
Address: 1344 Braeburn Ave
Elossmoor, IL 60422

Comments must be postmarked no later than December 19, 2003.





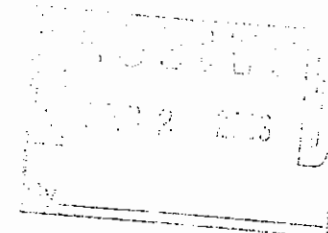
S.T.A.N.D.
Shut This Airport Nightmare Down
P.O. Box 433 Monee, IL 60449
George Ochsenfeld, President
(708) 534-7319



Mr 1/5
SP00182

December 19, 2003

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



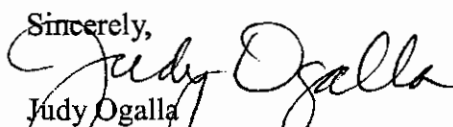
Dear Mr. Rewerts,

[We hope to convey to the FAA that the general public does not support building an airport in Peotone, Illinois.] Enclosed you will find *just some* of the signatures from Illinois residents' who signed STAND's petition against building the Peotone airport. In signing our petition they agreed that an airport should not be built in Peotone and that no additional spending for the airport should be incurred for staffing, consulting, engineering, and studying. You should know that the many of the people who signed our petitions are not members of STAND. But people who live or work in northeastern Illinois who believe we, the taxpayer, have spent more than enough money on this venture and it's time to put an end to it once and for all. 1-26

[This airport has been studied and surveyed since the mid-1950's and during this lengthy period of time no airline has showed an interest in using the proposed South Suburban Airport.] The state of Illinois has already proven that you can't build an airport for the purpose of being an economic engine and expect it to become a success. Mid America airport in Mascoutah, Illinois is a prime example of what happens when an airport is built without the support of the airlines and taxpayers are paying dearly for this mistake. 1-22

The Federal Aviation Administration is responsible for doing the right thing for the aviation industry and for the general public. Building of an airport in the agricultural area between the towns of Monee, Peotone, Crete and Beecher is not the right thing!

Sincerely,


Judy Ogalla
Vice President, STAND

www.nothirdairport.org
blues@corecomm.net

STAND

Shut This Airport Nightmare Down
P.O. Box 433
Monee, IL 60449



Because the state has experienced such dramatic budget deficits, the undersigned believes that one of the best places to cut costs would be through the elimination of the South Suburban Airport, a folly for more than fifteen years.

In addition to no more spending for the project, all related expenses, staffing, consulting, engineering, and others should halt. The third airport information clearinghouse, a South Suburban Project Office and any other entities related to the project should be closed. Contracts with all employees should be settled. Land owned by the State of Illinois should be sold, back to original owners where possible, (or turned into open spaces.) No further money should be expended for this project.

For the benefit of the all of the taxpayers of the State of Illinois, the undersigned believe that the proposal to build an airport in the PEOTONE AREA SHOULD END ONCE AND FOR ALL!

Name

Address / City / State / Zip

Bruce Clon 11837 W. WILMINGTON ROAD PEOTONE, IL 60468

Howard Bainters 160 Sharp Dr Manhattan, IL 60442

Robert Galle 28560 S. Wild Center Monee, IL 60449

Michael Y. Bain 609 Hawert St Peotone IL 60468

Maureen Beumen 609 Hawert St Peotone IL 60468

Steve Fieb 7683 E 11000 N Rd Grant Park, IL 60940

Betty Hall 465 N Glenview Chicago, IL 60411

Robert J. Mandy 153 Cardinal Dr Beecher, IL

Paul Reed 174 Jackson Manteo IL

Kim Salinas 108 Logan Joliet IL 60433

June Briscinda 14341 Cleveland Grove St 60468

Patricia Techan. 9715 N. 16750 E. Rd. Grant Park, 60940

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Name

Address / City / State / Zip

Leann Opuch 1970 Stellan St. Great City ILL 60416
Becky Darling 108 W. Summer Ave, Peotone IL 60468
Joe Shields 17649 E BASELINE Rd Mokena IL 60459
Dawn Shields 17649 E Baseline Rd Mokena IL 60459
Joe Lorede 7644 W 161st St Tinley Park IL 60477
Jon Carr 457 Alana Lynwood
Dale Westlund 10847 E. First St. Mokena, Ill.
Larry Zoepfer 526 W Oak St Peotone Ill
22757 South Cedar
Ryan Goebel Road, Mokena IL 60442 815-462-1961
Pat Kelly 12423 Forest Glen Palos Park IL
Karen Mminock 4530 W Church Rd PEOTONE ILL
60468
Alisa Sepe 5433 Cherry Lane Mokena
60449

STAND

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Name

Address / City / State / Zip

Melvin A. Bodin	1318 SANGAMON, CRETE, ILL. 60417
Cheryl Leugoe	2358 Woodhul Ct Plainfield
Roy H. DeGroot	22257 S. PARK Beecher, Ill 60401
Jan M. Pattara	11040 THIRD ST. Mokena 60448
Vincent Pattara	11040 Third St. Mokena 60448
Carol Kelling	5915 W. Corning Peotone
Jack Buloshger	23162 Sor US 52 Manhattan, IL
h. h.	328 BLAINE Peotone 60468
Mary Opyt	28449 S. Western Beecher IL 60401
Burleigh A. Opyt	28449 S. Western Beecher IL 60401
Kathleen Benn	130 Marion St. Manhattan IL 60442
Leslie Brier	1701 S. Chicago St. Joliet, IL 60636

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Name

Address / City / State / Zip

Debbie Morrissy 15345 Oakforest Ill- 60452

MARY ANN STEMPORA 1371 THERESA LN. BOURBONNAIS IL 60914

Sheri Schubbe 28415 S. Harlem Peotone, IL 60448

Brian Schubb 28415 S. Harlem Peotone, IL 60468

Jeff Cann 215 E. Concord Sheldon IL 60966

Everett May 20116 S. Woodland Cr Mokena, IL 60448
60449

ELAINE Twietmeyer 27145 S. Will-Centur Monee IL

Michelle Mance 1616 Gardner Rd. Westchester IL 60154

Courtney Dennis 425 E. Main St. Peotone Ill 60468

Amy Hansen 18425 Gottschalk Homewood, IL 60430

Nancy Kozysa 1004 Bonnie LA Peotone

Becky Dunn 31131 S. Kedzie Peotone

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Name

Address / City / State / Zip

Jim Nolan

9135 W. Dralle Rd FRANKFORD, IL 60423

Jeslie Nolan 9135 W. Dralle Rd FRANKFORD IL 60423

Mike Laban 13751 CHIC-BLOOM TR. HOMER GLEN IL 60424

Paul Souchon 304 N. Maple Grant Park, IL 60094

Roe Kozlowski Oak Lawn IL 60453 Allison Korenic 500 Joliet Rd Peotone, IL

Steve Lopez 33-37 East end Steger.

Ron Dunn 31131 S. Kedzie Peotone

Kaehler 630 May Ave ST ANGELO

Sophie Mueller 15355 Laramie Oak Forest, IL 60452

Richard Ross 15557 W ARSENAL MANHATTAN IL

Elmira Batterman 24904 S. Ridgeland Monee, IL

Ulna Stanbro 3210 W County Ln Rd - Grant Park, IL

SIAND

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PHILIP FRANSEN 830 Maple Ln Peotone, IL 60468
Gerald Stewart 109 Chestnut Frankfort Ill.
Joann Allen 3505 E Pearl Rd Mazon, IL
Norman Wilk - - - -
Sandra Taylor 509 Oneida St Joliet, IL 60435
Maurice Held 18814 Townline Rd. Mokena, IL 60448
Ruth Hoehn 29647 S Gougar Manhattan, IL 60442
DAN HOEHN 29647 S. Gougar Rd Manhattan, IL 60442
Joshua Garza 19701 Richmont dr. Tinley Park, IL 60475
VINDIA SIMINGTON - 999 S. YEATES - K³, IL 60901
Roy Stewart 14828 E. 10500 N. Rd. Grant Park IL. 60940
Liz Morgan 2301 Lynwood Crest Hill 60435

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Name

Address / City / State / Zip

William A. Madia 20045 Burr Oak Ln Mokena IL 60449

Wm Madia 20045 Burr Oak Ln. Mokena IL 60448

Norm Legner 502 NORTHFIELD DR JOLIET IL 60435

David Black 201 St Paul Joliet IL 60436

Pat Humphries 2206 Marmon Joliet IL 60436

Michael Plimley 4940 MARGARET MONEE IL 60449

Chuck Bate 253 MTAINIST PARK FOREST IL 60466

Keri Dunn 550 Woodard Beecher IL 60401

Lois Walker 9449 N 3500 RD Mantua IL 60957

Sue Wanda 10615 W WASHINGTON PEOTONE, IL 60468

Emary Labruda 17571 DRUMMOND DR Tinley Park 60477

John Papi 8720 STVENKEL RD FRANKFORT 60423

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Name

Address / City / State / Zip

Nati Cann

15400 W. 91st Ave St. John IN

John

"

"

David Smith

1240 W Armour rd BBB IL

Brian Bonito

"

"

Robert E. Eddy

413 S. Windmere Circle Matteson, IL 60443

Theresa Jones

279 Blackthorn Matteson 60443

John Humes

662 KAREN CT CRETE, IL 60417

Vernon Kampfe

1016 W. Corning Beecher IL 60401

Ralph Konech

17339 S. 02ARR TIMBER PK 60477

Kathleen Stankel

Southview Rd

Monee

John Buckert-Hild

18817 Tondino Rd Joliet IL 60498

Steve Hall

29647 S. Gougar RD. MANTON, IL 60442

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Name

Address / City / State / Zip

Michael R. Plenn 418 East South St Peotone IL 60468

Dona M. Brumitt 337 W. Corning Peotone, IL 60468

Shorelay Branst 10536 S. Trapp Oak Lawn

Mary L. Michockko 29655 Alyates Beecher IL 60401

James F. Doyle 261 TS ROYALCREST CT CRETE

Cheryl Jite 10908 La Costa Lane Frankfort 60423

Richard J. Jite 10902 La Costa Lane Frankfort 60423

Tracy J. Jite 10902 La Costa Lane Frankfort 60423

Dore Jite 10908 LACOSTA LN. FRANKFORT ILL. 60423

Daniel Schaub 316 BLAINE PEOTONE ILL 60468

Bessie Sharp 316 Blaine Peotone IL 60468

Rebecca V. Fied 309 Minocqua Park Forest, IL 60468

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Name

Address / City / State / Zip

Bonnie Moeller Peotone IL

Oring Berlin Downers Grove, Ill

Peggy Wielgus Manhattan, Ill.

Mary Sustein Evergreen Park, Ill.

Cynthia Johnson

Beecher Ill

Carol Prutz

Orland, Ill

Rick Dolan

Chgo. Ill.

Gloria Arban

Oak Lawn Ill

Shirley Hall

Peotone, Ill

Phyllis Hensner

Peotone, Ill

Sue Ralston

Beecher Ill

Boye L. Kutz

Peotone, Ill.

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Name	Address / City / State / Zip
<u>Diane Conover</u> DUANE CONOVER	<u>1637 CLEVELAND</u> <u>Whiting, IN. 46394</u>
<u>Thickie O'Neil</u>	<u>8137 Hillcrest Ln</u> <u>Pinley Park, IL 60477</u>
<u>David Dan</u>	<u>1428 CARSON CT.</u> <u>HOMERWOOD, IL 6043</u>
<u>Cornelius Burnett</u>	<u>1515 E 172nd</u> <u>South Holland IL 60473</u>
<u>Gregory Washington</u>	<u>158 Frederick</u> <u>Chicago Hgths, IL 60411</u>
<u>Steph Scott</u>	<u>456 Taiga Ln</u> <u>Park Forest 60466</u>
<u>Dina P. Escobar</u>	<u>1329 Scott Ave.</u> <u>Chicago Hts, IL 60411</u>
<u>Luhe Pigotti</u>	<u>7660 Thistlewood Ln</u> <u>Frankfort, IL 60423</u>
<u>Louie Barry</u>	<u>16001 Leach</u> <u>Lockport IL 60441</u>
<u>Edward Mathaler</u>	<u>3052 Fresno Ln</u> <u>Homewood IL 60430</u>
<u>Mr. J. J. J.</u>	<u>915 BURNS</u> <u>FLOSSMOOR IL 60422</u>
<u>Debra L. Hamilton</u>	<u>915 Burns</u> <u>Flossmoor IL 60422</u>

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Name

Address / City / State / Zip

Anda Troy 5455 Orchard Trail Monee, IL 60449

Steve Heards 29330 104th Ave Peotone Ill 60468

Bar A Eastman 11103 W. DRAKE RD MONEE IL 60449

Linda Gady 1244 N. Oak St. Homewood, IL 60430

Aaron Eastman 11103 Drake Monee IL 60449

Reid 2nd St 5116 Margaret St Monee IL 60449

Kareem A. Syrook 732 Union Homewood IL 60430 will b

Mike Davis 447 E. 1st St. Homewood IL 60425

Loni Dan 1428 Carson Ct. Homewood IL 60430

Judith M. Hodder 18913 Creekside Ln. Mokena, IL 60448

Nichole Pinto 6123 Barker Dr. Oak Forest, IL 60452

[Signature] 8105 PARKSIDE DR. FRANKFORT 60423

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Name

Address / City / State / Zip

Carmen Porrata 4629 N. Winchester apt 2/1

Anna K. Muro 10412 Michael Todd ter Apt 6E

~~SARAH FINKEL~~ Glenview 60025
2542 W. EASTWOOD, CHGO IL 60625

ALINA DIAZ 1624 S. 60th Ct Cicero IL 60804

Mary McBudo 27505 S. 80TH AVE Monee, IL 60449

Joe Huet 5339 Diamond DR O.F. IL 60452

DAN SEIDERS 2025 CHERRYWOOD CR. NAPERVILLE, IL 60565

JIM LENTINO 1129 TAMARACK LN. LIBERTYVILLE IL 60049

Helen D. Hoban
Apt 4C
2303 N Clybourn Ave
Chicago, IL 60614

Helen D. Hoban

Pat R. 5155 So Natchez Chicago 60638

W. Mark Ziffer 6400 N. Sherwood

George W. Tarasuk 439 N. Brainard Ave LaGrange Pk 60526

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Name

Address / City / State / Zip

Dannayal Davis 32 W. 29th St S. Chicago IL 60411
Lisa Bailey 24648 Walnut Crest IL 60417
William Westervelt 5901 N. Sheridan Rd Chicago IL 60660
Doris Bady 5427 W. Secley Chicago IL 60609
ROBERT GRANGER 8325 BURNHAM, CHICAGO, IL. 60617.
Sanford Minkus 6246 N. LAWNDALE CHICAGO, IL. 60657
M. Ellen Heneghan 3169 S. Green St Chgo 60608
Rick P. Burk 5608 N. Fairview Chgo 60641
J. Parozz 134 N. 1959th Chgo 60607
David J. Nummans 5323 N. Kilbark - 60630
Meghan Nichols 630 E Central Lombard IL 60148
David H. Hazzard 7610 Orchard Ln Lombard, IL 60565

10-10-03

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Name

Address / City / State / Zip

Susan C. Roth 887 County Rd. 500 E Joliet, IL 62468

Sharon Kuhner 3750 Lake Rd Mattoon IL 61938

Mark Sulcowski

Kenneth Onyiah 4509 N. Albany #3, Chicago, IL 60625

Brian Kovalen 8919 W 97th St Palos Hills 60465

Benjamin de la Torre 2442 N. Monticello Chicago, IL 60641

Shirley Rhodes 5515 S. Winchester Chicago, IL 60636

Arnon Patterson 430 W. 55th Chgo IL 60636

JOHN HALABURT 3942 N PINE GROVE CHICAGO IL 60623

BRAO WINDBIGLER 212 Prospect St. Westfield NJ 07090

Crystal Windbigler 212 Prospect St Westfield NJ 07090

Sharon Hubbard 142101 LaSalle Riverdale, IL 60827

10-10-02

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Name

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Colonel Ike
JEFF KAWOZA
Robert A. Redman
James C. Rogers
KEITH PRAIRIE
Bill Wentz
Darrell Gersa
Lydia J. Drong
Gust A
Eric Villanueva
Jeff Wilkin
Therese Smart
11601 Artesian Chicago 60655
831 N May St CHICAGO 60622
1409 W. Lunt Chicago IL 60626
4842 W. Chicago
Garrison St ILL 60630
2224 220TH ST SAUK VILLAGE IL 60411
1643 Hubbard Chicago 60622
506 W. Crystal Chicago, IL 60651
6542 S. Whipple Chicago IL 60629
3755 W 67th Pl Chicago IL 60629
7600 N. Eastlake Chicago IL 60626
14926 S. Avalon Dolton IL 60419
228 Lathrop Forest Park, IL 60130

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Name

Address / City / State / Zip

Barbara S. Ball 25330 S. WILL CENTER RD. MONEE IL 60449

Cathy L. Atwell 107 Red Cedar Dr, Streamwood IL 60107

Paul Bonney 408 Rugeley RD WESTERN SPRINGS IL 60558

John F. Lange 21240 WILDAVE MATTESON IL 60443

John F. Lange 21240 WILDAVE MATTESON

GEORGE WASHINGTON 9139 ELLIS AVE CHICAGO IL 60619

G. Bert Hase 12328 Dealle Manhattan IL 60442

Mary L. Bailey 230 Madison Bonnell IL 60446

Kim Kracke 3002 Spanish Bay Ct, Elkhart IN 47921

Carlene L. Lee 1921 Marlborough Ave, IL 60907

Nancy Nieminski 5922 S MENARD 60638

Dipti Datt 4915 W GUNNISON CHGO IL 60630

10-10-03

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Name

Address / City / State / Zip

Karen Cancalosi 231 E. Conning, Beech, IL 60401

Catherine White 3232 Archer Chgo IL 60632

Theresa F. Wilegala 409 Jackson Wilmington, IL 60481
#104
800 Roosevelt Rd Glen Ellyn, IL 60137

Tony Durovsky 1632 S. Indiana Ave Chgo IL 60616

Andrew Gedrimas 8130 W 84th Pl Justice IL 60458

Jessica Anderson 1049 S. Dobson Chicago IL 60619

Kathleen V. Riccio 603 Prairie Ave. Glen Ellyn IL 60137

George Banoff 3048 W. Leland Chicago IL 60621

Julie Edwards 11603 S. Aberdeen Chgo IL 60643

Marshall Delany 511 E Brownrig Chicago

Stacy Willis 2304 Holiday Terrace Lansing 60438

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Name

Address / City / State / Zip

Robert Goldsbury 9348 S. Ridgeway Ave Evergreen Park, IL 60800

Alexis Hermann
Denise Hermann 8701 Sunshine Ln. Orland Park, IL 60466

Edith Schmitt 4408 Jean St. Alsip IL 60803

Lisa Gadomski
Lisa Gadomski 25 Elm St. Park Forest, IL 60466

Michelle Walters
Michelle Walters 3842 W. 81st Street Chicago IL 60652

Pam Rowley
Pam Rowley 1118 Rosewood Shorewood IL 60431

Julie D. Walker 3912 Linden Dr. Western Springs 60558

Uyette Cwik 10317 S. Mason Oak Lawn IL 60453

Karen Berlewsky 11959 Skedvale Alsip IL 60803

Virginia Schaar 9225 S. Moody Oak Lawn, IL 60455

Bonnie Birgell's 9832 S. Homan Evergreen Park, IL 60805

Jan Dryfhout 11507 S. Natchez Worth, IL 60803

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Shannon O'Neil 13035 S. 70th Ct. Palat Heights IL 60463

Janine Justin 9801 S. Ridgeland Ave. Apt 3W Oak Lawn, IL 60453

Amanda Brunetti 7827 W. 165th Pl Tinley Park, IL 60477

Karen Kimmel 12316 S. Loveland Alsip, IL 60803

Vanessa Nene 1426 Foxhill Naperville, IL 60563

Mary Marzano 429 W 15th Pl Chicago Heights, IL 60411

Chandy Marzano 429 W 15th Pl Chgo Hght, IL 60411

John Kauritzen 6675 W. Hayes Rr. Chicago, IL 60631

May E. Johnson 1645 Linden Road Homewood, IL 60430

Janine 310 Westgate Chgo Hts IL, 60411

Don Smith 18606 K Limm Homewood IL 60430

Robert R. Thib 310 WESTGATE CHGO. HTS IL - 60411

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Address / City / State / Zip

Joann Burnlow 3970 E 3000 N Rd Bourbonnais, IL
Raguel Harris 3839 Canterbury Ct - Richton Park, Ill
Debra Debs 2625 Commercial Chicago HGS
Jan Cook 1093 Cecil Dr KANKAKEE IL
D. Boyel 288 Aken P.F. Ill
K. Moran 4961 W. Main St. Monee IL
Norman Ward 361 Forest Blvd. Park Forest, Ill. 60466
Tom E Brandenburg 6478 S RTE 45-52 Chelmsc, IL
Tony R. LAKE 629 E. STEWART DOLTON IL 60419
Manuel Sanchez 2835 Jackson, So Chgo. Hts.
Paul J Howard 8052 GORDON PL HIGHLAND IN 46322
Sharon Scott 1438 E 3500 N Rd KEMPTON, IL 60946

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Shut This Airport Nightmare Down
P.O. Box 433
Monee, IL 60449



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Name

Address / City / State / Zip

Leonora Blum	265 Maple Plaza	Steger, IL
Betty Prosko	24344 S. Valrecht Rd.	Greter, IL
Elmy Prosko	" " "	" "
Josephine Korman	3538 Green St.	Steger, IL
Ann Barker	3023 RIDGE RD	LAUDING 60438
Richard K. Kovalygh	3957 - 192 nd	Laurens, IL 60438
Kara Gargelloni	3977 Columbia Cr.	Steger 60425
Mary Bzuallo	1010 Campbell	Chgo Heights, IL
Amelia De Rango	3324 Doonell Dr.	So. Chgo Hgt.
Dorothy Foushe	2311 W. 183 rd	Homewood, IL 60430
Mary Mauripi	909 GARDEN LN	HOMWOOD IL 60430
Violet Laccurre	219 Roberta Lane	Chgo Heights, IL

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Name

Address / City / State / Zip

Peggy Hunter P.O. Box 642181 Chicago 60664-2181
* MATT FRAMA 4510 W. 59th ST. Chicago, IL 60619 (1 block from military)
Loretta Johnson 7023 N. Offner Rd., Monee, IL 60449
Lester Johnson 7023 W. Offner Rd. Monee, IL 60449
Bush Osterman 2608 W. BALLE LAKE RD. BEECHER 60401
Kelly Seckel 106 Filbert Streamwood IL 60107
Clara M. Hirsch 530 E. Highland ULLA PK, IL 60181
John Clark 17 W 275 Oakwood Dr Bensenville, IL
Marek Schmidt 1548 OLIVIA LN. HANOVER TN, IL 60133
Lydia DuBois 41 W. HIGHLAND DR. BRISTOL, IL 60512
* John & Anne Reizer 410 Newberry Dr. Oak Grove, IL 60007
KE Wynn 29101 S. Will Center Rd Peotone IL 60468

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Name

Address / City / State / Zip

RON BIERNAT 3541 ASHLAND AVE STEER, IL 60475

CINDY WARD 101 W. RIVERDALE CH. STAN, IL 60950

SITU CRIVOKAPLA 330 FOX TRAIL BOUQUART, IL 60994

EVA BERNAL 213 MARQUETTE ST. PARK FOREST 60466

ED STUCKY 196-6-2- MATINO ILL

Rob Batson 2940 224th Pl. Sauk Village, IL 60411

MACKY SHARP 536 IRVING PL. UNIVERSITY PARK, IL 60466

Sue Manning 620 W. Church Rd #2 Beecher, IL 60406

Mam Willin 14416 HOMAN MIDLOTHIAN 60445

Elsie Whitney 242 ORIOLE MATTHESON, ILL 60443

Jerry Wells SAUK VILLAGE, ILL

Kim Cingrani 800 ORIOLE DR. SHAMROOD IL 60107

GARY CINGRANI 657 MELROSE LN BEECHER IL 60401

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Name

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<u>Sue Sigler</u>	<u>26055 Highland</u>	<u>Monee IL 60449</u>
<u>Sherrill Lehman</u>	<u>629 Indiana Ave B</u>	<u>Beecher IL 60401</u>
<u>Connie Petersen</u>	<u>555 E. Corning</u>	<u>Beecher IL 60401</u>
<u>LARRY LACHETA</u>	<u>13044 E ST. RT 17</u>	<u>GRANT PARK</u>
<u>LADONNA SCHULTZ</u>	<u>1042 Catalpa Ct</u>	<u>Beecher IL 60401</u>
<u>DONALD SCHULTZ</u>	<u>1042 Catalpa Ct</u>	<u>Beecher IL 60401</u>
<u>Audrey Nery</u>	<u>615 Woodward St</u>	<u>Beecher IL 60401</u>
<u>Sue Smiley</u>	<u>11184 N 9000 ERd</u>	<u>Grant Park, IL 60940</u>
<u>Meridith Richman</u>	<u>710 Indiana</u>	<u>Beecher IL 60401</u>
<u>Kelly D. McArthur</u>	<u>612 W. Church</u>	<u>Beecher IL 60401</u>
<u>Richard D. McArthur</u>	<u>612 W. Church</u>	<u>Beecher IL 60401</u>
<u>Jean R. Strawinski</u>	<u>2608 W. Eagle Lake Rd.</u>	<u>Beecher, IL 60401</u>

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Name

Address / City / State / Zip

Judith M. Pietzinger 26931 S. Juniper Dr., Crest IL 60417
Daniel E. McKay 544 Park St Beecher, IL 60401
Pam Schuelke 1045 Maple Grant Park IL 60440
Madrak Family 2844 Conning Peotone 60468
Julie & Robert Seely 24511 Murray Dr Crest, Ill. 60417
Bob & Anne Walters 2845 Pine Dr. Crest, Ill. 60417
Yolanda Jennings 1370 Fox Hound Tr. Beecher ILL 60401
Fran Remers 29756 State Line Beecher IL 60401
Linda Hansen 613 Meadow Lane Beecher IL 60401
Pat Hifford 26454 S Klemme Crest, IL 60417
Kathleen Danner 17347 E 10500 N. RD Grant Park IL 60946
Becky Engel 9510 N 12000 E RD Grant Park IL 60946

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Name

Address / City / State / Zip

Martin Brooks Beecher Ill.
Geord Kuhlman Beecher Ill.
David Meyer Beecher Ill.
Kelli Pacheco Zachary Ill.
Richard Vee CRETE, IL
Shirley Vee Crete, Ill.
Joan D. Wehrmann 13735 E 6500N RD GRANT PARK IL 60940
Lynette Thomas 30724 S. Racine Beecher IL 60401
Koreen Wisner 30212 S. Crawford Beecher IL 60401
Nadine Poubchi 28322 STREAMWOOD DR Beecher, IL 60401
W D Short 1459 MAIN ST CRETE, IL
June Gnas 24117 S Plum Valley Dr. Crete, IL 60417

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Name

Address / City / State / Zip

Linda L Epperson	26805 50 Egyptian Ct	Monee, IL
Edyene Fowler	26763 Meghan	Monee, IL
Arthur Hupf	1116 W Corning Ave	Peotone
Sue Thompson	518 Woodward	Beecher
Linda Fredrickson	320 W. Wood	Peotone
Sandra Lotmann	907 Oak Park	Beecher
Maurice Aiden	544 W. Lincoln	Beecher
Chloe Towers	851 Hoeger	Beecher, IL
Chloe	15 W. Truman	Beecher, IL
Denise M. Galt	412 Parker	Beecher, IL
Roger Webb	S. Stony Island Ave.	Beecher
Dorinda J. Valentine	13311 W. 16th Av.	Lowell, Ind. 46356

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Name

Address / City / State / Zip

Paul Sawyer	Box 1195 Beecher
Met O'Rourke	18549 Stony Creek Dr
Dorina Jozman	5191 Coulter Rd Oak Forest
Kirk Jozman	5191 Coulter rd oak forest
Cindy Steury Galtz	2556 River Rd. Kankakee
Debi Hinderhauer	6220 W. 83rd Burbank, IL 60459
Mary Tarrant	20725 Briarwood Ln. Mokena, IL 60448
Carleen A. Boa	29735 S. Schenck Peotone, IL 60468
Dennis L. Sloan	29735 S. Schenck Peotone, IL 60468
S. Rosen	Tinley Park
Mark R. Michochlo	29655 Yates Beecher
Patrick O'Donoghue	

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Name

Address / City / State / Zip

Candace Wyzelski 26155 Royal Crest Ct. Crete, IL 60417

Jennifer P. Lorenz P.O. Box 1411 Homewood IL 60430

Denise Lorenz P.O. Box 1411 Homewood IL 60430

Juan Borza 517 Homan Ave Park Forest IL 60466

Angela Lisota 519 W. Stanton Ln Crete 60417

Joska Justice 511 Shroeder Ave apt 6 Peotone, IL 60468

Selina Irwin " "

Jackie Stankus 21 Sandpiper Ln. Beecher IL 60401

R. Aguilar

Michelle Berty 7909 Bruce Rd Monee IL 60449

Marlene Wegner 265 W 3RD AVE CLIFTON, IL 60927

Michelle Wegner 265 W. 3rd Ave. Clifton, IL 60927

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Name

Address / City / State / Zip

Theranne S. Hagan 11819 W. STANBACH RD. O'LEARY ILL 60457

Connie Biedinger 12343 W. Swaps Ct Peotone IL
815-462-1861

Kathy Murphy 22757 South Oak Road, Manhattan, Illinois 60442

Phyllis McCormick 14120 Chickasaw Trl. Homer Glen, IL 60491

Carl McCormick 14120 Chickasaw Trl. Homer Glen, IL

Julie Engelman 2261 Birchwood Ln. Northfield 60093

Ray King 351 OSAGE PARK FOREST IL 60466

Viggin King 337 Osage Park Forest IL 60466

Dawn Bauer 625 LEONARD DOWNERS GROVE IL 60516

Michael Hunt 155 N. Harbor Dr, Chicago, 60601

Mark W. Her 9112 S. ST LOUIS EVERGREEN PARK 60405

Pam D'Angelo 742 RIDGE ST. WILMINGTON, IL 60481

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Name

Address / City / State / Zip

Vickie Quast 1094 Beauchamp Manteno IL 60950

Joyce Basile 521 mill Peotone 60468

Jim Wilson 1615 Dunbar St Beecher 60401

Robert Wilson 1615 Dunbar St Beecher 60401

Carol M St John 100 S Poplar Manteno 60950

Patricia Mahan 620 WEST CHURCH RD BEECHER 60401

Tom Anderson 12729 WATGATE DR PULAS HEIGHTS, IL 60463

AMANDA SIEPKA 25836 LINDEN AVE MONEE, IL

LINDA SIEPKA 4258 W. CHURCH BEECHER 60401

ERIC MALMBERG 25836 LINDEN AVE MONEE IL

David J. [Signature] 1712 S. Dixie Hwy Crete, IL 60417

Michael O'Neill 1009 Walnut DR Doron FL

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Name

Address / City / State / Zip

SHERRI MICHALSKI - 1211 Todd Ln. Bourbonnais

J. BUTLER PO BOX 746 PEOTONE

Brian Just 1094 Beauchamp Manteno, IL

Foley Wb 1725 N. 75th AVE ELMWOOD PK IL

Don Edler #14 Beauvoir WATSON IL 60449

Michael Wischel 3921 W. 147th Pl. Midlothian, IL

Diane Basie 521 Mill Peotone IL

Monica A. Teare 3847 W. 111th ST Chicago IL

Thomas Teare 3247 W. 111th Chicago IL

ELEANORE HELIS 621 Ogden NEW LEXON IL

Denise Neubauer 12729 Westgate Palos Hills IL 60463

Mum Hahn 5537 W. Pauling Monee, IL 60449

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Name	Address / City / State / Zip
Chister Chusnick	9261 W Elm Mokena IL 60448
Donna M. LaHesse	34 Big Chief Dr. Bourbonnais ⁶⁰⁹¹⁴
Jane M. Mac	Grant Park, IL
Jim Barkwell	Manhattan, IL 60442
Kim K Newbury	819 W. Kent Ave Opeka ^{IL} 60417
Patricia R. Janis	12315 W. Kennedy Rd Peotone ^{IL} 60468
Jon Maddock	1241 Wirt Now Lenox 60451
Michael Buntz	30912 WILL CENTER RD PEOTONE ⁶⁰⁴⁶⁸ IL
DAVE MANCE	2537 STELLON ST DIAMOND ⁶⁰⁴⁵⁰ IL
Patti' Leomas	205 E SOUTH, PEOTONE, IL 60468
Denis Sujewicz	2913 Grand Prairie Drive Joliet, IL 60431
Connie Anderson	7449 Pauling Road Monee IL 60449

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Name

Address / City / State / Zip

Dee Adams 1621 Woods St Crete, IL 60417

Tom Connor 1823 Wilcox CREST HILL, IL 60435

Alain Connor 1823 Wilcox Crest Hill, IL 60435

Kenn Leonard 176 W First St. Mantero, IL 60950

R. Johnson 176 W First St Mantero IL 60950

Judy Couger 31605 Dexter Peotone, IL 60468

Leei Beddingfield 232 S Villa Addison 60101

Joe Ladislav 441 S Fourth Peotone 60468

Linda Ladislav 441 S Fourth Peotone 60468

ROSE BODIE 25609 S. McCorkle, MONEE 60449

STEVE BODIE 25809 McCorkle, Monee IL 60449

Lami Finner 830 Maple, La Peotone IL 60468

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Name

Address / City / State / Zip

Luis Solorio 16728 S. Wood Hazel Crest IL

60429 Ana Solorio 16728 S. Wood Hazel Crest, IL 60429

4508 W Offner Rd

Charles Bucke 4508 W Offner Monee IL 60449

FRED CASALI 14723 HICKORY LENOX IL 60439

DONNA GORMAN 19400 EVERETT LN Mokena IL 60448

John Scherer 19360 Walnut St Mokena IL 60448

Gerald Michale 1211 Todd Ln. Boonville 60914

John Reese 437 N. Cannon Ave Kankakee IL 60901

Deana Reese 437 N Cannon Ave Kankakee IL 60901

Mike ENGELNO 22527 R. 1st St Richwood Park IL 60477

Beth Fitzpatrick P.O. Box 224 Monee, IL 60449

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Name

Address / City / State / Zip

Theresa SAUNDERS P.O. Box 14 Thornton IL

Bruce SAUNDERS P.O. Box 14 Thornton IL

M Sly 11678 e 35Wn Mokena

Sally Naber 5204 S. Natoma Chicago 60635

Pick Hyeroggh 5204 S. Natoma Chicago IL 60638

Lisa Power 25608 Jongwil Lane Monee, IL 60449

Cindy & Mike Moele 13813 Skelton Pl. Plainfield, IL 60554

Per Michael & Benz 21010 W. RT 113 CUSTER PARK IL 60481

Steve Miller 132 ST. Paul Ave Bourbonnais 60914

Allen Lybue 833 Gethsemane Bourbonnais 60914

Frank A. Schmeel 8656 44th St LYONS 60534

Pat Schmitt 8656 44TH ST LYONS 60534

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Name

Address / City / State / Zip

Lydia Gaffney 27714 S. Kedzie Monee 60449

Sarah Gaffney 27714 S. Kedzie Monee 60449

William Wiatie 1438 Vista Cte 60417

Nancy Canfield 21727 S. 108th Ave Frankfort 60423

Karen Williams 861 Ridge Rd Homerwood 60431

Lynn Wachsen 24450 S. Center Rd Frankfort

Bibi Wachsen 24450 S. Center Rd Frankfort

Ann John

Joseph F. Hagnon

MANTENCO ILL

Nancy Hagnon

Martens IL

Cindy Boston

1107 2nd Ave Joliet, Ill

60433

Shirley Martens

435 Jeffery

Yorkton 60950

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Name	Address / City / State / Zip
<u>Rufe Dyer</u>	<u>19548 Buckingham Dr Mox-IL 60448</u>
<u>Lucas Gennels</u>	<u>430 Jean St. Peotone IL 60468</u>
<u>Pam Bridges</u>	<u>807 Louise Peotone IL 60468</u>
<u>Sheri Michaels</u>	<u>800 E. Kahler Rd #18 (Wilmington) 60451</u>
<u>Dorothy Rukli</u>	<u>378 Margie Matteson, IL 60443</u>
<u>Cheryl Ridgely</u>	<u>18103 Violet Rd. Spring, IL 60438</u>
<u>William J Gora</u>	<u>17654 S Dr St Wood Home Glen, IL 60491</u>
<u>Diana Hamilton</u>	<u>111 Stillwell Ave Rockdale, IL 60436</u>
<u>Kathleen Shannon</u>	<u>2307 Hutchison Rd Flossmoor, IL 60422</u>
<u>Mary Beth Narango</u>	<u>14420 San Francisco Posen IL 60469</u>
<u>Mark Naranjo</u>	<u>14420 S. Francisco Posen IL 60469</u>
<u>Mary Duggan</u>	<u>170 E 1st St Mokena, IL 60450</u>

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Monee, IL 60449



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Name

Address / City / State / Zip

Carlene Farrell 11313 W. Kennedy Rd Peotone IL
Stan Bugachy 1031 Heron Peotone IL
Lory Skut 424 E Crawford Peotone IL 60468
Lucile Satterthwaite 603 Chestnut Lane Beecher IL 60401
Kristen Scaletta 12613 Elm Blue Island, IL 60406
Todd CHITTENDEN 856 YORKSHIRE TER. CRETE, IL 60417
Nancy Chittenden 856 Yorkshire Ter Crete IL 60417
Kelly Deutsche 856 Yorkshire Crete, IL 60417
Kathy Gantley 115 Bush ELWOOD IL 60421
Rose Bantolomeo 1522 SANTA FE CHILCOPE IL.
M G Bell 170 E 1st Street Mokena IL 60451
Linda Danabas 800 E Kahler Rd #18 Wilmington

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Name

Address / City / State / Zip

Mr. R. Allen 7340 ETHAN COURT MONEE, IL 60449

Ruth Schnur WILL LOCKPORT

P. Myszkowski 7242 W. 74 ST Bridgeview, Ill.

Ch. A. J. 127 CONSTANCE
CHGO. HTS. IL 60411

Kathy Stockton 1133 Parkview Ave Chicago Hts, IL 60411

Blaine Mueller 11 East Church Beecher, Ill. 60401

Frances Hoffmann 192 W 26 St 20 Chgo Hts
60411

Don Dorelisse 229 Anita Dr Bourb IL 60914

Deen Hopper 2379 N. 2750 W. Rd. Kankakee 6090

Donise Laurich 24158 S. Cree Dr. Channahon 6040

SANDRA PALIJAS 305 S ELM HERSCHER IL 60941

Debi Swidergal 408 N Conant Peotone, IL 60468

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Name

Address / City / State / Zip

- 708-946-9538

VAN DRUNEN

Sharon Von Drunen 1305 East Corning Rd. Beecher IL

Sylvia Hubert 25654 FIRESTONE MONES IL

Glenn Kager Peotone IL

Anuja Mateshi 105330 CLAR. HES. RD. Hinsdale

James R. Miller 950 Prairie Clover Dr. Romeoville IL 60446

Mark Jacobs 14612 WARREN RD MANHATTAN IL 60442

John Kachy 26938 S Egyptian TRAIL Monee 60444

Todd Maland 225 Willow Ave Joliet IL 60436

Madeline Heft 27544 S. Kuenten Rd. Monee

Lola J Nichols 865 Brush Hill Lane Lake Zurich 60047

Daniel Tischer 14500 Keckling Tr 60445 midlothian IL

Don Pugh 18521 John Ave IL 60478 C.C. Hills

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Name

Address / City / State / Zip

Sandi Moosmann 14608 Keeler Midland 60445 2727
Ed Proctor 15156 Drexel So Holland 60473
Mike Moosmann 14608 KEETER MIDLAND 60445
GARY R. NICHOLS 865 BRUSH HILL LAKE ZURICH 60097
CARINNE BUTTS 15809 W BAKER RD MANHATTAN IL 60442
Jim Ailes 1067 Lincoln Dr. Manteno, IL 60950
Elsie Christensen 1385 So. NAKARKEE 60901
Adam Schultz 28104 S. 120th Ave Peotone IL 60468
Frank Bolandzay 24736 MEADOW LARK CHANNAHON IL. 60410
Dale Roper 23708 Reuben Plainfield, IL 60541
Eileen Cipriani 273 S Walnut Manteno, IL 60950
Mark Bugnet 17656 CRYSTAL LAKE DR HOMER GLEN IL 60491

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Name

Address / City / State / Zip

Laura L. Witt 17836 Massachusetts Orland Park, IL

Richard E. Roth 17836 Massachusetts Orland Park 60467

Joan Hill 1429 Frederick Joliet, IL 60435

R. McDonald 240 Fir St Park Forest, IL 60466

A. Shurts 437 Downey St Joliet IL 60433

Ronald Shurts 100 W. Glendale St Joliet 60432

Susan Hilton 1390 Foxhound Tr. Beecher, IL 60401

William E. Shumard 623 CLEMENT ST Joliet 60435

Neoma Wilhelmi 1808 Brandon Joliet, IL 60436

Diane Stacy 5460 W. Parling Monee, IL 60449

Arlene Kline P.O. Box 92 Monee, IL 60449

Don Phillips 836 Signature St Baboon, IL

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Name

Address / City / State / Zip

Ralph Succi 27653 STONEY ISLAND CRTE IL

Loretta Heber 10229 no maple Manteno, Ill.

Phyllis A. King 162 Judys Ct. Manteno, Ill.

LANE MAATMAN 11123 WASHTENAW CHICAGO, ILL.

LINDA MAATMAN 11123 WASHTENAW, CHGO, IL 60655

Bill Delaney 610 South Eastern Manhattan 60442

Bonnie Thomas 11641 Asterion, Chgo, Ill 60655

Clare Stromer 36247 S Mary Byron, Wilmington, IL 60481

Kristen Kungan 2 Elm Park Forest, IL 60466

Brian 10845 W. Barr Peotone, IL 60468

Laure Heber 10845 W Barr Peotone IL 60468

Lori Gioratti 4507 Jurgil Monee IL 60449

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Name

Address / City / State / Zip

ROBERT FIGURA

20741 FRANKFORT, IL. 60423
S.R.D.

Boni Figura

20741 Frankfort, IL 60423
S.R.D. Peoria

Al Tyniec

300 S Locust Peoria 60468

Roger Mauer

22919 W. Kankakee River Dy Wilmington

Ellen Zernath

5510 Adeline Pl Oak Forest 60452

Anthony Walraven

318 West Republic Peoria 61604

Deek Ruble

378 Mangala Cir Matteson 60463

Harvey R. Klemm

2720 Schoolhouse Rd. New Lenox IL 60451

WAYNE AANDERUD

27141 S. 80TH AVE MONEE, IL 60449

Tim Bell

27353 Britton Ln Monee IL 60449

Susan Parkinson

1209 Main CRETE, ILL. 60417

Alberta Hinner

13059 S 71ST Palos Heights IL 60463

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Name

Address / City / State / Zip

Andrew Amendt P.O. Box 428 BEECHESTER ILL 60401
Dawn Amendt P.O. Box 428 BEECHER, IL 60401
Kim L. Morrison 416 S. West St Peotone 60468
"Capn" John Nemick 510 Woodward Beecher
Doug Fiel 24547 Dove Dr Channahon IL 60410
Mira Krimach 24547 Dove Dr CHANNAHON IL 60410
Zachary Spray 1449 Maple St Melrose, IL
G. Schuler 1466 Bradley Way BOONHOWN, IL
Domen R. Casare 19701 Ridgmont TINGLEY PK, IL.
Cheryl Casare 19701 Ridgmont Tingley Park, IL
Jay Invest 2671 E. Lincoln Hwy. New Lenox
Kim Platt 10401 Dawn Ave. Naperville, IL.

SIAND

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Name

Address / City / State / Zip

Nelson A. Yung

340 OSWEGO ST. PARK FOREST, IL. 60466

M. Hoff

2113 GRAND PRAIRIE DR, Joliet, IL. 60431

Glen V. Zyl

7449 Pauling Rd Monee IL 60449

Linda Clayton

27142 S. Kedzie Ave Monee IL 60449

Wayne Clayton

27942 S. Kedzie Ave Monee IL 60449

Pat Dolis

24350 S Plum Valley Cret IL 60417

Randy Dolis

24350 S PLUM VALLEY CRETE IL, 60417

Carl J. Daurris

7407 S. BANKS JUSTICE, IL. 60458

June Shus

447 Roberts Dr. Glenwood IL 60425

Loren Screment

561 Meadow Beech 60401

Paul Shus

561 Meadow Beech 60401

Frank J. Sander

9213 W. 170th Pl. ORLAND HILLS 60477

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Name

Address / City / State / Zip

Sileen Williams Chicago Heights IL 60411

William Friedman So. Chgo. Hts. IL 60411

Timothy A. Kling Steger, IL 60475

Louise Ferguson 313 N. Britton ST, Lynwood + PARK 60940

Robert DeFronzo 121 W. Lincoln ^{Peotone} 60468

Mary DeFrank 320 W. Crawford 60468

Greg Nelson 3009 Somme CT Joliet IL 60435

Elizabeth French 4590 S. 6000 E. Road St. Anne, IL 60964

Veronica Borino 19020 Birch Avenue Country Club Hills, IL

Nick Meluh 29655 Yates Beecher IL 60401 60478

Mary Beth Hefner-Pelkus 21155 Maple, Matteson, IL 60443

Cip Morgan 19921 S. Spruce DR FRANKFORT IL 60423

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Name

Address / City / State / Zip

Elizabeth Josi 3520 Peoria St, Steger, IL. 60475

Rodger Krehm 32323 Will Center II Peotone 60468

Charles Krehm 32323 Will Center Peotone IL 60468

J. M. 9425 W. Burr Rd.

Margaret Harders 237 Park Lane Oak Park Village Ill. 60411

Marcelle Black 32500 S. CENTER RD. MANTWA IL 60451

John A. Frank 320 W Cranston Peotone IL 60468

Donna Racera 433 Alanna Ln. Lynwood Ill 60411

Carleen Hale 4139 S Western Blue Island Ill 60406

James Hale 4139 S Western Blue Island Ill 60406

Brian Spindle 598 Tanglewood Matteson Ill 60443

27342 Egyptian Trail Monee

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Address / City / State / Zip

Helen Denny 15424 So. Pinto Homer Ill 60491

Bob Satterland 24129 S. Collins Ave

Jim Tausch 24362 State Rd Oak IL 60412

Mary Cartwell 9320 SPROAT Oak Lawn, 60453

Mary Ruth Cartwell " " " "

Dawn E. Lead 17520 Ridgeland Ave Tinley Park, IL 60477

Randy Kravitz 18737 Algonquin Parkway Hoffman 60460

George B. Zick 25661 S. 80TH AVE. MONEE. IL. 60449.

S. Tyler " " " "

Carl 698 Westend Manteno IL 60450

Carl 698 W End Manteno IL 60450

Todd L. Brown 524 Jean St. Peotone, IL. 60468

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Name

Address / City / State / Zip

Michael Brown	586 Jean St. Peotone, 60468
Allie March	608 Hans Brinker Ct. Peotone 60468
Jessica Schirmer	13665 W. Dwygalla Manhattan
Julcia Witczak	328 S Oak Mokeno IL
Donna Witczak	328 S Oak Mokeno IL
Jeanette Hentz	10015 WEST BARR ROAD
Andrew Hentz	10015 W. Barr Peotone
Judith L Karas	6000 W. North Peotone Rd. Peotone IL
Rick Karas	6000 W. North Peotone Rd. Peotone IL
Don Karas	6000 W NORTH PEOTONE RD Peotone IL
ZACK MANZYK	3409 Kings Rd Apt 306 STEGER IL 60475
JOHN MENZYK	841 W ELMS COURT LANE CRETE ILL 60417

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Name

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Randall Hutter	Woodland Cir	Mokena
John J. Jelen	11842 W Offroad Rd	Peotone, IL
Bob Jaron	3813 S. CRAWFORD AVE	BETHUR
Dan J. Mueschund	159 N. Douglas	Bradley, IL
Stella Bell	159 N Douglas	Bradley, IL
Pam Ware	819 Louise	Peotone, IL
Ken Ware	819 Louise	Peotone, IL
Mick Pinner	18520 116th	Mokena, IL
Bill S. S. S.	621 W 3rd	Bradwood, IL
Joe Naff	3405 Norwood	New Lenox, IL
Charles McKiff	3405 Norwood	New Lenox, IL
L. Berg	6229 N Leont	CHC

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Address / City / State / Zip

RICK STREZ 26517 S. 80TH AV MONEE 60449

Joyce Strez 26517 S. 80th Av Monee 60449

DAVID PRENDERGAST 408 N Joliet St 60481

Dawn Clark 1114 WAVERLY PL. JOLIET - 60435

Linda Clark 1114 Waverly Pl Joliet 60435

Betty Muehler 25254 Foxstone Monee 60449

Jane Nagel 429 W. North St. Peotone, 60468

George Broen 81 Fairfield Dr New Lenox 60451

Susan Miller 950 Prairie Clover Dr Romeoville 60446

Ben Welsh 410 N. West St. Peotone IL 60468-9036

Lois Arms 107 Nanti Park Forest, IL 60466

Tom Lark 3425 Kings Rd. Steger Ill. 60475

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DAVID HAYCRAFT (D.H.A.) 1102 GALE DR. JOLIET, IL 60435

Ken Ducksworth 1102 Gale Dr Joliet, IL 60435

C. TRILL 1375 S. 5TH KANKAKEE 60901

Carol Schultz 28104 S 120th Ave Peotone, IL 60468

Jan Heedeman 26826 S Melrose Crest IL 60411

Doric Heedema 26826 S Melrose Crest IL 60411

Joan Roney 23708 Rueben Plainfield IL 60544

Jim Kane 18416 Oakley Lansing IL 60438

Peter C. Frayer 34638 Old Chicago Rd Wilmington 60481

Brenda J. Frayer 34638 S Chicago Rd Wilmington 60481

Chris Coffey 27714 S. KENZIE Mokena IL 60449

Mike Bell 924 W 35th CHgo IL 60609

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Name

Address / City / State / Zip

Rebecca Dailydis 7930 Mulligan Parkway, IL 60459
MARC J DAILYDIS 7930 S Mulligan Parkway, IL 60459
RICHARD O. CHALUPA 3240 W. OFFNER RD. MONEE IL
Chadon Chalupa 15355 ARROYO DR Oakforest, IL
CALEY MATTHEWS 20921 S. 78th AVE FRANKFORT, IL
Larry Pope 10624 Bailey ST Johna IN 4673
ANDY LAMONTAGNA 6808 SAHARA DR PLAINFIELD, IL 60544
Bridget Shaughnessy 3954 Merrion Ln Merrion Heights IL 60803
John M. Shaughey 10728 S. SPALDING CHGO, IL 60655
Brady L. Nixon 109 E. LINCOLN ST. PEOTONE, IL
Jane LaMontagna 6808 Sahara Dr. Plainfield, IL 60544

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CHARLES MEYER 5250 W. ROBERTS RIDGE MONEE, IL 60449

William Julian 10933 S. SPAULDING, CHICAGO, IL 60655

TANSI BAROCK 14380 - W 169 Lowell IN

M. McFAVERO 17809 S. 67th CT Tinley Park IL 60477

Don Kozicki 7218 Spruce Lane Tinley Park IL 60477

JOHN CALVANO 8031 JEFFERSON MUNSTER, IN 46321

GEORGE BABER 625 N MARION DAK PARK, IL 60302

SANDRA Chalupa 3240 W. OFFNER RD MONEE IL

JOANNE GAWENDA 7673 N. 200W, RENSSELAER, IN

GEORGE GAWENDA 7673 N 200 W RENSSELAER, IN

Bill Mayer 1310 Andrea Dr. NEW LENOX, IL

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Monee, IL 60449

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Name

Address / City / State / Zip

G KURYLO 25013 S 80TH AVE, MONEE, IL 60449-9679

CASEY KURYLO 25013 S. 80th MONEE 60449-9679

Sherryl Kurylo 25013 S. 80th Ave Monee IL 60449

Andy Peak P.O. Box 962 Peotone, IL 60468

Lynne Lu 929 Bonnie Ln Peotone, IL 60468

Nicole Sterling 514 Manor Dr. Peotone, IL 60468

Jackie Bulthuis 9345 W. Steger Frankfort IL 60430

Lana Seibert 7400 W. Bens Rd Monee IL 60449

Heather Mwakowski 24760 S. Harden Monee IL 60449

Emma DiAntomasso P.O. Box 10624 Peotone IL 60468

Martina Christensen 12121 W. Wilmington Rd. Peotone, IL 60468

Beth Calkora 14939 W. Wilm-Peot Rd Manhattan IL 60442

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Name

Address / City / State / Zip

Mrs. Hanel 449 Kasky Bourbonnais, IL

Mr. Hyslop c/o Peotone High School, 605 W. North St., IL

Mr. Preuss c/o Peotone High School 605 W. North St. IL

Julie Johnson 124 N. 2nd St Peotone IL 60468

Monica Anderson 26046 S. Chestnut Monee, Ill. 60449

John Andruano 995 Mallard Dr. Bradley IL 60913

Elizabeth Birtoul 2426 W. 183rd St. Homewood, IL 60430

Walter D. Satter 424 Coyle St.; Bourbonnais, IL 60914

Cindy Welsh 29614 S. Cedar Rd. Manhattan 60442

Susan Bartels 315 N. Conrad St.; Peotone, IL 60468

George Kelly 30506 S. Toland Ave Rd. Bremen IL 60401

Donald Fette 29520 S. Western Beecher, IL 60401

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Name

Address / City / State / Zip

Debbie Chesler 51 Apple Ln Park Forest IL 60466

Paul M. Henry 24920 S. Harlem Ave Monee, IL 60449

Pat Henry 24820 S. Harlem Ave Monee 60449

Walter J. Henry 322 Herndon Dr PF 60466

Rebecca Robinson 1147 Berry Lane Flossmoor 60422

Edna H. Rens 150 Sheldon Dr PARK Forest, IL 60466

TIM M. SCHULTZ 1359 E. LYNCH. HOMewood, IL 60430

BRIAN BIRMINGHAM 23119 Central PK AVE Richton Pk IL 60471

Jimmie R. CLAYTON 28561 SO. KEDZIE Monee IL 60449

Carol A. Clayton 28561 S. Kedzie Monee IL 60449

Eric M. Bell 228 W. Maple Dr. Chgo Hts., IL 60411

Ray Bell 228 W. Maple Dr Chgo Hts IL 60411

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Name

Address / City / State / Zip

Barb McDonough 13560 Mottawk Lane ORland Park, IL 60466
Gene Swedlen 20109 CYPRESS LYNNWOOD IL 60411
Dana Zahfeld 19426 Trenton Way Mokena, IL 60448
RONALD TINCHE 14500 Keating, Midlothian ILL 60445
JAMES TINCHE 14500 Keating, Midlothian ILL 60445
Rope Ogalla 432 Colorado Ave Frankfort, IL 60423
Bill Thomas 7282 W. 174th Pl. Tinley Park, IL 60477
Bob LYONS 2519 MAYFAIR Westchester IL 60154
Sandra Thomas 18408 Poplar Homewood IL 60430
Sharon J. Sokes 11527 Francis Rd Mokena IL 60448
Richard Atwell 107 RED CEDAR DR. STREAMWOOD IL 60107
Loretta Ogalla 28330 Sb Will Center Rd. Monee, IL 60449

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Name

Address / City / State / Zip

Kenn Smith	20721 ACORN KIDGEE ^{Franklin}	60423
Kathy Hoffner	1000 Bonnie Lane, Peotone, IL	60468
Linda Zinsow	27604 S. Ridgeland	Monee IL 60449
Linda Felt	29520 S. Vester	Beecher IL 60401
Wendell Smith	28909 S. Ridgeland	Beecher IL 60401
Norm Pounder	326 MAWITOWATC	PK FOREST, IL. 60466
Michael M. Serrano	1482 Main St.	Crete, IL. 60417
Lelia Belli	1403 Pine Woods, University Park	60466
Leonard H. Rayner	1 Shawanaw Dr. University Park, IL.	60466
Mary Ann Rosenthal	211 Krotiak Park Forest Ill	60466
Susan Joranson	9163 W. 162nd St. ORLAND HILLS, IL.	60477
Debra Joranson	9163 W. 162ND ST, ORLAND HILLS, IL.	60477

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Name

Address / City / State / Zip

Paula Greene 21828 Elmwood Ave, Wilmington, IL. 60481

Doris Kuger 116 S. Conrad, Peotone, IL 60468

Dennis F. Basan 1024 Mallard Lane Peotone, IL 60468

17564 W. 183rd St. Tinley Park, IL 60477

Carl B. Ruz 507 Jean St Peotone, Ill.

Harrell C Kuger 116 S. CONRAD - 60468-045

Ph. I. Huh 280 Brighton Dr, Bensenville, IL. 60014

D. H. 6050 W 183rd #3A Tinley Park, IL. 60477

28934 East Drive Richton Park IL. 60471

3914 W 213th St Matteson IL 60463

20721 Acorn Ridge Frankfort, IL 60423

Colin E. J. MATTESON IL 60493

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Name

Address / City / State / Zip

Jane Krucses 217 W. Lincoln St. Peotone IL 60468

Thomas J. Sheppard 12970 Silver Fox Dr. Lemont, IL 60439

Theresa Schumann

Thomas F. Wlasecki 16846 Riverside Dr. Tinley Park IL 60477

Irving Zinkowski 8536 W. 162nd Pl. Tinley Park IL 60477

Hugh Zane 18033 Voss Dr. Orland Park IL 60467

Christine A. Halvez 520 W. Joliet Rd. Peotone IL 60468

Ana Morgan 3429 S. Egyptian Trail Peotone IL 60468

Edith L. Francois 704 HAUERT ST., PEOTONE, IL

Domin 704 E HAUERT ST. Peotone, IL

Ray Zane 4128 E. Main St. Peotone IL

Deb Parker 209 E. Wilson Peotone, IL

Sandy Vanko 21604 Elmwood Wilmington, IL

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Name	Address / City / State / Zip
Peggy Frey	2326 Mac Donald In Flossmoor IL
Andre Walkus	10723 So. Green Hgo, Ill.
Barry A. Johnson	900 Louise Peotone, IL
Emily Skyer	509 Walnut St. Peotone, IL
Jeff Haag	433 W. Wood Peotone
Michelle Haag	433 W. Wood Peotone, IL
Sharon Schreiber	304 E. Wilson Peotone, IL
Diana Kelly	428 E Crawford Peotone IL
Debbie Johnson	432 S Fourth Peotone, IL
W. J. P. P.	26731 S Egyptian Tr Monee IL
W. J. P. P.	1037 Hagan St Peotone IL
Orlando Riney	10418 Joliet Rd Peotone IL

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Name

Address / City / State / Zip

Kathy Osborne 5313 Mill St. Monee, Ill. 60449

Kelly Greig 6408 Joliet Road Peotone, IL 60468

Craig McCarty 538 Oak Peotone, IL 60468

Bray Goldman 713 Morgan Ln. Peotone, IL 60468

Laurel Goldman 713 Morgan Ln. Peotone IL 60468

Linda Kopsch 11010 W Bank Rd Peotone IL 60468

Kristie Jones 29733 S. Ridgeland Peotone IL 60468

Laura Ashley 411 S. Third Peotone IL 60468

Patti Klobner 25226 S. 10th Ave IL 60449

Lisa Slager 948 Louise Ln. Peotone Ill 60468

Carol Malin 1004 Hauert Peotone IL 60468

Joe Malin 1004 Hauert Peotone IL 60468

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Name

Address / City / State / Zip,

Mary Ann Majumdar 11700 LaPorte, Alsip IL 60803

Charles Punte 27308 Egyptian Tr MONEE 60449

Karen D. Ench 9213 W. 17th St. Overland Hills, KS 66207

Don Bannerman 1442 W. BROADVIEW AV. CRETE IL 60417

Scott Regueira 7000 W PAULINE RD MONEE IL 60449

Hebbie Regueira 7000 W Pauline Rd Monee IL 60449

Melissa J Buckner 3531 Green St Steger IL 60425

Mamie Bunt 2919 W. CORNING RD PEOTONE, IL 60468

Kirby White 20521 Timber Mill Dr Frankfort IL 60423

Catherine A. Zup 11212 197th St. Moline, IL 60448

John A. Brown 9163 W. 162nd St. Tinley Park, IL 60477

Holly Balle 432 Calumet Ave Evanston, IL 60203

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Name

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BEIAN BIKMINAHAM 23119 CENTRAL PK AVE Richton Park IL 60471

EDWARD C. COOPER 348 PRAIRIE CALUMET CITY, IL 60409

James J. 16607 HOLLAND AVE. South Holland, IL 60473

Tom Moore 7325 W. 171ST TIMBERLY PARK, IL 60477

Ed J. 106 W CONSTANCE COUNTRYSIDE IL 60525

James Butler 7 Sunhill Lane Lemont IL 60439

Paul J. 7847^W 41ST COVA LYONS, IL 60534

Steve 451 W. BUTTERFIELD RD ELMHURST IL 60126

Dave 1938 ARDRAUGH DR. CREST HILL IL 60435

Mike 2438 N. 74TH AVE ELWOOD PARK, IL 60427

8808 S. 58TH OAK LAWN

JAMES GREGOR A P.O. Box 132 Fox River Grove IL 60021

SIAND

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Address / City / State / Zip

Kathryn Liskie 412 S. Prairie Bradley, IL 60915

Al Liskie 412 S Prairie Bradley IL 60915

Lois Palmer 19817 W. Schweitzer Rd Joliet IL 604

Delores McDough 10 N Dawson Joliet 60433

Katherine Keane 9406 Manhattan-Nome Starkport IL

Bruce Sammen 37131 Essex Rd., Wilmington, IL 60481

Al TAPOR 501 W. JEFFERY MANTENO 60932

LISA SEEMAN KULAWIAK 111 NEWGATE NAPERVILLE, IL 60565

Mahine Bremer 112 S. OAK ST MANTENO

LINDA BRIGGS 1901 S Bugge Glenview

Mark Albers Western Ave. Beecher, ILL 60401

Ann Lamb 2300 Hastings Dr PLAINFIELD IL 60544

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Name

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June L. Martin
Suzanne Beck 3906 N. Adams Westmont. Ill
Dorothy D. Dettl 7204 Applegate Plainfield
Ken Demick 7204 APPLEGATE PLAINFIELD
Rudy Mueller 11 East Church Beecher, IL 60808
V. Stulga 6110 W. KIMBERLY Tinley Park IL 60487
Beverly J. Stulga " " " "
Don E. Sawallich 6415 S. KEATINGE CHICAGO IL 60629
Georgann Sawallich 6415 S. Keatinge Chgo 60629
Dennis J. Snyder 5707 W 129TH CRESTWOOD
Anni Swickard 408 N. Conrad Peotone, IL 60468
Evan Meyers-Hymer 5537 W. Pauling Rd Monee IL 60449

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Address / City / State / Zip

John Berens 119 Kyle Ct Manteno IL 60950

Howard V. Smith 4350 E 2000 N RD MANTENO IL 60950

Sheila Berens 119 Kyle Ct Manteno IL 60950

Diana Olds 801 Quinco Ave Beecher IL 60401

Jeff Stumpf 801 Donohue Ave Beecher IL 60401

Gene Birmingham 23119 Central Park Richton Park, IL 6040

Richard Reeli 729 Cedar Ln. Chgo. HZ, IL 60411

Jessica Wilson 17919 Walter St Lansing IL

Glenn M. Johnson 242 Miller Beecher IL 60401

Richard Johnson and family Monee IL

R Habas Matteson, IL

M HABAS OLD Matteson IL

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BOB KLOCKSIEN 5460 PAULING MONEE, IL

Daran Agna 8240 S. 78 PL. Bridgeview, IL

Veronica Sweeney 10041 W. Shunkel Rd. Frankfort IL 60423

DEMETRI JANTUAH 9936 58th Court PALOS HILL 60465

Mary Ann Popok 1708 Sunrise Lane Joliet 60433

Ann Johnson 512 Hayne Peotone IL 60468

Michelle Gost 21130 OAK ST MATTESON, IL 60443

Marge Hynes 6134 Rob Roy Dr Oak Forest IL 60452

Gary Tombeen 397 Indianwood Park Forest IL 60466

Stephanie Kolbasch 15 Finch Beecher IL 60401

Jammy Anderson 3008 N. Peotone IL 60467

Lance Del Goebel Lance Del Goebel 22757 South Cedar Road
Manhattan Illinois 60442 315-462-1961

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Peggy Schwiesow 7554 W. Offner Rd Peotone, IL 60468

Byrd J Sanders 8300 W. 131st Palos Park, IL 60464

Kelly Schuele 411 Jessie Joliet IL 60433

Cathy Nayder 24917 Lismore Ln Manhattan IL 60440

Pick Nard
29382 E. 3200 N. RD.

Lee L. CHRISTOPHER A WIGGINS, ILL. 60420

Gladys Christy 29382 E. 3200 N. RD., Dwight, IL 60420

Dan Boland 2410 Willow Lane New Haven IL 60451

Tim Dore PLANNED IL 60544

Margie Keigher 665 Glenwood #A Joliet, IL 60435

Le Duc Kwong P.O. Box 274 Peotone IL 60468

Barbara S Abrams 41 SWAN LN BEECHER

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Name

Address / City / State / Zip

Diana Porter 5099 W 2000 N Rd Manteno

John Romig 3420 LOU ROCK AVE STAGER, ILL. 60475

Randy Smith 9101 W 147th St Beland Pk

Kristi Woodard 84 Kay Dr. Manteno, IL, 60950

Dick Woodard 84 Kay Dr. Manteno, IL - 60950

Charles Raering 5747 W. Timber Ln, Monee, IL 60449

Rosemarie Raering " " " "

Barry Conley 708 Osage Joliet, Ill. 60441 60478

William Johnson P.O. Box 2422 Country Club Hills IL

Dana Heamer 14131 Wilmington-Peotone Rd Manhattan IL 60442

Jack C Wheeler 221 E. CORNWALL DR. CRETE, IL 60417

Jon Nelson 7525 PAULINE RD, MONEE, IL 60449

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Name

Address / City / State / Zip

John Barlow	345 LEE ST Manhattan IL
GEORGE BARLOW	345 LEE ST MANHATTAN ILL.
Andis Wardynski	3158 N 10000E Rd, Rome IL 60954
Dawn, Apple	2807 S. Grandford Monee IL 60449
Dawn Melchert	10513 S. Kolin Oak Lawn, IL 60453
JOHN DOUGHERTY	10513 S Kolin Oaklawn IL 60453
Robert E. Jaggard	17609 Goldview Homewood, IL 60430
Ray McAtee	FRANKFORD ILL
Bernice Heidbrecht	Peotone - Illinois
Douglas Weber	Everton, IL
Bernice Garman	6740 FORTIER SOUND DR Bellevue, IL
Deb Jostu	2509 E. Washington New Lenox, IL

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Name

Address / City / State / Zip

Charles Keenan 17531 Pamela Ln Orland Pk 60467

Bill Rife 313 W. Cornix Ave Peotone, IL 60468

Wanda Carmichael - Joliet, IL.

Rhonda Eriston 924 Louise Lane Peotone, IL

Shyle Wilke Peotone

17825, S. 67TH Ave

Damon Lucero, Tinley Park, IL 60477

David Stensland 5235 W. Cornelia Chicago IL 60691

Walker Cohen 11535 Walker & Genovese 60439

Chris Opell 27730 S. 104th Ave. Peotone 60468

Andrea Helton 6238 W. Bursell Burbank 60459

Heidi Edwards 7455 Hawthorn Ln Frankfort 60423

Jean Rose Nelson Brookwood 60408

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Name

Address / City / State / Zip

John Tuskur 12001 74 AVE Pinos HTS-IL 60463

Carol Deany 22040 Ridgeway Richton Park

Bonnie Mack 4 Hillcrest Dr. Berthel IL

Clarence Mack 4 Hillcrest Dr Montgomery IL

Karen Schott 2903 Westmoreland IL. New Lenox IL.

Iran Bodie 1318 Sangamon Ctr

Pat McGurt 29257 So Park Beecher, IL.

Harold Koelling Peotone

Sheryl Bowula 4 Milwaukee Ave. Park Forest

Sandi Beloshapka 23162 So. U.S. 52 Manhattan, IL 60442

Helen Niemeyer 3630 W. 213th St Matteson IL 60443

Walbert Niemeyer 3630 W 213 St Matteson IL 60443

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Name

Address / City / State / Zip

Clinton Jamieson

Monee

Sue Clancy

444 Division St, Crete, IL 60417

Kathy Johns

3220 E. Reichert Dr. Crete, IL 60417

Barbara Blair

20W116 Pleasantdale Lemont IL 60437

Alvin H. Gausehund

181-5 Poplar Gardens, IL 60950

Maryanne May

20116 S Woodland Circle Mokena, IL 60445

David J. Jones

18813 SARA MOKENA IL 60448

Kathy Bond

11518 W 192nd St Mokena IL 60441

Beverly Price

P.O. Box 1137 Beecher IL 60401

Elly Hotal

603 N. Rogers Street 60435

Jan Brown

8498 Bencon Ln OLANDHILL IL

Jeff Ba

606 E 2nd St Lockport IL 60441

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Name

Address / City / State / Zip

Denise Asbrand 10211 W. Barr Peotone, IL 60468

Deona Ashline 317 E Corning, Peotone IL 60468

Michael McKinney 3704 Carpenter Steger, IL 60475

Shawn King 130 Pine St Buckingham FL 60917

Karen Jackovich 12622 E Metcalf Mokena IL 60454

Carol Jacobson 12655 E Metcalf Mokena IL 60454

Donna Hodgman 712 Westview Dr Joliet, IL 60435

Joyce Mauserhund 181 S. Poplar Monteno, IL 60950

Devica KRKA 5123 S Neenah CHGO 60638

Michael SWANBOM 14851 Crickwood Lockport 60441

LARRY WHITE 10606 RIDE MONT LAKE ILL 60451

SUE GROENDAL 907 WESTWOOD JOLIET, IL 60436

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Name

Address / City / State / Zip

DALE ARMSTRONG 528 S WEST ST Rear Peotone IL 60468

Carol Henrichs 510 Woodward Beecher, IL 60401

Tenence B. Hape 31922 S. Ridgeland Peotone, IL 60468

Eleanor Hape 31922 S. Ridgeland Peotone, IL 60468

Norm Mitchell 12559 Baker Manhattan, IL 60442

Kate Puzek 4442 E. 2000 S Rd. Jankakee, IL

Janice Marion 5341st St Crete

Codi Duran 542 W 10000 N RD Manteno

Doree Fawcett 30710 S Power Bldg IL 60401

Judith Munkinski 54 Meadowlark Lane Beecher IL 60401

KAREN PALASKAS 11104 Boegert Ct WESTCHESTER IL 60154

Timothy Gerlich 313 E CORNING PEOTONE IL 60468

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Name

Address / City / State / Zip

Elizabeth Kehr 18340 Western Homewood IL 60430

Bernie Raymond 5639 W. Cornish Rd Peotone, 60468

Donna K. Raymond 5639 W. Cornish Rd Peotone 60468

Robert W. Kehr 4305 W. Beecher Rd. Peotone 60468

Julie Dolan 305 W. Eagle Blk Rd Beecher, IL 60401

Sue Walicki 36233 Irish Ln Custer Park IL 60481

Sandra Albers 26016 S Eastgate Monee, IL 60449

Robert R. Latimer 1403 N. Kankakee St W. La Grange, IL 60481

Susan Jessen 265 Dogwood Park Forest IL 60466

Donna P. Gertner 265 Dogwood Park Forest IL 60466

Jon Guter 11516 W. 1st St Peotone IL 60468

John H. White 6918 W. Cornish Rd Peotone IL 60468

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Name

Address / City / State / Zip

Carolyn Kurth 563 E 323rd St Beecher IL 60401

Harry Thorne 509 S. 5th St Peotone IL 60468

Holly Koning 8041 W. Stuenkel Rd Frankfort, IL 60423

Debra Ponkala 761 Leahy Manteno IL 60950.

John Bynke 769 Leahy Manteno IL 60950

Royanne Rencke 4684 W. Lilac Monee IL 60449

Jennifer Shalloo 23035 Kings Rd Crete IL 60417

Patricia Kmetz 26853 So. 88th Ave. Monee IL 60449

Rosemary Wilson 208 S. West St., Peotone, IL 60468

Mike Nelson Tonica, IL 61370

Collette Houshion 3737 W Pauling Rd Monee IL 60449

Jim Miller Pauling Rd Monee IL 60449

60449

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Name

Address / City / State / Zip

Jim Verli 1851 W. Church Rd Beecher IL 60401
Franklin T. Miller 32156 So. Route 4.5, Peotone, IL 60468
Richard Murray 13505 W. Offner Rd Manhattan, IL 60442
Lillian Smyers 13505 W. Offner Rd. Manhattan, IL 60442
Delores Chutkan 191 W Adams Markon IL 60950
Thomas Koppers 10135 Cambridge Mokena IL 60448
Luanne W. Watson 608 Hauert Peotone IL 60468
Cindy Gault-McLeod 212 Rothje Rd. Peotone IL 60468
Lyn G. Behrens 428 Plain " " 60468
Susan J Radulovic 616 The Hague Peotone, IL.
Kaye King 70TH CT TINGLEY PARK 60477
MARIA G. ANDORF 22514 FARMVIEW RD. NEW LENOX, IL
60451



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Name

Address / City / State / Zip

Arden Riske 10260 S OLD MASON RD GARDNER IL 60424

Betty Riske 10260 S. Old Mason Rd Gardner IL 60424

Bonnie Ruckert 3140 N 2250 W. Rd Burb, IL 60914

Mary Piper 8554 N. 11,000 E. Road Grant Park, IL 60940

Bob Doherty P.O BOX 431 Grant Park, Ill, 60940

Jan Wolkow 6413 W. Eagle Lake Rd Peotone, IL 60468

Alvin Stumacher 5149 W. Eagle Lk Rd Peotone, IL 60468-9534

George Kern Box 286 Peotone, IL 60468

Bob Schlegelmilch 3758 W 217TH ST MATTESON, IL 60443

Joyce ZumMallen 1321 Burr Oak - Homewood 60430

Jack Zum Maller 1321 Burr Oak Homewood 60430

Debbie Verdini 1851 W. Church Rd Beecher IL 60401

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Name

Address / City / State / Zip

Joan Tomany 700 E. Ill. Hwy New Lenox, IL 60451

Lloyd Tomany 700 E. ILL. HWY NEW LENOX IL 60451

Shirley J. Jervini 537 Michael Cuts, IL 60417

Lance Del Roebel 92757 South Cedar Rd, Manhattan IL 60449

John Jandelska 32500 S. Rte. 45 Peotone, IL 60468

Cherry Kay 98028 Cottage Ln Beecher ILL 60401

Carmi Kay 28023 Cottage Ln Beecher IL 60401

Robert L. Yeager 27808 1800 W Rd Kankakee 60901

Michael L. Manning 360 Lee Street Manhattan, 60442

Glenda Manning 360 Lee St MANHATTAN, 60442

Gerald E Carpenter 16300 W Doyle Rd Manhattan 60442

Shirley Carpenter 16300 W Doyle Rd Manhattan, IL 60442

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ANTHONY T. BORDEWIEZ 119 NORWAY DR MANTENO IL 60950

DONNA HOGAN 72 SILVER CIRCLE MANTENO IL 60952

THOMAS MOORE 610 DIVISION ST PEOTONE IL 60468

ROSEMARY BURCHARDT 30460 RATHJE RD PEOTONE, IL 60468

JANE WYCEE 23663 S. ASHLAND CRETE IL 60417

SUSAN MARTIN 93 W. RICHTER CRETE IL 60415

BETTY M. SCHAFFEL 104 26 W. WILMINGTON PEOTONE, IL

JOHN D. SCHAFFEL " "

PAT AROLA 440 ILLINOIS PARK FOREST, IL

BETTY NEUENHOFER 18204 DANTE LANSING

MARY ROCKWOOD 6619 HLOYD DR SQ WORTH

DENISE CURRY 1053 W. PARK KNOLL JOLIET, IL 60436

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Name

Address / City / State / Zip

George Melson 24561 S. Harlem Monee

John Chyzak 205 W MAIN ST Peotone

David Prybyl 289 W Main Peotone

Bruce Lutter 716 RRR RD Lockport -

Dorothy Meyer 29924 Silfates Ave. Bushy

Courtesy Snyder 418 Bramble Manteno

Daniel Grosse 418 Bramble Manteno

Beverly Henning 9415 E 10000 N. Grant Park

1156 West Gre GG Street.

April Vandebent, Cretz

Lois Leibel 228 Poff Dr. Frankfort, IL

Robert Schmitt 6728 W Offner RD Monee IL 60449

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George Orlandi 26760 Meghan Monee IL.
David Smith 601 ROYAL LANE PEOTONE IL.
Sandra L Foster 5216 W. Beecher Rd Peotone IL 60468
Vivian Matter 26424 Sth 88th Ave Monee IL 60449
Bertrand R Ekhoff 11518 E 11000 N RD Grant Park Ill.
FLORENCE EKHOF 11518 E 11000 N RD GRANT PARK, IL 60940
Jim Murgah Plainfield
Bud Harky Peotone IL 60468
W. Guenard Lockport, IL 60441
S. Taderic 5318 W. Beecher Rd. Peotone
D. Ogle 3315 W 185th Homewood IL 60430
Marie Esch 24561 S Harlem Ave Monee, IL
60449



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Ken Hall 1075 N. Washington Glenwood IL 60421
Janis Cadioux 204 Keigher Dr. Manteno, Ill. 60950
Heun Hearn 313 N. Maple Frankfort IL 60423
William Walker 245 Cass St Joliet IL 60432
Brenda Carter 323 N Morgan Shelbyville IL 62565
Larry Carter 23819 Willow Ln Mokena IL 60447
Clinton Carter " " " " " "
Barbara Leich 4537 W. Eagle Lake Road, Monee, 60449
Russel Jensen PO Box 10716 Peotone, IL 60458
Misty Perlman 5242 W Beekman Rd Peotone IL
Mary Yahnke 15004 W. Wilmington-Peotone Rd, Markham, IL
Debra Deland 26760 Meghan Ct Monee, IL 60449

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Name

Address / City / State / Zip

Antoinette R Beavers	606 E 2ND ST	LOCKPORT IL 60441
Lynnda C Wheeler	221 E Cornwall Dr.	Crete IL 60417
Shepard Ray	262 LIONEL RD	RIVERVIEW IL 60546
Suzanne McBrew	304 W. CRAWFORD	IL PEOTONE 60488
Jeffrey Amert	304 W. Crawford	Peotone
Jeanette Ray	262 LIONEL RD	Riverview, IL 60546
Gerald Tufte	100 N. Main	Flanagan, IL 61740
Terrah Brady	326 LANSLOT CT	Bolingbrook IL 60440
Karen Stiefenbach	Herscher, Ill 60941 12637 W 1000 S Rd	Herscher, Ill 60941
Markus Hamerster	3175 S Center	Peotone, IL
Annex Hamerster	3175 S Center	Peotone, IL
Judy Ogden	28560 S. West Center	Monee, IL 60449

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<u>D. O'Brien</u>	<u>301 TURNBROKE DR. SHREWOOD, IL 60431</u>
<u>Robert Jettles</u>	<u>13012 So Belk LN Channahon 60410</u>
<u>Tom Borng</u>	<u>24855 Daryl Glen Ln Monee 60449</u>
<u>A Mann</u>	<u>1369 EAST CREVE, ILL 60417</u>
<u>Deely Pecune</u>	<u>30031 WIL CH RD. PEOTONE IL 60468</u>
<u>Mal Motta</u>	<u>25700 MC CORMIE AVE MONEE, IL. 60449</u>
<u>John M. McGeoghegan</u>	<u>11331 N. 4000 E. rd Peotone IL</u>
<u>Mary McGeoghegan</u>	<u>" " " "</u>
<u>Sueella Hubler</u>	<u>3836 Cleveland Bradley Ill. 60915</u>
<u>Barbara J. In</u>	<u>30 130 + 93 Hunt Park IL</u>
<u>Don Blazel</u>	<u>2525 ISLUS WAY NEW LENOX IL. 60451</u>
<u>Marie A. Mendy</u>	<u>123 Cardinal Dr. Buckle, IL 60401</u>

SIAND

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Name

Address / City / State / Zip

Tom Wilmoth 14442 Wallingford Tr. Manhattan
Lyn Buttner 24904 S. Ridgeland Mokena IL
Shelli Matlock 3470 W. Corning Rd. Peotone IL
Jack & Shiley Vickery 485 N.R.R. Ave Mokena, IL 60954
Marina Satterlee 23022 S. ^{Belle} La. Channahon, IL 60410
Eraina B. Dunn 14746 Leavitt Harvey, IL 60426
Nancy K. Dunn 1369 East St. Clete IL 60417
Angelique Jones 25833 Truman Bl. Monee 60449
Gilbert E. Jones 25833 TRUMAN CT. MONEE 60449
Dawn Rogier 908 Shelly Ln New Lenox 60451
Tammy Braun 25915 S. Knack Rd Clete IL 60417
Claire Guffin 25915 S. Knack Rd Clete IL 60417

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Name

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.....

John Nagel	744 Calais Blvd.	IL 60914
Arlene King	12600 Meade	Palos Alto 60463
Robert Hussey	37241 DARBY RD	CUSTER PARK IL 60481
Marilyn Hussey	37241 DARBY	CUSTER PARK IL 60481
STEVE CSOKKA	4034 E. 112 ST	CHICAGO, ILL.
Ross Harms	4691 Tulip Ave	Monee, IL 60449
Wang Resina	32314 SEgyptian TR	Reston 604
Richard Eppelbaum	6667 Hubbard	Tinley Park, IL 60477
Sharon Eppelbaum	6662 Hubbard	TP 60477
Bruce A. Mueschler	41 VEDR, MANTENO, IL.	60950
William Martin	19928 Center Melrose	60448
Phil Adler	37 E Cornish Peotone	60468

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Name

Address / City / State / Zip

Wilbur Hassbach 650 Center Road Frankfort IL 60423
Carmelle Olszewski 615 Mayknall Lockport, IL 60441
Tracy Moser 11246 N 1000 E RR Manteno, IL 60950
Sabrina Swait 125 Nicole Ct Manteno IL 60950
Debbie Swait 125 Nicole Ct Manteno IL 60950
Maeve O'Donoghue 28020 St. Crawford
Janet Slusarski 22960 Cog Hill Frankfort IL
Darlene Slusarski 22960 Cog Hill Frankfort, IL
Sharon Schaffer 7729 Northfield Ln - Tinley Park
Tim Schaffer 7729 Northfield Ln - Tinley Park
DARRIN HATTAWAY 1036 HERON AVE, PEOTONE, IL 60469
Ann Nagel 28 Kim Dr. Peotone, IL 60914

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Name

Address / City / State / Zip

Karen Schauder 28901 S Harlem Ave Peotone IL 60468
Terri Madrak 2844 W. Corning Rd. Peotone 60468
Barbara Stunly 29521 Ridgeland Peotone, 60468
Lynette Meadors PO BOX 364 Bawbunnies IL 60914
Keith Nopperberger 601 Merganser Ln Peotone IL 60468
Micha Nopperberger 601 Merganser Ln Peotone IL 60468
Kelly Osueh 1108 Kerry Ln IL Joliet 60431
Tom Vannak 25733 Firestone Dr Monee IL
Pauline Schloss 26450 Root Dr. Crest Hill
Valarie Schehr 15043 So Hale Dr. Orland Park, IL
Ryan Hornback 18940 Springfield Flossmoor IL
Luis Nosabach 650 Center Rd. Frankfort, IL

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Name

Address / City / State / Zip

Carl Van Kanegan 6157 Conning Rd. Peotone, IL 60468
David Cabello 24 E 30 PL Steger, IL
Randy General 947 W Egg Lake Rd.
Andrew J. J. 46 Baker St, K3 IL 60801
Bob Gust 932 Bonnie Lane Peotone IL 60468
Mr. J. 932 Bonnie Lane Peotone, IL 60468
C. M. 1228 Columbia Ave, Ill
John J. 31246 S. Center Peotone, Ill. 60468
John J. 208 S. W. St St Peotone IL 60468
John J. 31246 S. Center Peotone IL
Donna J. 2460 Rose Ln Monee IL
Susan J. O'Hara 4615 N. 8000 W Rd. Berfield IL
60713

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Name

Address / City / State / Zip

Ed J Stylian

413 East Crawford St, Peotone, IL

Calleen D. Stephens

413 E. Crawford St. Peotone IL

Shirley Lausted

5820 W. Steger Rd Monee IL 60449

Billy A. Andrew

26727 U.S. Rt. 52 Manhattan, Ill.

Karen Heisner

27940 S. Rte 45 Peotone, IL

Bruce Warner

517 Linden Lane Peotone IL

Selinda S. Weissman

517 Linden Lane Peotone IL 60468

Gary R. Wodder

26357 S. 80th Ave Monee IL 60449

Cindy Fitzpatrick

28441 S. 88th Peotone IL 60468

Bill Fitzpatrick

28441 S. 88th Peotone IL 60468

Scott Weedon

50 W. Strauss Drive Kankakee, IL 60901

Beth Van Kousan

6157 Corning Rd. Peotone, IL 60468

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Barbara Wlatz	1067 Beechnut Manteno IL 60959
Walter Klot	1067 BEECHNUT Manteno FL 60950
Shawn Picker	32058 S. Ridgeland Ave Peotone IL 60468
Todd Picker	32058 S. Ridgeland Ave Peotone IL 60468
Ken De Graff	16423 S. PK S. Holland, F/I.
Robert C. Brinkhoff	17063 Elm Lane Drive, Unity Park Ill.
Greg J. Vogan	123 Julianne M. Manhattan, N.Y.
Julie Bowley Vogan	123 Julianne Manhattan, N.Y. 60442
Kim Tysse	513 So Division Peotone 60468
Karen Bahr	445 W. North St Manhattan 60442
Carol N. Relli	1403 PINE WOOD CT UNIV. PK 60466
Rick KURTZ	563 E 323 ST BEECHER 60011

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Name

Address / City / State / Zip

David Schmiedke P.O. Box 202 Beecher, IL 60401

Cindy Reed 11930 N. 5000 E Rd Manteno IL 60850

Mike ALBANO 270 Mallards Cove Beecher IL 60401

Debra L. Allen 270 Mallards Cove Beecher IL 60401

Pamela Primm 6549 W. Kennedy Peotone IL 60468

Lee Brooke P.O. Box 218 Peotone IL 60468

Margaret Brooke P.O. Box 218 Peotone, IL 60468-0218

Jeff Lemke 1506 Main (Rte, IL 60417

Bob Maxson 6429 W. Eagle Lake Rd Peotone IL 60468

Andrew Phip 2826 Walnut Rd Homewood IL 60430

Steen Hobbs 7121 W. 175th St T.P. 60477

Tim Henry 240 Jan St P.O. Box 638 Manhattan, IL 60442

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Name	Address / City / State / Zip
Chris Gman	117 E 34TH ST Steger IL 60475
Travis Gutter	117 E 34th Steger IL 60475
Steve DeVries	25657 So. Pinewood Ln Monee IL 60449
Nancy DeVries	25657 S. Pinewood Ln Monee 60449
Eileen Comadi	503 S. Cleveland Bourbonnais IL 60914
James Comadi	503 S. Cleveland Bourbonnais IL 60914
Crystal Comadi	503 S Cleveland Bourbonnais IL 60914
Frank Comadi	503 S Cleveland Bourbonnais, IL 60914
Amy Ingalls	135 Central New Lenox, IL 60451
Chris Falkner	11825 W. Pauling Rd Manhattan
Andy Hobbs	7121 175th Street Tinley Park IL 60477
Kelly Rice	3124 Olive Rd Homewood IL 60430

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Name

Address / City / State / Zip

Sue Jankowski 7418 W. Palos ^{Schaumburg} IL. 60463

Mary McMath 01274 Peter Rd. Winfield IL 60190

Roberta Conboy 19559 Kirkstone Way Mokena, IL 60448

Donna Nebel 12219 S. 44th Place Alsip, IL 60803

Jean Lamon 12417 S. Loveland Alsip, IL 60803

Maureen Fournier 5114 W. 100th St ^{Oak} ~~Lawrence~~ IL 60453

Judith Herwig 12432 45th Ave Alsip, IL 60803

Jim Sieph 6908 Westview Dr, Oak Forest, IL 6045

Liffamy Thomas 6428 W. 151st St. Oak Forest, IL 60452

Kim Hognit 4505 S Clinton Forest View, IL 60402

Wm Schrade 7570 CLAREMONT DR, TINLEY PARK 60477

Steve Erdos 501 Forest Glen Elgin 60137

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Name

Address / City / State / Zip

Sarah Danahy 2773 N. Seminary Chicago IL 60614

Joan Lenz 11809 S. Kildare Alsip IL 60803

Diane Neely 12116 S. James St Alsip, IL 60803

Peggy Duggan 10308 S. Kildare Oak Lawn, IL 60453

Annie Orrison 11744 S. Tripp Alsip, IL 60803

Carolyn Miller 4940 W. 121st Alsip, IL 60803

Laura J. Noble 9716 S. 52nd Ave Oak Lawn, IL 60453

Deborah A. Otto 15625 Orchard Island PK, IL 60462

Paula Thomas 14220 Schaeffer Ct. Lockport, IL 60441

Sherry Partman 8100 S. Octavia Bridgeview IL 60455

Cheryl Wagner 11245 S. Lamon Alsip, IL 60803

Jennifer Fugge 4219 Termunde Alsip, IL 60803

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Name

Address / City / State / Zip

Sherry Weiss
Sherry Weiss 31040 S. RIDGELAND PEOTONE IL 60468

Robert Weiss 31040 S. RIDGELAND PEOTONE ILL 60468

Julie Palmateer 261 S. 7th Ave Waukegan, IL 60011

J. Flora PO Box 464 Beecher, IL 60401

Pat Keza 25640 S. FIRESTONE DR. MONEE, IL 60449

Marnie Keza 5502 S. NOTTINGHAM CHIC, IL 60638

Rui Lin 31542 DRECKSLER RD PEOTONE IL 60468

~~James~~ Ramy J. Ahmed II 124 Elm St. Park Forest IL 60608

3363 S. LITVANIA CHICAGO IL

Alan Besh 1452 W. Cornish Pl Beecher IL 60401

ANDY HOLEC 25761 S. 80TH AV MONEE, IL 60449

Michael Perry 270 Nogwood Park Forest, IL 60466

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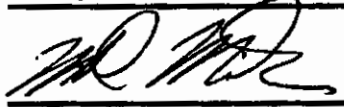
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Crystal Page	12344 Post Rd Palos Park IL 60464
Colette Finn	8278 Stonelenge Orland Park IL 60462
Dorothy Shipich	1717 Heider Ave. Crest Hill 60435
Bill Guntag	11647 K10th MOKENG
	4530 W CHURCH RD. PEOTONE IL 60468
Ken Rife	8065 Yorkline Ln. 60449 Monee-
Dolores Famello	1007 Teal Ave Peotone, IL 60468
Susan McArthur	15484 Lakeview, Manhattan IL 60442.
Barbara Younghusband	29251 S. Wallingford Rd Manhattan IL 60442
Carol Shapiro	25122 Eastern Manhattan IL 60442
Byron Chrisman	340 Hillside Rd. N.L.
Arthur Ross	25122 Eastern Av. Manhattan IL.

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Name

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GREG FRANKS 9544 McVICKER OAK LAWN ILL.

CHARLES COWLEY 246 WILLOW MOWENCE, ILL.

Nancy Weiselman 19729 S 114 Ave Mokena, IL 60448

Samuel W. Weiselman 19729 S. 114 ave Mokena IL 60448

Walter D. LaPlante 172 VALLEY HILL GRIFFIN IL 60504

George Dubenic 241 S. Anderson Rd. New Lenox, IL 60451

Dennis Jadin 11451 Wilmington Rd Peotone 60468

Kelly Jadin 11451 Wilmington Rd Peotone 60468

Joe Foudi 1312 W. Vincennes Ave, Chgo 74t 60411

Selina Massey 525 Charles St #6 Lockport 60441

L. J. Cunningham 5950 LAKEBLUFF DR Tinley Park, IL 60477

Susan Hoelzel 22011 Ridgeway Ave. Richton Park, IL 60471

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Louella Byrnes 1105 Michael Lockport IL 60441

Don Mahood 212 S. Rhye Peotone IL 60468

Susan Powell 402 W. Raddon Cote, IL 60417

Linda Brown PO Box 13 Steger, IL 60475

Mary Lou Bahr 231 Hillcrest Steger IL 60475

Allen Brown PO Box 13 Steger, IL 60475

Sue Karsten PO Box 842 Beecher IL 60401

Terry Becker 234E 322nd St Beecher IL 60401

Frank & Marlene Bok 59936 S. Kermore Beecher, IL 60401

Mary Nichols 205 So. Eastern Manhattan IL 60442

MIKE CLEVELAND 11833 KOMENSKY AVE ALSIP IL 60803

MARY CLEVELAND 11833 S. KOMENSKY AVE. ALSIP IL 60803

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Scz R. Petersen 19456 Hunter Trail Mokena, IL 60448

Samara R Peterson 19456 Hunter Trail Mokena IL 60448

Don Schmidt 17217 Oketo Tinley Park IL 60477

Geoff Schmidt 17217 Oketo Tinley Park IL 60477

JAMI RADTKE 695 W. 78th Ave Merrillville, IN 46411

Paul Nieland 24336 S. Harlem Monee IL 60449

David Schumacher 30651 S. Will Center Rd Peotone IL 60468

Mark DeHertogh 144th Street & 94th Ave Orland Park IL 60462

Patricia J. DeHertogh 144th St. & 94th Ave. Orland Park, IL 60462

Dave Kenna 27712 S. Klemme Crest Dr. 60417

Linda Neering - 13117 Osborne Cedar Lake Ind 46303

Frank J. Miner 542 Johnson Av. Frankfort IL 60423

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AL TAYLOR 501 W. JEFFERY MAINTEN 60950

Bernie Gray 20 CHOATE Park Forest IL 60466

CURTIS SPAGNOLA 3334 PHILLIPS Steger IL 60475

CHUCK COURVILLE 30831 S. WILL CENTER ILL. 60466

Heather Spagnola 10821 B. Lloyd Dr, North, IL 60482

Rosemary Tucker 10664 B.W. 9000 E Rd Grant Pk IL 60914

Ed Galyean SAME

Mike Paul 19901 PATRICIA L^{MS} MOKENA IL 60448

JOAN PASANELLA 17130 OKETO TINLEY PK 60477

David Ridenour 908 Bonnie Ln. Peotone, IL. 60468

MARK BRADFORD 3002 FAIRVIEW AVE SO CHICAGO HEIGHTS IL 60411

Donald H. Krom 8912 W. COUNTYLINE RD, PEOTONE, ILL. 60468

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Karanne Engstrand 3759 Mangamon St. Mokena, IL 60475

FRANK KRUSE 485 TALALA ST. PARK FOREST IL 60466

C. CLAYTON 24409 Laurel Ln Clete IL 60417

Pamela Tattersall 305 E. Wilson Peotone IL 60468

Don Tattersall 305 E. Wilson Peotone IL 60468

Budget Calum 2556 Klemmick Cute IL 60417

Jackie Calum 414 E North Peotone IL 60468

Leah Monahan 25610 Jon Quil Monee IL 60449

Ryan Monahan 25610 Jon Quil Monee IL 60449

Joseph T. Jandl 1760 TOWN LINE RD, WILMINGTON, IL 60481

J. H. Odum 22400 W. Kaskaskia River Dr, Wilmington, IL 60481

Shellen Cady 246 Wilbur Mokena, IL 60454

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Name

Address / City / State / Zip

Raymond J. Hobbs 10609 S. Keeler Ave Oak Lawn, Ill. 60453

Jane L. Hobbs " " " "

Rosanne M. Tadsen 9015 W. Joliet Rd, Peotone 60468

Janice Tadsen 9015 W. Joliet Rd Peotone 60468

Warren J. Attwood 28312 S. Western Ave. Beecher, 60401

Michelle Staal 1464 E. VAN DAM Road South Holland, IL 60473

Clarice Staal Westwood Ave Lansing, MI

Bret Staal 1464 E. VAN DAM Road South Holland IL 60473

Kathleen S. Kramer 8912 W. County Line Rd Peotone, IL 60468

John Spoma 28952 S. WESTERN AVE BEECHER, IL 60401

Angela Sauter Schmitt 17217 Okech Ave Tinley Park, IL 60477

Juanita Willis 3208 Emory Lane Rollins IL 60172

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Name

Address / City / State / Zip

JOHN BOCKER 32349 S. RATHBONE RD. PEORIA, IL 61608

DAVE KUSKE 1028 W 174th East Hazel Crest

CLAYTON HAYES 1428 E. COOK ST. JOLIET

MARIA LOISA 2341 W. CANAL ST. MONEE IL

BARBARA J. WADE 2528 W. 110th ST. CHgo IL 60655

JOHN R. WILSON 1220 SIOUX CT. NEW LENOX 60451

WENDY K SMITH 17848 W. THOMSON RD. WILMINGTON IL, 60481

JIM P. GATTI 1369 MILL ST. #2 CRETE IL 60417

EVON SCHMIDTKE 715 DUNBAR BEECHER, IL 60401

JOHN R. PALMER 8320 MONEE MANHATTAN RD. MONEE 60449

DOROTHY LYNN 6701 STEGER RD MONEE

JOE KRAUS 30743 S. KEDZIE AVE. BEECHER, IL 60401

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Because the state has experienced such dramatic budget deficits, the undersigned believes that one of the best places to cut costs would be through the elimination of the South Suburban Airport, a folly for more than fifteen years.

In addition to no more spending for the project, all related expenses, staffing, consulting, engineering, and others should halt. The third airport information clearinghouse, a South Suburban Project Office and any other entities related to the project should be closed. Contracts with all employees should be settled. Land owned by the State of Illinois should be sold, back to original owners where possible, (or turned into open spaces.) No further money should be expended for this project.

For the benefit of the all of the taxpayers of the State of Illinois, the undersigned believe that the proposal to build an airport in the PEOTONE AREA SHOULD END ONCE AND FOR ALL!

Name

Address / City / State / Zip

Ruth Larson 311 Canard Peotone, IL 60468

Roger Heldt 752 Miller St Beecher IL 60401

Donna Gaman 670 Frontier Sound Dr Bellingbrook IL

John Kowalewski 548 Phillips Beecher IL

Paul Lucas 15614 S 112th Ct Oak Park, IL 60467

Robert Burt 306 Bergton Crest 60417

Jacqueline Keenan 17531 Peninsula Grand Park 60467

Janet Wilke 7130 W. N. Peotone R. Peotone, IL 60468

Allyn Johnston 2184 Belmont Joliet, IL 60132

Don MECKLENBURG 530 YARMOUTH RD. ELK GROVE VILLAGE IL 60007

Stephanie Mecklenburg 485 S. Bartlett Rd Streamwood IL 60107

Don Mister 45 Sheffield Ct Streamwood, IL 60107

SIAND

Shut This Airport Nightmare Down
P.O. Box 433
Monee, IL 60449



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Name

Address / City / State / Zip

R. Trinit 28044 Cottage Grove Beach IL 60401

Paul Trinit 28044 COTTAGE GROVE BEACH IL 60401

Brian Bussey 447 Manor Dr Peotone IL 60468

Ulla Playcraft 1428 E. Cass Joliet IL 60432

Michael Walker 7333 Pauling Monee IL 60449

Lori Lewis 3234 S. Rathje Rd. Peotone, IL 60468

Jane Straton 1028 W. 174th St. E. Hazel Crest IL 60429

BUSSEN FRAUSTO 2341 W. CANAL ST MONEE IL.

Jonathan B. Zyl 5431 S. Harper Chicago, IL 60447

Margaret Ann 4134 Sumter Matteson, IL.

John C. Smith 17848 W. Thornton Rd Wilmington IL 60481

Dana Jones 1592 Mill Creek IL 60417

STAND

Shut This Airport Nightmare Down

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Monee, IL 60449



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Name

Address / City / State / Zip

Antoinette Stropus 2646 S Cherry Hill Manhattan 60442

Cur + Lou 9424 W. Pine Mokena

GEORGE DEERTZ 559 E. 17th ST Lockport, IL.

ALLAN GALASSINI 4850 W. 149th ST OAK FOREST, IL

Frank O'Block 11113 S. St Lawrence Chgo IL.

CHRISTINE BETTENHAUSEN P.O. Box 1123 PEOTONE IL 60468

Putte Gorkholm ~~15361 Sunflower Ct~~ 15361 Sunflower Ct

Diane Gell 15361 Sunflower Ct ORLANDO FL 32835

Walter Bell 33 Norway Manteno, IL

Walter Pandy 192 Norway MANTENO, IL

Don Newbury 819 Kent Ave Crete IL

Martin M. W. 7333 Paddy Monee IL.

STAND

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Name Address / City / State / Zip

James Fischer 13758 S. LAVERGUE 60445

DAN KERRIGAN 10 IVY ST JOLIET IL 60436

Ray Skis 26141 S. CHERRY HILL IL. 60442

June M. Cook 9424 W. Pine Mokena, IL 60448

Donna Ruth Rowing 15364 ORCHARD PARK IL 60462

Shelly Leech 15364 SUNFLOWER CT 11086149525 60462

John N. Leech 5306 S. MERARD Chicago IL 60638 1773 735-8359

Keith Karas 798 534 41669

Judy Tyman 815-936-9318

Theresa Pawelczak 192 NORWAY DR MANTENO

Aue Hasler 1322 FOXFORD LN ROCKFORD

Jim Hazard 10912 S. WAGER WILMINGTON

STAND

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Name

Address / City / State / Zip

Antonietta Jesolucki 714 Dix Hwy Peoria IL 60461

Janne Lloyd 174 Jackson Manteno 60952

Michael Michael 58 W Ward Lemont IL 60438

DERBY SANTONI 24508 So. 80th FRANKFORT, IL 60423

Theresa Santoni 24508 S. 80th Frankfort IL 60423

James E. Zeeman 6009 W Peotone Rd PEOTONE IL

John P. Bell 31461 So 104th PEOTONE IL

Jennifer Cochran 14522 Sherman Oshtemo IL

Ronald Lehar 9715 N 16950 E Rd. Grant Park IL 60940

John Scarth 526 Conrad St. Peotone IL 60468

Richard Johnson Box 631 Peotone, Illinois 60468-0631

JEAN DOWLING 526 CONRAD PEOTONE IL 60468

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Into  Tools  Print without Recipients

cynsurade@att.net

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

12/20/2003 01:45
AM GMT

bcc:


Subject: South Suburban Airport Tier 2 EIS: Comments for the record

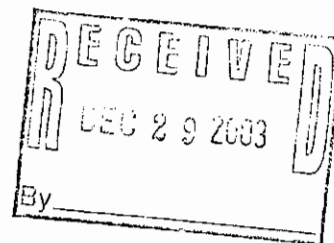
SP 00183

Mr
1/2

Please find attached comments for the public record regarding Tier 2 EIS for proposed South Suburban airport.

John Rademacher

 FAA comments 12 - 19 - 03.doc	Type: application/msword Name: FAA comments 12 - 19 - 03.doc
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JOHN J. RADEMACHER
ATTORNEY AT LAW

8035 N. Oconto Avenue
Niles, Illinois 60714
Phone: (847) 967-7565

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

December 19, 2003

Re: Proposed South Suburban Airport Tier 2 EIS

Dear Sir:

These comments are provided pursuant to FAA Notice and are submitted for the record.

May I say simply that "the Emperor has no clothes." [The airport project proposed for Peotone and Beecher in Eastern Will County, Illinois is unsound for a wide variety of reasons, many of which you heard on December 3, 2003 at Governors State University:]

1-26

1. The area consists of fertile farmland including glacially deposited Drummer Soil (Illinois' official state soil) 14 inches deep and recognized by state conservationist Bill Gradle as being crucial to "our quality of life and our future. It is arguably one of the best, if not the best, soils in the world." Even former Governor George Ryan frequently opined on the importance of agriculture to Illinois. Eastern Will County is a rich agricultural region.]

15-3

2. The "Inaugural" facility with its runways and acres of buildings under roof will sit like a dam amidst the Exline Slough and interconnected creeks and streams, will destroy drainage in the immediate area and into Kankakee County and will add pollutants throughout the watershed.] 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.]

9-1

27-17

3. Loss of habitat for migratory birds.]

13-4

4. Destruction of archaeological anomalies and artifacts.]

11-3

And all of these adverse environmental effects will be realized even if the "Inaugural" airport is never used, which is the most likely scenario. 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

29-63

cannot be grasped simply by examining aerial maps, engineers' 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. It is catastrophic, in my mind, to devastate an environmentally rich agricultural region such as this for an unsustainable airport.] 15-4

[In the view of many, there never has been a need for this airport, again for a variety of reasons including:

- a. The presence of O'Hare, which will expand.
- b. The viability of Gary/Chicago Airport already years ahead of "Peotone."] - 11
- c. Midway is up and running and vastly improved.
- d. Rockford and Mitchell Field are up and running.]

[In a related concern why, in fact, has there never been a public hearing in Peotone itself?] 21-6
It has large fairground and atrium facilities adequate to sponsor large attendance. It is very proximate to the people most adversely impacted by this proposal. Other than University Park, I do not believe one meeting or public hearing on this matter (including any held by Governor Ryan's office or IDOT) was held outside Cook County which certainly served the convenience of the South Suburban and Northwest Suburban politicians, mayors and their followers. [I think the decision to not sponsor a single hearing in Peotone, Beecher or Monee was unfortunate.] 21-6

[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 the loss to the region if the airport is never used] 6-36

Will County has experienced as good or better job and economic growth as the other "collar" counties and Cook County since 2000 without an "Inaugural" airport. Why is that bad for the region?.

The proponents submit their overwhelming economic "growth" figures to bolster their novel theory that such an economic hypothesis trumps environmental and quality of life concerns. [According to the Chicago Tribune (12/04/03), airport supporters at the December 3 public hearing argued that "any adverse environmental impact would be more than 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.] That is progress. But their assertion that the supposed economic juggernaut to be created by this project will more than offset environmental problems is a red herring. [Just how would that work] 27-9

– expanding (allegedly) the economy at the expense of the environment, thousands of farms and homes and thousands of acres of irreplaceable topsoil? I do not believe that is the legal standard for this EIS exercise.

15-3

The environmental and quality of life concerns are objective and demonstrable while the economic arguments are just that – arguments. In light of the other substantial concerns with this airport proposal raised at the December 3, 2003 hearings (and at the October 4, 2001 hearings), the economic claims of what this airport might produce must be dismissed. The proponents' announced goal of promoting economic development must not be allowed to outweigh the numerous other more serious, weightier environmental issues associated with this project and the negative economic impact they will create.

6-28

I also think you need to be keenly aware that the "Peotone" airport issue is in front of you because of local politics which were eventually carried to Capitol Hill. At the core is a battle being waged by Northwest Suburban and South Suburban mayors, legislators and congressmen whose only goal is to thwart the City of Chicago and Mayor Daley's plan to improve, expand and modernize the world's largest and best run airport, O'Hare Airport. 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. If it really is only about building a desperately needed airport (but can wait ten years to bring on line!), just to go along with the charade, then do the logical thing and expand Gary/Chicago Airport or expand Kankakee Municipal which has, I believe, runways comparable to Midway already. Peotone has no runways and should never have any.

29-64

1-11

The proponents have no state or federal authority or financial backing and have turned to private investors (with help from Northwest Suburban mayors) to fund studies to entice private interests to finance the building of what is best described as a "private" airport. IDOT now admits to Monee area landowners that "mistakes were made" in acquiring land and announcing IDOT's intent to take other private properties over the past two years. Former Governor George Ryan was adamantly in favor of an airport at Peotone and during his tenure IDOT and its engineer agents proceeded to demand that landowners negotiate with them or else their "office will re-instate the Eminent Domain proceedings." (Emphasis added.) This is a clear threat designed to intimidate landowners into moving against their own best interests and to ratchet up the state's leverage against neighboring landowners to acquire more land in a swift and advantageous manner. This is not the intent of Illinois law (SWIDA v. National City, IL Supreme Court, 2002). Those properties never should have been acquired as the state had no authority to do so.

Whatever this new group of private promoters calls itself, it is certainly not an impartial government agency with authority to acquire lands for an airport. What this says to me is that there is clearly no public convenience, necessity or public use for taking or

1-41

Denis Rewerts
December 19, 2003
Page 4

threatening to take private lands for an airport in Peotone, and, because this is true, the EIS process should be terminated and abandoned. /

Allow the true economy of Eastern Will County to be revived. Not to do so is to effectively preserve a status quo that is harmful to the economic rights and interests of all landowners in the vicinity of the "footprint." Finally, let us not create Mascoutah II at "Peotone." After it was built, no one came. The air carriers have told us many times they will not come to "Peotone" either. /

6-37

1-42

1-22

Thank you for the opportunity to comment on these proceedings.

Very Truly Yours,

New Memo Forward Reply Edit Delete Go to Copy Info Tools Print without Recipients

"Jim Sweeney"
<jpbiod@jorsm.com>

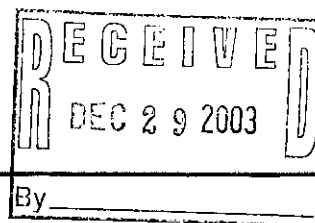
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

Subject: Peotone airport

12/22/2003 10:53 AM
EST



FYI— a hard copy is in the mail

JS

Denis Rewerts
FAA, Chicago Airports District

December 18, 2003

Please add our comments to public comments regarding the Environmental Impact Statement of the proposed Peotone airport.

The Indiana Division of the Izaak Walton League, would like to comment on the scope and extent of environmental issues that must be addressed before the airport is allowed to proceed.

[Environmental concerns need to be defined and addressed regarding the cumulative impact of the entire airport, the Illiana Expressway proposal, and all the resulting development.] This development can not be ignored, indeed, it is the main force behind the airport in the first place.

[The EIS must address the physical impact of the airport and attendant development, the loss of wetlands and riparian areas, runoff from impervious surfaces, water quality, air quality from the air and car and truck traffic, the loss of habitat and green space and this impact on plant and animal species of concern in Illinois.]

[Because of the federal permits needed, the impact in Indiana must also be addressed regarding air quality in northwest Indiana.] We are already non-attainment and the airport would just about guarantee that we would never be able to meet clean air standards.

Several tributaries of the Kankakee River flow through the footprint of the Peotone airport. The Kankakee is one of the cleanest river in Illinois and has most of its original biological diversity. [Polluted water and sedimentation from runoff will have a dramatic impact on the river and must be addressed in the EIS.]

[The Gary airport already exists and should be utilized instead of building on top of some of the best farmland in the United States.]

Jim Sweeney
Kankakee River Committee
Indiana Division Izaak Walton League
c/o 1773 Selo Dr.
Schererville, IN 46375
219-322-7239

23-28

23-28

7-5

9-5

1-6

Scoping Comments

Original in the mail

SP00185

Page 1 of 2

Nov 1/5

December 19, 2003

Mr. Denis Rewerts
Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Proposed South Suburban Airport
Tier 2 EIS Scoping

Dear Mr. Rewerts:

Please accept these comments on behalf of the 27,000 members of the Sierra Club, Illinois Chapter, who are committed to protecting Illinois' environment for our families and our future.

Sierra Club believes that 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. 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. 29-50 23-27

Therefore, 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. Indeed, 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. 23-28 23-29

For the purposes of our comments, please interpret the project area to include all of these counties.

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. 29-51

Some of the environmental questions that must be answered include:

Water Resources

Where will the water to supply this massive urbanization come from? What will be the impacts on the drawdown of the ground or surface water resources?

Where will rapidly growing communities discharge their treated wastewater? What are the expected water quality impacts on the Kankakee, Mazon, Vermillion, Iroquois, and Des Plaines River watersheds, including all of their tributaries? 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 loadings of phosphorus and other nutrients. 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. 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. 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. 9-3 9-31 9-32 9-33 9-34

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. 9-35

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. 9-36

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. 9-37 12-8 13-7

Habitat

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? 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. 12-9 14-5

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? 10-9

How will similar changes in the real estate market affect other conservation land acquisition efforts by federal, state, and local agencies? 5-6

Air Quality

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. Please include in your analysis all projected expansions to interstate highways and arterial roads necessitated, encouraged, or accelerated by the project. 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. 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. 7-11 27-18 7-12 7-13

7-3

What will be the impacts of aircraft and airport operations on regional and local air quality?

Alternatives

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.

2-35

Thank you for your attention to these and other questions as you prepare the Teir 2 EIS. If this process does not provide answers to these questions, then it is apparent that no one will.

Sincerely,
Jack Darin
Director

 New Memo
  Forward
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Jack Darin
 <jack.darin@sierraclub.org>

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA

cc:

bcc:

12/19/2003 10:37 AM

Subject: Scoping Comments

Original in the mail

December 19, 2003

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 Federal Aviation Administration
 2300 East Devon Avenue
 Des Plaines, Illinois 60018

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"Leland Freberg"
<lfcfa@hotmail.com>

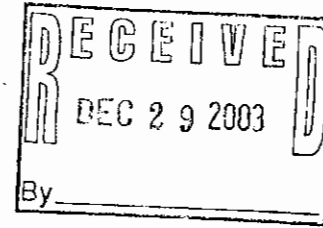
To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc: bob@flyrfd.com
bcc:

12/19/2003 01:36 PM

Subject: Tier II Environmental Impact

SP 00186

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



Re: Proposed airport at Peotone, IL.

Dear Mr. Rewerts:

I am strongly opposed to the development and construction of the proposed airport at Peotone, Illinois.]

*[Common sense would dictate that the investments in existing regional airports be utilized to their fullest potential before considering a new airport in the Chicago area. Anything else is fiscally irresponsible. Considerable unutilized capacity exists not only in Milwaukee but also in Gary, Indiana and Rockford, Illinois.]

*[The proposed Peotone airport is not desired by the airline industry, even before 9/11/01 much less in the environment after 9/11/01. Don't forget that we already have an excellent example of a "white elephant" airport in Southern Illinois - Mid America Airport, which sits largely unused.]

*[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. RFD can also serve the needs of Northern Illinois, Southern Wisconsin, and Eastern Iowa. The airport is already serving the forementioned areas 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.]

[In summary, I recommend discontinuing the spending of precious taxpayer funds on Peotone, utilize RFD and other existing airports in serving the current and future demand, and consider a passenger rail system which links the airports in Chicago, Rockford, Milwaukee, and Gary in a efficient manner both in terms of transportation and fiscal responsibility.]

Sincerely,

Leland L. Freberg
Rockford, Illinois

1-26

1-11

1-22

2-36

2-35

2125 W. North Avenue
Chicago, IL 60647
Phone: (773) 278-4800 x119
FAX: (773) 278-3840



11/17/11
16 1/7
SP00187

Fax

To: Denis Rowerts From: Janice Metzger
Fax: 847 294-7046 Pages: 10 plus cover
Phone: _____ Date: 12/19/03
Re: _____ CC: _____

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December 19, 2003

Mr. Denis Rewerts, P.E.
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue, Room 312
Des Plaines, IL 60018

BY FAX: (847) 294-7046 and e-mail: 7-AGL-SSA-EIS-PROJECT@FAA.GOV

Subject: Tier Two EIS for Proposed South Suburban Airport

Dear Mr. Rewerts:

Thank you for the opportunity to comment on the Tier Two Environmental Impact Statement for the proposed Inaugural Airport in Will County. We are especially interested in how the sponsors of the project will portray the second and third of the three criteria outlined in the scoping document, namely:

- alternatives to be explored and evaluated and those that may be eliminated,
- key or significant environmental issues to be studied in the EIS.

Neither the alternatives nor the environmental costs have been adequately dealt with in any previous planning conducted by the Illinois Department of Transportation. Unfortunately, some of the planning products have obscured rather than illuminated the assets and challenges.

We document below a few past instances of data and analyses that were distorted to fit the desired outcome, lest there is any question about why the FAA needs to very carefully monitor this process.

- 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 distant from the city center (p. 41). Five miles may seem a trivial difference, but consider the five mile differential in light of the Draft EIS's discussion of airport distances from CBDs:



STRATEGIES FOR LIVABLE COMMUNITIES

A few, such as Washington (Dulles) and Denver, are located at distances slightly greater than 20 miles. At a few international locations, such as Montreal, Tokyo and Kuala Lumpur, new airports have been situated at distances up to 40 miles from the CBD. (3-12)

- The 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). "This vegetative zone would also contain a bike trail for recreation purposes and would provide a wildlife corridor linking Raccoon Grove Nature Preserve and Monee Reservoir on the west to Goodenow Grove Nature Preserve on the east." (p. 51)

Alternatives

The proposal to build a sixth airport in the region ignores important investments already made and planned with federal funds. It will have serious detrimental effects on existing residents and the agricultural industry in Will County. The proposed airport would be the sixth major airport at the southwest tip of Lake Michigan. It is proposed as the result of limited vision, a failure to work in partnership with adjoining states to better utilize their airports. Improved surface transportation to the Gary-Chicago Regional Airport, Milwaukee Mitchell Field and the underutilized Greater Rockford Airport, as well as to Chicago Midway and Chicago O'Hare would allow the federal government to better capitalize on investments already made. Lake County, IL citizens are already voting with their feet by using Milwaukee Mitchell Field, an out-of-state airport. The fact that it is closer and smaller than O'Hare is what matters, not in what state it is. The Gary-Chicago Regional Airport is closer to population centers in northeastern Illinois than this proposed sixth airport and would provide greater choice to a greater number of people.

We suggest that the following be considered during the FAA's review of the airport.

First, to truly measure the Socioeconomic Impacts and the Cumulative Impacts, the right geographic area must be the basis for all analyses. The region for intercity air-travel is actually a tri-state area stretching from southern Wisconsin through northeastern Illinois to northwestern Indiana. Therefore, this airport should be considered as the 6th airport in a strongly linked socioeconomic and geographic area, not a 3rd airport. Considering the existing five airports, versus two airports, will change the results of your study in many areas.

Other federal programs for transportation, planning, and economic analysis recognize the multi state area as a region. To consider the South Suburban airport as only the third regional airport would negate the reasoning behind the other federal programs that identify the region much more broadly. Additionally, air travel has a broader range than other issues that define a region. Whereas land use planning might be confined to the six counties in the Northeastern portion of Illinois, but even that is changing, intercity travel should address a greater area, including the

northwest portion of Indiana, the northwest portion of Illinois and the southern area of Wisconsin.

The following is a list of programs that recognize a larger area as the "region" for long and short term federal planning, funding and analysis:

1. **Intelligent Transportation Systems (ITS) Priority Corridor:** The goals of the ITS Priority Corridors were to test and deploy ITS systems to assess how they can improve operational efficiency, reduce regulatory burden, improve commercial productivity, improve safety and enhance motorist and traveler performance. The ITS Priority Corridors were selected according to a number of specific criteria. Severe or extreme ozone non-attainment was the primary criterion. In 1993, the U.S. Department of Transportation selected Houston, Southern California, Gary/Chicago/Milwaukee and I-95 Northeast Corridor as the ITS Priority Corridors.
(<http://www.fta.dot.gov/research/fleet/its/pricor.htm>).
2. **Federally Designated High Speed Rail Corridors:** There are five high-speed rail corridors authorized under ISTEA and six under TEA-21 for a total of eleven corridors. To date the Department of Transportation has designated ten corridors and numerous corridor extensions. The corridor in the Midwest is the "Chicago Hub" with branches into eight states. The Chicago Hub corridor has successfully added extensions and stops to cities in the Midwest from its beginning designation in 1991 under ISTEA to its current designation. The route is now intended to service these ten major cities: Chicago, Twin Cities, St. Louis, Kansas City, Detroit, Cleveland, Columbus, Cincinnati, Louisville, Indianapolis. The HSR Chicago Hub network will be an integral component of the larger Midwest Regional Rail Initiative.
3. **Bureau of Economic Analysis: BEA Economic Areas:** BEA Region number 64 includes 26 Midwest area airports, including O'Hare, Midway, Greater Rockford, Gary Regional, Palwaukee, and Kenosha. Milwaukee Mitchell is not included but is in the adjacent BEA, number 63. The regional classifications, which were developed in the mid-1950s, are based on the homogeneity of the states in terms of economic characteristics, such as the industrial composition of the labor force, and in terms of demographic, social, and cultural characteristics. BEAs are used for economic analysis.
4. **The Tri-State Regional Accord:** In April, 2002, four state regional planning agencies (NIPC, CATS, NIRPC, SEWRPC) from three states signed the nation's first tri-state regional planning accord. A mayor from the area stated "The four agencies signing the accord acknowledge that the multi-state region is characterized by socio-economic-environmental interdependence".

When studying Section V. Alternatives, a new capacity study and revised demand projections should be conducted. The previous capacity study was finished in 1988 and therefore did not include and account for the events and advancements in the last 15 years that will and have had an impact on capacity, including changes at the region's airports, in airline economics, in airport and air traffic technology, in rail plans, and the nation's economy. Specifically, the following list refers to some of the changes that should be taken into account for updated capacity and need studies:

1. Existing and planned rail assets

Currently, the Midwest is the rail hub for the U.S. and serves 1.5 million passengers a year in eight Midwest states. However, the area has been designated as a high speed rail corridor, The Chicago Hub, and the resulting plans, coordinated through the Midwest Regional Rail Initiative (MWRRI), are expected to expand the ridership to 9.2M passengers by 2010 at a cost of \$4.5B. This federally designated entity's projections and plans should be considered for the alternatives portion of the EIS. While poor performance and declining investments in the existing rail assets have led to rail's low share of the intercity travel market, the plans, financing mechanisms, committed funds, and supporting laws to improve the capacity and service of the rail system in the region will result in additional rail lines at faster speeds with increased frequencies and direct connections to airports.

Such a system will free up substantial capacity at the region's existing airports. Of the total ridership in the larger Midwest, about one third of the projected passengers, 3 Million, will originate from the NE Illinois - SE Wisconsin - NW Indiana region. This ridership is slightly less than half of the passengers Midway currently handles or one tenth of O'Hare's annual passengers. Yet, 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, from Midway, O'Hare, and Milwaukee, were for distances less than 500 miles away. This translates into roughly 13 million passengers per year that could alternatively travel by rail. If the improved rail system is also coordinated with air schedules, so passengers can use rail as a portion of a two or three leg trip in combination with air, as it is currently practiced by customers of Continental Airlines and Amtrak at the Newark International airport, additional passengers could also be diverted to rail. The MWRRI's estimated 9.2 million passengers is a forecast, it is not maximum capacity. If more funds were diverted to help establish a quality rail system, rather than a sixth airport, the number of passengers choosing rail over air for short distance trips would be higher. Additional funds to the rail program would also help to guarantee, and possibly advance, the pace of development of the proposed rail program.

2-37

2. New technologies in aviation:

Airlines, aeronautical/aviation engineers, and the FAA are making changes and improvements to airline schedules, airplanes, air traffic control, and other airport processes and technologies that will result in increased capacity at currently overburdened airports, including O'Hare.

- The FAA Delay Task Force Programs: Through the FAA, as the result of the FAA Airport Capacity Benchmark Report in 2001, several studies were commissioned at the nation's busiest airports with the highest delays. The O'Hare 2002 report recommended 47 options to increase flight capacity and reduce flight delays at O'Hare. 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 flight and passenger capacity.
- 28-33

- New airplanes that are more fuel efficient, carry more passengers, and have longer ranges may also reduce the number of flights at hub airports. Airplanes such as the Airbus A380 or the proposed Boeing 7E7 Dreamliner (scheduled for release after 2008), will allow airlines to schedule more cross country trips without stopping to refuel in hubs like O'Hare. Carrying more passengers at a time may also allow the airlines to reduce the number of flights per day for a city pair and still meet demand, lowering the number of operations at the origin and destination airports.

3. **New business models in the airline industry as a result of changes in the economy**

The airline industry has suffered tremendously since the September 2001 attacks on the World Trade Center. Losses in passengers and revenues have led to airline bankruptcies, corporate downsizing, schedule reductions, and gate-lease renegotiations with airports. While the industry is expected to bounce back in several years, it is no longer expected to grow at the rate forecasted prior to September 2001. The FAA and Airports Council International recognize this and both have since adjusted their forecasts for passenger growth. Additionally, some of the changes the airlines and airports have made to survive this crisis may be permanent rather than temporary measures; cost reductions have been needed in this industry for decades.

- **Discount carriers:** Airlines like JetBlue, Southwest, and ATA have gained a larger share of the air travel market across the country and industry experts expect this trend to continue. Part of the discount-airline low-cost strategy is the use of secondary medium or small hub airports rather than the more expensive large hub airports. Midway Airport's growth is in part due to Southwest Airline's hub and exemplifies this strategy. As more people opt for the lower cost airlines and the airlines continue to occupy the smaller airports in the region, such as Midway, Gary, Milwaukee, or Rockford, the rate of passenger growth at O'Hare may decline. Already, passenger enplanements at O'Hare from 1999 to 2002 declined by 7.4%. Over the same period, passenger enplanements increased at Midway by 21.1%
- **Regional Jets:** In addition to higher capacity, longer range jets, the airline industry is also opting for smaller more fuel efficient jets for short to mid-range distances, up to 1,200 mile flights. Several airlines have canceled their leases or retired their large aircraft and have replaced them with regional jets. Regional jets at large hub airports have increased by 76% since 1999. Regional jets are less expensive to fly because they require fewer staff, they have lower landing fees, and they are more likely to sell-out. The higher load factors increase the revenue per passenger per flight. Additionally, regional jets can also fly into smaller airports as they do not require the longer runways or other facilities demanded by larger aircraft. This reduces the need to route passengers through hub airports, allowing more direct flights between smaller airports. This issue should be addressed when studying the capacity and projected operations of all airports in the region. It should also be considered when figuring the economics of a newer airport. The shift to regional jets lowers revenue for airports: lower aircraft weight means lower landing fees and lower fuel tax revenue, fewer passengers means fewer PFC's and lower non-aeronautical fees.
- **Gate leases:** At large hub airports with a dominant carrier, that carrier generally has contracted rights to a high percentage of the airport's gates. Often, the gates sit empty but because of the air carrier's lease rights, the airports are not always allowed

to let other airlines use those gates. This leads to overcrowding and lines for other gates causing delays. However, as air carriers restructure financially and are not able to afford numerous long-term gate leases, they are renegotiating their gate leases. As a result, airports are securing more favorable circumstances in which they are able to permit competitor airlines to use the empty gates. This could have substantial impact on the gate capacity at O'Hare since their two dominant carriers, American and United, are both undergoing severe financial difficulty.

- **Business Travel:** The advent and improvements in telecommuting and video conferencing, especially since the original capacity study in 1988, has allowed electronic conferencing to replace face to face business meetings. The downturn in the economy has also led to a reduction in business travel. According to Business Travel News magazine, "The 100 companies that spend the most on trips have cut their travel budgets by 27 percent since 2001 in response to a downturn in the economy, the rise of terrorism and war with Iraq." Business travel has dropped from 50% of air travel to approximately 15%. From the airport's perspective, this significantly reduces flights at peak travel times. If more trips are for leisure, passengers are more flexible and don't require trips at the beginning and end of the business day allowing the flights to be more evenly distributed throughout the day. Airports won't need to accommodate such high peaks and instead can build to accommodate a flatter flight schedule.

4. **Capital and Commercial Activity plans for the other regional airports.**

Approved capital projects, and proposed increases in commercial activity, at the other five (or six with Southbend) regional airports will increase their capacity, reduce delays, and increase total operations. These projects were not in the planning stages when the 1988 capacity study was conducted and therefore the new alternative study should incorporate these capital improvements into a new capacity study for the region. By 2015, without major Peotone or major improvements to Gary and Rockford, the five existing regional airports are expected to handle 72,300,000 enplanements per year. With the Inaugural Peotone, the region would handle just one million more enplanements. With improvements to the existing airports of Gary and Rockford, the region could handle 101,200,000, which is 28,899,705 more enplanements than the addition of Peotone would achieve.

- **World Gateway Project:** a \$3B project to construct two new terminals
- **O'Hare Modernization-** a \$6B project to handle twice as many passengers as it currently does, 76 million versus 31.7 million. At the current rate of growth at O'Hare, -7.4% from 1999-2002, it may be years or decades before O'Hare reaches future capacity.
- **Gary/Chicago Airport:** According to the FAA NPAIS report, an airport with a single runway can handle over 200,000 operations annually, which is 548 flights per day and approximately 15-24 million passengers a year, depending on seats per flight. Other studies of Gary Airport have estimated a capacity of 150,000 flights per year. In 2002, Gary had just 8,275 enplanements. Using these figures, Gary is operating at just 0.05% of its total capacity. Using Gary airport also has significant surface transportation advantages and could improve the congestion on the roads in the south and southeast Chicago suburbs. Airport traffic to and from Midway and O'Hare

could be diverted to northwest Indiana. Traffic scenarios should consider this diversion.

- **Greater Rockford Airport:** despite improvements and the desire to increase traffic at the Greater Rockford airport, it is also drastically underutilized, handling only 1,406 passengers in 2002, down from 32,608 passengers in 1999. Using the same capacity estimating figures used in the Gary estimate above, Rockford is potentially operating at 0.01% of its capacity.
- **General Mitchell International Airport:** Milwaukee airport is in the process of connecting Amtrak services to its airport. This will allow passengers to take the train to Milwaukee airport then fly to their final destination. Feasibly, passengers from both the north and south sides of Chicago could use the train to take a flight out of Milwaukee instead of using O'Hare or Midway. A 90-120 minute train ride from the Chicago region to the Milwaukee airport is competitive with the time it would take to drive to O'Hare or Midway from Ford Heights, then park, check-in and arrive an hour early.
- **South Bend Regional Airport:** This airport has already added a commuter rail and intercity rail stop at their airport. This additional intermodal capability, accompanied by more commercial air service, could also divert traffic from O'Hare and Midway.

Economic Impact

Other attempts at new airports in regions with other dominant airports, such as Mascoutah, IL, have not been successful. Additionally, new airports without competitors, such as Denver, are facing poor fiscal conditions.

An initial issue which must realistically be considered is possible carriers for the airports. Airports cannot survive without carriers and currently the existing air carriers are not looking for new airports. Most, if not all, are in a financial position to help fund a new airport. In contrast, several existing airlines have already signed long-term lease agreements and have committed to capital programs--albeit in smaller amounts than originally planned--at existing airports; United and American are helping to fund the O'Hare Modernization program.

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.

1243

Energy Supply and Air Quality

Before any attempts are made to address the region's intercity travel needs by building another airport and adding more flights, the energy efficiency of travel modes should be considered. Inherently, rail and intercity bus are much more efficient than either air or auto. Overall, airplanes are the most energy intensive form of travel. The table below compares the energy intensity of transportation modes.

Passenger Travel and Energy Use					
	Intercity Bus	Intercity Rail	Autos	Air Cert. Route	Personal Trucks
Btu/passenger-mile (Load factor)	964 (n/av)	1,800 (20)	3,149 (1.8)	3,795 (88)	3,908 (1.8)

Sources: "American Travel Survey", BTS 1995; "Transportation Energy Data Book", Ed. 22 U.S. DOE; Emission factors, U.S. EPA, "G-7 Countries; Transportation Statistics" U.S. DOT, BTS Nov. 1999.

Note: Rail energy use based on U.S. BTS/DOE 2000 data, btus/passenger for intercity rail and Amtrak's 2000 system wide average occupancy per car, approximately 20 passengers rather than 15.

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 emissions 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. 7-15

Given federal mandates for air quality standards and for energy conservation, transportation funds should be directed at the mode that can perform the same service, but is most energy efficient.

Environmental Justice

In addition to the detrimental effects of the airport itself on existing communities in rural Will County, we are extremely concerned with the implications for surface transportation and the social, socioeconomic and induced socioeconomic consequences of constructing this airport on existing communities in Chicago and south Cook County. Recently a suit against the Department was announced because communities along the Dan Ryan Expressway believe that IDOT plans breach environmental justice law and policy. It is poor stewardship of public resources to abandon communities the taxpayers have invested in while trying to create a job generator in a cornfield. We postulate that this airport will either be spectacularly unsuccessful (wasteful, expensive, underutilized) or if "successful" will suck the remaining life out of south Cook County communities in which we should be re-investing.

In addition, 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, be to 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 than 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. 1-44

Residential and Business Relocations

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 represented by 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. 5-7

Socioeconomic Impacts

The five municipalities surrounding the airport all depend upon groundwater for their water supplies and are projected to continue to depend on them in the future. The two reports "Water Supply Management Options for Northeastern Illinois", Illinois/Indiana Sea Grants College Program, University of Illinois at Chicago, 2001, and "Strategic Plan for Water Resource Management", Northeastern Illinois Planning Commission, 2002, are instructive. They indicate that there is ample shallow groundwater in the area for the future, but do not project anywhere near the population growth that is not only projected, but counted on, for the Ultimate Airport. The reports also discuss the concern with limited future growth prospects for water withdrawals from the Kankakee River. The issue of availability of secure water for the airport, future growth, and secondary growth effects must be dealt with realistically, since water supplies may not be flexible. 9-1

Water Quality

The stormwater and wastewater from any future airport and nearby population growth must be accommodated by one or more of several streams that originate in the project area. Three of these streams flow north through high quality natural areas and populated areas into the Little Calumet River. Four of the streams flow south into the Kankakee River. The addition of large, constant flows from sewage treatment plants and detention basins into the upper reaches of any of these streams will have profound effects on their morphology and habitat. Below are brief summaries of issues that must be addressed for any of the streams that will be affected by the airport proposal. 9-3

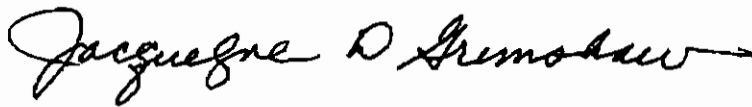
- Thorn Creek drains the northwest corner of the Ultimate Airport and nearby areas. The stream flows for most of its length through forest preserves, including a dedicated Illinois Nature Preserve. It flows through the city center of Chicago Heights. Additional flows will have severe effects on the stream through erosion and will overwhelm the ecology of the upper reaches.
- Deer Creek drains most of the northern portion of the Ultimate Airport and nearby areas. The stream flows through the villages of University Park, Crete and Ford Heights, which is looking forward to flood relief from a major project that would be impacted by additional flows from the airport. Residents of these communities would be in a position to challenge any attempt to add major new flows to their streams.
- Plum Creek drains the northeastern portion of the Ultimate Airport and nearby areas. It flows through high quality forest preserves into Indiana, where Hart Ditch has been constructed to relieve existing flood hazards. Additional water would seriously affect all of these areas.
- Rock Creek, Black Walnut Creek, the South Branch of Rock Creek, and Exline Slough drain the Inaugural Airport and the southern portions of the Ultimate Airport. All these streams are of high quality and drain through farmland to the Kankakee River, which is a regional source of drinking water.

Conclusions

We have a long history of attempting to help IDOT conduct meaningful public involvement processes on less contentious issues. Because of our extensive knowledge of deficiencies in the area of public involvement, we are very skeptical about IDOT's ability to conduct a good faith public involvement effort that meets the letter or the spirit of NEPA.

In sum this project is unnecessary, unwieldy, based on faulty and outdated premises, destructive to human and biotic communities, will exacerbate inequalities in the region and will deplete resources needed to maintain existing investments. The federal government and the taxpayers of Illinois deserve better stewardship of their funds. 1-31

Sincerely,



Jacquelyn D. Grimshaw, Vice President for Policy

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EST

Subject: No Third Airport

Mr 1/2

Hi. I don't believe that you need to hear any more about environmental issues about this proposed site. There is enough to make your head spin! To spin it around the other way, let me tell you about how it is nothing more than a land scam for developers, after all, is it not the developers that are trying to get the land from the tax payers? What they, the developers do is what they do best, and that is stealing. From us taxpayers. The scheme is what they call is land flips. Once they acquired the almost free land from the State, they turn around and sell it for more to a bogus company, then to another and so on till they make a 1000% profit! Why else would anyone want this land? Not for an airport, too many around now. There are of course! The Gary/Chicago in Indiana, very close to Chicago, with roads and trains and even boats if needed already there, the Mitchell Field in Wisconsin, and Midway and the enlarged O'Hare International Airport.

What more is there to say? It's about money not jobs! Thank you, Michael a. Brown

26115 S. Victoria Lane
Crete, IL. 60417
708-672-8628

1-11

The state's secret land deals

December 31, 2003

Federal corruption charges against former Gov. George Ryan and his lobbyist friend Larry Warner bring to light a staple of Illinois politics: the secret real estate deal. Despite attempts at reform, it's still too easy for hidden owners of land to do profitable business with state and local governments.

Questions have been raised in the past about who bought and sold land designated for the proposed Peotone airport, Illinois toll highways and a moribund casino project in Rosemont. In the Ryan and Warner indictment unveiled this month, federal authorities allege that Warner held hidden, substantial stakes in property leased by the Illinois secretary of state.

The perception that hidden owners--presumably linked to public officials--reap fortunes from sweetheart land deals has given rise in Illinois to fine-sounding laws. For instance, the state's Public Officer Prohibited Activities Act, which governs the actions of public officials, says that before the state or local government buys or rents a piece of property, every owner or beneficiary with more than a 7 1/2 percent stake in the property "must be disclosed." The law states that it "shall be liberally construed to accomplish the purpose of requiring the identification of the actual parties" who cash in on public real estate deals. The disclosures are supposed to be in writing and under oath.

In practice, however, the law seemingly counts for little. Take, for example, a building at 605 Maple Road in Joliet that was rented by the secretary of state's office under George Ryan and then under his successor, Jesse White. (The lease was abruptly canceled this month.)

In 1994, as the Tribune reported three years ago, a group nominally headed by landlord Jerome Purze bought the building, once used as a railroad office, for \$202,000. That same year, the state leased the office for an ungodly sum, paying \$222,000 in rent the first year. Federal authorities now charge that the property had secret ownership ties to Warner that brought him \$387,500 from 1995 to 1999.

State officials to this day maintain they do not know all owners of the property--that is, the identities of any other hidden investors.

The real owners remain shrouded behind an all-too-common, Russian doll-style series of corporations. On paper, the property is owned by Joliet Maple Limited Liability Corporation. Joliet Maple is partly owned by Purze, who has been listed as having a 10 percent ownership stake in the property, according to White's office. The big owner has been listed as Joliet Office Center Ltd., whose shareholders remain a mystery, according to White's office.

"Our problem is in that third level, we don't know who the players are," White's assistant general counsel, Terrence J. McConville, told the Tribune. "We're the repository of corporate information and we still aren't privy to who the actual shareholders are of that corporation."

McConville says that, technically, the owners of the property complied with state disclosure law, since the law recognizes corporations as "persons." The office of Illinois Atty. Gen. Lisa Madigan disagrees, insisting that existing law allows the state to pierce the corporate veil to ascertain flesh-and-blood owners behind any real estate deal with the state.

The legislature needs to clear up what should be a basic point: Any time government buys or leases property, the public deserves to know who benefits from the deal.

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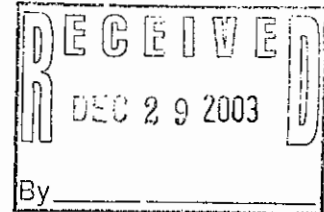
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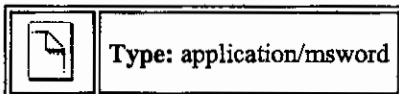
> Tier Two EIS for Proposed South Suburban Airport

Page 2 of 2

Attached, please find our comments for the Scoping Process of the proposed South Suburban Airport.

Sincerely,
Jacquelyn Grimshaw, Vice President

Center for Neighborhood Technology www.cnt.org
2125 W. North Ave. Chicago, IL 60647
P: 773-269-4033 F: 773-278-4877 jacky@cnt.org



CENTER FOR NEIGHBORHOOD TECHNOLOGY

2125 West North Avenue
Chicago, IL, 60647-5415
(773) 278-4800
fax (773) 278-3840

www.cnt.org

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Robert Weissbourd

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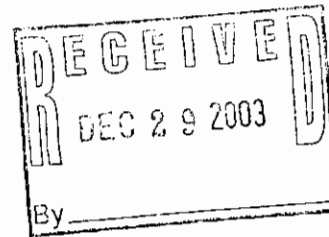
Robert Lieberman
CEO

Scott Bernstein
PRESIDENT

Stephen A. Perkins, Ph.D.
ASSOCIATE DIRECTOR

December 19, 2003

Mr. Denis Rewerts, P.E.
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue, Room 312
Des Plaines, IL 60018



BY FAX: (847) 294-7046 and e-mail: 7-AGL-SSA-EIS-PROJECT@FAA.GOV

Subject: Tier Two EIS for Proposed South Suburban Airport

Dear Mr. Rewerts:

Thank you for the opportunity to comment on the Tier Two Environmental Impact Statement for the proposed Inaugural Airport in Will County. We are especially interested in how the sponsors of the project will portray the second and third of the three criteria outlined in the scoping document, namely:

- alternatives to be explored and evaluated and those that may be eliminated,
- key or significant environmental issues to be studied in the EIS.

Neither the alternatives nor the environmental costs have been adequately dealt with in any previous planning conducted by the Illinois Department of Transportation. Unfortunately, some of the planning products have obscured rather than illuminated the assets and challenges.

We document below a few past instances of data and analyses that were distorted to fit the desired outcome, lest there is any question about why the FAA needs to very carefully monitor this process.

- 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 distant from the city center (p. 41). Five miles may seem a trivial difference, but consider the five mile differential in light of the Draft EIS's discussion of airport distances from CBDs:

23-31

29-54



STRATEGIES FOR LIVABLE COMMUNITIES

A few, such as Washington (Dulles) and Denver, are located at distances slightly greater than 20 miles. At a few international locations, such as Montreal, Tokyo and Kuala Lumpur, new airports have been situated at distances up to 40 miles from the CBD. (3-12)

- The 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). "This vegetative zone would also contain a bike trail for recreation purposes and would provide a wildlife corridor linking Raccoon Grove Nature Preserve and Monee Reservoir on the west to Goodenow Grove Nature Preserve on the east." (p. 51)

13-8

Alternatives

The proposal to build a sixth airport in the region ignores important investments already made and planned with federal funds. It will have serious detrimental effects on existing residents and the agricultural industry in Will County. The proposed airport would be the sixth major airport at the southwest tip of Lake Michigan. It is proposed as the result of limited vision, a failure to work in partnership with adjoining states to better utilize their airports. Improved surface transportation to the Gary-Chicago Regional Airport, Milwaukee Mitchell Field and the underutilized Greater Rockford Airport, as well as to Chicago Midway and Chicago O'Hare would allow the federal government to better capitalize on investments already made. Lake County, IL citizens are already voting with their feet by using Milwaukee Mitchell Field, an out-of-state airport. The fact that it is closer and smaller than O'Hare is what matters, not in what state it is. The Gary-Chicago Regional Airport is closer to population centers in northeastern Illinois than this proposed sixth airport and would provide greater choice to a greater number of people.

1-35

2-14

We suggest that the following be considered during the FAA's review of the airport.

First, to truly measure the Socioeconomic Impacts and the Cumulative Impacts, the right geographic area must be the basis for all analyses. The region for intercity air-travel is actually a tri-state area stretching from southern Wisconsin through northeastern Illinois to northwestern Indiana. Therefore, this airport should be considered as the 6th airport in a strongly linked socioeconomic and geographic area, not a 3rd airport. Considering the existing five airports, versus two airports, will change the results of your study in many areas.

2-32

Other federal programs for transportation, planning, and economic analysis recognize the multi state area as a region. To consider the South Suburban airport as only the third regional airport would negate the reasoning behind the other federal programs that identify the region much more broadly. Additionally, air travel has a broader range than other issues that define a region. Whereas land use planning might be confined to the six counties in the Northeastern portion of Illinois, but even that is changing, intercity travel should address a greater area, including the

northwest portion of Indiana, the northwest portion of Illinois and the southern area of Wisconsin.

The following is a list of programs that recognize a larger area as the "region" for long and short term federal planning, funding and analysis:

1. **Intelligent Transportation Systems (ITS) Priority Corridor:** The goals of the ITS Priority Corridors were to test and deploy ITS systems to assess how they can improve operational efficiency, reduce regulatory burden, improve commercial productivity, improve safety and enhance motorist and traveler performance. The ITS Priority Corridors were selected according to a number of specific criteria. Severe or extreme ozone non-attainment was the primary criterion. In 1993, the U.S. Department of Transportation selected Houston, Southern California, Gary/Chicago/Milwaukee and I-95 Northeast Corridor as the ITS Priority Corridors.
(<http://www.fta.dot.gov/research/fleet/its/pricor.htm>).
2. **Federally Designated High Speed Rail Corridors:** There are five high-speed rail corridors authorized under ISTEA and six under TEA-21 for a total of eleven corridors. To date the Department of Transportation has designated ten corridors and numerous corridor extensions. The corridor in the Midwest is the "Chicago Hub" with branches into eight states. The Chicago Hub corridor has successfully added extensions and stops to cities in the Midwest from its beginning designation in 1991 under ISTEA to its current designation. The route is now intended to service these ten major cities: Chicago, Twin Cities, St. Louis, Kansas City, Detroit, Cleveland, Columbus, Cincinnati, Louisville, Indianapolis. The HSR Chicago Hub network will be an integral component of the larger Midwest Regional Rail Initiative.
3. **Bureau of Economic Analysis: BEA Economic Areas:** BEA Region number 64 includes 26 Midwest area airports, including O'Hare, Midway, Greater Rockford, Gary Regional, Palwaukee, and Kenosha. Milwaukee Mitchell is not included but is in the adjacent BEA, number 63. The regional classifications, which were developed in the mid-1950s, are based on the homogeneity of the states in terms of economic characteristics, such as the industrial composition of the labor force, and in terms of demographic, social, and cultural characteristics. BEAs are used for economic analysis.
4. **The Tri-State Regional Accord:** In April, 2002, four state regional planning agencies (NIPC, CATS, NIRPC, SEWRPC) from three states signed the nation's first tri-state regional planning accord. A mayor from the area stated "The four agencies signing the accord acknowledge that the multi-state region is characterized by socio-economic-environmental interdependence".

[When studying Section V. Alternatives, a new capacity study and revised demand projections should be conducted. The previous capacity study was finished in 1988 and therefore did not include and account for the events and advancements in the last 15 years that will and have had an impact on capacity, including changes at the region's airports, in airline economics, in airport and air traffic technology, in rail plans, and the nation's economy. Specifically, the following list refers to some of the changes that should be taken into account for updated capacity and need studies:]

23-16

1. Existing and planned rail assets

Currently, the Midwest is the rail hub for the U.S. and serves 1.5 million passengers a year in eight Midwest states. However, the area has been designated as a high speed rail corridor, The Chicago Hub, and the resulting plans, coordinated through the Midwest Regional Rail Initiative (MWRRI), are expected to expand the ridership to 9.2M passengers by 2010 at a cost of \$4.5B. This federally designated entity's projections and plans should be considered for the alternatives portion of the EIS. While poor performance and declining investments in the existing rail assets have led to rail's low share of the intercity travel market, the plans, financing mechanisms, committed funds, and supporting laws to improve the capacity and service of the rail system in the region will result in additional rail lines at faster speeds with increased frequencies and direct connections to airports.

Such a system will free up substantial capacity at the region's existing airports. Of the total ridership in the larger Midwest, about one third of the projected passengers, 3 Million, will originate from the NE Illinois - SE Wisconsin - NW Indiana region. This ridership is slightly less than half of the passengers Midway currently handles or one tenth of O'Hare's annual passengers. Yet, 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, from Midway, O'Hare, and Milwaukee, were for distances less than 500 miles away. This translates into roughly 13 million passengers per year that could alternatively travel by rail. If the improved rail system is also coordinated with air schedules, so passengers can use rail as a portion of a two or three leg trip in combination with air, as it is currently practiced by customers of Continental Airlines and Amtrak at the Newark International airport, additional passengers could also be diverted to rail. The MWRRI's estimated 9.2 million passengers is a forecast, it is not maximum capacity. If more funds were diverted to help establish a quality rail system, rather than a sixth airport, the number of passengers choosing rail over air for short distance trips would be higher. Additional funds to the rail program would also help to guarantee, and possibly advance, the pace of development of the proposed rail program.]

2-37

2. New technologies in aviation:

Airlines, aeronautical/aviation engineers, and the FAA are making changes and improvements to airline schedules, airplanes, air traffic control, and other airport processes and technologies that will result in increased capacity at currently overburdened airports, including O'Hare.

- The FAA Delay Task Force Programs: Through the FAA, as the result of the FAA Airport Capacity Benchmark Report in 2001, several studies were commissioned at the nation's busiest airports with the highest delays. The O'Hare 2002 report recommended 47 options to increase flight capacity and reduce flight delays at O'Hare. 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 flight and passenger capacity.]
- 23-33

- New airplanes that are more fuel efficient, carry more passengers, and have longer ranges may also reduce the number of flights at hub airports. Airplanes such as the Airbus A380 or the proposed Boeing 7E7 Dreamliner (scheduled for release after 2008), will allow airlines to schedule more cross country trips without stopping to refuel in hubs like O'Hare. Carrying more passengers at a time may also allow the airlines to reduce the number of flights per day for a city pair and still meet demand, lowering the number of operations at the origin and destination airports.

3. **New business models in the airline industry as a result of changes in the economy**

The airline industry has suffered tremendously since the September 2001 attacks on the World Trade Center. Losses in passengers and revenues have led to airline bankruptcies, corporate downsizing, schedule reductions, and gate-lease renegotiations with airports. While the industry is expected to bounce back in several years, it is no longer expected to grow at the rate forecasted prior to September 2001. The FAA and Airports Council International recognize this and both have since adjusted their forecasts for passenger growth. Additionally, some of the changes the airlines and airports have made to survive this crisis may be permanent rather than temporary measures; cost reductions have been needed in this industry for decades.

- **Discount carriers:** Airlines like JetBlue, Southwest, and ATA have gained a larger share of the air travel market across the country and industry experts expect this trend to continue. Part of the discount-airline low-cost strategy is the use of secondary medium or small hub airports rather than the more expensive large hub airports. Midway Airport's growth is in part due to Southwest Airline's hub and exemplifies this strategy. As more people opt for the lower cost airlines and the airlines continue to occupy the smaller airports in the region, such as Midway, Gary, Milwaukee, or Rockford, the rate of passenger growth at O'Hare may decline. Already, passenger enplanements at O'Hare from 1999 to 2002 declined by 7.4%. Over the same period, passenger enplanements increased at Midway by 21.1%
- **Regional Jets:** In addition to higher capacity, longer range jets, the airline industry is also opting for smaller more fuel efficient jets for short to mid-range distances, up to 1,200 mile flights. Several airlines have canceled their leases or retired their large aircraft and have replaced them with regional jets. Regional jets at large hub airports have increased by 76% since 1999. Regional jets are less expensive to fly because they require fewer staff, they have lower landing fees, and they are more likely to sell-out. The higher load factors increase the revenue per passenger per flight. Additionally, regional jets can also fly into smaller airports as they do not require the longer runways or other facilities demanded by larger aircraft. This reduces the need to route passengers through hub airports, allowing more direct flights between smaller airports. This issue should be addressed when studying the capacity and projected operations of all airports in the region. It should also be considered when figuring the economics of a newer airport. The shift to regional jets lowers revenue for airports: lower aircraft weight means lower landing fees and lower fuel tax revenue, fewer passengers means fewer PFC's and lower non-aeronautical fees.
- **Gate leases:** At large hub airports with a dominant carrier, that carrier generally has contracted rights to a high percentage of the airport's gates. Often, the gates sit empty but because of the air carrier's lease rights, the airports are not always allowed

to let other airlines use those gates. This leads to overcrowding and lines for other gates causing delays. However, as air carriers restructure financially and are not able to afford numerous long-term gate leases, they are renegotiating their gate leases. As a result, airports are securing more favorable circumstances in which they are able to permit competitor airlines to use the empty gates. This could have substantial impact on the gate capacity at O'Hare since their two dominant carriers, American and United, are both undergoing severe financial difficulty.

- **Business Travel:** The advent and improvements in telecommuting and video conferencing, especially since the original capacity study in 1988, has allowed electronic conferencing to replace face to face business meetings. The downturn in the economy has also led to a reduction in business travel. According to Business Travel News magazine, "The 100 companies that spend the most on trips have cut their travel budgets by 27 percent since 2001 in response to a downturn in the economy, the rise of terrorism and war with Iraq." Business travel has dropped from 50% of air travel to approximately 15%. From the airport's perspective, this significantly reduces flights at peak travel times. If more trips are for leisure, passengers are more flexible and don't require trips at the beginning and end of the business day allowing the flights to be more evenly distributed throughout the day. Airports won't need to accommodate such high peaks and instead can build to accommodate a flatter flight schedule.

4. Capital and Commercial Activity plans for the other regional airports.

✓ Approved capital projects, and proposed increases in commercial activity, at the other five (or six with Southbend) regional airports will increase their capacity, reduce delays, and increase total operations. These projects were not in the planning stages when the 1988 capacity study was conducted and therefore the new alternative study should incorporate these capital improvements into a new capacity study for the region. By 2015, without major Peotone or major improvements to Gary and Rockford, the five existing regional airports are expected to handle 72,300,000 enplanements per year. With the Inaugural Peotone, the region would handle just one million more enplanements. With improvements to the existing airports of Gary and Rockford, the region could handle 101,200,000, which is 28,899,705 more enplanements than the addition of Peotone would achieve. 23-19

- World Gateway Project: a \$3B project to construct two new terminals
- O'Hare Modernization- a \$6B project to handle twice as many passengers as it currently does, 76 million versus 31.7 million. At the current rate of growth at O'Hare, -7.4% from 1999-2002, it may be years or decades before O'Hare reaches future capacity.
- Gary/Chicago Airport: According to the FAA NPAIS report, an airport with a single runway can handle over 200,000 operations annually, which is 548 flights per day and approximately 15-24 million passengers a year, depending on seats per flight. Other studies of Gary Airport have estimated a capacity of 150,000 flights per year. In 2002, Gary had just 8,275 enplanements. Using these figures, Gary is operating at just 0.05% of its total capacity. Using Gary airport also has significant surface transportation advantages and could improve the congestion on the roads in the south and southeast Chicago suburbs. Airport traffic to and from Midway and O'Hare

could be diverted to northwest Indiana. Traffic scenarios should consider this diversion.

- Greater Rockford Airport: despite improvements and the desire to increase traffic at the Greater Rockford airport, it is also drastically underutilized, handling only 1,406 passengers in 2002, down from 32,608 passengers in 1999. Using the same capacity estimating figures used in the Gary estimate above, Rockford is potentially operating at 0.01% of its capacity.
- General Mitchell International Airport: Milwaukee airport is in the process of connecting Amtrak services to its airport. This will allow passengers to take the train to Milwaukee airport then fly to their final destination. Feasibly, passengers from both the north and south sides of Chicago could use the train to take a flight out of Milwaukee instead of using O'Hare or Midway. A 90-120 minute train ride from the Chicago region to the Milwaukee airport is competitive with the time it would take to drive to O'Hare or Midway from Ford Heights, then park, check-in and arrive an hour early.
- South Bend Regional Airport: This airport has already added a commuter rail and intercity rail stop at their airport. This additional intermodal capability, accompanied by more commercial air service, could also divert traffic from O'Hare and Midway.

Economic Impact

Other attempts at new airports in regions with other dominant airports, such as Mascoutah, IL, have not been successful. Additionally, new airports without competitors, such as Denver, are facing poor fiscal conditions.

An initial issue which must realistically be considered is possible carriers for the airports. Airports cannot survive without carriers and currently the existing air carriers are not looking for new airports. Most, if not all, are in a financial position to help fund a new airport. In contrast, several existing airlines have already signed long-term lease agreements and have committed to capital programs-albeit in smaller amounts than originally planned--at existing airports; United and American are helping to fund the O'Hare Modernization program.

⌈ 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. ⌋

1-43

Energy Supply and Air Quality

Before any attempts are made to address the region's intercity travel needs by building another airport and adding more flights, the energy efficiency of travel modes should be considered. Inherently, rail and intercity bus are much more efficient than either air or auto. Overall, airplanes are the most energy intensive form of travel. The table below compares the energy intensity of transportation modes.

Passenger Travel and Energy Use					
	Intercity Bus	Intercity Rail	Autos	Air Cert. Route	Personal Trucks
Btu/passenger-mile (Load factor)	964 (n/av)	1,800 (20)	3,149 (1.8)	3,795 (88)	3,908 (1.8)

Sources: "American Travel Survey", BTS 1995; "Transportation Energy Data Book", Ed. 22 U.S. DOE; Emission factors, U.S. EPA, "G-7 Countries: Transportation Statistics" U.S. DOT, BTS Nov. 1999.

Note: Rail energy use based on U.S. BTS/DOE 2000 data, btus/passenger for intercity rail and Amtrak's 2000 system wide average occupancy per car, approximately 20 passengers rather than 15.

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 emissions 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.]

7-13

Given federal mandates for air quality standards and for energy conservation, transportation funds should be directed at the mode that can perform the same service, but is most energy efficient.

Environmental Justice

In addition to the detrimental effects of the airport itself on existing communities in rural Will County, we are extremely concerned with the implications for surface transportation and the social, socioeconomic and induced socioeconomic consequences of constructing this airport on existing communities in Chicago and south Cook County. Recently a suit against the Department was announced because communities along the Dan Ryan Expressway believe that IDOT plans breach environmental justice law and policy. It is poor stewardship of public resources to abandon communities the taxpayers have invested in while trying to create a job generator in a cornfield. We postulate that this airport will either be spectacularly unsuccessful (wasteful, expensive, underutilized) or if "successful" will suck the remaining life out of south Cook County communities in which we should be re-investing.

In addition, 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, be to 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 than 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.]

1-44

Residential and Business Relocations

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 represented by 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.]

5-7

Socioeconomic Impacts

The five municipalities surrounding the airport all depend upon groundwater for their water supplies and are projected to continue to depend on them in the future. The two reports "Water Supply Management Options for Northeastern Illinois", Illinois/Indiana Sea Grants College Program, University of Illinois at Chicago, 2001, and "Strategic Plan for Water Resource Management", Northeastern Illinois Planning Commission, 2002, are instructive. They indicate that there is ample shallow groundwater in the area for the future, but do not project anywhere near the population growth that is not only projected, but counted on, for the Ultimate Airport. The reports also discuss the concern with limited future growth prospects for water withdrawals from the Kankakee River. The issue of availability of secure water for the airport, future growth, and secondary growth effects must be dealt with realistically, since water supplies may not be flexible.]

9-1

Water Quality

The stormwater and wastewater from any future airport and nearby population growth must be accommodated by one or more of several streams that originate in the project area. Three of these streams flow north through high quality natural areas and populated areas into the Little Calumet River. Four of the streams flow south into the Kankakee River. The addition of large, constant flows from sewage treatment plants and detention basins into the upper reaches of any of these streams will have profound effects on their morphology and habitat. Below are brief summaries of issues that must be addressed for any of the streams that will be affected by the airport proposal.]

9-3

- Thorn Creek drains the northwest corner of the Ultimate Airport and nearby areas. The stream flows for most of its length through forest preserves, including a dedicated Illinois Nature Preserve. It flows through the city center of Chicago Heights. Additional flows will have severe effects on the stream through erosion and will overwhelm the ecology of the upper reaches.
- Deer Creek drains most of the northern portion of the Ultimate Airport and nearby areas. The stream flows through the villages of University Park, Crete and Ford Heights, which is looking forward to flood relief from a major project that would be impacted by additional flows from the airport. Residents of these communities would be in a position to challenge any attempt to add major new flows to their streams.
- Plum Creek drains the northeastern portion of the Ultimate Airport and nearby areas. It flows through high quality forest preserves into Indiana, where Hart Ditch has been constructed to relieve existing flood hazards. Additional water would seriously affect all of these areas.
- Rock Creek, Black Walnut Creek, the South Branch of Rock Creek, and Exline Slough drain the Inaugural Airport and the southern portions of the Ultimate Airport. All these streams are of high quality and drain through farmland to the Kankakee River, which is a regional source of drinking water.

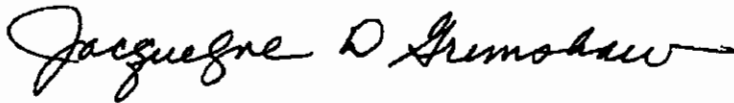
Conclusions

We have a long history of attempting to help IDOT conduct meaningful public involvement processes on less contentious issues. Because of our extensive knowledge of deficiencies in the area of public involvement, we are very skeptical about IDOT's ability to conduct a good faith public involvement effort that meets the letter or the spirit of NEPA.

┌ In sum this project is unnecessary, unwieldy, based on faulty and outdated premises, destructive to human and biotic communities, will exacerbate inequalities in the region and will deplete resources needed to maintain existing investments. The federal government and the taxpayers of Illinois deserve better stewardship of their funds. └

1-31

Sincerely,



Jacquelyn D. Grimshaw, Vice President for Policy

December 24, 2003

Mr. Denis Rewerts
FEDERAL AVIATION ADMINISTRATION
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, Ill. 60018

Subject: Proposed Peotone
Airport project

Dear Mr. Rewerts:

I am enclosing an article in last weeks Southtown Newspaper regarding a Mr. Brad Roseberry who is being linked to potential criminal activities under the Governor George Ryan scandal recently under indictment in Federal Court.

Mr. Roseberry was the Peotone Airport project manager under Governor Ryan and has been very evident in the States effort to force the project through local, State and Federal channels.

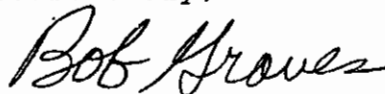
I felt it is extremely important for your office to be made aware of the character of the people who have been involved in this project. It is being alleged here in the area that the real reason behind these politicians pushing for the airport construction is to control the contracts and vast amount of Federal money that will pass through hands with the potential for large scale fraud.]

29-53

It is very difficult for honest taxpayers such as you and I to be able to have any impact on such big major project with such obvious suspicion of ulterior motives. Certainly this information being exposed should raise many more questions for your department to want answers for.

I want to thank you for taking time to read this information, and trust you will seriously consider further investigation of the motives behind such a ill conceived project.

Yours truly,



Robert W. Graves
353 Waverly Dr.
Park Forest, Ill. 60466
708-481-1324

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Ryan had loyal soldiers stationed in Southland

Several key players in indictment hail from area

By Kristen McQueary
Staff writer

South suburban voters have leaned Democratic in recent years, but Republican George Ryan still had his share of soldiers residing here.

From a university trustee to friends and employees of the newly indicted former governor, several key players targeted in Operation Safe Road live in the Southland.

Identified repeatedly in Wednesday's indictment was former state Sen. Ronald Swanson of Homer Glen, who profited from his relationship with Ryan for more than a decade.

From high-powered consulting clients to a \$50,000 contract with the downstate town of Grayville, Swanson is accused of lying to a grand jury about his activities even though prosecutors gave him immunity if he told the truth.

Swanson is accused of accepting a contract with Grayville under the auspices of helping the small community land a state prison.



INSIDE
Ryan allegations part of a tradition of political graft in Illinois. **Page A5**

Prosecutors say he duped the community, however, because he already knew through Ryan that Grayville was the chosen site. After receiving the money, Swanson structured withdrawals from his bank accounts without exceeding the \$10,000 mark that would have alerted federal officials, prosecutors say.

He reportedly paid Ryan pal Donald Udstuen \$4,000 in a men's room for helping him win other lobbying contracts even though he did little or no work, according to the indictment.

Earlier this year, a Midlothian man, Robert Doyle, was indicted for helping launder money between Ryan's cronies.

The company Doyle owned with Roger Stanley, Midwest CompuService in Bridgeview,

See RYAN, page A4

Ryan

Continued from page A1

did business with Metra. The price for securing that business was paying fake legal fees to lawyer Stanley Stewart, who would use the money to pay off Metra board member Udenu. Stanley cooperated with federal officials and was sentenced in September to 27 months in prison.

Harry Klein of Homewood, a Governors State University trustee, allegedly treated Ryan to free vacations, then landed a fruitful secretary of state contract. Klein serves as president of Chicago Financial Enterprises in Harvey, according to the secretary of state's office.

He is reportedly friends with Manny Hoffman, former Rich Township Republican committeeman and outgoing chairman of the Southland Chamber of Commerce.

Hoffman has not been mentioned by investigators during the Operation Safe Road probe. Though he made it known over the years that he and Ryan are

close friends, Hoffman has said he was never intimately involved in Ryan's politics.

"My role is friendship," Hoffman said last year. "I had nothing to do with the governor's campaigns. They asked me to hold a couple fundraisers, and I did."

Hoffman provided space for Ryan's campaign in 1998 in the Homewood building where he runs his insurance business. Inside those campaign offices, prosecutors say shredding took place to hide proof that secretary of state employees worked on campaigns on state time. Neither Hoffman nor Klein returned calls Wednesday or Thursday.

Brad Roseberry of Frankfort, formerly the Illinois Department of Transportation's project manager for the proposed third airport, was one of Ryan's top operatives — and he oversaw the

shredding of papers.

Worried about a possible federal raid of their campaign offices, top Ryan aide Scott Fawell ordered that documents be destroyed.

When Roseberry, head of Ryan's Homewood campaign office at the time, got the directive, he drove to a local computer store and purchased two shredders, according to the court papers. Roseberry ordered the dozen garbage bags of shredded documents spread out in garbage cans across the south suburbs so investigators sifting through the office's trash bin wouldn't find them.

Meanwhile, former Orland Township Republican Committeeman John Doria has remained on the periphery of the federal probe.

A former secretary of state employee, Doria helped coordi-

nate Ryan's gubernatorial campaign and followed Fawell to the Metropolitan Exposition and Pier Authority after Ryan won.

Since Fawell's downfall, Doria has been working for a prominent engineering firm as a liaison. He declined comment on his role, if any, with Operation Safe Road when reached Thursday.

Finally, there were the Southland residents on the other side of the Ryan administration — the whistle-blowers.

Tammy Raynor and Tony Berlin gathered evidence when they realized driver's licenses were for sale in the secretary of state's office.

Raynor lives in Lockport. Berlin lived in Summit during his whistle-blowing activities.

Southtown politics writer

Kristen McQuaney may be reached at kmcquaney@daily-southtown.com or (708) 633-5972.

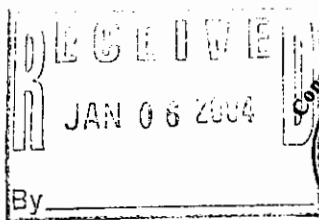
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VICE PRESIDENT: JAMES DANIELS, 1808 RAVENSWOOD DR., EVANSVILLE, IN 47714-3624 PHONE: 812-477-7250

SECRETARY: EDWARD BOHLE, 206 GREENWOOD AVE., MICHIGAN CITY, IN 46360

TREASURER: EMIL GARCIA, 3420 W. 40TH PL., GARY, IN 46408 PHONE: 219-980-2612

Indiana Division

NORTHWEST VICE-PRES.
BOBBY WRIGHT

SOUTHWEST VICE-PRES.

NORTHEAST VICE-PRES.
ETHYLE BLOCH

EAST CENTRAL VICE-PRES.
JULIA REISMILLER

Dennis Rewerts
FAA, Chicago Airports District

December 18, 2003

Please add our comments to public comments regarding the Environmental Impact Statement of the proposed Peotone airport.

The Indiana Division of the Izaak Walton League. would like to comment on the scope and extent of environmental issues that must be addressed before the airport is allowed to proceed.

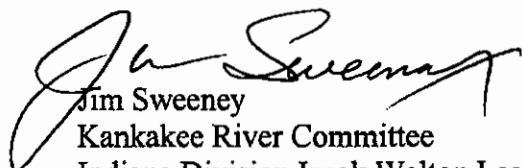
Environmental concerns need to be defined and addressed regarding the cumulative impact of the entire airport, the Illiana Expressway proposal, and all the resulting development. This development can not be ignored, indeed, it is the main force behind the airport in the first place. 23-28

The EIS must address the physical impact of the airport and attendant development, the loss of wetlands and riparian areas, runoff from impervious surfaces, water quality, air quality from the air and car and truck traffic, the loss of habitat and green space and this impact on plant and animal species of concern in Illinois. 23-28

Because of the federal permits needed, the impact in Indiana must also be addressed regarding air quality in northwest Indiana. We are already non-attainment and the airport would just about guarantee that we would never be able to meet clean air standards. 7-5

Several tributaries of the Kankakee River flow through the footprint of the Peotone airport. The Kankakee is one of the cleanest river in Illinois and has most of its original biological diversity. Polluted water and sedimentation from runoff will have a dramatic impact on the river and must be addressed in the EIS. 9-3

The Gary airport already exists and should be utilized instead of building on top of some of the best farmland in the United States. 1-6


Jim Sweeney
Kankakee River Committee

Indiana Division Izaak Walton League
c/o 1773 Selo Dr.
Schererville, IN 46375
219-322-7239

SECTION 3.6

TRANSCRIPTS

Agency Scoping Meeting
Wednesday, December 3, 2003

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FEDERAL AVIATION ADMINISTRATION HEARING

AGENCY SCOPING MEETING

South Suburban Inaugural Airport Program
Environmental Impact Statement

Held December 3rd, 2003

10:00 a.m. - 12:00 p.m.

Governors State University
University Park, Illinois

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1 MR. REWERTS: Good morning. I'd like to call this
2 meeting to order.

3 Let the record show that it's now 10:00 a.m.,
4 December 3, 2003. My name is Denis Rewerts. I'm the Airport
5 Capacity Officer for the Federal Aviation Administration in
6 the Chicago Airports District Office. To my right is Barbara
7 Johnson, Assistant Manager of the Airports District Office.
8 In addition, we have a number of FAA employees here and
9 employees from URS, our FAA EIS contractor, they're here to
10 assist you in answering questions that you might have. You
11 can identify them by the name tags they're wearing. They
12 have their name and organization on them.

13 On behalf of the FAA I want to welcome you this
14 morning to the scoping meeting for the Tier 2 Environmental
15 Impact Statement Study for the proposed construction and
16 operation of the inaugural airport facilities at the South
17 Suburban Airport site. The south suburban site which is
18 located here in Will County was one of the several locations
19 considered in the Tier 1 EIS and approved in the FAA Record
20 of Decision dated July 12, 2002.

21 Our reason for being here today is to hold a
22 scoping meeting. The scoping meeting process is the initial
23 step in the FAA preparation of an Environmental Impact
24 Statement for the State of Illinois' proposed action. The

1 regulations for implementing the National Environmental
2 Policy Act otherwise known as NEPA defines the scoping
3 process as "an early and open process for determining the
4 scope of issues to be addressed and for identifying the
5 significant issues related to the proposed action;" therefore
6 we are here today to inform you about the State's proposed
7 action and to listen to your comments on the environmental
8 impacts that should be addressed in conjunction with the
9 environmental study being prepared.

10 We have a court reporter to my left who will be
11 recording all verbal testimony to ensure that all comments
12 are documented so that they are adequately considered and
13 addressed in preparation for the Environmental Impact
14 Statement.

15 We are not here today to debate the merits of the
16 State's proposed action. We are here to receive your
17 comments concerning the environmental issues that should be
18 addressed during the environmental study. This is your
19 opportunity to tell us what specific areas you think need to
20 be examined in the conduct of an environmental study.

21 FAA regulations stipulate that an EIS normally
22 require -- excuse me, FAA regulations stipulate that an EIS
23 is normally required for first-time airport layout approval
24 and Federal financial participation in a commercial services

1 airport located within the standard metropolitan statistical
2 area.

3 This Tier 2 EIS will be prepared to comply with the
4 requirements of FAA Order 1050.1D, Policies and Procedures
5 for Considering Environmental Impacts, and FAA Order 5050.4A,
6 Airport Environmental Handbook. These are FAA's
7 environmental requirements for complying with the NEPA. A
8 tiered EIS focuses on issues that are right for decisions and
9 excludes from consideration those issues already decided or
10 not yet right. Tiering is appropriate for environmental
11 documents concerned with the development and operation of
12 inaugural airport facilities, issues relating to development
13 and operating of airport facilities beyond the inaugural
14 airport program which would be described in later
15 environmental documents and issued from the Federal review
16 and decision.

17 The scoping document has been prepared and provided
18 to you which summarizes the project and the scoping process.
19 Page five of the document shows the flowchart of the
20 Environmental Review Process.

21 After the draft ESI is prepared, it will be
22 circulated for a 45-day comment period which will include a
23 public hearing and an opportunity for written comment. The
24 issues brought up during the public review period will then

1 be addressed in the final EIS. No action being taken until
2 30 days after the notice of the availability of a final EIS
3 has been published in the Federal Register.

4 Prior to taking any action, the FAA will issue a
5 written decision otherwise referred to as a ROD on the
6 State's proposed action. The ROD states what that decision
7 is identifying all alternatives considered and discusses any
8 mitigating measures that may be taken to minimize adverse
9 impact.

10 After the ROD is issued, the actions outlined in
11 that ROD can then be taken. Let me say clearly now that the
12 FAA has not made any decision to approve or disapprove any
13 part of this project that is under consideration. A Notice
14 of Intent to prepare a tiered Environmental Impact Statement
15 and to hold scoping meetings were published in the Federal
16 Register dated October 28, 2003. Publication of the notice
17 started the process of complying with this. This notice was
18 mailed to Federal, State and local officials. The FAA also
19 placed notice of scoping meetings in several newspapers of
20 general circulation within the project area.

21 This morning we are holding the scoping meeting for
22 Federal, State and local agencies. The second meeting will
23 be held later today between the hours of 4:00 and 8:00 p.m.
24 in this same room. That meeting will be for the public and

1 local elected officials who were unable to attend this
2 morning's meeting.

3 If you have a copy of your testimony and would like
4 to leave it for the record, you may give it to Barbara
5 Johnson to my right. Written comments can be submitted until
6 December 19, 2003 to me, Denis Rewerts, my address is: FAA,
7 Chicago Airports District Office, 2300 East Devon Avenue, Des
8 Plaines, Illinois 60018. My name and address are also
9 listed in the scoping document and on the written comment
10 sheets, both of which are available at the sign-in desk.

11 If you wish to provide written comments today,
12 please either leave them at the sign-in desk or deposit them
13 in the written comment box located in the workshop area
14 outside this room. Written comments may also be submitted to
15 me by mail. Comments submitted by mail must be received no
16 later than December 19th. My email address is listed on page
17 three of the scoping document.

18 To assure that the court reporter accurately
19 records all comments, members of the audience are requested
20 to remain quiet during the testimony. No interviews are to
21 be conducted in this room. Also, it is requested that all
22 cell phones be turned off.

23 If the media have any questions, Mr. Tony
24 Muldonaro, our public affairs officer, will be available to

1 assist you. I would like to open up the meeting to Federal,
2 State and Local agency representatives here today to provide
3 you an opportunity to express your concerns about the State
4 of Illinois' proposed action and clarification of their
5 conduct of the Environmental Impact Statement.

6 Does anybody have any questions?

7 Seeing no questions, I would like to call Mr.
8 Timothy Martin, Secretary of Transportation, State of
9 Illinois Department of Transportation. Mr. Martin.

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1 Timothy Martin
2 Secretary of Transportation
3 State of Illinois Department of Transportation

4 Thank you. I would like to take this opportunity
5 to thank the FAA for conducting this scoping meeting. It's
6 an exciting time for aviation in Illinois. I'm not sure how
7 many states can say that there are two major aviation
8 projects going on simultaneously.

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

20 Second, the proposed South Suburban Airport will
21 bring much needed construction and economic activity to the
22 Southern Suburbs in the Chicagoland area. Governor
23 Blagojevich has developed the Opportunity Returns Program
24 which is focused on developing projects and programs which

1 will bring jobs and economic growth to regions throughout the
2 state of Illinois. While this project may not have an
3 immediate impact on the economy in this area, it will have
4 long-term benefits to the entire South Suburban area.

5 Third, there appears to a consensus to build this
6 airport. While there is discussion on how best to build the
7 airport, it is just that, discussion on how to bring the
8 airport to an opening quickly. There are however those who
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
11 lightly, and we believe that the process we are embarking on
12 will address the issues fairly and adequately.

13 I would also like to discuss how the State of
14 Illinois views the South Suburban Airport as it relates to
15 the O'Hare Modernization Plan. Governor Blagojevich has
16 strongly supported the bill passed by the Illinois General
17 Assembly in May 2003. The Governor, the Speaker of the House
18 of Representatives, members of Congress and the Illinois
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
23 Modernization Plan should take precedence in the process.

24 The State of Illinois believes that the progress of

1 these two projects should be kept separate. While we
2 understand that there may be common elements, these should be
3 coordinated and there should be no combination of the
4 studies. The combination of the studies we believe would
5 most likely delay both projects with probable negative
6 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.

18 We have two microphones here, so what I am going to
19 do is I'm going to call two names so we can have one person
20 speak and the other person ready to speak so that will move
21 things along a little quicker. So the first speaker is
22 Timothy O'Donnell, and the next speaker will be Paul Lohmann.

23

24

1 Timothy O'Donnell
2 5130 West Court Street
3 Monee, Illinois 60449

4 Good morning, my name is Timothy O'Donnell. I'm
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
8 involved is adamantly opposed to the building of this airport
9 at this location.

10 The first negative impact of our Village is the
11 proposed east/west access road. This road was designed in
12 such a manner to shield off Monee's little area. This road
13 further damages the homes of our neighbors to the south in
14 Heather Brook subdivision and in what is known as the Raccoon
15 Road area.

16 The second direct impact of our Village is the
17 supply of water. Monee has an adequate water supply from our
18 aquifer. The building of the airport will endanger the
19 future of Monee and surrounding areas. Where will they get
20 their water? There have been statements made they could get
21 it from the Kankakee River. Will this drain the river down
22 the stream from there? How will this water be replaced?

23 The surface run-off from the runways will be going
24 into the aquifer and damaging our water supply. The

1 pollution that will accompany the jet planes will destroy the
2 vegetation and wildlife in the Will County fishing area
3 located in and down Ridgeland Avenue and Pauline Road. The
4 dumping of fuel will permeate the air and pollute the
5 surrounding areas. Also, there is no provision for
6 wastewater treatment in the plans that I could see. Where
7 will all this wastewater go?

8 Lastly, I believe that the intrusion of the two
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
12 Chicago O'Hare Airport which the Governor has signed into
13 legislation. Their plan is to do it their way and not have
14 local authority by the four towns that are directly affected
15 by this construction of this not-needed airport.

16 I'd ask the FAA to see in their wisdom that this
17 airport is not essential in the future aviation process for
18 the Chicago area. I will be supplying further documentation
19 for that which will be submitted by the December 19th
20 deadline. Thank you for your consideration.

21 MR. REWERTS: Thank you.

22 The next speaker is Paul Lohmann. Spell your name
23 for the record.

24

1 Paul Lohmann
2 707 Oak Park
3 Beecher, Illinois 60401

4 Paul Lohmann, L-O-H-M-A-N-N. Thank you. On behalf
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:

8 1. The need to include an eastern public passenger
9 access to the airport. We are of the opinion that a
10 substantial portion of the market demand for the airport will
11 come from Northwest Indiana. Limiting access to the west
12 side of the airfield will increase drive times and may reduce
13 demand to some extent. There will also be potentially more
14 economic benefit to the south suburbs if an eastern access
15 were included.

16 2. Limiting the size of the airport to four
17 runways. With the expansion of O'Hare, we feel there is no
18 long-term need for more than four runways at this facility.
19 Passenger demand will be affected by the expansion of O'Hare
20 and new enplanement forecasts will probably verify our
21 assumption that six runways are no longer needed. The
22 elimination of the south runway in the six runway
23 configuration would also reduce the detrimental effects of
24 flyovers of our community.

1 3. Consider shifting the four runway airfield
2 further north to reduce flyovers of the existing residences.
3 Since 1995, 300 homes have been built on under the DNL noise
4 contours of the two furthest south runways with the addition
5 of another 300 homes within the immediate future. If the
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
8 noise contours will fall over less-populated areas.

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.

14 5. Compel the use of a regional facility for sewer
15 treatment. In lieu of a stand-alone facility for sewer
16 treatment, the State of Illinois should be encouraged to
17 examine and provide a cost-effective analysis of a regional
18 plant operated by a sanitary district shared by other
19 communities close to the airport. The Village has had
20 discussions with Thorn Creek Sanitary District on this matter
21 and they are agreeable to considering an expansion of their
22 district into eastern Will County including the airport if a
23 cost-effective approach can be attained.

24 6. Operating conditions of the airport should

1 limit flyovers of existing residences. The Village would
2 encourage parallel take-offs off the runway for at least
3 several miles to avoid flyovers of communities located north
4 and south of the airport. Nighttime operations should also
5 be sensitive to existing residential communities.

6 7. Construction traffic patterns need to be more
7 detailed and avoid Route 1. Route 1 from 394 to the Kankakee
8 County Lane is currently operating above capacity during peak
9 traffic periods and will only get worse over time. It is
10 also not constructed to Class II truck standards. The use of
11 Route 1 for construction traffic without a significant
12 improvement to the roadway is not feasible. The Village is
13 also opposed to any construction traffic using Route 1
14 through our community. The use of rail for construction
15 materials is a more feasible alternative or the construction
16 of a roadway directly off of I-57.

17 8. A regional plan for protection of the water
18 supply as a result of airport development. The airport
19 itself may not require a significant amount of water, but
20 development associated with an airport may stress water
21 supplies. Aquifer capacities should be considered in the
22 analysis.

23 9. Controls on airport-related development inside
24 the airport fence. We are deeply concerned about potential

1 property tax revenue from the airport-related development
2 within the airport property being used to finance the
3 construction and future expansions of the airport while the
4 communities around the airport are to be deprived of funds
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
10 going to the appropriate taxing jurisdictions.

11 10. And final, funding for offsite improvements
12 necessary for a successful airport. Many of the proposals we
13 have seen for construction of the airport do not include
14 necessary offsite improvements which are not only important
15 to the success of the airport but also to the sustainability
16 of the surrounding communities. Roads which lead to the
17 airport entrance must be expanded and improved to handle the
18 volumes of traffic anticipated. We have not seen a funding
19 mechanism in any of the plans for offsite improvements. With
20 that I would like to thank you.

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

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
2 P.O. Box 337
3 Crete, Illinois 60417

4 Michael S. Einhorn, I'm the representative for the
5 Village of Crete, I'm the Village president. Einhorn is
6 spelled E-I-N-H-O-R-N.

7 The six-runway plan in the current configuration is
8 too large to conceptualize let alone plan for effectively.
9 It illustrates an attempt to capture the airport superiority
10 crown from O'Hare, when such was never the stated purpose.

11 Having dealt with this issue for the last 18 years,
12 I recognized early on that the overall size made effective
13 planning nearly impossible. As we all know, accurately
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
17 or modified to bring it back into the boundaries of reality.
18 I would also suggest that we plan for what we know to be
19 factual and plan to accommodate 90 to 95 percent of the
20 airport's operational impact. Trying to mitigate 100 percent
21 of the impacts will render this site and most other urban
22 locations unusable and cost-prohibitive. The same is true
23 with operational delays. Designing for total delay-free
24 operation under all circumstances will prove to be

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.

5 Throughout the process, demand forecasts have
6 supposedly driven the design of the airport. I would suggest
7 that a different approach be used to guide the design-build
8 process. Using verifiable observed information from existing
9 airports across the country, determine the maximum number of
10 commercial operations that can be accommodated by a specific
11 runway configuration within operational constraints. When
12 the number of operations is determined, project the maximum
13 number of passengers based upon historic load factors. I
14 would assert that operations are the limiting factor to
15 airport capacity in this circumstance. Getting the passenger
16 to the terminal and terminal design will not be the
17 constraining elements to this airport. Developing these
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
21 exceeded.

22 Having spent considerable time contemplating this
23 process and reviewing FAA design criteria, I have concluded
24 that designing beyond a four parallel configured airport is a

1 needless waste of time and effort and deserves to be
2 justified by the State. Four parallel runways have the
3 ability to handle one million operations per year and with
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
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
11 position regarding the full buildout in favor of a more
12 realistic approach based on real world conditions and not
13 theoretical designs unconstrained in land requirements or
14 construction dollars.

15 On behalf of the Village of Crete, an adjacent
16 community that will no doubt be impacted by this project as
17 well as other communities similarly situated, I respectfully
18 ask that the State of Illinois and the FAA consider the
19 following issues and design suggestions:

20 Keep overall cost of operation foremost when
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

1 not paint the complete picture to overflight impacts.

2 Provide for local use of or participation in

3 infrastructure improvements designed to serve the airport,

4 such as sewer and water services and stormwater detention.

5 Sharing these assets just makes good business sense.

6 Concentrate on developing as compact a plan as

7 possible that makes the best use of all land involved,

8 particularly if federal dollars are to be used.

9 Chose a development type, private or public, before

10 affixing a plan design. There is no doubt that where profits

11 flow is a very big issue to all stakeholders. Also, control

12 of surplus land around the site is a serious concern

13 depending upon which type of financing is chosen. Land

14 planning, zoning and development control of this land needs

15 to be resolved if the adjacent communities and the county are

16 to take full advantage of direct and indirect airport-related

17 development.

18 Plan to fully utilize mass transit as soon as

19 possible to access the airport from both sides. Thought

20 should be given now to a ground link between O'Hare and the

21 South Suburban Airport.

22 Utilize forward thinking ideas such as shared

23 access gates to better utilize assets, increase margins of

24 operation and cut down on land requirements.

1 Plan for multiple access sites to the terminal gate
2 area via light rail. It is cheaper to build and requires
3 less land to operate on than conventional highways.

4 Consider meeting electrical demands of the airport
5 through the use of gas turbines supplied by methane gas
6 extracted from the adjacent closed landfill. The hardware is
7 already in place for this to take place.

8 Consider the attached runway layout and phasing
9 scenario with the accompanying rationale.

10 Fully utilize existing roads for opening day
11 operation and until demand can be assessed. Local input is
12 critical in this area.

13 If allowed by the FAA, consider long-term leasing
14 of land from present owners as an option to purchasing to
15 reduce the front-end loading the development costs. Present
16 landowners then become partners in the operation, and this
17 approach can reduce or eliminate land value arguments.

18 Consider the following in airport design: This
19 plan assumes primary operations 90 to 95 percent of the time
20 are east to west operations. Move the entire plan north by
21 approximately one-half mile and contain the entire operation
22 (four runways configuration) within a band two miles wide.
23 The inner runway separation will be 5,000 feet and the outers
24 will be 2,500 feet beyond the inners.

1 Based upon current housing locations, the first
2 runway centerline should be located one-third of a mile north
3 of the centerline of Eagle Lake Road and extend west from
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
11 north of the initial runway, thus creating a terminal
12 corridor between the two. This second runway will extend to
13 the west 10,000 feet from approximately one-quarter mile west
14 of Western Avenue. This stagger moves all operations farther
15 away from the Heather Brook Estates area of Monee. In the
16 east configuration this runway will be used for take-offs and
17 in the west configuration it will be used for landings. The
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

1 noted on the map. This multi-use runway could provide needed
2 relief in high-volume times and critical landing capabilities
3 during extreme northwest wind conditions. This configuration
4 requires no additional noise contour land on the north and
5 minimal land to the south.

6 This plan keeps traffic away from most residential
7 areas better than the present proposal and will allow for
8 continued use of Beecher-Peotone Road, which has been of
9 serious local concern. It provides flexibility and capacity
10 without the need for enormous amounts of land.

11 MR. REWERTS: Excuse me, do you have a lot more?

12 MR. EINHORN: This much.

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.

16 MR. REWERTS: Go ahead, you can finish. I just
17 want to -- if the speakers could try to limit themselves to
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
22 Beecher-Peotone Road in the future. It relocates runways to
23 accommodate present and expected residential development and
24 reduces potential over-flights of parts of Beecher and Monee.

1 It allows for multiple access points to the
2 terminal area in the one runway configuration using several
3 existing roads. This allows opening day traffic to be spread
4 over a wider area and will reduce the level of off-site
5 access improvements needed until more concrete direction is
6 established regarding the level of use of the airport.

7 The greater runway separation allows for
8 simultaneous take-offs and landings that are presently
9 prohibited in the new O'Hare plan and other airports such as
10 Atlanta. It increases the total number of possible
11 operations without need for additional runways.

12 This plan does a better job of handling today's
13 anticipated operations and is better suited for long-term use
14 if the remainder of the airport is not built for many years
15 because of lack of growth in demand. In addition, by
16 staggering the runways, moving them north will not be any
17 more significant than what is presently proposed. Thank you.

18 MR. REWERTS: The next speaker is Mr. Kruse.

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1 Karl Kruse
2 189 East Court
3 Kankakee, Illinois 60901

4 Karl Kruse.

5 MR. REWERTS: Could you spell your name?

6 MR. KRUSE: K-R-U-S-E.

7 MR. REWERTS: The next person on deck is Joe Mikan.

8 MR. KRUSE: I'm the chairman of the Kankakee County
9 Board and have been for the last three years. I want to let
10 you know that the Kankakee County Board on two previous
11 occasions has passed resolutions in support of the third
12 airport, and this past summer we did pass a new resolution in
13 support of the Will County efforts to form the coalition to
14 continue on with the airport, especially in cooperation with
15 the FAA and federal government agencies along with the
16 various State agencies.

17 I'm here also because of two reasons, first is the
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
21 Kankakee County, and we would hope that as this study
22 progresses and various studies progress with the airport,
23 that Kankakee County Board does continue to be included in
24 everything along with the northern municipalities that it

1 will affect.

2 The second thing is that we do understand and know
3 that the vast majority of the water shed that is with the
4 airport will flow through Kankakee County to the Kankakee
5 River, so we would ask that as we look at that, that the EIS
6 statements do address anything that the water shed may have
7 and any effects that that could have on through our County
8 down to the Kankakee River. We would just like this to be a
9 safe, efficient airport if this study shows it is needed, and
10 we would like to be a part of the continuing on-going studies
11 that are going on, so that's all I have. Thank you.

12 MR. REWERTS: The next speaker is Joe Mikan, and on
13 that mike will be Rick Bryant.

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1 Joe Mikan
2 Chief Executive Officer for Will County

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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
8 Tier 2 EIS.

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
12 ago, Will County embraced the need for this airport and began
13 the transition to one of a leadership role on the planning
14 and development of the airport in our unincorporated area in
15 Will and Monee townships.

16 The Will County Airport Coalition was formed as the
17 Will County government initiative to provide the forum where
18 government, private, non-profit and public agencies and
19 citizens could convene to coordinate on matters associated
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

1 the local agency advisory group by IDOT for the Tier 2 master
2 plan process and represents the interests, issues and
3 concerns of the communities and townships closest to the
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
20 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.

23 It is also important to note that Will County is
24 not waiting for the completion of the Tier 2 process to move

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.

4 Will County has taken the position of leadership on
5 this project for the following reasons, and I would just like
6 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
14 decision-making process and ensure that local plans are
15 coordinated and integrated for the airport.

16 3) The importance of knowing the impact on our
17 natural resources, the needs and costs associated with
18 transportation, infrastructure and utilities, the impact on
19 our tax base, to ensure onsite and offsite land use
20 compatibility and to be aware of noise impact and mitigation
21 measures, to have input on the design and layout of the
22 airport facility and to know the justification to the size.

23 Staff from various County departments will be
24 testifying later this morning with concerns on land use,

1 natural resources, transportation impact and cost.

2 At this time I would like to thank you for the
3 opportunity to address you this morning.

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1 Rick Bryant
2 2 Town Center Drive
3 University Park, Illinois 60466

4 MR. REWERTS: Rick Bryant. Next on deck will be
5 Dennis Baren.

6 MR. BRYANT: Good morning, my name is Rick Bryant,
7 and I am the Executive Director of the South Suburban Airport
8 Commission. This organization, we believe, is the only duly
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
12 thank two organizations. First, the Commission conveys its
13 appreciation to the FAA for keeping the South Suburban
14 Airport project alive. Your energy and diligence have kept
15 this process moving, and we thank you for your past guidance
16 and leadership. Equally, the State of Illinois and three
17 consecutive governors have assumed the mantle of sponsorship
18 and committed the State's substantial resources - both
19 financial and human - to this project, each knowing that
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.

23 As I stated, the South Suburban Airport Commission
24 is duly constituted under Illinois law. The Commission

1 derives its authority to develop, own and operate the airport
2 from multiple sources, including, but not by way of
3 limitation the Intergovernmental Cooperation Act, the Joint
4 Airports Act, various municipal -- Illinois Municipal Codes
5 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,
14 Matteson, Midlothian, Oak Forest, Olympia Fields, Park
15 Forest, Phoenix, Richton Park, Riverdale, Robbins, Sauk
16 Village, South Chicago Heights, South Holland, Steger,
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 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

1 provide for their communities.

2 The State has long professed that it has no
3 intention of owning or operating the airport. They are
4 committed to building it, and our commissioners are committed
5 to helping the State build it. As Secretary Martin mentioned
6 earlier today, this plan -- or his concern mentioned earlier
7 today was that this plan does not compete with O'Hare or
8 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 inquiries
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

1 experts on public/private airport partnerships to do a
2 year-long study, and they concluded that this proposal
3 through a partnership is viable, economical, flexible and
4 perhaps even essential.

5 Additionally, the State did an extensive study and
6 reached similar conclusions. We have shared these results
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.

10 Now let me focus on the scoping process. We
11 believe that this airport should be built to meet a
12 conservative level of traffic for the year 2008, for the
13 traffic originating in or destined for the south suburbs. We
14 should not rely on any forecasts that reduces or "steals"
15 traffic from Midway or O'Hare. We believe that five gates
16 and one runway will be an adequate initial build.

17 The Commission believes that this modest airport
18 can attract 370,000 enplaned passengers per year after
19 opening in 2008, and we believe that the five "common use"
20 gates that we propose will attract one more of the low-cost
21 carriers, one or more regional jet carriers and even one or
22 more of the low fare operations that the legacy carriers are
23 now introducing. As we see it, this airport's cost per
24 enplaned passenger will be very attractive to these carriers,

1 which are the fastest-growing segment of the aviation
2 industry but which lack access opportunities to Chicago's
3 existing airports. Additionally, this airport's catchment
4 area of 2.5 million people is an ideal target for this
5 segment of the airline business.

6 But while the airport will start small, it must be
7 designed to be a long-term aviation asset for the region.
8 The long-term environmental impacts should be based on the
9 ultimate build-out, not just the inaugural footprint. We
10 need to place before the public the potential size of the
11 airfield, the number of operations and associated
12 consequences for the years 2008, 2025 and beyond.

13 Because we should build for today but design for
14 tomorrow, the purpose and need, as well as the scope, for
15 this project should reflect three time periods: One, in near
16 terms the delivery of the airport by 2008; two, mid term, the
17 ability for the airport to assume a greater percentage of the
18 Chicago region's traffic demand if and when O'Hare and or
19 Midway reach congestion levels; and three, land-banking for
20 an expanded airport when the region needs additional runways.

21 These three distinct phases should be reflected in
22 the FAA's statement of purpose and need. The South Suburban
23 Airport we believe can meet all of these needs through proper
24 planning.

1 In closing let me say that transportation has been
2 Chicago's economic lifeline since its inception. The City
3 was born where the river met the lake, it boomed as a
4 railroad hub, matured as America's crossroads; and ascended
5 as the nation's aviation hub. We need an efficient,
6 effective system of aviation connections in this region, and
7 it is crucial to our future and our nation's future. The
8 South Suburban Airport we believe will do that.

9 Finally, the FAA recognized in 1985 that Chicago
10 needed a third airport. We have introduced an innovative,
11 for us, but proven model to achieve these goals and demands.
12 We are extremely pleased that the FAA and the State are
13 moving forward with the EIS process. Our plans are designed
14 to maintain and complement your timetable, thus we look
15 forward to working with you to enhance the national aviation
16 system with the quickest, cheapest, cleanest and safest
17 solution possible. After all, that was your charge, and that
18 is our commitment to you. Thank you very much.

19 MR. REWERTS: Thank you.

20 Dennis Baran I believe it is. State your name and
21 spell it for the court reporter. The next speaker after Mr.
22 Baran will be Al McCowan.

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1 Dennis J. Baran
2 1024 Mallard Lane
3 Peotone, Illinois 60468

4 MR. BARAN: I'm Dennis Baran, B-A-R-A-N. I'm the
5 Village President of Peotone. Good morning.

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
9 with the other mayors in Eastern Will County that surround
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
16 well, and I'm not going to repeat them except to say that I
17 believe that the eventual full build scenario, if it is to
18 come, should be diminished perhaps to possibly four runways
19 and by all means include Beecher-Peotone Road repair, and
20 that will be able to maintain as a very important link in our
21 group between the communities, the growing communities of
22 Peotone and Beecher.

23 And, again, I thank you for your time, and while we
24 hope specifically in Peotone that the EIS will happen

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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1 AL McCowan
2 Mayor - University Park

3 MR. REWERTS: Mr. McCowan, is that correct?

4 MR. McCOWAN: Yes, that's correct.

5 MR. REWERTS: Would you spell your name for the
6 record?

7 MR. McCOWAN: Al McCowan, M-C-C-O-W-A-N.

8 MR. REWERTS: The next person on deck is Dennis
9 Koehn.

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
17 consideration for many years. My town, one of the five
18 towns, not four, five towns that surround the airport
19 footprint and is also located in Will County has long been an
20 adequate outspoken advocate in support of the airport.

21 Economic development in my town has suffered.
22 Actually economic development in Eastern Will County has
23 suffered over the past several years. My town has the
24 highest tax rate in Will County with little hope for

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
9 scenario. One of the tremendous benefits provided by our
10 proposal of a public/private partnership enables the
11 municipalities participating in the intergovernmental
12 agreement to manage the infrastructure and quality of life
13 impact in any communities that will be most affected. This
14 partnership enables the creation of an off-site
15 infrastructure management authority inclusive of all the
16 towns that are affected, not just the surrounding towns, but
17 other towns as well in the region. Another benefit is the
18 airport distributed cash flow in the public/private
19 partnership can be utilized by municipalities who are off
20 site with the structured improvements.

21 We, our community, University Park, does not want
22 to squander this opportunity to have a meaningful, viable
23 impact on the future of our town, the County, the region
24 and the State, so we're very strong supporters of this

1 process. Thank you.

2 MR. REWERTS: Thank you.

3 Mr. Koehn, and then the on-deck speaker will be

4 Richard Sygulla.

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1 Dennis Koehn
2 626 Catalpa Street
3 Beecher, Illinois 60401

4 MR. KOEHN: Hello, my name is Dennis Koehn with
5 Washington Township, I'm the trustee there and also the
6 drainage commissioner in Washington Township.

7 MR. REWERTS: Spell your last name.

8 MR. KOEHN: K-O-E-H-N.

9 Basically we agree with the proposals of the
10 Village of Beecher, and we would like to see an eastern
11 entrance for customers and not a service entrance to the
12 airport. We would basically like to see the runways moved
13 further north away from the Village, avoid exhaust and other
14 detrimental things that can happen with that. Replacement of
15 lost property tax from the land the State has purchased.
16 Basically provide for necessary infrastructure as a result of
17 the airport and construction of the airport. Arrangement and
18 condensation from the excessive use of township roads as a
19 result of the airport. A maximum of four runways.

20 And on my drainage commissioner side we like to
21 protect our natural resources. We need to make sure that all
22 the streams, creeks and all the surrounding area is not
23 disturbed and is protected the way it is now so that we don't
24 have adverse effects in the future. Thank you.

1 Richard Sygulla
2 P.O. Box 428
Sheldon, Illinois 60966

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4 MR. REWERTS: Richard Sygulla.

5 MR. SYGULLA: Richard Sygulla, S-Y-G-U-L-L-A.

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.
10 There are at least two other districts that will also be
11 affected. Union Drainage District Number 1 Monee and Will
12 will experience the most impact, if in fact all land proposed
13 to be included in the plan will take in about 90 percent of
14 the district. Black Walnut Creek crosses right through the
15 middle of the proposed area, and from that standpoint a
16 destruction of that creek to deter water to another area or
17 some other prospect such as rerouting will have to be taken
18 place.

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

1 The funding source is an assessment on land owners.

2 At the present time the State of Illinois is exempt

3 from real estate taxes but not from drainage assessments.

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

7 any source of revenue.

8 It has been suggested that Black Walnut Creek will

9 be re-routed. Now this can also cause not only problems for

10 Black Walnut Creek but wherever they remove the water which

11 could be Rock Creek to the west.

12 In summary, all drainage districts need to be

13 included in the planning process at an early stage so that

14 they can be in a position to respond to the increased water

15 flow. Thank you.

16 MR. REWERTS: Thank you.

17 Mr. Daugherty, and I have Bruce Hamann on deck.

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1 James Daugherty
2 700 West End Avenue
3 Chicago Heights, Illinois 60411

4 MR. DAUGHERTY: Good morning, my name is James
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
10 a population of 100,000. The District is a separate unit of
11 local government that overlays the six cities and villages
12 that we serve. In our 75-year history and most significantly
13 in the past three decades the Sanitary District has expanded
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,
20 South Chicago Heights, Steger and Crete. All wastewater
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

1 benefits of adding those communities to the District's
2 service area. Discussions have included Consumer Illinois
3 Water Company due to the fact that the District would be
4 purchasing their wastewater infrastructure. The current
5 Thorn Creek facility plant area now served by the District
6 and the Deer Creek facility area now served by Consumers
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
11 system in Crete and then the treatment plant in Chicago
12 Heights. This plan will result in more specific services to
13 the residents and businesses and industries in University
14 Park and Monee according to the feasibility study conducted
15 by the District. The District is in negotiation with
16 Consumers to purchase their wastewater infrastructure.

17 Recently the communities of Beecher and Peotone
18 including the Eastern Will County Council of Mayors have
19 requested that the District join them in studying the options
20 of regionalized wastewater treatment in Eastern Will County.
21 After the addition of University Park and Monee to the
22 District, the District will be servicing all the communities
23 in Eastern Will County except for Beecher and Peotone.

24 The District has agreed to undertake this study and

1 is seeking funding to conduct a preliminary engineering study
2 on regionalizing the wastewater treatment in Eastern Will
3 County. The study area along with the current proposed
4 district boundaries will completely surround the proposed
5 airport site.

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

13 MR. REWERTS: Thank you.

14 Mr. Hamann, and on deck we have Stella Zajakala.

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1 Bruce Hamann
2 3637 W. Corning Road
3 Peotone, Illinois 60468

4 MR. HAMANN: Good morning, I'm Bruce Hamann,
5 H-A-M-A-N-N, Will Township Highway Commissioner. I'm excited
6 to be here just like Secretary Martin, however my excitement
7 is of the negative nature. I'm not in favor of this project.

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
11 Goldwater, "A government large enough to give you everything
12 is large enough to take it all away." We in Will Township
13 believe this describes this project.

14 As recently as yesterday a meeting with government
15 representatives showed how they can flex their muscles to
16 take what you will not voluntarily give to them. I have a
17 local project of replacing a bridge in the township for
18 safety reasons which was asked to be put on hold because
19 others believe their project should be foremost of
20 importance. One gentleman stated that we have lived with
21 this bridge for 70 years, why now replace it? Will Township
22 residents asked we have lived and prospered without an
23 airport development for 150 years, why now? There has not
24 been a proven need.

1 The money spent to date on this project would
2 certainly relieve school districts of debt, provide funds to
3 police departments, both local and state, to help enforce
4 laws, reduce crime and drug trafficking. Countless children
5 are hungry in our communities. Food programs would be better
6 for our community than an airport. Building up industry in
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
11 transportation, water, human resources and funding, why not
12 build something that will build the community and not destroy
13 it?

14 Thank you, and I would like also to thank the
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.

21 Stella, will you pronounce your name and spell it
22 for the court reporter?

23

24

1 Stella Zajakala
2 4127 West Church Road
3 Beecher, Illinois 60401

4 MS. ZAJAKALA: Yes, I'm Stella Zajakala,
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.
8 As you can tell from the maps, most of the airport would be
9 in our township. For the inaugural site, they are estimating
10 a need of 4,200 acres. So far IDOT has purchased 1,538 acres
11 from willing sellers. Now, the remaining 2600-plus acres
12 need yet to be acquired. Now do you think our loyal farmers
13 like the Deutsche's, Rudis' and the Ogalla's are going to sit
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
16 of us "mini-farmers."

17 I will give you some figures so that you can see
18 how this "State land banking" is affecting our townships and
19 the county. In the inaugural site IDOT has purchased 1538
20 acres which has an assessed value of \$2,218,711, this
21 translates to a market value of \$6,653,133. They also
22 purchased other property listed as "hardship and protective
23 parcels" in the "big footprint site" consisting of 201 acres
24 with assessed value of \$600,865 or market value of

1 \$1,802,595. These two total \$8,455,728 yet the State paid
2 their "fair market value" of \$23,000 -- pardon me,
3 \$23,049,464. Where is this extra 15 million coming from?
4 You guessed it, the taxpayers, you and me.

5 Now how do these negotiations affect our tax
6 revenues? Figuring our tax rates are anywhere between 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
10 will be lost annually. The taxing bodies still provide the
11 same services and still have to levy to obtain the dollars
12 they need.

13 The school district, the County, the townships, the
14 fire district, the library, the forest preserve and college
15 district all put their levies in, and with the loss of
16 assessments, since the State is tax exempt, the shortfall
17 will have to be made up by, you guessed it, you and me.
18 Thank you.

19 MR. REWERTS: Mr. Paesel.

20 After Mr. Paesel we have Jerry Meyer.

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1 Ed Paesel
2 1904 West 174th Street
3 East Hazel Crest, Illinois 60429

4 MR. PAESEL: Hello, my name is Ed Paesel,
5 P-A-E-S-E-L. I'm Executive Director of the South Suburban
6 Mayors and Managers Association.

7 I'm pleased today present this testimony on behalf
8 of the South Suburban Mayors and Managers Association, an
9 organization representing 43 communities, 650,000 resident in
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.

17 We believe that environmental studies previously
18 conducted by both the State of Illinois and the Federal
19 Aviation Administration have clearly shown that the South
20 Suburban Airport can be developed to meet the stated purpose
21 and need and do so in an environmentally sound manner.

22 The proposed facilities can be developed within the
23 airport footprint outlined by the State of Illinois and
24 currently under active acquisition by the State using funds

1 appropriated by the General Assembly over the past four
2 years. This can be done in a manner that will minimize and
3 mitigate any impacts anticipated, while at the same time
4 providing much needed aviation capacity for the southland and
5 the entire Chicago metropolitan region.

6 The Association calls your attention to a "white
7 paper on public/private partnerships" which I will provide to
8 you, it was recently published to assist in the dialogue as
9 to how the South Suburban Airport might be financed. We are
10 encouraged by the public pronouncements of several national
11 and international private firms who have expressed an
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.

15 Finally, we support the efforts of local, County,
16 State and Federal officials to continue long-standing
17 cooperative efforts to do proper planning for areas outside
18 the footprint of the airport and along highway and rail
19 corridors which will be used to provide excellent access to
20 the airport.

21 And, finally, we thank the FAA for its support of
22 this process and for providing the funding to complete the
23 Tier 2 EIS. Thank you.

24

1 Jerry Meyer
2 301 East Indiana Avenue
3 Beecher, Illinois 60401

4 MR. REWERTS: Mr. Meyer, and after Mr. Meyer will
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
10 it is built or when the airport is being built:

11 Roads for infrastructure. The road outside the
12 airport boundary cannot handle the increased traffic brought
13 to us with this airport. Roads as they are right now are
14 country roads only there to handle resident traffic of people
15 who live there. They're not made or designed to handle any
16 truck loads or high volumes of car traffic.

17 With property of the airport being removed from the
18 tax roles, we do not have the funds in our tax base to
19 improve these roads to handle the airport traffic or the
20 construction traffic as it's being built.

21 Number 2, when this airport is built, I'll have
22 some roads on the northern end of the airport property that I
23 will not be able to serve because of the property of the
24 airport cutting off access to these people. These residents

1 will not have the service they have now.

2 When this airport is built, I think the township
3 residents should have an eastern entrance to the airport.
4 This will help generate extra growth on the eastern part of
5 the grounds and it will help the tax growth on our side.

6 Four, the drainage of the airport. As the airport
7 property is right now, there are two water sheds. With the
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
10 both of the water sheds?

11 Five, a concern to the Village of Beecher and ours
12 also is if the runways could be moved north to give the
13 residents of Beecher free from planes flying right over their
14 houses where they're building now.

15 Six, as the airport is being part of the township,
16 we should be informed on how and when the project is going to
17 start and how we can cope with the airport when it is done
18 and not read about it in the newspaper and being misinformed.

19 And, last, the airport should have a maximum of
20 four runways for the reason of not to take large amounts of
21 property away from the township so, in turn, it can grow with
22 the airport. Thank you.

23

24

1 Bob Herrick
2 116 North Chicago Street
3 Joliet, Illinois 60432

4 MR. REWERTS: Mr. Herrick, state your name and
5 spell it for the court reporter.

6 MR. HERRICK: Bob Herrick, H-E-R-R-I-C-K.

7 MR. REWERTS: After Mr. Herrick will be Margie
8 Woods.

9 MR. HERRICK: I'm Bob Herrick, I represent the Will
10 County Center for Economic Development, commonly known as the
11 CED. The CED is the economic development agency of record
12 for Will County. We support not only the development of
13 South Suburban Airport at the state-designated site in Will
14 County but also inclusion of Will County as a full partner
15 with the Federal Aviation Administration and the Illinois
16 Department of Transportation.

17 As aviation experts predicted a long time ago,
18 almost 20 years ago, Chicago ran out of capacity to absorb an
19 increasing demand for commercial flights, which of course led
20 to the City's plan to rebuild O'Hare Airport. Growth in the
21 south and southwestern segments of the Chicago region has
22 exacerbated the need for more aviation capacity and has
23 actually created a sub-market of 2.5 million people who live
24 within a 45-minute ride drive of the South Suburban Airport

1 site. Will County will continue to fuel much of that
2 growth.

3 I'm going to cite just a couple of statistics for
4 you. Will County is now the ninth fastest growing county in
5 the nation (of counties with more than 200,000 people) and
6 will be the fastest growing county in Illinois in terms of
7 jobs and population for the next 20 years. The Northeastern
8 Illinois Planning Commission estimates Will County's
9 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
16 interstate highways, Class 1 freight railroads and commercial
17 barge terminals. The new CenterPoint Intermodal Center along
18 with the Burlington Northern Santa Fe Railroad logistics park
19 as the centerpiece, made Chicago the third largest container
20 port in the world behind Hong Kong and Singapore. The
21 regional, national and international development communities,
22 with whom we work, were quick to see the benefit of
23 connecting freight logistics at CenterPoint with the air
24 cargo operations at South Suburban Airport.

1 As the Illinois Department of Transportation and
2 the FAA proceed with the environmental assessment, two
3 additional issues deserve consideration in our opinion.
4 First is the need to identify and develop a plan for building
5 local infrastructure to accommodate a project of this
6 magnitude, a concern you heard this morning; and, secondly,
7 we believe Will County should be recognized as a full partner
8 in the planning process with the Illinois Department of
9 Transportation and the FAA. Thank you.

10 MR. REWERTS: Thank you.

11 Margie Woods, and after Ms. Woods will be John
12 Paige.

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1 Margie Woods
2 561 Dover Street
3 Joliet, Illinois 60432

4 MS. WOODS: Mr. Rewerts, FAA officials, good
5 morning. I am Margie Woods, the minority leader on the Will
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.

10 In 1987 Will County Board passed its first
11 resolution supporting our involvement in the development of
12 an airport in the south suburbs of Chicagoland. Will
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
16 there would be impacts. Now that the airport site has been
17 selected and identified within the County of Will's
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
23 interested in and affected by the development of this
24 airport.

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.

13 Will County will work as a team with the FAA and
14 IDOT towards sponsorship to ensure that the airport in Will
15 County is developed in the most beneficial manner for our
16 county, our region and our state and that all of the
17 necessary environmental issues have been addressed.

18 We want this EIS to address the following:
19 Transportation infrastructure needs and costs, including
20 construction routing; estimated jobs created on-site and
21 off-site and the fiscal impacts from these jobs; information
22 on any economic development planned on-site airport;
23 environmental issues such as ground water, streams, lakes,
24 wetlands, floodplains, drinking water, stormwater,

1 wastewater, waste disposal and other impacts on natural
2 resources in the area; agricultural loss and its financial
3 impacts on all taxing bodies; impacts on parks, preserves and
4 conservation areas; how parks and preserves that currently
5 exist on inaugural airport property can be integrated into
6 the inaugural design; mitigation plans for all impacts; how
7 to effectively plan land-uses on property that may be needed
8 for future airport expansion.

9 The Will County Board feels that it is vital that
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
13 an airport facility within our jurisdiction.

14 County staff will be submitting written comments in
15 addition to mine. I would like to take the opportunity to
16 thank you for allowing me to speak.

17 MR. REWERTS: Thank you.

18 John Paige is the last speaker card that I have.
19 If anybody else wishes to speak, I ask that you go out and
20 fill out a speaker card. If I don't have anymore speakers at
21 the end of Mr. Paige, we'll take a recess for 10 or 15
22 minutes and reconvene and see if we have any additional
23 speakers at that time. Mr. Paige?

24

1 John Paige
2 222 South Riverside Plaza, #1800
3 Chicago, Illinois 60606

4 MR. PAIGE: My name is John Paige, P-A-I-G-E. I'm
5 the Director of Planning Services for the Northeastern
6 Illinois Planning Commission. I'm speaking this morning on
7 behalf of the Eastern Will County Council of Mayors.

8 I would like to point out that the Northeastern
9 Illinois Planning Commission will also be sending in
10 comments. The Commission is meeting tomorrow to consider
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
17 behalf of the Council. This intergovernmental group consists
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.

23 First, involvement of local governments. Each
24 member of the -- I'm going to refer to the Council, I'm just

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.
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.

7 The second point is regarding coordination of the
8 plans. As the airport design and the EIS process proceeds,
9 the land use plans and zoning ordinances of each of the
10 members of the Council should be incorporated into the
11 airport design and the EIS. Additionally, the Council is
12 developing two regional land use and development plans for
13 the eastern Will County area, one with the airport and one
14 without the airport, a "no build." The "no-build" scenario
15 is nearly completed. The Council will soon begin preparation
16 of the build scenario, however, it is critical to the
17 function and validity of these plans that the Council have
18 access to all the alternative airport scenarios in order to
19 effectively do this kind of planning. Hence, the Council
20 requests information from IDOT and the FAA on the proposed
21 airport design, all potential designs at the earliest
22 possible moment so that they can complete their regional land
23 use and development plans for the build airport scenario as
24 well.

1 The third point is in regards to impacts on
2 municipal governments and Will County. The members of the
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
10 with the airport; environmental impacts including
11 groundwater, streams, lakes, wetlands, floodplains,
12 stormwater, drinking water, waste disposal, wastewater and
13 other natural resources in the area such as parks and forest
14 preserve lands, and fiscal impacts on local governments
15 including impacts on all taxing authorities, and especially
16 impacts on municipal, county and township revenues.
17 Mitigation plans for all impacts should be discussed and
18 reviewed with local governments for comment early before they
19 are finalized.

20 The fourth point is regarding regional sewer
21 service. The members of the Council would like the FAA and
22 IDOT through the airport design and EIS process, to work with
23 the Council members to explore the possibility of a regional
24 sewer service system, exploring all alternatives for both the

1 airport and the incorporated areas around the airport.
2 Finally, the final point is regarding the size of
3 the airport. Some members of the Council would like the
4 proposed airport, the full build-out scenario, to have no
5 more than four runways as there is a concern that too much
6 land is being consumed by the airport footprint; however, not
7 all of the members agree with this. In particular,
8 University Park and Will County believe the size of the
9 airport should be based on demand factors. In any case all
10 members of the Council agree that they would like any
11 information that the FAA and IDOT can provide on how to
12 effectively plan for land use beyond the inaugural airport
13 facility in case there is a need for airport expansion.

14 That concludes my remarks, and thank you for this
15 opportunity to present them.

16 MR. REWERTS: We did get another card, Mary Ann
17 Deutsche. State your name and spell it for the record.

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1 Mary Ann Deutsche
2 3417
3 Steger, Illinois 60475

4 MS. DEUTSCHE: My name is Mary Ann Gearhart,
5 G-E-A-R-H-A-R-T, Deutsche, D-E-U-T-S-C-H-E. I have been a
6 representative of the Will County Board for the last 18 years
7 in Concord District 1, that area mostly impacted by this
8 airport, although as I know, we all listened this morning
9 many, many, many people will be impacted with the effects of
10 this airport.

11 In that period of time I have been a mother, now a
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
17 family also is in the farm business in the middle of this
18 airport site. We will still try to grow crops we hope as you
19 go forward. If I had a voice that had a vote, I would say I
20 absolutely want this thing to go away, no, I do not want an
21 airport, and, no, many of the people in my community do not
22 want an airport, but certainly that's not mine to say.

23 I certainly hope as you go forward you go in the
24 spirit of fairness and look at everything and make sure that

1 those of us that remain can still live here, still get to our
2 families, get to our businesses, still conduct our business,
3 and make sure as the process goes forward those people who
4 are beginning to purchase property do so in a fair way. We
5 find some purchases of property have been way off the site
6 for a road that may be 20 to 40 years from now and they say
7 that's protective. I dare say in my opinion that would be
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
11 by state-owned property, so I dare -- I hope as you do your
12 scoping you do it fairly. Keep in mind who pays all our
13 salaries, I'm a government worker as you are too, and make
14 sure that the taxpayers are protected and the whole region
15 that needs this airport knows that. Thank you.

16 MR. REWERTS: Thank you. Do we have -- are there
17 any other speaker cards? No? Seeing none, let's take about
18 a 15-minute break. Let's come back at quarter to 12:00.

19 (Brief recess taken.)

20 May I have your attention? We still have no more
21 speakers. It's now one minute of 12:00, and having seen no
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

1 speakers, I now adjourn this session. Thank you for coming.

2 (Which were all the proceedings had in the
3 above-entitled matter.)

4 -----

5 STATE OF ILLINOIS)

6) SS:

7 COUNTY OF COOK)

8

9

10

11 I, Susan M. Pudlo, R.P.R., C.S.R., Notary Public, do
12 hereby certify that I am a court reporter doing business in
13 the State of Illinois, County of Cook; that I reported in
14 shorthand the proceedings at the given hearing held on the
15 3rd day of December, 2003, and that the foregoing is a true
16 and correct transcript of my shorthand notes so taken as
17 aforesaid.

18

19

20 Susan M. Pudlo
21 Registered Professional Reporter
22 Certified Shorthand Reporter

23

24

Public Scoping Meeting
Wednesday, December 3, 2003

FEDERAL AVIATION ADMINISTRATION HEARING

PUBLIC SCOPING MEETING

South Suburban Inaugural Airport Program
Environmental Impact Statement

Held December 3rd, 2003

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

Governors State University

University Park, Illinois

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7

1 MR. REWERTS: Good afternoon. I would like to
2 call this meeting to order. Let the record show that
3 it's now 4:00 p.m. on December 3rd, 2003. My name is
4 Dennis Rewerts, and I'm the airport capacity officer
5 with the Federal Aviation Administration in the
6 Chicago Airports' district office. To my right is
7 Barbara Johnson, assistant manager for Chicago
8 Airports' district office. In addition, there are a
9 number of FAA employees, along with URS Corporation,
10 the FAA's EIS contractor, here to assist you in
11 answering your questions. You can identify them by
12 their name tags.

13 On behalf of the FAA, I want to welcome you
14 this afternoon to the scoping meeting for the Tier 2
15 Environmental Impact Statement studying the proposed
16 construction and operation of inaugural airport
17 facilities at the South Suburban airport site. The
18 South Suburban site, which is located here in Will
19 County, is one of several locations considered in the
20 Tier 1 EIS and was approved by the FAA record
21 decision dated July 12th, 2002.

22 Our reason for being here today is to hold
23 a scoping meeting. The scoping process is the
24 initial step in the FAA's preparation of an

1 environmental impact statement to the State of
2 Illinois's proposed action. The regulations for
3 implementing the National Environmental Policy Act,
4 otherwise known as NEPA, define the scoping process
5 as an early and open process determining the scope of
6 issues to be addressed and for identifying the
7 significant issues relating to the proposed action.
8 Therefore, we are here today to inform you about the
9 State's proposed action and to listen to your
10 comments of the environmental impacts to be addressed
11 in conjunction with the environmental study being
12 prepared.

13 We have a court reporter to my left who
14 will be recording all verbal testimony to make sure
15 that all comments are documented so that they are
16 adequately considered and addressed in the
17 preparation of the environmental impact statement.
18 We are not here today to debate the merits of the
19 State's proposed action. We are here to receive
20 comments concerning environmental issues that should
21 be addressed during the environmental study.

22 This is your opportunity to tell us what
23 specific areas you think need to be examined in the
24 conduct of the environmental study. FAA regulations

1 stipulate that an EIS is normally required for
2 first-time airport layout approval and federal
3 financial participation in a commercial service
4 airport located within a standard metropolitan
5 statistical area.

6 This Tier 2 EIS will be prepared and comply
7 with the requirements of FAA Order 5010.1-D, policies
8 and procedures for considering environmental impacts,
9 and FAA Order 5050.4-A, airport environmental
10 handbook. These are the FAA's environmental
11 requirements for complying with the intent of NEPA.

12 The Tier EIS focuses on issues that are
13 right for decision and excludes from consideration
14 those issues already decided or not yet invited. The
15 hearing is appropriate for environmental documents
16 concerned with development and operation of inaugural
17 airport facilities. Issues relating to the
18 development and operation of airport facilities
19 beyond the inaugural airport program will be
20 addressed in later environmental documents issued
21 from the federal review decision.

22 A scoping document will be prepared and
23 provided to you which summarizes the project and the
24 scoping process. Page 5 of the document shows the

1 flow chart for the environmental review process.
2 After the draft EIS is prepared, it will be
3 circulated for a 45-day commentary which will include
4 a public hearing and opportunity for written comment.
5 The issues brought up during the public review period
6 will then be addressed in the final EIS. No action
7 can be taken until 30 days after notice of
8 availability of the final EIS and it has been
9 published in the Federal Register.

10 Prior to taking any action, the FAA will
11 issue a record of decision, otherwise referred to as
12 ROD, on the State's proposed action. The ROD states
13 what the decision is, identifies all alternatives
14 considered and discusses any mitigating measures that
15 have been taken to minimize adverse impacts. After
16 the ROD is issued, the actions outlined in the ROD
17 can be taken.

18 Let me state clearly now that the FAA has
19 not made any decision to approve or disapprove any
20 part of this project that is under consideration. A
21 notice of intent to prepare a tiered environmental
22 impact statement and hold scoping meetings was
23 published in the Federal Register dated October 28th,
24 2003. Publication of the start of the process was

1 defined. This notice was mailed to the federal,
2 state and local officials and to members of the
3 public who had previously expressed an interest in
4 receiving information as part of the Tier 1 process.
5 The FAA also placed a notice of scoping in several
6 other newspapers in general circulation within the
7 project area.

8 This afternoon we are holding this scoping
9 meeting from 4:00 to 8:00 p.m., and it is open to
10 anyone who wishes to present verbal or written
11 comments. Each person desiring to present verbal
12 comments must complete appropriate sign-up
13 documentation at the speaker registration desk
14 located at the entrance to this room. Each person
15 desiring to present verbal comments is limited to a
16 four-minute presentation. Presenters of verbal
17 comments will be notified by the yellow light that
18 they have one minute to wrap up their comments. If
19 the presenter continues beyond the allotted
20 four-minute time, I will interrupt the testimony and
21 instruct the presenter to submit additional comments
22 in writing or wait until everyone has had an
23 opportunity speak, at which time additional time will
24 be allowed for continuation.

1 If you have a copy of your testimony and
2 would like to leave it for the record, you may give
3 it to Ms. Johnson on my right. An individual may not
4 assign his or her time period to another person for
5 the purpose of extending the four-minute time limit.
6 Each speaker will be asked to state and spell their
7 name and state their organization if applicable.

8 Written comments can be submitted until
9 December 19th, 2003 to me, Denis Rewerts. My address
10 is FAA, Chicago Airports District Office, 2300 East
11 Devon Avenue, Des Plaines, Illinois 60018. My name
12 and address are also listed in the scoping document
13 and on the written comment sheets, both of which are
14 available at the sign-in desk.

15 If you wish to provide written comments
16 today, please either leave them at the sign-in desk
17 or deposit them in the written comment box located in
18 the other room. Written comments may also be
19 submitted to me by e-mail. Comments submitted by
20 e-mail must be received no later than December 19th,
21 2003. My e-mail address is listed on page 3 of the
22 scoping document.

23 To ensure that the court reporter
24 accurately reports all comments, members of the

1 audience are requested to remain quiet during the
2 testimony. No interviews are to be conducted in this
3 room. Also, it is requested that all cell phones be
4 turned off.

5 If the media have any questions, Tony
6 Molinaro, the public affairs officer, will be
7 available to assist you outside of this room in the
8 public information workshop area.

9 There will be a five-minute break at the
10 beginning of each hour, and a 15-minute break at
11 6:00 p.m. Speakers will be heard in order that they
12 sign in with the exception of federal, state and
13 local elected officials. These individuals will be
14 afforded the opportunity to speak at their
15 convenience.

16 Does anyone have any questions about the
17 timing of the scoping meeting or need clarification
18 on the environmental impact statement process?

19 Yes, sir?

20 FROM THE AUDIENCE: Just is there going to be any
21 responses to any of our comments today, or are we
22 just making general statements that are eventually
23 responded to later?

24 MR. REWERTS: No, there will be no responses to

1 the comments. They will be accepted and they will be
2 addressed within the time allotted.

3 Anybody else?

4 Pending no further questions, I would like
5 to call the first speaker. And now what we're going
6 to do, we have two microphones, so I'll call two
7 speakers. The person will speak, and the other one
8 will stand by the second mic. That will help the
9 process move a little quicker.

10 The first speaker is Thomas A. Joseph. And
11 on standby is Ellen Meyers-Hafner.

12

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1 Thomas A. Joseph
2 7460 West College Drive
3 Palos Heights, Illinois

4 Good afternoon. On behalf of the Realtors
5 Association of the West South Suburban Chicagoland,
6 which represents over 4,000 Realtors in South
7 Suburban Cook County, and along with the Three Rivers
8 Association, representing over 1,000 Realtors in Will
9 and Grundy Counties, my name is Tom Joseph; and I
10 serve as government affairs director representing the
11 Realtor community in this region.

12 In recent days Americans have recalled the
13 presidency of John F. Kennedy; and one of his more
14 famous quotes was, and I quote, A rising tide lifts
15 all boats, end of quote. Nowhere would that have
16 more meaning than in this region. With the strong
17 purchasing power of American consumer, Realtors and
18 the housing market have allowed the American economy
19 to escape a serious recession in the past three
20 years. The housing market in this region has raised
21 the level of productivity and has brought stability.
22 But much more is needed to strengthen this region.

23 The concept of the third airport is
24 something that the above associations representing
25 over 5,000 Realtors in the region support as a major

1 economic tool to bring jobs, continuing residential
2 housing growth and broaden the commercial base so
3 that residents who live in the region will have a
4 better opportunity to find employment and continue to
5 benefit in the American dream of owning a home.

6 Furthermore, a third airport located in
7 this region will benefit the children directly when
8 more businesses locate to the region and their
9 important tax dollars are invested for our schools.

10 The Realtor community is uniquely qualified
11 in speaking to the future of a region because
12 Realtors own property in the community, sell property
13 in the community and are advocates for the community
14 and region they live in. Individuals who are looking
15 to relocate and live in an area care deeply about the
16 home they may purchase, the schools they send their
17 children to and the employment opportunities that are
18 offered throughout a region.

19 Unfortunately, presently there are roughly
20 60 residents for every one job in the south suburbs
21 of Cook County. Conversely, Will and Grundy Counties
22 are enjoying tremendous benefits from a very strong
23 local economy, which makes Will County the No. 1
24 county for growth in the Midwest outside the south

1 according to the most recent census figures.

2 This airport will have a two-fold impact;
3 bringing opportunity to the south suburbs and
4 ensuring Will County's continued strength.

5 More important, a third airport will help
6 reduce property taxes for homeowners in the
7 surrounding area of the airport as we have seen near
8 O'Hare Airport as more commercial and industrial
9 businesses are attracted which will make it more
10 beneficial for individuals to purchase homes.

11 The south and southwest region of Illinois
12 will benefit directly with a third airport, which
13 will over time directly impact the state and national
14 economies.

15 We thank the FAA for all their cooperation
16 and encourage that final approval to be granted to
17 start this important process.

18 Thank you for your time.

19 MR. REWERTS: Thank you.

20 Next speaker is Ellen Meyers-Hafner, who
21 will be followed by Sherman Hafner.

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1 Ellen Meyers-Hafner
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Ellen Meyers-Hafner. I live at
5 5537 West Pauling Road, Monee, Illinois 60449.

6 I am here to voice my objection to the
7 construction of the proposed south suburban airport.
8 This airport would be plunked in the middle of four
9 small, quaint, quiet towns. It would destroy
10 15,000-plus acres of prime and important farmland.

11 Once farmland is dug up and paved over, it
12 can never be restored. As the saying goes, God isn't
13 making any more land. Besides that the fact that
14 this airport will destroy our rural environment, it
15 would do so needlessly. An airport in this area just
16 isn't required.

17 Last Sunday was the busiest travel day of
18 the year. In fact, news report indicated it was the
19 busiest travel day since the 911 tragedy. There were
20 no significant delays at O'Hare Airport or Midway
21 Airport. Why do we need another airport if the
22 busiest travel day in over two years occurred without
23 delays?

24 Many people argue that Chicago's aviation
25 needs will continue to increase. Let's say that's

1 true. Legislation was passed to expand O'Hare so
2 O'Hare will handle more flights. Midway Airport just
3 renovated and expanded its terminal. The Gary
4 Chicago International Airport is also poised for
5 updating and is severely underutilized. It can
6 accommodate any aircraft that Midway Airport can
7 handle. The Greater Rockford Airport is also greatly
8 underutilized. This area is also served by General
9 Mitchell International Airport in Milwaukee.

10 Expanding O'Hare, continuing to use Midway
11 and Mitchell Airports and improving Gary Chicago and
12 Greater Rockford Airports will greatly increase
13 Chicago's flight path.

14 As you can see, five airports already serve
15 this region. A South Suburban airport will be the
16 sixth. Do we really need a sixth airport when we
17 have at least two that are being underutilized? Do
18 we need a sixth airport with the expansion of O'Hare?
19 Using technology to reconfigure the airspace above
20 the Chicagoland area and promoting a high-speed rail
21 network will also help to increase flight capacity in
22 this region.

23 There is no need to destroy the current
24 lifestyles of thousands of people who live peacefully

1 in this quiet, rural area. It is inhumane to
2 continue to hold this threat of this airport over our
3 heads for more than a decade. We are continuously
4 thinking about how our lives will change
5 detrimentally if construction is allowed.

6 Please stop this unnecessary project before
7 our lives are changed dramatically and forever.

8 Thank you.

9 MR. REWERTS: Thank you. Next speaker is Sherman
10 Hafner, and the following him will be Ed Mullady.

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1 Sherman R. Hafner, Jr.
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Sherman Hafner. I live at 5537
5 West Pauling Road, Monee, Illinois. I'm a member of
6 STAND.

7 I come from a farm in Missouri and now live
8 in the proposed phase to the footprint. My
9 grandfather brought his farm working in a cement
10 plant, and my grandmother worked in a shoe factory.
11 The State decided to build a scenic highway that went
12 to St. Louis. The road went through the middle of
13 their farm and overlooked the Mississippi River. The
14 State imposed imminent domain, and the farm was
15 literally split in half, so the highway separated
16 pastures that my grandparents' cattle could no longer
17 use. This in no small part led to my grandfather's
18 heart attack. And that road to St. Louis is rarely
19 used today, just like the Mid-America Airport which
20 is 25 miles from St. Louis.

21 I could go on about the O'Hare expansion
22 and its final okay and make this meeting unnecessary,
23 but instead I want to talk about population. There
24 are currently 6 trillion people in the world, and it
25 will increase 15 percent in 10 years to 7 trillion.

1 The average farmer feeds 129 people, 94 in
2 the US and 35 abroad. Some uses for corn and
3 soybeans are baby foods, margarine, detergent,
4 sandpaper, chewing gum, de-icers for roads,
5 antibiotics, explosives, potato chips, plastics,
6 cosmetics, rubber tires and plastic bags. Corn is
7 used to make ethanol, and Illinois is the largest
8 producer of ethanol in the country. One bushel of
9 corn makes 2.7 gallons of ethanol, and gasoline
10 currently uses 10 percent ethanol. So the 4,200
11 acres of proposed airport property could help produce
12 over 14,600,000 gallons of gasoline. The 24,000-acre
13 site will help produce 72 million gallons of
14 gasoline. Only the starch portion of the corn kernel
15 is used, and the proteins, vitamins and minerals are
16 left and used as high protein livestock feed.

17 Figures from Argonne National Laboratory
18 show the use of ethanol-blended fuels reduced CO2
19 greenhouse gas emissions in the United States during
20 2001. The reduction is equivalent to removing more
21 than 52,000 cars from the road.

22 Soybeans are used to make diesel fuel which
23 is called biodiesel. Biodiesel is used commercially
24 in truck fleets, school busses, heavy equipment,

1 utility plants, such as Com Ed in the northern part
2 of Illinois, and municipal transportation. It
3 extends engine life and contains no sulfur, aromatics
4 and significantly reduces exhaust smoke in particular
5 emissions. It reduces Ozone toxins such as
6 hydrocarbons and carbon monoxide. The benefits of
7 soy biodiesel for national security, the environment,
8 farmers and diesel engines are well established.

9 Carl Feldbaum and his competitors,
10 including (Inaudible) Tapowitz, are taking industrial
11 biotechnology into various manufacturing sectors and
12 creating a market that could exceed \$280 billion by
13 2010.

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

18 Thank you.

19 MR. REWERTS: Thank you.

20 Mr. Mullady is next, followed by Ted
21 Budzinski.

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1 Ed Mullady
2 726 South Elm
3 Kankakee, Illinois

4 I'm Ed Mullady from the Sportsman's Letter
5 in Kankakee, Illinois. Our publication deals with
6 the Kankakee River.

7 Thousands of people visit the Kankakee
8 River every year. The majority are fishermen,
9 hunters, nature lovers, campers, canoeists, hikers.
10 They flock to the area and are drawn there by a
11 premiere river, the Kankakee and its tributaries.
12 It's located within some of the largest cities in the
13 country, and these people use the remaining natural
14 remnants of the Kankakee River to escape man-made
15 projects, such as block after block of blacktop,
16 parking lots, garbage dumps, highways, channelized
17 and dredged streams that are no longer rivers. They
18 want to leave the roar of airplanes and traffic,
19 polluted air and water.

20 The Kankakee River relies on its
21 tributaries for clean water for important spawning
22 areas for game fish and even threatened species of
23 aquatic life. They also act as nurturing waters and
24 food supplies for newly-hatched aquatic to survive
25 and grow and help to naturally replenish the

1 tributaries and the main river itself.

2 One way or the other, the people who care
3 about seeing some areas remain with some semblance of
4 environmental integrity will be hurt by a third
5 airport near Peotone. There are many all-important
6 creeks that will be recipients of waste materials and
7 chemicals used to keep planes in the area, the huge
8 runoff of blacktop parking lots along with the
9 industrial parts that may follow the coming of the
10 airport. These all-important creeks flow into the
11 Kankakee River as strategic locations. They include
12 Ford Creek, Rock Creek, Black Walnut Creek, Marshall
13 Slew and X-Line Slew. X-Line Slew becomes Baker
14 Creek where it enters the river.

15 It also appears that Trim Creek and Pipe
16 Creek near Beecher and Grant Park will be used for
17 airport and industrial runoff. There will no longer
18 exist as spatial spawning areas or nurturing areas
19 for aquatic life. The Kankakee River will be
20 fighting for survival even more than it has had to do
21 for many years.

22 Many have already shown there is no need
23 for a third airport here. Politicians have spent
24 thousands of dollars of taxpayers' monies already in

1 providing jobs for developers and planners. They
2 have bought the land and continued to use money for
3 what was supposed to be a very overdrawn State
4 treasury to pursue this same course. Airlines have
5 indicated they want no part of the building of this
6 airport.

7 Keep in mind that Rock and Black Walnut
8 Creek flow into the Kankakee River State Park. Rock
9 Creek is one of the most scenic areas in the state.
10 Ford Creek flows through Will County's forest
11 preserve areas. In my writing, regular programs, our
12 Sportsman's Letter website, I've expressed these same
13 opinions for several years; and out of thousands who
14 I reach, I've not had one person ever say they are
15 for the Peotone airport.

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

21 Thank you.

22 MR. REWERTS: Thank you.

23 Next Speaker is Ted Budzinski, and
24 following Mr. Budzinski will be Lois Arms.

1 Ted Budzinski
2 8 Sandpiper Lane
3 Beecher, Illinois

4 I've lived in Beecher now for 16 years and
5 I own my own home and I'm 82 years old and half
6 crippled. I don't want the airport or the roof of my
7 house taken off. Now, I'll make it sweet. Don't
8 spoil our land. No airport.

9 MR. REWERTS: Thank you.

10 Lois Arms, followed by Paul Karas.

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1 Lois Arms
2 107 Nanti
3 Park Forest, Illinois

4 I'm Lois Arms. I live in Park Forest, and
5 I'm a member of STAND, which means Shut This Airport
6 Nightmare Down. And that's the way we feel about it.

7 Of course, when any sponsor proposes a
8 project that asks for government authorization and
9 government money, the first thing to consider is is
10 there a need. In all the years that an airport on
11 the farmland based south of Chicago has been
12 discussed, no airline has ever said anything but no.
13 They see no need. We don't need another white
14 elephant like downstate Mascoutah that was built
15 against the airlines' advice, and nothing much is
16 doing there.

17 Any honest person looking at the state of
18 air business today sees one, that electronic business
19 message such as faxing, e-mail, teleconferencing and
20 all the other instantaneous inventions have
21 superseded pokey, old-fashioned air travel in many
22 cases. For trips of 500 miles or less -- some say
23 300 -- air does not even save time over rail,
24 counting the time to get out to the airports and back
and the time now needed, and for the foreseeable

1 future, for security checking. These factors also
2 make leisure travel by air uninviting. Trains allow
3 people to see the scenery.

4 Security requirements have made travel more
5 time-consuming and unpleasant. Our area does not
6 need a potential terrorist target like an airport.
7 Another thing you'll see when looking at air
8 business, the airlines are in terrible financial
9 condition, floundering and going bankrupt. They have
10 had to lay off hundreds of people shedding jobs,
11 jobs, jobs. For example, Boeing's military contract
12 has just now been put on hold, their military
13 contract. And their domestic orders are drying up.

14 General aviation with small, private and
15 corporate planes seems to be thriving, though. There
16 is talk of using them like taxis. The existing small
17 airports like Lansing and Sanger, the latter a
18 footprint of SSA, served general aviation and have
19 potential to promote economic development and
20 corporate headquarters. Sanger even has a
21 cross-width and runway, unlike the proposed SSA.

22 Forecasts are at best educated guesses, not
23 reliable, bankable truths. Dreams of nuclear
24 technology might turn out like the Concord. Jobs may

1 not materialize. But the need for farm products is
2 real and will probably only increase. Also, the need
3 for quiet, natural respite, like nature preserves and
4 parks. Farmland is not vacant. It's already
5 economically developed. It's people's livelihood as
6 well as their home, and agricultural economy exists
7 here. It all leads up to life on the farm.

8 The local grain elevator and various other
9 expensive machines that farmers use, the mill in
10 Kankakee, Arthur Daniels and so forth. This land is
11 comprised of our prime or important farmland that's
12 the most productive for the least input. It
13 shouldn't be wasted by paving.

14 There's only so much land and there's only
15 so much air space. Both can be conserved by rail
16 travel. Rights-of-way exist in placing on the
17 ground. I'd like to just call your attention to
18 today's Tribune, which has a story on Anthony Rudis's
19 conservation project. He's made it out of nothing.

20 I'll let you see it if you're not familiar.

21 MR. REWERTS: Thank you, Lois.

22 Paul Karas, followed by Bert Docter.

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1 Paul Karas
2 6001 West Industrial
3 Gary, Indiana

4 Thank you. My name is Paul Karas. I'm the
5 director of the Gary Chicago Airport. We have
6 submitted our testimony to the FAA, and I will
7 summarize it. It is signed by the president of the
8 Airport Authority.

9 We at the Gary Airport and many other
10 people in the suburbs here of the Chicago area also
11 believe that a rising tide impacts home markets, if
12 you will; but if the tide is flooding or ebbing, it
13 is not stopped by an artificial border such as the
14 Indiana-Illinois state line.

15 Some of the concerns that we have with
16 regard to the putative Peotone airport has to do with
17 airspace and the taking of Gary Chicago International
18 Airport airspace to effectively allow Peotone to be
19 implemented the way it was promulgated. We are
20 concerned with the process and whether that process
21 will be entirely transparent with regards to
22 consideration of alternatives, such as the Gary
23 Chicago Airport, the Bloomington Airport.

24 We are concerned, again, with the process
25 with regard to how the purpose and need will be

1 defined, and the questions with regard to that are
2 answered, how the definition of the service area will
3 be arrived at.

4 And we are concerned finally with two other
5 points: Ground access both today and in the future
6 for making the putative Peotone Airport fully
7 implemented, and with items that are more intangible
8 but are part and parcel with the National
9 Environmental Policy Act, having to do with
10 environmental and economic injustice.

11 Thank you.

12 MR. REWERTS: Thank you.

13 Next speaker is Bert Docter, who will be
14 followed by Bob Carter.

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1 Bert Doctor
2 550 East 160th Place
3 South Holland, Illinois

4 Good afternoon, Mr. Rewerts. Thank you for
5 giving us this opportunity to share with you on this
6 important occasion.

7 It's been almost 20 years -- That's two
8 decades, four presidents and four governors -- that
9 we've been working and studying on this particular
10 project. Some of the people involved today were
11 barely born 20 years ago, but they're there, both pro
12 and con for this initiative that we're doing here in
13 Chicago southland.

14 It was in 1993, I believe, that the FAA
15 instructed the Northern Illinois folk to get together
16 and find a location for a third regional airport
17 because both O'Hare and Midway will be at capacity,
18 they said. It was at that time that -- just shortly
19 before that time Midway was the world's busiest
20 airport, and O'Hare was soon taken over because of
21 the space they had. We know what happened at O'Hare
22 and the way time has gone. And the problems have
23 arisen because of inadequate planning.

24 I think that FAA and everybody that's been
involved in this is to be commended for the planning

1 that they've done. I think we've gone through 18 or
2 20 sites. One by one they were eliminated for one
3 reason or another. Today we're dealing with the
4 south suburban airport near University Park.

5 I represent the business community and as
6 past chairman of the Southland Chamber of Commerce,
7 representing 71 communities, almost 2 and a half
8 million people that surround that Chicago southland
9 chamber area. More recently, I was the director of
10 the third airport clearing house and information
11 center.

12 I think that in the years that have gone
13 by, the information you have before you is what we're
14 here about today. Finally, we're at the Tier 2
15 study. We see something on the horizon as far as
16 some answers are concerned. Studies have been done.
17 And now more recently, and rightfully so, in the last
18 20 years, we do get a little bit more creative.
19 There's this thing called privatization. Our most
20 recent governor has said that we're 5 billion in the
21 hole, there is no money.

22 Private companies have come forward and
23 have indicated a desire to build this airport
24 privately, which means no federal money, no local

1 money and no state money. When they say privately,
2 they must know that this thing will work. And I
3 think that that was a concern of a lot of people.
4 Will the airlines use it? Will the passengers use
5 it? And I think that somebody willing to put up 3 to
6 \$600 million indicates that there is a need for that.

7 The proposed airport, as we see it today,
8 the most recent plan is for one runway, five gates,
9 various small, starter type of operation. Something
10 about what Midway Airport was just a few years ago.
11 We've seen what has happened to it. They are at
12 capacity. They cannot go anywhere else. So we're
13 encouraged by that as well, but we're also encouraged
14 by the people in Gary. That facility is needed
15 because of growth. We've heard this morning Will
16 County is the fastest growing county in Illinois,
17 11th fastest in the nation. And Gary, Indiana is
18 also servicing people from Indiana -- not only
19 Indiana, but also southwest Michigan.

20 The Rockford site, we're going to see the
21 day come in especially the next 20 years to where we
22 will be talking more than just this airport and its
23 expansion but other airports as well. Aviation is
24 the way to go. As was just testified a minute ago,

1 the busiest travel holiday was just this past
2 Thanksgiving Day.

3 People are once again back in the air.
4 United Airlines has come out from underneath because
5 they, too, are taking the concept of a smaller
6 airport together with one runway and more
7 privatization.

8 I do see the red light, and I'm going to
9 yield the rest of my testimony to my written response
10 to you before the 19th of December.

11 Thank you very much for having this hearing
12 for us today.

13 MR. REWERTS: Thank you.

14 Next speaker is Bob Carter. Following him
15 will be John Spomar.

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1 Bob Carter
2 30508 South State Line Road
3 Beecher, Illinois

4 Bob Carter. I'm a pilot and a member of
5 the Society of Automotive Engineers, and I'm a member
6 of STAND.

7 The Peotone airport is supposed to bring
8 jobs. If the politicians hadn't taxed the small
9 companies and other businesses, we wouldn't have a
10 job crisis. They are selling our company out from
11 under us. British Petroleum sells all the jet fuel,
12 and (Inaudible) brought in by Jesse Jackson will own
13 part of the airport.

14 The Peotone airport is supposed to be
15 completed in five years with private and federal
16 funding. It is not expected to be possible with
17 standard growth for ten years. Will County will have
18 to pay for the infrastructures, roads at a million
19 and a half dollars per mile. Bring in sewers and
20 sanitation at more than 400 million. Water at 200
21 million. And add cost for police and fire
22 department.

23 The Chicago Airport Authority landing fees
24 for Midway and O'Hare are from 475 to \$1,900. If you
 think Daley is going to let the airlines go somewhere

1 else, you're sadly mistaken.

2 Airplanes dump millions of tons of toxic
3 waste in the air, yet they are the only engines that
4 have no pollution controls. The government has let
5 them be self-regulated.

6 Jesse Jackson, Jr.'s group are getting
7 bonding companies to put up millions of dollars for
8 an airport that hasn't been environmentally approved
9 yet. It doesn't take a rocket scientist to know it
10 smells like a back room deal that's been already cut.

11 The taxpayers of Illinois have been paying
12 for studies for this airport for 13 years, over 45
13 million dollars going down the drain. And they still
14 want more. The brouhaha about this airport is so big
15 that Chicago papers and TV stations won't talk about
16 it. Nobody has mentioned that if this thing folds
17 like Mid-America in St. Louis, an airport brought to
18 you by the same IDOT bus, the taxpayers of Will
19 County are going to be left with a very big bill.
20 Operating expenses down there are \$3.5 million a year
21 and no return.

22 In one year, the 12,000 commercial airlines
23 flights use as much fuel as 112 million US autos.
24 The airlines know there's going to be a fuel crunch

1 in 15 years. They are already planning for planes
2 that will carry a thousand people. There will be
3 fewer flights but they will be able to carry more
4 people. There will be no need for the Peotone
5 airport.

6 The mayor and the so called "Iron Ring"
7 know nothing about the aircraft industry. All you
8 have to do is say jobs and they'll okay anything.

9 If this was a legitimate environmental
10 study by the FAA, the EPA would be involved. None of
11 the environmental reports mention that this area
12 keeps flying away from the staging area. If you
13 remember, the B-1 Bomber was brought down by a flock
14 of geese.

15 One more thing. We shouldn't be told the
16 results of these public scoping meetings, or you can
17 throw them in the garbage and do whatever the hell
18 you want anyway.

19 I've got a green? Okay.

20 During the Korean conflict, I was drafted
21 in the army and paid 72.50 a month to shoot North
22 Koreans. This was done to save the world from
23 communism. I see now we were shooting the wrong
24 people. The politicians are taking our land,

1 polluting our air and ground and don't give a
2 thing -- don't say a thing about it. Ladies and
3 gentlemen, this is communism.

4 The politicians have got the gambling
5 casinos. They were supposed to give the schools the
6 money they needed, but everybody knows the money
7 disappeared in the political machinery. Now we
8 wonder where the Peotone money will go.

9 If this Peotone airport goes the way it's
10 planned with the 10,000-foot runway, what happens to
11 the buffer zone that was supposed to protect the
12 people from noise and pollution? The planes will be
13 taking off and landing next to their houses, and they
14 can't afford to buy the houses.

15 MR. REWERTS: Thank you.

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1 John Spomar, Jr.
2 28952 South Western
3 Beecher, Illinois

4 My name is John Spomar, Jr., 28952 South
5 Western Avenue, Beecher, Illinois, charter member of
6 the National Environmental Performance Tract 2002,
7 Illinois Governors Pollution Prevention Award winner
8 2003, US EPA Educational Outreach Award winner, and
9 president of the Land-O-Lincoln Dry Cleaners
10 Association. The Dry Cleaners Association represents
11 400 dry cleaners in the south metropolitan area, of
12 which 175 are very close to the south suburban
13 potential airport.

14 The dry cleaning industry is one of the
15 most regulated industries in the world. We now have
16 an Illinois Dry Cleaner Environmental Trust Fund
17 which helps cleanup programs. If there's an
18 expansion, an urban sprawl to create a former urban
19 desert where most of our businesses are located,
20 contamination and potential contamination issues will
21 arise when businesses close, and neighborhoods will
22 have contamination issues from dry cleaners and their
23 plants in their localities, in their neighborhoods.
24 And if they are not allowed to continue in business
 and rely on the trust fund, former neighborhoods will

1 be contaminated to produce new neighborhoods which
2 will be in the future contaminated again.

3 Small businesses such as dry cleaners are
4 small and usually family businesses or -- There are
5 some conglomerates, but most of them are small
6 businesses. Many are not the native Americans which
7 rely on their incomes and their family's education.
8 There are business retirements. The retirements will
9 be lost if they have to move or close their
10 businesses when urban sprawl moves out of their
11 neighborhoods.

12 In order to conform with regulations, dry
13 cleaners must do a lot of wet cleaning. Wet cleaning
14 requires water. There are many water issues in the
15 State of Illinois. The State of Illinois and the
16 Chicago metropolitan area is maxed out by the US
17 Supreme Court decision that there are caps placed on
18 water taken out of the Great Lakes area. All the
19 states in the region, plus Canada, must approve; and
20 if the Supreme Court statements hold true, no further
21 water will be taken.

22 If an airport is put in this area, our
23 precious water that we use for wet cleaning and for
24 personal drinking water will go above the caps.

1 In a magazine entitled Environmental Issues
2 by the University of Illinois, Springfield campus, it
3 states that there are 117 townships in the State of
4 Illinois that have contaminated water issues that are
5 not addressed and will not be addressed by December
6 8th. There's not enough funds for them to carry out
7 these compliance issues. And we need to address all
8 the water issues with a plan and have all the
9 technology in place so that every citizen and every
10 business will have the water that is needed for their
11 operations and for drinking and for their health.

12 Thank you.

13 MR. REWERTS: Thank you.

14 Next speaker is Steve Potrczek, I think.
15 Is he here?

16 MR. POTRCZEK: Steve Potrczek.

17 MR. REWERTS: Following you will be John Krupa.

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1 Steve Potrczek
2 11622 West Pauling Road
3 Manhattan, Illinois

4 I'm Steve Potrczek, 11622 Pauling Road,
5 Manhattan, Illinois.

6 What I'm concerned about is the water shed.
7 I don't know if you people are aware, but there's a
8 drainage district that used to exist at the turn of
9 the century through most of Will County. These were
10 usually by townships. Some of these drain tiles are
11 18 inches, 24 inches in size. They drain extensive
12 areas. At the turn of century, there were swampy
13 areas. They could be swamp; they could be non-farms.
14 They were kind of drained into the east.

15 Now, in the airport footprint area, if
16 these drain tiles are disturbed, there's no way of
17 knowing what effect they're going to have on site of
18 this drainage area. They're dumping into creeks now,
19 but there's no overall schematic or plan. When these
20 drainage districts went bankrupt during the Great
21 Depression, the records were basically lost or
22 misplaced or they just vanished.

23 So when you cut a tile, which some of the
24 builders have done in the past, they create all sorts
25 of havoc outside the area because you're disturbing

1 the water shed.

2 So I'm just very concerned that when this
3 airport is constructed, there's care taken to the
4 tiles, that they be maintained, restored so that they
5 don't disturb the drainage district, because they're
6 dumping into creeks and the creeks are dumping into
7 the Kankakee River. You're affecting an area much
8 larger than the actual footprint area.

9 I have a tile that goes from my farm 18
10 inches. It goes for 7 miles, and it's picking up a
11 bunch of others. It's draining one hell of a mass
12 area.

13 Okay. That's my comment. Thank you.

14 MR. REWERTS: Thank you.

15 John Krupa, you will followed by Jack
16 Darin.

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1 John A. Krupa
2 2052 Maple Road
3 Homewood, Illinois

4 My name is John Krupa. I reside at 2252
5 Maple Road in Homewood, Illinois, in fact, a little
6 bit north.

7 I felt it was important to be here today to
8 focus on what you indicated yourself, that these are
9 environmental issues we have to deal with. Now, you
10 mentioned you were governed by NEPA, which is
11 correct, but you failed to kind of follow some of the
12 other purposes. Pursuant to Section 1500.1
13 Subsection C, if you read on, it says "Ultimately, of
14 course, it is not better documents but better
15 decisions that count." NEPA's purpose is not to
16 generate paperwork but to foster excellent action.
17 The NEPA process is intended to help public officials
18 make decisions that are based on the understanding of
19 environmental consequences -- Not the understanding
20 of business, not the understanding of airlines, but
21 environmental consequences -- and take actions that
22 protect, restore and enhance the environment. That's
23 what the purpose of this is.

24 The US Fish and Wildlife Service issues 19
25 different animals and eight different plants that are

1 threatened or endangered in the State of Illinois.
2 Under the Illinois Department of Natural Resources,
3 half of which I have here as well, Will County is
4 listed as having over 50 different species of plants
5 and animals that are endangered or threatened. So
6 what we have the issue of here is we have all this
7 environment and land and all these plants and animals
8 exist that is now going to be covered by a piece of
9 asphalt or a piece of concrete. What's going to
10 happen to them?

11 Businesses are adaptable. Businesses are
12 mobile. Airports can be put in different locations,
13 but you can't pick up a tree. It can't move. The
14 coyote can't move. The threatened frog can't move.
15 They're stuck where their habitats are at. We need
16 to take into consideration what's going to happen to
17 them.

18 Pursuant to Section and Title 14 US Codes,
19 Chapter 65, 4901, Congressional findings and
20 statement of policy, the Congress finds that
21 inadequately controlled noise presents a growing
22 danger to the health and welfare of the Nation's
23 population, particularly in urban areas; that the
24 major sources of noise include transportation

1 vehicles and equipment, machinery, appliances and
2 other products in commerce; that while the primary
3 responsibility for control of noise rests with the
4 state and local governments, federal action is
5 essential to deal with major noise sources in
6 commerce control of which require national uniformity
7 of treatment.

8 That's what we have here. We have an
9 airport that needs to have a national policy that is
10 consistent across the board in all airports. And
11 what we have to do here is just use a little common
12 sense. Right now if you walk outside in Homewood in
13 my backyard and I look up, I see planes every day,
14 about every five, ten minutes at about 10,000 feet
15 coming over me.

16 My office is in Orland Park. I see them
17 coming over I-80 at about 15,000 feet. You come out
18 here to Manhattan Monee, planes are all over the
19 place. They're going to Gary; They're going to
20 Midway; They're going to O'Hare. Now you're going to
21 take another airport, shove that right into the
22 middle of it, take all those flight paths and make
23 them even more complicated and more congested. And
24 that's going to alleviate the environmental problem?

1 Actually, it's going to make it worse.

2 Title 49 US Codes, Subtitle 7, Part B,
3 Chapter 471, Subchapter 1, Section 47101, policy, in
4 general it is the policy of the United States that
5 aviation facilities be constructed and operated to
6 minimize current and projected noise impact on nearby
7 communities; second, to give special emphasis to
8 developing reliever airports. Well, we've already
9 heard some of that. We've got Rockford. We've got
10 Kankakee. We've got Gary. Let's develop the ones we
11 have instead of trying to build a new one.

12 That airport development projects under
13 this subchapter provide for the protection and
14 enhancement of natural resources and the quality and
15 environment of the United States. That's what we
16 have to do. That's what we have to look for. Let's
17 worry about what we have and get that working instead
18 of trying to put up something new.

19 Lastly, which doesn't make too much sense
20 to me here, it talks about that the land conservation
21 he has is the third largest conservation policy in
22 the United States, and you're going to pave it over.
23 What sense does that make?

24 Thank you.

1 MR. REWERTS: Thank you.

2 Jack Darin, following you will be Brian

3 Birmingham.

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1 Jack Darin
2 200 North Michigan
3 Chicago, Illinois

4 Thank you. My name is Jack Darin. I'm the
5 director of the Sierra Club, Illinois chapter. Thank
6 you for having this hearing. I would also like to
7 supplement my comments with written comments later
8 this month.

9 I'd like to urge you, first of all, to stay
10 focused on the fact that this is a transportation
11 question that we're trying to answer here, not an
12 economic development question. If the question were
13 what's the single thing that we can do to try a turn
14 a largely rural area into a suburban, urban,
15 congested type of environment, then I would agree a
16 new airport in this region is probably a pretty good
17 answer to that question. But, of course, the
18 question we're trying to answer is what's the best
19 way for the state and for the Midwest to move people
20 and goods around this region and around the country.
21 And we're counting on you to try to give us an
22 objective answer and an objective demonstration of
23 need for this facility, because we don't think, in
24 our opinion, that that's ever been done before.
25 Before we spend the billions of dollars that are

1 going to be needed to do this project and bring all
2 the impacts associated with it to bear on this
3 region, we need an honest answer to that question.

4 I'd also urge you, as you look at the
5 environmental impacts of the airport, to look far
6 beyond the actual footprint of the facility. That I
7 believe is really what the impact on Illinois'
8 environment is going to be from this project if
9 indeed it is built. Induced development that the
10 airport will inevitably bring is going to have
11 incredible impacts on our air, our land and our
12 water. We have to have those questions answered by
13 this process to be able to make an informed decision.

14 In terms of our air quality, what are the
15 impacts going to be? The vehicle traffic, both
16 passenger and truck traffic, and the impacts of
17 turning two-lane rural roads into four and six-lane
18 congested, arterial roads, both in terms of regional
19 smog and soot and the air quality, but local impacts
20 for people that are going to be living near these
21 roads.

22 In terms of the land, what can you try to
23 quantify in terms of acreage and location? What are
24 the costs going to be for loss of wetlands and

1 prairies and forests and prime farmland and other
2 open spaces as this region undergoes an incredible
3 transformation as a result of this project?

4 Water resources, we've heard about those
5 today. This region is blessed with ample and clean,
6 for today's purposes, ground water. The Kankakee
7 River, we do have the Great Lake to the north. These
8 are good resources but finite resources. Where is
9 the water going to come for the airport itself and
10 the development it will bring to this area? Where is
11 the waste water discharges going to -- What are those
12 going to do to the headwater streams into the
13 Kankakee and the Kankakee itself and the other
14 service waters to this area?

15 Please keep in mind that everywhere this
16 kind of intensive development has gone in the
17 northeastern Illinois area, we have seen major water
18 pollution problems that have not yet been solved.
19 Nutrient pollution, for instance, follows because we
20 don't have a water quality standard for phosphorus,
21 for example. I'd urge you to keep in mind that water
22 quality standards, waste water from the development
23 of this airport is not going to be removing nutrients
24 from waste water. Currently, we have streams that

1 don't suffer from those problems, and we'd like to
2 keep it that way.

3 I see my name is almost up. Thank you for
4 your attention, and we will, of course, supplement
5 written comments.

6 MR. REWERTS: Thank you.

7 The next speaker will be Brian Birmingham.

8 And after Brian will be Congressman Jerry Weller.

9 And then probably after Congressman Weller's
10 presentation, we will probably take a five-minute
11 break.

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1 Brian Birmingham
2 23119 Central Park Avenue
3 Richton Park, Illinois

4 Hi. My name is Brian Birmingham. I live
5 in Richton Park.

6 I merely wish to quote Senator Peter
7 Fitzgerald and Congressman Jesse Jackson, Jr.

8 If the O'Hare expansion goes ahead, there
9 is no need for an airport in Peotone.

10 And I hope that the FAA will take that into
11 consideration in their Tier 2 plan and just let these
12 people live out their lives and put an end to this.

13 Thank you.

14 MR. REWERTS: Thank you.

15 The next speaker is Congressman Jerry
16 Weller, and the first one up after the break will be
17 Nelson Collins.

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1 Congressman Jerry Weller

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3 Thank you. I'm Congressman Jerry
4 Weller. I want to thank you the FAA for conducting
5 today's hearing. I also want it known that I have a
6 longer statement which I want to submit to the
7 record, including some correspondence to Governor
8 Blagojevich, which I'd like to include for the record
9 but make a shorter statement.

10 Well, good afternoon. I want to thank the
11 FAA as well as those in attendance today for
12 participating in what is a very, very important
13 meeting for public input regarding the planned south
14 suburban third airport.

15 Today I come before you as a supporter to
16 increase the aviation capacity of the Chicago region,
17 both for expansion of Chicago O'Hare Airport and by
18 the ability to plan the Will County south suburban
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

1 of this region. The Illinois Department of
2 Transportation forecasts that by 2010, in just seven
3 years, the regional demand for air travel will
4 increase by 17.8 million passengers in the Chicago
5 region. It's appropriate timing to prepare now and
6 build this inaugural airport before that surge and
7 demand comes at the end of this decade.

8 Today's hearing is important because it
9 shows the FAA, the Federal Aviation Administration,
10 for continued progress on this project. I urge swift
11 completion of this phase of planning so that locally
12 led effort to build this airport may continue to move
13 forward. Will County, under the leadership of County
14 executive Joe Mikan, is proactively moving the ball
15 forward working closely with the FAA and Illinois
16 Department of Transportation officials to ensure that
17 this airport is built and built well.

18 Will County has also requested a sponsoring
19 role with the State of Illinois. It is estimated
20 that in addition to the benefits to aviation
21 capacity, the planned Will County south suburban
22 airport will create approximately 250,000 new jobs in
23 this region, 55,000 of which will be direct
24 employment by the airport. These jobs will generate

1 approximately \$9 billion in new wages, and an
2 estimated \$4 billion will be spent by visitors to the
3 south suburbs.

4 Let me reiterate in summary. I fully
5 support the building of the Will County south
6 suburban third airport locally led by Will County in
7 partnership with the Federal Aviation Administration,
8 the Illinois Department of Transportation and all
9 interested parties.

10 I want to thank the FAA for holding this
11 important hearing today and urge you to move forward
12 expeditiously with the planned development of the
13 south suburban third airport.

14 Thank you for the opportunity to present
15 testimony.

16 MR. REWERTS: Thank you.

17 CONGRESSMAN WELLER: Thank you.

18 MR. REWERTS: We'll take a five-minute break and
19 come back just shortly after 5:00 o'clock.

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.

1 Nelson Collins
2 1060 Catalpa
3 Beecher, Illinois

4 Good evening. I'm Nelson Collins, as you
5 indicated. I'm the Washington Township supervisor.

6 Washington Township is the location of a
7 portion of this proposed airport. There are some
8 concerns that need to be addressed to best benefit
9 the residents of Washington Township.

10 Any airport in this location should have
11 eastern entrance for customers on to the airport's
12 east side. It is hoped that runways can be moved
13 further north to best protect the Washington Township
14 residents. Some arrangement needs to be made to
15 replace the property tax from the land that's been
16 purchased by the State. Provision needs to be made
17 to build the necessary infrastructure to support any
18 airport in that without the cost or massive
19 inconvenience to the residents the area. This will
20 be especially for the runways. Arrangements should
21 be made for the maintenance of the excessive use of
22 township roads in this area. And hopefully, the plan
23 can be revised to have a maximum of four runways.

24 Thank you.

MR. REWERTS: Thank you.

1 Next speaker is Karen Cassin, who will be
2 followed by Anthony Mielcarz.

3 MS. CASSIN: For the record, the last name is
4 Cassin.

5 MR. REWERTS: Okay. Thank you. Could you spell
6 that for the --

7 MS. CASSIN: C A S S I N, but it's Cassin, not
8 Cassin. The nuns used to do it to me, too.

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1 Karen Cassin
2 561 Meadow Lane
3 Beecher, Illinois

4 For the last several years, I've heard much
5 talk about the need for the construction of this
6 south suburban Peotone airport. I have seen and
7 listened to many slick presentations from the likes
8 of Jim Edgar, George Ryan, John Gruling, Skip
9 Spensly, Bert Docter, Jerry Weller, Jesse Jackson,
10 Jr., LCOR, Steve Stetler and the IGA, just to name a
11 few.

12 As a reasonable and well-educated
13 individual, I testify that the construction of this
14 airport is not about need, but purely, simply and
15 wholly about greed. Residents living, working and
16 paying taxes in eastern Will County are told we need
17 jobs. LCOR, along with Jesse Jackson, Jr., say that
18 this airport project will initially create at least
19 15,000 permanent jobs. This project has created jobs
20 for no one in this region. All the jobs have been
21 brought in from elsewhere, Springfield, Colorado,
22 Germany, New York, Washington DC and Canada. And
23 this airport project is a cottage industry in and of
24 itself. It creates jobs for no one other than its
 consultants, planners, politicians and other

1 government agencies. They are not looking out for
2 the residents of eastern Will County. They are
3 looking out for each other and taking care of
4 themselves.

5 This airport has been talked about for the
6 past 20 years, and nothing ever has really been done
7 about it, because it doesn't work, it's not needed,
8 not wanted; and the math, whether privately or
9 federally funded, just doesn't add up. Local
10 politicians have been told that they have to sit at
11 the table, the IDOT table, if they want to have a
12 voice in the planning process. This is learned by
13 all freshman in their mass communication 101 classes.
14 These are empty, substantive-less phrases that
15 salesmen use when they want to flip a customer into a
16 sale.

17 Some politicians, and sadly, businessmen
18 have been flipped. But the vast majority of the
19 residents living, working and paying taxes in eastern
20 Will County have refused to be flipped.

21 I know that there are concerns out there
22 that some farmers are selling off their farms to
23 developers for homes and subdivisions. Those are
24 private sales and represent capitalism at its best.

1 It saddens me to see so much of that land disappear,
2 but I blame that disappearance on the current feeling
3 that agriculture and farming are no longer righteous
4 and noble industries. Keep in mind that not all the
5 farms are being sold. There are plenty of five and
6 six-generation family farms, as well as centennial
7 farms in this area, too. Think about that the next
8 time you need some corn.

9 And finally, a great tenet of my upbringing
10 was that the land sets the rules by which people
11 live. And I implore the FAA to please do not allow
12 for the destruction of our land and our lives.

13 Thank you.

14 MR. REWERTS: Thank you.

15 Anthony Mielcarz.

16 MR. MIELCARZ: That's M I E L C A R Z.

17 MR. REWERTS: And the next speaker after you will
18 be Gordon N. Wilson.

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1 Anthony Mielcarz
2 330 Waldmann Drive
3 Park Forest, Illinois

4 First, I'd like to compliment the panel for
5 sitting there and acknowledging everyone and being
6 kind, kinder than most have been in the past. And
7 pro or con, they used to cut people short at the
8 initial meetings. I've been to every session. I
9 don't even why I'm here because they should have
10 taken the tapes of all these other sessions and just
11 played them for you to hear because not much has
12 really changed.

13 I have served as an elected official many
14 years ago. I've been on many human relations
15 committee hearings. Everything was taped.
16 Unfortunately, nobody listened to the tapes. Nobody
17 else paid attention to the tapes. So is this a dog
18 and pony show or what, just like every other
19 government body that I've ever been involved with?
20 We talk about Will County rapidly expanding. Got to
21 put an airport here. Fine. The part of Will County
22 that's agreeably rapidly expanding is over towards
23 Plainfield. And I do believe it's Joliet that is the
24 largest growing city in the State of Illinois, not
 the south suburbs.

1 I've lived in the south suburbs for 65
2 years. I love the south suburbs. I like the peace
3 and quiet of the south suburbs. That's why I live
4 here. That's why so many people go down I-57 to get
5 down to the quiet area. Now we want to bring the
6 noise to us, the noise that most people try to avoid.

7 I guess by now you've gathered that I'm
8 kind of anti airport. So like I said, I appreciate
9 the fact of you sitting there. I don't know who's
10 going to listen to this, if anybody ever does, but
11 the point is, I mean, we really don't want it, we
12 don't need it. There are other facilities available
13 that have not been expanded. Lansing is putting in a
14 north runway. Kankakee has runways capable of having
15 any large aircraft right now. It's not being
16 utilized. Rockford is being used by Fed Ex. I mean,
17 Gary is losing commercial flights. So why put
18 something here?

19 The initial sound study that I talked to
20 the gentleman from Puget Sound -- He was the head of
21 the project -- said he was told to only do a daytime
22 study for noise, because everybody knows at
23 nighttime, sounds double. But his instructions are
24 you do a day study. No building, no school, no

1 hospital around here is soundproof, nor was there any
2 provisions initially made in the beginning to put
3 soundproofing into anything. After you look at the
4 original flight patterns that were first proposed by
5 the State, the outlawed flights would take them past
6 two high schools and over one hospital and also over
7 the roof of my house. And I really don't
8 particularly care to see an airplane part fall off
9 like I have around O'Hare.

10 So like I said, I know you've heard this
11 before, and I appreciate you sitting there calmly,
12 but leave this God's country. It belongs to the
13 people. We don't need it destroyed.

14 Thank you.

15 MR. REWERTS: Thank you.

16 The next speaker is Gordon Wilson.
17 Following Mr. Wilson will be Kevin McNulty.

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1 Gordon N. Wilson
2 925 Hodges Street
3 Beecher, Illinois

4 Ladies and gentlemen, this so-called
5 Peotone airport as planned is a bad idea. First and
6 most importantly, it is not needed. It has been
7 promoted by many different individuals and groups for
8 many years for the wrong reasons. Also, the location
9 is wrong.

10 Speaking about need, major airline business
11 has been in trouble for 30 years. Giants like TWA,
12 Eastern and Pan American have failed. This weakness
13 has been exacerbated even further by the soft economy
14 and the impact of 911. The majors of today are in
15 trouble. Start-up, low-cost airlines have come and
16 gone. Only two, Southwest and ATA, seem to survive
17 at the present time. None of the carriers have
18 expressed an urgent, near or long-term need for
19 additional landing and terminal facilities. In fact,
20 they have repeatedly stated that they do not need,
21 want and will not use the Peotone site if built.

22 The major carriers are now beginning to
23 address their fiscal responsibilities by using larger
24 airliners which produce more sea miles with fewer
25 aircraft, thus reducing the need for more runways and

1 gates and also preserving airway capacity.

2 Wrong reasons: Rather than responding to a
3 generally agreed upon need for additional
4 transportation capacity, the promoters have almost
5 exclusively cited jobs and economic growth as their
6 main reason for building the airport. They've
7 centered on the ancillary result of the need as their
8 primary reason for the product. In other words,
9 they've put the cart before the horse.

10 The promoters of Mid-America Airport in
11 Illinois near St. Louis made the same mistake. Then,
12 as now, the airlines stated they would not use the
13 facility. The advocates assured the opposition that
14 if built, the airlines would change their minds and
15 use the airport. Today it stands virtually deserted.

16 Location: If, in fact, an additional
17 Chicago airport should become necessary in the
18 future, another location should be chosen. If built
19 at the current location, this airport would have a
20 significant negative effect on the area. Several
21 thousand acres of the Peotone location are actively
22 farmed. Ultimately, 3,000-plus people, their
23 residences and businesses, many built or established
24 within the last five years, would be displaced. 65

1 light aircraft tenants at Sanger Airport located in
2 the very center of the Peotone site would be forced
3 to relocate. They would experience a 200 to
4 400 percent increase in monthly hangar rent,
5 increased fuel costs, and for many, significantly
6 increased travel time to use their aircraft.

7 The terrain is rolling, and the
8 construction of runways would require the moving of
9 hundreds of thousands of yards of soil. Just a few
10 miles west of this proposed location lies the
11 decommissioned Joliet arsenal, thousands of acres of
12 uninhabited, flat land bordered by two major
13 expressways.

14 There are currently several coalitions,
15 South Suburban Airport Coalition, Will County
16 Coalition, South Suburban Mayors and Managers
17 Association and the Kankakee River Valley Airport
18 Authority, to name a few, all striving to do the same
19 thing in the same place but in a different way. The
20 Greater Rockford Coalition has called for an end to
21 the Peotone airport.

22 MR. REWERTS: Excuse me. Are you about finished?

23 MR. WILSON: Halfway.

24 MR. REWERTS: You can either submit it in writing

1 or come back at the end. Your time is up.

2 MR. WILSON: Okay. I'll come back if you wish.

3 MR. REWERTS: We've got about seven more cards
4 here.

5 MS. JOHNSON: You're welcome to come back.

6 MR. REWERTS: Kevin McNulty, followed by Richard
7 Acker.

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1 Kevin McNulty
2 1154 Ridge Road
Homewood, Illinois

3 Good evening. I'm Kevin McNulty. I'm the
4 president and CEO of the Chicago Southland Chamber of
5 Commerce. Thank you for giving all of us the
6 opportunity to speak to you this evening.

7 My organization's mission is economic
8 development of the southland region. We have members
9 in 86 communities in the south region. We also have
10 business members throughout 14 communities in Indiana
11 and 20 communities throughout the rest of the Chicago
12 area.

13 We support the development of the third
14 airport in the southland primarily as an economic
15 driver for our region. 30 years ago, between then
16 and now, our region lost 250,000 jobs due to the
17 change and shift and the effect of the (Inaudible)
18 and the global economy impact. Our indication and
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.
22 So we see it as a driver and we support it.

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
3 some larger businesses from China who came to our
4 office to talk about coming into the southland and
5 build manufacturing plants and put people to work in
6 the region. One of the third questions -- They're
7 not importers. They're looking to sell in the
8 market. One of the third questions in mind was talk
9 to us about the airport.

10 So we see it as a main driver. We support
11 the efforts. We also, as business people who live in
12 the region, encourage you to do all the due diligence
13 that's necessary, environmental and everything else.
14 We think it's an economic driver for our region.

15 Thank you.

16 MR. REWERTS: Thank you.

17 Richard Acker, followed by Aina Greene.

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1 Richard Acker
2 25 East Washington Boulevard
3 Chicago, Illinois

4 Good afternoon. My name is Richard Acker,
5 and I work with Openlands Project, which is a
6 40-year-old conservation and environmental
7 organization based in Chicago. We appreciate the
8 opportunity to testify today, and we will supplement
9 this later with written comments.

10 I want to make four very quick points. The
11 first two are procedural. The second two are
12 substantive.

13 The first point I wish to make is about the
14 statement of purpose in the Tier 2 Environmental
15 Impact Statement. The statement of purpose as
16 presented in the scoping document confuses the end
17 with the means. That statement says -- And I'm
18 paraphrasing -- that the purpose is to provide
19 supplemental facilities to meet aviation demands
20 within the south suburban area. A correct statement
21 of purpose would say that the purpose is to meet the
22 region's aviation needs. And if we had the correct
23 statement of purpose, then we would see that one
24 possible means to achieve that end would be
25 supplemental facilities to meet aviation demands

1 within the south suburban region. But there would be
2 other possible means to achieve that end as well.

3 But having such a narrowly written
4 statement of purpose, which limits it to only those
5 solutions which provide supplemental facilities in
6 the south suburban area, this erects artificial
7 barriers that could prevent other alternatives from
8 competing in the Tier 2 Environmental Impact
9 Statement.

10 That leads me to my second procedural
11 point, which is the need to consider all reasonable
12 alternatives. NEPA requires an EIS to rigorously
13 explore and objectively evaluate all reasonable
14 alternatives. The Tier 1 EIS failed to do that.
15 There is one very reasonable and obvious alternative,
16 and that is to consider an alternative that combines
17 the proposed expansion of O'Hare Airport, the
18 proposed expansion of Gary Chicago Airport, the
19 improved facilities at Midway, the expected
20 availability of high-speed rail, and the planned
21 improvements in technology and aerospace management,
22 and any other reasonably available transportation
23 improvements.

24 To consider these together as a unit rather

1 than looking at them individually, and because each
2 individually does not meet the region's aviation
3 needs, to reject them individually and not consider
4 their collective impact.

5 My third point is substantive, and that is
6 grave concerns over the environmental impacts of the
7 proposed inaugural airport, which will include the
8 destruction of significant wetlands, the paving over
9 and relocation of more than a mile of Black Walnut
10 Creek, an increase in groundwater withdrawals of over
11 1.6 million water gallons per day, an increase in
12 sewage of almost 1.4 gallons per day, more than 10
13 tons of increased air pollution each year due to the
14 nearly 1.1 million miles of extra driving each day,
15 and more than 15 million pounds of garbage each year,
16 as well as the destruction of two award winning
17 family farms, one of which houses the state's third
18 largest reforestation project, the Rudis farm.

19 And that brings me to my final point, which
20 is that even more alarming than the expected
21 effects of the proposed inaugural airport are the
22 likely effects of the final proposed airport which is
23 expected to draw over 400,000 people into the region
24 which could destroy over 240 square miles of open

1 space and farmland, lead to the relocation of more
2 than seven miles of Black Walnut Creek, destroy over
3 180 acres of wetlands, fill over 1,200 acres of flood
4 plain, require an additional 15 million gallons of
5 water a day to be supplied, lead to over 41 million
6 gallons a day of extra sewage, 120 million pounds of
7 solid waste, not including hazardous and industrial
8 waste, 4.8 million miles of extra driving each day,
9 which is enough to make ten round trips to the moon
10 every day, which would also lead to over 88 million
11 pounds of carbon monoxide, tens of millions of pounds
12 of nitrogen oxides and other pollutants.

13 And I see my time is up, so I will
14 supplement that with written comments.

15 Thank you.

16 MR. REWERTS: Ms. Greene will be followed by
17 Sherri Michaels.

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1 Aina Greene
2 14801 East Riverside
3 South Holland, Illinois

4 My name is Aina Greene. I own a residence
5 in South Holland.

6 And the environmental issues have been so
7 very well outlined and expressed today that I don't
8 feel I can supplement them in too many ways.

9 I would just like to make a few comments
10 about Congressman Weller's observations toward the
11 future. He said one comment, Will County is the
12 fastest growing county in Illinois. Now, why are
13 people moving to Will County? Perhaps it's for an
14 improved quality of life. This proposed airport is
15 not going to improve the quality of life that people
16 are looking for. They're trying to get away from
17 something.

18 The outline that he proposed to expand
19 O'Hare, Midway, the Gary Airport, I'm all for that,
20 but the additional airport -- Is this going to solve
21 the transportation problems of the future?
22 Supposedly we are going to have a very tremendous
23 population explosion. I'm questioning that myself.
24 I hear some very depressing statistics about AIDS so
25 far.

1 But what do we really visualize for the
2 future? Do we see rush hour in the skies with this
3 terrible pollution from the airplanes, or do we see
4 some creative solutions like high-speed rail travel?
5 It's really time that we thought about the quality of
6 our life.

7 And, you know, as far as paving over some
8 15,000 acres of our very best farmland, what is that
9 going to do global warming? You know, you don't have
10 to be an environmental expert to see what asphalt and
11 concrete structures do as far as heat retention. And
12 I understand global warming is a very important issue
13 for the future.

14 Thank you.

15 MR. REWERTS: Thank you.

16 The next speaker is Sherri Michaels, who
17 will be followed by Jim Verduin.

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1 Sherri Michaels
2 800 East Kohler Road
3 Wilmington, Illinois

4 My name is Sherri Michaels. I live in
5 Wilmington, Illinois. I formerly lived in Richton
6 Park.

7 I have a daughter, Linda, who will soon be
8 30. Linda has cerebral palsy and epilepsy. At times
9 she has six seizures a day. I take care of my
10 daughter between 18 and 24 hours a day. When I'm
11 sick and ask for respite care, I'm told the State
12 cannot afford it. I ask about a group home for my
13 daughter. They say the State cannot afford it. If
14 something happens to me, she'll live with her father
15 in Richton Park. And when he dies, the State will
16 worry about her. And when she dies, sadly, the State
17 will throw her in Potters Field like she's something
18 they just picked up off the street.

19 The State is broke, and they claim they
20 have no money to help people like my daughter, Linda.
21 The Bush administration cuts funding for our
22 programs, which Congressman Weller always has no
23 trouble in supporting. Cut. Cut. Cut. Cut. The
24 State and the federal government said they have no
25 money for people like her but have money to waste on

1 this stupid airport. Put the money where it's
2 needed.

3 MR. REWERTS: Say your name and spell it for
4 the --

5 MR. VERDUIN: My name is Jim Verduin, V, as in
6 Victor, E R D U I N.

7 MR. REWERTS: You'll be followed by Bill Wendt.

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1 Jim Verduin
2 1851 West Church Road
3 Beecher, Illinois

4 First, I just want to thank you for the
5 privilege to speak today and allow me to voice my
6 concern. I have a strong opposition to this airport,
7 but I think I would be doing a disservice to everyone
8 sitting here if I didn't first say how an opportunity
9 like this, how proud I am today to be an American,
10 that I have the privilege and have been given that
11 right to stand here and talk to a government agency.
12 I just want to thank you for that. This is an
13 awesome privilege that we all have.

14 I think we'd all agree that the
15 environmental impact study that you've been asked to
16 do will not show one single benefit to the
17 environment or the health of the residents in the
18 impacted regions, but rather just determine how bad
19 or how large destruction of the area will be. Can
20 the irreversible damage to be done be at an
21 acceptable level, or will you have to determine the
22 cost of this environmental disaster is just too great
23 and one you can no longer afford to do?

24 One question I have to ask, and it sounds
 like a lot of other people are asking today, too, is

1 where is the water going to come from. We understand
2 that Lake Michigan water is not available to
3 communities this far south. There is also going to
4 be issues with them getting the rights from the
5 states who border Lake Michigan.

6 The ground water of our aquifer right now
7 are under stress already. The well usage is already
8 undermining the region's aquifer. Not to mention my
9 concern is for the potential runoff: The fuel, the
10 de-icing chemicals, the oil solvents, all the things
11 that would pollute the existing wells of the
12 residents, myself included.

13 Over 180 acres of wetland and seven miles
14 of streams would be paved over. This is natural
15 habitat for our wildlife and drainage for our homes,
16 our farms and our businesses. Proponents for this
17 airport continue to tell us not to worry about our
18 future flooding problems, but no one has shown us on
19 paper just how they plan to solve it.

20 As for our wildlife being constantly pushed
21 out of available natural habitat, how long can they
22 survive if we as a nation continue this urban sprawl?
23 How do we expect them to survive? It's been
24 mentioned many times today that for the past 17 years

1 that the Illinois Department of Natural Resources has
2 been funding a solution to this problem, along with
3 grants from the US Department of Agriculture and
4 private citizen, Anthony Rudis. They've created the
5 third licensed reforestation project in the State of
6 Illinois, over 600 acres of heavy forest unique to be
7 this area and icon to the State of Illinois. This,
8 too, would be sacrificed with the terminal built in
9 its place.

10 Can we justify destroying in a few weeks
11 what took years to build? Can we destroy more than
12 1,200 acres of flood plain? Can we pave over 15,600
13 acres of farmland? Can we accept the millions of
14 pounds of new air and water pollution that would be
15 dumped on the surrounding communities? I can't, and
16 I hope that you can't either.

17 As I said before, the truth is -- And I
18 pity you. I think, as an agency, you have a huge
19 task ahead of you, but I think it's going to come
20 down to two questions. Can we live with all the
21 negatives to this project, all the pollution and the
22 urban sprawl and all the negatives that this is going
23 to provide? Or is it just too much for the
24 environmental disaster to accept? I just hope that

1 you'll do the right thing.

2 Thank you.

3 MR. REWERTS: Thank you.

4 The next speaker is Mr. Wendt, followed by
5 David Lindberg.

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1 William Wendt
2 1643 Hubbard
3 Chicago, Illinois

4 My name is William Wendt, W E N D T, near
5 west side of Chicago. I'd like to read excerpts of a
6 letter I had in the paper about a modest proposal for
7 airport sanity.

8 Do we now or did we ever need a six runway
9 O'Hare or a 23,000 acre Peotone while downtown
10 doorstep Meigs is woefully underutilized? Can
11 legitimate travel needs be met at considerably less
12 economic and environmental cost?

13 If, and that is if, the southern suburbs
14 with a population greater than Cleveland really need
15 their own airport, how about a Midway size operation
16 one mile by one mile, 640 acres? This would not
17 devastate the entire area. Midway has service to
18 just about everywhere in North America, can handle a
19 757 with a range of 4,300 miles. Nearby, little-used
20 Gary can handle jumbos at whatever cost to civic ego.
21 And O'Hare is not that far, 50 miles or so, for
22 anyone schlepping off to Melbourne or Capetown.

23 The rationale for a six east-west runway
24 O'Hare was maximum hub-and-spoke capacity, the plane
25 changing capital of the world. Some 40 percent of

1 O'Hare passengers, however, travel 400 miles or less.
2 The Tribune Camp O'Hare series of late 2000 featured
3 a family traveling from Grand Rapids, Michigan to
4 Fort Wayne, Indiana, changing planes at O'Hare for
5 some unfathomable reason, and getting stuck in a
6 snowstorm for ten hours, before finally getting home
7 on a bus.

8 Over the last two years, hub-and-spoke has
9 pretty well collapsed. It is very expensive to
10 operate, especially on short turnarounds, and
11 point-to-point travel times are often little better
12 than Depression era streamlined trains. Obviously,
13 it needs twice as much airport capacity as
14 point-to-point or more.

15 Two pairs of the proposed six runways are
16 only 1,200 apart, not the 4,300 required for
17 simultaneous operation in bad weather. Each
18 puddle-jumper requires the same airport capacity as a
19 747. If short haul traffic has to go by air, it can
20 go something into the size of Meigs, which is 90
21 acres.

22 If we really need extensive short haul air
23 travel, a new runway, improved instrument landing
24 systems and a resurrected Lockheed Electra could put

1 Meigs into it big time. See the May 2003 air power
2 on the Electra, a 1950s turboprop designed with C-130
3 Hercules technology to be profitable on stages 100 to
4 3,000 miles and use small airports. It flies as 400
5 miles an hour and is quiet. Quickly overshadowed by
6 jets four decades ago, perhaps it was just ahead of
7 its time. It gives away little to 500 miles an hour
8 jets on short hops, much less using small, close-in
9 airports. The Navy P-3 Orion patrol plane, in
10 production for 40 years, is merely an adapted
11 Electra.

12 High speed ground transportation would be
13 nice, but going back 30 years or so would still be a
14 big improvement today. In the mid 1960s, the
15 Pennsylvania Railroad scheduled five trains a day,
16 Chicago to Fort Wayne, 148 miles, morning, afternoon
17 and evening departures, even the milk run taking
18 considerably less than three hours. Today, Greyhound
19 runs Chicago to Indiana expresses in barely three
20 hours, downtown to downtown, when it takes two hours
21 to check in at an airport.

22 To really improve ground transportation,
23 there is a monorail technology whose structure is an
24 overhead steel beam and whose vehicle is both

1 propelled and suspended by a linear induction motor.
2 Its footprint being only columns every 80 feet or so,
3 it does not need another swath through city or
4 countryside or create conflicts with existing road
5 and rail traffic. NASA is investigating the same
6 technology to launch satellites.

7 As far as development is concerned, it was
8 recently explained to me that a Type 1 city is where
9 you have a business center in the middle of the area;
10 a Type 2 is a semicircle along a coastline with a
11 business center in the center of the semicircle. And
12 eventually, the Type 2 business center moves west.
13 Now, that didn't happen in Chicago, so it's been
14 explained to me, for two reasons.

15 One is the business lives on the north
16 shore, and they want to develop that area. And
17 DuPage, where the center would move, has been
18 traditionally anti-development. So all this stuff
19 about O'Hare being the engine of development I think
20 is just a very sleight-of-hand manipulation. It's a
21 very gross misimpression. You know, they're
22 complaining about all the -- Those people up there
23 are complaining about all the development over there
24 and they want to push it off on this area. I mean,

1 how about all the pollution and cancer and everything
2 from the airport? And they say hey, it's going to be
3 a blessing to this area? I think there are other
4 alternatives other than a monster airport.

5 MR. REWERTS: Your time is up. Are you about
6 done?

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1 David Lindberg
2 3428 Springwheat Lane
3 Rockford, Illinois

4 My name is David Lindberg. I'm the
5 president of the Greater Rockford Transportation
6 Coalition. And I'd like to thank you for giving us
7 this opportunity this evening.

8 Over 40 years ago, the father of Chicago's
9 present mayor recognized the overcrowding problem at
10 O'Hare and started to explore remedies. Four decades
11 later, this regional transportation problem remains
12 unresolved. Your office is now involved in examining
13 a proposed solution, the Peotone airport, but Peotone
14 is a solution driven by political and economic
15 interests, not regional transportation needs.

16 Viable regional transportation should be
17 the top measure of effectiveness for any proposal. A
18 second measure should be fiscal responsibility by
19 both the federal and state governments. We oppose
20 further development of Peotone for the following
21 reasons: The original proposal was made prior to 911
22 when the economy and the airline industry were
23 enjoying prosperous times. Since 911, the economy
24 has suffered through a prolonged recession, and the
 airline industry has been devastated.

1 Even during the prosperous pre-911 economy,
2 the airlines indicated they were not interested in
3 serving Peotone if it were built. In today's climate
4 of limited expansion by airlines, it is now more
5 doubtful than ever that any airline would commit to a
6 new facility.

7 Second, in today's continued soft economy,
8 local and state governments are struggling with
9 larger deficits. The cost of O'Hare expansion was
10 estimated to be in billions of dollars. To move
11 forward in developing another expensive airport of
12 questionable value on top of O'Hare expansion would
13 be completely fiscally irresponsible.

14 Third, the Chicago region already has three
15 airports capable of handling increased capacity: The
16 Northwest Chicagoland Regional Airport of Rockford,
17 General Mitchell Field in Milwaukee, and the Chicago
18 Gary Regional Airport. These facilities are already
19 built and operating and can absorb additional
20 capacity now without further taxpayer expenses. The
21 facilities at Rockford have adequate runway
22 facilities to handle any type of aircraft operated
23 today.

24 Now, if I can get the second page turned,

1 the environmental cost of the Peotone airport is
2 significant and includes noise, infrastructure
3 impacts on land use, destruction of over 1,000
4 single-family homes, destruction of 95 working farms,
5 relocation of a civil war cemetery, water quality on
6 the Kankakee River water shed; and in addition,
7 15,600 acres of prime farmland would be destroyed,
8 and hundreds of thousands of additional farm acres
9 would be destroyed as a result of the sprawl.

10 Perhaps our region could endure these
11 significant environmental costs. Perhaps we could
12 even bear the fiscal costs, but to bear these
13 significant costs to build a facility that is not
14 needed and to duplicate existing airport capacity
15 which we already possess makes no sense at all.

16 With this, we recommend the following:
17 Immediately cease further development and spending
18 for the facility in Peotone. Use existing regional
19 facilities, such as Rockford, Milwaukee and Gary, and
20 encourage them to grow to their full potential. And
21 finally, divert a portion of the funds earmarked for
22 the development of Peotone to the study of connecting
23 the five existing Chicago regional airports with a
24 rail network allowing the effective and efficient

1 movement of travelers and residents in the region.

2 Studies have consistently shown that rail
3 is the most economic way to move large number of
4 people on routes of less than 200 miles.

5 Thank you very much for your time.

6 MR. MARK: Did you say Bob Mark?

7 MR. REWERTS: No, not yet.

8 The next speaker will be Maureen
9 Ochsenfeld. Then following will be Bob Mark.

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1 Maureen Ochsenfeld
2 28020 South Crawford Avenue
3 Monee, Illinois

4 My name is Maureen Ochsenfeld, O C H S E N
5 F E L D.

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

14 Also, there are no alternatives listed for
15 economic development. And most importantly,
16 expansion of O'Hare Airport is not mentioned as an
17 alternative to meet the region's air travel needs, an
18 alternative that is now destined to become a reality
19 as the State of Illinois has legislated approval for
20 it, there is funding available for it, and the
21 airlines have said they will use it, unlike the
22 Peotone airport which they are opposed to.

23 At a time of extreme uncertainty in the
24 aviation industry where a terrorist action of any
25 kind could severely cripple the entire industry, it

1 is extremely irresponsible to build a new airport
2 especially in lieu of expanding capacity at O'Hare
3 Airport and Chicago Gary Airport and the untapped
4 potential of Rockford Airport.

5 It is absolutely immoral to pave over
6 24,000 acres of land, of which almost 16,000 acres is
7 prime farmland, some of the best farmland in our
8 country, for an airport that is not needed and will
9 not be used. An unused airport will devastate the
10 area's economic development. It will wipe out the
11 agriculture that now exists for unused concrete
12 pavement.

13 Illinois has already built an airport like
14 this, Mid-America in Mascoutah, Illinois. This
15 farmland is an irreplaceable resource. It will be
16 lost to us forever. Of course, IDOT has stated that
17 there will be farming done between the runways. Any
18 crops raised between runways that are used would be
19 so contaminated with toxins, they would be unfit for
20 consumption by humans and/or animals. To suggest
21 otherwise is immoral.

22 The proposed Peotone airport would destroy
23 more than 1,200 acres of flood plains, 180 acres of
24 wetlands and seven miles of streams. It will be in

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

6 There is massive opposition to this
7 proposed airport by the people of Illinois. There is
8 no regional consensus. The airlines are opposed to
9 it and have said they will not use it. Believe them.
10 Reputable environmental groups are opposed to it.
11 The acclaim and projections given by IDOT are invalid
12 and not based in reality.

13 To rubber stamp approval for this
14 outlandish and politically motivated project would be
15 a costly mistake, not only monetarily, but
16 environmentally. To destroy our most precious and
17 irreplaceable resources based on erroneous facts and
18 highly questionable speculation and political
19 maneuvering provide a bleak outlook for our future
20 generations. The only responsible and moral thing to
21 do is to shut this airport nightmare down now.

22 MR. REWERTS: Next is Bob Mark, followed by Bob
23 Graves.

24

1 Robert Mark
2 2809 Central Street
3 Evanston, Illinois

4 My name is Dr. Robert Mark. I've been here
5 about 45 minutes, and I'm quite impressed by the
6 concerns that people have mentioned, and I will be
7 reiterating many of them.

8 I'm speaking on behalf of the five state
9 holders, namely homeowners, business people,
10 government representatives, conservationists and
11 sports people, in the four communities, Village of
12 Monee, Peotone, University Park and Governors State
13 University, that surround the entranceway to the
14 proposed south suburban airport.

15 These communities exist on the southern and
16 eastern down breeze of the proposed airport. I
17 facilitate their work in the Green Communities
18 Project, funded by the Illinois Environmental
19 Protection Agency, to provide a vision and a plan for
20 green space in these thriving communities. The group
21 has worked with IDOT, NIPSE and other planners
22 working on this proposed airport, as well as
23 significant amounts of data, existing plans and other
24 materials, to generate two Green Communities plans.
25 One that they could support if there is no airport

1 built, and another if there is one built.

2 The preparation of these plans has resulted
3 in a set of comments and questions to you. I want to
4 jump to something that isn't directly green space but
5 is imperative to the communities and green space.
6 And that is the issue of water and water quality.
7 You've heard a lot about that. This is a marriage
8 concern of the state holders. They have questions
9 that they believe will require your investigation and
10 response.

11 These questions are how much water will the
12 ongoing operation of the south suburban airport use
13 per day, Phase 1, 2, et cetera; what will be the
14 source of this water, both during construction and
15 during the ongoing operations; how will water be
16 returned to its source in the identical condition it
17 was taken; how will the water used for ongoing
18 operations be treated to remove pollutants before it
19 is returned; what measures will be instituted to
20 handle storm water runoff, and will they in some way
21 be set up to aquifer recharge.

22 The Green Communities state holders are
23 concerned about these questions with regard to water
24 and water quality because of their dependency on the

1 aquifer beneath the proposed site for the airport.
2 They strongly, and I, believe responsibly recommend
3 that the FAA and associated agencies responsibly
4 establish guarantees regarding water for the area,
5 for the community, with regard to source, quantity,
6 quality, return, treatment to remove pollutants,
7 aquifer recharge, and that these guarantees be in
8 place and legally binding prior to the start of any
9 construction if there is to be a first phase the
10 airport.

11 We make this request because it is our
12 understanding that the proposed footprint of the
13 south suburban airport is over the only source of
14 water to these four communities, a deep aquifer that
15 has been identified by scientists as both fragile and
16 difficult to replenish. It is also understood by our
17 group that more water would not be forthcoming from
18 either the Great Lakes Water Commission or the
19 Kankakee Water Commission in the event that this
20 aquifer is compromised in some manner.

21 With regard to the green space, it is our
22 understanding that the initial concept for the
23 airport allowed for this green space within the
24 footprint of the airport and with funding or funding

1 assistance from the State. Our current understanding
2 from IDOT planners is that since 911, security
3 requires a completely fenced area around the
4 perimeter of the airport footprint. This would make
5 potential and current green space within the
6 footprint not accessible to the public. Therefore,
7 should the airport go forward? The Green Communities
8 state holders recommend that a green space area in
9 the one-mile buffer zone around the perimeter of the
10 airport outside the footprint be included as an
11 integral part of the environment contingencies of the
12 airport's development and financing. This would be
13 appropriate given the initial proposals.

14 I see my time is up. I'll submit the rest
15 in writing.

16 MS. JOHNSON: Are you almost done?

17 MR. REWERTS: Are you almost done?

18 MR. MARK: I'm essentially done because the rest
19 you've heard multiple times.

20 Thank you.

21 MR. REWERTS: Thank you very much.

22 Mr. Graves, you'll be followed by W. Lee
23 Deutsche.

24

1 Bob Graves
2 353 Waverly Drive
3 Park Forest, Illinois

4 My name is Bob graves. I live in Park
5 Forest, and I'm a private pilot. I've been flying
6 for over 50 years.

7 I think that I have a vision that possibly
8 the politicians and the people, the beaurocrats, in
9 the State of Illinois just don't see it. But I think
10 that they are already ten years behind the times to
11 go build a 6 to 8,000-foot runway airport because
12 there's an aircraft flying today called a Tiltrotor.
13 And if you people want to check it out and find out
14 the accuracy, it's all out there. The Marines are
15 flying it. It's called an Osprey. And the Tiltrotor
16 doesn't need an airport.

17 And I think the vision of the future is if
18 this Tiltrotor is as successful as it appears it's
19 going to be, all the communities that are not being
20 served can be served by a Tiltrotor with no airports
21 required. These aircraft can pick people up all over
22 the area in the community phase, bring them to the
23 big airports of Midway, Rockford, O'Hare, Gary, drop
24 them at the corners of these airports.

25 You don't need another white elephant like

1 we built down there by St. Louis. Now, look what's
2 happened in St. Louis. Lamberg Field decided to
3 expand, so they're further obsoleting that airport.

4 I think it's time for the people of the
5 state to wake up to what the taxpayers want and what
6 the State is doing with their money. Will County,
7 what they're going to do to your infrastructure and
8 your taxes. And I think if you check it out, you'll
9 find the accuracy of the Tiltrotor is here.

10 Thanks.

11 MR. REWERTS: Thank you.

12 State your name sand spell it for the court
13 reporter.

14 MR. DEUTSCHE: My name is W. Lee Deutsche,
15 spelled D E U T S C H E.

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1 W. Lee Deutsche
2 3417 Sangamon
3 Steger, Illinois

4 I stand in front of you this afternoon
5 because when it came time to sign in, I felt it was
6 much more appropriate to sign in as a state holder
7 and a landowner. I also am a member of the Will
8 County Board representing District 1, and I'm not one
9 of those politicians that wants this airport.

10 I'd just like to relate a little bit to you
11 because and keep it a little bit on what our purpose
12 is, but I'd be remiss if I didn't say that our
13 family, the Deutsche family, goes back to the 1849.
14 And we have some real roots in what's out there. I
15 am blessed. I'm a senior Deutsche now, so that
16 responsibility falls on me, I guess, to address this.

17 I have a brother that farms with me, and I
18 also have two sons that are farming. So how lucky
19 can a person be that farms with his family? We like
20 to consider ourselves as a what a family farm is.
21 But we were taught, my brother and I were taught by
22 our father, who was very adamant about soil and water
23 conservation and about looking after the water and
24 looking after the streams, that when you passed on
25 from this world, you should leave it better than what

1 it was when you got it. And we have done that in
2 practicing our farming operations, because in 1978,
3 we became one of the first no-till farms that there
4 was and practiced that.

5 My brother has become very active in the
6 Black Walnut Creek drainage in the upper part which
7 encompasses us. And we really genuinely feel as if
8 we're looking after the soil that's out there. A
9 little bit earlier, several times earlier,
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.

14 But Mr. Rudis is a 92-year-old man, and he
15 owns the greatest amount of property that's in the
16 inaugural portion of this airport. I would say that
17 my brother and I, the Deutsche family, probably own
18 the second largest. And if you go to the ultimate,
19 we probably get to go to the largest part. Farming
20 has been a livelihood for us.

21 I realize that some people have some
22 concerns about government payments that come to
23 farmers; however, with the type of soil that we have,
24 we have generated a strong program for producing hay

1 and straw. We're blessed because of our location.
2 As they say, location, location, location. We're
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.

6 But related to that, what that industry has
7 brought forth to the greater area, if you go east of
8 Crete, you see all the large stables that have been
9 put up. Stables that are bringing in real estate
10 taxes, that are bringing income to the area. They're
11 not a part of -- There didn't have to be a TIF or
12 there hasn't had to be any rebates for them,
13 incentives to bring them there.

14 In closing -- because I see my light's
15 coming on. In closing, I would like to say that if
16 it isn't broke, don't try to fix it. Leave it as it
17 is.

18 Thank you.

19 MR. REWERTS: Thank you.

20 The next speaker is Joseph Palermo, and
21 following him will be Mr. Penn.

22 Would you state your name and spell it?

23 MR. PALERMO: Joe Palermo, P A L E R M O, from
24 Wilmington, Illinois.

1 Joe Palermo, Jr.
2 1209 Towpath Lane
3 Wilmington, Illinois

4 Back in the '90s, there was a bunch of
5 scoping sessions that were held here and in St. John,
6 Indiana. I attended most of them. Back then it was
7 the agency that was doing the study. It was a
8 six-year study and \$6 million. When it was just
9 about over with, the mayor of Chicago, Mayor Richard
10 Daley, he decided he wanted something to do with it,
11 so they threw in another million dollars and went
12 another year. So after seven years and \$7 million, I
13 think there were five sites that they were supposed
14 to decide on. Nothing ever came of the report as far
15 as the agency deciding.

16 And at one of the last meetings, which I
17 believe was here at Governors State, a woman asked --
18 There was a committee, I believe, of 12 members or
19 something like that that was supposed to be
20 overseeing the airport, making some decisions. And
21 she asked how many of those members, along with all
22 the politicians, went to the office -- I believe it
23 was in the Chicago Heights -- that the agency had.
24 Everything was court recorded or taken movies of.
25 And she asked how many of these people went there to

1 look at any of these reports so they can make their
2 decision, and the answer was none.

3 So here we are going through another one.
4 Politicians decided on the Peotone site. So with all
5 these studies, environmental and everything else,
6 who's going to make the decision when it's over with?
7 Is it going to matter, or is the politician just
8 going to say yeah, we need it?

9 Thank you.

10 MR. REWERTS: Thank you.

11 Mr. Penn, following you will be Mr. Fred
12 Wolter.

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1 Algernon H. Penn
2 596 Farmview Court
3 University Park, Illinois

4 I am a representative of the Village of
5 University Park, where this great university stands,
6 and Village Trustee. And I am for the airport at
7 Peotone.

8 The issue that I have about the necessity
9 for this airport is the fact here in our village, we
10 have the highest tax rate in Will County. We're
11 struggling to develop an economic base here. We're
12 struggling to get people to work. This airport is
13 not necessarily for me. This airport I feel is
14 necessary for my children and my children's children
15 to give them an opportunity to actually live the
16 American dream as everyone else would like to live
17 it.

18 This project is not so much in terms of the
19 airport, but also the public work infrastructure that
20 comes along with it. We have two developers in the
21 world who have said that this airport is a very real
22 possibility and viability. The day the decision is
23 made if an airport can be a reality here, 15,000
24 jobs, 15,000 permanent jobs, will be placed here in
 the south suburban area.

1 I, as a homeowner, look at my tax bill
2 which I get twice a year, and I say we have the
3 highest tax rate in Will County. When you look at
4 other areas in Will County such as Plainfield and
5 Bolingbrook and New Lenox and other areas, Joliet,
6 they have the economic boom which has not come here.
7 The difficulty that I have is everyone talks about
8 how it affects them. Well, if you have a very low
9 tax rate, it does not affect you. If you have good
10 water quality, it does not affect you. If you have
11 low unemployment, it doesn't affect you.

12 We look at the opportunity that's before
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
20 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

1 in terms of what expansion of O'Hare does there
2 versus what the building of the Peotone site does
3 here. We feel that it balances out the economic
4 parody in Chicago and gives opportunities, not just
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
8 as the land of opportunity, not necessarily a land of
9 question. I'd like to say that if anyone has an
10 opportunity and has the will to want to work and the
11 will to take care of their family and the will to
12 live the American dream, let them do so.

13 There are a lot of things that we can agree
14 to disagree on, but we all understand, too, that we
15 have families that we want to leave legacies with and
16 families that we want to take care of. I think we
17 need to look at that opportunity that we have to
18 leave for them.

19 Thank you very much.

20 FROM THE AUDIENCE: Mr. Penn, you indicated there
21 was an airline that committed to the airport. Could
22 you please name the airport for the record?

23 MS. JOHNSON: Excuse me.

24 MR. REWERTS: It's now two minutes after 6:00.

1 We've got five cards. Mr. Wolter, we'll let him
2 speak, and then we'll take a 15-minute break, and
3 we'll be back to resume after the break.

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1 Fred Wolter
2 32156 South Route 45
3 Peotone, Illinois

4 I'm Fred Wolter, W O L T E R. I've lived
5 my entire life in Peotone Township. I'm at least the
6 fourth generation to live in eastern Will County.

7 Recently, one of my brothers appropriated a
8 piece of furniture that had belonged to my parents,
9 and in a drawer he found a local newspaper dated
10 1968. What do you suppose the headline was on the
11 front page of that newspaper, The Peotone Gazette?
12 We need a new airport.

13 35 years this has been. At that time it
14 was a second Chicagoland airport because Midway is
15 not a viable airport; it can't be used. We know
16 that's not true. Now we're being told that the area
17 in Rockford can't take up the slack. They're there.
18 They have the reduced capacity. O'Hare is expanding.
19 And to the extent that another airport is needed, it
20 will continue to fulfill that need.

21 The impetus for building an airport ought
22 to be from aviation, and it has never been from
23 aviation. It has been from business. It has been
24 from politics from the start. And we have the
airports I mentioned. Once the need comes to the

1 southland, Kankakee airport, is there enough room for
2 expansion? Let's not build this thing for the wrong
3 reason. Please stop spending our money and spend it
4 for better uses.

5 Thank you for this opportunity for all of
6 us.

7 MR. REWERTS: Thank you. It's now about three
8 minutes after 6:00. We will resume at 20 after.

9 (A short break was had.)

10 MR. REWERTS: Okay. It's 25 after 6:00. I'd
11 like to resume.

12 The first speaker will be Barbara Sturges.
13 Following Ms. Sturges will be William Browne.

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1 Barbara Sturges
2 6 Chestnut Court
3 Park Forest, Illinois

4 Hi. Thank you for this opportunity. My
5 name is Barbara Sturges, S T U R G E S, and I live in
6 Park Forest, and I work in Grant Park, Illinois. I
7 work in a business where we do insurance and
8 accounting work, and many of our clients are farmers.

9 As I said, I live in Park Forest, work in
10 Grant Park. And many times, when it's nice weather,
11 I ride my bicycle in between those two places. One
12 of my reasons for opposing this airport is somewhat
13 selfish. When I ride my bike, I have a quiet ride,
14 little traffic. I see the growing crops. I see deer
15 sometimes, often hawks. I'll see pheasant sometimes.

16 I guess I have trouble understanding why a
17 study is needed to understand that the impact of
18 paving over the land, having airplanes and lots and
19 lots of cars, why that isn't going to be more
20 negative than what we've got now for the environment.

21 I'm concerned that this supposed economic
22 engine will only damage the current rural and small
23 town economy we have. I've heard people talk about
24 the potential jobs, but I'm concerned about the
25 damage to what we've already got. Cash rents for

1 farm ground will be forced upward as there is less
2 ground will be available for people to farm.
3 Elevators, seed and implement dealers will be
4 negatively impacted. And my own business, where we
5 sell crop insurance, there will be a negative impact
6 there as well.

7 This article that I'm sure others have
8 shown you and talked to you about, I think says it
9 all. Right now, the land that is considered for an
10 airport is a nature preserve, it's farmland and it's
11 homes. The United States Government has paid
12 Mr. Rudis, that the story is about, to preserve his
13 ground in a way that he has because they see this as
14 an important use of the land.

15 Many clients that I see in my accounting
16 and insurance business are farmers who are involved
17 in government programs and have been told by the
18 government that they must use no-till farming
19 practices in order to conserve the soil. We've
20 gotten sort of a laugh about that lately, that
21 they've been told to conserve the soil, and now the
22 government possibly will pave it all over.

23 The federal government has supported
24 conserving farmland, wildlife and nature preserves as

1 an appropriate use of this land. Please don't pave
2 it all over.

3 MR. REWERTS: Thank you.

4 Mr. William Browne.

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1 William Browne
2 3000 West 170th Place
3 Hazelcrest, Illinois

4 Good evening. My name is William Browne,
5 B R O W N E. I am the mayor of the Village of
6 Hazelcrest. I also serve as the secretary of the
7 South Suburban Mayors and Managers Association, and
8 I'm on the executive board for the Metropolitan
9 Mayors Office.

10 I'm here today, not only for myself, but
11 for the residents of Hazelcrest. One of things we
12 have a big problem with out here in the south
13 suburban region is trying to keep jobs or to make
14 jobs out here. We talked about the lack of jobs out
15 here. Now, I know the airport is not going to be an
16 all in all solution, but I do support the airport.
17 The people that I represent support the airport
18 because the airport is going to be a prime economic
19 engine for the global south suburban region out here.

20 As the chief of (Inaudible) in Hazelcrest,
21 I have the unique distinction of listening to a lot
22 of complaints from our residents and from the
23 surrounding areas and also the various organizations
24 that I deal with. The biggest thing that they talk
about are the taxes out here.

1 Our tax rate out here is sky high. I have
2 residents out here that are on fixed incomes, and
3 they are not able to keep their homes because the
4 houses are paid for but they have to worry about the
5 taxes. But yet, when I deal with other mayors and
6 other organizations out here and I talk to the mayors
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,
21 out there in the northern suburbs, there are six jobs
22 for every one person out there in the northern
23 suburbs. But out here in the southern suburbs, there
24 are 60 people for every one job. We can't let that

1 continue. We have to have jobs. We have to be able
2 to provide an opportunity for our residents to live
3 comfortably not having to worry about having to pay
4 the high amount of taxes that are out here today.

5 I implore you on behalf of the Village of
6 Hazelcrest to listen to our concerns. We need the
7 airport as a vehicle to start booming economic
8 development. Is that going to be an all in all
9 answer to the situation? Of course not, but it's
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,
14 but in the south suburban region. Are they
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.

18 So I do implore you please bring the
19 airport out here to the South Suburban region.

20 Thank you.

21 MR. REWERTS: Thank you.

22 The next speaker will be Barbara Leick.
23 Following Barbara will be Sandra Foster.

24

1 Barbara Leick
2 4537 West Eagle Lake Road
3 Monee, Illinois

4 My name is Barbara Leick, L E I C K, and
5 I'm here representing a lady who could not be here.
6 The explanation will follow.

7 For the past three years, I was to prepare
8 my statement regarding adverse sound affects of
9 aircraft in a small community such as Peotone. I did
10 not want to focus on the emotional effects of an
11 airport being built here. I wanted to stick to the
12 facts. Yesterday at 2:00 a.m., I lost my
13 brother-in-law, Donald Stewart, the identical twin
14 brother of my husband, Ronald. He died from
15 complications associated to acute peritonitis. My
16 last three weeks have been spent in ICU as Rush
17 Hospital. Thus, why she is not here.

18 Donald frequently visited with us at our
19 home in the country in Washington Township. He loved
20 this area, and like my husband, always dreamed of
21 moving out here, but he hesitated because of the
22 airport issue. Many other people like Donald have
23 waited and are still waiting until it is safe to buy
24 or build a home here. Being out here was like heaven
for Donald. It was quiet, peaceful and near as God

1 could ever feel us to be.

2 I ask the FAA, Jesse Jackson, Jr., Jerry
3 Weller and others who are pushing for this apathetic
4 injustice to God's country of building an airport out
5 here -- I know on a federal and state level you can
6 take anyone's property for a needed project such as
7 an airport. I'm aware of the Constitution and the
8 Bill of Rights, but I ask of you, are any of you the
9 prophets of God? Do any of you fear God? Do you
10 really think in our hearts that destroying this
11 bountiful area that produces food and that feeds you
12 and your family is the right thing to do? Perhaps
13 then it is time to listen to the true prophets.

14 Jeremiah: Woe to the shepherds who destroy
15 and scatter the sheep of my pasturing, says the Lord.
16 Therefore, says the Lord, the Lord of God of Israel,
17 concerning the shepherds who care for and feed my
18 people, you have scattered my flock and driven them
19 away. You have not visited or attended to them.
20 Behold, I will visit and attend to you for the evil
21 of your doings, says the Lord.

22 Deuteronomy: You shall not remove your
23 neighbor's landmark and the land which the Lord Dear
24 God gives you to possess, which the men of old set.

1 If any of those involved in planning this
2 airport in Peotone believes in the word of God, I
3 strongly recommend you pick up the Bible and read the
4 hundreds of scriptures about man destroying the gifts
5 of the earth. After all, you shall reap what you
6 sow.

7 My deceased brother-in-law always taught me
8 to do the right thing. He was truly a Christian and
9 believed in the word of the Lord. And hopefully you
10 will do the same.

11 Thank you.

12 MR. REWERTS: Thank you.

13 Sandra Foster will be followed by Anthony
14 Rayson.

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1 Sandra Foster
2 5216 West Beecher Road
3 Peotone, Illinois

4 My name is Sandy Foster, F O S T E R.

5 What I wanted to address today was kind of
6 the socioeconomic impact of what's happening now to
7 the current people of Peotone, not what the dream is
8 for the people of Hazelcrest.

9 I purchased a home in Peotone several years
10 ago when FAA took Peotone off the list of live
11 projects. I've spent my life savings remodeling this
12 home and making it a safe place for my child and
13 myself.

14 A year ago I became single again. I am not
15 able to sell my home; and working two jobs, I spend
16 no time with the child who I moved to the country for
17 a safe life. I can't sell my home because of the
18 Peotone airport.

19 This has been going on since 1968. I'm in
20 the second phase of this project; so when I called
21 and register a hardship case, I'm told no, they're
22 only buying homes in the first phase. Of course,
23 rich developers, such as Mr. Bine, got millions of
24 dollars in for empty lots in the second phase.

 I have started two jobs. I have become

1 severely clinically depressed and have been on
2 medication. My son tried to commit suicide several
3 months ago because his mother is never there for him.

4 But it's okay to ruin our lives because it
5 may give tax relief to Hazelcrest. It may give bring
6 jobs like Mid-America Airport in Mascoutah brought to
7 those people. It brought a lot of jobs, didn't it?
8 But meanwhile, the people that are living this day in
9 and day out are ignored.

10 When I called South Suburban Airport
11 Authority and talked with land acquisition, he had
12 the nerve to laugh when I said I felt I was a
13 hostage. Is this how the government wants their
14 taxpaying citizens to be treated?

15 I implore you to set people free that are
16 being held hostage. Look at this whole situation. I
17 know I can't stop the airport from coming if it's
18 going to. I don't believe in it. I don't believe it
19 will be used. I think it will be another travesty
20 like Mid-America. Like I said, we have a wonderful
21 community and town. It's a whole way of life.

22 Gary Airport and Midway Airport are closer
23 to Hazelcrest than Peotone. Why aren't your people
24 working there? I know people that live in the area

1 of the other airports. Their taxes are higher than
2 mine, so I don't know where the tax relief is coming
3 from.

4 I think that this whole issue needs to be
5 looked at on more than just a political background.
6 I think it needs to be resolved one way or another,
7 and I really think that they need to let the hostages
8 in Peotone go.

9 Thank you for your time and consideration.

10 MR. REWERTS: I'd like to take a second and
11 remind the folks here to turn off their cell phones.
12 It's kind of rude when someone is trying to talk and
13 it's going off in the background, so if you'd please
14 turn off your cell phones, I'd appreciate it so
15 people can speak.

16 Anthony Rayson, is he here?

17 Following Anthony will be Cory Singer.

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1 Anthony Rayson
2 27009 South Egyptian Trail
3 Monee, Illinois

4 Good evening. Before I read my statement
5 that I composed for this evening, I want to say
6 something about jobs. A few days ago I was at a
7 rally, an underemployment rally in Englewood. It
8 wasn't downtown with Jesse Jackson, although he did
9 glom on to our day and take all our media from the
10 event. But we were in Englewood because yeah, it's a
11 serious problem, no jobs. And why is that? Because
12 the jobs are in China because the corporations are so
13 damn greedy that they're going to China to hire
14 workers for under a dollar an hour.

15 This is what we've got to talk about. Talk
16 about the real enemy of what's going on with the
17 citizens in this country. Don't try to pretend that
18 a pie in the sky airport is going to solve the job
19 problem. There's a real definite problem here in
20 this country, but we've got to find out who our real
21 enemies are.

22 My name is Anthony Rayson, and my family
23 and Peotone Airport footprint since 1990. I know the
24 officials from the FAA here today are in a tough
25 position. What you may feel privately about this

1 issue you cannot spell out in your report. The
2 decision has pretty much been made for you; however,
3 you must go through the motions with this hearing and
4 then come up with a report to justify paving over
5 this well cared for, pristine land for an unneeded
6 airport.

7 But citizens can focus on the environment
8 without all the legalese. It's a political decision
9 insisted upon by certain sectors of big money who we
10 all know pull the strings of our politicians. The
11 environment and the citizens don't have stacks of
12 taxpayer money to stuff down their unethical pockets.
13 The State of Illinois has blown a hundred million
14 dollars already on this project.

15 We know you're forced to wear blinders and
16 not consider the fact that there are already four
17 woefully underutilized airports ringing Chicagoland
18 in Rockford, Milwaukee, Gary and Kankakee. Also,
19 you're not to factor ingenuously needful
20 transportation options such as high speed rail and
21 the embarrassment that the airlines want nothing to
22 do with Peotone.

23 Similarly, you're to ignore the reality
24 that our area has been a self-sustaining and

1 economically productive entity in an unusually
2 environmentally conscious manner for several
3 generations. I couldn't do your job. I'd quit.
4 Luckily for me, I can spit out the truth.

5 But, you know, citizens are fighting back.
6 This same area where big business in collusion with
7 government decides to force people off their land for
8 environmentally catastrophic profit making projects
9 is being sadly played out all over our planet. It's
10 our moral imperative as stewards of this area to
11 resist this assault being aimed by us for so long by
12 this awful and unnecessary project. We'll stand up
13 for what is right.

14 So what I intend to do is to help organize
15 people to be there for our neighbors if and when
16 imminent domain and/or quick take are forcibly
17 imposed. I guess you've all heard of Cancun. It's
18 called do unto others as you would have them do unto
19 you.

20 MR. REWERTS: Cory Singer.

21 Following Mr. Singer will be Dr. Charles
22 Dieringer.

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1 Cory Singer
2 475 Nevada Street
3 Frankfort, Illinois

4 Good evening. My name is Cory Singer. I
5 represent District 1 of the Will County Board, which
6 includes Frankfort, Mokena, Crete, Beecher, Peotone,
7 Monee and all the unincorporated areas, including the
8 site of the proposed airport.

9 I'm not here tonight supporting the
10 airport. I'm not here tonight opposing the airport.
11 I don't believe the Will County Board has the ability
12 to decide whether it's going to be built or whether
13 we have the ability to stop it. I think it's pretty
14 evident because we're sitting here tonight having a
15 hearing. And after all the years and after the all
16 work that's been done by some trying to stop the
17 airport, if you could stop it, we wouldn't be sitting
18 here at Governors State University.

19 I submitted a lot of testimony, and I have
20 a copy of it here, regarding a number of things, the
21 nuts and bolts, you might call them, regarding the
22 processes to manage the logistics if this airport is
23 built.

24 Summarizing them, if the airport is to be
built, I firmly believe that involvement by all the

1 eastern Will County Council of Mayors should be
2 involved at all levels. The mayors of all those
3 communities should be involved in everything from
4 land planning to zoning and all of the issues
5 regarding the development of the airport. And
6 regularly scheduled meetings should be held at a very
7 regular basis to update all of these mayors and,
8 also, for that matter, the County of Will regarding
9 all processes and developments as they are coming
10 along.

11 Secondly, municipalities in Will County and
12 areas surrounding the airport must play an active
13 role in all land use and zoning decisions. There
14 must be regular updates by both the FAA and IDOT
15 regarding all land use decisions. And we must have
16 the ability to play a role in deciding the future of
17 our own backyard, how the land is to be developed and
18 how the land is to be zoned, because at the end of
19 the day, the local taxing bodies, whether it be fire
20 protection districts, police protection -- I'm
21 sorry -- municipalities, police departments, drainage
22 districts, school districts, municipalities, County
23 of Will, we are all going to have to shoulder the
24 burden as local taxpayers paying for all the

1 developments surrounding this airport. There needs
2 to be a far great are attention put on the impact the
3 local taxpayers are going to have to incur if this
4 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
8 wanted to come here and talk about people. Whether
9 it be the residents of Heather Brook Estates or that
10 woman who just mentioned her experience, she used the
11 word hostage. And while somebody may have laughed at
12 her about that, I'm not laughing because when you
13 talk to these people and you understand what is going
14 on in their lives, it becomes clearly evident that
15 they are hostages. They're being held as a prisoner
16 of their own property. Their property rights are
17 gone. They can't sell. They can't improve. They
18 can't do anything.

19 To my memory, the first meeting that had
20 anything to do with the airport occurred in 1969. If
21 we do our math, for well over 30 years that families
22 in this area have had to deal with the is it or is it
23 not coming scenario.

24 Well, I understand we've moved a lot

1 further now because we're here today. But a decision
2 needs to be made very, very soon of what we are going
3 to do. Is it coming or isn't it? And if it is
4 coming, the priority has to be on preserving the
5 properties rights of the people in the area
6 surrounding the airport. That has to be a priority.

7 If this airport is such a good thing, then
8 only good will come out of it. And if it really is
9 this good thing, then people can't be harmed in the
10 process and people's lives can't be destroyed and be
11 littered along the way.

12 So I would demand that IDOT continue their
13 former commitment to purchase land from people who
14 are on lists and demand that IDOT follow through on
15 that, their commitment to do so. We can't build this
16 underneath the cloak that it's a great thing for the
17 community and a great thing for all if people's lives
18 are destroyed along the way.

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,

1 then we can't succeed either. I get that. But at
2 the end of the day, it's our people and it's our
3 county this is mostly impacting, and we're going to
4 have to shoulder the burden when it comes to the
5 development of an airport.

6 So just to recap, if it's a good thing,
7 then IDOT will come through, and they will come
8 through on their promise to take care of the
9 homeowners and the property owners in the area so
10 they are no longer held hostage.

11 Thank you for your time.

12 MR. REWERTS: Thank you.

13 The next speaker is Dr. Charles Dieringer.

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1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 Charles Dieringer. It's D I E R I N G E R.
5 Like most American names, they don't spell the way
6 they sound, but that's some of the obstacles we have
7 living in this country.

8 I am a 30-year resident of Chicago Heights,
9 one of the more abused communities in our area in
10 terms of jobs and environmental issues. In 1913, our
11 stream, which is the Farm Creek water shed, which
12 abuts the airport on the south side, was deemed as
13 the most polluted stream in the state. And now it's
14 one of the most prized streams in the state, and we
15 are leading -- We have worked actively over the last
16 few years to form a very viable water shed
17 partnership with Governors State University. It is
18 involved in this leadership very definitely. And we
19 are receiving grants. We are doing all kinds of
20 constructive things in terms of improving our water
21 shed.

22 I'm here to tell you that this airport is
23 going to improve and enhance this community if we
24 build it as a green airport. Now, I'm also on the
25 green project that was described earlier. I've been

1 sent by water shed for specialized training in water
2 shed science to the University of Illinois. I'm one
3 of two people that have had such an experience. It
4 involved three years of summer intensive training.
5 So I've had a lot of learning to do.

6 My background is in education and business.
7 And I'm also an engineering person that worked with
8 the Water Reclamation District of Greater Chicago for
9 many years involved with the reservoirs and deep
10 tunnel and all those kinds of things. So I've been
11 around infrastructure and those kinds of things for
12 many years. I do a lot of research before I get
13 involved in things and take a position.

14 But I'm taking a position as an educator,
15 and I'm inviting everybody here to look at and use,
16 first off, the (Inaudible) which is a viable
17 resource. And it's a tremendous (Inaudible.)

18 Illinois is the leader and has always been
19 in uniting libraries and allowing the poor man
20 university to be right at our fingertips. In 1978, I
21 had access, and so did you, to 700 libraries in this
22 country. And it's phenomenal to be able to go on the
23 Internet and look up about water sheds and what
24 they're doing in the eastern part of the country and

1 how this all can work.

2 And you can give faith in technology. You
3 also have to give faith in our government to use it,
4 though. And that has been one of the obstacles and
5 one of the opening work chance that we came together
6 on this water shed activity for the green project.
7 How are we going to find a unit of government that's
8 going to be able to carry out this commitment? I
9 think Bob expressed that earlier.

10 And we have found a unit of government that
11 we think can do that. Many of you have probably
12 never heard of it, but it does exist in Illinois.
13 First off, its function is as a soil conservation
14 district, but it deals with natural environmental
15 projects that involve pollution in our streams. And
16 actually, the particular one would be a subsoil
17 conservation district. It's well defined in the
18 statutes. They do exist in the state, and it follows
19 people participating more so than in a drainage
20 district.

21 So anyway, that's just a little bit of
22 background. And I know my time is up, so I'm going
23 to come back to tell you more how this vision is
24 going to work for this community and it's going to

1 restore us to where we should be.

2 Thank you.

3 MR. REWERTS: Thank you. We have two more cards.

4 Robert Ogalla. And following Robert will be Eileen

5 Olson.

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1 Robert Ogalla
2 28560 South Will Center
3 Monee, Illinois

4 I'm Robert Ogalla. I'm a commissioner of
5 the Union Drainage District 1, Townships of Monee and
6 Will. I'm not speaking on their behalf. I'm
7 speaking on my own behalf here.

8 I'd differ from some of the previous
9 speakers here. I do care about the communities
10 around me. I do care about the areas other than Will
11 County District 1. And I would hope that they
12 prosper, but not at the expense of eradicating our
13 area of agricultural activity.

14 And the gentleman that spoke before me, I
15 will say that agricultural areas do not coexist in
16 any proximity or close proximity to airports in spite
17 of what he may claim from his Internet studies.
18 That's a fact.

19 MR. DIERINGER: I'll address that issue when we
20 return.

21 MR. REWERTS: Excuse me. Excuse me.

22 MR. OGALLA: I wish you wouldn't interrupt.

23 MR. REWERTS: Only the speaker is -- Let
24 everybody else have an opportunity to talk.

25 MR. OGALLA: Experiences I have with this issue,

1 we've heard these pie in the sky proclamations for
2 years. So far it's been 20 years of promotion. None
3 of this has come about.

4 I'm here mostly to ask the FAA, after the
5 Tier 1 process, we were promised that land
6 acquisition would have no negative impact. I'm here
7 to say that it has. It's affected our schools, our
8 fire districts. Any taxing body or drainage
9 districts, anything of the sort that depends on
10 either fees or taxes on these properties, it has
11 affected us. IDOT has refused to pay these fees.
12 They refused to pay the taxes. At the same time
13 they've derived income from these properties. They
14 continue to operate them and derive economic activity
15 from them while not paying any of the fees or taxes.

16 What I'm here to ask is that the FAA takes
17 a truly unbiased view of this, not merely taking as
18 fact restated claims from years past. The Tier 2
19 portion of this, from what I gather, is about need
20 and about environmental issues. It really needs to
21 go a little farther than the need. To have a need,
22 you need customers. Customers will drive the need.
23 You need air carriers. Neither of them exist after
24 all this promotion. Neither do exist. We've already

1 tried the build it and they will come with the
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.

5 I really ask that you truly consider that
6 this is an agricultural area. The area economically
7 has three farms that have been recognized for
8 conservation efforts over the past 10 to 15 years.
9 That's for the entire County of Will and South Cook.
10 It contains thousands of acres of prime farmland.

11 I really ask that you consider all these
12 facts, consider the fact that we have existing
13 facilities that are underutilized, not even used, in
14 close proximity. We can't keep destroying farmland.

15 I thank you.

16 MR. REWERTS: Eileen Olson.

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1 Eileen Olson

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3 Wow. Thanks for the opportunity to talk
4 today.

5 I feel a lot of passion against the
6 airport. I'm just a taxpayer. I am a mom and a
7 wife, and we moved out here because we like open
8 land. We like the farms. We love the forestry, and
9 I come to you today and say could you please consider
10 the impact that this is having on all of us families
11 who moved out here who have so much pride in our
12 community. And we look to you to bring us business,
13 not an airport. We look to you to find job
14 opportunities and provide great learning experiences,
15 but we don't look for an airport. We look for you to
16 take advantage of the resources that you already have
17 in O'Hare and in Midway and to put great traffic
18 solutions down the road so that we can take advantage
19 of what's already been invested with our money, which
20 is so important.

21 Spend money on education and leave open
22 land for posterity, because if you don't, where are
23 the kids going to go to play and fish and, you know,
24 have great memories.

1 So pretty simple, but thanks.

2 MR. REWERTS: Thank you.

3 We have no more cards, so we have two
4 speakers that had not completed their testimony and
5 wish to continue.

6 Is Gordon Wilson still here? Do you need
7 another four minutes or so?

8 MR. WILSON: No, it won't take that long.

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1 Gordon Wilson
2 925 Hodges Street
3 Beecher, Illinois

4 I don't know how you're going to connect
5 this in your recording with what I said before, but
6 let's try.

7 I will repeat just a couple sentences
8 because it's a good starting spot.

9 There are currently several coalitions,
10 South Suburban Airport Coalition, Will County
11 Coalition, South Suburban Mayors and Managers
12 Association and Kankakee River Valley Airport
13 Authority, to name a few, all striving to do the same
14 thing in the same place but in a different way. And
15 I might add they can't agree.

16 The Greater Rockford Coalition has called
17 for an end to the new Peotone airport, correctly
18 observing that Rockford, Milwaukee, Gary and Kankakee
19 already have infrastructure in place to accommodate
20 any increased transportation needs in the Chicago
21 area.

22 The cash-strapped State of Illinois has
23 bought property in an anticipation of the start of
24 this project with no mandate. The Jackson plan,
25 South Suburban Airport Coalition, claims to have

1 private capital backing them for this construction;
2 however, hundreds of millions of dollars of
3 infrastructure will be paid for by taxpayers. All
4 the land that has been purchased and will be
5 purchased is taken off tax rolls resulting in severe
6 shortfalls for schools and other local public needs.
7 It seems the major impetus for the project is
8 political ambition and the relatively few who stand
9 to reap large financial gains.

10 It's no secret that some proponents have
11 said, off the record, of course, that it's the south
12 side's turn for the lucrative, no-bid contracts that
13 the O'Hare area has enjoyed for many years. The
14 promoters of this idea have been trying for at least
15 20 years and have failed. How much more evidence do
16 we need to declare an end to this bad idea?

17 Many in this room are probably wondering
18 who I am and what expertise I have to substantiate
19 what I have said. I am Mr. Rural Peotone, or if you
20 wish, Iron Ring resident who has endured the very
21 expensive and ongoing futility and frustration of
22 this effort. I am a citizen very concerned about the
23 possibility of this gigantically expensive, largely
24 publicly funded project, ending up in failure. I am

1 a citizen very troubled by elected officials from the
2 south side and even communities surrounding O'Hare
3 who are trying to force this plan on the residents of
4 the Peotone site and the surrounding communities,
5 residents who are not their constituents. Lastly, I
6 am a taxpayer.

7 Thank you.

8 MS. JOHNSON: Thank you for coming back as well.

9 MR. REWERTS: Mr. Dieringer.

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1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 I was just trying earlier to establish some
5 of my background and involvement because I was indeed
6 torn by many of the same obstacles that have been
7 expressed here by these people in the community. And
8 I really think that many of the obstacles that
9 they're identifying are being addressed by the Green
10 Communities project. And I really would encourage
11 them -- The project is not completed yet. But as Bob
12 expressed earlier, it will be done. It's got to be
13 completed by next June, so it's going to be done well
14 before our study here.

15 But we have been studying airports and
16 solutions that are green in nature. Now, if you
17 wonder about green communities, the closest one I can
18 point you to is Prairie Crossing. You may have heard
19 of them advertised. People up there pay extra to
20 live in Prairie Crossing. And I drive by there
21 frequently, and I check on them to see why do you
22 invest in this. Because there's an attitude there
23 about doing things the right way. I really think we
24 need to promote that attitude here, and we need to
get more informed about technology and how it can be

1 used. And we have a great opportunity to do
2 something very constructive for our communities.

3 I'll go -- Just to give you an idea the
4 water issue, which I also am a member of the Ground
5 Water Association, which is an international
6 organization. We have 33 inches of rain that falls
7 on this area on an average every year. Where does
8 that rain go? It's not being conserved here now, but
9 if we build this green airport, we're going to have a
10 series of lakes and recreational activities here that
11 you wouldn't believe. I mean, this won't have to
12 hold water because this is our major source of water.
13 This is what God gives us.

14 But we also have an opportunity via the
15 Thorncreek water shed, because if you were here this
16 morning, you would have heard the Thorncreek basin is
17 the in process of providing the basic sort of
18 infrastructure. Within two years, they'll have this
19 all pretty well (Inaudible) right now 90 percent of
20 the communities that are involved around here.

21 And it's flat plateau up here, so we're not
22 talking about rocket science to get sanitary services
23 and water services to work. We can direct them
24 either way. We can direct them down the Kankakee

1 River or we can direct them down to Lake Michigan.
2 There's a (Inaudible) to go with Lake Michigan. And
3 I (Inaudible) with Lake Michigan water shed because
4 my water shed is part of that. If we return water,
5 we will have that source available.

6 I've already posed that question to those
7 commissioners, but we have to return good quality
8 water and we have to install wetlands. Those are
9 called storm water treatment drains that clean the
10 water. And we have -- In the sanitary district, we
11 created this same concept along the sanitary ship
12 canal, a series of site variation waterfalls, one of
13 them which is in Blue Island. That concept has
14 brought back bass fishing tournaments. We're going
15 to have that on our streams around here, too.

16 We actually, right now in Chicago Heights,
17 through our efforts cleaning and recleaning our
18 stream, we have caught 38-inch long Chinook, 30 of
19 them in the last three months. Now, they've been
20 coming up that stream for the last 25 years, but they
21 haven't been getting through too well because of the
22 beavers and the lack of maintenance by the forest
23 preserves.

24 You may know that the forest preserves have

1 been getting beat up pretty well lately. Well, I've
2 been beating them up for five years, and I go to all
3 their meetings. They've delayed now their budget for
4 another week because we're going to get this \$50
5 million that's coming to put back in the forest
6 preserves and restore our streams.

7 So anyway, I don't want to bore you; but if
8 you would like to know more about it, you're welcome
9 to contact me. I will send you e-mails and
10 documentation about the research projects that I'm
11 involved in. But it's an exciting opportunity, and I
12 wanted to share that with you.

13 Thank you very much.

14 MR. REWERTS: Thank you.

15 We have no more speaker cards. If anybody
16 would like to speak or make any comments, please fill
17 out a speaker card.

18 MR. WENDT: I filled one out already.

19 MR. REWERTS: State your name again.

20 MR. WENDT: William Wendt, W E N D T.

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1 William Wendt
2 1643 Hubbard
3 Chicago, Illinois

4 I've been following these airport
5 controversies for some years, and I can't recall
6 anybody from the southern suburbs complaining about
7 not being able to get an airplane.

8 Has anybody heard from anybody from the
9 southern suburbs that can't get an airplane? I
10 haven't heard any airlines complaining that they
11 can't find airport space around here. We do hear
12 lots of complaints about jobs, and it is a very
13 serious concern. There has been a problem in the far
14 south side and southern suburbs for about 30 years
15 now, ever since the steel mills started disappearing.

16 I'd like to suggest a little different
17 approach to developing industry. This same monorail
18 technology that I suggested earlier for passenger use
19 could also be very useful for freight use. I mean,
20 what you have in factories and warehouses something
21 called material handling system, and most of these
22 are overhead monorails.

23 What I propose is an external material
24 handling system that can connect factories and
warehouses and so on miles away and, in effect, make

1 them one assembly line. I think this will be far,
2 far more productive for dealing with this very real
3 problem and getting some real industrial jobs.

4 I hear Jesse Jackson. I listen to WDON a
5 lot in the morning, and I hear Jesse Jackson saying
6 he wants the south side to look like the north side.
7 Yeah, well, I don't think hotels and restaurants are
8 quite the way to do it. That's the kind of
9 development you're going to get around an airport.

10 I'm still steamed about this McCormack
11 Place development 10 or 12 years ago, which was
12 supposed to create 10,000 jobs at the expense of
13 capital \$670 million. That comes out to about
14 \$60,000 per hotel and restaurant job. I mean, a
15 cabbie -- It created a job for a cab. That's about
16 \$20,000. This industrial district that went into the
17 southwest side of Chicago, they created 10,000 jobs
18 on a \$475 million investment. That comes out to
19 about \$47,000 per job.

20 This Motorola plant in McHenry County that
21 closed up after only five years, \$100 million plant
22 for 5,000 people. That comes out to about \$20,000 a
23 job. But you figure so many jobs this would create,
24 and this is strictly the loss we hear. It's not the

1 hotels. It's not the restaurants. I don't think --
2 You know, I haven't seen the figures, but if it's
3 anything like McCormack Place, rip off. The only way
4 to get behind McCormack Place is tax-free bonds. If
5 we had tax-free bonds for a few other things, maybe
6 we could get us out of (Inaudible.)

7 But no, there is a much, much, much better
8 way to deal with this very real problem. It's a very
9 real problem and it needs a real solution.

10 MR. REWERTS: Thank you.

11 The next speaker will be Rosemarie DeWitt.

12 Following Rosemarie will be Lionel Trepanier.

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1 Rosemarie DeWitt
2 16033 Debbie Lane
3 South Holland, Illinois

4 Yes. My name is Rosemarie DeWitt. I'm a
5 director with Will South Cook County Soil and Water
6 Conservation District. I represent from 22nd Street
7 in Cook County and all of Will County.

8 My major concerns with the airport at this
9 point is that the evaluation hasn't been done on
10 where the water source for the airport is going to
11 come. Indications that I had been given seven years
12 ago was they were going to take the water off the
13 Kankakee River.

14 Earlier this year, EPA released a third
15 annual drinking water (Inaudible) for Joliet. And
16 the Chicago Tribune had an article in September that
17 169,000 people in Will County are drinking water that
18 is contaminated with radium. It's in this report
19 that they will have to take the water out of the
20 Kankakee River.

21 I want to know where they're going to get
22 the water. I want to know that the residents of Will
23 County will not be ingesting water that's going to
24 cause cancer. They need to contact EPA, go online,
25 find a certain report, find out what's happening.

1 The other thing is that I'm very concerned
2 that the Rudis farm is the fourth largest in the
3 State of Illinois. I really don't understand why
4 they chose to put the one runway right on that farm.
5 I believe that if they're going to do it, please
6 conserve the farm. We's already expended state and
7 federal monies through USDA for the project.

8 I'd also like them to start implementing at
9 municipalities, the counties, decide what they're
10 going to do with storm water management and PDES
11 requirements. I think all of this has to be taken
12 into consideration before an airport is approved.

13 I live in South Holland. I'm still waiting
14 for my flood control project. That's a multi-million
15 dollar project that probably will not be completed
16 for another 20 to 30 years. Most of the people that
17 are in this district right now in this area ran away
18 from the problems from where I live. You're
19 recreating the same issues, and you're going to have
20 to come up with billions upon billions of dollars to
21 correct it later. You do not have another material
22 service quorum. It just does not exist.

23 Thank you for your time.

24 MR. REWERTS: Thank you.

1 Lionel Trepanier
2 11601 Artesian
3 Chicago, Illinois

4 My name is Lionel Trepanier. That's T R E
5 P A N I E R. I'm with South Metro Greens.

6 I just want to express appreciation for the
7 people who have come out to advocate for their
8 community and for the environment and for common
9 sense. It seems like there's quite a large support
10 in this room for a common sense approach to what's
11 going on.

12 In a common sense approach, one of my
13 concerns that I wanted to share with you all tonight
14 and with those making up the environmental impact
15 statement is for the toxic chemical loading downwind
16 from the facility. So those folks such as myself who
17 would be downwind from this facility who already live
18 with a heavy toxic chemical load, this would be added
19 to. I want the FAA, I want the project proposers to
20 come to our communities and talk to us about how are
21 we going to measure the amount of toxic chemical
22 loading as a result of operations of this proposed
23 facility.

24 And particularly, I would point out to the
25 FAA that this type of an analysis -- What's needed

1 here is the analysis of the facility as it's intended
2 to be built. To break this project into tiny pieces
3 to ask that those each be individually analyzed for
4 their environmental impact is evading the purpose,
5 the very purpose of this evening, this scoping.

6 So I do hope that the FAA sees to properly
7 address the scope of the proposal as it is intended.

8 So I've shared my one concern. I know that
9 there's practically enumerable concerns, and I could
10 just chime on that I've heard even the various
11 speakers before me bring up very important issues
12 that must be addressed if our community is going to
13 have an opportunity to look at what kind of a choice
14 is being made.

15 You know, in my local green party, we
16 advocate for a rail system like a lot of people
17 advocate for that rail system. It just makes so much
18 sense. It's common sense that if we need more space
19 at our airports, more capacity, we look at why do we
20 need more capacity, and we see very clearly that a
21 high-speed rail between some of our Midwest
22 population centers would displace a huge percentage,
23 a huge quantity of the existing users of the existing
24 air travel facilities. So there's very clearly -- I

1 think for people in the community that -- In my
2 community, I'm saying there's really people who see
3 the fallacy of building this airport that we're going
4 to be bettering our community. I think I see a very
5 strong consensus that no, this airport is not going
6 to better our community.

7 So what is afoot? Why can that situation
8 exist? I think that's something that at least we
9 begin to address when we do as you've done this
10 evening and come out and raise your voice for, you
11 know, such a project being proposed in our community.

12 So I just want to close and thank you for
13 your attention.

14 MR. REWERTS: Thank you.

15 Gloria Weidner.

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1 Gloria Weidner
2 37445 Darby Road
3 Wilmington, Illinois

4 My name is Gloria Weidner, W E I D N E R.

5 I represent KARE, Kankakee Area Research and
6 Education.

7 I was in the same very spot 13 years ago
8 testifying. I never heard back. And ironically, I
9 was right. I and my colleagues were right. I came
10 into this deposition or this testament session with
11 facts coming out of my ears, and I never heard back
12 from you guys. And actually, like I say, I was right
13 because the predictions of the experts that were
14 hired to study the issue never came true. The demand
15 never happened. So it's not market driven. And when
16 it's not market driven, then the taxpayers paid for
17 it.

18 Also, it's not intelligence driven because
19 then we'd have, like some others here say, we'd have
20 the high-speed rail. In France, they just celebrated
21 their billionth on the TTV Supertrain, and it's a
22 huge success. There were complaints at first about
23 this project in France, supertrains, and now they
24 love it.

 So it's not market driven. It's not

1 intelligence driven. It's politically driven. And
2 when we talk about politics and we're talking about
3 power and money, power corrupts, and we all know what
4 money does from Enron.

5 And so there are other aspects, too, in the
6 environment like, for example, farmland. Farmland is
7 it being gobbled up at an alarming rate. So I
8 thought well, I'll get on the Internet and I'll look
9 it up and I'll see what's going on. And the
10 Internet, the sites I saw had some sources that were
11 saying oh, that's a bunch of hogwash, farmland is not
12 being gobbled up. And guess who wrote those
13 articles? Association of Realtors. So I think I'm
14 pretty safe in saying that farmland is a concern. We
15 have the richest farmland here in the world and we
16 shouldn't be wasting it.

17 As far as jobs go, if you're trying to
18 create jobs, then we should be in a whole different
19 area. We should be addressing the outsourcing of
20 jobs, not building an airport. So any way you look
21 at it, like someone here said, any way you look at
22 it, the common sense is not to build this airport.
23 We've got the airport in Gary, in Rockford, in
24 Milwaukee that are all underutilized; therefore, this

1 is a lot of BS. So that's about where I'd like to
2 leave it.

3 Thank you.

4 MR. REWERTS: Thank you.

5 Do we have any more speaker cards? Anybody
6 else wishing to speak?

7 We'll take a break then.

8 We got a videotape from Henry May, Village
9 Trustee of Monee. That's a videotape that someone
10 was gracious enough to drop off for the record. So
11 we'll review this and enter it into the record.

12 Seeing no more people wishing to speak,
13 we'll take about a 15-minute break or so until we get
14 some cards.

15 (A short break was had.)

16 MR. REWERTS: We have one more speaker card, so
17 I'd like to convene so this person can provide their
18 comments and we won't have to sit around. This
19 meeting will go until 8:00 o'clock, but we'll take
20 testimony from George Bolus, and then we'll adjourn
21 again until 8:00 o'clock or until we get another
22 speaker.

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1 George Bolus
2 3633 South Peoria
3 Steger, Illinois

4 I have no prepared statement, and I wasn't
5 going to speak because it seemed like there was lot
6 of negativity, and I felt a little self-conscious
7 about speaking. But my name is George Bolus. I am a
8 landowner. I own a farm in Beecher which will be
9 impacted by the airport. Part of my farmland will be
10 taken, and I also have 47 acres just north of where
11 the airport is projected to be, across from
12 Crete-Monee Road.

13 And I want to say I look at this basically
14 from a historic perspective, and I look at what has
15 happened in the past hundred years and how violently
16 sometimes things have changed. And, you know, we can
17 go back to the days when England revolved around
18 having a seaport, and the country developed around
19 that. And we look at times in the early 19th century
20 when trains started to develop and how towns and
21 cities grew from that; and then in the 50s, from that
22 point on, it all seemed to resolve around the
23 airports.

24 I look at Illinois from a standpoint of the
economy and what's good for the people is good for --

1 If the economy is good, it's good for the people.
2 And I understand the impact that it has on some
3 people and that change is very difficult to accept at
4 certain points in our lives, but we know that things
5 have changed constantly. And sometimes our heaven on
6 earth is disrupted and things happen that way, but
7 things will change and things will change for the
8 better.

9 I like what the Will County member said
10 that when we leave this earth, we have to leave it a
11 little bit better than the way that we came in. I
12 take that approach in my life. And my understanding
13 is I really feel that this airport is going to be
14 good. I think it's going to be good. Maybe for some
15 individuals it's very bad, and I understand that.
16 And I want the -- And I'm very impressed with the
17 process of the environmental study and the way that
18 the government is doing this. And I enjoy being a
19 part of the process, and I think that it's very --
20 It's not a negative thing. I think it's a very
21 positive thing, and I think that the process is very
22 good. And I believe in it. I believe it's the
23 American way.

24 And I understand the problems that people

1 have with the direct impact that they have. Anytime
2 transportation changes or things happen, certain
3 people are impacted and there's problems. I think we
4 need to approach it from a very conscious and
5 intelligent manner and just say if it's going to
6 happen, let's do this thing the right way. And so
7 far, I see it happening that way. I think the
8 interaction is very good.

9 I'm a believer and a proponent, and I think
10 so that the airport should be built. I think that
11 when we experience change, we're all going to leave
12 this planet one day. We're not here forever. Things
13 are going to change, and things will get -- will
14 happen regardless.

15 And I think we all know deep down inside
16 that this is going to come about. We can lie to
17 ourselves and say it's not going to happen, but it's
18 coming and it will be here.

19 Thank you for the opportunity.

20 MR. REWERTS: Thank you.

21 MR. DIERINGER: I'd like to address some issues
22 for a couple minutes.

23 MR. REWERTS: Sure.

24

1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 Charles Dieringer again.

5 Quite frankly, I will submit this all in
6 writing because I'm so actively involved and I have
7 been for many years. I was elected to office in 1992
8 in Bloom Township, which was flooded in 1997
9 significantly. In the meantime, I have been fighting
10 to solve flooding problems in my township for four
11 years, and I had some trustees that didn't want me to
12 spend the million dollars that they had stashed away
13 in the bank, so I cut taxes for four years.

14 Well, I'm not presently in office there
15 except that I also should be a school trustee for the
16 township. And I was the only one on the ballot last
17 spring that was qualified, and it's going to take the
18 Attorney General of the State to straighten out what
19 goes on with the ballots. But it's coming pretty
20 quick.

21 I've also been involved in a class action
22 lawsuit to stop the theft of \$700,000 of taxes in
23 Bloom Township for the benefit of the receivers,
24 which are the units of the local government. And the
Appellate Court upheld that action and said we were

1 right.

2 So there are good people out there, and we
3 have to communicate and work together on this. I
4 want to talk just briefly about the (Inaudible.)

5 I don't think there's any evidence that the
6 corn is going to be damaged by these planes and the
7 pollution. Now, I drive 18-wheelers in seven states,
8 and I look at the environmental projects. It's one
9 way to get around pretty economically. And I haven't
10 seen any cornfields being damaged, and I've seen a
11 lot of them. They do provide a good buffer for
12 noise. If there is something that comes out of
13 airplane fuel that's different than comes out a
14 diesel truck, I think we all need to study that issue
15 a little more carefully.

16 As far as water and wetlands and wildlife
17 and the birds, I would invite you to go to Lansing,
18 Illinois. That is an airport that will be -- It's
19 designed for another term for aviation type, for
20 local, private aviation type. And it's a feeder
21 airport, and they have built that in a wetland. And
22 this airport actually is in a flood plain in a flat
23 plateau as well. And they have restored that area,
24 and it holds more water, and it's on the Lincoln

1 drainage district, which is a 28-mile drainage
2 district. And that's up the reservoir as well.

3 I mean, the technology is here. We have to
4 somehow make sure that it's applied and it's applied
5 fairly for the best benefit.

6 So thank you for hearing me out.

7 I am recording this, by the way, for
8 Chicago Heights cable TV. I am the secretary of that
9 community, and we are one of 100 communities that of
10 two cable systems, so we have competition at that
11 level, too.

12 Thank you.

13 MR. REWERTS: Thank you.

14 MS. MEYERS-HAFNER: May I have a minute?

15 MR. REWERTS: Yes, ma'am. State your name again.

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1 Ellen Meyers-Hafner
2 5537 West Pauling Road
3 Monee, Illinois

4 My name is Ellen Meyers-Hafner.

5 I would just like to make sure that the FAA
6 has this brochure that was researched and written by
7 the Openlands Project. It's entitled "This is as
8 close as airplanes need to get to Peotone," and it
9 shows a jet flying very high above in the sky.
10 Please read this. It has very good information.

11 MR. REWERTS: Yes, ma'am. Thank you.

12 Anybody else? We'll adjourn then.

13 Oh, Lois?

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1 Lois Arms
2 107 Nanti
3 Park Forest, Illinois

4 John Malone, who is one of the founders at
5 Governors State, says that he thinks air travel has
6 hit its peak. There are even air travel changes and
7 other ways of communicating. One other thing that
8 people quote, 60 job -- A couple of them said it
9 today. There are 60 people for every job. That
10 counts babies and retired people, people that aren't
11 even looking for a job.

12 MR. REWERTS: Thank you, Lois.

13 Anybody else?

14 If not, we'll adjourn until 8:00 o'clock if
15 we don't get any speakers, and then we'll reopen the
16 meeting to close it. So the meeting is adjourned
17 until such time as we get somebody that wants to
18 speak.

19 MS. JOHNSON: Feel free to fill out cards.

20 (A short break was had.)

21 MR. REWERTS: It's about 3 minutes to 8:00. We
22 have a request from Mr. Dieringer to speak for a
23 couple more minutes, and then we'll go ahead and
24 close if nobody else has anything they want to say.

1 Charles Dieringer
2 150 Grace Lane
3 Chicago Heights, Illinois

4 There's only a few of you left, but I just
5 want to dazzle you with this. This is a picture of
6 Lake Michigan. This is done from our satellites.
7 This is using new technology to identify this
8 resource, so we know how to link with Michigan and
9 get the water out of there safely.

10 You may recall about ten years ago,
11 Milwaukee had some serious problems. They are now
12 the best water source out of all the Great Lakes, not
13 just Lake Michigan, because they dealt with the
14 problem.

15 Now, we have to deal with that problem in
16 Hammond. Hammond is down here, and that pipeline I
17 was telling you about that goes to Chicago Heights is
18 not the best quality drinking water. And people that
19 are on dialysis and that are diabetic can be affected
20 by the chemicals that are in that water, but that can
21 all be eliminated if we bring our intake out here in
22 the deep part of the lake and we ozonate our water.

23 Now, ozone -- And I know this is getting
24 off the topic a little bit -- But we built an ozone
plant in Lake Bluff 25 years ago, and I did a video

1 tour of that 25 years ago when it was being built.
2 We can solve these water problems. I don't think
3 people -- That will make this land more valuable. On
4 that -- I'm submitting all this in writing anyway, so
5 I mean, you don't have to struggle too hard with my
6 comments. I'm going to organize it a little better.

7 Thank you very much.

8 MR. REWERTS: Thank you.

9 Does anybody else want to say anything?

10 MS. GREENE: Yes.

11 MR. REWERTS: Yes, ma'am. State your name.

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1 Aina Green
2 14801 East Riverside
3 South Holland, Illinois

4 Aina Greene, and I spoke before.

5 I would just like to say I was so very glad
6 I came today and I was so impressed with what
7 everybody had to say so much, but I would like to say
8 I was most impressed with the pilot that spoke and
9 pointed out that we are heading toward a time when we
10 don't even need those airports. The airplane is
11 already proposed that does not need runways to land.
12 Things are changing. We do not need the airports.
13 We're not going to need them because of changing
14 technology.

15 We're going to need fresh air and the
16 quality of our lives and a cleaner environment, and
17 we need to preserve it. We have to rethink it with
18 the systems that were outlined by this gentleman who
19 just spoke.

20 Thank you.

21 MR. REWERTS: Thank you.

22 With that, I'm going to call the meeting
23 adjourned. Thank you for coming. And we will take
24 all your comments into consideration. Thank you.

 (Meeting adjourned.)

1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF WILL)

3

4 I, Tiffany M. Pietrzyk, Registered
5 Professional Reporter and Notary Public in the County
6 of Will, State of Illinois, do hereby certify that I
7 reported in shorthand the proceedings had at the
8 foregoing meeting;

9 And that the foregoing is a true and
10 correct transcript of my shorthand notes so taken as
11 aforesaid and contains all of the proceedings had at
12 the said meeting.

13 Witness my official signature and seal as
14 Notary Public in and for Will County, Illinois, on
15 this 16th day of December, A.D., 2003.

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20 _____
 TIFFANY M. PIETRZYK, RPR
21 CSR No. 084-004371

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