

**RECORD OF DECISION
FOR
TIER 1: FAA SITE APPROVAL AND
LAND ACQUISITION BY THE STATE OF ILLINOIS**

**PROPOSED SOUTH SUBURBAN AIRPORT
WILL COUNTY, ILLINOIS**

Date: July 2002



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION
CHICAGO, ILLINOIS**

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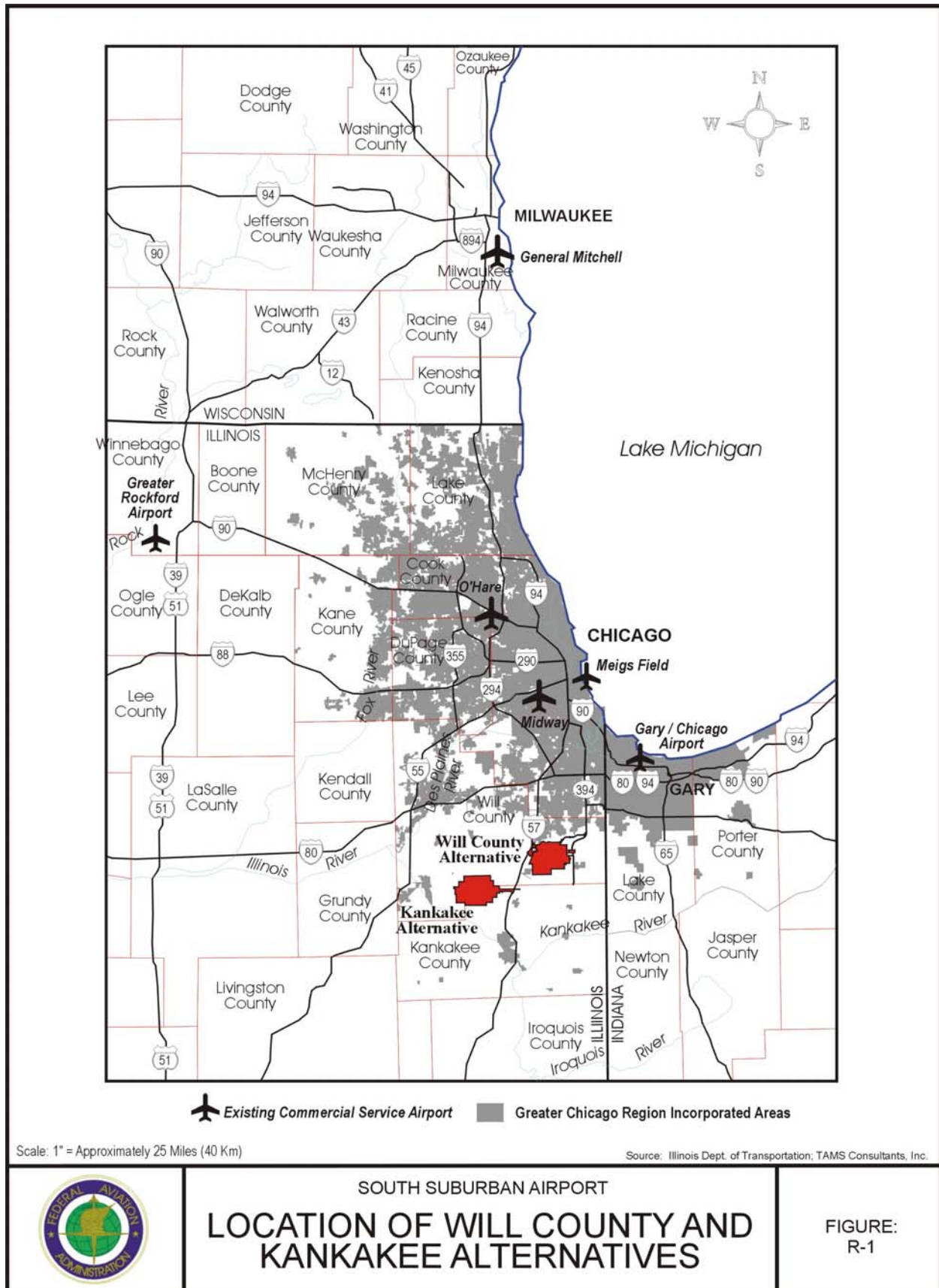
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1. FEDERAL AGENCY DECISION

At the request of the State of Illinois, the FAA has prepared the first tier of a tiered Environmental Impact Statement (EIS) to assess impacts relative to FAA site approval and the associated land acquisition by the State for a potential future supplemental air carrier airport to serve the greater Chicago region. The Tier 1 EIS does not consider the site-specific planning, construction, funding, or operation of a potential new supplemental air carrier airport. A subsequent tiered EIS will be prepared and considered at a later date to assess the potential impacts resulting from development of aviation facilities and potential Federal funding, as these issues become ripe for decision.

This Record of Decision (ROD) provides final agency determinations and approvals for Federal actions by the Federal Aviation Administration (FAA) related to the selection of Will County and the elimination of Kankakee as the site for a potential South Suburban Airport. These actions are necessary to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region as determined necessary and appropriate to meet future aviation capacity needs in the region. Site approval will allow the State to acquire and preserve land for airport purposes consistent with FAA environmental policy. At a later date, it will be determined how regional aviation capacity needs will be met. The FAA's site approval is based upon the continuing need to protect the airspace and preserve a technically and environmentally feasible site from encroachment from suburban development and provide for continued protection of the airspace. The proposed site, known as the Will County site, commonly known as the Peotone site, is located in Will County, Illinois, and is approximately 35 miles south of the Chicago Central Business District. The ultimate site encompasses approximately 24,000 acres and is shown on [Figure R-1](#).



This ROD approves the Will County, Illinois, site to preserve the option for a potential future air carrier airport for the greater Chicago region. The Federal action is described in detail in the Final Environmental Impact Statement (FEIS), South Suburban Airport, dated April 2002. The agency's decision is based on the information contained in the FEIS and all other applicable documents available to the agency and considered by it, which constitutes the administrative record.

This ROD is issued in accordance with the requirements of the Council on Environmental Quality (CEQ), 40 CFR 1505.2. The principal features include:

- A statement of the agency's' decision;
- An identification of all alternatives considered by the FAA in reaching its decision, with a specification of the alternative or alternatives that are considered to be environmentally preferable; and
- The means adopted (mitigation measures) to avoid or minimize environmental harm from the alternative selected.

FAA DETERMINATION

Based on a review of the FEIS approved on April 22, 2002, and all applicable information, it is the FAA's final determination that the Will County, Illinois, site is a technically and environmentally feasible location to provide the potential for addressing future aviation needs in the Chicago region, and that the benefits of approving a site, so that the State can acquire land to protect against suburban development and protect the airspace, outweigh the adverse environmental impacts of preserving this option as set forth in Chapter 5 of the EIS. This approval is specifically described in Chapters 2, 4, and 5 of this ROD, and was identified in the FEIS as the Will County Ultimate Acquisition Alternative. Selection of the Will County Site would not require construction or changes to existing land use; therefore, potential impacts from site approval and land acquisition (social and Section 106) would be minimal and would not warrant substantial mitigation. The State has committed to mitigation for social impact consisting of compliance with the Uniform Relocation and Relocation Assistance Act. The State has also committed to mitigation measures for potential impacts on historic properties included in or eligible for inclusion in the National Register of Historic Places by agreeing to the provisions contained in a Programmatic Agreement that stipulates the procedures for addressing the potential of future airport construction to affect historic properties (i.e., resources listed in or eligible for listing in the National Register of Historic Places). All practicable means to avoid or minimize environmental harm from selecting the Will County site have been adopted.

Although additional future project-specific mitigation measures may be identified to address environmental impacts associated with development and operation of a new airport in a Tier 2 EIS, the FAA in this ROD has identified certain mitigation measures that would likely be a condition of project approval subsequent to a Tier 2 EIS. Additionally, potential proactive and protective mitigation measures that would be necessary for construction and operation of a new airport at the Will County Site for

Section 303(c) and Section 6(f) Lands, Farmlands, and Hazardous Waste are listed in Chapter 6 of the FEIS.

Tiering, as described in the President's Council on Environmental Quality (CEQ) Regulations (40 CFR 1508.28) and FAA Order 5050.4A, paragraph 101, a.(2), refers to the coverage of general matters in broader EISs, with subsequent environmental documents of narrowing scope, concentrating on more specific issues or proposals. Tiering is appropriate when the sequence of statements is from a specific action at an early stage (such as need and site approval) to a subsequent more detailed EIS at a later stage.

Given the complexity of issues to be considered in the approval and development of a potential, new air carrier airport, the FAA determined that a tiered EIS process would be appropriate. CEQ 1508.28 states that tiering is appropriate when the sequence of analysis is environmental documents for a program, plan, or policy to be followed at a later time by specific development projects as the need develops. The subsequent environmental analysis or statement will then focus on new airport development and related Federal actions which are proposed for decision and exclude from consideration the issue of airport location (including other airport sites as reasonable alternatives to the proposed action) since this has already been decided.

This first tier (Tier 1) addresses FAA site approval and IDOT land acquisition to preserve the option of developing a potential, future supplemental air carrier airport. The Tier 1 FEIS does not consider project and site-specific environmental impacts resulting from approval of Federal funding, an airport layout plan and construction and operation of a new airport. This ROD does not determine, nor condition, how future regional capacity needs would be met. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site.

This ROD does not preclude existing airports in the region from being studied in subsequent environmental documents that would address the future aviation capacity needs of the region. Subsequent tiered EISs or other environmental documentation, as needed, may be prepared and considered in the future to assess the potential impacts that may result from the planning, construction, funding, and operation of a potential, supplemental air carrier airport in the south suburban area of Chicago. The tiered evaluation process allows for additional tiers to be developed, as issues become "ripe" for decision.

In reaching this determination to preserve a technically and environmentally feasible site, the FAA has given consideration to 49 U.S.C. 47101 (a)(7), which states that it is the policy of the United States "that airport construction and improvement projects that increase the capacity of facilities to accommodate passenger and cargo traffic be undertaken to the maximum feasible extent so that safety and efficiency increase and delays decrease." The FAA has carefully considered all reasonable alternatives to the Proposed Action. In terms of the social environment, the No-Action Alternative would have fewer impacts on residents, businesses, established communities, and

employment within the study area and is the environmentally preferred alternative. However, this alternative would not meet the proposed action's purpose and need.

Of the two alternatives that meet the proposed action's purpose and need, the Will County site has been identified as the preferred site by a variety of state and Federal agencies on the basis of greater concerns regarding potential future cumulative impacts to water quality, wetlands, floodplains, Section 303(c), Section 6(f), and biotic communities at the Kankakee site. For the reasons summarized in this ROD and supported by detailed discussion in the FEIS, the FAA has determined that there is no possible, prudent, and practicable alternative to the Will County site (Inaugural and Ultimate), which is the agency's preferred alternative.

This ROD completes the approving agency's thorough and careful environmental review and decision-making process and is prepared and issued by the Federal agency to announce and document certain Federal actions and decisions in compliance with the National Environmental Policy Act of 1969 (NEPA) [42 U.S.C. Section 4321, *et seq.*], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508] and FAA directives [Order 1050.1D and Order 5050.4A], and other applicable laws and regulations. A ROD is also used by the FAA to demonstrate and document its compliance with the several procedural and substantive requirements of aeronautical, environmental, programmatic, and related statutes and regulations that apply to FAA decisions and actions on proposed projects.

This ROD provides the final Federal determinations and approvals based on environmental analysis and findings in the FEIS. A discussion of the leading factors considered by the FAA in reaching this decision follows.

2. BACKGROUND

The planning for a supplemental air carrier airport in the greater Chicago region began over thirty years ago. A site selection analysis was conducted in the late 1960s in which the City of Chicago evaluated four alternatives in Will and southern Cook counties and one located offshore of the City of Chicago in Lake Michigan. The Lake Michigan site was selected and preliminary engineering was completed before the project was abandoned in 1973 due to the introduction of wide-bodied aircraft, the lack of Federal financial support, and the enactment of NEPA and other environmental legislation.

In 1984 the FAA completed an EIS that evaluated improvements at O'Hare International Airport as proposed in the Chicago-O'Hare International Airport Master Plan with a Record of Decision (ROD). The ROD for that development stated that the issue of a supplemental air carrier airport in the Chicago metropolitan area would be addressed by IDOT through the Illinois State System Planning Process. Four major studies resulted from the FAA's recommendation to study the need for an additional air carrier airport in the greater Chicago region, each of which is summarized below.

1. Chicago Airport Capacity Study, 1988 - This study concluded that Midway and O'Hare International Airport could not be expanded to meet Chicago's long-term demand and that a new "supplemental" airport would be needed by the turn of the century.
2. Lake Calumet Feasibility Study, 1990 - Subsequent to the Chicago Airport Capacity Study, the City of Chicago submitted a study to the FAA that suggested that an airport was technically feasible in the Lake Calumet area.
3. Illinois-Indiana Regional Airport Program Site Selection Study, 1991 (I-IRAP) - The Lake Calumet Site recommended in the 1990 Lake Calumet Feasibility Study was included as one of the five sites (Lake Calumet, Gary, Bi-State, Kankakee, Peotone) analyzed in-depth in this study, which was sponsored by the states of Illinois and Indiana and the City of Chicago. The FAA provided funding for and participated on the Technical Advisory Committee for the I-IRAP Study. The Policy Committee for Illinois-Indiana Regional Airport Study recommended the Lake Calumet site as the preferred site for a new airport. The site was then dropped from further consideration after the City of Chicago withdrew its support.
4. Phase I Engineering Study/Environmental Assessment, 1997/1998 - The Phase I Engineering Study, sponsored by the State of Illinois, acting through IDOT, applied an initial feasibility test to the alternative sites considered in the Site Selection Study (#3 above). IDOT eliminated this site from further consideration based on potential significant environmental and social impacts associated with constructing an airport at Gary and the fact that the IDOT has no

authority to develop an airport in Indiana. The Joliet Arsenal site was also considered in the Phase I Engineering Study. However, it was determined that this site would not work within the Chicago regional airspace structure and directly impacted Section 4(f) properties. On this basis, the Joliet Arsenal site was eliminated from further consideration. Two sites were determined to be feasible, one in the vicinity of Peotone and the other in the vicinity of Kankakee, and were considered in the 1998 Environmental Assessment conducted by the State of Illinois. Even though the Gary and Joliet Arsenal sites were eliminated from further consideration by the State of Illinois in the Phase I Study, the FAA carried forward these sites as alternatives in its Level 3 screening analysis as described below.

EIS PROCESS

At the request of IDOT, the Federal Aviation Administration (FAA) prepared the Tier 1 EIS to identify the potential environmental impacts associated with FAA site approval and the acquisition of land by IDOT to preserve the option for a potential new supplemental air carrier airport to serve the greater Chicago region. The initial request by the State of Illinois in the spring of 2000 for the preparation of a Tier 1 EIS for site approval and land acquisition by the State of Illinois assumed that land acquisition would not commence until after the completion of the FAA's EIS and ROD. In February 2001, the State of Illinois announced that it would begin, and subsequently began to acquire land prior to an FAA determination regarding site approval. Federal approval is not required for a sponsor's land acquisition when using its own funds, but is required for reimbursement when using Federal funds. On February 28, 2001, the FAA issued a letter to Kirk Brown, Secretary IDOT ensuring that IDOT understood that the State would be proceeding with land acquisition at its own risk and would not prejudice the FAA's evaluation of alternatives or environmental decision with regard to the Tier 1 EIS. The letter is contained in Appendix B of the FEIS. In January and February 2002, the State also announced that it may acquire property through the use of eminent domain.

The Tier 1 FEIS does not consider the site-specific planning, construction, funding, or operation of a potential new supplemental air carrier airport. As a specific proposal is submitted to the FAA for a supplemental air carrier airport, that proposal will be the subject of subsequent environmental documentation prepared by the FAA.

On July 28, 2000, the FAA published a Notice of Intent (NOI) in the Federal Register (65 FR 46545-46546) to prepare a tiered EIS for FAA site approval and the proposed acquisition of land by the State of Illinois to preserve the option for a potential supplemental air carrier airport to serve the greater Chicago region. Public and agency scoping meetings were held on August 30, 2000, to receive comments regarding the scope of the analysis to be conducted during the first tier EIS process and to identify any potential environmental impacts. A total of 108 persons signed in at the Agency Scoping meeting and provided a total of 47 oral and written comments. In addition, a total of 107 persons signed in at the general public scoping meeting and provided 171

oral and written comments. Scoping comments and responses are contained in Appendix P of the FEIS.

The DEIS was released to the public and agencies for review and comment on August 31, 2001. Approximately one month after the Draft Environmental Impact Statement (DEIS) was release to the public and agencies; a Notice of Availability was published in the Federal Register (66 FR 49668-49669, September 28, 2001). The comment period for the DEIS closed on November 13, 2001, 29 days longer than the Federally announced 45-day comment period. A total of 139 copies of the DEIS were distributed including 14 copies to public libraries and village halls for public review. Additionally, the Illinois Department of Transportation posted the Draft EIS, Final EIS, and associated Scoping Documents on the Internet at www.southsuburbanairport.com. Following the release of the Draft EIS, a public hearing was held on October 4, 2001 at the Holiday Inn in Matteson, Illinois. A public information session began at 2:00 p.m. in an open-house type setting, where participants were able to view materials regarding the proposed action and speak directly with FAA representatives. A formal hearing began at 4:00 p.m. and continued until 8:00 p.m. where participants could provide their comments orally. Additionally comment forms were available for participants to submit written comments either at the meeting or by mail to the FAA project manager by November 13, 2001. A total of 222 attendees signed in at the public hearing where 79 speakers provided comments to the hearing officer. During the DEIS comment period, a total of 230 agency and public comment letters, petitions, e-mails, and oral testimonies were received by the FAA.

The EIS evaluated various alternatives for meeting the project's purpose and need. The alternatives evaluation utilized a three-level evaluation and screening process formulated to concentrate on the purpose and need for the proposed action and the reasonableness of the alternatives. Alternatives that did not meet the purpose and need were eliminated from further consideration under the first level screen. Alternatives that did meet the purpose and need advanced to the second level screen, which consisted of a review of previous site selection studies for a potential, new airport in the south suburban area of Chicago. Alternatives that met the previous site selection screening criteria were carried to the third level screen that examined operational and preliminary environmental considerations. The third level screening focused on criteria that the FAA considered germane to the selection of a potential airport site. At the conclusion of the third level of evaluation and screening, two alternatives remained (the Will County Alternative and the Kankakee Alternative), in addition to the No-Action Alternative, that were subject to detailed analysis in the EIS. This process is further discussed in Chapter 5 of this ROD.

A detailed environmental analysis of the potential environmental impacts resulting from the No-Action Alternative and the two acquisition alternatives was accomplished by the FAA as part of the EIS. The No-Action Alternative reflects the development and growth in population predicted to occur within the cumulative impact study area by 2020, without the project. Likewise, the acquisition alternatives that assume planning, construction, and operation of a conceptual airport discuss the growth expected to occur due to the planning, construction, and operation of a conceptual airport within the 20-year time frame and how that growth may cumulatively affect the study area. The

Tier 1 FEIS does not include site-specific approval of any airport infrastructure development or Federal actions to support such development such as airport layout plan approval and Federal funding. A subsequent tiered EIS will be prepared and considered at a later date to assess the potential impacts resulting from development of aviation facilities, as these issues become ripe for decision.

The FEIS was approved by the FAA on April 22, 2002, and distributed to the public on May 13, 2002. The FEIS addressed areas of public concern by way of clarifications to the DEIS text and specific responses to public comments. Public and agency comments regarding Scoping and the Tier 1 DEIS were received by the FAA, reviewed, and responded to in Appendix P of the FEIS. Appendix B, *Agency Correspondence*, and Appendix P, *Consolidated Comments and Responses*, of the FEIS document the public information program materials and agency/public comments.

On May 20, 2002, the FAA published a notice in the Federal Register (67 FR 35615) that listed the locations where the FEIS was available for public viewing. Also, the FAA provided public notice of availability in seven local newspapers, which also provide the viewing locations. The FEIS was available for public review at 19 separate locations. On May 24, 2002, pursuant to 40 CFR 1506.10, the U.S. Environmental Protection Agency (EPA) published a notice of the availability of the approved FEIS in the Federal Register (67 FR 36592). Comments were received from 39 parties on the Final Tier 1 FEIS. Copies of these comments and their responses have been included in Appendix A of this document.

During the EIS process, on December 5, 2001, the Governor of the State of Illinois and the Mayor of the City of Chicago reached an oral agreement on the major components of a long-range conceptual plan to increase airport capacity in the greater Chicago region. The conceptual plan includes the future development of a new air carrier airport in the vicinity of Peotone, Illinois, consistent with the State's actions in proposing this airport site, seeking FAA site approval, and reserving the site through land acquisition. Legislation reflecting the agreement is pending in the United States Congress as this ROD is being completed. Neither the agreement nor prospective legislation alters the scope of the Tier 1 EIS, to preserve the option of developing a future air carrier airport.

3. AGENCY ACTION

The Federal action is site approval for a potential, new supplemental air carrier airport to serve the greater Chicago region and continued protection of airspace needed to accommodate a potential air carrier airport at this location.

The necessary Federal determinations and approvals are summarized below:

- A. Approval under existing FAA criteria that the Will County site is a technically and environmentally feasible location for a potential, new air carrier airport to serve the greater Chicago region. (49 U.S.C. Section 47108, FAA Order 5100.38B, para. 703)
- B. Approval that the preservation of the Will County site is reasonably necessary for potential operation and maintenance of air navigation facilities and for use in air commerce. (49 U.S.C. Section 44502)
- C. Determination that the Will County site is appropriate for airport development from an airspace utilization and safety perspective based on aeronautical studies considering effects on the safe and efficient use of airspace by aircraft and the safety of person and property on the ground conducted pursuant to the processes under the standards and criteria of 14 CFR Parts 77 and 157. (49 U.S.C. 40103, Section 40113)

4. PURPOSE AND NEED

The proposed Federal action is FAA site approval for a potential, future air carrier airport in the south suburban area of Chicago. The purpose of the FAA's site approval is to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region as determined necessary and appropriate to meet future aviation capacity needs in the region. Site approval for such a potential future option will allow for land acquisition by the State of Illinois prior to the site undergoing suburban development. At a later date, it will be determined how regional aviation capacity needs will be met. The FAA's proposed site approval is based upon the continuing need to protect the airspace to preserve the option of developing a potential, future air carrier airport at this site and preserve a technically feasible site from encroachment by suburban development.

While there is continuing debate regarding the options for providing additional aviation capacity in the region, resolution has not been reached on the means to meet the forecast demand. The option for a new supplemental air carrier airport is the State of Illinois' proposal for meeting future regional demand. This ROD does not determine nor condition how future regional capacity needs will be met. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. This ROD does not preclude existing airports in the region from being studied in subsequent environmental documents that would address the future aviation capacity needs of the region. Subsequent tiered EISs or other environmental documentation as needed may be prepared and considered in the future to assess the potential impacts that may result from the planning, construction, funding, and operation of a potential, supplemental air carrier airport in the south suburban area of Chicago and/or development of existing airport to satisfy future aviation needs in the region.

5. ALTERNATIVES ANALYSIS

Chapter 3.0, Alternatives, of the Tier 1 FEIS describes the alternatives evaluation and screening process used by the FAA. It also presents an exploration of possible alternatives, provides reasoning as to why some alternatives were eliminated from detailed study, describes those reasonable alternatives that were retained for detailed evaluation, and presents a comparative analysis of the reasonable alternatives retained for detailed environmental impact evaluation.

ALTERNATIVES EVALUATION PROCESS

The FAA carefully examined the purpose and need for IDOT's proposed action in consideration of the range of reasonable alternatives identified by the FAA. The analysis identified alternatives that would reasonably meet the purpose and need statements described in Chapter 2.0, Purpose and Need. Alternatives that did not reasonably meet the purpose and need to preserve the option for development of a potential, future air carrier airport at this site, or were determined to be not feasible, practicable, or prudent, were not considered further. The No-Action Alternative was carried through detailed environmental analysis in accordance with CEQ requirements. The No-Action Alternative discloses potential impacts if the proposed action is not implemented, provides an environmental baseline for comparative analysis from the other alternatives, and discloses potential cumulative environmental impacts associated with any past, present, and reasonably foreseeable actions in the proposed alternative sites.

The alternatives evaluation utilized a three-level evaluation and screening process formulated to concentrate on the purpose and need for the proposed action and the reasonableness of the alternatives (Section 3.2 of the FEIS). Alternatives that did not meet the purpose and need were eliminated from further consideration under the first level screen. Alternatives that met the purpose and need advanced to the second level screen. The second level screening consisted of a review of potential new airport sites as studied in previous site selection studies for a potential, new airport in the south suburban area of Chicago. Alternatives that met the second level site selection screening criteria were retained for further analysis in the third level screen that examined operational and preliminary environmental considerations. The third level screening focused on criteria that the FAA considered germane to the selection of a potential airport site. These criteria included the following:

- Can the proposed site operate within the existing airspace structure?
- Is there a willing government sponsor?
- Can the proposed site use the existing surface transportation network?
- Will the proposed site avoid or minimize social impacts?
- Will the proposed site avoid or minimize environmental impacts?

At the conclusion of the third level of evaluation and screening, those alternatives that remained were subject to detailed analysis in the Tier 1 FEIS. The following briefly describes the evaluation criteria used in the screening analysis of alternatives.

Level 1 Analysis: Purpose and Need

As stated previously, the proposed Federal action evaluated in the Tier 1 FEIS is FAA site approval for a potential future air carrier airport for the Chicago region. Alternatives evaluated in the Level 1 screening analysis included the following:

- No-Action
- Alternative Modes of Transportation
- Advanced Technology
- Improvements at Other Airports in the Greater Chicago Region
- Use of Other Airports
- Implementation of Chicago Terminal Airspace Project (CTAP)
- Operational Controls
- New Airport Site

A discussion of these alternatives is provided in the following paragraphs.

No-Action – Because the No-Action Alternative does not meet the stated purpose and need of preserving the ability to construct a potential, future air carrier airport in the south suburban area of Chicago, the No-Action Alternative was not considered reasonable. However, CEQ regulations implementing NEPA state that the No-Action Alternative shall be included, thus this alternative was considered for further analysis and is discussed in detail later in this chapter. The No-Action Alternative establishes the baseline from which all other alternatives are measured.

Alternative Modes of Transportation – Several alternative modes of transportation were considered during the screening analysis of alternatives. These alternative modes included roadways, traditional rail, high-speed rail, magnetic levitation (MAGLEV) systems, and tiltrotor aircraft. While these modes of transportation may offer feasible alternatives to freight shippers and travelers, particularly those traveling 500 miles or less, reliance on surface roadway transportation modes could not replace air service in terms of speed and timeliness of product delivery or passenger service. The FAA concluded that none of these alternatives fulfilled the purpose and need criteria for the proposed action; therefore, they were not retained for further consideration in the FEIS. See Section 3.2.1.2 of the FEIS.

Advanced Technology - There are currently a number of technology-based programs under study by the FAA that have the potential to increase efficiency and reduce delay

in the greater Chicago region. Many of these programs are related to technologies that are currently under development by NASA for use by the FAA. Several of these technologies are known collectively as the Center Terminal Automation System (CTAS). These technologies consist of a set of automation tools that are designed to provide assistance to air traffic controllers, thereby improving the overall efficiency of the national airspace system. Installation of CTAS tools is planned for the Chicago TRACON in 2005. The use of CTAS will not meet the project's purpose to reserve the capability to construct a future air carrier airport in the south suburban area of Chicago if needed at some point in the future. Therefore, this alternative was not retained for further consideration. Please see Section 3.2.1.3 of the FEIS.

Improvements at Other Airports in the Greater Chicago Region – While the demand for air transportation services is projected to continue its growth in the greater Chicago region, few plans exist for providing additional airport capacity. Of the airports in the greater Chicago region, including O'Hare, Midway, and Gary/Chicago Airport, airfield capacity projects are only being considered at O'Hare.

- On June 29, 2001, the City of Chicago announced a long-range concept for Chicago O'Hare International Airport. The City's concept is aimed to relieve delays, congestion, and long-range capacity problems in the Chicago Airport System. The highlights of the concept include the redesign of the airport to consist of six east/west parallel runways and two northeast/southwest parallel runways. The concept also includes the addition of western access and terminal expansion on the west side of the airport. On December 5, 2001, the Governor of the State of Illinois and the Mayor of the City of Chicago reached an oral agreement on the major components of a long-range conceptual plan to increase airport capacity in the greater Chicago region. Legislation reflecting the agreement is pending in the United States Congress as this ROD is being completed.

It is anticipated that an extensive public process would assist in defining considerations for future development at the airport. The planning for potential new runways at O'Hare is at a preliminary stage, and a number of factors may affect final plans. This concept has not been submitted to FAA for approval, nor has it been subjected to airspace and environmental reviews. Thus, the concept is subject to additional planning and revision before becoming a plan for consideration by the FAA.

Planned projects at O'Hare International Airport consist of the World Gateway Program (WGP), which includes two new terminals, reconstruction of existing terminals, a new general aviation terminal, two federal inspection facilities, a new heating and refrigeration plant, reconfiguration of taxiways, access roads, and an extension of the automated people mover system. The WGP does not provide for the development of new runways, runway extension, or modification of

existing runways. Thus, WGP does not provide additional airfield capacity or O'Hare Airport.

- Currently, planned projects at Midway Airport consist of the construction of a new passenger terminal complex (planned for completion in 2003) that will replace the outdated, existing terminal. No significant airfield capacity projects are planned at Midway Airport as local site constraints preclude the possibility of constructing a new runway at this airport. Thus, no significant increase of airfield capacity is contemplated at Midway Airport in the future.
- Currently, airfield facilities at Gary/Chicago Airport consist of one air carrier runway. Notable projects proposed by the 2001 Gary/Chicago Airport Master Plan include extending the primary runway 1,900 feet, building a new terminal on the west end of the airport, building a four-story, 2,700-space parking garage expanding the existing passenger terminal site and new air cargo facilities. The Gary/Chicago Airport Authority requested that the FAA prepare an EIS that includes a 1,900-foot extension of Runway 12/30 and associated improvements, railroad relocation, and expansion of existing passenger terminal to accommodate projected demands. A notice of intent to prepare an EIS at Gary/Chicago Airport was originally published in the Federal Register on November 7, 2001, and a corrected notice was published on December 3, 2001. Scoping was held on January 15, 2002. As stated in the 2001 Gary/Chicago Airport Master Plan, "the annual service volume for the existing airfield at Gary was calculated to be 230,000 operations." The master plan further states that the airport's "annual service volume in 2020 would remain constant at 230,000 operations." Thus, the Gary/Chicago Airport Authority's master plan has indicated that the airfield's capacity, including the above-referenced improvements, will not change during the 20-year planning horizon.

Gary/Chicago Airport is located in Gary, Indiana, which is approximately 20 miles southeast of the Chicago Central Business District (CBD). From a location point-of-view, the Gary/Chicago Airport site would be a reasonable alternative if it allowed for expansion to preserve the option of constructing a potential, future air carrier airport of the size and type being contemplated by the State of Illinois. However, large-scale expansion at this site is severely constrained by existing transportation infrastructure, natural boundaries, and of environmental concerns including: the existence of endangered species, noise impacts on surrounding population, and the existence of numerous hazardous waste sites. In addition, this site contains wetlands identified by the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency as being of high value and not acceptable for filling. Correspondence from the U.S. Fish and Wildlife Service regarding this issue is presented in Appendix B of the FEIS.

The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. Existing airports do not meet the purpose and need for the proposed action. This alternative was not retained for further evaluation.

Use of Other Airports - The use of other airports such as General Mitchell International Airport located in Milwaukee, Wisconsin, and Greater Rockford Airport located in Winnebago County, Illinois, were examined in both the 1988 Chicago Airport Capacity Study and the 1998 South Suburban Airport Environmental Assessment. Both of these studies concluded that these airports serve important roles in their respective regions. These airports will continue to serve their respective markets and may play an increasingly important role if congestion at existing airports in the Chicago area leads to greater levels of delay.

However, neither of these airports are reasonable alternatives as a site for a potential new supplemental airport to serve the greater Chicago region. General Mitchell International Airport is located 84 miles north of the Chicago CBD, while Greater Rockford Airport is located 83 miles northwest of the Chicago CBD. By comparison, O'Hare is located 17 miles from the Chicago CBD, Midway is located 9 miles from the Chicago CBD, and the Sponsor's preferred site at Will County is 35 miles south of the Chicago CBD, while the Kankakee site is located 43 miles south of the Chicago CBD.

There is no other existing airport site that would meet the project's purpose to reserve the capability to construct a potential, future, large-scale air carrier airport in the south suburban area of Chicago. Therefore, the use of other airports was not retained as an alternative for further evaluation. Please see Section 3.2.1.5 of the FEIS.

Implementation of the Chicago Terminal Airspace Project (CTAP) - The Chicago Terminal Airspace Project (CTAP) is an initiative of the FAA that modifies aircraft routes and to air traffic control procedures in the greater Chicago region. The purpose of this initiative is to improve the utilization of existing aircraft routes and modify or create new aircraft routes in high-altitude airspace. It is projected that these changes will result in improved airline schedule performance by reducing aircraft delays.

While the implementation of CTAP will have positive implications for aircraft operations and the flying public in the greater Chicago region, it will not meet the project's purpose to reserve the capability to construct a potential, future air carrier airport in the south suburban area of Chicago. Therefore, this alternative was not retained for further consideration. Please see Section 3.2.1.6 of the FEIS.

Operational Controls - Another group of alternatives that is frequently suggested when considering airport-related changes includes traffic demand management and activity restrictions. The primary objective of activity management alternatives is to increase the efficient use of existing airport facilities through the establishment of pricing or regulatory actions. Demand management alternatives have typically been discussed as

a means of reducing traffic during peak use periods, potentially shifting it to other times of the day.

There are a large number of demand management alternatives/operational controls that could be considered. However, each alternative presents a variety of legal, economic, and operational concerns that must be considered (Load Factor Requirements, Peak Hour Pricing, Limits on Flights, and Slot Controls). These restrictions would not accommodate forecast regional aviation growth and would not meet the purpose and need of the proposed action. Therefore, this alternative concept was not retained for further consideration.

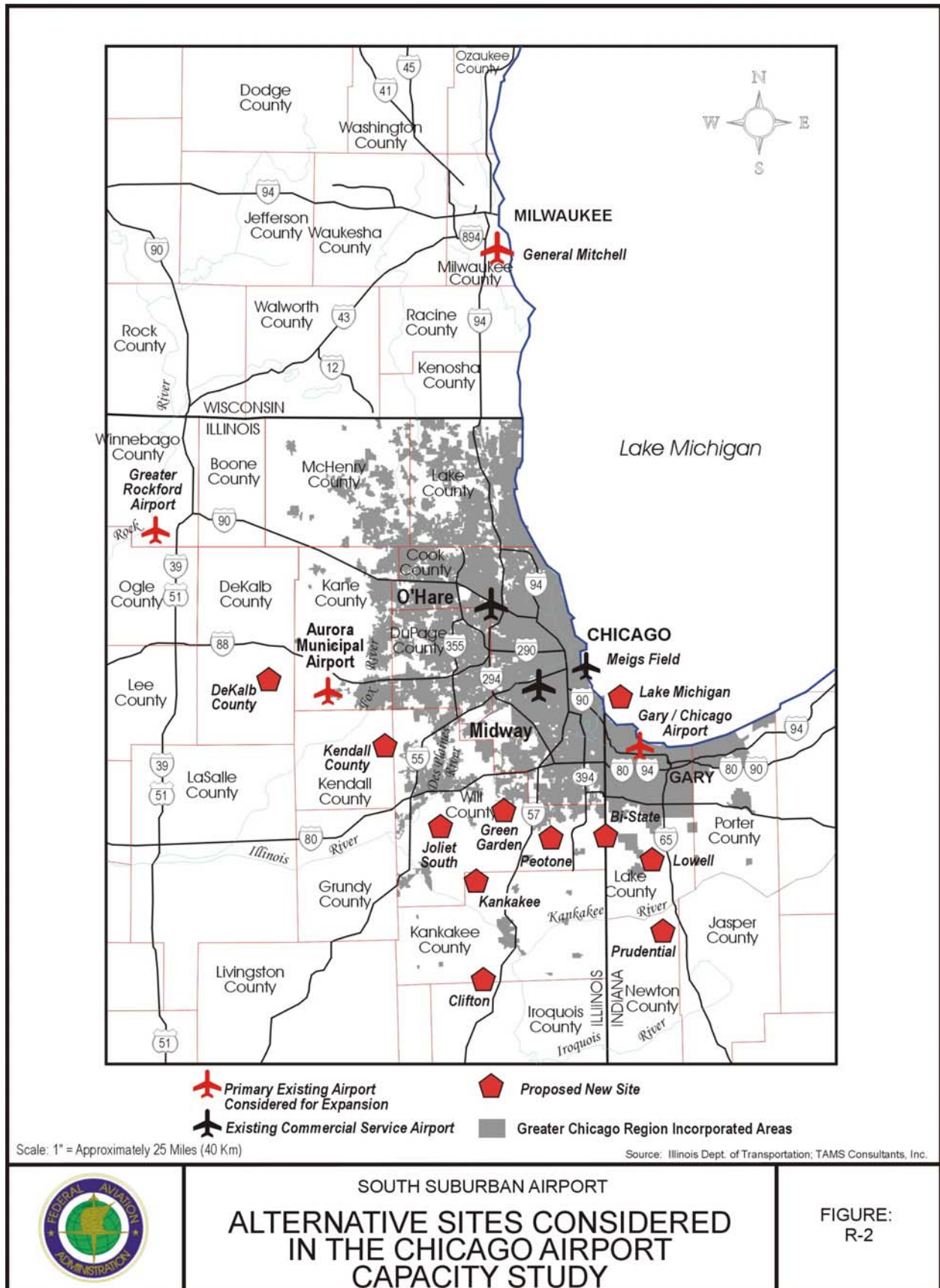
New Airport Site - The new airport site alternative involves a process of locating and evaluating sites that could preserve the option for a potential future air carrier airport in the south suburban area of Chicago as determined necessary to meet future aviation capacity needs in the region. As noted in the preceding section, land development is occurring at a rapid rate in the greater Chicago region. As time passes, fewer and fewer sites will be available for the construction of a potential, air carrier airport, should one be needed to meet future air transportation demand. This alternative would meet the stated purpose and need of the proposed action and was carried forward for further consideration in the Level 2 alternatives screening analysis.

Of these alternatives, it was determined that only the potential new airport site alternative would fulfill the purpose and need for the proposed action. Thus, only that alternative and the No-Action Alternative, as required by CEQ, were carried forward to the second level screening process.

Level 2 Analysis: Previous Site Selection/Planning Studies

The FAA independently reviewed the information, data, and analyses presented in the 1988 Chicago Airport Capacity Study and the 1991 Illinois-Indiana Regional Airport Study as part of the Level 2 screening criteria analysis. The Chicago Airport Capacity Study (CACS) was begun in 1986 at the direction of the State of Illinois, the State of Indiana, and the State of Wisconsin with the collaboration of the City of Chicago, the Chicago Area Transportation Study (CATS) Council of Mayors, the Air Transport Association, and the FAA. The results of the study determined that the sites shown in [Figure R-2](#) at Clifton, DeKalb County, Joliet, Kendall County, Lake Michigan, Lowell, and Prudential should not be considered for further evaluation. The study concluded that sites at Bi-State, Green Garden, Kankakee County, and Will County (also referred to as the Peotone site) were to be considered for further evaluation.

The four recommended new sites and Gary and Milwaukee Airport were then subjected to more detailed evaluations. The more detailed analysis concluded that Milwaukee should continue in its current role and that the Green Garden site should be eliminated due to lack of political and public support. The CACS suggested that further analysis, including master plans and environmental assessments, be developed for the Bi-State, Gary, Kankakee, and Will County sites.



As a result of the findings of the CACS, the IDOT and the Indiana Department of Transportation, with the cooperation of the FAA, decided to proceed with the studies necessary to determine the need for and select the most appropriate site for a new supplemental air carrier airport. The first phase of the Illinois-Indiana Regional Airport (I-IRAP) study consisted of analyses of the four sites recommended in the CACS study (Bi-State, Gary, Kankakee, and Will County) as well as a No-Build Alternative. In February 1990, the City of Chicago submitted a study to the FAA, which suggested that a future airport was technically feasible in the Lake Calumet area. Consequently, the Lake Calumet site was included in the site selection process.

An I-IRAP Policy Committee consisting of members appointed by the Governors of Illinois and Indiana and the Mayor of the City of Chicago reviewed the 1991 Illinois-Indiana Regional Airport Site Selection Report-Abstract and supporting studies and unanimously passed a resolution to reject the study's No-Action Alternative. This resolution established a regional consensus to support the need for a supplemental air carrier airport in the Chicago region. After a series of votes, the committee members voted for the Lake Calumet site as the preferred location for a supplemental air carrier airport. Subsequent actions by the City of Chicago and the State of Illinois resulted in the City of Chicago withdrawing its support for this alternative.

After the City of Chicago withdrew the Lake Calumet site, the State of Indiana announced grants to conduct a master plan at the Gary Regional Airport (now Gary/Chicago Airport) for development as a general aviation, cargo, and reliever airport and reiterated its desire to establish the Gary Regional Airport as the third regional airport. The State of Illinois continued to work toward development of a new airport by re-examining the I-IRAP site selection report.

Following additional studies, including one that addressed the potential reuse of the U.S. Army's Joliet Arsenal and Ammunition Plant, the IDOT decided to re-examine the feasibility of constructing a supplemental airport at one of six alternative sites: Bi-State, Gary, Joliet Arsenal, Kankakee, Lake Calumet, and Will County. The Level 3 analysis presented in the following section used data drawn from that analysis to assess each alternative, including the No-Action Alternative.

While the previous studies focused on airport development rather than site approval, FAA review of the Chicago Airport Capacity Study (CACS) and the Illinois-Indiana Regional Airport (I-IRAP) study reveals that they provide a comprehensive evaluation of the overall viability and desirability of potential airport sites. The FAA provided funding for and participated on the Policy Committee, which directed the CACS. Likewise the FAA provided funding for and participated on the Technical Advisory Committee for the I-IRAP Study. The FAA has independently evaluated and accepted the results of these analyses as an assessment of the feasibility of potential sites for the Level 2 screening analysis. Alternative sites that were recommended for further analysis (Bi-State, Gary, Joliet, Kankakee, Lake Calumet, and Will County) by these studies were, therefore, retained for further analysis in Level 3.

Level 3 Analysis: Operational and Preliminary Environmental Considerations

Level 3 of the alternatives screening analysis used criteria that were adapted by the FAA from earlier studies including the I-IRAP. These criteria, which are based upon the eventual development of an air carrier airport at each site, were used to determine which alternatives were considered feasible, prudent, and reasonable alternatives to the proposed action. This level of the screening analysis used criteria, shown below, that are specific to the operational and physical environments affected by such a proposal.

- Ability to operate in the existing airspace structure,
- Availability of a willing government sponsor to build and operate the proposed facility,
- Ability to utilize the existing surface transportation network,
- Ability to avoid and/or minimize social and community impacts, and
- Ability to avoid/minimize environmental and natural resource impacts.

Alternatives that were retained after the Level 3 evaluation were the subject of detailed analysis in Chapter 5.0, Environmental Consequences, of the EIS. After examining each of the alternatives, it was determined that only the Will County site and the Kankakee site were able to meet all of the screening criteria and were, therefore, retained for further analysis in the environmental consequences chapter of the EIS. As required by CEQ, the No-Action Alternative was also retained.

Alternatives Screening Matrix

Table 1 presents a matrix of the Level 1, 2, and 3 screening criteria and the alternatives considered. The results of the screening analysis revealed that of all the alternatives considered, only the “proposed new airport site alternative” met the Level 1 screening criteria. Six alternative sites (Bi-State, Gary, Joliet, Kankakee, Lake Calumet, and Will County) and the No-Action Alternative met the Level 2 screening criteria. Of these alternatives, only three (No-Action, Kankakee, and Will County) met the Level 3 screening criteria of operational and preliminary environmental considerations.

These three alternatives were retained for further detailed analysis in Chapter 5, Environmental Consequences, of the FEIS.

The Bi-State, Gary, Joliet, and Lake Calumet alternatives were not retained for further analysis in the FEIS for the following reasons:

- The Bi-State site failed to meet the Level 3 screening criteria because it lacks a willing government sponsor to build and operate an airport at the site. Therefore, the Bi-State site was eliminated from further consideration.

TABLE 1
THREE-LEVEL ALTERNATIVES EVALUATION AND SUMMARY MATRIX

LEVEL 1: PURPOSE AND NEED																	
Criteria	No-Action ¹	Alternative Modes of Transportation				Advanced Technology	Improvements at Other Airports		Use of Other Airports		Implementation of CTAP		Operational Controls			New Airport Site	
Preserves the Option of Building a New Airport	No	No				No	No		No		No		No			Yes	
Retained for Further Analysis?	Yes	No				No	No		No		No		No			Yes	
LEVEL 2: SUPPLEMENTAL AIRPORT SITE SELECTION STUDIES																	
Criteria	Existing Sites Recommended for Further Analysis					New Sites Recommended for Further Analysis											
	No-Action ¹	Aurora	Gary	Milwaukee	Rockford	Bi-State	Clifton	Dekalb County	Green Garden	Joliet	Kankakee	Kendall County	Lake Calumet	Lake Michigan	Lowell	Will County	Prudential
CACS Analysis	No	No	Yes	No	No	Yes	No	No	No	No	Yes	No	N/A	No	No	Yes	No
I-IRAP Analysis	No	N/A	Yes	N/A	N/A	Yes	N/A	N/A	N/A	N/A	Yes	N/A	Yes	N/A	N/A	Yes	N/A
Retained for Further Analysis?	Yes	No	Yes	No	No	Yes	No	No	No	Yes ²	Yes	No	Yes	No	No	Yes	No
LEVEL 3: OPERATIONAL AND PRELIMINARY ENVIRONMENTAL CONSIDERATIONS																	
Criteria	No-Action ¹	Bi-State				Gary		Joliet		Kankakee		Lake Calumet			Will County		
Can the Site Operate within Existing Airspace Structure?	N/A	Yes				Yes		No		Yes		No			Yes		
Is There a Willing Government Sponsor?	N/A	No				Yes		Yes		Yes		No			Yes		
Can the Site Use Existing Surface Transportation Network?	N/A	Yes				Yes		Yes		Yes		Yes			Yes		
Will the Site Avoid or Minimize Social Impacts?	Yes	Yes				No		Yes		Yes		No			Yes		
Will the Site Avoid or Minimize Environmental Impacts?	Yes	Yes				No		No		Yes		No			Yes		
Retained for Further Analysis?	Yes	No				No		No		Yes		No			Yes		

¹ The No-Action Alternative was retained for detailed analysis for baseline comparative purposes and to fulfill CEQ regulations implementing NEPA.
² The Joliet site was not recommended for further evaluation in the CACS study. However, this site was then reevaluated by the State of Illinois following the I-IRAP study.

Source: URS Corporation, 2001.

TABLE 1

- The Gary site was eliminated from further consideration due to inability to meet the screening criteria for limiting social and environmental impacts.
- The Joliet site was eliminated from further consideration due to inability to meet the screening criteria for airspace and environmental impacts.
- The Lake Calumet site fails to meet the Level 3 screening criteria on the basis that it has no sponsor willing to support the construction of an airport at that site. Furthermore, it fails to meet the screening criteria for minimizing social and environmental impacts and the ability to operate within the existing airspace structure. Therefore, the Lake Calumet site was not retained for further consideration.

ALTERNATIVES ENVIRONMENTALLY ASSESSED IN THE FEIS

Under the National Environmental Policy Act of 1969 (NEPA), the FAA has a responsibility to explore and objectively evaluate all prudent, feasible, reasonable, and practical alternatives.

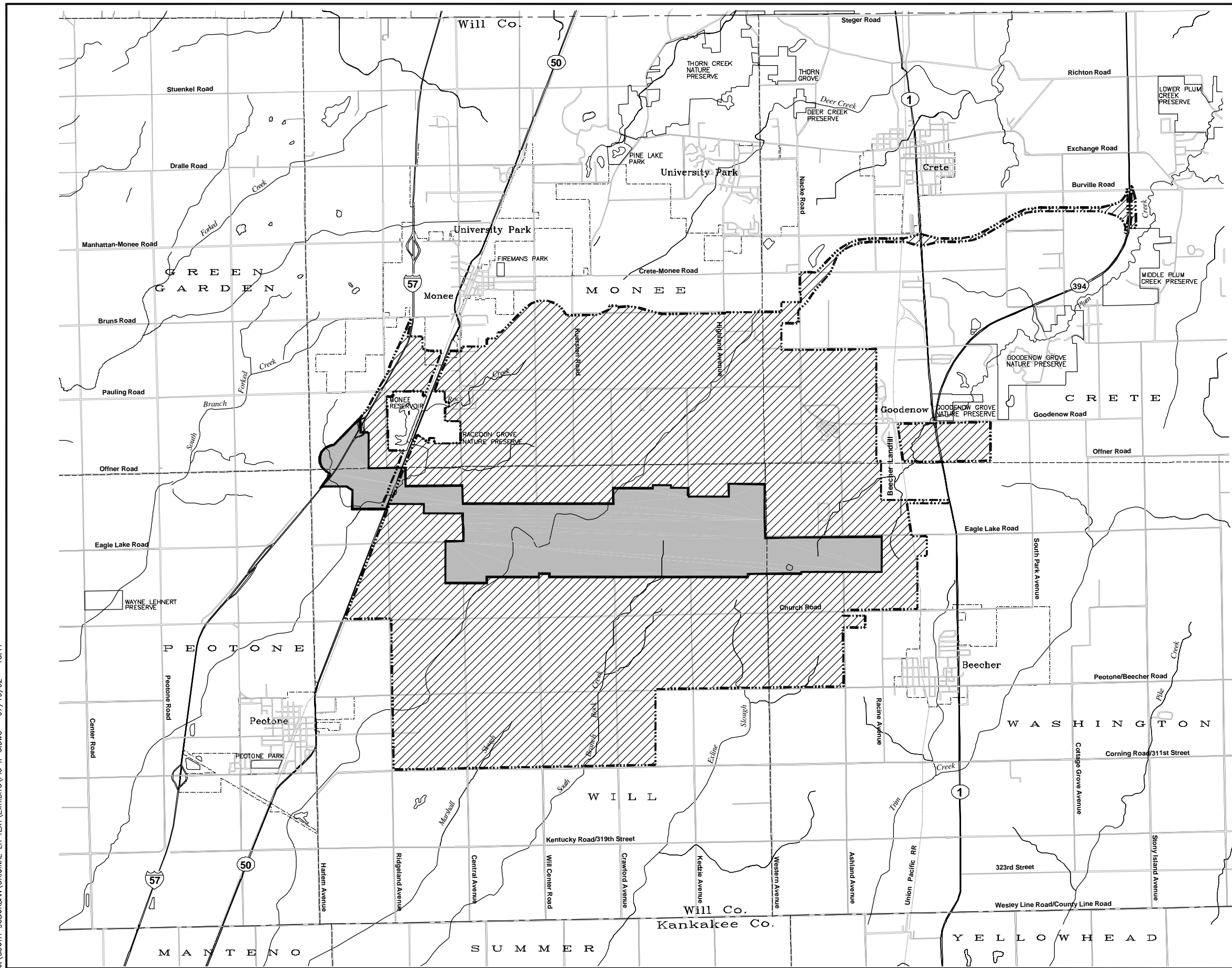
For major Federal actions in which the Federal Government, as a proprietor, plans a Federal facility, the scope of alternatives considered by the sponsoring Federal agency is wide ranging and comprehensive. However, where the sponsor is not the Federal Government, but is a State or local government or private applicant, the Federal agency role is necessarily more limited with substantial weight given to the preferences of the local sponsor unless there is a superior alternative from an environmental standpoint.

It should be noted that NEPA requires that a No-Build/No-Action Alternative be considered in the environmental assessment of impacts. Although not always prudent, the No-Build/No-Action Alternative is discussed as a potential alternative and serves as a baseline for the assessment of future conditions. The No-Build/No-Action Alternative was identified as the No-Action Alternative in the EIS.

The alternatives evaluated in detail in the EIS were:

- **No-Action Alternative:** Baseline Condition (No-Build/No-Action)
- **Kankakee Inaugural Acquisition Alternative:** Acquire approximately 4,240 acres of land in portions of Kankakee and Will Counties, Illinois.
- **Kankakee Ultimate Acquisition Alternative:** Acquire approximately 24,520 acres of land in portions of Kankakee and Will Counties, Illinois.
- **Will County Inaugural Acquisition Alternative:** Acquire approximately 3,880 acres in eastern Will County, Illinois.
- **Will County Ultimate Acquisition Alternative:** Acquire approximately 23,500 acres of land in eastern Will County, Illinois.

Figures R-3 and R-4 show the Will County and Kankakee site locations for the alternatives environmentally assessed in the EIS.



SOUTH SUBURBAN AIRPORT

WILL COUNTY SITE

Legend

- Inaugural Acquisition Boundary
- Ultimate Acquisition Boundary
- Township Boundary
- Village Limit
- County Boundary

NOTE: ADDITIONAL LAND PURCHASES MAY BE MADE OUTSIDE OF THE INAUGURAL ACQUISITION BOUNDARY, BUT WITHIN THE ULTIMATE ACQUISITION BOUNDARY FOR HARDSHIP CASES. HARDSHIP CASES ARE PROPERTY OWNERS WHO HAVE MADE A GOOD FAITH EFFORT TO SELL THEIR PROPERTY BUT HAVE NOT BEEN ABLE TO RECEIVE A FAIR PRICE BECAUSE OF THE PROPOSED AIRPORT DEVELOPMENT.



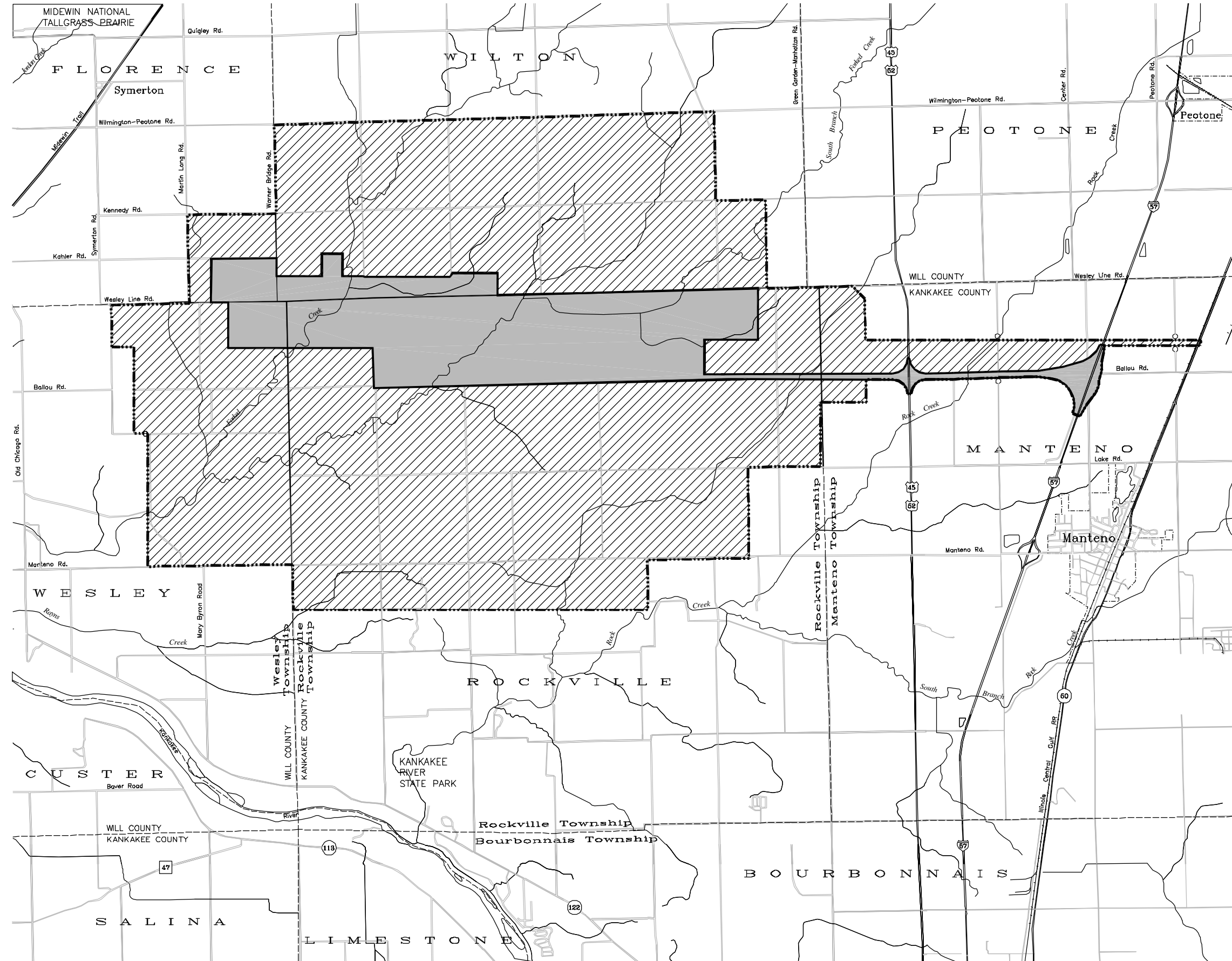
MAGNETIC DECLINATION
1° 48" WEST
ANNUAL RATE OF CHANGE
6.4 WEST

1000 0 1000
Scale in Meters
3000 0 3000
Scale in Feet



Source: Illinois Department of Transportation
TAMS Consultants, Inc.

Figure R-3



SOUTH SUBURBAN AIRPORT

KANKAKEE SITE

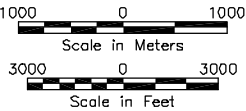
Legend

- Inaugural Acquisition Boundary
- Ultimate Acquisition Boundary
- Township Boundaries
- Village Limits

NOTE: ADDITIONAL LAND PURCHASES MAY BE MADE OUTSIDE OF THE INAUGURAL ACQUISITION BOUNDARY, BUT WITHIN THE ULTIMATE ACQUISITION BOUNDARY FOR HARDSHIP CASES. HARDSHIP CASES ARE PROPERTY OWNERS WHO HAVE MADE A GOOD FAITH EFFORT TO SELL THEIR PROPERTY BUT HAVE NOT BEEN ABLE TO RECEIVE A FAIR PRICE BECAUSE OF THE PROPOSED AIRPORT DEVELOPMENT.



MAGNETIC DECLINATION
1° 48' WEST
ANNUAL RATE OF CHANGE
6.4 WEST



Source: Illinois Department of Transportation
TAMS Consultants, Inc.

Figure R-4

6. MAJOR IMPACTS AND MITIGATION

A detailed environmental analysis of the potential environmental impacts resulting from the No-Action Alternative and the two “action” alternatives (Will County and Kankakee County) was accomplished by the FAA as part of the FEIS. Each of the two “action” alternatives involves both the potential acquisition of an inaugural site of approximately 4,000 acres and the potential acquisition of an ultimate site of approximately 24,000 acres. Consequently, the impacts described in the following paragraphs are assessed in terms of the inaugural and ultimate sites. The No-Action Alternative reflects the development and growth in population predicted to occur within the cumulative impact study area by 2020. The acquisition alternatives that assume planning, construction, and operation of a conceptual airport discuss the growth expected to occur due to the planning, construction, and operation of a conceptual airport within the 20-year time frame and how that growth may cumulatively affect the study area.

The Tier 1 FEIS does not consider the use of Federal funds or approval of an airport layout plan or construction. However, in order to be able to determine the potential feasibility of sites and the consequences that could arise from their development, the FAA evaluated potential impacts associated with initial and ultimate development of the sites together with potential mitigation. Mitigation measures for property acquisition under either the Kankakee or Will County Acquisition Alternatives are presented later in this Chapter. In addition, potential proactive and protective mitigation measures are presented for Section 303(c) and Section 6(f) Lands, Farmlands, and Hazardous Waste. However, the State of Illinois has agreed to voluntarily comply with these mitigation measures at this time in the likelihood that these actions will be made the subject of future Federal approvals and special conditions included in potential future airport grants to the State of Illinois. In accordance with 40 CFR 1505.3, the FAA would have the ability at the appropriate time, subsequent to a Tier 2 EIS, to take steps as described in this ROD, through potential future Federal funding grant assurances and conditions and potential future airport layout plan approvals to ensure that the following mitigation actions as described herein are implemented.

DIRECT IMPACTS AND MITIGATION

Direct Impacts

Direct impacts of the preferred alternative are discussed in the following paragraphs.

Noise

No noise impacts are anticipated to occur under any of the alternatives considered. In the Tier 1 FEIS, the proposed action of FAA site approval and the acquisition of the inaugural or ultimate sites by the State of Illinois would not increase the noise conditions at either the Kankakee or the Will County Inaugural and Ultimate Acquisition Alternatives.

Land Use

Under the Tier 1 FEIS No-Action Alternative, the existing land uses in the area south of the City of Chicago would remain essentially unchanged in the short-term until development pressures from the north encroach on the region. Changes in land use that could be expected to occur over time would include increased residential development, as well as industrial and commercial growth. The amount of existing farmland would continue to diminish, as large sections of cropland are sold for residential development or commercial/industrial development.

While the need for the planning, construction, and operation of a new air carrier airport in the south suburban area of Chicago has not been determined, the possibility of such an action at the Kankakee or Will County Acquisition Alternatives has been considered in future planning by Kankakee County, Will County, and Will Township. The *Comprehensive Plan* for Kankakee County, the *Will County Land Resource Management Plan*, and the *Will Township Plan* identify and address the potential for a future airport in the respective jurisdictions. Local plans have also included major infrastructure to support a potential airport.

Under the Tier 1 FEIS Kankakee and Will County Inaugural Acquisition Alternatives, the State of Illinois would acquire 4,240 and 3,883 acres, respectively. Under the Kankakee and Will County Ultimate Acquisition Alternatives, the state would acquire 24,512 and 23,492 acres, respectively. According to the state's land acquisition policy (see IDOT Memorandums in Appendix C of the FEIS), existing land uses would continue, and no additional development would occur within the acquisition alternatives; only title to the land would change.

Social Impacts

Property Acquisition and Relocation Impacts

Under the No-Action Alternative, the FAA would not give approval for a potential new air carrier airport site in the south suburban area of Chicago. No action would be taken to expand the aviation capacity of the greater Chicago region beyond what is included in the approved plans of existing airports and programs of the FAA. In February 2001, the State of Illinois announced that it would begin, and subsequently began, to acquire land from willing sellers prior to an FAA determination regarding site approval. Although the State of Illinois is proceeding to acquire land, it is assumed for comparison purposes and in order to provide a baseline for the No-Action Alternative that no property acquisition and relocation would take place. The potential impacts of state land acquisition and relocation are discussed in the FEIS in Section 5.3, Social Impacts. The No-Action Alternative establishes the baseline from which all other alternatives are measured.

Under the proposed Kankakee or Will County Alternatives, property acquisition would occur in fee simple. A total of 4,240 and 24,512 acres of land would be acquired under the Kankakee Inaugural and Ultimate Acquisition Alternatives, respectively, and 3,883 and 23,492 acres of land would be acquired under the Will County Inaugural and

Ultimate Acquisition Alternatives, respectively. All existing land uses will remain the same and continue through a leasing arrangement with IDOT.

Approval of the Kankakee Inaugural Acquisition Alternative would involve acquisition of properties including 19 farm operations and the relocation of an estimated 93 people from approximately 35 households. Approval of the Kankakee Ultimate Acquisition Alternatives would involve acquisition of properties including 2 businesses and 140 farm operations and the relocation of an estimated 681 people from approximately 255 households. Residential owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Incumbent residents who have received relocation assistance would not be allowed to lease back the property that has been acquired (see Appendix C of the FEIS). IDOT would lease farmland and outbuildings on a competitive basis. No schools, churches, or hospitals are located within the acquisition boundaries.

Approval of the Will County Inaugural Acquisition Alternative would involve property acquisition including 19 farm operations and the relocation of approximately 202 people from 76 households. Approval of the Will County Ultimate Acquisition Alternative would involve property acquisition including 16 businesses and 129 farm operations and the relocation of approximately 2,985 people from approximately 1,232 households. Residential owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Incumbent residents who have received relocation assistance would not be allowed to lease back the property that has been acquired (see Appendix C of the FEIS). IDOT would lease farmland and outbuildings on a competitive basis. No schools, churches, or hospitals are located within the acquisition boundaries.

Demographics and Environmental Justice Impacts

The percentages of low-income or minority population in the townships affected by any of the acquisition alternatives are low compared to each respective county. No disproportionate impacts to low-income or minority residents are expected to occur under any of the acquisition alternatives.

Impacts to Established Communities

No impacts to established communities would occur with the No-Action or the Inaugural Acquisition Alternatives. The unincorporated community of Deselm would be acquired under the Kankakee Ultimate Acquisition Alternative. Two established neighborhoods, Pheasant Lake Estates and portions of Heatherbrook Estates, would be acquired under the Will County Ultimate Acquisition Alternative. Residential owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Incumbent residents who have received relocation assistance would not be allowed to lease back the property that has been acquired. All acquisitions and relocations would be conducted in accordance with the Uniform Act and the state's acquisition policy (see Appendix C of the FEIS).

Local Employment Impacts

No impacts to existing or projected local employment would occur as a result of the No-Action Alternative or either of the Inaugural Acquisition Alternatives. Two businesses, with an estimated employment of 12, would be acquired under the Kankakee Ultimate Acquisition Alternative. The Will County Ultimate Acquisition Alternative would result in the acquisition of 16 businesses with an estimated employment between 51 and 97. Business owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Business owners/occupants who have received relocation assistance would not be allowed to lease back the property that has been acquired. All acquisitions and relocations would be conducted in accordance with the Uniform Act and the state's acquisition policy (see Appendix C of the FEIS).

Local Property Tax Impacts

Land acquisition by the State of Illinois will result in the conversion of land from taxable to tax exempt. However, Kankakee and Will counties have the option to tax these leaseholds at the same rate as private property, in which case, no impacts to taxing districts would occur. Under any of the acquisition alternatives, all existing properties will be leased.

Schools and Public Services

No changes in school attendance are anticipated because land use will remain the same and buildings located in the acquisition areas will be leased to existing and/or new residents. Household characteristics of both areas are expected to remain the same after land is acquired by IDOT. There are no churches, hospitals, or schools located within the boundaries of either the Kankakee or Will County sites. No changes in land use or transportation infrastructure would occur under either alternative. Thus, no changes to public services are anticipated.

Induced Socioeconomic Impacts

The No-Action Alternative would not create shifts in population growth and movement, changes in public service demands or changes in business and economic activity. Projected population and employment growth will create a greater demand for public facilities and services. However, this additional development will create associated increases in tax revenue, which will be used to meet increased public service demand. Similarly, no changes to projected business and economic activity would occur.

The Kankakee and Will County Inaugural and Ultimate Acquisition Alternatives would induce shifts in population growth and movement to the extent that future population growth predicted to occur within the acquisition boundaries would be shifted to the Secondary Impact Areas. However, sufficient available land exists to accommodate any anticipated development that would have otherwise occurred within the acquisition boundaries.

The projected shift in population and employment growth to the Secondary Impact Area would create a greater demand for public facilities and services. No impacts are anticipated, however, as additional development will create associated increases in tax revenue, which will be used to meet increased public service demand. Economic and employment growth that would otherwise occur within the acquisition alternatives would be shifted to the portions of the Primary Impact Area townships not included in the acquisition boundaries and to the Secondary Impact Areas. Sufficient available land in the Secondary Impact Area exists to accommodate any anticipated business and economic development activity.

Air Quality

Since no land use changes or construction are proposed as part of the alternatives, no air quality impacts exceeding the National Ambient Air Quality Standards would occur, and mitigation measures are not considered necessary. Accordingly, neither a General nor Transportation Conformity Determination is required for the proposed action or alternatives.

Water Quality

Under the No-Action Alternative, impacts to water quality and groundwater would increase with increased residential and commercial growth within the alternative sites. The Kankakee Inaugural and Ultimate Acquisition Alternatives and the Will County Inaugural and Ultimate Acquisition Alternatives include FAA site approval and state acquisition of property only. Under these alternatives, no land use changes or construction are proposed; therefore, no direct impacts to water quality would occur.

Department of Transportation Section 303(c) and Department of Interior Section 6(f)

No direct or indirect impacts to DOT Section 303(c), formerly known as Section 4(f), or Section 6(f) properties would occur under any of the alternatives evaluated in the Tier 1 FEIS. The Illinois Department of Natural Resources, the Illinois Nature Preserves Commission, and the Forest Preserve District of Will County are concerned about the effect that secondary and cumulative impacts would have on DOT Section 303(c) lands surrounding the acquisition alternatives. However, both the Illinois Department of Natural Resources and the Illinois Nature Preserves Commission believe that selection of either of the Will County Acquisition Alternatives would be preferable to selection of either of the Kankakee Acquisition Alternatives. The Forest Preserve District of Will County is concerned that “constructive use” of DOT Section 303(c) lands adjacent to the Will County Acquisition Alternatives may occur in the future as a specific airport proposal is implemented. This issue is discussed in Section 5.23, Cumulative Impacts, of the FEIS.

Historic and Archaeological Resources

No construction or land use change is proposed as a part of any of the alternatives evaluated in the Tier 1 FEIS, and there will be no direct effect on historic properties

included in or eligible for inclusion in the National Register of Historic Properties. The FAA has prepared, in consultation with the State Historic Preservation Officer, a draft Programmatic Agreement (PA) that stipulates the procedures for addressing the potential of future airport construction to affect historic properties (i.e., resources listed in or eligible for listing in the National Register of Historic Places). The FAA has forwarded this draft PA to the Advisory Council for Historic Preservation. Through receipt of final correspondence from the Advisory Council, that provides recommended changes to the draft PA, the FAA has completed consultation with them. The FAA in consultation with the SHPO has incorporated the changes in the final PA. A copy of the correspondence from the Advisory Council and the final PA are provided in Appendix C of the ROD.

Biotic Communities

No changes in land use or construction would occur with the implementation of any of the alternatives evaluated in the Tier 1 FEIS; therefore, no loss or change in habitat would result from either the No-Action Alternative or the Kankakee and Will County Acquisition Alternatives.

The Illinois Department of Natural Resources (IDNR) and the Illinois Nature Preserves Commission (INPC) have expressed concern about the potential, future cumulative impacts to the biological resources of the Kankakee River, Kankakee River State Park, Midewin National Tallgrass Prairie, Braidwood Dunes and Savannah Nature Preserve, Sand Ridge Savannah Nature Preserve, and Wilmington Shrub Prairie with respect to Kankakee Acquisition Alternatives and the Raccoon Grove Nature Preserve, Goodenow Grove Nature Preserve and other natural areas with respect to the Will County Acquisition Alternatives. Both IDNR and INPC have indicated that approval of either of the Will County Alternatives is preferred over the Kankakee Alternatives (see Appendix B of the FEIS).

Threatened and Endangered Species

No impacts to federally or state-protected species or to habitats critical to their survival would result from any of the alternatives evaluated in the Tier 1 FEIS. No construction or changes in land use are included in the Kankakee or Will County Acquisition Alternatives; therefore, no loss or change in habitat would result from FAA approval of either alternative.

Wetlands

Under the Kankakee Inaugural Acquisition Alternative the state would acquire 41.1 acres of NWI-mapped wetlands, and under the Kankakee Ultimate Acquisition Alternative the state would acquire 347.2 acres of NWI-mapped wetlands. Under the Will County Inaugural Acquisition Alternative the State would acquire 57.1 acres of NWI-mapped wetlands, and under the Will County Ultimate Acquisition Alternative the state would acquire 364.4 acres of NWI-mapped wetlands. However, no land use changes or construction would occur under the acquisition alternatives; therefore, these alternatives would not result in impacts to wetlands.

Floodplains

The No-Action Alternative will not have any direct impacts to floodplain areas; however, with the projected growth in the area, incremental floodplain encroachments could occur. Under the proposed alternatives evaluated in the Tier 1 FEIS, no construction or alteration of land use is proposed; therefore, no impacts to floodplains would result from either the Kankakee or Will County Acquisition Alternatives.

Coastal Zone Management Program and Coastal Barriers

There are no areas in Illinois subject to the Coastal Zone Management Act of 1972, as amended. Also, there are no coastal barriers in Illinois subject to the Coastal Barrier Resources Act of 1982, as amended. Therefore, none of the alternatives would result in impacts to coastal zone management areas or coastal barriers.

Wild and Scenic Rivers

None of the alternatives would require the purchase of property on, or adjacent to, any designated Wild and Scenic Rivers. Therefore, no impacts to Wild and Scenic Rivers would occur under any of the proposed alternatives evaluated in the Tier 1 FEIS.

Farmlands

No direct impacts to farmland are anticipated under any of the alternatives evaluated in the Tier 1 FEIS. The Kankakee Inaugural and Ultimate Acquisition Alternatives have 3,800 and 22,373 acres of active farmland and 8 and 49 acres of inactive farmland, respectively. The Will County Inaugural and Ultimate Acquisition Alternatives have 3,054 and 17,429 acres of active farmland and 54 and 660 acres of inactive farmland, respectively. Under the State's land acquisition policy (see Appendix C of the FEIS), existing land uses would continue, and no additional development would occur within the Acquisition Alternatives. Therefore, all land currently in agricultural production would remain in agricultural production until such time that this land may be needed for airport purposes. At that point, the conversion of farmland to non-agricultural uses would be examined in detail in subsequent environmental actions (Tier 2 EIS).

Energy Supply and Natural Resources

The No-Action Alternative would result in an increased demand on energy supplies and natural resources consistent with anticipated residential and commercial growth rates, but would not have a significant impact on energy supplies and natural resources. The Kankakee and Will County Inaugural and Ultimate Acquisition Alternatives would not result in impacts to existing or future sources of energy-bearing resources or to energy supplies as no construction or land use changes are contemplated.

Light Emissions

Neither the No-Action Alternative nor the Kankakee or Will County Acquisition Alternatives evaluated in the Tier 1 FEIS would result in the construction or development of new facilities and their associated light sources. Therefore, none of

these alternatives would introduce significant light emissions or result in impacts to sensitive land uses.

Solid Waste

None of the alternatives evaluated in the Tier 1 FEIS would generate amounts of municipal solid waste (MSW) such that the capacity of solid waste facilities would be exceeded. The Kankakee and Will County Acquisition Alternatives could potentially produce construction waste from upgrading residences or the demolition of residences where upgrading is not practicable. However, preliminary surveys of the structures within the proposed acquisition alternatives indicate that the number of homes that would require construction or demolition would be minimal and would not result in significant impacts to the solid waste capacity of the IEPA, Division of Land Pollution Control, Region 2.

Hazardous Waste

The No-Action Alternative will not result in any impacts to sites or facilities containing hazardous waste, environmental contamination, or other regulated substances nor is use of hazardous waste contemplated. The Kankakee Inaugural and Ultimate Acquisition Alternatives as well as the Will County Inaugural and Ultimate Acquisition Alternatives include FAA site approval and the acquisition of property. However, no land use changes or construction is planned as a part of these alternatives. Therefore, no impacts to hazardous waste sites would occur nor is the use of hazardous substances anticipated.

Construction Impacts

Existing development trends are expected to continue under the No-Action Alternative, but this development is anticipated to be gradual and would not generate adverse construction impacts. While no construction of facilities is proposed under either the Kankakee or Will County Acquisition Alternatives, it is possible that minor construction activities may be necessary for the State of Illinois to upgrade residences to meet decent, safe, and sanitary standards or to demolish residences if it is cost prohibitive to upgrade them. Should these short-term activities be necessary, potential impacts can be minimized through the establishment and utilization of environmental controls and Best Management Practices.

Surface Transportation

Existing traffic patterns would continue under all of the alternatives evaluated in the Tier 1 FEIS. No construction, changes in land use, or changes to surface transportation are proposed by the alternatives evaluated. Therefore, no adverse impacts to surface transportation would occur from any of the alternatives.

Visual Impacts

No visual impacts would occur under any of the alternatives evaluated in the Tier 1 FEIS. Under the No-Action Alternative, the visual and aesthetic environment will

change over time with land development; however, this gradual development would not result in significant changes in the visual character and aesthetic environment. Likewise, the actions proposed under the Kankakee and Will County Inaugural and Ultimate Acquisition Alternatives would not change the visual character or impact the aesthetic environment in the vicinity of these alternative sites.

Mitigation

None of the alternatives evaluated in the FEIS require construction or changes to existing land use; therefore, potential impacts from site approval and land acquisition would be minimal and would not warrant substantial mitigation. Mitigation measures for property acquisition under either the Kankakee or Will County Acquisition Alternatives are presented in Chapter 6.0 of the FEIS. In addition, potential proactive and protective mitigation measures are presented for Section 303(c) and Section 6(f) Lands, Farmlands, and Hazardous Waste.

Social Impacts

Property acquisition by the State of Illinois will result in residential and business relocations. In accordance with procedures established under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, homeowners, tenants, and owners of farms and businesses must be provided relocation assistance and fair market value of their property. The purpose of this act is to ensure that fair and equitable treatment of persons displaced as a result of Federal or federally assisted programs occurs. Currently, the State of Illinois does not have a comparable property acquisition and relocation assistance provision in its statutes for airport development. The State of Illinois has stated that its policy will allow residential owners/occupants of properties to lease the property as long as the acquisition is not a hardship acquisition. The Uniform Relocation and Real Property Acquisition Policies Act does not allow incumbent residents who have received relocation assistance to lease back the property, which has been acquired.

When a purchase offer is made to a property owner, the owner/occupants will be provided with comparable housing and apprised of all eligible relocation assistance. Owner/occupants would be given a 90-day notice stating the earliest day by which they would be required to move, but only after comparable decent, safe, and sanitary housing has been identified. IDOT will be flexible in giving notice to vacate to property owners and will allow leasing on a long-term basis to occur. Relocation assistance may include a replacement housing payment, payment for moving, closing costs payment, and mortgage interest differential. All relocations will be performed in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Businesses, farms, and nonprofit organizations located within the acquisition boundaries may be eligible to receive assistance in obtaining and becoming established in a suitable replacement location. They will also be given the opportunity to lease the property to continue their operations. They would also receive information regarding availability, purchase price, and rental costs of suitable replacement properties; information of Federal, state, and local programs offering further assistance; and

information on all eligible relocation assistance under the Uniform Relocation and Real Property Acquisition Policies Act.

Section 303(c) and Section 6(f) Lands

None of the alternatives would result in direct or indirect impacts to Section 303(c) or Section 6(f) resources that would require mitigation. However, if the Will County Ultimate Acquisition Alternative is recommended as the preferred alternative, the Sponsor has proposed implementing proactive, protective measures for purchasing land adjacent to existing resources protected under Section 303(c).

As described in Section 5.7 of the FEIS, DOT Section 303(c) and Section 6(f) Lands, although access would be maintained, Monee Reservoir, like Raccoon Grove, would be surrounded by IDOT property under this alternative. Therefore, the Sponsor has agreed to acquire an additional 697 acres as a buffer and expansion area to the north, east, and south of the existing Raccoon Grove Nature Preserve, which would essentially quadruple its size. Mitigation measures in the Raccoon Grove expansion area may include the restoration of an oak savanna plant community in the north and the restoration of a prairie community in the south. The purpose of this measure is to protect these resources from impacts that may result from adjacent and surrounding future development.

Under the Will County Ultimate Acquisition Alternative, the Sponsor is also proposing to maintain another 477-acre buffer and expansion area to the north, west, and south of Monee Reservoir, more than tripling its effective size (see Figure 5.7-3 of the FEIS). Mitigation activities in the Monee Reservoir expansion area may include the planting of native herbaceous prairie species. Details of the mitigation planned in these areas will be coordinated with the Forest Preserve District of Will County (FPDWC).

The FPDWC is concerned that future aircraft noise over Raccoon Grove Nature Preserve and Monee Reservoir will have an impact on the recreational use of these properties and/or the wildlife utilizing them. They are also concerned that ancillary development induced by the proposed airport could overwhelm their facility. IDOT has agreed to cooperate with the FPDWC in formulating a methodology to determine when and if impacts caused by the airport raise to a level of significance that would require compensation due to "constructive use." A draft letter of understanding has been prepared by IDOT and the FPDWC committing IDOT to hold meetings on a regular basis with the FPDWC as the project progresses to evaluate impacts on these properties (see Appendix B of the FEIS).

An intergovernmental agreement between IDOT and the FPDWC was executed on May 11, 2000. This agreement stated that IDOT and the FPDWC will continue to meet on a periodic basis to discuss the pending purchase or development of land that may be needed for construction of an airport and/or for the mitigation of potential adverse environmental impacts. The agreement also states conditions for reimbursement of funds for any future acquisition of parcels within the boundary of the proposed Will County Ultimate Acquisition Alternative, if the FPDWC needs to purchase property to protect its existing holdings. The agreement also recognizes that land purchased by

IDOT within the boundary of the Will County Ultimate Acquisition Alternative may be utilized by the FPDWC when appropriate.

Any agreement and discussions between the Sponsor and the Forest Preserve District regarding potential impacts would not be binding on the FAA and would be subject to later review.

Farmlands

In order to comply with the provisions of the Federal Farmland Protection Policy Act (FPPA) and the Illinois Farmland Preservation Act (IFPA), the Sponsor has examined ways to minimize farmland impacts.

As described in Chapter 3.0 of the FEIS, Alternatives, the alternative sites were chosen to allow proposed new air carrier airport facilities and runways to be constructed such that they would minimize off- and on-airport impacts. All existing farmland within the acquisition areas of each alternative would be leased to farmers and allowed to remain in agriculture, until such time that this land may be needed for airport purposes. At that point, the conversion of farmland to non-agricultural uses would be examined in detail in subsequent environmental actions (Tier 2 EIS).

The Illinois Department of Agriculture has requested that the Illinois Department of Transportation consider maintaining areas in agricultural use by designating "Agricultural Areas," in accordance with the Agricultural Areas Conservation and Preservation Act (505 ILCS 5/1). This act allows landowners to place viable agricultural land, greater than 350 acres, into an agricultural area with approval of the County Board. By placing the land into an agricultural area, the land is protected from development for a period of 10 years. After 10 years, the land can be removed from the agricultural area designation, or it can remain in an agricultural area for another 8 years, etc. Land can be taken out of an agricultural area prior to expiration of the 10-year limit by petitioning the County Board for release.

IDOT is currently considering the request of the Illinois Department of Agriculture to place areas within the acquisition sites into an "Agricultural Area." IDOT would work with the Illinois Department of Agriculture to establish feasible agricultural areas.

The property identified to be acquired for the proposed new air carrier airport sites was selected based on the proposed airport facility and runway requirements, the need for environmental mitigation areas and minimization of community impacts, especially noise. Where practicable, the proposed acquisition site followed property lines, to minimize severed parcels. However, in some areas, primarily around the proposed future access roads, only partial pieces of property would be acquired. In some cases, these severed parcels would result in adverse travel for the current farmers of these properties. In this case, the entire property, or portions of property that would be uneconomical for farming, would be purchased in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Sections 5.3, Social Impacts, and 5.4, Socioeconomic Impacts, of the FEIS provide an analysis of the social and socioeconomic impacts of the alternatives.

Hazardous Waste

While no construction or changes in land use are proposed under the alternatives, there is the potential for involvement with hazardous materials or waste remediation activities that could be undertaken during land acquisition under any of the proposed alternatives. This could include asbestos abatement and under/aboveground storage tank (UST/AST) removal. Asbestos abatement would occur if any structures to be acquired contain Asbestos Containing Material (ACM). Diesel fuel or gasoline has been and currently is stored in aboveground and underground storage tanks on various farmsteads within the proposed acquisition boundaries. If these tanks were to be found leaking or corroded, they would be replaced or removed prior to the state receiving title to the land.

The primary responsibility for implementation of the mitigation measures lies with the State of Illinois. The FAA will monitor the implementation of this mitigation and will condition any future grant agreements upon implementation of the mitigation measures by the State of Illinois. Mitigation measures for those impact categories where mitigation measures are necessary to avoid or minimize significant environmental impacts are summarized below. The FAA finds that all practical means to avoid or minimize environmental harm have been adopted, through appropriate mitigation planning, in accordance with all applicable environmental laws, regulations, and statutes.

Cumulative Impacts and Mitigation

Cumulative Impacts

Cumulative effects are defined by the Council on Environmental Quality (CEQ) in 40 CFR 1508.7 as:

“impacts on the environment which result from 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.”

The CEQ regulations also state that the cumulative impacts addressed should not be limited to those from actual proposals, but must include impacts from actions being contemplated or that are reasonably foreseeable. The CEQ regulations further require that NEPA environmental analyses analyze connected, cumulative and similar actions in the same document (40 CFR 1508.25). This requirement prohibits segmentation of the project into smaller components to avoid required environmental analysis.

The FEIS has and does take into consideration potential cumulative impacts that could result from the proposed action. The study considered, to the extent reasonable and practical, the possible impacts of the proposed action and other conceptual developments, both on and off the acquisition sites, which are related in terms of time or proximity. The FEIS considers the Will County and Kankakee County Acquisition Alternatives with respect to both the assumed Inaugural and Ultimate Airport

development scenarios to the extent that they are “ripe” for evaluation. The assumed conceptual airport development projects considered both inaugural and ultimate facilities at both sites.

The conceptual facilities to be included at the assumed Inaugural Airport include one commercial service runway with parallel taxiway, a 19-gate passenger terminal with surface access to Interstate 57 and state routes, and support facilities to accommodate air cargo and general aviation activity. The conceptual facilities to be included at the assumed Ultimate Airport include six primary parallel runways and one commuter/general aviation crosswind runway with a complete parallel taxiway system on all runways. Also included is a 120-gate air passenger terminal with access to Interstate 57 and state routes. Air cargo facilities and general aviation facilities would also be provided.

The FEIS assumes these major projects and their alternatives in order to evaluate both individual and cumulative environmental impacts. The FEIS also considers the cumulative impacts of other non-FAA actions together with the proposed acquisition alternatives to the extent reasonable. The past and present actions that have shaped and are shaping the south suburban area of Chicago and impacting both natural and cultural resources have primarily involved the conversion of land from agricultural use to residential and commercial uses. With this conversion has also come the need for transportation improvements. To identify and describe reasonably foreseeable transportation improvements, and other actions that may contribute to the cumulative impacts of the proposed project, CEQ suggests the use of the best available information. For this analysis, the FAA considers development projects contained in a number of published reports and plans including local and regional transportation and land use plans as well as environmental studies.

The major surface transportation improvements within the FEIS study area and vicinity are contained in these published reports. Other reasonably foreseeable future development projects planned to occur in the geographic study area are limited. Based upon the best available information, planned development projects include only the ongoing industrial and commercial development on 3,000 acres of the former Joliet Arsenal. Two industrial parks are planned for this land: Deer Run, currently under construction, will include light manufacturing, warehouses, and a rail-truck transfer station; and Island City Industrial Park, which is in the early planning stages. Additionally, a 425-acre landfill is planned adjacent to the Midewin National Tallgrass Prairie. These projects are considered on a cumulative basis in the FEIS in Section 5.23.

Impacts disclosed in this tiered EIS would result only from property acquisition undertaken by the State of Illinois. Potential future airport development impacts would be analyzed and disclosed as part of subsequent tiered EIS documents. With respect to proposed project impacts at other airports in the greater Chicago Region (e.g., Chicago-O'Hare, Gary, etc.), while those projects/concepts may cause environmental impacts in the immediate vicinity of their respective airports, they will not result in impacts associated with the Tier 1 EIS due to distance.

As discussed in Chapter 2.0 of the FEIS, Purpose and Need, it was determined that to maintain the option to increase future air carrier capacity in the Greater Chicago Region, land acquisition was required in the near term to protect a site for future development. Site acquisition would meet the short-term need by providing a site for future airport development that could meet the long-term operational goals and needs of the IDOT. Long-term benefits of site preservation and future build-out would ultimately increase airport capacity for the region and the national airspace system.

Selection of either the Will County or Kankakee County acquisition alternative would result in environmental and social impacts that are unavoidable. The impacts associated with the proposed acquisition alternatives are disclosed for specific impact categories in Sections 5.1 and 5.22 of the FEIS. Proposed mitigation concepts for impacts associated with those categories significantly affected by the alternatives are summarized in Section 6.2 of the FEIS.

Section 5.23 of the FEIS addresses potential impacts of the assumed inaugural and ultimate development facilities as described by IDOT at both of the sites under consideration. The facilities described for the inaugural or ultimate air carrier airports are conceptual. Therefore, it is difficult to forecast activity levels and in this instance the FAA is uncertain about how much of IDOT's forecast of regional demand would be attracted to a new site. This will depend on a number of factors, including how much traffic can be accommodated at existing airports in the region and whether there is a further shift of connecting traffic away from the region.

The discussion of cumulative impacts presented in the FEIS is provided for disclosure purposes. As a specific proposal is submitted to the FAA for a supplemental air carrier airport, that proposal will be the subject of subsequent environmental documentation prepared by the FAA.

Mitigation

Specific mitigation measures for cumulative impacts are unable to be determined prior to the development of a specific proposal for airport development by the sponsor. Such mitigation measures would be described in any Tier 2 environmental documentation.

IMPACT SUMMARY

The five alternatives considered in detail in the FEIS (No-Action, the Will County Inaugural Acquisition Alternative, the Will County Ultimate Acquisition Alternative, the Kankakee Inaugural Acquisition Alternative, and the Kankakee Ultimate Acquisition Alternative) have certain advantages and disadvantages. The No-Action Alternative would have fewer social impacts in the study area, but would not preserve the option of developing a potential air carrier airport in the south suburban area of Chicago in the future. The Will County Acquisition alternatives and the Kankakee Acquisition alternatives would preserve this capability, but each has unavoidable environmental and social impacts. Since the ultimate acquisition alternatives would have greater total impacts, the comparisons of direct impacts presented in the following paragraphs are for those alternatives.

The Will County Ultimate Acquisition Alternative would involve property acquisition including 16 businesses and 129 farm operations and the relocation of approximately 2,985 people from approximately 1,232 households. The Kankakee Ultimate Acquisition Alternative would involve acquisition of properties including 2 businesses and 140 farm operations and the relocation of an estimated 681 people from approximately 255 households. With respect to established communities, the No-Action Alternative would have no impacts, while the Will County Ultimate Acquisition Alternative would result in the acquisition of two neighborhoods, Pheasant Lake Estates and portions of Heatherbrook Estates and the Kankakee Ultimate Acquisition Alternative would result in the acquisition of the unincorporated community of Deselm. Residential owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Incumbent residents who have received relocation assistance would not be allowed to lease back the property that has been acquired (see Appendix C of the FEIS).

No impacts to existing or projected local employment would occur as a result of the No-Action Alternative. (Note: although the State of Illinois is proceeding to acquire land, it is assumed for comparison purposes and in order to provide a baseline for the No-Action Alternative that no property acquisition and relocation would take place. If this assumption were not used, all alternatives would have the same level of impacts.) The Will County Ultimate Acquisition Alternative would result in the acquisition of 16 businesses with an estimated employment between 51 and 97. Two businesses, with an estimated employment of 12, would be acquired under the Kankakee Ultimate Acquisition Alternative.

In terms of the social environment, the No-Action Alternative would have fewer impacts on residents, businesses, established communities, and employment in the study area. However, this alternative would not meet the proposed action's purpose and need. Of the two alternatives that meet the proposed action's purpose and need, the Will County site has been indicated as the preferred site by a variety of state and Federal agencies on the basis of greater concerns regarding potential future cumulative impacts to water quality, wetlands, floodplains, Section 303(c), Section 6(f), and biotic communities at the Kankakee site alternative. These concerns are summarized in the following paragraphs from state and Federal agency correspondence. Copies of the correspondence can be found in Appendix P of the FEIS.

With respect to state agencies, concerns were expressed by the Illinois Department of Natural Resources (IDNR) and the Illinois Nature Preserves Commission (INPC). In a letter dated, September 28, 2001, IDNR stated, "The DNR supports the Tier 1 conclusion regarding site approval in Section 3.4 of the FEIS that the Will County site is the preferred alternative." In a letter dated September 14, 2001, the INPC stated, "While the INPC has concerns regarding the potential impacts to all these biologically sensitive areas, we believe a potential may exist to minimize impacts at the Will County site through planning and management for a protective zone around the Nature Preserves and sensitive areas and through long-term monitoring efforts. In contrast, potential impacts associated with the Kankakee Site, due to the larger number and size of biologically sensitive areas, may be too complex and too large to overcome even with the most well-intentioned planning. Furthermore, in a letter dated October 17, 2001, the

INPC stated, “the DEIS adequately identifies these natural resources in relation to the proposed airport site alternatives. Protecting these natural resources while providing for a new airport transportation facility will be challenging, however, it remains the opinion of the INPC that the Will County site alternative represents less challenging environmental conditions than the Kankakee County site alternative.”

Likewise in a letter dated October 18, 2001, the Northeastern Illinois Planning Commission stated, “With respect to site approval, there are significant differences between the alternative sites if eventually used for an airport. These include differential impacts on water quality, prime agricultural land, natural areas, and urban development patterns. The Commission concludes, based on the information presented, that there will be fewer negative impacts of an airport on the Will County site than of an airport on the Kankakee County site. As between the two sites, therefore, the Will County site is preferable.”

With respect to Federal agencies, the United States Department of Agriculture, Forest Service in a letter dated October 22, 2001, stated, “either alternative, Kankakee or Will County, is likely to have adverse impacts on environmental resources of Midewin, though the Kankakee Alternative’s impacts would be greater.” The United States Department of Interior, in a letter dated October 31, 2001, stated, “The area that would potentially be affected by airport build out at the Kankakee County alternative site contains more high quality streams, wetlands, and other natural resources of concern to the Department than does the area around the Will County alternative site. Therefore, the Department prefers the Will County alternative to the Kankakee County alternative.”

As noted in the aforementioned correspondence, the Will County site would have fewer cumulative impacts as compared to the Kankakee site in several categories. With respect to wetlands, the Will County site would impact approximately 180 acres of wetlands as compared to 267 acres of wetlands at the Kankakee site. With respect to floodplains, the Will County site would impact 1,233 acres of floodplains, as compared to 4,031 acres of floodplains at the Kankakee site. With respect to farmlands, the Will County site would impact 15,665 acres, of which 11,214 are classified as prime. By comparison, the Kankakee site would impact 16,571 acres, of which 16,391 acres are classified as prime.

Many of the other categories of impacts are not as easily quantifiable as the preceding categories; however, in total, cumulative impacts as detailed in Section 5.23 of the FEIS are fewer at the Will County site than those at the Kankakee site. Thus, on the basis of concerns regarding the cumulative environmental impacts of the alternative sites, the Will County site is the FAA’s preferred alternative.

MITIGATION SUMMARY

The State of Illinois has committed to a mitigation program that establishes measures to mitigate the adverse effects of FAA site approval and land acquisition by the State. This program was developed in consideration of applicable Federal and State requirements and local guidelines. The concerns and interests of the public and government agencies were also addressed.

The FAA will monitor the implementation of these mitigation actions as necessary to assure they are carried out as project commitments. The FAA finds that these measures constitute all reasonable steps to minimize harm and all practicable means to avoid or minimize environmental harm from the selected alternative.

Accordingly, having considered: 1) the policies set forth at 49 U.S.C. Section 40104 and 47101; 2) the ability of the alternatives to meet the purpose and need, and 3) all documents used which concern this project, the FAA hereby approves the actions necessary to preserve the Will County site, as described, disclosed, and analyzed in the FEIS.

The FAA's site approval in this ROD signifies that this project meets FAA standards for agency approval discussed in Chapter 2 of this ROD. It does not, however, signify a FAA commitment or approval to plan, construct, fund, or operate a potential new supplemental air carrier airport. Other Federal actions such as financial support for a site-specific project must await future decisions under the separate funding criteria prescribed by 49 U.S.C. 47110, 49 U.S.C. 47115, and 49 U.S.C. 40117, subject to a subsequent Tier 2 EIS.

7. PUBLIC AND FAA INVOLVEMENT

From the outset, the concerns of the public have been considered. Both the State of Illinois and the FAA have been forthcoming with the communities about the project through extensive opportunities for public involvement. The interests of communities have been considered throughout the decision-making process regarding the siting of a potential, future new supplemental air carrier airport.

Because of the potential impact site approval for an airport may have on the surrounding communities, the FAA and the State of Illinois have conducted open public meetings to inform the public of potential airport plans. The FAA and the State of Illinois have received numerous public comments throughout the EIS process. To the extent practicable, all of these comments have been reviewed to ensure that the needs and concerns of the public were considered and addressed. Based on the extensive opportunities for public participation, the FAA is satisfied that full consideration has been given to the public's views on site selection for a potential, future air carrier airport to serve the greater Chicago region.

PUBLIC INVOLVEMENT PROCESS

Scoping Meetings

The FAA held two scoping meetings on August 30, 2000, in Engbretson Hall (Auditorium) at Governors State University, University Park, Illinois, as part of the Tier 1 EIS scoping process for this study. An agency scoping meeting was held in the morning, which was followed by a public scoping meeting in the afternoon. Court reporters were present to record all testimony given at the two meetings. An informational handout was distributed, and presentation boards were displayed at both meetings, which summarized the proposed action as well as the scoping and Tiered EIS process. Agency and Public Scoping comments are contained in Volume 3, Appendix P of the FEIS. FAA's summary and responses to these comments are contained in Volume 4, Appendix P, of the FEIS.

Agency Scoping Meeting

A scoping meeting specifically for Federal, state, and local governmental agencies was held in Engbretson Hall (Auditorium) at Governors State University on August 30, 2000, between the hours of 10:00 a.m. and 12:00 p.m. Representatives from all three types of agencies were present as well as members of the general public. The meeting was presided over by the FAA. A total of 108 persons signed in at the meeting. The scoping meeting was preceded by a brief presentation by the FAA, which discussed the environmental process, project description, and proposed airport boundaries. Following the presentation, the participants were invited to provide their comments. Comment forms were available for participants to submit a written comment either at the meeting or by mail to the FAA by September 15, 2000. Participants could also make their comments orally. A court reporter was present to take a verbatim transcript of the

meeting. A total of 47 oral and written comment submittals were received during the comment period.

Public Scoping Meeting

A scoping meeting specifically for the general public was held in Engbretson Hall (Auditorium) at Governors State University on August 30, 2000 between the hours of 2:00 p.m. and 7:00 p.m. The meeting was presided over by the FAA. A total of 107 persons signed in at the meeting. The scoping meeting was preceded by a brief presentation by the FAA, which discussed the environmental process, project description, and proposed airport boundaries. Following the presentation, the participants were invited to provide their comments. Comment forms were available for participants to submit a written comment either at the meeting or by mail to the FAA by September 15, 2000. Participants could also make their comments orally. A court reporter was present to take a verbatim transcript of the meeting. A total of 171 oral and written comment submittals were received during the comment period.

Agency Meetings

Meetings regarding Chapters 1.0 and 2.0 of the Tier 1 FEIS were held with various state and Federal agencies. The letter inviting the agencies to these meetings are contained in Appendix B, of the FEIS. The purpose of these meetings was to brief the agencies regarding the project's purpose and need. Draft copies of these chapters were provided to the agencies during the meetings for subsequent comment purposes. No written comments were received from any agency.

Meetings regarding Chapters 3.0 and 4.0 of the Tier 1 FEIS were held with state agencies and the United States Environmental Protection Agency on June 12 and 13, 2001. The letters inviting the agencies to these meetings are contained in Appendix B of the FEIS. Draft copies of these chapters were provided to the agencies two weeks in advance of the meetings. The purpose of these meetings was to share information and provide the opportunity to comment on the project's alternatives. No substantive comments were received at these meetings.

Public Hearing

The DEIS was released to the public and agencies for review and comment on August 31, 2001. A total of 139 copies of the DEIS were distributed including 14 copies to public libraries and village halls for public review. The comment period for the DEIS closed on November 13, 2001, for a total of 74 days, 29 days longer than the Federally announced 45-day comment period. A Public Hearing on the DEIS was held on October 4, 2001, at the Holiday Inn, 500 Holiday Plaza Drive, Matteson, Illinois, from 2:00 p.m. to 8:00 p.m. The hearing provided public information and an opportunity to receive comments from the public and agencies on the DEIS. Presentation materials were made available for public review, which outlined the meeting format and the environmental process. Members of the FAA and the EIS consultant team were

available to describe the study results to interested parties. Members of the public were encouraged to review the materials and direct questions to the FAA and the study team.

A total of 222 attendees signed in during the public hearing/information workshop. Comment forms were available, along with seating areas for the public to use while composing their comments. A handout was available, which included a pre-addressed comment form that the public could mail in, in the event that their comments were not submitted at the meeting. A hearing officer presided over the hearing where a court reporter recorded public verbal comments. Additionally, three court reporters were present in a separate room to take verbal comments from any person attending the hearing wishing to comment. There were 79 speakers who commented to the hearing officer. Appendix N of the FEIS contains copies of Public Notice documentation for the October 4, 2001, Public Hearing/Workshop.

During the DEIS comment period, a total of 230 agency and public comment letters, petitions, e-mails, and oral testimonies were received by the FAA. Copies of this material and transcripts of the oral testimony are contained in Volume 3, Appendix P of the FEIS along with summarized, categorized, and consolidated comments from the letters, petitions, e-mails, and oral petitions from the Public Hearing/Information Workshop. FAA's responses to these comments received are contained in Volume 4, Appendix P of the FEIS.

ADDITIONAL CONSULTATIONS AND MEETINGS

Section 106 Consultations

Pursuant to the National Historic Preservation Act of 1966, as amended, studies have been conducted for the Kankakee and Will County Acquisition Alternatives. These studies, conducted in cooperation with the Illinois State Historic Preservation Officer (SHPO), were designed to identify the types of historic properties present in the study area. In terms of archaeological resources, these studies included extensive background research on the archaeology of the acquisition alternatives and a Phase I archaeological inventory of the Will County Acquisition Alternatives. The results of the Will County Acquisition Alternatives Phase I survey can be extrapolated to the Kankakee Acquisition Alternatives in terms of archaeological sensitivity and the potential locations of National Register-eligible archaeological resources. The FAA and IDOT used the results of the background research and the Will County Acquisition Alternatives Phase I survey to assess the potential impact of the proposed action on National Register-eligible archaeological resources. No additional archaeological field investigations were conducted, as sufficient data are available to assess the impacts of the proposed acquisition alternatives discussed in the Tier 1 FEIS.

The FAA and IDOT also conducted a historic architectural assessment and survey of the acquisition alternatives. The Illinois SHPO reviewed the results of this study and recommended further study of particular architectural building types.

Historic records indicate that a portion of the acquisition alternatives was settled briefly by the Potawatomi tribe. Coordination with bands of the Potawatomi tribe with ancestral claims in this area has been completed. The bands of the Potawatomi tribe provided no comments on the proposed actions associated with the Tier 1 FEIS.

The FAA and IDOT consulted with the Illinois SHPO to determine whether, given the nature of the current undertaking, the above methodology regarding Section 106 resources is a reasonable and good faith effort to evaluate the effects of the undertaking on potential National Register-eligible archaeological and historic architectural resources. The Illinois SHPO concurred with this methodology (see letter in Appendix B of the FEIS). In addition, the FAA, IDOT, and the SHPO have completed consultation with the Advisory Council on Historic Preservation (ACHP) concerning the manner in which future archaeological and historic architectural considerations would be addressed when an airport is actually proposed for construction within an FAA-approved site. The procedures for addressing future archaeological and historic architectural considerations have been stipulated in a Programmatic Agreement among the project's consulting parties, pursuant to 36 CFR 800.14(b). A copy of the correspondence from the Advisory Council and the final Programmatic Agreement are provided in Appendix C of the ROD.

8. RELATED PLANNING ISSUES

Several commenting parties maintain that in the evaluation of alternatives two areas were not adequately covered. Thus, they consider the alternative selection and evaluation process to be incomplete since, in their opinion, it failed to adequately consider all reasonable and prudent alternatives for site selection of a new air carrier airport. This is based in part on the belief that specific alternatives were not evaluated in sufficient detail, and therefore, were prematurely dismissed in the evaluation process. These alternatives included:

- Improvements at existing airports in the greater Chicago region.
- Use of other airports.

IMPROVEMENTS AT EXISTING AIRPORTS IN THE GREATER CHICAGO REGION

While the demand for air transportation services is projected to continue its growth in the greater Chicago region, few plans exist for providing additional airport capacity. Of the airports in the greater Chicago region, including O'Hare, Midway, and Gary/Chicago Airport, airfield capacity projects are only being considered currently at O'Hare.

- On June 29, 2001, the City of Chicago announced a long-range concept for Chicago O'Hare International Airport. The City's concept is aimed to relieve delays, congestion, and long-range capacity problems in the Chicago Airport System. The highlights of the concept include the redesign of the airport to consist of six east/west parallel runways and two northeast/southwest parallel runways. The concept also includes the addition of western access and terminal expansion on the west side of the airport. On December 5, 2001, the Governor of the State of Illinois and the Mayor of the City of Chicago reached an oral agreement on the major components of a long-range conceptual plan to increase airport capacity in the greater Chicago region. Legislation reflecting the agreement is pending in the United States Congress as this ROD is being completed.

It is anticipated that an extensive public process would assist in defining considerations for future development at the airport. The planning for potential new runways at O'Hare is at a preliminary stage, and a number of factors may affect final plans. This concept has not been submitted to FAA for approval, nor has it been subjected to airspace and environmental reviews. Thus, the concept is subject to additional planning and revision before becoming a plan for consideration by the FAA.

This concept has not been submitted to FAA for approval, nor has it been subjected to airspace and environmental reviews. Construction of new runways at O'Hare would require a new and separate

environmental impact statement and may also require amendment of the existing airspace and air traffic procedures. Airspace configuration and air traffic control procedures could require substantial amendment or complete redesign, requiring a separate environmental analysis. The long-term concept has not yet been prepared in the sufficient detail to be ready for a thorough environmental review. It is subject to uncertainties and is not known with sufficient specificity to be capable of environmental review. Specific analysis of impacts associated with runway relocation, configuration, design, timing, and use is premature at the present time. In absence of specific information about these parameters, detailed environmental analysis would be highly speculative. In summary, the planning for potential new runways at O'Hare is at a preliminary stage, and a number of factors may affect final plans, thus, the concept is subject to additional planning and revision before being submitted to the FAA.

Planned projects at O'Hare International Airport consist of the World Gateway Program (WGP) which includes two new terminals, reconstruction of existing terminals, a new general aviation terminal, two Federal inspection facilities, a new heating and refrigeration plant, reconfiguration of taxiways, access roads and an extension of the automated people mover system. The WGP does not provide for the development of new runways, runway extension, or modification of existing runways. Thus, WGP does not provide additional airfield capacity at O'Hare Airport. On June 21, 2002, the FAA signed a Finding of No Significant Impacts/Record of Decision for the World Gateway Program. The ROD addresses the WGP including enabling projects and several additional projects of independent utility.

- Currently, approved projects at Midway Airport consist of the ongoing construction of a new passenger terminal complex that will replace the outdated, existing terminal. No significant airfield capacity projects are planned at Midway Airport and local site constraints preclude the possibility of constructing a new runway at this airport. Thus, no significant increase of airfield capacity is possible at Midway Airport in the future.
- Currently, airfield facilities at Gary/Chicago Airport consist of one air carrier runway. Notable projects proposed by the 2001 Gary/Chicago Airport Master Plan include extending the primary runway 1,900 feet, building a new terminal on the west end of the airport, building a four-story, 2,700-space parking garage expanding the existing passenger terminal site and new air cargo facilities. The Gary/Chicago Airport Authority requested that the FAA prepare an EIS that includes a 1,900 foot extension of Runway 12/30 and associated improvements, railroad relocation, and expansion of existing passenger terminal to accommodate projected demands. A notice of intent to prepare an EIS at Gary/Chicago Airport was originally published in the Federal

Register on November 7, 2001, and a corrected notice was published on December 3, 2001. Scoping was held on January 15, 2002. As stated in the 2001 Gary/Chicago Airport Master Plan, “the annual service volume for the existing airfield at Gary was calculated to be 230,000 operations.” The master plan further states that the airport’s “annual service volume in 2020 would remain constant at 230,000 operations.” Thus, the Gary/Chicago Airport Authority’s master plan has indicated that the airfield’s capacity, including the above-referenced improvements, will not change during the 20-year planning horizon.

Gary/Chicago Airport is located in Gary, Indiana, which is approximately 20 miles southeast of the Chicago Central Business District (CBD). From a location point-of-view, the Gary/Chicago Airport site would be a reasonable alternative if it allowed for expansion to preserve the option of constructing a potential future air carrier airport of the size and type being contemplated by the State of Illinois. However, expansion at this site is severely constrained by existing transportation infrastructure, natural boundaries, and environmental concerns including: the existence of endangered species, noise impacts on surrounding population, and the existence of numerous hazardous waste sites. In addition, this site contains wetlands identified by the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency as being of high value and not acceptable for filling. Correspondence from the U.S. Fish and Wildlife Service regarding this issue is presented in Appendix B of the FEIS.

The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport south of the City of Chicago. This ROD does not determine nor condition how future regional capacity needs will be met. It does, however, preserve an option for location of a new air carrier airport in the region. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Based on the foregoing, the FAA determined that this alternative did not meet the purpose and need for the proposed action, and this alternative was not retained for further evaluation.

USE OF OTHER AIRPORTS

The use of other airports such as General Mitchell International Airport located in Milwaukee, Wisconsin, and Greater Rockford Airport located in Winnebago County, Illinois were examined in both the 1988 Chicago Airport Capacity Study and the 1998 South Suburban Airport Environmental Assessment. Both of these studies concluded that these airports serve important roles in their respective regions. General Mitchell International Airport serves the southeastern portion of Wisconsin and the northeastern portion of Illinois, including the northern suburbs of the City of Chicago. Greater Rockford Airport serves as an important air cargo airport for the northern Illinois area. These airports will continue to serve their respective markets and may play an increasingly important role if congestion at existing airports in the Chicago area leads to greater levels of delay.

However, neither of these airports are reasonable alternatives as a site for a potential new supplemental airport to serve the greater Chicago region. General Mitchell International Airport is located 84 miles north of the Chicago CBD, while Greater Rockford Airport is located 83 miles northwest of the Chicago CBD. By comparison, O'Hare is located 17 miles from the Chicago CBD, Midway is located 9 miles from the Chicago CBD, and the Sponsor's preferred site at Will County is 35 miles south of the Chicago CBD, while the Kankakee site is located 43 miles south of the Chicago CBD.

A review of the locations of major airports in the United States reveals that many, including Dallas/Fort Worth International Airport, New York JFK International Airport, Houston (George Bush Intercontinental Airport), and Los Angeles International Airport are within 10 to 20 miles of the CBD. 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.

At 83 and 84 miles, respectively, Greater Rockford and General Mitchell are located twice as far away from the Chicago CBD as the most extreme examples of major airport sites and are too far from the population center of the greater Chicago region to be considered reasonable alternatives. Other airports suggested as alternatives during the public scoping meeting included Gary/Chicago Airport, Rantoul National Aviation Center, and MidAmerica Airport. The use of Rantoul and MidAmerica are discussed in the following paragraph. A discussion of Gary/Chicago is provided in the preceding section.

The airport at Rantoul National Aviation Center is located in the Village of Rantoul, Illinois, which is approximately 112 miles south of the Chicago CBD. MidAmerica Airport is located in Mascoutah, Illinois, which is located approximately 260 miles southwest of the Chicago CBD. Neither of these airports is a reasonable alternative due to their excessive distance from the greater Chicago region.

There is no other existing airport site that would meet the project's purpose to reserve the capability to construct a potential future air carrier airport in the Greater Chicago

region. Therefore, the use of other airports was not retained as an alternative for further evaluation.

9. ENVIRONMENTAL ISSUES RAISED ABOUT THE FEIS

During the 30-day period following the issuance of the FEIS, comments were received from the following organizations and individuals regarding the FEIS:

FEDERAL ENTITIES

- US Senator Richard Lugar, US Senator Evan Bayh, US Congressman Peter J Visclosky
- US Environmental Protection Agency
- Advisory Council on Historic Preservation

STATE AGENCIES

- Illinois Department of Transportation

LOCAL ORGANIZATIONS

- Will County Farm Bureau
- Union Drainage District
- Gary/Chicago Airport Authority

INTEREST GROUPS/CITIZENS

- STAND
- Letters from Interested Citizens (33 citizens)

Comments received on the FEIS were in the areas of purpose and need, alternatives, noise, land use, social impacts, socioeconomic impacts, air quality, water quality, historic architecture and archaeology, biotic communities, farmlands, solid waste impacts, public involvement, EIS process and scope, quality of life, floodplains, surface transportation, other and safety.

Additional comments were received on the following topics: DOT Section 303(c) and Section 6(f) lands, endangered and threatened species, wetlands, coastal zone management and coastal barriers, wild and scenic rivers, energy supply and natural resources, light emissions, hazardous waste, construction impacts, visual impacts, and cumulative impacts.

The Council on Environmental Quality (CEQ) specifies that Federal agencies wait 30 days following a final EIS before a record of decision (ROD) is issued on a proposed action. Although this period of time is not an official comment period, it is FAA's

practice to consider comments received within this time frame, and comments received after the 30-day period, consistent with efforts for completing the ROD. The FAA responded to the comments submitted during, as well as subsequent to, this 30-waiting period.

The FAA has carefully assessed and considered comment letters received on the FEIS in making its decision. Appendix A of this ROD provides copies of each letter received with detailed responses to comments on the issues raised by commenting parties. The key environmental issues raised on the FEIS are summarized below.

SENATORS RICHARD LUGAR AND EVAN BAYH AND CONGRESSMAN PETER VISCLOSKY

These senators and congressman made four distinct points in their joint letter. These points were: 1) the use of old studies, in particular the 1986 Chicago Area Capacity Study (CACS) and the 1991 Illinois-Indiana Regional Airport Program (I-IRAP), 2) the statement in the FEIS that no significant increase of airfield capacity is planned at Gary/Chicago Airport, 3) the quantity of households that would require relocation at the Gary site, and 4) the fact that Gary/Chicago Airport is currently operational and could help ease the capacity and congestion problems of the region.

With respect to the issue of use of old data, the FAA notes the CACS and the I-IRAP studies examined the feasibility of selecting a site for the construction of an additional air carrier airport that could serve the long-range air transportation requirements of the greater Chicago region. Consequently, these studies examined a wide range of factors that are normally considered when conducted an airport site selection study. These factors included population demand within certain driving times, site accessibility, airspace and air traffic control issues, capital construction costs, site expansion capabilities, socioeconomic and land use impacts, noise impacts, the presence of other environmental constraints, and financial viability.

These studies remain a valid assessment of potential sites for a new air carrier airport in the greater Chicago region because the factors considered in these studies represent an appropriate range of issues that must be considered when assessing the feasibility of potential airport sites and because the data and analysis contained in CACS and I-IRAP are still substantially valid. The social and natural environment has remained substantially the same, without significant change, since that time. Thus, the studies were valid for these purposes. Furthermore, the studies were predicated on the requirement that any potential airport site must be capable of accommodating the long-range air transportation needs of the greater Chicago area. Consequently, the site required to meet this long-range demand must be capable of accommodating an airfield system that consists of a multiple parallel runways capable of accommodating a large number of aircraft operations on both a peak hour and annual basis. Hence, both the CACS and the I-IRAP studies considered sites that were of sufficient size to accommodate multiple parallel runway airfield configurations that would be capable of accommodating long-range capacity requirements. The FAA believes that the range of issues examined in the previous studies was appropriate and was in agreement with

current FAA guidance for conducting airport site selection studies as specified in FAA Advisory Circular 150/5070-6A, entitled Airport Master Plans.

With respect to the statement that no significant airfield capacity projects are contemplated at Gary/Chicago Airport, the FEIS is correct as written. The improvements proposed in the Gary/Chicago Master Plan recently accepted by the FAA do not include projects designed to significantly increase the airfield capacity of the airport. As stated in the 2001 Gary /Chicago Airport Master Plan, “the annual service volume for the existing airfield at Gary was calculated to be 230,000 operations.” The master plan further states that the airport’s “annual service volume in 2020 would remain constant at 230,000 operations.” Thus, the Gary/Chicago Airport Authority’s master plan, accepted by the FAA, indicates that the airfield’s capacity, with the proposed improvements, will not change during the 20-year planning horizon. The proposed projects contained in the master plan, which will extend the runway, provide the ability to accommodate existing aircraft with greater payload and range capability; they do not provide the ability to accommodate greater numbers of aircraft operations over its current capacity. Likewise, the numerous other projects proposed by the master plan such as the terminal and apron improvements also would not increase the number of aircraft operations that the airfield could accommodate on an hourly or annual basis. In conclusion, FAA fully considered all of the development proposed by the 2001 Gary/Chicago Airport master plan and has determined that the proposed development would not significantly increase the airport’s airfield capacity. This statement is in agreement with the airport’s 2001 master plan update.

With respect to the issue of the number of households that would require relocation at the Gary location, the commenter noted that the number of households indicated by the FEIS (9,000) is not representative of the number of households that would require relocation with the development proposed in the 2001 Gary/Chicago Airport Master Plan. The FAA understands that the development proposed by the 2001 Gary/Chicago Airport Master Plan does not require the relocation of any households. However, the analyses contained in the FEIS examined the ability of the Gary alternative to accommodate the type of air carrier airport that could accommodate the long-range air transportation needs of the greater Chicago region. Consequently, when the Gary alternative was assessed in the I-IRAP study for its ability to provide a site that could enable the construction of an air carrier airfield with multiple runways that could accommodate the long-range air transportation requirement of the greater Chicago region, the number of households that would require relocation was quantified as being approximately 9,000.

With respect to the issue that Gary/Chicago Airport is currently operational and can help ease the capacity and congestion problems of the region, the FAA agrees with this statement. The FAA accepted the 2001 Gary/Chicago Airport Master Plan Update and is currently conducting an EIS to evaluate the environmental affects of the proposed development. However, the 2001 master plan update does not address the long-range air capacity needs of the greater Chicago region and, therefore, does not meet the purpose and need addressed in the FEIS.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

The USEPA commented that they had reviewed the Tier 1 FEIS and had no adverse comments. Furthermore, the EPA commented that they encourage the FAA to conduct a thorough and direct analysis and discussion of direct as well as cumulative impacts associated with the proposed project in any Tier 2 environmental documentation. At the time that a specific proposal is received from the State of Illinois, Tier 2 environmental documentation would be prepared and would be coordinated with the USEPA.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

The FAA consulted with the Advisory Council on Historic Preservation on a draft Programmatic Agreement (PA). The Advisory Council made four distinct points on the draft PA. The first point was that the Council did not believe their participation was needed in the PA. The council's second point was that the draft PA should be revised to include provisions for the identification and treatment of historic properties while they are under the control of the State of Illinois. The council's third point was that the draft PA should acknowledge the FAA's Section 106 responsibilities when any Tier 2 documentation is undertaken and that the Council's regulations (36 CFR 800) should be complied with for that undertaking. Finally, the Advisory Council noted that consultation with additional parties beyond those listed in the draft PA, such as Native American tribes must be addressed. In response to these concerns the FAA has executed a PA with the Illinois Department of Transportation and the Illinois SHPO that addresses each of these concerns. A copy of the PA and correspondence from the Advisory Council is provided in Appendix C of this ROD.

ILLINOIS DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation provided comments and an attachment entitled "Geomorphological and Geoarchaeological Assessment of the Monee Hummock, Will County Illinois: A Natural Feature on the Glaciated Landscape." Comments received on the Tier 1 DEIS expressed an opinion that the hummock within the Will County site could be prehistoric earthwork constructed by Native Americans.

In response to the concerns raised, the Illinois Department of Transportation contacted the University of Illinois at Urbana-Champaign to undertake an investigation of the hummock. The investigation consisted of a map and literature compilation and field investigation that included seven soil borings at locations across the hummock. The results of the investigation revealed the following:

"The Monee Hummock is not anomalous in the context of the surrounding topography. It is topographically similar to the other hummocks so common on stagnant-ice moraines. Soils and deposits described in cores are consistent with the natural soils and deposits in the area as mapped by the United States Department of Agriculture (USDA) and the Illinois State Geological Survey (ISGS). The internal structure or architecture of the deposits is consistent with glacial sedimentation and not with a

designed prehistoric earthwork. Soil formed in the Hummock are well developed which is consistent with a long period of soil formation (14,000 years) and not consistent with soil formation in mound fill over the last 1,000-2,500 years.”

In light of the investigation conducted, the FAA believes that the assessments of archaeological issues contained in the Tier 1 EIS is appropriate and consistent with applicable laws. The Illinois State Historic Preservation Officer has concurred with the process established by the Illinois Department of Transportation and the Tiered EIS for addressing archaeological issues at the Will County site.

WILL COUNTY FARM BUREAU

The Will County Farm Bureau commented that they believe other existing airports in the region could be expanded to meet regional air traffic needs and that the expansion of existing airport would have less environmental impacts than the construction of facilities at a new location. Finally, the Farm Bureau commented that they had concerns with landbanking and did not believe government should be in the land speculation business.

With respect to the issue of alternatives, specifically the examination of existing airports in the greater Chicago region to accommodate regional air traffic demands, this issue was addressed in Section 3.2.1.4 of the FEIS entitled, “Improvements at Existing Airports in the Greater Chicago Region.” This section of the Tier 1 FEIS recognized that improvements at existing airports in the greater Chicago region could affect the need for airport facilities at a new site. However, the EIS also noted that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region.

As for the comment that the expansion of existing airports will have fewer impacts than the construction of facilities at a new location, it is not possible to assess at this time whether construction of new facilities at an existing airport site would have greater or fewer impacts.

Finally, with respect to the land speculation issue, landbanking for this project is the prerogative of the State of Illinois. The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The FAA does not have authority over land acquisition conducted by the State of Illinois.

UNION DRAINAGE DISTRICT ONE

The Union Drainage District expressed concerns and opinions on a variety of issues including the following: 1) land being taken off the tax rolls, 2) existing land owners having spent significant sums with state and Federal assistance to improve water quality and conserve soil, 3) impacts resulting from relocation of longtime residents and the introduction of transient residents, 4) whether land acquisition is compliant with either the state’s Farm Preservation Act or the Federal Farmland Preservation Act, 5) whether the FAA should take into account the State’s last attempt at building a new airport at Mascoutah, and 6) the contention that land acquisition is not needed.

With respect to the issue of land being taken off of tax rolls, IDOT will file an exemption notice with the county for each property purchased and will continue to lease each property under its current use. The county tax assessor may determine that the leasehold is taxable and treat it as such. If the leaseholds are taxed, county governments will continue to receive tax revenues on the leases. This issue is discussed in Sections 5.3.4.2 and 5.3.4.3 of the Tier 1 FEIS, under “Local Property Tax Impacts.”

With respect to the issue of ongoing efforts by property owners to improve water quality and soil conservation, it should be noted that these efforts to protect water quality would not be affected by the proposed action studied in the Tier 1 FEIS, because the proposed action does not propose changes in land use or the construction and operation of an airport. The IDOT Land Acquisition Policy memos are found in Appendix C of the Tier 1 FEIS. Under this Policy, existing land uses would remain the same; only the ownership to the land would change.

With respect to impacts associated with relocation of longtime residents and the introduction of transient residents, these impacts are disclosed in Section 5.3 of the FEIS, entitled “Social Impacts” as required by NEPA. These impacts would include acquisition of households, farms, and businesses. Mitigation for these impacts are described in Chapter 5, Section 5.3.5, of the FEIS and the ROD, Chapter 6.

Regarding the issue of whether land acquisition is compliant with either the state’s Farm Preservation Act or the Federal Farmland Preservation Act, these laws are discussed in detail in Section 5.15, Farmland, of the Tier 1 FEIS. Furthermore, land use will not change under the Tier 1 proposed action. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared in compliance with applicable sections of the State’s Farm Preservation Act and the Federal Farmland Preservation Act.

The issue of the state’s role in the construction and operation of MidAmerica Airport at Mascoutah, Illinois, is not relevant to the Tier 1 EIS, because the EIS only addresses site approval and land acquisition, not the construction and operation of an airport.

Finally, with respect to the belief that land acquisition is not needed, the FAA would note, as discussed in the preceding paragraphs, that the State of Illinois has the authority to acquire land for aviation purposes as it sees fit to serve the public interest. The purpose and need for site approval and land acquisition is addressed in Section 2 of the FEIS entitled “Purpose and Need” to preserve the option of developing a future air carrier airport to serve the greater Chicago region.

GARY/CHICAGO AIRPORT AUTHORITY

The Gary/Chicago Airport Authority expressed concerns on a large number of issues including airfield capacity, use of airspace, evaluation of alternatives, demand forecasts, use of old studies, and consideration of projects contained in the airport’s 2001 master plan. Detailed comments and responses to each of these issues are provided in Appendix A.

With respect to the issue of airfield capacity and use of old studies, the FAA has responded to these issues above in the discussion of comments from Senators Lugar and Bayh as well as Congressman Visclosky.

With respect to the issue of airspace use, alternative sites for a proposed South Suburban Airport were evaluated for their ability to operate within the existing airspace structure. The FEIS found that the Will County site could operate with no significant problems in the existing airspace structure.

The issue of alternatives was raised by the Gary/Chicago Airport authority in the context that the Gary site was ruled out in the Chicago Airport Capacity Study (CACS), initiated in 1986, and the Illinois-Indiana Regional Airport Study (I-IRAP), initiated in 1989 and completed in 1991. The Gary/Chicago Airport Authority contends that the analyses contained in those studies do not reflect the type of development proposed by the 2001 master plan update for Gary/Chicago Airport. The size of the Gary airport site considered within the CACS and I-IRAP studies was predicated on the facilities required to accommodate the long-range air capacity requirements of the greater Chicago region, which is considerably larger than that considered in the 2001 master plan update. The type of development proposed by the 2001 master plan update for Gary/Chicago Airport will not provide significant additional airfield capacity and thus, is not the type of development that could meet the long-range air capacity needs of the greater Chicago region. Consequently, the development proposed in the 2001 master plan update for Gary/Chicago Airport cannot meet the purpose and need addressed in the Tier 1 FEIS.

With respect to the issue of consideration of projects contained in the Gary/Chicago Airport 2001 master plan update, the FEIS acknowledged the 2001 master plan and the major projects proposed by the plan in Section 2.2.2.1 of the FEIS, "Aviation Capacity Plans." The proposed projects contained in the master plan, which will extend the runway, provide the ability to accommodate existing aircraft with greater payload and range ability; they do not provide the ability to accommodate greater numbers of aircraft operations. Likewise, the numerous other projects proposed by the master plan such as the terminal and apron improvements also would not increase the number of aircraft operations that the airfield could accommodate on an hourly or annual basis. In conclusion, FAA fully considered all of the development proposed by the 2001 Gary/Chicago Airport master plan and has determined that the proposed development would not provide a significant increase in the airport's airfield capacity. This statement is in agreement with the airport's 2001 master plan update.

STAND

STAND requested a 45-day extension on the comment period on the FEIS and requested a public hearing on the FEIS to receive input on the social, economic and real estate impacts, including the elimination of properties from the tax rolls and resulting problems (i.e. funding for schools, public safety, etc.) which have resulted from the land purchases for the South Suburban Airport by the State of Illinois. The FAA does not consider the period of time after the issuance of the FEIS as an official comment period subject to extension, but rather a Council on Environmental Quality

30-day waiting period, before the FAA can finalize a Record of Decision (ROD) and make a decision on the proposed action. However, it is the agency's practice to consider late comments to the extent that it can, consistent with its efforts and plans for completing the ROD. The FAA responded to the comments submitted during, as well as subsequent to this 30-day waiting period. See response to comments in Appendix A of the ROD.

The public has been afforded all required opportunities to comment during the environmental process beginning with scoping meetings held in August of 2000 and extending through the public hearing on the DEIS in October 2001 and the ensuing comment period that closed in November 2001. Furthermore, the FAA has responded to public comments that were received after the close of the comment period up until publishing the FEIS.

In light of the extensive public process that has taken place, the FAA does not consider additional public hearings nor meetings with STAND appropriate or necessary based on the justification provided by their request.

INTERESTED CITIZENS

Comments on the FEIS were received from 33 interested citizens. The vast majority of these comments were related to issues concerning the construction and operation of a future air carrier airport at the Will County site. Issues such as noise, land use, air quality, water quality, biotic communities, farmlands, light emissions, solid waste impacts, quality of life, floodplains, coastal zone management, surface transportation, wetlands, floodplains, surface transportation, hazardous materials, solid waste disposal, and safety were raised. As noted in the responses to comments in the FEIS, as well as the responses to comments contained in this ROD, issues relating to the potential construction and operation of an airport would be addressed in Tier 2 environmental documentation. The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction.

In addition to Tier 2 comments relating to future airport construction and operation, comments were also received relating to Tier 1 issues of purpose and need and alternatives, social impacts, and induced socioeconomic impacts.

With respect to the issue of purpose and need, this issue is addressed in detail in Chapter 2 of the FEIS. The purpose of the proposed action is FAA site approval to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region as determined necessary and appropriate to meet future aviation capacity needs in the region. The need for the proposed action is based upon the continuing need to protect the airspace and preserve a technically feasible site from encroachment by suburban development.

With respect to the issue of alternatives, comments suggested the use of multiple other airports including O'Hare, Gary, Rockford, and Milwaukee. The use of these other airports as alternatives was evaluated in Section 3.2.1.4 entitled "Improvements at Existing Airports in the Greater Chicago Region" and Section 3.2.1.5 entitled "Use of

Other Airports.” Reasons why these airports were eliminated from further consideration included excessive distance from the greater Chicago region (Rockford and Milwaukee), inability to provide sufficient facilities, as well as environmental and social impacts (Gary) and the lack of plan definition (O’Hare).

With respect to the issue of social impacts, these impacts are detailed by category in Section 5.3 of the FEIS entitled “Social Impacts.” The amount of property acquisition and relocation, environmental justice impacts, impacts to established communities, local employment impacts, local property tax impacts, and impacts to schools and public services is all quantified in this section as required by FAA Order 5050.4A, “Airport Environmental Handbook.” This section of the FEIS also addresses alteration to surface transportation patterns and disruption to orderly, planned development. The conclusion of this section was that social impacts would occur as a result of the proposed action.

With respect to the issue of induced socioeconomic impacts, the FEIS addressed these impacts in Section 5.4. The analyses concluded that the proposed action would induce shifts in population growth and movement. The analyses also found that these shifts would create a greater demand for public facilities and services in areas where population growth has shifted.

10. FEDERAL AGENCY FINDINGS

In accordance with applicable law, the FAA makes the following determinations for site approval, based upon the appropriate information and data contained in the FEIS and the administrative record.

A. Selection of the Will County site for a potential supplemental airport is consistent with existing plans of public agencies for development of the area surrounding the airport (49 U.S.C. 47106(a)(1)).

The determination prescribed by this statutory provision would be a precondition to agency approval of potential airport project funding applications. It has been the long-standing policy of the FAA to rely heavily upon actions of metropolitan planning organizations (MPO's) to satisfy the project consistency requirement of 49 U.S.C. 47106 (a)(1) [see, e.g., *Suburban O'Hare Commission v. Dole*, 787 F.2d 186, 199 (7th Cir., 1986)]. Furthermore, both the legislative history and consistent agency interpretations of this statutory provision make it clear that reasonable, rather than absolute, consistency with these plans is all that is required.

The Chicago Area Transportation Study (CATS) is responsible for transportation planning and the Northeastern Illinois Planning Commission (NIPC) is responsible for land use planning for six counties in northeastern Illinois, including Will, Cook, DuPage, Kane, Lake, and McHenry counties. As the regional planning agency, NIPC is the designated clearinghouse for coordination under Executive Order 12372 (formerly A-95). However, neither NIPC nor CATS has planning jurisdiction over Kankakee County, which is responsible for its own land use planning and zoning. The agency responsible for land use planning for Kankakee County is the Kankakee County Regional Planning Commission. The agency responsible for land use planning in Will County is the Will County Land Use Planning and Zoning Commission.

The South Suburban Mayors and Managers Association (SSMMA) is responsible for sub-regional comprehensive and transportation planning for South Cook and parts of eastern Will counties, including Crete and University Park. SSMMA is one of 11 CATS Councils of Mayors responsible for identifying transportation projects. Incorporated municipalities in Illinois have extra-jurisdictional zoning authority for all land within 1.5 miles of municipal boundaries, if no county zoning is present. The Will County Governmental League is responsible for the remaining areas, including Beecher, Monee, and Peotone.

While the need for the planning, construction, and operation of a new air carrier airport in the south suburban area of Chicago has not yet been determined, communities within the primary study area have adopted planning documents, or land use plans, that consider plans for future development based on the assumption that an airport will be constructed on the Will County Acquisition Alternatives. These adopted plans indicate the intentions of local jurisdictions to ensure compatible development near each proposed acquisition alternative site. The plans adopted by these communities, however, do not necessarily indicate that they support the assumed airport project.

Will County adopted its *Land Resource and Management Plan* on April 18, 2002, and Will Township adopted its *General Development Plan* in June 1993. These documents include guidance for the future development of a proposed supplemental airport site. The Will Township plan specifically designated the proposed site and surrounding land for agricultural use. This designation is consistent with the Will County plan. While these plans assume that a new airport may be constructed at the proposed Will County site, detailed regional planning is ongoing. Zoning designations for portions of the alternative site are agricultural, estate, and residential.

Based on an intergovernmental agreement, elected officials from Will County have organized the Eastern Will County Regional Council to help create a cohesive strategy for addressing future growth in the region. This Council is comprised of members representing Peotone, Crete Township, Kankakee County, Manteno, Monee Township, Park Forest, Steger, Sumner Township, University Park, Will County, and Will Township.

A separate group, called the South Suburban Planning Committee, is composed of representatives from the Villages of Crete, Monee, Beecher, Peotone and University Park, plus the Regional Council and Will and Kankakee counties. This group is funded by grants provided by the Illinois Department of Transportation to help the local municipalities effectively plan for the proposed supplemental airport.

The Eastern Will County Regional Council and the South Suburban Planning Committee are developing standards to guide regional policy on transportation and land use issues. A potential supplemental airport is addressed in these policy guidelines; a land use plan for eastern Will County has also been developed. The Land Use Plan for the Eastern Will County Area outlines a land use plan and development principles for the local municipalities if an airport is sited and constructed on the Will County Acquisition Alternatives. It is assumed that should an airport be constructed on the proposed acquisition sites, commercial and industrial land uses would increase significantly, primarily around the perimeter of the proposed acquisition alternatives. The land use plan also presents land use options without an airport.

In addition, the Will County Land Resource Management Plan specifies guidelines specifically for the proposed South Suburban Airport:

- Prime development locations around the new airport, especially at interstate interchanges and major arterial intersections, are valuable limited community resources. They should be protected in the community planning process from low quality, low-value uses such as parking lots, car rental facilities, and the like. Desired land uses at these locations include research parks, office complexes, and other employment intensive uses. In addition, the county and municipalities should make adequate sites available for airport-related uses such as hotels, air cargo facilities, and similar developments in appropriate locations.

- Mediocre development quality in the initial phases of off-airport development will retard high-value uses. Steps should be taken to ensure that new development meets minimum standards for design and building materials. Signage along airport gateways should be limited and integrated into an overall site-planning theme. Billboards (off-premise signs) should be prohibited in the airport environs.
- Traffic access and circulation should be carefully planned and coordinated on a regional basis.
- Residential development near airport noise contours should be avoided to reduce impacts on future residents and to preserve the operational capability of the airport.
- Interjurisdictional land use planning and impact mitigation should be encouraged and pursued among the airport development agency, the county, and municipalities.
- On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts.
- Special attention should be paid to potential environmental impacts of the airport, including noise, water quality, storm water runoff, and loss of open space and agricultural lands.

The plan recommends prohibiting certain uses, such as residential and schools adjacent to a proposed future airport. Other noise-sensitive and incompatible land uses, such as hospitals, parks, churches, and other institutions, are not recommended for development around an airport.

The Kankakee Regional Planning Commission adopted an amendment to the *Kankakee County Comprehensive Plan* in May of 1997 that examined the anticipated land use impacts to portions of Kankakee County if an airport was sited and constructed on the Will County Acquisition Alternatives. This information was incorporated into the *Land Use Plan for the Eastern Will County Area*.

The FAA finds that this site approval is reasonably consistent with the existing plans of public agencies authorized by the state in which the airport is located to plan for the development of the area surrounding the airport. The FAA is satisfied that it has fully complied with 49 U.S.C. 47106(a)(1) in making this site approval.

B. The interest of the communities in or near where the project may be located was given fair consideration (49 U.S.C. 47106(b)(2)).

The determination prescribed by this statutory provision is a precondition to agency approval of potential airport development project funding applications. The regional planning process over the past decade and the environmental process for this

project-specific EIS, which began in 2000 and extended to this point of decision, provided numerous opportunities for the expression of and response to issues put forward by communities in and near the project location. Nearby communities and their residents have had the opportunity to express their views during the scoping process, the DEIS public comment period, at a public hearing, as well as during the review period following public issuance of the FEIS. The FAA's consideration of these community views is set forth in FEIS Appendix P and in Appendix A of this ROD.

Thus, the FAA has determined that throughout the environmental process, beginning at its earliest planning stages, fair consideration was given to the interest of communities in or near the proposed project location.

C. The State of Illinois has certified in writing that there is reasonable assurance that the project will be located, designed, constructed and operated in compliance with applicable air and water quality standards (49 U.S.C. Section 47106(c)(1)(B)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project funding applications involving a new runway. By letter dated January 22, 2002 (Appendix M of the FEIS and Appendix B of this ROD), the Governor of Illinois certified that there is a reasonable assurance that the project will meet all applicable air and water quality standards. The FAA concludes that the potential future airport project evaluated in the FEIS is capable of being located, designed, constructed, and operated at the Will County site so as to comply with applicable air and water quality standards.

D. Effect on Natural Resources (49 U.S.C. Section 47106(c)(1)(c)).

Under this statutory provision, after consultation with the Secretary of the Interior and the Administrator of the EPA, the FAA may approve funding for a potential new airport having a significant adverse effect on natural resources, only after determining that no possible and prudent alternative to the project exists and that every reasonable step has been taken to minimize the adverse effect.

FAA has consulted with both the Departments of Interior and the EPA. Selection of the Will County Site would not require construction or changes to existing land use; therefore, potential impacts from site approval and land acquisition (social and Section 106) would be minimal and would not warrant substantial mitigation. The State has committed to mitigation for social impacts consisting of compliance with the Uniform Land Acquisition and Relocation Assistance Act. The State has also committed to mitigation measures for potential impacts on historic properties included in or eligible for inclusion in the National Register of Historic Places by agreeing to the provisions contained in a Programmatic Agreement that stipulates the procedures for addressing the potential of future airport construction to affect historic properties (i.e., resources listed in or eligible for listing in the National Register of Historic Places). All practicable means to avoid or minimize environmental harm from selecting the Will County site have been adopted. FAA's Record of Decision is conditioned on the State's compliance with the above mitigation measures.

Although additional future project-specific mitigation measures may be identified to address environmental impacts associated with development and operation of a new airport in a Tier 2 EIS, the FAA in this ROD has identified certain mitigation measures that would likely be a condition of project approval subsequent to a Tier 2 EIS. Additionally, potential proactive and protective mitigation measures that would be necessary for construction and operation of a new airport at the Will County Site for Section 303(c) and Section 6(f) Lands, Farmlands, and Hazardous Waste are listed in Chapter 6 of the FEIS.

Approvals under a later Tier 2 EIS that would result in impacts to natural resources would be conditioned upon appropriate mitigation measures developed at that time and would be enforced through a special assurance included in future Federal airport grants which may be issued to the State of Illinois.

The FAA has determined, given the inability of other alternatives including the Kankakee site discussed in the FEIS to satisfy the purpose and need of the project, there is no possible and prudent alternative to preserving a site in Will County for a future air carrier airport in the greater Chicago region. The FAA considers the State's commitment to be every reasonable step for purposes of making this determination under the Tier 1 EIS. Additionally, based upon the appropriate data and information contained in the FEIS and the Administrative Record that no possible and prudent alternative exists to approval of this site and every reasonable step to minimizing the adverse affects has been or will be taken.

E. For projects involving new construction that would directly affect wetlands, there is no practical alternative to such construction and the proposed action would include all practicable measures to minimize harm that may result from such use (Executive Order 11990, as amended).

This Executive Order requires all Federal agencies to avoid providing assistance for new construction located in wetlands, unless there is no practicable alternative to such construction, and all practicable measures to minimize harm to wetlands are included in the action.

Selection of the Will County site under the Tier 1 EIS does not approve any construction or development that would result in impacts to wetlands. However, the potential construction of an airport at the Will County Ultimate Acquisition Alternative would impact approximately 180 acres of NWI-mapped wetlands. Conversely, construction of an airport at the Kankakee Ultimate Acquisition Alternative would impact approximately 267 acres of NWI-mapped wetlands. Therefore, the impacts associated with the Will County Alternative Site would be less than those at the Kankakee County Alternative Site.

Based upon the appropriate data and information contained in the FEIS and the Administrative Record, that no practicable alternative exists to approval of the site and the site approval includes all practicable measures to minimize harm to wetlands.

- F. For this project, involving an encroachment on a floodplain, there is no practicable alternative to the selected development of the preferred alternative. The proposed action conforms to all applicable state and/or local floodplain protection standards (Executive Order 11988).**

This Executive Order, together with the applicable DOT Order, establish a policy to avoid supporting construction within a 100-year floodplain where practicable, and where avoidance is not practicable, to ensure that the construction design minimizes potential harm to or within the floodplain.

The Tier 1 EIS does not approve any construction or development that would result in impacts to floodplains. Construction of a conceptual ultimate airport at the Will County acquisition alternative would result in approximately 70,580 linear feet of stream channel being impacted and 1,233 acres of floodplain being filled. Conversely, construction of a conceptual ultimate airport at the Kankakee County acquisition alternative would result in Approximately 123,200 linear feet of stream channel being impacted and 4,031 acres of floodplain being filled. Therefore, the impacts associated with the Will County Alternative Site would be less than those at the Kankakee County Alternative Site.

Based upon the appropriate data and information contained in the FEIS and the Administrative Record, that no practicable alternative exists to site approval and the site approval includes all practicable measures to minimize harm to floodplains.

G. Relocation Assistance (42 U.S.C. Section 4601 et seq.).

These statutory provisions, imposed by Title II of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, require that state or local agencies, undertaking projects that may in the future include Federal participation, which cause the involuntarily displacement of persons or businesses, must make relocation benefits available to those persons impacted.

As detailed in the FEIS Section 5.3, the selected alternative will displace approximately 617 single-family residences, 487 manufactured house and 128 farm residences for a total of 1,232 households and an estimated 2,985 people. In addition, approximately 16 business/commercial and 129 farming operations will be displaced. Residential owners/occupants of properties acquired will be allowed to lease the property, as long as the acquisition is not a hardship acquisition. Incumbent residents who have received relocation assistance would not be allowed to lease back the property that has been acquired (see Appendix C). IDOT would lease farmland and outbuildings on a competitive basis.

Although there is no FAA requirement that the State of Illinois comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act as a result of the Tier 1 Site Approval, it should be noted that the State of Illinois has developed a land acquisition policy that complies with the Act. Compliance with the Act would be necessary for receiving future Federal funds to reimburse the State for land acquisition and relocation expenses. Approvals under a later Tier 2 EIS would be conditioned upon

the State of Illinois agreeing to provide fair and reasonable relocation payments and assistance payments pursuant to the provision of the Uniform Relocation Assistance and Real Property Acquisition Policies Act which would be enforced through a special assurance included in future Federal airport grants which may be issued to the State of Illinois. Detailed land acquisition policies and procedures as outlined by the State of Illinois are contained in Appendix C of the FEIS.

H. For the use of any publicly owned land from a public park, recreation area or significant historic site, there is no prudent and feasible alternative to using the land; the project includes all possible planning to minimize harm resulting from the use (49 U.S.C. Section 303(c)).

No direct or indirect impacts to DOT Section 303(c), formerly known as Section 4(f), or Section 6(f) properties would occur under any of the alternatives evaluated in the Tier 1 FEIS.

PARK LANDS AND RECREATION AREAS

The Illinois Department of Natural Resources, the Illinois Nature Preserves Commission, and the Forest Preserve District of Will County are concerned about the effect that secondary and cumulative impacts would have on DOT Section 303(c) lands surrounding the acquisition alternatives. However, both the Illinois Department of Natural Resources and the Illinois Nature Preserves Commission believe that selection of either of the Will County Acquisition Alternatives would be preferable to selection of either of the Kankakee Acquisition Alternatives.

Under the Will County Acquisition Alternatives, there are no Section 303(c) or Section 6(f) impacts that would require mitigation. However, the Forest Preserve District of Will County is concerned that “constructive use” of DOT Section 303(c) lands adjacent to the Will County Acquisition Alternatives may occur in the future if an airport is constructed. This issue is discussed in Section 5.23 of the EIS, Cumulative Impacts. Although access would be maintained, Monee Reservoir, like Raccoon Grove, would be surrounded by IDOT property. To offset this impact, the Sponsor has agreed to acquire an additional 697 acres as a buffer and expansion area to the north, east, and south of the existing Raccoon Grove Nature Preserve, which would essentially quadruple its size. The purpose of this mitigation is to protect these resources from impacts resulting from adjacent and surrounding future development.

The Sponsor is also proposing to maintain another 477 acres buffer and expansion area to the north, west, and south of Monee Reservoir, more than tripling its effective size (see Figure 5.7-3). Mitigation measures in the Raccoon Grove expansion area may include the restoration of an oak savanna plant community in the north and the restoration of a prairie community in the south. Similarly, mitigation activities in the Monee Reservoir expansion area may include the planting of native herbaceous prairie species. Details of the mitigation planned in these areas will be worked out with the Forest Preserve District of Will County.

The Forest Preserve District of Will County (FPDWC) is concerned that future aircraft noise over Raccoon Grove Nature Preserve and Monee Reservoir will have an impact on the recreational use of these properties and/or the wildlife utilizing them.

An intergovernmental agreement between IDOT and the FPDWC was executed on May 11, 2000. This agreement stated that IDOT and the FPDWC will continue to meet on a periodic basis to discuss the pending purchase or development of land that may be needed for construction of an airport and/or for the mitigation of potential adverse environmental impacts. The IDOT and the FPDWC are currently working on a Memorandum of Agreement (MOA) that will establish the methodology to determine existing uses of Section 303(c) properties adjacent to the Will County Acquisition Alternatives and future mitigation/compensation if "constructive use" of Section 303(c) lands is found to occur due to future airport activities

HISTORIC SITES

No construction or land use change is proposed as a part of any of the alternatives evaluated in the Tier 1 FEIS and there will be no direct affect on historic properties included in or eligible for inclusion in the National Register of Historic Properties. The Will County Alternative Site may in the future have a significant adverse affect upon and result in the use or constructive use of historic properties protected under 49 U.S.C. Section 303(c), commonly known as Section 4(f) of the Department of Transportation Act. No construction or land use change is proposed as a part of any of the alternatives evaluated in the Tier 1 FEIS, and there will be no direct affect on historic properties included in or eligible for inclusion in the National Register of Historic Places. The FAA has prepared, in consultation with the State Historic Preservation Officer, a Programmatic Agreement (PA) that stipulates the procedures for addressing the potential of future airport construction to affect historic properties (i.e., resources listed in or eligible for listing in the National Register of Historic Places). The FAA has executed this PA with the Advisory Council for Historic Preservation. A copy of the PA is provided in Appendix C of the ROD.

Regarding the use of any publicly owned land from a public park, recreation area, or significant historic site, the FAA finds, based upon the appropriate data and information contained in the FEIS and the Administrative Record that no prudent or feasible alternative exists to site approval and all possible planning to minimize harm resulting from the use would be included in any Tier 2 action.

I. There are no disproportionately high or adverse human health or environmental effects from the project on minority or low-income populations (*Executive Order 12898*).

Environmental justice concerns were addressed in Section 5.3 of the FEIS, and it was concluded that no minority or low-income group would be disproportionately affected by acquisition and displacements occurring as a result of selecting Will County for a potential new airport. The FEIS contains a discussion of environmental justice issues relative to the selected alternative. It was concluded that the impacts from the selected

alternative would not have a disproportionately high or adverse effect on minority or low-income communities.

J. The FAA has given this proposal the independent and objective evaluation required by the Council on Environmental Quality (40 CFR Section 1506.5).

As the FEIS outlined, a lengthy process led to the ultimate identification of the selected alternative, disclosure of potential impacts, and selection of appropriate mitigation measures. This process began with the FAA's competitive selection of an independent EIS contractor, continuing throughout the preparation of the DEIS and FEIS, and culminating in this ROD. The FAA provided input, advice, and expertise throughout the planning and technical analysis, along with administrative direction, preparation, and legal review of the EIS. From its inception, the FAA has taken a strong leadership role in the environmental evaluation of the EIS and has maintained its objectivity.

11. FAA APPROVAL AND ORDER

Having determined that there is no possible, prudent and practicable alternative to the agency's preferred alternative, the Will County site (Inaugural and Ultimate), the remaining decision is whether to approve or not approve the agency actions necessary for site selection. Approval would signify that applicable Federal requirements relating to the preservation of a site for a future potential air carrier have been met, and would permit the State of Illinois to preserve a technically and environmentally feasible site for a potential future air carrier airport and consideration for future Federal funding subsequent to a Tier 2 EIS. Not approving these actions and the associated lack of continuing protection of the airspace would hinder the State of Illinois from preserving a technically feasible site for a potential future air carrier airport in the greater Chicago region.

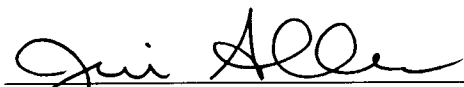
I have carefully considered the FAA's goals and objectives in relation to various aeronautical aspects of the proposed site location discussed in the FEIS. These include the purposes and needs to be served by selection of a site, the alternative means of achieving them, the environmental impacts of these alternatives, and the mitigation necessary to preserve and enhance the environment. I have also considered comments received by the FAA on the social, environmental, and economic impacts of the Proposed Actions.

Therefore, under the authority delegated to me by the Administrator of the FAA, I find that the site selection for the Will County site (Inaugural and Ultimate) described in the ROD is reasonably supported and approved. I, therefore, direct that action be taken to carry out the agency actions discussed in Chapter 3 of this ROD, including:

- A. Approval under existing FAA criteria that the Will County site is a technically and environmentally feasible location for a potential, new air carrier airport to serve the greater Chicago region. (49 U.S.C. Section 47108, FAA Order 5100.38B, para. 703)
- B. Approval that the preservation of the Will County site is reasonably necessary for potential operation and maintenance of air navigation facilities and for use in air commerce. (49 U.S.C. Section 44502)
- C. Determination that the Will County site is appropriate for airport development from an airspace utilization and safety perspective based on aeronautical studies considering the effects of the proposed action on the safe and efficient use of airspace by aircraft and the safety of person and property on the ground conducted pursuant to the processes under the standards and criteria of 14 CFR Parts 77 and 157. (49 U.S.C. 40103, Section 40113)

Finally, based upon the administrative record of this project, I certify, as prescribed by 49 U.S.C. 44502 (b), that implementation of the proposed project is reasonably necessary for potential, future use in air commerce.

Concur:



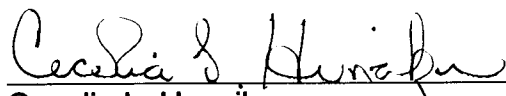
Jeri Alles

Manager Airports Division, Great Lakes Region

07-12-02

Date

Approved:



Cecelia L. Hunziker

Regional Administrator, Great Lakes Region

07-12-02

Date

RIGHT OF APPEAL

This decision constitutes the Federal approval for the actions identified above. Today's action is taken pursuant to 49 U.S.C. Subtitle VII, Parts A and B, and constitutes a final order of the Administrator subject to review by the Courts of Appeals of the United States in accordance with the provisions of 49 U.S.C. Section 46110.

LIST OF ABBREVIATIONS AND ACRONYMS

ACM	Asbestos Containing Material
AHCP	Advisory Council on Historic Preservation
AST	Aboveground Storage Tank
CACS	Chicago Airport Capacity Study
CATS	Chicago Area Transportation Study
CBD	Central Business District
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CTAP	Chicago Terminal Airspace Project
DEIS	Draft Environmental Impact Statement
DNR	Department of Natural Resources
DOT	Department of Transportation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FPDWC	Forest Preserve District of Will County
FPPA	Farmland Protection Policy Act
FR	Federal Register
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
INPC	Illinois Nature Preserves Commission
IFPA	Illinois Farmland Preservation Act
I-IRAP	Illinois-Indiana Regional Airport Program
ILCS	Illinois Code of Statutes
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NIPC	Northeastern Illinois Planning Commission
NOI	Notice of Intent
PA	Programmatic Agreement
ROD	Record of Decision
SHPO	State Historic Preservation Officer
SSMMA	South Suburban Mayors and Managers Association
U.S.C.	U.S. Code
UST	Underground Storage Tank

GLOSSARY OF TERMS

Commercial Service Airport – A public airport which is determined by the Secretary of Transportation to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft.

Constructive Use – Refers to the possible indirect impacts to DOT Section 303(c) properties such as parks. Constructive use is considered to occur when a transportation project does not incorporate land from a Section 303(c) resource but the project's proximity impacts are so severe that the protected activities, features or attributes that qualify a resource for protection under Section 303(c) are substantially impaired. Substantial impairment occurs only when the protected activities, features or attributes of the resource are substantially diminished. For example, a substantial increase in noise levels at a park due to a transportation project may represent a constructive use, even though the park is not directly affected through acquisition or development.

Environmental Assessment (EA) – An environmental assessment is a concise document that assesses the environmental impacts of a proposed Federal action. This document discusses the need for, and environmental impacts of, the Proposed Action and alternatives. A listing of agencies and persons consulted is also concluded. An environmental assessment should provide sufficient evidence and analysis for a Federal determination of whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

Environmental Impact Statement (EIS) – An EIS is normally required for a first time airport layout plan approval or airport location approval for a commercial service airport located in a standard metropolitan statistical area and Federal financial participation in or airport layout approval of, a new runway capable of handling air carrier aircraft at a commercial service airport in a standard metropolitan statistical area. Even though these actions normally require an environmental impact statement, the preparation of the environmental impact statement will usually be preceded by an environmental assessment. If the environmental assessment demonstrates that there are no significant impacts, the action shall be processed as a FONSI (Finding of No Significant Impact) instead of an EIS.

Federal Aviation Administration (FAA) – The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; allocates and regulates the use of the airspace; ensures adequate separation between aircraft operating in controlled airspace; and through research and development programs, provides new systems and equipment to improve utilization of the nation's airspace.

Finding of No Significant Impact (FONSI) – Following the preparation of an environmental assessment, the Federal Agency determines whether to prepare an EIS

or FONSI. If the proposed project is determined not to result in any significant environmental impacts, a finding (FONSI) is made by the Federal Agency.

Mitigation Measure – An action taken to alleviate negative impacts.

NEPA – The National Environmental Policy Act of 1969 (NEPA) is the original legislation establishing the environmental review process.

Section 106 of the National Historic Preservation Act (Section 106) – Governs the identification, evaluation and protection of historical and archaeological resources affected by state and Federal transportation projects. Principal areas identified include required evaluations to determine the presence or absence of site, the eligibility based on National Register of Historic Places criteria, and the significance and effect of a proposed project upon such a site.

Tiering – refers to the coverage of general matters in broader EISs, with subsequent environmental documents of narrowing scope, concentrating on more specific issues or proposals. Tiering is appropriate when the sequence of statements is from a specific action at an early stage (such as need and site approval) to a subsequent more detailed EIS at a later date.

APPENDICES

APPENDIX A

Comments and Responses to Comments on the Final EIS

IDOT South Suburban Airport Environmental Impact Statement Comment / Response Database How to Use the Database

This document contains an index of those parties who submitted comments to the FAA after distribution of the Tier 1 FEIS.

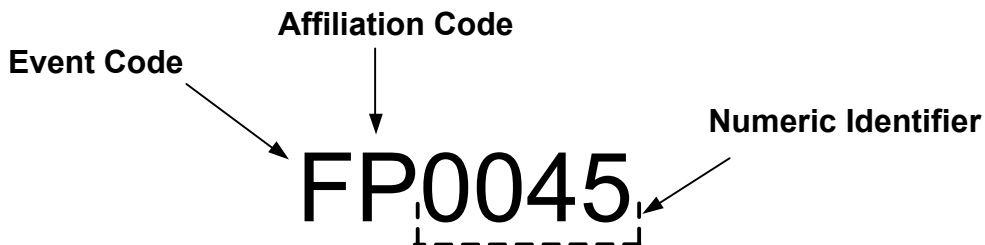
The document includes the name of each party providing a comment and a unique Identifier Code to catalog the submittal. Comment Codes are also provided, which indicate the summarized comments applicable to that particular submittal. Federal, State, and Local Agency letters are in order alphanumerically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

Each "Identifier Code" consists of six characters that represent three fields of information describing each unique comment submittal. The first character makes up the first field and serves as an "Event Code," which describes the period during the study for which the comment was submitted. In this database there is only one Event Code, F, which designates the comment was received after distribution of the FEIS.

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

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

The last four characters represent the third field, which identifies the specific comment submittal numerically. For example, the "Identifier Code", "FP0045", describes the comment submittal as being the 45th letter, transmittal, or e-mail received after distribution of the FEIS from the general public.



Each comment submittal was reviewed, salient points summarized, and identified with a comment code. Please note that comments were not received in all categories. The following 30 categories were used during the DEIS and FEIS:

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

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

All comment submittals have been treated equally by the FAA.

Federal Agency Comments

**South Suburban Airport
Comment / Response Database
Federal Agency**

Last Name	First Name	Agency	Letter Code	Comment Number(s)
Bayh	Evan	U.S. Senate	FF0001	2-5, 2-6, 2-7, 2-34
Visclosky	Peter	U.S. Congress	FF0001	2-5, 2-6, 2-7, 2-34
Lugar	Richard	U.S. Senate	FF0001	2-5, 2-6, 2-7, 2-34
Westlake	Kenneth	U.S. EPA Region 5	FF0002	2-11

Congress of the United States
House of Representatives
Washington, DC 20515

June 21, 2002

RECEIVED

JUN 21 2002

BY CH-ADO

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

RE: Final Environmental Impact Statement
Tier 1: FAA Site Approval and Land Acquisition by the State of Illinois
Proposed South Suburban Airport

We write to express our concerns and to offer comments on the Final Environmental Impact Statement (FEIS), Tier 1: FAA Site Approval and Land Acquisition by the State of Illinois, Proposed South Suburban Airport. [After reviewing the FEIS, we again find significant flaws in the use of decade-old studies in the analysis of the potential sites for airfield development. These studies include the Chicago Airport Capacity Study (CACS), initiated in 1986, and the Illinois-Indiana Regional Airport Study (IIRAP), initiated in 1989 and completed in 1991. Any information resulting from these reports is outdated for present purposes. Please accept our comments into the published record in response to the FEIS.

2-5

In the Draft EIS, the State of Indiana and our respective offices questioned the validity of the inclusion of IIRAP and CACS. These two studies are over eleven years old, and the information derived disregards numerous changes that have occurred in Gary and Northwest Indiana since that time. In response, the FEIS indicates that the FAA determined that the conclusions drawn from the IIRAP and CACS remain valid. However, the methods by which the FAA made this determination are not addressed in the Final EIS, despite the concerns we raised.]

[Again, our offices and the State of Indiana noted in comments to the Draft EIS that an error had been made in the assumption that no significant airfield capacity projects were planned for the Gary/Chicago Airport. The 2001 Master Plan is indicative of over \$530 million of airport development projects for the Gary/Chicago Airport. The Final EIS addressed this by stating that the proposed airfield improvements do not provide for significant "increased airfield capacity." 2-6 Technically, the development projects do allow for expansion, but the projects maintain the current runway design (i.e. the C-III aircraft design group) and thus FAA does not consider them to be increasing capacity.]


2-7

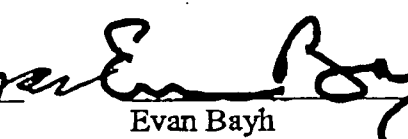
Finally, our offices and the State of Indiana provided comments to the Draft EIS statement concerning over 9000 households requiring relocation at the Gary site. Again, the derivation of this number arises from information that is well over eleven years old and is not indicative of the current situation or proposed airfield development at the Gary/Chicago airport.]


Most importantly, we have stated repeatedly, that the Gary/Chicago Airport is a fully operational airport that can immediately provide a viable solution to help ease the air capacity and congestion problems of the region. This solution was not discussed in the Final EIS outside of the studies performed eleven years ago, which raise significant concerns about the validity of the study, and the weight given to our comments and concerns.]

Please accept our comments for the record to be published with the Final Environmental Impact Statement (DEIS), Tier 1: FAA Site Approval and Land Acquisition by the State of Illinois, Proposed South Suburban Airport.

Sincerely,


Richard G. Lugar
United States Senator


Evan Bayh
United States Senator


Peter J. Visclosky
Member of Congress



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FF 0002

JUN 24 2002

REPLY TO THE ATTENTION OF:

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

B-19J

Re: Final Environmental Impact Statement, Tier 1: FAA Site Approval and Land Acquisition by the State of Illinois, Proposed South Suburban Airport, EIS No. 020194

Dear Mr. Rewerts:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (USEPA) has reviewed the referenced project document dated April 2002. The Federal Aviation Administration (FAA) has prepared the Tier 1 Final Environmental Impact Statement (FEIS) to identify the potential environmental impacts associated with the FAA site approval and the acquisition of land by the State of Illinois to preserve the option for a potential new supplemental air carrier airport to serve the greater Chicago region. The Tier 1 FEIS does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport. As a specific proposal is submitted to the FAA for a supplemental air carrier airport, that proposal will be the subject of a Tier 2 EIS and subsequent environmental documentation prepared by the FAA.

The alternatives identified in the Tier 1 FEIS include a no-action, a site located in Will County, Illinois in the vicinity of University Park, Illinois which is called the Will County Site (commonly known as Peotone) and a site located in southern Will and northern Kankakee counties and is called the Kankakee Site. According to the documents submitted, cumulative impacts are less at the Will County site than those at the Kankakee site. Based on the concerns regarding the cumulative environmental impacts of the alternative sites, the Will County, Illinois site is the FAA's preferred alternative.

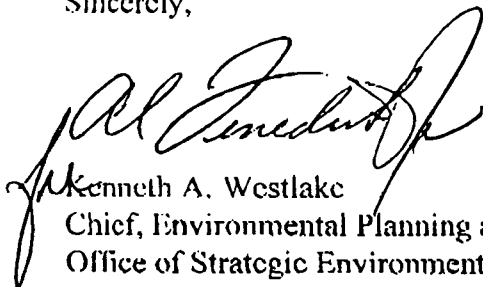
[While we have no adverse comments on the Tier 1 FEIS, we encourage the FAA to conduct a thorough analysis and discussion of direct as well as cumulative impacts associated with the proposed project in any Tier 2 environmental documentation. Our Agency is interested and willing to provide your agency with input to aid in framing out such an analysis. In addition, we encourage the FAA to continue planning future necessary mitigation strategies that may be

2-11

required by the identified alternatives and coordinate closely with any Federal, State and/or local authorities that have permitting and/or jurisdictional responsibility.]

Finally, we look forward to continued close coordination and cooperation with the FAA throughout the NEPA process on the Proposed South Suburban Airport project. If you have any questions regarding this letter, please contact Donald Kathan of my staff at (312) 886-0448 or via email at kathan.donald@epa.gov.

Sincerely,



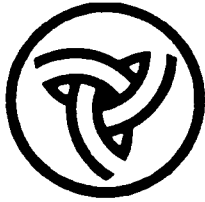
Kenneth A. Westlake

Chief, Environmental Planning and Evaluation Branch
Office of Strategic Environmental Analysis

State Agency Comments

**South Suburban Airport
Comment / Response Database
State Agency**

Last Name	First Name	Agency	Letter Code	Comment Codes
Schaddel	Terreence	IDOT	FS0001	11-1



Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Springfield, Illinois / 62707-8415

FS0001

June 20, 2002

Mr. Denis Rewerts
Airports Capacity Officer
Federal Aviation Administration
Great Lakes Region
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: South Suburban Airport
University Park, Illinois
Environmental Impact Statement
Monee Hummock Report

Dear Mr. Rewerts:

[Attached for information and file please find one (1) copy of **"Geomorphological and Geoarchaeological Assessment of the Monee Hummock, Will County, Illinois: A Natural Feature on the Glaciated Landscape."** This study was conducted Dr. Michael F. Kolb for the Illinois Transportation Archaeological Research Program of the University of Illinois at Urbana-Champaign. The attached investigation conclusively notes that the so-called "anomaly" is of natural origin, similar to other ice contact features that are prevalent in northeastern Illinois.] 11-1

If you have any questions, please feel free to contact me at (217) 785-5177 (voice), or by facsimile at (217) 785-4533 or by e-mail at schaddeltl@not.dot.state.il.us.

Sincerely,

Terrence L. Schaddel
Airport Planning Engineer & Environmental Officer

TLS
Enclosure

Cc: Howard Klein, URS Corporation; w/encl.
Brad Roseberry; South Suburban Airport Project Office; w/encl.
Steve Culberson; TAMS/Earthtech; w/encl.

FC5001

UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Illinois Transportation Archaeological
Research Program

209 Nuclear Physics Laboratory, MC-571
23 East Stadium Drive
Champaign, IL 61820



JUNE 17, 2002

Dr. John Walthall
Chief Archaeologist
Bureau of Design & Environment
Illinois Department of Transportation
2300 South Dirksen Pkwy
Springfield, IL 62764

Dear Dr. Walthall,

Enclosed please find the geomorphological report on the Monee Hummock associated with the South Suburban Airport project in Peotone, Will County. The investigations were conclusive that this landform is of natural origin, similar to the many other ice contact features that are prevalent in this area of northeastern Illinois. Thank you for your attention in this matter.

Sincerely,

Dale McElrath
Statewide Survey Coordinator

cc: Terry Schaddel, Div. of Aeronautics

APT. ENGINEERING

SJL	RSB	MFV
PFK	ADM	JAC

JUN 18 2002

RLF	MSH	TLT
TLS	RLH	LG
JRA	HWP	JRP
DMJ	GLJ	DAF

**GEOMORPHOLOGICAL AND GEOARCHAEOLOGICAL ASSESSMENT OF THE
MONEE HUMMOCK, WILL COUNTY, ILLINOIS: A NATURAL FEATURE ON THE
GLACIATED LANDSCAPE**

By
Michael F Kolb, Ph.D.

Strata Morph Geoexploration Report of Investigation No. 70

June 2002

Prepared for
Illinois Transportation Archaeological Research Program
University of Illinois at Champaign-Urbana

INTRODUCTION

The purpose of the following report is to describe the natural landscape setting of the Monee Hummock and evaluate the deposits and soils beneath the hummock surface. A geomorphological evaluation is necessary to determine the origin of the landform because there is local concern that the hummock may be a prehistoric earthwork constructed by Native Americans. Data generated from topographic maps, soil maps, geologic maps, and field investigations indicate the hummock is of natural origin. The Monee Hummock is located in the SW1/4 of the SW1/4 of section 33 in Monee Township, Will County, Illinois.

METHODS

Geologic, pedologic, and topographic data for the region and the Hummock locality was obtained from published maps and literature. A truck-mounted Geoprobe® was used to extract 5 cm (2 inches) diameter cores. Core samples are described in the field using standard systems from soils (Soil Survey Staff 1975, Schoeneberger 1998) and geology (Collinson and Thompson 1982, Folk 1974), and discarded.

RESULTS

Map and Literature Compilation

Chronology

Late Wisconsinan age glacial sediments form the surface deposits in the area of the Monee Hummock. The Late Wisconsinan began in Illinois about 25,000 B.P. (Clayton and Moran, 1982) at which time ice of the Lake Michigan lobe formed the Shelbyville moraine well to the south and west of Will County. At about 15,200 B.P., after retreat and re-advance of the glacial ice, the outermost moraine in the Valparaiso Morainic system formed 25 km (16 mi) southwest of the Monee Township (Johnson and Hansel, 1989). By 14,000 B.P. Monee Township was free of glacial ice.

Topography

The Monee Hummock is located on the West Chicago Moraine which is a part of the Valparaiso Morainic System (Willman 1971). The Valparaiso Moraine forms a 16 km (10 mi) wide complex of low ridges and hills (Larsen 1976). Today the end moraine ridges form a large upland. These moraines formed at the margin of the Lake Michigan ice lobe in a zone of ice stagnation. Zones of stagnation are characterized by both buried and unburied ice, sediment, and meltwater. As the ice melts sediment is deposited or "let down" and/or is moved around by meltwater streams. The resulting topography is referred to as hummocky and consists of randomly spaced hills and small meltwater stream valleys (Figure 1 and 2). The Monee Hummock is similar in shape and form to surrounding hummocks which formed by geologic processes associated with the retreat of the Lake Michigan Lobe glacier.

During deglaciation meltwater streams crossed the area from NE to SW cutting channels into the moraines forming the trunk valleys in which the modern streams flow. The modern streams and certainly their Holocene ancestors, occupy a narrow channel belt in the wide valleys cut by meltwater streams. Much of the flat valley bottoms on the modern landscape to the west and north of the Monee Hummock are meltwater stream terraces.

Deposits and Soils

Surface deposits in and around the Monee Hummock are Wadsworth till of the Wedron Formation (Lineback 1979). Tills are poorly sorted (wide range of grain sizes from clays to boulders) and often unstratified. The Wadsworth till is gray clay and silty clay with few pebbles. (Willman and Frye 1970). Tills of the West Chicago Moraine can be siltier than the type Wadsworth till with areas of sandy and gravelly till (Willman 1971). Sand and sand & gravel deposits are present in the relatively broad flat meltwater stream valleys.

Soil mapped on the Monee Hummock is the moderately well drained Markham series formed in thin silty deposits over silty clay loam till (SSD, NRCS, 2002). It has a well developed soil profile with an Ap-A-BA-2Bt-2BC-2Cd horizon sequence. North and west of the Hummock in the flats along the secondary stream the soil is mapped as Drummer series. Drummer series is poorly drained and is formed in loess and reworked loess over stratified loamy meltwater stream deposits. To the south there are small areas of Ashkum silty clay loam and Elliot silt loam and large areas mapped as Markham Series. The Markham series is an alfisol (forest soil) and the Ashkum, Drummer and Elliott series are mollisols (grassland soils).

Land clearing and agriculture resulted in geomorphic instability and accelerated erosion on slopes resulting in sedimentation in stream channels and on floodplains and truncation of soil profiles on slopes. In fact individual hummocks are made easily visible on air photos because of the erosion of the topsoil from hummock summits and backslopes exposing the lighter colored subsoil.

Field Investigation

Seven cores (7) organized in two transects were taken across the summit, shoulder, and backslope of the hummock (Figure 3). Deposits consist of silty clay loam, silty clay, and silt loam diamictos (Figures 4 and 5, Appendix A) and are very similar in all of the cores. Grain-size and gravel content is similar to the type tills described for the Wadsworth till (Willman and Frye 1970).

Soils formed in the diamictos have an Ap-E-Bt horizon sequence on the backslopes and Ap-Bt1-Bt2 horizon sequences on the shoulder and summit (Figures 4 and 5, Appendix A). Soils are relatively well developed as indicated by the thick Bt horizon. Soils on the Hummock are eroded but have a lower solum horizon sequence similar to the Markham series mapped by the USDA on the hummock (SSD, NRCS, 2002).

Also during the field investigations it was observed that a road or terrace encircles the hummock about 1/2 way down the back slope. This modern feature in concert with differential crop growth and contour plowing causes the concentric circle pattern on the air photo of the Hummock.

Geoarchaeological Interpretations

Mounds constructed by Native Americans are not just piles of dirt. They are designed architectural features and as such have an internal structure that reflects those designs. Building materials used in the construction of mounds comes from natural sources but the internal structure of a mound is very different from the natural structure of geologic deposits and soils. Deposits at the Monee Hummock are consistent in all attributes with a glacial till and inconsistent with any attributes of engineered mound fill.

Soils formed in mound fills are thin and weakly developed due to the relatively short soil forming interval, at most 2500 years for mounds in North America. Soils formed in the hummock are relatively well developed with thick Bt horizon. In part the presence and thickness of the Bt horizon is the result of a period of soil formation that is greater than 3000 years.

Mounds and other prehistoric earthworks were not constructed in cultural voids but are parts of a cultural landscape. They are often built in groups oriented to a cultural feature, such as a plaza, or to a natural feature such as a body of water or ridge with a vista, and/or have some spatial relationship to other mounds or habitation sites. No other mounds or large archaeological sites have been reported in the area

CONCLUSIONS

The Monee Hummock is not anomalous in the context of the surrounding topography. It is topographically similar to the other hummocks so common on stagnant-ice moraines. Soils and deposits described in cores are consistent with the natural soils and deposits in the area as mapped by the United States Department of Agriculture (USDA) and the Illinois State Geological Survey (ISGS). The internal structure or architecture of the deposits is consistent with glacial sedimentation and not with a designed prehistoric earthwork. Soils formed in the Hummock are well developed which is consistent with a long period of soil formation (14,000 years) and not consistent with soil formation in mound fill over the last 1000-2500 years.

REFERENCES CITED

- Clayton, Lee and Moran, S. R., 1982, Chronology of Late Wisconsinan glaciation in middle North America: *Quaternary Science Reviews*, v. 1, p. 55-82.
- Collinson, J. D. and Thompson, D. B., 1982, *Sedimentary Structures*: George Allen & Unwin, London, 194 p.
- Folk, R. F., 1974, *Petrology of Sedimentary Rocks*. Hemphill Publishing Company, Austin, Texas.
- Johnson, W. H. and Hansel, A. K., 1989, Age, stratigraphic position, and significance of the Lemont drift, northeastern Illinois: *Journal of Geology*, v. 97, pp. 301-318.
- Larsen, J. I., 1976, Geology for planning in northeastern Illinois VI. geology for planning in Will County: Illinois State Geological Survey open File series 1976-6.
- Lineback, J. A., 1979, Quaternary Deposits of Illinois: Illinois State Geological Survey Map (scale, 1:500,000).
- Schoeneberger, P. J., Wysocki, D. A., Benham, E. C., and Broderson, W. D., compilers 1998, *Field Book for Describing and Sampling Soils Version 1.1*. National soil Survey Center, Natural Resource Conservation Service, USDA, Lincoln, Nebraska.
- Soil Survey Division, Natural Resources Conservation Service, 2002, United States Department of Agriculture. Official Soil Series Descriptions [Online WWW]. Available URL: "<http://www.statlab.iastate.edu/soils/osd/>".
- Soil Survey Staff, 1975, *Soil Taxonomy*: U. S. Department of Agriculture Handbook 436, U. S. Government Printing Office, Washington D. C.
- Willman, H. B., 1971, Summary of the geology of the Chicago Area: Illinois State Geological Survey Circular 460.
- Willman, H. B. and Frye, J. C., 1970, Pleistocene Stratigraphy of Illinois: Illinois State Geological Survey Bulletin 94.

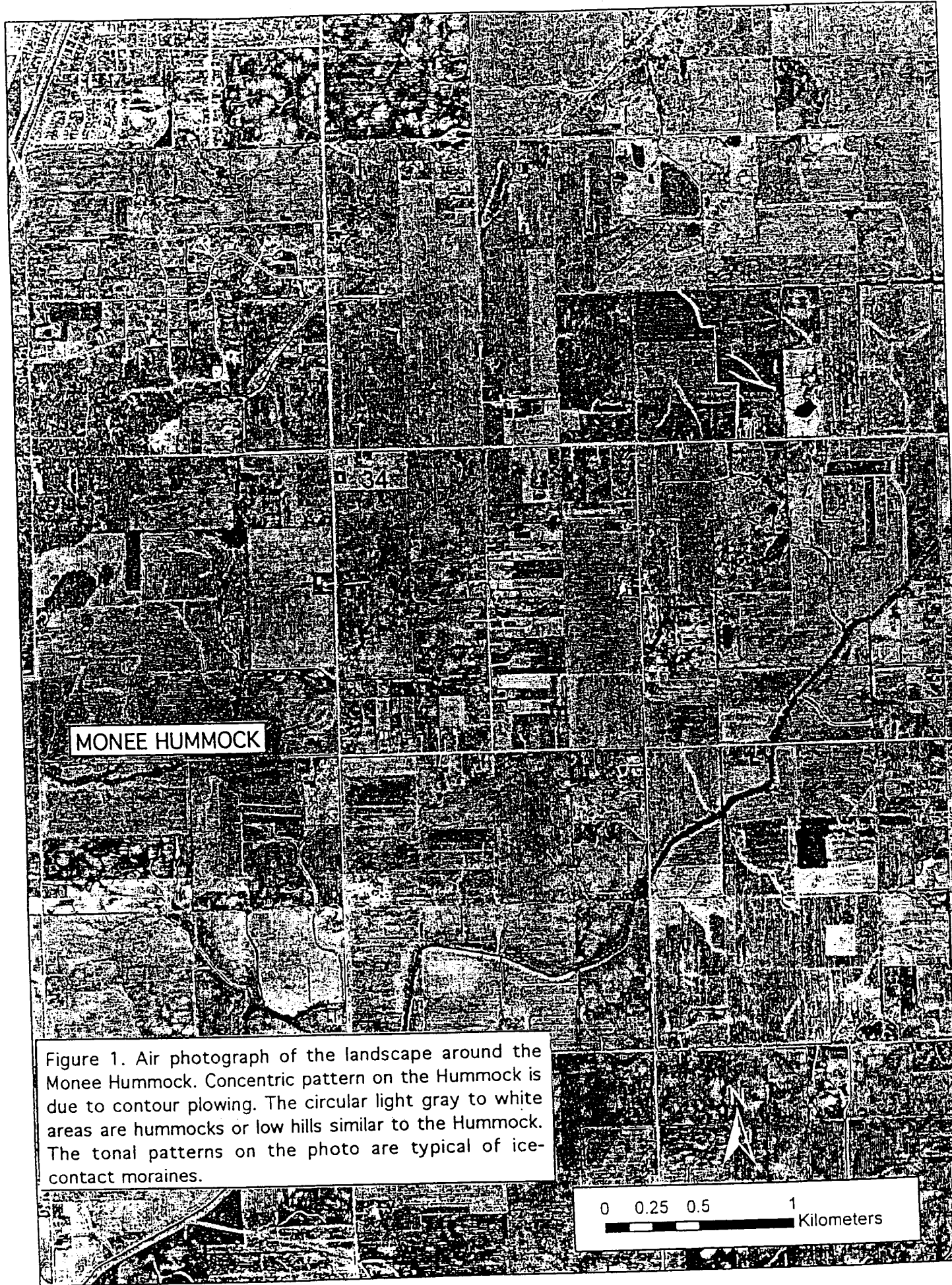


Figure 1. Air photograph of the landscape around the Monee Hummock. Concentric pattern on the Hummock is due to contour plowing. The circular light gray to white areas are hummocks or low hills similar to the Hummock. The tonal patterns on the photo are typical of ice-contact moraines.

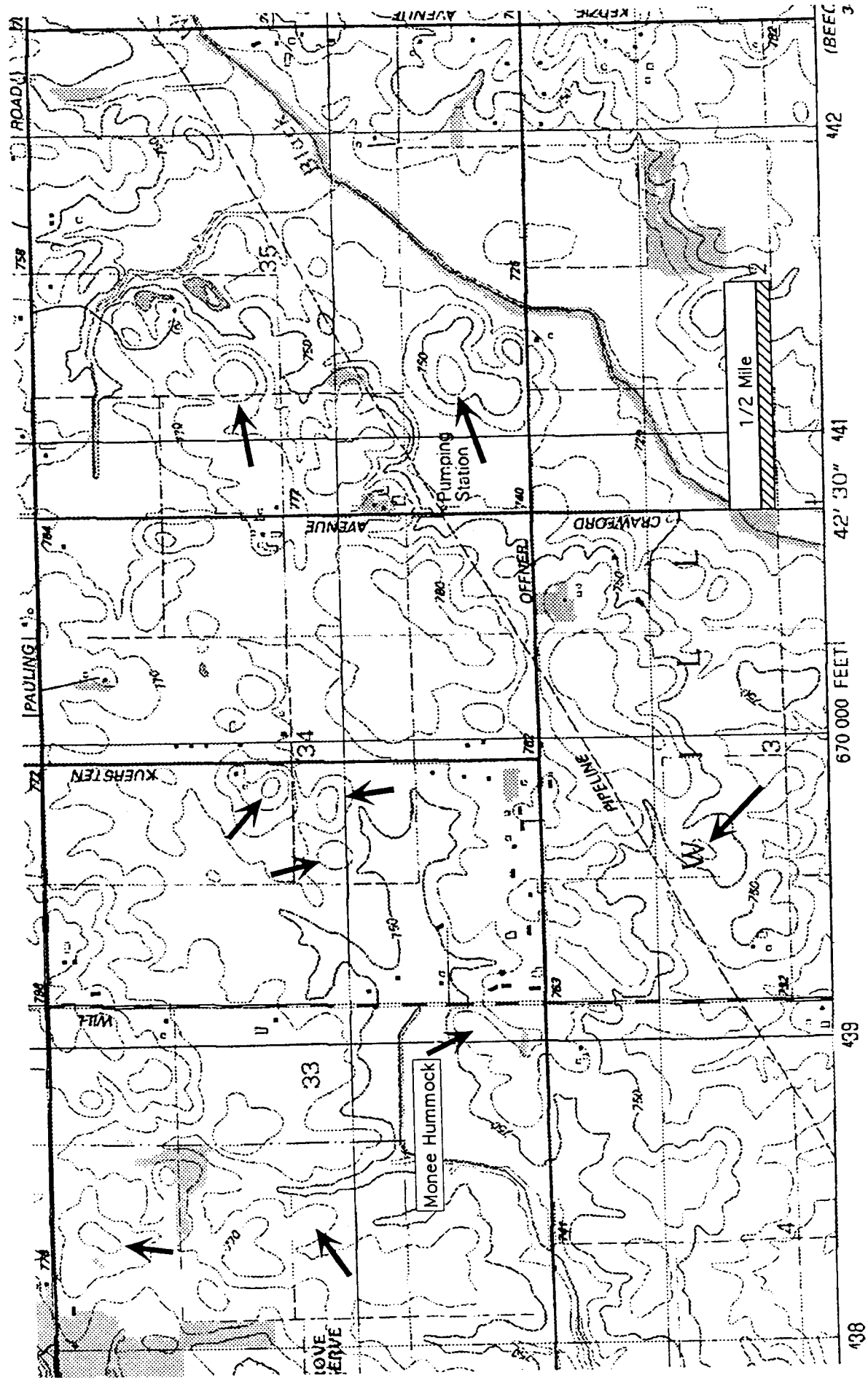


Figure 2. Topographic map of the landscape around the Monee Hummock. Arrows point to topographically similar hills typical of hummocky ice-contact moraines.



Figure 3. Aerial photo of Monee hummock showing location of soil cores

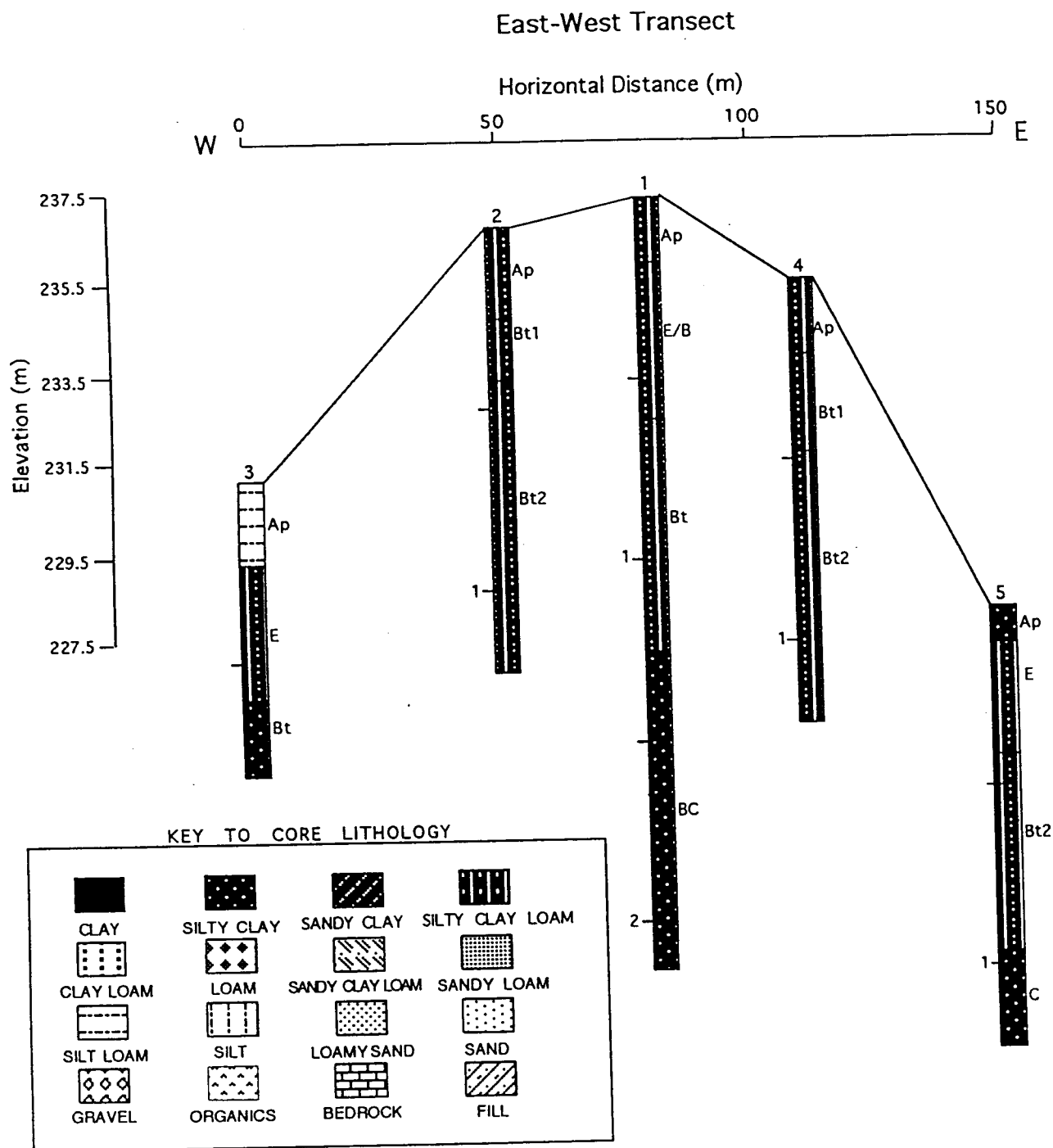


Figure 4. East-West transect of core across the Monee Hummock. All of the deposits contained small percentages of gravel. Numbers along left side of graphic logs are meters below the ground surface. Elevations are for the top of the cores. Vertical exaggeration is 4x.

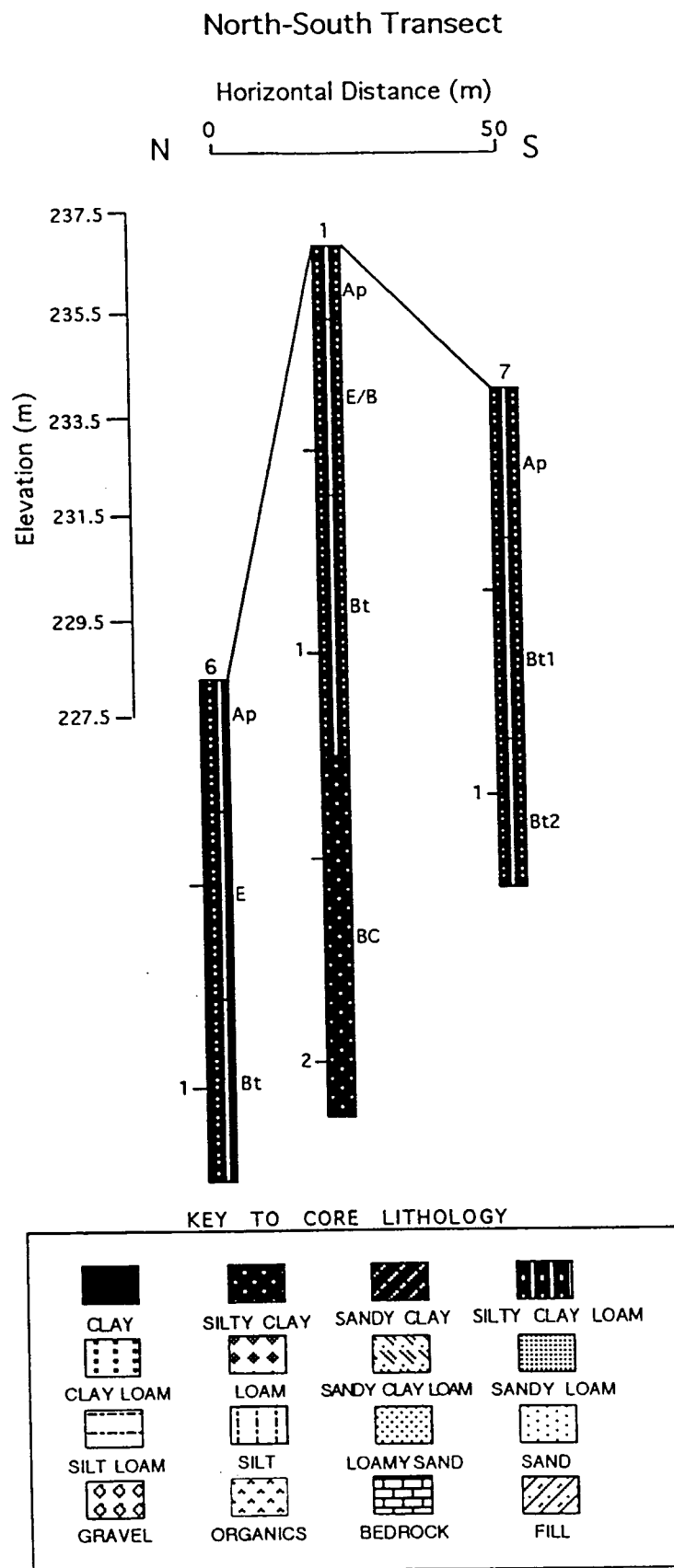


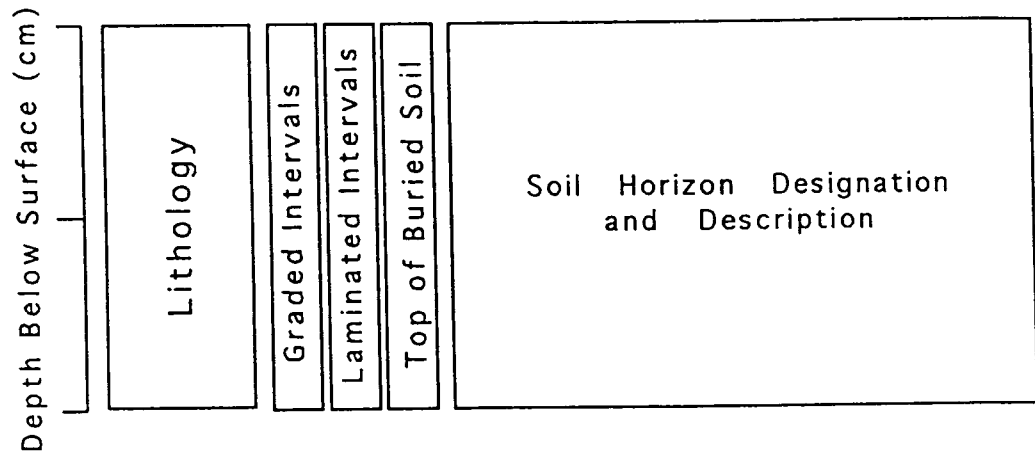
Figure 5. East-West transect of core across the Monee Hummock. All of the deposits contained small percentages of gravel. Numbers along left side of graphic logs are meters below the ground surface. Elevations are for the top of the cores. Vertical exaggeration is 4x.

APPENDIX A

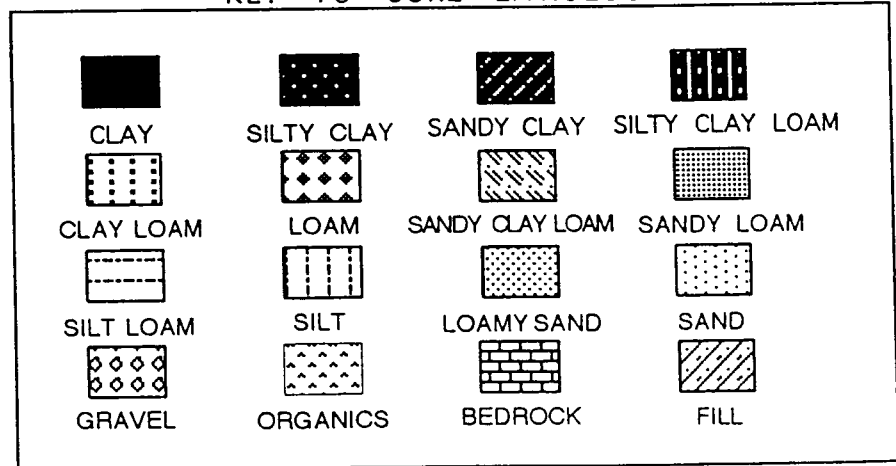
CORE LOGS

Monee Hummock Investigations
Will County, Illinois

CORE LOG KEY



KEY TO CORE LITHOLOGY

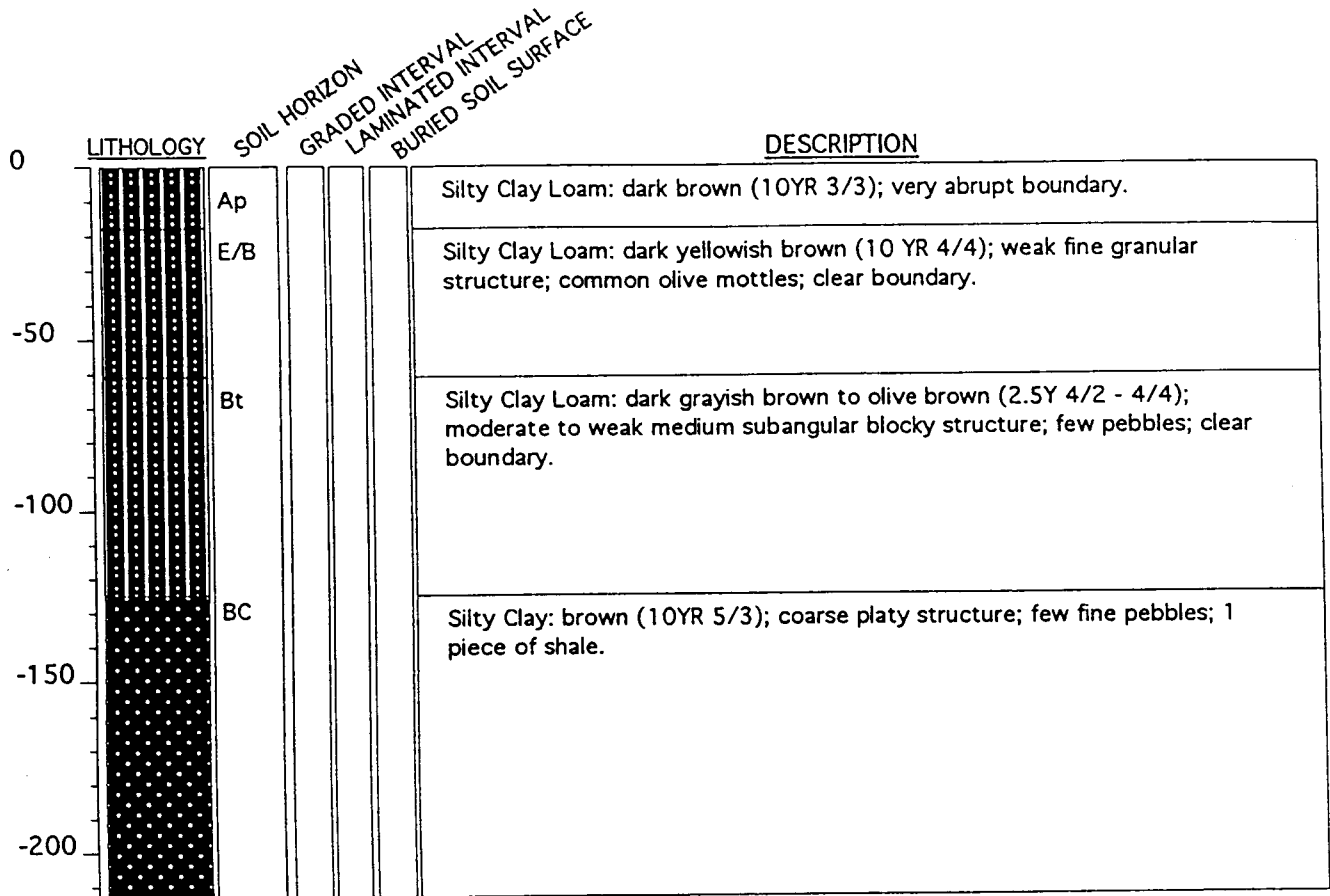


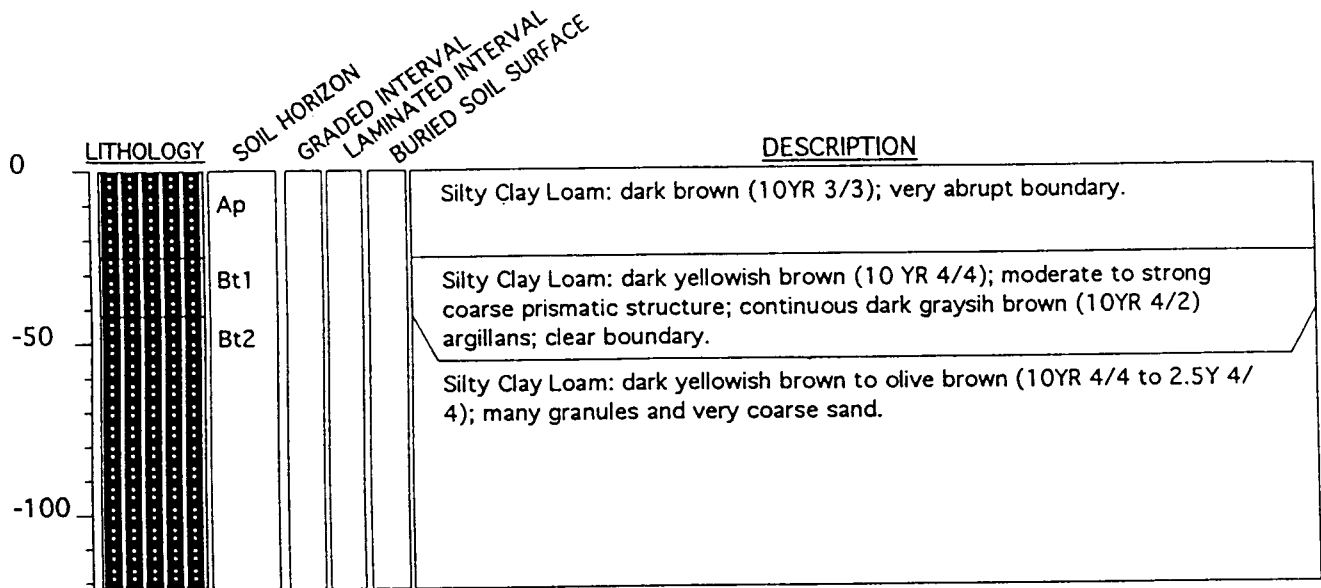
Strata Morph Geoexploration, Inc.

Core Number: 1

ITARP-South Suburban Airport

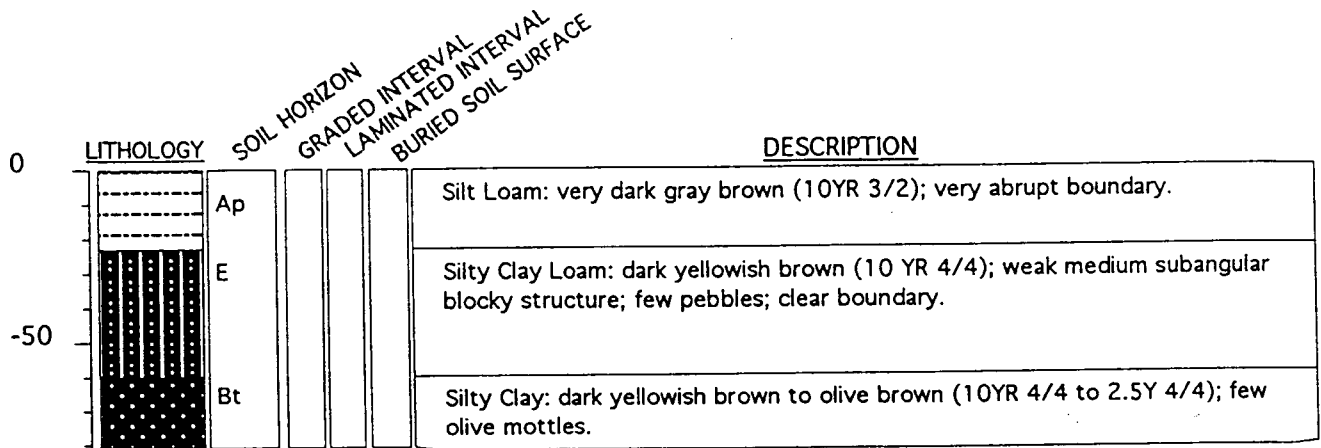
Monee Hummock





Strata Morph Geoexploration, Inc.
ITARP-South Suburban Airport

Core Number: 3
Monee Hummock

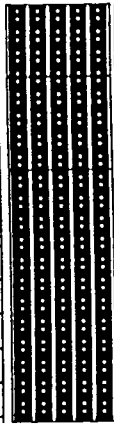


Strata Morph Geoexploration, Inc.

Core Number: 4

ITARP-South Suburban Airport

Monee Hummock

0	LITHOLOGY				SOIL HORIZON	GRADED INTERVAL	LAMINATED INTERVAL	BURIED SOIL SURFACE	DESCRIPTION
					Ap				Silty Clay Loam: dark brown (10YR 3/3 to 4/3); very abrupt boundary.
					Bt1				Silty Clay Loam: dark yellowish brown (10 YR 4/4); coarse medium subangular blocky structure; patchy argillans; clear boundary.
-50					Bt2				Silty Clay Loam: dark yellowish brown to olive brown (10YR 4/4 to 2.5Y 4/4); more olive with depth; massive; leached; light gray argillans; common fine pebbles.
-100									

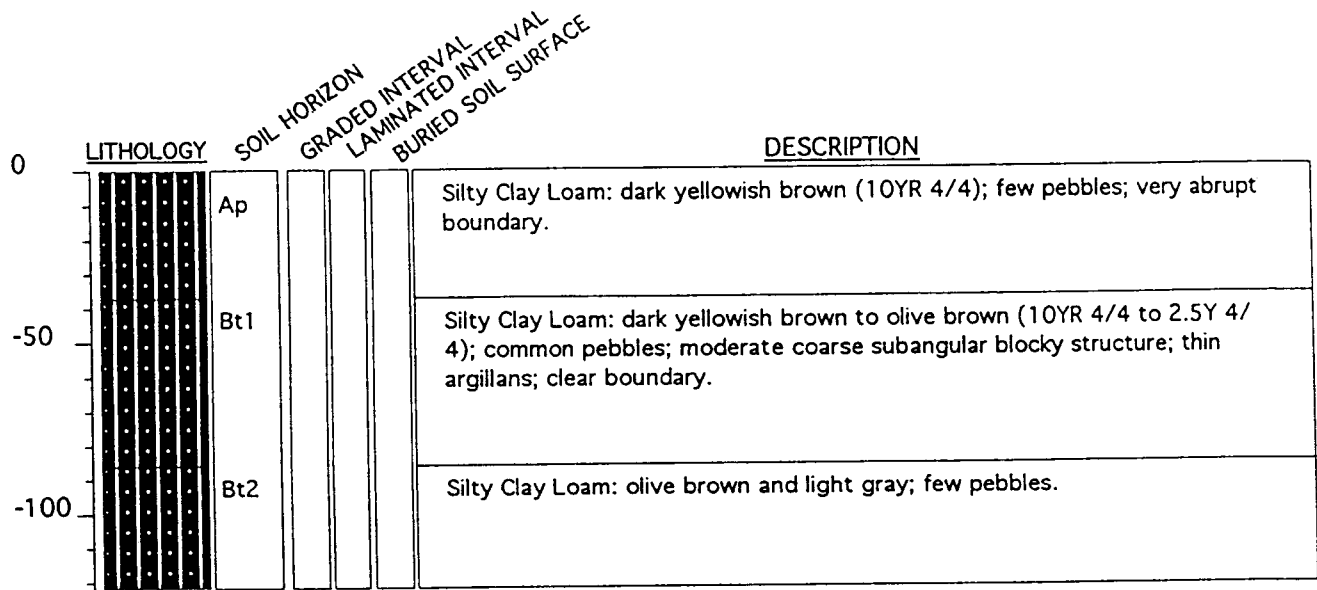
0	LITHOLOGY	SOIL HORIZON	GRADED INTERVAL	LAMINATED INTERVAL	BURIED SOIL SURFACE	DESCRIPTION
		Ap				Silty Clay: dark yellowish brown to dark brown (10YR 4/4 to 3/2).
		E				Silty Clay Loam: dark yellowish brown (10 YR 4/4); few pebbles; moderate medium subangular blocky structure with darker ped faces; clear boundary.
-50		Bt				Silty Clay Loam: dark yellowish brown to olive brown (10YR 4/4 to 2.5Y 4/4); granule and very coarse sand mode; light gray argillans; clear boundary.
-100		C				Silty Clay: dark yellowish brown (10YR 4/4); massive; trace of pebbles.

Strata Morph Geoexploration, Inc.

Core Number: 7

ITARP-South Suburban Airport

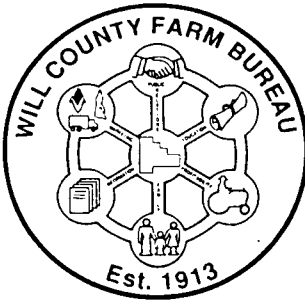
Monee Hummock



Local Agency Comments

**South Suburban Airport
Comment / Response Database
Local Agency**

Last Name	First Name	Agency	Letter Code	Comment Number(s)
Koehn	Rodger	Will County Farm Bureau	FL0001	6-3, 2-8, 5-1, 4-1
Ogalla	Robert	Union Drainage District One	FL0002	9-5, 29-8, 6-5, 6-6, 4-4, 2-12, 5-5, 5-9
Staehle	William	Gary/Chicago Airport Authority	FL0003	2-16, 1-6, 2-17, 23-1, 1-7, 2-18, 2-19, 2-20, 2-21, 2-22, 2-38, 2-23, 2-24



WILL COUNTY FARM BUREAU

100 MANHATTAN ROAD • JOLIET, ILLINOIS 60433-2798
(815) 727-4811 FAX (815) 727-5570

June 20, 2002

RECEIVED

JUN 21 2002

BY CHI-ADO

Mr. Denis Rewerts
Department of Transportation FAA
2300 E Devon Avenue
Des Plaines, IL 60018

Dear Mr. Rewerts,

I am writing you today to provide comments on the proposed Peotone Airport project.

We represent the local farmland owners and they have had this issue over their heads for well over 17 years and many are getting tired of going to meetings and fighting the proposed airport as it would ruin their farming operations.

[Will County is a developing county and the land that is being proposed for the airport will someday be developed but at a much slower rate and at a much more controlled growth. The slower type of growth has been much more desired by the people that live in Will County.] 6-3

[We have been opposed to the Third Major Airport because O'Hare, Midway & Gary Airports could all be expanded to meet the increasing regional air-traffic needs.] When we approach the airport issue we find ourselves falling back to the many environmental pipeline issues we have had to face locally. We have several pipelines going through Will County and when a final decision is made for environmental purposes it makes more sense to place a new pipeline right next to an existing one. This has been the practice of the Federal Energy Regulatory Commission (FERC) which provides less of an impact to the environment and the same idea should be used for an airport such as this. 2-8

As the head of this study, an attempt to build a consensus with the South Suburban officials, Mayor Daley & the City of Chicago as well as Gary Indiana needs to take place. There is support also for expanding the Gary, O'Hare & Midway Airports. A strong effort needs to be provided in working with the above mentioned groups in order to see if their plans will indeed meet the growing needs of our area, which we believe they will. Illinois did not fare very well from the Mid-America Airport in St. Clair County. Although it is off and running now it is still not meeting the need or demand as originally planned almost three years after being constructed.



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The current airline industry is struggling and many of the airlines are loosing money. With the financial hardship and increasing environmental concerns that a new airport would create. It makes good sense to help the existing industry instead of expanding a struggling industry that still has major consumer safety concerns.

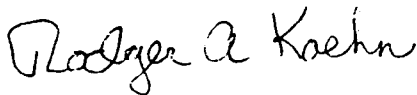
[We also have concerns with landbanking. The government should not be in the land speculation business. We realize that landbanking does not fall under your jurisdiction but feel compelled to tell you we are against this.] 5-1
[If they buy this land and the airport is not approved what will the land be used for?] 4-1

We know that you will receive pitches to build this airport and you will hear that they have thousands of supporters but there is also thousand of non supporters and the non supporters have a stake in the land and in the community not like the people proposing this project.

What we ask is your kind consideration for opposing the Third Major Airport. We feel other existing alternatives mentioned above hold the answers to elevating the transportation needs of our area and at the same time will help to preserve the rural quality of life in our area for many additional years.

We thank you for your time and consideration and would appreciate any help you can provide us. If you should have any questions, please feel free to call my office at 815-727-4811.

Sincerely,



Rodger Koehn, President
Will County Farm Bureau

Union Drainage District
 2400 W. Elmscourt Lane
 Crete, IL 60417
 (708) 672-5614

June 22, 2002

Denis Rewerts, Capacity Officer
 Federal Aviation Administration
 Chicago Airports District Office, Room 312
 2300 East Devon Ave
 Des Plaines, IL 60018

Dear Mr. Rewerts,

As commissioners of UDD#1 (Union Drainage District #1) of Will and Monee townships we are responding to the FEIS. UDD#1 was founded in the early 1900's and was reactivated in 1999. Our district encompasses 5000 plus acres of farmland.

[The proposed project is of great concern to us in that our district runs diagonally from the N.E. to the S.W. through the proposed site. A project of this size and scope would obliterate the natural flow of water in our district.] 9-5

[For a project, so potentially devastating to an entirely agricultural area and ecosystem, to be referred to as having little or not negative effects is irresponsible. For a Federal agency to simply restate data, in some cases as old as 13 years, compiled by a state agency whose governor is most likely the target of a Federal investigation is mind boggling.] 23-2

As far as your stated position on the environmental impact associated with site approval and land acquisition having no environmental impact is simply not true!

- [1) As a district we are dependent upon real estate assessment fees to operate. As the State purchases properties, thus taking it off the tax rolls, it may imperil all bodies such as ours, that our dependent upon these fees to operate.] 6-5
- 2) Farmers have owned the vast majority of the proposed acquisition area for generations. They have been good stewards of the land. [Farmers, along with cost sharing from the State and Federal governments, have spent millions of dollars building networks of waterways, terraces, grass buffer strips, grass filter strips, water and control sediment basins, and drain tile. Thousand of trees have been planted also. This has all been done with the goal of conserving soil while also preserving the quality of water runoff which for the site is all in the Kankakee River watershed system.] 9-5
- [3) To forcibly remove those who have maintained and cared for this area will have an adverse effect. An entirely new demographic will be created in the area. Those living in the area will have no stake or interest in preserving something that will never be theirs, instead being mere guests of the State, until it chooses what use of the land will be best for the people.] 5-6

[We believe land acquisition is also not compliant with either the State's Farm Preservation Act or the Federal Farmland Preservation Act. These acts require State and Federal agencies to minimize the conversion of farmland to non-agricultural uses. While you claim land acquisition is only a part of planning it is quite clear the State has no intention to use it for agricultural purposes. They (IDOT and State of Illinois) have repeatedly been quoted in news publications if the airport is not built the land will be used for another public purpose or sold for a profit. This is not planning, rather it is speculating with tax dollars.] 4-4

[The FAA should act as an objective reviewer of the State's proposed plan. Also, the FAA should take into account Illinois' first attempt at building a rural airport to relieve and/or supplement an existing International hub. By the FAA's own admission, as contained in the FAA's record of decision for the expansion of Lambert International airport on Sept. 30, 1998, this multi-airport plan wouldn't be successful because of the airline's hub system. Now after over four years in so-called operation Mid-America airport in Mascoutah, Illinois sits virtually unused.] How correct the FAA was! 2-12

In closing we contend that land acquisition, for a proposed conceptual airport that may be built at some future time, is not needed. [Land acquisition *will* have a detrimental effect environmentally.] 5-5
[In addition the State purchased property previous to the study being complete, thus invalidating the study by showing bias to one site over the others.] In this situation the Federal agency should step up and put an end to Illinois' attempt to trample the Civil Rights of the people of Will, Washington and Monee townships in Eastern Will County. 5-9

We respectfully ask that you consider our concerns and respond to them.

Respectfully yours,

Commissioners of Union Drainage District One
Robert Ogalla, secretary

cc: Jane Garvey, Federal Aviation Administration
Norman Mineta, Transportation Secretary
George Ochsenfeld, President of STAND
Illinois Senators and Representatives

**GARY
CHICAGO
AIRPORT**



Paul A. Karas
Administrator

Lavell Gatewood
Executive Director

FL 0003 SCOTT L. KING
MAYOR



AIRPORT BOARD OF AUTHORITY

William L. Staehle, President
Cornell Collins, Vice President
Reverend Charles Emery, Secretary
Otho Lyles III, Member

June 20, 2002

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JUN 21 2002

BY CHI-ADO

Dennis R. Rewerts
Project Manager
Federal Aviation Administration
2300 E. Devon Avenue
Des Plaines, IL 60018

RE: FINAL EIS TIER 1, FAA SITE APPROVAL AND LAND ACQUISITION/STATE
OF ILLINOIS/PROPOSED SOUTH SUBURBAN AIRPORT (FEIS)

Dear Mr. Rewerts:

The purpose of this letter is to provide a summary of comments and analyses by the Gary/Chicago Airport (GYG) and the City of Gary, Indiana regarding the above referenced document.

We find that:

- ◆ The FEIS does not meet the letter or the spirit of the Council on Environmental Quality regulations that implement the National Environmental Policy Act with regard to environmental impact statements' consideration of alternatives.
- ◆ The assumptions, or foundation, upon which the entire putative entity known as the Peotone project are based, are unsound; namely the Peotone demand forecasts and claim of Peotone's unfettered, open airspace.
- ◆ Gary/Chicago Airport was not adequately nor thoroughly considered in the alternative review.
- ◆ The FEIS is inconsistent regarding demand and traffic forecasts that were reviewed and approved by the same agency, FAA, for both Peotone and GYG. Peotone, although 35 miles distance from downtown Chicago with rudimentary existing ground transport, is stated to have great demand potential, whereby GYG, with excellent existing ground transport infrastructure and only "20 miles" from downtown Chicago has low demand potential. These projections come with not only concurrence of the FAA but in the case of GYG at the insistence of the FAA.

2-16

1-6

Chicago has low demand potential. These projections come with not only concurrence of the FAA but in the case of GYY at the insistence of the FAA.

- ◆ The FEIS negatively and unfairly dismisses GYY as an alternative, and in doing so causes great harm to the future development of GYY by causing a resulting self-fulfilling and negative prophecy. This results because the positive facts regarding GYY are either obfuscated or not shown the light of day. Thus it would be possible for the wasteful expenditure of national resources for a facility not needed at Peotone. Resulting also would be an action of great economic injustice to Gary, Northwest Indiana, the southern Chicago suburbs most in need of economic assistance, and the south side of Chicago. 2-17
- ◆ The FEIS is of dubious logic because the impact assessment of the purchase of land for an airport at Peotone cannot be de-linked from the construction of an airport on that very same land. Such logic ignores the ramification of the FAA sanctioning the land acquisition. The effect of the camel's nose inside the tent cannot be ignored. 23-1

It is unclear to us why the FAA will continue to concur with Peotone's demand projection of tens of millions of passengers per year, while the FAA was very forceful on insisting the GYY have a passenger forecast of not more than some 4 million per year over the same time period. This question needs to be addressed in the FEIS. 1-7

We are also concerned with FEIS finding that Peotone would not impinge on surrounding airport airspace. GYY, an existing, operating airport is being told by your agency that operations on our runway 02 will be impacted by Peotone airspace in the future. GYY has been in operation for over half a century and now that expansion is being articulated, it is told that a make-believe airport must come first. 2-18

The FAA states that an alternative must provide safe and efficient airspace operations. GYY provides this now but it is the proposed Peotone that takes away our existing airspace with a slight of hand. There is no mention in the FEIS for compensation or consequential damages allowed GYY for this taking.

GYY is most uncomfortable with the FEIS ignoring our airport's 2001 Master Plan, which calls for use of existing infrastructure, development of brownfields for beneficial use and the deminimus expenditure of national resources for a resulting great increase in regional airport capacity. What is most disturbing is the wasteful and harmful resulting sprawl upon high value agricultural and open space areas that are concomitant with Peotone. 2-19

On page 3-3 of the FEIS, five questions are listed as key to the FAA's evaluation of alternatives. In all five questions the answers regarding the GYY site can be answered most strongly in the affirmative: GYY can operate within existing airspace; GYY has a

willing government sponsor (not only Gary and Indiana but also the City of Chicago); GYY uses the excellent existing ground transport network; GYY has positive social impacts, more so than Peotone; GYY not only minimizes environmental impacts, it turns brownfields into productive use and it precludes sprawl.

2-20

The entire FEIS is already dated because it does not consider the Chicago plan for ORD expansion and it does not consider fully the 2001 Master Plan for GYY. It is a brand new day now as compared to when and under what premise the FEIS was begun.

2-21

The FEIS dismisses GYY by assuming the now over 11 year old plans outlined in airport location studies performed in the late '80s and into 1991 as being valid. It completely ignores the 2001 Master Plan as approved by the FAA. As for GYY as an alternative, these old studies are not valid. The FEIS builds its foundation upon these outmoded, outdated, never to be revisited studies. As a result the FAA states 9,000 residents need to be removed to expand GYY. Not a single resident needs to be removed to expand GYY. Similarly other statements made in the FEIS - e.g., great environmental impacts will result in the expansion of GYY, are plainly and clearly wrong. It is also wrong to attribute the need to move 3 expressways and one river to the GYY expansion. These activities are simply not true to our plans. And it is for reasons based on such statements being made and unthorough analyses that we believe the entire FEIS process needs to be stopped and corrected.

2-22

We also ask why the proponents of Peotone have not bothered to perform a data search on the current GYY expansion plan together with us. They have not bothered to call GYY to request sharing our plans with those performing the FEIS. As a result, we believe that the efforts at evaluating Peotone are not only less than thorough in considering the GYY alternative, but have created a great dark, negative cloud of misinformation, a very harmful cloud regarding GYY's great potential and already existing usability.

2-23

Without getting into each particular inaccuracy of the FEIS, there is a statement made on page 2-5, fourth paragraph that reads, "*no significant airfield capacity projects are contemplated at the airport (GYY) within the 20-year planning time frame*" of the new Master Plan. This statement is symbolic in representing other statements and logic used in terms of inaccuracy. On page 3-22, the gross statements and conclusions of sections 3.2.3.4 and 5 are wrong. The summary statement that GYY "*was eliminated for further consideration because it didn't meet the screening criteria for social impacts and environmental impacts*" is wrong.

2-23

2-24

We would suppose that in a perfect world a proposed project such as Peotone could be considered in isolation and be evaluated similarly. As we know such perfection is not available to the Chicago airport capacity situation. As part of being in this imperfect world and as a result of the FEIS as written, injustice and harm are being weighed upon

not only the operation of the existing GYY, but on the reasonable plans being put forth for GYY's expansion.

It is incorrect to not allow an up-to-date and thorough consideration of today's regional airport planning, including that for GYY. It is correct that when considered in the broad vision of best use of national resources, protection and enhancement of the environment, and immediate addition of capacity to the region's airport system, the use and expansion of GYY makes economic sense and environmental sense and transportation sense.

When the draft EIS was issued for public review, we at the Gary/Chicago Airport "commented" at that time. Our comments then, with regard to an incomplete and inaccurate assessment of the Peotone idea, were essentially the same as our comments today. In fact our letter of comment of last October was conveniently available as a template for this letter since almost nothing has changed in the assessments in regards to a completely inaccurate picture of the Gary/Chicago Airport with its position in the Chicago regional aviation market.

Thank you for your consideration.

Yours very truly,



William L. Staehle

President, GCAA

Public Comments

**South Suburban Airport
Comment / Response Database
Public Comments**

Last Name	First Name	Letter Code	Comment Number(s)
Adams	Steven	FP0026	9-4
Arms	Lois	FP0033	21-7, 21-8, 23-2, 5-11, 23-3, 23-4, 1-8, 2-27, 1-1, 15-2, 2-28, 2-29, 2-30, 2-31, 2-32, 29-6, 2-33, 5-1, 5-12, 6-5, 23-5, 6-9, 5-13, 15-3, 5-14, 7-1, 9-6, 11-2, 12-3, 5-15, 23-6, 29-5, 2-35, 13-1, 29-7, 4-6, 29-6, 13-1, 16-1, 2-2, 1-9, 2-36, 2-37, 21-1, 5-3
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Clifford	Mike	FP0005	5-2, 1-4, 12-1
Crisanti	Mike	FP0021	2-3
Fiebelkorn	Gina	FP0030	1-4, 6-7, 29-3, 2-13, 5-6, 3-1, 30-1, 7-2, 7-3, 7-4, 8-1, 18-1, 6-8, 5-7, 17-1
Fiebelkorn	Jon	FP0030	1-4, 6-7, 29-3, 2-13, 5-6, 3-1, 30-1, 7-2, 7-3, 7-4, 8-1, 18-1, 6-8, 5-7, 17-1
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Harn	John	FP0018	21-3
Howard	Brian	FP0024	5-1, 4-1, 6-2
Hrad	Michael	FP0028	1-2, 1-3
Lyon	Joanne	FP0014	5-1, 4-1
Mierzwa	Gene	FP0017	2-4, 6-4, 5-4, 9-3, 24-1, 6-5
Millar	Debbie	FP0015	2-2
Neville	Janean-Marie	FP0016	1-2, 2-1
Ochsenfeld	George	FP0001	21-1
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Onesto	Joseph	FP0029	1-1, 2-8
Oster	Martin	FP0011	1-1, 5-1, 6-1
Parker	Henry	FP0009	1-1, 5-1, 6-1
Parker	Jan	FP0012	1-1, 5-1, 6-1
Perruso	Rollin	FP0013	1-1, 5-1, 6-1
Schafer	Jack	FP0023	1-1, 5-1, 12-1
Sink	Kenneth	FP0008	1-1, 5-1, 6-1
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Wynn	Sid	FP0027	15-1, 5-5

STAND

Shut This Airport Nightmare Down

George Ochsenfeld, President
Deb Pignatiello, Vice-President

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

RECEIVED

June 8, 2002

JUN 11 2002

BY CHI-ADO

FAA Chicago Airport Division
2300 E. Devon
DesPlaines, IL 60018

Dear Mr. Rewirts,

[On behalf of STAND and the various other people concerned about the possible development of the South Suburban Airport (Peotone), I hereby request a 45 day extension on the comment period on the FAA's **Final Environmental Impact Statement: Tier 1, Site Approval and Land Acquisition by the State of Illinois.**] 21-1

Since the four volume document is a foot thick and contains many thousands of pages, we feel more time is needed to review it. Farmers, who are extremely overburdened with planting and in some cases replanting corn, due to the cold, wet spring, have said that they have not had sufficient time to study the manuals and prepare their comments.

[In addition, I hereby request that the FAA hold another public hearing to receive input on the social, economic and real estate impacts, including the elimination of properties from the tax rolls and resulting problems (i.e. funding for schools, public safety, etc.) which have resulted from the land purchases for the South Suburban Airport by the State of Illinois since the last FAA public hearing in October of 2001.] 21-1

Thank you for sending me a copy of the manuals.

Please direct your response to my requests to:

Judy Ogalla
28560 Will Center
Peotone, IL 60468
(708)258-3702

Sincerely,



George Ochsenfeld, President of STAND

cc: Jane Garvey
Norman Minetta



U. S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota
Ohio, South Dakota
Wisconsin

FP 0002

2300 E Devon Avenue
Des Plaines, Illinois 60018

RECEIVED

JUN 04 2002

BY CHI-ADO

May 13, 2002

To Recipients of this Tier 1 Final Environmental Impact Statement:

Enclosed for your review is a copy of the Federal Aviation Administration's Tier 1 Final Environmental Impact Statement (FEIS) for FAA site approval and land acquisition by the State of Illinois for a potential supplemental air carrier airport to serve the greater Chicago region. This Tier 1 FEIS discloses potential environmental impacts to the natural and man-made environments in response to the Illinois Department of Transportation proposal to site a potential supplemental air carrier airport in the south suburban area of Chicago.

The FEIS includes comments received on the Draft Environmental Impact Statement (DEIS) and FAA's responses to those comments. In addition, updates of certain information have been made because of changes that occurred between the release of the DEIS and the preparation of the FEIS.

No decision on the proposed action will be made or recorded until at least 30 days after notice of availability has been published in the Federal Register by the United States Environmental Protection Agency. Thank you for your interest in this study.

Sincerely,

Denis R. Rewerts
Project Manager
Federal Aviation Administration

Please Remove from your mailing list!

Mr. David Greene
WTSC, Bureau of Aeronautics
4802 Sheboygan Ave
Madison, WI 53707

21-2

Mr. and Mrs. Robert Ogalla
28560 S. Will Center Rd.
Monee, IL 60449

June 12, 2002

Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, IL 60018

RECEIVED

JUN 18 2002

BY CHICAGO

Dear Mr. Rewerts,

[We have written this letter asking your consideration for an extension of the public response period for the FEIS of the "proposed" Peotone airport, also known as the South Suburban Airport submitted to the FAA by IDOT. In addition to that request, we would also like to request a public hearing of the FEIS.] 21-1

As a farm family living in the "inaugural footprint" of the proposed airport we urge you to consider our request for the following reasons. Weather conditions this year have caused all farming operations in this area to be significantly behind schedule as has been documented in regional news publications. [A time restraint of 30 days doesn't allow enough time to review and comment on such an extensive report during one of our busiest times of the year.] As farmers our livelihood depends upon us maintaining our property. 21-1

Numerous farm families in the area have owned and farmed their property for generations, dating back to the early 1800's. Like us, they practice soil conservation methods when planting crops, maintaining waterways and creating grass filter strips for wildlife habitat and most importantly for the preservation of the pristine Kankakee River watershed. After nurturing the land for generations it is heart-wrenching to consider its loss. Our lives are deeply rooted where we live and we fear if enough time is not allowed to comprehensively review and comment on the FEIS, we will lose what are families have worked so hard for many years to maintain.

We pray you give our request for an extension serious consideration. After having done so, we feel confident that as a probable property owner yourself, you will understand our feelings of great concern over this issue and grant us extra time to respond. It is with sincere respect for your position that we ask you to extend the public response period.

Respectfully yours,

Mr. and Mrs. Robert Ogalla
Mr. and Mrs. Robert Ogalla

cc: Jane Garvey, Federal Aviation Administration
Norman Mineta, Transportation Secretary
George Ochsenfeld, President of STAND

FP 0004

To Whom It May Concern,

6/19/02

As a resident of the South Suburbs of Cook County, Il., the plans for a third airport are a big issue here. [As I see it, if there is an actual need for another airport, maybe someone could apply a little common sense in the location. There are two other locations that would be economically, financially and geographically better sites, namely Gary, In. and Rockford, Il.] 2-9

Both of these cities were once boom towns of industry, but are now sitting in economic depression due to the abandonment of the factories that once made up the nucleus of their structure. Both are accessible easily to Chicago, and both have in place routes for materials to be moved in and out. Using one of these locations would not greatly displace residents because there are great expanses of unoccupied abandoned areas that could be recycled into a source of commerce for the local communities. Both locations more than likely have ground contamination that would need attention, it would be sensible to address these issues in the present rather than wait for the inevitable Law Sites or Class Actions to be taken against either Public or Privates Parties. Also, both of these locations presently have airports. Gary may be a better choice simply due to the access to Chicago by way of the little used Skyway, and the majority of the flight paths would be over Lake Michigan. This would greatly reduce any harm to populated areas in the event of an accident, and as we all know from the events of Sept. 11 an airliner full of fuel can issue a great deal of destructive power. Rockford actually has a large quantity of "displaced" Skilled Labor, which could be a feather in the cap of the planner for the site. Gary has an added tourist attraction of the numerous Casinos built in the Gary and Hammond area, as well as being the new home of Beauty Pageants.

On the other side of the coin, [using the Peotone location has major drawbacks. I-57 was rebuilt less than a decade ago, but, the Illinois Department of Transportation did not have the foresight to realize that the population is ever increasing. With the explosion of new subdivisions and businesses in Monroeville, Matteson, Beecher, Bourbonnais, Mokena, University Park, Richton Park, New Lenox, Frankfort, Lincoln Estates, Manhattan and Peotone, I-57 is already filled to it's two lane capacity. It will need to be expanded in the next few years to a four lane Interstate just to accommodate the present and future daily traffic, not to mention the ever-increasing commerce traffic.] The plans to attach I-294 never actually materialized, nor did the plans to attach I-355 to I-55. The area where I-80 meets I-57 would become a massive bottleneck, much like the "Hillside Strangler", unless of course there are plans to rip down the brand new bridge to build a brand new bridge. [Not a very good idea to build an airport that is inaccessible from the north, and the idea that the residents of Onarga, Chatsworth and Dixon could patronize the south suburbs location enough in order to make it profitable is very slim.] In my own personal opinion, the residents of the South Suburbs much prefer the sight of a Blue Heron to a DC-9 flying overhead. There is massive amount of wildlife that would suffer greatly from the loss of natural habitat, which cannot be replaced.] 27-1 27-1 12-2

FP 0000

[There is a third location that could be considered, the Calumet Harbor Region of Chicago / Hammond area.] This is a possibility, but, there would be a much needed clean-up effort on the part of many parties. The benefit of this location would be that The State of Illinois, The State of Indiana and City of Chicago would all get a slice of the "Financial Pie", making the major Political figures content. The majority of the materials to build and maintain and airport are within a 25 mile radius of this area. This includes the fact that most of the Union Facilities are located around the perimeter of this location. Instead of the progress of this project being halted by the opponents of the Eminent Domain law, the owners of these abandoned locations would more than likely be cooperative in the acquisition of these properties, seeing most are a burden. 2-10

In all impartiality my suggestion is to employ the use of a Topographical Map to view the patterns that would constitute the choice of location. [Common sense would dictate that the Peotone location is too far removed from all the attractions that draw travelers to the Metropolitan Chicagoland area.] 2-1

Please contact me any time,

Matthew D. Tirpak
3923 West 213th Place
Matteson, IL 60443-2440
708-283-9310
Matt3923@juno.com

FP 0005

BassMan423@cs.com

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

cc:

06/19/2002 08:22 PM
EDT

bcc:

Subject:Environmental Impact Study/SSA

Mr. Rewerts,

[Regarding the study done for the purpose of acquiring land in Will County for the construction an airport:

The Sportsman's Voice of Illinois, The Illinois Smallmouth Alliance, The Friends of the Kankakee, The Indiana Izaak Walton League...among others....are all officially opposed to the plan] The major feeder creeks to the cleanest river in the state are situated in the footprint of the airport site. [There has never been a regional consensus to put it here, and there never will be. We had a 10,000 signature petition to that effect, but IDOT claims they lost it.] (?)

[The environment is much too fragile in the area to withstand a hit that an airport would deliver. We are therefore asking you to seriously consider not allowing these lands to be taken for this project.]

In the meantime, we will be doing everything in our power to make sure the State's plan does not materialize. Thank you for your time.

Best Regards,

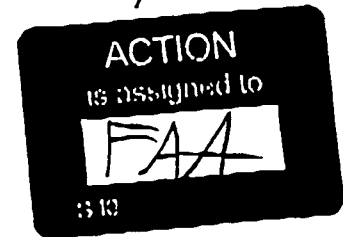
Mike Clifford

Sportsman's Voice Chairman

773-771-9042

April 2, 2002

ARP-1



Norman Mineta
Secretary of Transportation

From: Barbara Stuart
213 E. Corning Rd.
Beecher, Illinois 60401
708-946-9546

OFFICE OF THE
ADMINISTRATOR
2002 JUN -7 A 1055
EXECUTIVE SECRETARIAT

Dear Mr. Mineta, or to whomever this may concern:

Enclosed you will find several pictures from the town of Peotone in Illinois. The Illinois Department of transportation Kirk Brown is planning on purchasing land for a PROPOSED AIRPORT SITE not yet approved by the FAA. To date he has bought 355 acres of the land needed on a 4200 acres starter site. Site two consumes another 20,000 acres of land totaling 37.5 sq. miles of prime and important farmland.

[Three thousand people will be displaced, 4 farming communities will be erased from the farming industry so valuable to Illinois. And for what an unneeded, costly, foolish airport similar to Mid American which no major airline will support or fly too.] If this is incorrect information please tell me what airline will support and utilize Peotone.

[The purpose of sending these pictures is to simply illustrate what Peotone is. It is mostly classified as Vacant Prairie land in Will County which is cheap. To begin with every acre is farmed here in these towns and our land is not cheap. These pictures really do Peotone no justice because of the time of year they were taken, and you are unable to view the 1000 plus homes which would be destroyed along with the 100 plus acres of wetlands, and 1300 acres of flood plains.] [But since not one single person from the FAA or the U.S. government has answered a request to meet with the town officials and residents, I am sending photos.]

Our nation has really taken a turn for the worse. This is a clean air community where food is grown. Cancer is on an increased which is overwhelming. [The FAA honestly thinks it is safe for fuel exhaust to pollute the crop fields with carcinogens.] [The FAA honestly believes it's okay to contaminate the streams all thirteen of them with toxins and ruin the Kankakee watershed.] [And what about Sewer systems? There are none. When it rains hard the water sits in the fields and is absorbed by the ground to saturate the roots for crops.] [There is tall grass prairie land out here people. It's rare, needed and is almost extinct.] [So if an airport is built and there is no existing sewer system for the surround communities where does all that water go to? Basements and lawns?]

[The FAA and the Government know the solutions. Illinois has nine airports 7 up and running, one can be expanded without moving one person or their home it's Gary, Ind.]

FP00006

[Then there is Rockford who wants to expand, O'hare can expand with only taking one square mile of land. Peotone is 37.5 square miles of land. Not to mention ruining valuable and needed farmland. And at a crucial time like this can we afford Peotone.] 2-8

So where is the justice here, and why are we not heard or listened too? Politicians turn their backs when we ask for help. The only support we have are our neighbors, and our group called STAND. You know who we are. This is not a free country. We are no better off than the Native American Indians who had their land stolen away from them. How said the U.S. must resort to these sick and selfish tactics of stealing peoples lives and property, all to appease investors, IDOT, bankers, real estate agents, and some really crooked politicians. This inflated idea is all over MONEY.

[This Peotone airport is not progress. It is injustice to the unfortunate people who have had to put up with this boondoggle for over 15 years.] 5-3

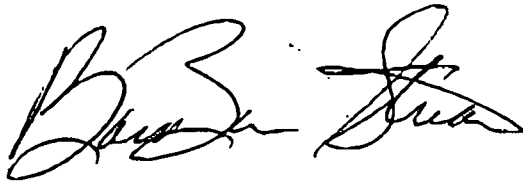
[If the FAA approved this project it rips out 130 farms, and ruins a way of life only a rural person could understand. Where is it written in the Constitution that the Government has the right to destroy peoples lives and lifestyles?] 4-2

Someone with some intelligence and foresight needs to see through the lies and manipulation IDOT has conducted over the past 10 years to get this project off the ground. You people are being made fools of. [As a Public Relations representative of STAND I am requesting a formal meeting with you and your board, along with the board members of S.T.A.N.D.] I will be quite surprised if you arrange a meeting because quite frankly I sometimes wonder if any one wants to hear the truth. We have a 16 year journal written by a professional journalist with all the facts. Facts are sometimes hard to swallow. But so are lies. And soon or later lies cost a person their dignity and respect. Don't let the Illinois Dept. of Transportation Kirk Brown ruin your reputation. Find out the truth before it's too late. 21-5

Sincerely,

Barbara Stuart

Phone Numbers: home 708-946-9546 work 708-799-8000 ext. 3729



Level of hill by a home on site.
Can only see roof top.

#1



Other side
Could you rip this apart?

#2





Other side
Could you rip this apart?

#2



Level of hill by a home on site.
Can only see roof top.

#1



Plum Creek one OF THE 13 CREEKS ON THE
24,000 proposed Acres.



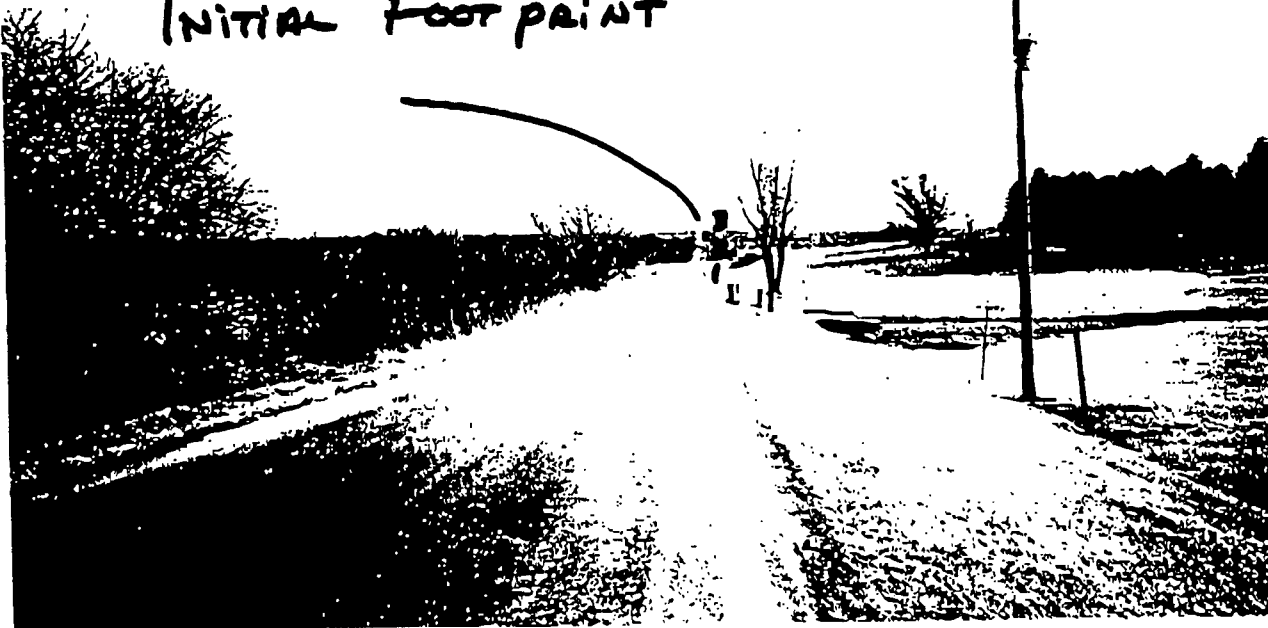
Yes this is the propose site
IDOT WANTS IN THEIR POCKETS
FOR AN AIRPORT, NO AIRLINES WILL
COMMIT TO. — INSANITY



A FRIENDS HOME ON THE FOOTPRINT.
She will NOT sell...
Would You?



3rd dip in road on ~~the~~ Runway One.
INITIAL FOOTPRINT



PRAIRIE, rich is SOIL, Hills, TREES,
WETLANDS, The List goes on & on.

WHY Peotone? ^{GOOD} REQUEST!!



PRAIRIE RESTORATION Project on
EGYPTIAN TRAIL - What???



THIS AREA CONTAINS $\frac{1}{10}$ OF 1% OF THE
REMAINING TALL PRAIRIE GRASS IN ILLINOIS.
IT'S A CRIME TO POUR CONCRETE OVER THIS
SOIL.



GOD'S COUNTRY IS
OUR COUNTRY, IT'S FARMLAND
WE ARE NOT TO BE ANOTHER MISTAKE OF THE U.S.
BY RUNNING US OFF THIS LAND, LIKE NATIVE AMERICANS
INDIANS, ETC.



THIS IS RUNWAY ONE EGYPTIAN TRAIL
FOR PHASE ONE OF THE PECO NE AIRPORT
- Notice Horizon 2 Dips + Hills.

FLAT LAND? NO!

PEOPLES HOMES ↓



Get ANOTHER View of Runway ONE.



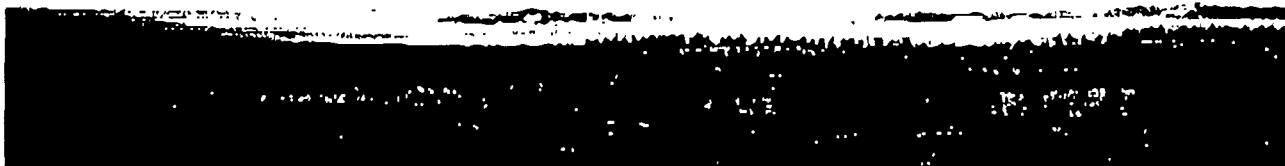
This could be your home, soon to
BE PLOWED over.



COUNTRY-SIDE OF PEOTONE.

This could be CRAWFORD, TX
COULDN'T IT !

Replanted TREES - Someone's Dream



cc: Jane Harvey

Regardless of what you have been told, to date, not one single acres of land on the 4,100 acre phase one site of the Peotone airport has been purchased.

To date there are no final sales. It is not too late to stop this crime against nature.

It is not too late to stop 5 major Eastern Will County towns becoming another Chicagoland type area.

It is not too late to save the government billions of dollars on an airport site no major airline will commit to.

It is not too late to keep this beautiful area rural filled with productive farmland, (not vacant prairie fields like Kirk Brown wants you to believe). Farmland is our biggest asset in this country. We need every inch of soil. In the future it may be even more important. Keep in mind these 24,000 acres is over 80% prime soil. A rarity in this country.

It is not too late to stop this airport, someone must find the guts and the intelligence to see through these lies. I pray that someone is you Catherine.

Come out and see this area for yourself, you will change your mind. No government official has seen or met the people of this area. Would you build a house in an area you have never visited? Would your house be built on a shaky foundation?

Peotone is not a place for any airport, big or small. It is a farming community like it's neighboring towns of Beecher, Monee, Crete, and others.

Peotone, Monee, and Beecher are what America used to be all about. Small towns with big hearts.

Would You ?

Would you sprinkle toxic chemical onto your family meals?

Would you allow your children to play outside in an area contaminated with unsafe levels of lead in the atmosphere?

Would you fish from Rivers that you know are laced with Benzene from the spill offs from the airfields?

Would you deliberately contaminate your neighbor's well water, their main source of drinking water with toxins?

Would you like to see all the beautiful and rare wildlife including birds from all over the world stop inhabiting this wonderful area of ours?

Would you want to deal with bumper to bumper traffic on a daily basis in your area?

Would you enjoy flooding in the outside area of a proposed airport in nearby communities?

Would you like to breathe in dirty air every day, and expose your family to breathing problems such as emphysema or asthma?

Would you like for this rural community to turn into a major city filled with crime rates, food chains, and industrial parks.

Would you like to see your taxes raised to pay for an unneeded airport, which you do not want?

Would you want you or a member of your family to be one of the four people who live nearby airports to be ridden with a form of cancer.

Would you want to see the State of Illinois wipe out 127 working farms, and displace thousands of people living in this area?

Would you enjoy seeing the ripple effect of farm loss effect businesses such as graineries, meat packers, dairies, food stores, and the farmer and its workers?

Would you not want to see the beautiful stars and constellations in the sky at night because of the illumination of lights at an airport?

Then it's time for you to make a STAND and Shut This Airport Nightmare Down

Barbara Stuart, Beecher Illinois

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CHH-ADC

Dear Mr. Rewerts,

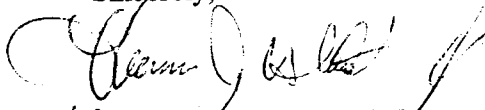
RE: SOUTH SUBURBAN AIRPORT

[The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.] 1-1

[Furthermore, the current land banking for the proposed airport is inappropriate. The state wants title to the land and then lease it back to the owners.] [The state has held the residents of this area hostage for over twenty years. No wonder suburban development never took place here. The state wants economic development, all they have to do is end the threat of an airport and the area will be free to develop under the capitalistic system that we Americans are promised according to the constitution.] 5-1

[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 6-1 5-1

Sincerely,


18210 TORRENCE AVE
LANSING, IL 60438
1:

THOMAS USTANICK

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CHN-ADD

Dear Mr. Rewerts,

RE: SOUTH SUBURBAN AIRPORT

[The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.] 1-1

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6-1

[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 5-1

Sincerely,

Kenneth P. Link
3956 Gloucester Rd
Crest IL 60417-2404

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CIN-100

Dear Mr. Rewerts,

RE: SOUTH SUBURBAN AIRPORT

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[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 6-1

Sincerely,

Henry Parker
1003 E 173rd
South Holland, IL 60473

HENRY PARKER

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CHICAGO

Dear Mr. Rewerts,

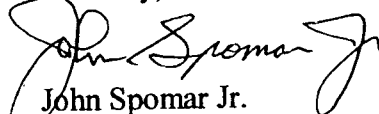
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[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 6-1

Sincerely,



John Spomar Jr.
28952 S. Western Ave
Beecher, Illinois 60401

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CH-ABC

Dear Mr. Rewerts,

RE: SOUTH SUBURBAN AIRPORT

[The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.] 1-1

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[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 6-1

Sincerely,

Martin Oster
17529 MC CARRON RD
LOCKPORT, IL. 60441

MARTIN OSTER

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CHICAGO

Dear Mr. Rewerts,

RE: SOUTH SUBURBAN AIRPORT

[The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.] 1-1

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[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.]

Sincerely,



JAN Parker

1003 E 173rd St.

So. Holland, IL

60473

JANICE PARKER

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, Illinois 60018

RECEIVED

JUN 20 2002

BY CHI-ADD

Dear Mr. Rewerts,

RE: SOUTH SUBURBAN AIRPORT

[The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.] 1-1

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[Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines.] 5-1

Sincerely,

R. Perruso
425 E 162 St
St. David Road
IL 60473

Rollin PERRUSO

June 19, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave.
Des Plaines, IL 60018

RECEIVED

JUN 20 2002

BY CHI-ADD

SUBJECT: Peotone Airport
Land Banking

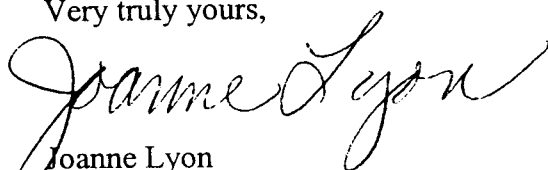
Dear Mr. Rewerts:

[It has been brought to my attention that you are trying to pass a law that would use "land banking" to hold land for future use to build an airport or whatever the State so dictates. 5-1

I am not opposed to a new airport for the South; however, I am opposed to buying land before a project is in place. You should get a commitment from several airlines and all the land zoning requirements approved **BEFORE** buying land [What happens to the land if the airport plan doesn't go through???] 4-1

Please use and spend our tax money prudently.

Very truly yours,


Joanne Lyon
Illinois Tax Payer

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Into

"Debbie Millar"
dml65@hotmail.com>

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

FP0015

cc:

bcc:

06/20/2002 09:23 PM
EST

Subject:

[EOTONE DOES NOT WANT OR NEED AN AIRPORT!! STOP THE MADNESS!!!]

2-2

hat with friends online, try MSN Messenger: <http://messenger.msn.com>

RECEIVED

6/20/02

JUN 21 2002

Attn: Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 Est Devon Ave.
Des Plaines, IL 60018

BY CHI-ADO

Dear Mr. Rewerts,

As a taxpaying citizen in Illinois I would like to voice my opinion about the new proposed airport in Peotone.

[PLEASE DON'T BUILD IT!

I do not feel it is necessary or wanted by those in the community. Please do not be in the mind set of "Build it and they will come". I would rather have my tax money helping the homeless or going into education than support an unwanted airport in Illinois.

1-2

[What salesmen is going to land in Peotone and then rent a car to drive all the way downtown. People who live in Peotone think its an inconvenience to drive downtown...]

2-1

Please, please, please do not build in this beautiful, quiet area.
Expand O'Hare!

Sincerely,


Janean-Marie Neville
Frankfort Resident

RECEIVED JUN 20 11 10 2

①

Mr. Renteria,

JUN 20 2002

[I am writing to you ~~starting~~ to persuade "you to close down George Ryan's "Protona" airport. 2-4

The majority of the people here don't want it. Those who do don't live here. They see it as a means of economic salvation for themselves. It won't happen. [No matter how large you build this proposed airport it can't generate enough jobs to offset the years of neglect the South Suburbs have endured.] It should be up to their mayors, city councils and representatives to reinvigorate those communities. Not come out here to destroy ours.

Bensenville, among other O'Hare area communities, have been in the headlines lately. All up in arms about Mayor Daley's plans to acquire land for O'Hare expansion. How it will destroy houses, businesses and cause people to be relocated. Well, the State is doing that to us right now. The only difference,

FPO017

other than the fact our people are not so highly concentrated in a small area, is that we will lose more homes, more people and more businesses (family farms).

Of course our elected community leaders are all in favor (or at least the majority) of the airport so they can profit from it. Why else would they conduct close-door meetings among themselves.

[There have already been threats of the use of eminent domain even though the airport has not been recommended nor approved. 5-4

Even the acreage is showing signs of the real reason for land-banking. Check out the IDOT web site for the amounts paid on some of those pieces of ground. \$400,000 for 5 acres when land normally goes out here for \$3500 to \$6,000 per acre.

[There are no plans to deal with the disaster that will result from this airport. No plans to deal with the contamination that will happen to our 9-3

water wells or the airport runoffs of jet fuels, deicer mixtures, etc. which will pollute the Kankakee River. The Des Plaines River has already been polluted by O'Hare.

The State is already pitting the O'Hare residents against us in this latest ploy to promote Peotone. For years I have heard how bad it is to live around O'Hare. The noise, the pollution, the congestion! But now that they have an opportunity to move (at a very substantial remuneration) they would rather stay and inflict us with their way of life. Well, I'm sorry for them but, the airport was there first. They moved in or built with the full knowledge of what lay in store. If you come out here and look all you will see is farmland.

[We don't have, want or need the noise, pollution, congestion or crime that will come in the airports wake.]

Most of us, myself included, chose to

live out here. We chose the inconvenience of not having a McDonalds on every corner. We don't need others deciding our way of life or what we value.] 24-1

All that will result from this airports destruction of the government, our elected officials and our fellow citizens.

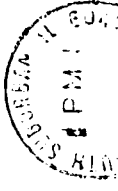
Please stop this process now. People are more important than George Ryan's airport legacy to the future. More important than the money making schemes of the land grabbers.

[We are the ones who will be hurt. One the land is State-owned its off the tax rolls. If the airport isn't built after all the land is acquired that will be just another burden I and my fellow residents will have to bear.] 6-5

Gene Mierzwa



Gene Mierzwa
P.O. Box 507
Beecher, IL 60401





New Memo



Forward



Reply



Edit



Delete



Go to



Copy Into

"JHARN"

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

<jharn@ameritech.net>

cc:

FP 0018

bcc:

06/17/2002 04:12 PM
MST

Subject: Proposed South Suburban Airport

[I would like you to send me the following;
Final Environmental Impact Statement, Tier 1 for Federal Aviation
Administration Site Approval and Land Acquisition by the State of Illinois
for a Proposed South Suburban Airport]

21-3

Thank You,

John R Harn
14254 Spring Creek Road
Lockport, IL 60441



New Memo



Forward



Reply



Edit



Delete



Go to



Copy Into

Mabusa100@aol.com

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

cc: dsp1231@msn.com

FP 0019

06/18/2002 06:04 AM
EDT

bcc:

Subject: No Third Airport in Peatone IL!

Hi, did you people ever hear of the Denver Airport Land Scam, Silverado;
ENRON Corp.? That where the company sets up bogus companies, that buy and
sell to other bogus companies, jacking up the price of land or energies, etc.
[Do not approve this land buy up till all blind trusts are opened now, not
later in Will County! Then when you find out who "all" is behind all this you
will happy that you did, and save the embarrassment.]

29-1

Thank

you, Michael A. Brown

RECORD OF		<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 12:15P	DATE 06/20/02	
NAMES(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Mike Crisanti						ROUTING	
						SYMBOL	INITIALS
SUBJECT SSA Location							
DIGEST Mike Crisanti called to express his opposition to the proposed South Suburban Airport Location and the land acquisition by the state of Illinois. He feels it is a waste of taxpayer's money.							
						CONCLUSION, ACTION TAKEN, OR REQUIRED	
DATE 06/20/02	TITLE Capacity Officer			SIGNATURE Denis R. Rewerts			

RECORD OF		<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME	DATE 6/12/02	
NAMES(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Matt Olvensen Gary Chicago Airport						ROUTING	
						SYMBOL	INITIALS
SUBJECT Date for comments on the FEIS							
DIGEST Matt Olvensen called and left a voice mail message asking what the final date is for accepting comments on the FEIS.							21-4
						CONCLUSION, ACTION TAKEN, OR REQUIRED I called him back on 06/12/02 and got his voice mail. I left him a message that the 30-day period ends on June 24, 2002.	
DATE 6/12/02	TITLE Capacity Officer			SIGNATURE Denis R. Rewerts			

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Into

"JACK SCHAFER"
<schafer_jack@msn.com>

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

cc:

bcc:

06/20/2002 02:24 PM EST

Subject: I Disapprove

FP 0023

Dear Sir,

It has come to my attention that the state is already in the process of purchasing land to be used in the construction of the proposed south suburban airport. I am writing to voice my dissatisfaction and disapproval of this practice. The airport is not even approved yet, and already the state is amassing land holdings as if it were a "done deal". 5-1

I want to make absolutely certain that you understand that I, as a taxpaying citizen of the state of Illinois DO NOT approve of this practice. Nor do I approve of the Peotone airport itself. We do not need another airport in this area, in my opinion. 1-1

I am equally concerned about the environmental impact of this project on the Kankakee River valley. I cannot and will not endorse any project which threatens the natural ecology of this area, whose recreational benefits I have enjoyed for many years. This is truly one of northeastern Illinois' most treasured resources and I cannot imagine that the construction of a massive airport just a short distance away can have any positive effects on the natural resources or the people who enjoy them. 12-1

I also want you to know that I stand with the countless other sportsmen and other recreational enthusiasts who will continue to oppose your departments practice of landbanking, as well as the construction of the airport itself. We will voice our opposition to any entity which threatens the future of the Kankakee River Valley.

Most sincerely,
Jack Schafer

FP0024

Brian Howard
<bh@rb-group.com>

06/19/2002 07:53 AM
EST

Please respond to bh

To: 7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA, DOT.Comments@ost.dot.gov,
Senator_Fitzgerald@Fitzgerald.senate.gov, governor@gov.state.il.us, Dick@durbin.senate.gov,
BassMan423@cs.com, RWood@sendem.state.il.us, president@whitehouse.gov, speaker@mailhouse.gov,
webmaster@jessejacksonjr.org, mob6028389@aol.com, welch@senatedem.state.il.us,
jpnovak@keynet.net, walsh@senatedem.state.il.us

cc:

bcc:

Subject: land banking for proposed 3rd Chicago airport

[As a taxpaying citizen, I am outraged and think that it is ridiculous that the state of Illinois is spending my hard earned dollars to buy land in Will County for a proposed airport that hasn't even come close to getting an approval to be built from the FAA. Until the Environmental Impact Statement is ruled on there should be no activity on the purchase of this land. Let's quit trying to put the cart before the horse here!!!!] What is the state going to do with the land after the proposal of the airport falls through and it can't be and is never built? It's too late for apologies to me and the citizens of this state over the wasted money. I also think it's rather ridiculous that Governor Ryan and our state legislature can't even balance a budget and are allowing our state to go broke but they insist still in spending money on this land. [I want to hear the explanation to the state employees who will lose their jobs and to our children who are losing out in their education because the state has to create budget cuts to keep their heads above water. BUT..... they still insist on spending MY money to by this land.] Stop now!

5-1

4-1

6-2

Sincerely,
Brian Howard
Kankakee, IL



Tony Molinaro

06/24/02 07:54 AM

To: Bs021451@aol.com, Denis Rewerts/AGL/FAA@FAA

cc:

Subject: Re: Deadline 6-23-02 for comments on FEIS SSA airport Peotone, Illinois

I am forwarding your message to Denis Rewerts, FAA Airports Division.

Bs021451@aol.com



Bs021451@aol.com

06/22/02 12:35 AM

To: Tony Molinaro/AGL/FAA@FAA

cc:

Subject: Deadline 6-23-02 for comments on FEIS SSA airport Peotone, Illinois

Dear Mr. Molinaro,

[It has been brought to my attention that a 45 day extension will not be granted for comments on the April 2002 FEIS for the Peotone airport. For over 15 years our communities have sat on hands regarding this venture of IDOT. Don't you think it would only be fair to grant the people of Eastern Will County a little more time in reading the volumes of the FEIS in order to make clear and well thought out points of concern?] 21-1

If IDOT or the FAA were to postpone answers for us we would have to accept their actions. We on the other hand are not asking for much. Due to the awful weather here in Eastern Will County farmers are now just starting to plow fields. In addition to this a few weeks ago this town of Beecher lost an entire family in an auto accident. Effecting the whole community.

Perhaps a 45 day extension cannot be granted. But at least give us something to be more prepared. We certainly have been patient and keep many peoples lives on hold for nearly two decades. We are not asking for much. Please consider our request. It is only fair we have the same opportunities as IDOT.

I am with S.T.A.N.D. Shut this airport nightmare down. My email address is: bs021451@aol.com Please reply ASAP. Our group is quite upset that consideration of circumstances beyond our control are not being taken into consideration. The FAA must be fair with us. Afterall this is our life that is at risk here.

Thank you sir, for listening to me. I know you will make the best decision. Please consult with the appropriate people for an extension.

Sincerely,
Barbara Stuart.

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Into

Raintree234@aol.com

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

cc:

bcc:

Subject:Airport/Kankakee River

06/22/2002 10:52 PM
EDT

FP0026

[Please consider the detrimental impact this project is likely to have on a fine fishing river.]

9-4

Steven Adams

raintree234@aol.com

FP6027

29101 South Will Center Road
Peotone, Illinois 60468
June 19, 2002

Mr. Denis Rewerts
Federal Aviation Administration
Chicago Airport Division
2300 East Devon
DesPlaines, Illinois 60018

Dear Mr. Rewerts:

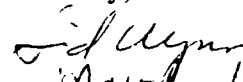

This is an expression of concern from a family living on a farm in Peotone. [We are opposed to the airport project because of many questions that have not been satisfactorily answered. We feel that it would have a negative impact on agriculture and on our way of life in rural America. It would be a mistake to take such fine food producing land out of production for an unnecessary project.] 15-1

[How can land acquisition be considered based on an outdated environmental study? How can land acquisition be considered when no airlines are interested in committing to the project? How can land acquisition be considered in light of the implications of homes being vacated and left empty in this fine community, homes that have passed from generation to generation?] 5-5

We have serious suspicions that the information being used to support building an airport and the concomitant landbanking is flawed.

Thank you for your attention to this.

Sincerely,

Sid and Martha Wynn

FP 0028

1714 Stonebridge Drive
New Lenox, IL 60451
June 18, 2002

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave.
Des Plaines, IL 60018

RECEIVED

JUN 25 2002

BY CH-400

Dear Mr. Rewerts:

Please note my comments regarding the Final Environmental Impact Study (FEIS) of the proposed South Suburban Airport targeted for the general area of Peotone, Illinois:

[I am concerned that the FEIS authors and contributors have focused on the potential and theoretical benefits of a proposed airport site, but have neglected the real, tangible and immediate impacts of land acquisition activities on the local environment, economy and general well being of the citizens who reside in and near the proposed airport footprint.] 1-2

Further, I believe that the FEIS does not sufficiently address the topic of a "no action" option that would provide relief to local residents pending confirmation of a clear need for a new supplemental air carrier airport. 1-3

Consequently, I urge you and your team to REJECT the FEIS, and recommend that the State of Illinois take no further action towards land acquisition relating to the proposed South Suburban Airport.

Respectfully,



Michael E. Hrad

Joseph Onesto
808 First Street
Manhattan, IL 60442

Mr. Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave.
Des Plaines, IL 60018

RECEIVED

JUN 25 2002

BY CHS-400

Re: Peotone (South Suburban) Airport

Dear Mr. Rewerts,

This letter is being sent with serious concern about the construction of the proposed Peotone airport.

Recently, the FAA prepared a Tier 1 Final Environmental Impact Statement to identify the potential environmental impacts associated with the FAA site approval and the acquisition of land by the State of Illinois.

[What our state does NOT need is another boondoggle airport. We already have Mid-America in Mascoutah, which has remained virtually idle since opening in 1998. Like the Peotone proposal, this airport *had no airline support to its being built nor were any committed to using it.*]

1-1

The "third" (actually the sixth) regional airport has been a political issue for several years now, even though need, nor regional support, has been demonstrated. Clearly, this is a project designed to benefit Illinois politicians through largess.]

[There are several *existing* airports (Gary, Kankakee) which are both in close proximity to the Chicago area and which could be better utilized than they are now.]

2-8

Please do not give any sanction to the waste of valuable Illinois farmland and an egregious waste of taxpayer money.

Regards,



 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Info

"Jon Fiebelkorn"
<jonagon@ixpres.com>

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

FP0030

cc:

bcc:

06/22/2002 06:41 PM
EST

Subject: Federal Env. Impact Statement questions and concerns, attn: Denis Rewerts

Please find attached a short letter listing some concerns and questions we have concerning the proposal to build an airport in Peotone, Illinois.

Jon and Gina Fiebelkorn

Mr. Denis Rewerts, Capacity Officer
 Federal Aviation Administration
 Chicago Airports District Office, Room 312
 2300 East Devon Ave.
 Des Plaines, IL 60018
 Facsimile (847) 294-7046

Dear Mr. Rewerts,

Recently I had the opportunity to review the federal environmental impact statement for all of the proposed alternatives for air transportation for the south suburbs, and I was left with several questions that I wanted to ask concerning the April 2002 report. While I am sure that you are aware that in those 20 years, [there has been no major air carrier committed to using the new facility, no regional consensus to build an airport, and no demonstration of need for a sixth (not a third) airport in the Chicagoland area (all of these facts making an environmental impact statement for a new airport nobody wants highly superfluous), nevertheless, the threat that an airport will destroy an area of our state needlessly and without benefit is real.] We felt it was our duty as good citizens to weigh in on this matter, especially since [the specter of an airport has been looming over the local economy for decades, squashing alternate, rational, and beneficial long-term use planning.] 1-4 6-7

[In measuring environmental impact, it appeared that the paving over of open ground was not considered as an impact of a proposed airport; thus, the Will County (Peotone) site was given a minimal impact rating, although the amount of fresh, open ground to be permanently and irrevocably destroyed by the layer of asphalt required for a new airport in Peotone is greatest. Why is total new square feet of concrete not considered in determining environmental impact, even though concrete construction involves dangerous dusts, non-biodegradable materials, destruction of watersheds, etc.?] 2-9-3

[There was no mention of an important regional development affecting air transport – the construction of new runways at O'Hare airport. Why was the impact of the proposed expansion there not considered, even though areas equally far or inconvenient from the south suburbs were considered as alternatives in the report?] 2-13

The social impact of O'Hare expansion, incidentally, has been estimated at 300 households. The Kankakee airport plan involves relocating 681 households. The Peotone airport plan involves the immediate relocation of over 3000 households as well as several businesses and farms, despite long-term planning by the elected officials of Crete, Monee, and Peotone for slow, residential growth; [why was the Peotone project given a favorable social impact ranking when so many people would be moved compared to other plans and when the people, through their elected officials, are planning for slow, residential growth?] 5-6

[Was noise measured at night? Was the impact of noise after increased highway and rail construction considered, and the impact of noise from highway and rail construction given due consideration?] Construction tends to begin at 6AM in our area especially during summer 3-1

months; was the impact of the particular timing of bursts of noise considered, or were averages and aggregates considered? The type and timing of noises produce different perceptions of the pollution caused by that noise, and this was not mentioned in the environmental impact statement at all. Why was this not considered, despite the fact that the impact of noise on the people it affects is its pollution, not the amount of decibels (i.e. the sound of frogs chirping may have equal decibel strength compared to a car alarm down the street, but far fewer of the qualities that make it pollution)? What does the current research on noise pollution indicate occurs in humans when the type of noise is changed from natural to artificial, and from constant to intermittent?

A sudden burst of 150db noise in a populated area would leave everyone deaf, but might produce a low average noise measurement if averaged in with 24 hours of 2db ambient noise – thus, a measurement of one hour of intermittent 80db noise that would be sufficient to cause hearing loss could be considered insignificant in averaged with 23 hours of 5db ambient noise, because the average ranking would be just over 8db. If this was the methodology, and it appears that it was, it is seriously flawed, and it leaves the health of area residents in serious jeopardy.

In measuring noise pollution, I also noticed that the fact that the damaging effects of noise from highways can be greatly lessened by planting strategically placed trees near homes and businesses was not considered. For this reason, noise from the ground level (trains and highways) has a lesser impact relative to noise from the air, which can only be avoided through the highly impractical option of building underground. Why was the difference between ground-level noise and air-level noise not discussed, especially when there are such vastly different potential impacts from the two types, and especially since one can so much better protect oneself from ground-level noise?

[What are the dangers in relocating the ARCO Petroleum, Northern Illinois Natural Gas, and the Shell Petroleum Pipelines from the proposed Peotone airport site, and why was the potential environmental impact calculated without calculating the risk of a disaster? What are the potential dangers and environmental impacts in communities that may host these pipelines in the future, and where are these communities?]

[Although elevated levels of carbon monoxide, sulfur dioxide, and “particulates” are projected to fall within federal guidelines after the construction of an airport in Peotone, trace chemical compounds and heavy metals are commonly released into the air during jet fuel consumption and during highway traffic. Why was there no discussion of the release of other federally-regulated pollutants? What is defined as “particulate” in this study, and why are these materials lumped into one category, despite vastly different effects when different types of particulates are introduced into the environment? Why were CO2 emissions not discussed, despite their potential future relevance as the rest of the world begins regulating this dangerous climate pollutant? Has there been any discussion of compensation for residents affected in the future by chronic, low-level exposure to toxic materials, which many scientists are beginning to realize is not as safe as was previously anticipated?](Chicago Tribune, Dec. 26, 2000, Sec.1 p.10; also www.chem.unep.ch/pops for United Nations attempts to address this growing problem.)

[Here in Steger, there are very seldom any stars at night, as there is too much light pollution to the north and too many bright lights on the track at Balmoral Park in Beecher. An

airport in Peotone would likely eliminate any chance of ever seeing a night sky in this area again. For the first time in human history, thousands and thousands of people are being asked to live with the chronic deprivation of a night sky. What does the current research indicate regarding the long-term ecological, emotional, and psychological health impacts of advanced light pollution? Has there been any attempt to discuss advance compensation for area residents affected by this loss?

[In the section on solid waste disposal, it was indicated that the Peotone site would result in increased production of solid waste, but that area landfills would be able to absorb the extra waste. How much space is available in landfills in the Peotone area currently, and how long would this suffice for area residents, given estimated population increases, if an airport was not constructed? How long would this landfill space last if an airport were constructed? How would the people of the area be compensated for the future lost use of landfill space, and is there a plan in place for the day when the landfills are all filled to capacity? 18-1

Also in the discussion of solid waste management, there was no mention of increased littering and highway detritus that inevitably follows an increase in highways and road construction such as what is planned in Peotone. Why? In a highly windy area such as ours, highways and thoroughfares crisscrossing the region will certainly hamstring area residents' attempts to keep their yards, businesses, and parks clean.

[Rapid increases in traffic for area roads are projected after the construction of an airport in Peotone. How will the increased burden for local police be managed? As current property taxes for Will Township residents are quite high and present a serious drain on the local economy, will there be state and federal compensation for affected communities? If this has not been discussed, why not, as this surely is one highly relevant portion of the plan's social impact? 5-8

I understand that the loss of the pleasure we can be expected to feel as pre-airport residents of the south suburbs is incalculable, and I understand that to attempt to quantify the human tragedy of our foolish march from farms and communities to mini-malls and parking lots is very difficult indeed. Yet, in discussing social impact, there was not even a passing mention of this phenomenon that has moved us from a nation of towns where one generally lives in beautiful surroundings and knows their neighbors (like Peotone) to towns where one generally lives in decaying surroundings in abject fear of their neighbors (like the remnants of 20th century "progress" in Chicago's south and east sides, Hammond and Gary Indiana, Flint Michigan, and countless other cities betrayed by the quick snake-oil fix of industrial development). Despite the difficulty in measuring the social consequences of rapid landscape destruction and community upheaval, why was there nary a mention made of this in the environmental impact statement? Doesn't the dignity of a populace bear some importance in terms of the proposed Peotone airport's social impact ranking? What are the social costs that this area could be expected to bear when crime and mental illness increase once the destruction of a system where close-knit bonds cemented over generations is completed and replaced with industrial anonymity, based on studies of other areas developed in this fashion? What do these costs translate into in terms of dollars and cents (incarceration, increased demand for social services, increased social malaise, etc.), and how are these costs to be paid? 5-7

I hope that you will not find our inquiries burdensome, as they are sincere and arising from our great concern and love for our area of residence. I also hope that you will take the time to answer each of these concerns thoroughly and thoughtfully, as these matters do seriously concern us as area residents and proud citizens of Illinois, and we will not be satisfied by answers that are not well-thought out and that do not consider the question that was asked.

Sincerely,

Jon W. and Gina Cooke Fiebelkorn
3413 Lewis
Steger IL 60475

 New Memo  Forward  Reply  Edit  Delete  Go to  Copy Into

"Robn'Judy Ogahush"
saverfarm0812@yahoo.com>

To:7-AGL-SSA-EIS-PROJECT/AGL/FAA@FAA
cc:saverfarm0812@yahoo.com
bcc:

FP 0031

06/23/2002 09:49 PM MST

Subject:FEIS South Suburban Airport public response

Please find the following 2 attachments, print and forward them to Mr. Denis Rewerts, Capacity Officer, FAA, Chicago Airports District Office, Room 312. We wish to submit these attachments for our public response to the FEIS of the SSA.


Thank you very much!


The first attachment is our response to the FEIS.

The second attachment is a document that is referenced, Chicago Reader article by Robert Heuer.

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 FEIS reply Judy 6-2002.doc	Type: application/msword Name: FEIS reply Judy 6-2002.doc
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 Chicago Reader - Runway Inflation.doc	Type: application/msword Name: Chicago Reader - Runway Inflation.doc
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Mr. and Mrs. Robert Ogalla
28560 S. Will Center Rd.
Monee, IL 60449

June 22, 2002

Denis Rewerts, Capacity Officer
Federal Aviation Administration
Chicago Airports District Office, Room 312
2300 East Devon Ave
Des Plaines, IL 60018

Dear Mr. Rewerts,

This letter is in response to the **Tier 1 FEIS** to identify the potential environmental impacts associated with the FAA site approval and the acquisition of land by the State of Illinois to preserve the option for a potential new supplemental air carrier airport to serve the greater Chicago region.

Our hope is to impress upon the FAA, and hopefully others who will be given a copy of this letter, that it is inappropriate to approve land acquisition for a project that may or may not come to be for an indefinite and undetermined period of time. Granted the State of Illinois can purchase property without FAA approval, but we feel that they may not use eminent domain if the FAA doesn't give the approval of it in its record of decision. We believe we still live in a democratic state where the rights of citizens need to be protected, if not currently being done at the State level then surely it must be done at the Federal level. We implore the FAA to give credence to the information contained in this letter before giving the record of decision for this FEIS. (Those receiving a copy of this letter are asked to strongly consider what is written in our letter, the Chicago Reader article attached, and other supplied references documented at the end of the letter. It is our hope that after reading the material we have provided you, that you will support us on this matter). 5-1

IDOT may have led you to believe that suburban encroachment threatens the preservation of this land, but as a homeowner, landowner and farmer in the *proposed* inaugural Will County site we can tell you that is not the reality of the situation. Our family has owned our farm since the early 1950's and to this day we do not feel threatened by suburban encroachment. We live in a beautiful agricultural and rural region of Eastern Will County. IDOT and the State of Illinois used the fact that Will County has been the fastest growing county in the State to substantiate their claim to the rest of the state that they need to do this now. Many State representatives have never even been to our neck of the woods but may be led to believe this un-truth. If you look at northern or western Will County then, yes, it is true that suburban encroachment and sprawl are threatening the existence of agricultural land there, but eastern Will County does not have this same problem. For those of us who live in eastern Will County, it's like living in a completely different area of the State than those in the western or northern parts of Will County. We still enjoy and want to maintain the agricultural heritage that our parents, grandparents, and great-grandparents did. We choose to live here, and yes, those who do drive an hour to work don't

mind, they planned it that way! They enjoy coming home to a rural environment to raise their children. They enjoy the quality of life found in our little corner of Illinois!

IDOT and the consultants hired by them to produce reports that substantiate their purpose are politically generated rather than reports that might have been produced by an objective party. (See the supporting document list at the end of this letter). The reality of the situation, which we state here from daily observations and discussions with the residents and landowners in both the 'proposed inaugural' and 'proposed ultimate' Will County site is factual and less biased than the views prepared by IDOT in the DEIS. [This area remains an agricultural region, starting as far north as Park Forest and staying as such to the 'proposed site', to the Illinois-Indiana state line at the east, west to Joliet and beyond, and south for miles and miles. Suburban encroachment is not happening in this area and land acquisition is not needed to stop it, nor should the FAA give its approval of it!] 4-5

The 'so-called' willing sellers who have made an agreement with the State of Illinois to purchase their property have done so from the stresses they have had to encounter for the past 30 years, but most imminently over the last 20 years. People have wanted to retire or move for many years but couldn't because they could not find a buyer for their home or property because the threat of the *proposed* airport has loomed overhead for years. Some now are retiring early or choosing to move to rid themselves from the daily stresses encountered by living in the area. We have all received letters that make us feel threatened from IDOT's hired agencies. Many of the landowners in the area are elderly and feel they have no choice in the matter. They are being taken advantage of because IDOT employees appear very friendly, helpful and trustworthy. But [when you look at the www.southsuburbanairport.com web-site you can see that the money received for property sold is generally higher for the younger landowners than the older. Why?] 5-8 We believe it's because older people don't tend to get out there and talk to find out that they should be working with an attorney to ensure they get the most they can for their property. This is taking advantage of our elderly citizens and it is unfair. We truly believe that none of the stresses and psychological situations of the citizens have been fully examined by anyone and should be! How do we know this? Because no one has ever come out to talk to us about this! So how can this data be accurately presented in the DEIS prepared by IDOT? It can't be!

The psychological role of IDOT and the State of Illinois in this area has been severe. This has been the longest State funded study for a project in the State's history. They have been trying to wear down the citizens of this area and generate support for it, for years. Regardless of the fact that for the entire time the State has been pushing this project, NO airlines have shown a commitment to use it or support it being built. [There is no local support by the citizens. Beyond the scope of the airport, you can stop and talk to anyone and the majority of the people will say they are not in favor of an airport in Peotone. It makes more sense to expand O'Hare and/or use the underutilized airports in the region, Rockford, Mitchell, and Gary/Chicago than to pave over thousands of acres of highly productive farmland to build an airport.] 1-5 Let's face it the only people who fly are not those who live in the vicinity of Chicago. The growth in this region has been particularly west and north of Chicago in the past 20-30 years, making Rockford and Mitchell more viable than stated in the EIS.

Public response to FEIS of the 'proposed South Suburban airport'

Those who aren't voluntarily selling to the State, feel it is improper to take our property when we don't want to sell it. Suburban encroachment can't happen if we don't want to sell it. We are the unwilling sellers, where in many cases our families have owned and farmed this land for generations dating as far back as the early 1800's. We have passed the property down from generation to generation, living the true American Dream. We practice soil conservation methods that have nurtured the land and brought it to its high productive rate! It is not right to take away our right of ownership! How can the State of Illinois, IDOT or the FAA expect us to give title of our property either by selling it or by condemnation to the State of Illinois, and then it lease back? Why would landowners want to suddenly become renters for an undetermined period of time? Some support land banking in Peotone (Metropolitan Planning Council) because they feel that in 2050 there may be a need. We're sorry the year 2050 is 48 years from now and no one can predict what will be needed or the type of planes or transportation that will be used that far into the future.

Why would this action be necessary to preserve the land when these individuals do not want to sell? Allowing those who currently own the property and do not wish to sell to continue to hold title to their property is the right thing to do. If at some time in the future the owner should desire to sell, then the State of Illinois (who would be the only buyer), could purchase that property. If at sometime in the future the State has proven that there is a need which has FAA approval, support of airlines to use it and the funding, then come back to us farmers and landowners and we'll feel much differently about the situation. Until then, let us maintain our civil rights to own our property!

Land acquisition is having a dramatic impact at this time. Homes sit empty where families once lived. Farms are currently being planted for the last time by those who have done so for years. Once the leasing party moves in or starts to farm in the area, the demographics will be changed forever. Many of the leasing residents will undoubtedly be younger than those who lived in the homes previously. Many may be section 8 housing residents which will cause an artificial change to the demographics of the area. Land acquisition already has had social, environment and demographic impacts to the area.

[In response to the alternatives presented in this FEIS, we as many others feel they *do not* reflect 5 true distinct alternatives, because in fact 4 of the 5 are actually subsets of one of the other (inaugural being part of the ultimate). This is very obvious to anyone reading the document.] We hope the FAA will respond to this objectively and not with the narrowly defined terms of the project defined by the State of Illinois and IDOT. It is well known that Governor George Ryan has been a strong supporter of this *proposed, conceptual* airport for years. But with all the indictments currently happening to people who have worked closely with Governor Ryan in the past, it's hard to believe that this really isn't just a land grab. There are rumors that the blind trusts just outside the *proposed* area are held by developers and others connected to the politicians who have backed this airport proposal for years. These would not be exposed by purchases of the State because they are not within either the 'inaugural' or 'ultimate' sites. 2-14

[The criteria used at Level 3 to determine if the alternatives should be considered for further study are flawed in stating that the existing surface transportation network can support this site.] This is not true and if anyone wants to find out for themselves then just take a ride on I-394 and see 27-2

where it turns into a 2-lane country road complete with stop signs and stop lights! It is very apparent that I-394 would have to be upgraded to handle any additional traffic. Also, I-57 has nearly bumper to bumper traffic during rush hour at the present time! WE know this to be a fact because we drive I-57 during that time of day. So, I-57 would also require upgrades. This of course does not take into consideration how the sponsor of this project expects local roads to handle any additional congestion. We know from reading responses found in the FEIS that the FAA will negate everything here because the FEIS only deals with site selection and land acquisition. But to consider only part of a project without looking beyond doesn't seem like a responsible thing to do with taxpayer money!

[What also needs to be considered here is that the State of Illinois has already built an airport with the idea of building it to relieve congestion at a nearby International airport. The idea was, if you build it, they will come. That airport is Mid America Airport in Mascoutah, Illinois. It opened on April, 1 1998 and has remained virtually unused since that time.] Yes, Pan Am did have several flights a week from there for 14 months and now they have a Charter airline that can service 6 - 10 passengers on a flight. But by the FAA's own admission as found in the record of decision for the FEIS of the Lambert International Expansion plan, (see www.lambert-pmo.org/ for complete details) a multi-use airport plan will not work if the existing economic hub carrier airport is to remain a viable and economic engine for the region. We believe that also applies to this situation. To plan on building an airport nearly 3 times the size of O'Hare doesn't seem to plan for O'Hare to remain an economic hub in the region. So it would appear from the facts supported by the FAA's ROD on 9/30/98, that if the Peotone airport is built, it would become yet another unused airport for Illinois taxpayers to support. 2-15

The pristine rivers act supported by both Governor Ryan and Lt. Governor Corrine Wood is a wonderful plan. [The creeks in the *proposed* site flow into the Kankakee River's watershed. Today the Kankakee River is one of the cleanest waters in the State of Illinois. But, it will be threatened by building an airport in Peotone. It will be threatened by land acquisition too!] People who lease the properties that the State of Illinois has title to in the site will have no stake or interest in preserving something that will never be theirs and will not care what happens to the property when they may only be there several years. [The watershed may be threatened unknowingly by these people because they may not realize the damage that can occur by dumping garbage and other items into the local creeks and streams.] 9-6

Just as the FBI, CIA and local police departments need to work closer together today than ever before because of today's risk terrorism in the United States, other governmental agencies need to work together when planning. With all the conservation and preservation practices and concerns of today, the Department of Agriculture, the NRCS, NIPC, EPA, the State Soil and Water Conservation Services along with the FAA need to work together. Each and every plan must consider that once we pave over our agricultural land for growth we will **not** be able to recreate this nonrenewable resource. Each and every citizen and governmental agency must be responsible for planning for our children and grandchildren's future. We cannot allow growth to continue to take our agricultural land. Illinois alone loses 100,000 acres of farmland each year. Planning for a project that has the potential of destroying more than 17,000 acres of farmland without first fully utilizing existing facilities is not a responsible act. 9-6

Public response to FEIS of the 'proposed South Suburban airport'

We respectfully ask that you consider our concerns addressed in this letter. These issues are of concern to many citizens of Illinois, representing those who live within the *proposed* inaugural site and also many who live well outside the site who oppose the idea of land banking because of its negative affects to society and how it strips the rights of citizens and property ownership.

Sincerely,

Mr. and Mrs. Robert Ogalla

Mr. and Mrs. Robert Ogalla

P.S. For those carbon copied on this letter who hold a position in the State of Illinois, I further ask you to consider the implications of land banking and what it will do for future projects in the State of Illinois. At a time when our State is in such an economically depressed situation it should really be determined if money should continue to be spent on land banking when cuts to so many important services have been made. Also for those elected officials who do not represent citizens in the locality of the *proposed* Will County site need to think about how the State's use of tax dollars for this project will affect your area of representation. Thank you!

cc: Jane Garvey, Federal Aviation Administration
 Norman Mineta, Transportation Secretary
 Governor George Ryan, Governor of Illinois
 Kirk Brown, Illinois Department of Transportation
 Senator Oberstar of Minnesota
 Daniel Hynes, Comptroller of Illinois
 Illinois Senators and Representatives, via email
 George Ochsenfeld, President of STAND
 Brook McDonald, Executive Director of the Conservation Foundation
 Mary Sue Barrett, President of Metropolitan Planning Council

List of documents providing information regarding the Peotone site:

1. Proposed South Suburban Airport, Center for Neighborhood Technology, visit www.cnt.org for details.
2. Airport Absurdity, February 15, 1999 by Michael Pearson of the Daily Southtown, visit www.elpc.org/lists/mwtranspo/msg00025.html
3. Peotone Pork by Dick O'Connor of the Web Today, visit www.888webtoday.com/oconnor28.html
4. Temporary landlords wanted in Peotone, Thursday, May 16, 2002, by Guy Tridgell of Star publications.
5. Illinois airport lacks planes, passengers, May 28, 1999 visit www.cnn.com/US/9905/28/ghost.airport/
6. Farmland Preservation Act 505 ILCS 75/ visit www.legis.state.il.us/ilcs/ch505
7. National Taxpayers United of Illinois, April 12, 2002 by Jim Tobin, President
8. RUNWAY INFLATION, Chicago Reader, March 15, 2002, by Robert Heuer

March 15, 2002; Chicago Reader

RUNWAY INFLATION

Ignoring history, viable alternatives, and common sense, the people pushing for an airport in Peotone are dragging us all into their fantasy world.

By Robert Heuer

A disgusted newspaper columnist listened to a debate by the Democrats who want to be governor and discovered there's only one "with the guts to oppose the idiotic Peotone airport boondoggle." That's Michael Bakalis, and Bakalis would later drop out.

"The state is broke, children are hungry, schools are deteriorating, health care is being shorted, and the state wants to spend \$75 million to buy land for an airport that doesn't even have preliminary approval from the federal government," the Daily Herald's Jack Mabley complained in a January column. And even when the governor announces that Illinois must cut 3,800 jobs and slash \$500 million in programs and services, there's not a whisper of doubt about pushing on with Peotone. Mabley, who's been watching Illinois politics for close to forever, figures the governor likes the ring of a "George Ryan International Airport." As for the candidates to succeed him, "They favor the airport because they want donations for their campaign funds from contractors, lawyers and financiers who would get rich on Peotone contracts."

O'Hare and Midway airports are a gold mine of jobs, contracts, and campaign contributions. They're controlled by Chicago's City Hall. Suburban politicians have long dreamed of a gold mine of their own, and since 1985 three GOP administrations have spent over \$100 million in state money on a "third" airport plan. This bottomless pot of what Kirk Brown calls "study money" has bought the perception that Peotone is both necessary and inevitable, though from Washington's perspective the only thing necessary and inevitable around here is a bigger O'Hare.

Brown is secretary of the Illinois Department of Transportation. He's fixated on building what he calls Chicago's third airport, though Peotone would actually become the region's sixth. Only two of the present five operate at anything close to capacity-Chicago's O'Hare and Midway. For years, Milwaukee's Mitchell International has promoted itself as Chicago's third airport, and it wants to further exploit a northern Illinois market that already brings it half a million passengers a year. The other two airports are virtually empty. The Gary/Chicago Airport is eager to tap the south suburban Chicago market that IDOT claims is desperately underserved, and the Greater Rockford Airport, a hub for cargo carrier UPS, could serve the population growing along the outskirts of the northwest suburbs. All three of these airports have significant expansion plans. But the shelfful

of "studies" IDOT has bought all conclude that the future requires a brand-new airport—a brand-new airport nearly three times the size of O'Hare. A third of the passengers at O'Hare and Midway are traveling 300 to 500 miles-making them the market for a proposed nine-state high-speed rail network that would have Chicago as its hub. Congressional support for this network is growing, but IDOT is dismissive of high-speed rail as an alternative to air travel. Illinois has allocated \$60 million toward the construction of a new rail corridor between Chicago and Saint Louis that eventually could run through the Peotone cornfields. A high-speed rail link to O'Hare (the world's busiest airport) isn't being considered.

IDOT's ultimate goal is to connect a Peotone airport to a vast market of suburbanites via more than 100 miles of as yet unbuilt highways. For now, the only thing concrete about this scenario is the North-South Tollway (Interstate 355), which cuts a 16-mile path through Du Page County. I-355's proposed northern leg (known as the Route 53 extension) would stretch into Lake and McHenry counties. The southern leg would run from Bolingbrook south and east toward the village of Monee, just northeast of the airport site, and then on into Indiana to I-65. In recent months, IDOT has stepped up efforts to promote a 33-mile highway connecting I-88 in Kane County to I-80 in Grundy County by way of Kendall County-the home of U.S. House speaker Dennis Hastert.

IDOT-the state's road and bridge project manager-is a 7,800-employee, \$8.2 billion bureaucracy that's looking to expand. Think of Peotone as its diversification strategy. IDOT's tried it before. Several years ago the state spent \$330 million to convert an air force base in southern Illinois into a commercial airport. All the major airlines told IDOT the same thing they've been saying about Peotone: we don't need an airport there. But IDOT didn't listen. Claiming its new MidAmerica Airport would supplement Saint Louis's Lambert Field, IDOT projected 2.8 million passengers a year by 2005. Today, MidAmerica remains empty.

Tired of the long delays that ball up air service throughout the country, out-of-state U.S. senators threatened last summer to pass a law overriding the authority enjoyed by Republican Illinois governors to prevent new runways at O'Hare. Mayor Daley then unveiled a \$6.6 billion plan to nearly double O'Hare's capacity. In August Governor Ryan announced he would not seek reelection; and once he was a lame duck he had nothing to lose by breaking a promise to O'Hare's outraged neighbors.

On December 5 Daley and Ryan announced their historic plan. O'Hare would expand, Meigs Field would endure, and Daley would join-or at least no longer publicly ridicule-the state's effort to build an "inaugural" airport in Will County. "Our goal was to do something at O'Hare, and we've done that, and to do something about Peotone," the governor said. "He's happy about O'Hare and so am I. I'm happier about Peotone than he is."

The Daley-Ryan deal forced Brown, as Springfield's airport point man, to talk a new game. After all, IDOT's strategy had been premised on the idea that landlocked O'Hare wouldn't be a major factor in handling future

air-traffic growth. So now Peotone has become necessary even if reconfiguration increases the annual number of flights O'Hare can handle from the 912,000 of 2001 to 1.6 million by 2022. That's a stopgap improvement, IDOT says.

The one-runway airport that IDOT wants to build from scratch in Peotone would essentially duplicate what now exists in Gary, Indiana. Roughly equidistant from the Loop and Peotone, Gary/Chicago covers almost as much ground as New York's LaGuardia or Washington's Reagan, yet it offers only one daily commercial flight-Pan Am's service to Orlando, Florida. But last November the Federal Aviation Administration approved Gary/Chicago's plan to gradually expand, until in 20 years it's able to handle 50 percent more commercial air passengers than the 13 million that Midway handles today. Unless private air traffic is shifted to somewhere else, Midway's capacity is about 15 million passengers.

U.S. Representative William Lipinski, the southwest-side Democrat who protects city airport interests on Capitol Hill, predicts Congress will pass a law this spring to expedite the Daley-Ryan compromise. There's no mechanism to finance new airport construction, Peotone boosters complain. The deal does, however, give IDOT carte blanche to continue its heavy-handed tactics in eastern Will County. In January IDOT sent registered letters to the 117 land owners in the "inaugural" airport footprint, advising them of the state's plan to buy all their land by 2004 and threatening legal action against resisters. Criticized for lowballing landowners with its offers, IDOT has since paid a pricey \$47,000 for a single acre located outside the "starter" airport boundaries and \$747,000 for 115 acres of farmland and \$280,000 for a 5-acre lot with a house inside the airport site. Only 23,879 acres to go.

"King of Clout"-that's what the Sun-Times called William Cellini in a 1996 expose. Cellini was the Springfield political operative when Governor Richard Ogilvie named IDOT's first director in 1970. "Road construction boomed under Cellini and Ogilvie, but so did allegations of collusion among road builders seeking to cash in on the work," wrote Sun-Times reporters Tim Novak, Chuck Neubauer, and Dave McKinney. "A handful of road builders were convicted in the federal investigation and temporarily suspended from getting any more federal funded highway projects. The investigation included allegations that Cellini's top deputies used department helicopters to swoop down on construction sites to pick up campaign donations for Ogilvie."

In 1972 Ogilvie lost to Dan Walker-Illinois' last Democratic governor-but under Walker, road builders "continued to play the same games," an unnamed Republican official told the Sun-Times. "The key to the asphalt pavers is that they get contracts for their work on a predictable basis. The business continued to flow and the campaign contributions flowed to the Democratic governor, just like the Republican governor."

Walker lost in 1976 to former federal prosecutor James Thompson, who

proceeded to win reelection three times.

In 1991, when Thompson moved on to corporate law, the governor became former secretary of state Jim Edgar, and the IDOT secretary Kirk Brown, the son and grandson of highway supervisors in downstate Saline County. Brown took IDOT's helm at the end of an era. Since the 1950s, federal road building had been a driving force in the construction of sprawling suburbs. Hundreds of billions of public and private dollars had been spent on vast networks of sewers and water pipes, of electric lines and telephone lines that served new homes, retail shops, and industries. But by 1990 it was becoming evident that older communities had enough trouble maintaining themselves without also having to subsidize new ones rising from farm fields. In 1991 there was a shift in federal policy. Old transportation law supported transportation between communities. The new law laid the foundation for the more diversified transportation systems-roads, public transit, bike paths, sidewalks-that people needed to travel within communities.

In IDOT's universe, such a radical shift in public policy priorities was unthinkable. In 1991 Springfield's definition of transportation choice meant the choice of concrete or asphalt as a road building material. Wanting to remain friends with both interest groups, the new secretary told the press that IDOT's job is to "give the taxpayers the best road for the least amount of money." That may not be what taxpayers got. A 1998 state audit found that over a 12-month period IDOT had paid a higher average price for roadbuilding materials than the transportation departments in six neighboring states. IDOT denounced the audit.

In their 1993 book *Illinois For Sale*, staffers of Springfield's State Journal-Register wrote: "Giving money to politicians, and getting more money back from them in tax-funded state contracts...is the basis of a complex, unspoken economic system that operates within political campaigns, state agencies, law firms, and corporate board rooms." In fiscal 1992, the Journal-Register staffers showed in *Illinois for Sale*, IDOT and the Illinois State Toll Highway Authority issued contracts worth a total of \$1.187 billion to Edgar campaign contributors. That was more than 20 times the combined dollar value of all the contracts awarded to campaign contributors by the next eight state agencies on the list.

The contracts to build a new airport and the toll roads to get us there would allow the state to express billions of dollars in additional gratitude.

The godfather of Peotone is Aldo DeAngelis, a south suburban businessman and land speculator elected to the state senate in 1978. In 1985 DeAngelis, an Olympia Fields Republican now retired, and Senator Bob Kustra, a Park Ridge Republican who later became Edgar's lieutenant governor, sponsored legislation that effectively created the Peotone pipeline to the state treasury. With a \$500,000 grant from the Illinois Department of Commerce and Community Affairs, the South Suburban Mayors and Managers Association

began to "study" airport issues.

In 1987 Federal Aviation Administration funding brought together state officials of Illinois, Indiana, and Wisconsin. This effort might have produced the kind of political framework and unified strategy that would have attracted the federal resources needed to build a diversified regional transportation system. But such an ambitious task would have required vision. Led by then IDOT secretary Greg Baise, the Chicago Airport Capacity Study's policy committee set out to do no more than determine where to site a great big public works project.

A two-year study concluded that a new airport would be needed by 2000 and belonged in the southern part of the region. Opponents blasted holes in many of the study's assumptions, among them costs and passenger projections. The study's technical committee-which represented regional planning commissions from all three states- went its own way, concluding that existing airports could handle the demand for air travel for the foreseeable future. But the policy committee-led by Baise, DeAngelis, and then lieutenant governor George Ryan-voted to forge ahead. As soon as Wisconsin got what it wanted-designation of Milwaukee's Mitchell as Chicago's "supplemental" (or third major) airport, which would help it attract federal funds-that state dropped out of the process.

In 1989 the newly formed Illinois-Indiana Regional Airport Study commission hired a consultant to identify the location of the next O'Hare. Four places were originally in the running-the Gary airport, a site straddling the Illinois-Indiana border, Peotone, and Kankakee. Meanwhile, the FAA used all kinds of channels to send the message that no new airport would be built until there was "regional consensus." This meant the city of Chicago-which had stayed out of the discussion throughout the 80s. The Harold Washington and Eugene Sawyer administrations refused to participate in negotiations on the grounds that a new airport would siphon business from O'Hare and Midway. After being elected mayor in 1989, Richard M. Daley unveiled a plan to build a new airport at Lake Calumet. As the mayor's press secretary told the Southtown Economist: "It's an idiotic notion to think that something like this is going to be built without the city. There is no game until the city is at the table."

The bistate commission had no choice but to add this fifth site to the list. Chicago was now at the table. With the mayor's brother Bill acting as Chicago's point man, the commission voted seven to four to build the airport at Lake Calumet.

DeAngelis, who abstained, was furious.

But Lake Calumet couldn't happen without authorizing legislation from the General Assembly. This meant that Mayor Daley would have to accept a power-sharing arrangement. In Springfield, the city introduced legislation in 1992 to create a regional airport authority to own and operate ORD, MDW (O'Hare and Midway), and a third major commercial airport dubbed LAC. It was understood that in the long run growth at LAC would cut into MDW's airspace, and that the southwest-side airport would eventually close and be

redeveloped. But this didn't sit well with house speaker Mike Madigan, who's from the southwest side, and Republicans weren't enthusiastic either. Cantankerous Pate Philip, then in his last session as senate minority leader before taking control of the senate, was never in a hurry to help Jim Edgar look good. "Imagine a popular sitting governor not able to deliver his own floor leaders on the most important economic development legislation of the decade," says an informed observer of this process. "If the Republicans had approved the regional airport authority, they would have established the principle of regional planning and the legal vehicle for regional airport ownership even if LAC ultimately failed."

The bill died, and then Daley made the surprising announcement that Chicago would forget about Lake Calumet and improve Midway instead. Stunned, Governor Edgar pledged his support for DeAngelis's Peotone.

Privately, Daley was telling visitors that somebody must own a lot of land near Peotone. Even Edgar staffers, when they'd been promoting Lake Calumet, were encouraging reporters to investigate the rumor that politicians were buying farmland around Peotone.

The mayor's arguments for Lake Calumet boosted the idea that a new regional airport had to be built somewhere. But how to get it off the ground? The Clinton administration wasn't about to offer federal funding without Daley's support. Madigan stymied hopes for significant state funding. But in 1994 the GOP won control of the Illinois house. With Lee Daniels of Elmhurst now the house speaker, Pate Philip running the senate, and Jim Edgar governor, assistant senate majority leader DeAngelis saw his opportunity. The best mechanism to finance Peotone figured to be the passenger facility charge-which then was a \$3-a-flight tax paid by air passengers each time they used O'Hare or Midway. The city uses PFCs to finance its airport projects, but DeAngelis introduced a bill that would divert a steady stream of this money to Peotone.

One winter day in 1995 I encountered the beaming state senator at a south-suburban community forum. DeAngelis stood in a hallway holding court. "What is the purpose of your regional airport authority bill?" I asked. Without a pause, he replied: "We're trying to squeeze Mayor Daley's testicles."

Several weeks later, Daley called a special session of the City Council. The council created a bistate authority through which PFCs from O'Hare and Midway would help finance development of the Gary airport. This new legal entity met the federal criteria for an interstate authority, and DeAngelis's intrastate authority would have been powerless to affect it. The mayor's testicles had eluded the Republicans' clutches.

DeAngelis's obsession with Peotone became understandable a year later. Crain's Chicago Business reported that he'd been selling limited real estate partnerships around the Peotone area for nearly a decade. But many of these "partners," including Cook County Republican Party chairman Manny Hoffman, had accused DeAngelis of squandering their \$2.5 million in investments and taken him to court. The real estate in question included a

115-acre parcel along the northern perimeter of the airport site. This was cheap farmland that would be worth a ton to those investors if-and only if-the airport were built.

In the last decade, Peotone real estate has become a thicket of blind trusts-legal instruments that make it virtually impossible to find out who owns what land and when they bought it.

"Everybody's trying to cut the hog in the ass," a northwest Will County village president said in 1994, when I asked why land values were soaring along the route planned for the first leg of the Peotone toll road. Cutting the hog in the ass, he explained, is "a term we real estate lawyers use. It means 'cashing in.'"

The people who inhabit the rolling countryside around Peotone and like it the way it is have banded together into a couple of creatively initialed grassroots groups. Residents United to Retain Agricultural Land staked out the turf, then morphed into Shut This Airport Nightmare Down. First RURAL and then STAND maintained that high-speed rail and the expanded existing airports are the cost-effective and energy-efficient way to go. But those wholesome values don't look like a match for slash-the-hog economics. I've been an advocate against an I-355 extension and the airport that would supposedly justify it. In the late 1990s I helped the Center for Neighborhood Technology develop the argument that the existing industrial base in the southern part of the Chicago region offered a better engine for growth than a Peotone airport. South Cook County is the cargo hub of North America; there's an intermodal freight network, a wealth of metalworking industries, and thousands of acres of underused "brown fields." This rusting industrial underbelly could be redeveloped in concert with a Gary airport that's already sitting there. But flipping farmland is an easier way to make a buck. The civic and political leaders of south Cook, Will, and Kankakee counties resisted all our recommendations. They recited IDOT statistics and claimed Peotone was the only way to grow.

In 1999 IDOT funded the Eastern Will County Regional Council to promote "cooperative transportation planning between local agencies and the states of Indiana and Illinois." The council solicited topics for upcoming workshops, the Will County Farm Bureau-one of few local civic groups to oppose Peotone-formally requested a workshop on the Gary airport. The council refused. Its definition of "bistate transportation strategies" was limited to those helping IDOT to convince Indiana to support an eastern highway into Peotone.

Also in 1999, STAND petitioned local governments to adopt a resolution asking Governor Ryan to work with Indiana's Governor Frank O'Bannon on behalf of the Gary airport. The Peotone village board voted yes. But elsewhere the proposal met resistance that was inexplicable until a village board member in neighboring Monee tried to force the resolution to a vote. The village president convinced him that a pro-Gary resolution would kill Monee's chances of getting a \$500,000 state grant for a water tower.

Hearing of this incident, Peotone's then village president, Richard Benson, believed he now knew why IDOT was being so slow to carry out a \$50,000 stoplight project on the state road through town. Springfield was reserving its largesse for those who toed the IDOT line.

Several of O'Hare's neighbors-Bensenville, Elk Grove Village, Park Ridge, and Wooddale-are pooling \$300,000 to hire the retired head of the Better Government Association to look for corruption and patronage in the airport's expansion program. Meanwhile the Suburban O'Hare Commission-a coalition of a dozen O'Hare-area towns that oppose expansion-is laying out its argument in a mailing to local residents and businesses. Don't pour "public resources into a cesspool"-that's a bigger O'Hare. A Peotone airport would cost less and generate more revenues. "Let reason prevail, not political clout."

The small towns in eastern Will County aren't as big, affluent, or assertive. Community activists there argue that airports don't just arrive; they're brought in with the blessing of local governments. But the heads of Beecher, Crete, Monee, University Park, and Peotone-the five towns that dot the outskirts of the proposed airport-have been persuaded that there might be nothing they can do to prevent it. In a closed-door meeting last spring with IDOT officials, area mayors, argued that they should at least know how the bill would be footed for roads, water, sewers, and police protection. And they didn't know. But nobody knows.

Beecher village president Paul Lohmann figures there are "billions of dollars of uncalculated costs" beyond the estimated \$5.1 billion (in 1994 dollars) a fully constructed airport is supposed to cost. If the neighboring towns are fated to bear those costs, they'd like to share the revenues. Yet IDOT, imitating Chicago when O'Hare was built, intends to keep everything for Springfield. "The state's planning a buffer zone in which they'll have their hands on all the industrial and commercial development," Lohman says. The airport authority would control all revenues collected in this zone, rather than let the surrounding governments benefit. IDOT officials have been so busy waging their political fight that they seem to have given no thought to what they'd face if they win it-such as having to bring construction workers to the job site on tar-and-chip country roads without creating chaos in surrounding communities. "These guys haven't put a lot of planning into what they're trying to accomplish," Monee's newly elected village president, Timothy O'Donnell, observes. "Their plan seems to be buy land, throw up an airport in the cornfields, and worry about everything else later. IDOT doesn't seem to have a clue where to get the money except from the feds. I don't see President Bush as the type of person who would spend \$600 million on such a half-baked idea." Peotone's current village president, Dennis Baran, says: "You ask about high-speed rail and highway access and IDOT says, 'We've evaluated that.' You ask, 'What did you find?' They say, nothing. This whole project has been underevaluated. Expectations for the Peotone airport are so

unrealistic. People seem to think it's going to bring peace to Bensenville and prosperity to Harvey. But IDOT officials have their story and they're sticking to it."

Apparently IDOT doesn't do multimodal transportation systems. Illinois FIRST-the governor's \$12 billion infrastructure program-mainly improves roads, to the tune of more than \$2 billion a year through at least 2003. Ryan's top priority was to fix the Hillside Strangler, a west suburban bottleneck IDOT reconfigured for \$139 million. It existed in the first place thanks to politicians who made deals with no regard for consequences. In 1955 Democrats refused to support the creation of a tollway commission until Governor William Stratton agreed to a Cook County highway revenue bond. The Republicans wound up building suburban toll roads while the Democrats built urban expressways, and nobody gave much thought to how the two systems would intersect. The Strangler was but the worst of the crowded junction points.

In the 1950s, nobody could have known how crowded suburban Chicago would become, IDOT spokesman Richard Adorjan claims. But this 30-year IDOT employee promises that Peotone will be different. Adorjan contends today's sophisticated planning tools enable governments to anticipate regional aviation needs that lie 30, 40, or 50 years in the future.

For a reality check, I called Carol Henrichs, an eastern Will County resident whose fight against Peotone dates back to the 80s. She was a reporter for Kankakee's Daily Journal when DeAngelis, during his 1988 reelection campaign, told her where the new airport should be built. Today, she's editor of the weekly Peotone Vedette and she operates a Web site, www.homestead.com/rural01, on which she posts documents supporting her claim that "the third airport will never stand on its own merit."

Henrichs explains, "Boosters call this the most 'studied' airport project in America. The word 'study' intimates an investigation into factual learning. It is more accurate to say that reports have been written and rewritten-massaged until they at least meet minimal federal requirements. Since the first dollar was spent, IDOT's effort was skewed toward building an airport near the Peotone site. IDOT gained its desired results by manipulating the entire study process. From day one, airport boosters have been building their case on a cracked foundation."

Dear Denis,

I know this letter is really long, but I think you will listen to me. I have a lot to say, and I hope you will pass this on to the board so everyone can review it.

Once again thank you for your generosity in the manuals, you helped me so much.

Please come out to Peotone sometime and visit us.

Barbara Stuart

*Photos enclosed go with Comments.
They speak the truth. And can
easily be shown proving location of
Water (flooding problem) issues & drainage.*

B. Stuart

June 19, 2002

From: Barbara Stuart
213 E. Corning Rd.
Beecher, Illinois 60401
708-946-9546

RECEIVED

JUN 25 2002

BY CHILDO

To: Denis Rewerts
Department of Transportation
Federal Aviation Agency

Re: FEIS comment for proposed
South Suburban Airport in Eastern Will County

Dear Denis,

Thank you again for sending me the FEIS volumes from April of 2002. These volumes showed me the magnitude and the impact on what could be for this proposed airport.

Again I must say there are many considerations to be given before implementing such a huge project. Without a doubt there are many environmental impacts in the Eastern Will County area if an airport should take place. Impacts have already begun without the approval from the FAA. Loss of homes, investments, relocating families etc.

As you already are aware IDOT has legally taken a "risk" at purchasing prime farmland, on an airport which may never happen. Christine Cochrane is jumping the gun and already making rash statements about eminent domain and condemnation. Some people have sold their property out of need and necessity. Others out of fear. This is nothing new to these 4 beautiful farming communities, Peotone, Beecher, Monee, and Crete. Afterall they have been hearing this funeral song for over 15 years or more.

But Denis something has changed drastically in the last 4 years with Governor Ryan and his assembly. And we also have experienced the September 11th tragedy. The entire nation changed due to September the 11th tragedy. Three thousand lives were lost due to hatred of our country. We are basically still tied into a war and are obligated to help restore areas in Afganastan. This war will cost us billions and who knows what else is in store for the U.S. We are not safe and secure anymore. We are now a part of the real world.

Governor Ryan as you know has not had the best reputation in this state. He has hurt our area in Eastern Will County severely. Many times we begged him to come and see the Peotone area or meet with STAND representatives. Never once did he make a commitment. The same goes for Gerald Weller, and Jesse Jackson Jr. Generally speaking there has been little or no representation for this area regarding the proposed airport. Unlike Bensenville who benefits from the revenues of O'Hare, we do not have the funds available to hire lawyers. Is this fair. Where is our support from the Federal Government

at a time like this? These towns have plenty to say about this proposed airport, and the impact it will surely have on their communities, but no one will listen. What happened to freedom of speech? No we have been silenced.

21-6

Social impact is what concerns me the most about this area being taken. To begin the IDNR is also concerned about the affects planes and pollution will have on the natural resources so rich in this area. What will be the impact on the existing farmland outside the airport border? Will there be flooding issues? More than likely there will be due to the fact that there is a high potential for flooded fields now on the initial site. Enclosed you will find photos I took in May of 2002. These are photos from the actual site (phase one of the SSA. This particular weekend we had 2 inches of rain. This is what IDOT wants to cover up with concrete. Right now those farming fields soak up the rain and this being part tall grass prairie area the rain goes into the soil. Now imagine an area like the photos and the surrounding areas of homes where there are no sewers or drainage system. Potential flooding is what is going to happen. Homes, basements, and other farm fields will take the beating and the damage. **The Environmental Assessment dated 2-27-98 had no meaningful strategy beyond local zoning and existing state requirements.**

25-1

Water is only one major issue. Wetlands, yes there are wetlands, and there are some endangered and protected species of birds in this area. I do not know who conducted that study, but it must have been done very carelessly. This type of study should be conducted by an expert in this field. We have seen Sand hill cranes, eagles, and other rare species in this area. The study for wetland sites was done nearly a decade ago. Don't you think the FAA should investigate this issue more closely. Relocation of migratory areas rarely are successful. This is a known fact.

13-2

Over 3,000 residents in the Peotone area will be forced to move due to IDOT's risk taking venture. Three thousand people who called this their home, their dream. It almost sounds like something that can happen in a Third World Country, but no it's happening right here under our noses. It should be against the Constitution of the U.S. to allow a powerful department such as IDOT to make these land acquisitions as they see fit. Power such as this does not belong in the hands of IDOT. The power should be given after all the avenues of negative impacts, and solutions are explored. Never should we give up our homes for a money hungry land banking plan. Why is IDOT putting a two year limit on this land acquisition plan? Why are they in such a hurry? There surely must be a reason. Why isn't this investigated? I apologize for all the questions Denis, but we as citizens do have a right to know. This is where I wonder if Governor Ryan has something to do with this. He and Kirk Brown are the identical twins of this proposed airport issue. Ryan who had to cut the Illinois State budget by 1.6 billion. But is still for the Peotone plan. There is no money. Who is going to fund this joke? Why aren't we legitimately focusing on Rockford, Gary, and O'Hare. These alternatives are realistic and possible. But IDOT is calculating and drumming up reasons why they cannot work. I hope our FAA has the intelligence to see through this smoke screen of Kirk Browns.

5-3

22-1

2-25

Why was Peotone the selected site? There are certainly **alternatives** to building the SSA. But for some strange reasons TAMS and IDOT concocted false statistics on their

2-26

findings for the future site. Tams has worked with IDOT on several failed projects. Are we to have another Mascoutah on the list of mistakes for Illinois?

29-4

Inflated and exaggerated information, this is what is coming out of the mouths of people supporting this fiasco. Lets start with Jesse Jackson Jr. He has insulted the FAA by saying a Peotone airport will be safer and better. Anyone knows the FAA would never operate in an unjust manner and make Peotone better for passengers. All airports big and small should have the same safety features. He also lied about there being 2.5 million people in a 45 miles radius surrounding Peotone. Actually, maybe he didn't lie, but the fact is if one goes back and counts the residents in the south part of this so called radius, one will find maybe 100,000 people. The majority of the people live closer to midway. Then Mr. Jackson speaks of jobs and wealth being brought to this community. Who on earth gave Jesse Jackson Jr. the authority to hand out jobs to his so called deprived south suburbs? Mr. Jackson has done nothing but push this airport idea on his colleagues and created a "soap opera" out of Peotone. He cannot promise anything. He should learn to respect people and their needs even if they are not in his district. He has gone as far as calling this a "racial situation" regarding this airport. Nothing could be farther from the truth. His friend Gerald Weller also using false information regarding statistics. Not once has anyone ever offered the name of a willing airline to utilize Peotone. To date still American, United, and SWA say "No to Peotone".

The people out here in our communities Denis deserve more. **We deserve support, honesty, and a thorough study of this proposed site.** Statistics can be fixed to accommodate anyone trying to establish a program. Tams is in Kahootz with IDOT, it's no big secret. It's always been that way. We need updated statistics and more current findings regarding the natural resources, social impact, cost, roads, schools, and the negative impact of changing our rural area into a cesspool. **How will our people be compensated for the loss of natural resources, loss of open space, loss of natural areas of habitat fishing and wildlife?** This is a very negative change in lifestyle. Afterall if the FAA approves this destructive act to a land so rich in beauty and irreplaceable resources somebody must be held responsible.

5-10

In the case of Bensenville, I truly understand how these residents are so upset about having to move from an already noisy airport area, and the trauma of losing their dream homes. However in 1955 when O'Hare first opened surely they must have considered expansion and growth for this area. It would be to the health and benefit of these residents to be given the opportunity to move to a cleaner and quieter atmosphere. But surely the majority of the residents moved in when the airport was there. Perhaps it will be a blessing in disguise for these people. I surely hope so. Because I understand what an impact this has on their lives. O'Hare is still the heart and hub of Chicago. It's needs to operate as a first class airport, and it can and will if given the opportunity by the FAA. The infrastructure is there and so are the people. **Expansion is possible and it is guaranteed that O'Hare and their residents will reap the benefits of a larger airport.** Peotone could very well fail. The FAA is a highly intelligent group of people

they know where the money goes and what will work. There are too many problems connected to an undeveloped area in Eastern Will County.

Kankakee River, many legitimate concerns hover over the damage that could occur to the Kankakee Watershed. Two creeks which exist on the proposed airport site in Peotone feed into the Kankakee River. This river serves as a significant aquatic resource. Protective measures must be taken to address issues concerning the safekeeping of the species of fish and avoid any kind of spilloff of chemicals from the runways. Only two clean rivers exist in Illinois, the Kankakee is one of them. Chemical spilloffs will also contaminate wells and ground soil. How is this to be avoided. Again people rely on wells for their water needs. As we all are aware water is becoming short of supply in Illinois. What are the means for water supply for the SSA? No one addressed that issue. One cannot tap into an aquafor and drain communities wells for the sake of an airport. 9-7

Finally, I sincerely hope that the FAA and you Denis look at both sides of this fiasco. One side is about money and power the other about the quality of life and natural resources our country truly needs.

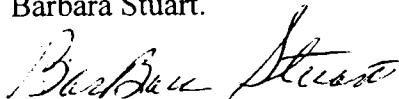
If the airport comes then so be it. At least an end will finally come for the tortured residents and farmers of this area. But please consider what we have here. This town was started before the signing of the Declaration of Independence. This is God's country. People want desperately to move to this area, but are afraid to because of the threat of this airport. It has continued to hurt everyone here for years.

Please ask the FAA to do an honest and sincere job of analyzing the negative impacts which come with an airport. And to please consider the available alternatives. We have very little of what these towns represent left in America. It's a blessing to live here.

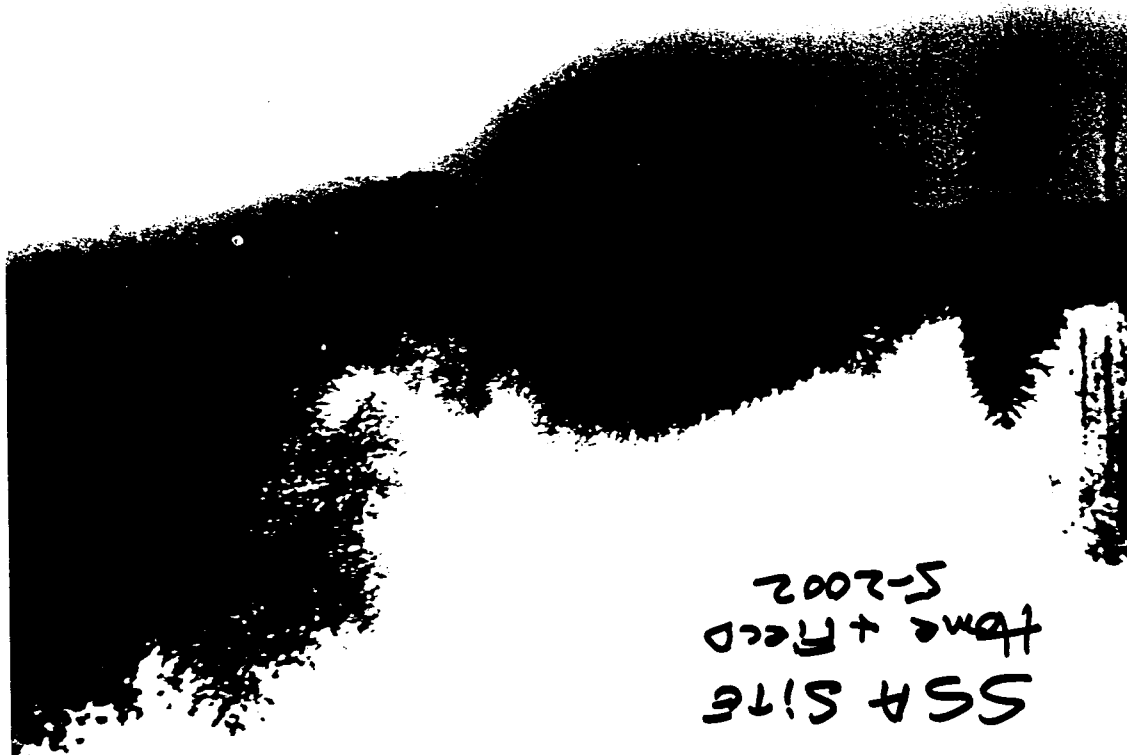
Thank you so much for your kindness and helpfulness with reading this very long letter. But for some reason I think you will consider what I have said. I do wish that someone would come out here and see what we are so upset about losing. It would be so nice if someone just showed that they cared.

Sincerely,

Barbara Stuart.



The photos taken are to be part of my comments.



SSA SITE
Home + Field
S-2002

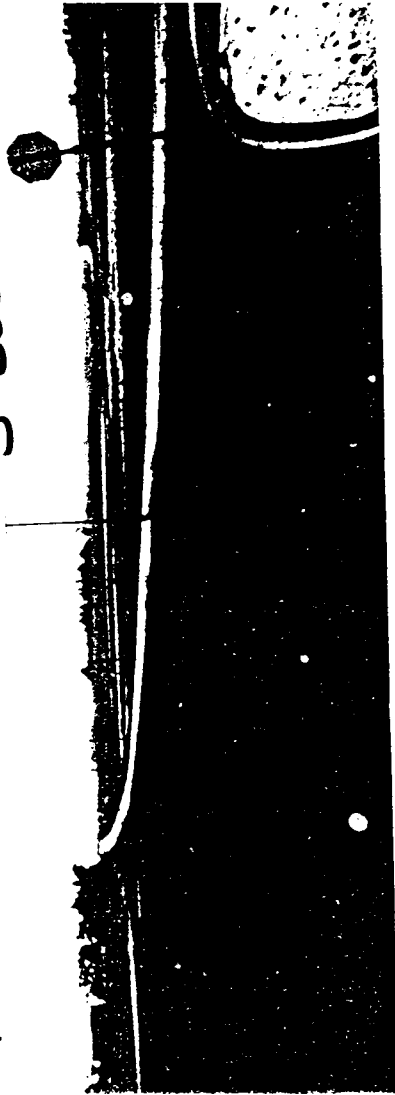


FIELD - D-0002
ON Eagle LAKE RD.
SSA SITE



CREEK
ON SITE OF SSA
S-2002

Egypta Train-
 See Hill - 1 mile stretch
 Runway #1
 Floods left & rt. S-2002

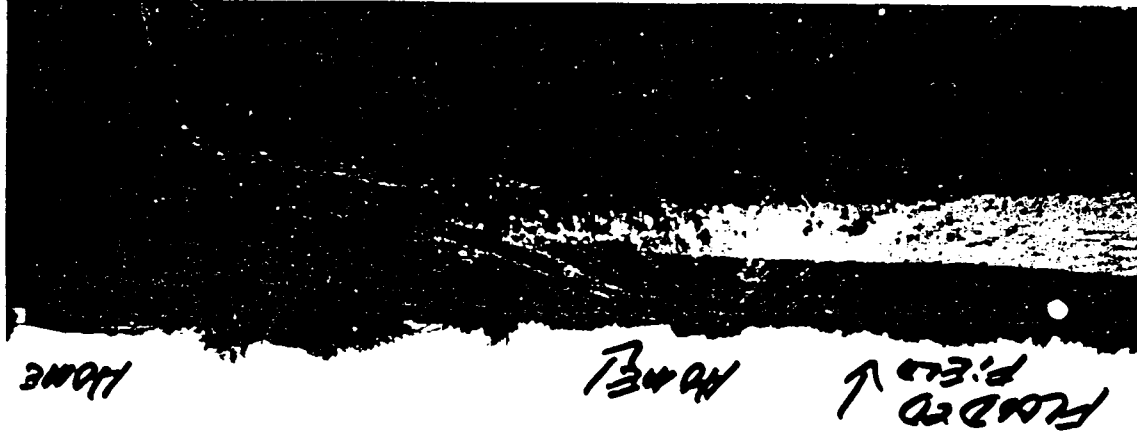


OFFICE RD.
 SSA SITE S-2002

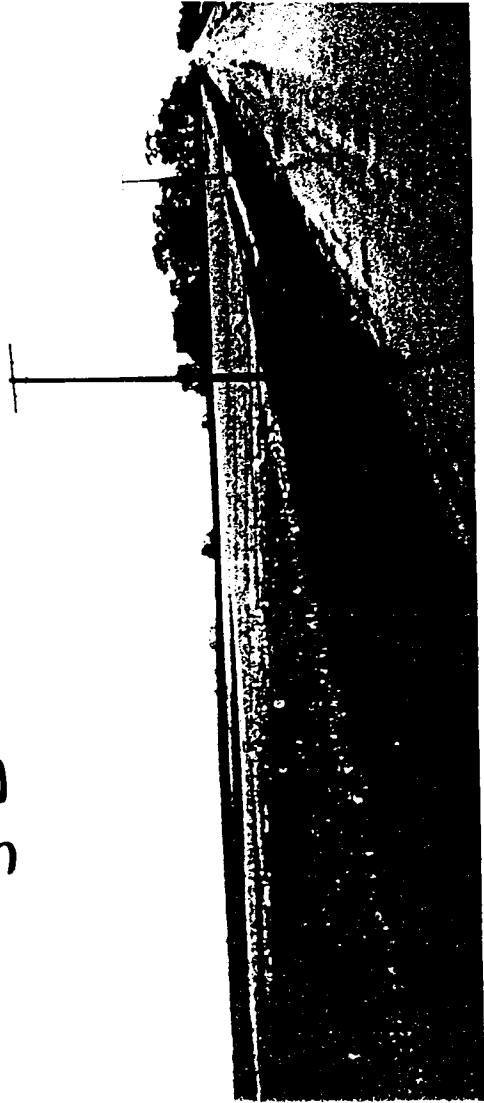
↓ Hill
 / Home
 → Hill



Hill Area of
 SSA Site #1
 S-2002



EGYPTIAN TRAIL
 OFFROAD
 SSA SITE #1
 S-2002



NOTICE HILLS
 FLOODED FIELD OF FARMERS
 NO SEWERS, NO DRAINAGE.
 INSIDE SITE OF SSA-
 S-2002

EAGLE LAKE RD.



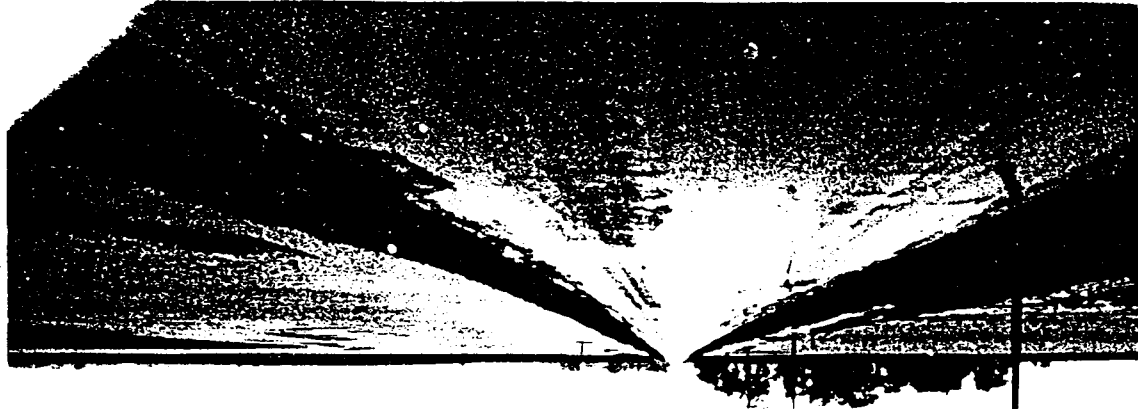
CREEK + FLOODED FIELD -
 MAIN CREEK FLOWS TO KANDAKAEE
 INSIDE BSA SITE
 S-2002



Lagie Lake re
SSA site
5-2002

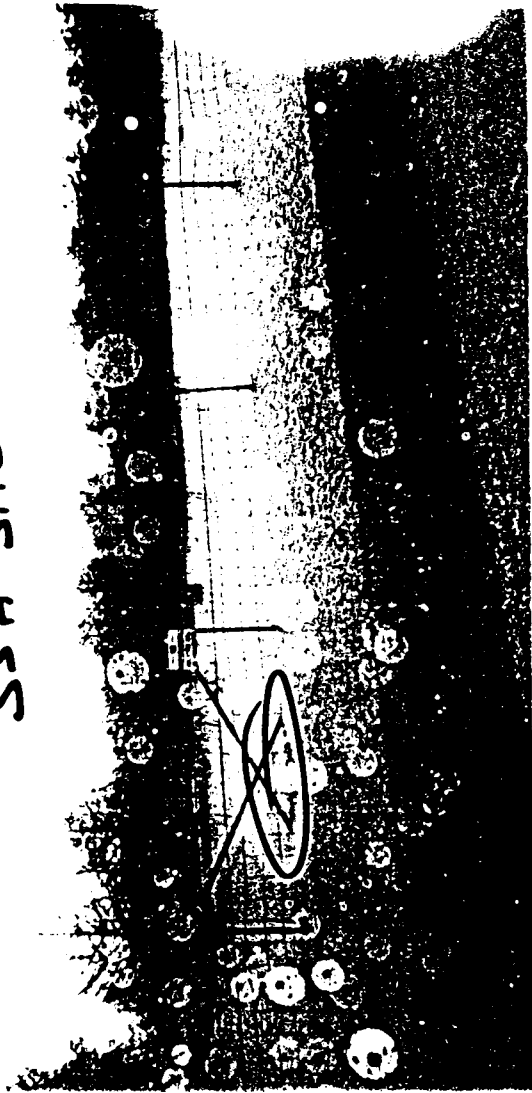


Ditch SSA site
5-2002 -



Egyptian Trail
SSA site
5-2002

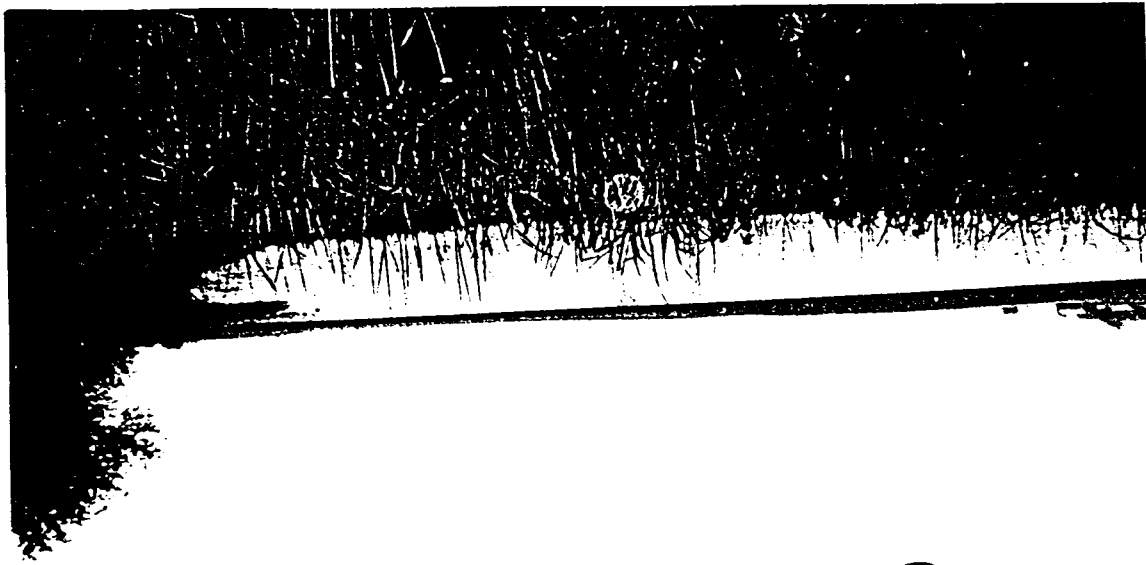
HOME - HOME - CRYO UN. 2002
 WITH DEER CONSERVATION
 NOTICE DEPTH OF WATER
 NEAR FENCE. SITE S-2002



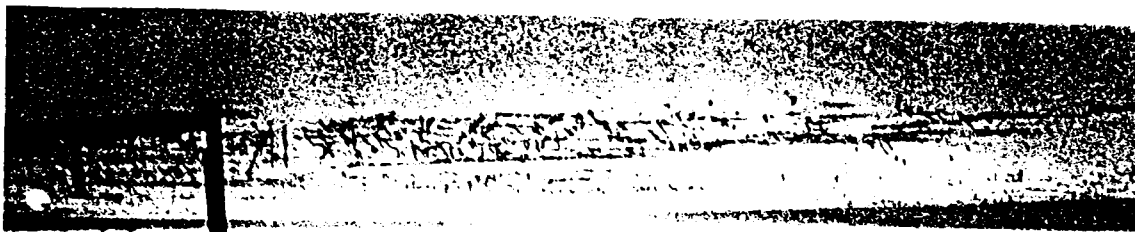
DITCH + FIELD
 OFFNER RD
 S-2002



FARMERS FIELD
 OFFNER RD
 S-2002



Agile Lake Rd.
Huge Flooding Prob.
Outside of Phase I -
S-2002



↑
Hott

Farmers Field
SSA SITE Phase I section
S-2002



Mr. Denis Rewerts
USDOT, FAA
2300 East Devon
Des Plaines, IL 60018

FP0033

Comments from Lois Beth Arms on the Final Environmental Impact
Statement, Tier 1: FAA Site Approval and Land Acquisition by the
State of Illinois, Proposed South Suburban Airport (April 2002)

Dear Mr. Rewerts,

Thank you for sending me the Final "Tier 1" eis for a putative
"South Suburban Airport". The box of 4 volumes arrived Friday, June
21, so I'm afraid I haven't had time to study it as its size, its
importance, and the time, money, and effort that has gone into it
would demand. I am working from the 19-page summary.

[I hope you will give the public an extension of more time for
comments.]

21-7

[I don't know why there was no public hearing on the final version
and therefore no public announcement about comments being taken. There
really should have been.]

21-8

[S-1 Tiered EIS I believe this is the first time a "tiered" eis has
ever been tried; it seems dishonest, since if there is no airport,
there is no need for an eis, and if there is any real proposal, the
eis should include and evaluate it.]

23-2

S-2 Proposed Action and Alternatives are stated thus: "The State of
Illinois seeks FAA site approval for the Will County Site and is
acquiring land to preserve the option of developing a potential, future
air carrier airport to serve the greater Chicago Region".

[So Illinois is acquiring land without approval from FAA! Sounds
illegal, certainly wrong. I guess IDOT thinks it "don't need no stinkin'
approval -- something like the casino building in Rosemont being started

5-11

before getting any approval.]

[In August 2000, the USEPA Region V representative testified that they "didn't see how a Tier 1 would fit i=nto their process", meaning, I take it, "What's this you're trying to put over?!"] 23-3

[Alternatives are given as a Will County site, a Kankakee County site; "The FAA also considered a No-Action Alternative" But in any action asking for federal money, as an airport eventually would, the NO-BUILD is always the first choice. A sponsor must identify a need to spend money, disrupt and displace people and businesses, change communities, land use, and quality of life.

S-2 FAA's Environmental Responsibilities. CEQ and NEPA don't say "in addition" federal agencies must consider a No-Action alternative, as asserted on page S-2. NO-Action is the first hurdle -- if there ~~is~~ no need, there is no project and no consequences of one. 23-4

~~S-3~~ Tier 1 skips over this.]

S-3 [Th e proposed federal action is FAA site approval for a potential future air carrier airport ... as determined necessary and appropriate² By whom? The airlines say NO; if they thought it was a good place for an airport, they would be way ahead of the boosters, and it would exist, even.] 1-8

"Site approval will allow for land acquisition prior to the site undergoing suburban development." This is based on a mistaken assumption. It's prime (the most productive) farmland, close to customers and suppliers. Tier 1 assumes "suburban encroachment", but planners are working on redevelopment of inner cities and older suburbs, reclamation of brownfields, grants for affordable housing, (emphasizing apartments) near existing infrastructure and social institutions, transit-oriented design, efficient use of all resources.

~~XXXXXXXXXXXXXX.~~

"At a later date, it will be determined how ~~aviation~~ regional aviation capacity needs will be met." [Business has been using FAX, e-mail, teleconferencing; it saves them time, money on hotels, ~~xxx~~ weather uncertainties of air travel, for some time now. Especially since Sept. 11, 2001, people avoid flying from prudence, fear, to avoid discomfort and car-clogged distances out to the airport. The passenger train must be favored because of less land consumption, comfort for the traveller, scenery, choice to work or snooze or walk for a snack, to the potty, or to the diner for good food.] 2-27

["continuing need to protect the airspace and preserve a ...site " for an airport. Protect airspace from what? The mechanized parachutes, hot air balloons, and small general aviation planes people now enjoy] 1-1

[Prime farmland is precious -- a going agricultural economy based on it exists. Farmland is already economically developed, it belongs to people who are not the ones planning sprawl or airports. If population grows, we will need more farmland -- it's farmland that should be protected from sprawl, highways, airports. Your ~~reis~~ doesn't mention agricultural preservation laws.] 15-2

[Page S-3 mentions the governor-mayoral agreement "includes Peotone" but doesn't mention O'Hare expansion or retention of Meigs Field. Again, sounds dishonest to tell only part of the truth. "Neither the agreement nor prospective legislation (in Congress) alters the scope of this Tier 1 ~~reis~~." But if there really were excess air demand, they would alter it.] 2-28

S-3 Alternatives. In the history of trying to site a south suburban airport, the BiState commission (really TriState) here called I-RAP, in its final decision eliminated the No-Build first, then all three "green grass" sites -- Kankakee, Bistate, and Peotone -- next.

[S-3 Alternatives Evaluation Process. "reasonably foreseeable actions ought to include continued farming, certainly a reasonable one for people here,] 2-29

4)

S-4 The Criteria Grid includes: Is there a willing ^{government} sponsor? You don't ask for any private users (airlines) or financiers.

Will the proposed site avoid or minimize social impacts?

It has upset people for years, wondering whether to wallpaper the kitchen or is the government about to come and take their home; kiboshing possible sales of a piece of land-- as soon as the prospect hears that it's part of IDOT's scheme, no sale. It has ruined the monetary value of the land -- who can people sell to except IDOT if they think IDOT is going to take it? It's a taking of value. Peoples' sleep, nerves, are frayed; it's like people who since Sept. 11, 2001, expect catastrophe at any moment, only this has gone on for YEARS. It's un-relieved stress. That's why our organization is called STAND -- SHUT THIS AIRPORT NIGHTMARE DOWN!

S-4. Level I Analysis: Purpose & Need. "Alternatives evaluated" (and apparently dismissed):

[Alternative Modes of Transportation --Passenger train, of course.

It leaves out alternative ways of doing business: FAX, e-mail, teleconferencing.] 2-27

~~expanding.~~ [Improvements on other airports in region: KKK, Gary, and Rockford all have had passenger service and exist ready; Milwaukee is already considered Chicago's "Third Airport", and a $\frac{1}{4}$ -mile track extension will connect it to the Amtrak line. (Mitchell Field is south of Milwaukee, of course.)] 2-30

[Operational Controls-- pricing could even out load factors; planes could schedule fewer flights and fill them.] 2-31

["Of these alternatives, it was determined that only the potential new airport site would fulfill ..." How was it? By whom? When?] 2-32

[Where does the Kankakee River Valley Airport Authority, which was established by the Illinois General Assembly to plan, build, and run any major airport in KKK or Will Counties, come in? I suppose it still exists.] 29-6

S-5 Level 2 Analysis : Previous Site Selection/Planning Studies.

[The world has changed. What good are capacity studies from 1988 and 1991? ^{Even} In their time, they were only guesses. Even before Sept. 11, 2001, airlines were beginning to go bankrupt, UAL's bonds were downgraded to "junk".] 2-33

If the once-proposed Green Garden site was eliminated due to lack of political and public support, [the public here abhors the idea of "land banking" or airport .] 5-1

The Gary airport, by the way, is NOW used for relief, allowing planes that can't land at O'Hare because of weather or whatever, to land at Gary. I believe Boeing has a fleet in Gary.

[S-6 Level 3... Again, there is no airline, money, or even FAA approval, but IDOT goes ahead and buys, thumbing its nose at everyone else.] 5-11

[Table S-1. This chart falsely says that the Will County site would avoid social impacts. It has already caused dreadful ^{social} impacts cited before.

It would not avoid environmental impacts -- even the site choice and sales have already. Houses sold and abandoned are already looking seedy, and IDOT wants to hire caretakers! All without tax money, of course.] [When IDOT buys land, it goes off the tax rolls, with impacts on the whole state of Illinois with its terrible budget shortfall. (Did IDOT have to reduce its budget, as the educational & social services had to, by the way?)] 5-12

S-7 Environmental Consequences. Your assumption of sprawl is only a guess.

The farmers want to stay, particularly those whose families have tended that land for more than a hundred years, one since the Civil War.

Noise. If you assume development, that would make noise.

Land Use. "While the need for ...airport...has not been determined..."

You said it!

[You list several local plans that "identify and address the potential for a new airport in the respective jurisdictions." And they all have

alternative Without-Airport plans! You left that out; you don't tell the whole story.] 23-5

[S-8 declares that "existing land uses would continue, and only the title to the land would change." Some have already changed, property sold ^{to IDOT} and abandoned.] [Don't forget that taxes now paid to Illinois would disappear, with STATEWIDE impact.] 5-12 6-5

S-8 Property Acquisition and Relocation Impacts. "No action would be taken (under No-Action) to expand the aviation capacity of the greater Chicago region beyond what is included in approved plans of existing airports and programs of the FAA."—also the afore-mentioned governor-mayoral agreement and possible Congressional legislation (p.S-3).

[Your count of displacing farms AND businesses ignores the fact that farms ARE businesses, connected to suppliers and customers.] [Your preferred Will Co. site would displace more people and households than KKK (or O'Hare).] 6-9 5-13

You say no schools, churches...but don't mention cemeteries or forest preserves. [How would you "relocate" a prime farm with Drummer soil?] 15-3

S-9 Impacts to Established Communities. People would not move to a possible airport community -- they move away from them.

Local Employment Impacts. FARMS ARE BUSINESSES, with employees, hired hands, ~~and~~, tenant farmers, customers, suppliers, grain brokers, people who sell and rent the costly, huge machinery that farmers use, Archer Daniels Midland, etc., etc. If anyone believed an airport was coming, land use & infrastructure could change, the agricultural economy wrecked.

Local Property Tax Impacts. you declare "all existing properties will be leased."--if you can find leasers! You say KKK and Will counties have option to tax leaseholds at same rate as private property--what county board would do that to its suffering citizens? And if it did, ^{try,} you can't get blood from a turnip. Get real.

[Schools & Public Services. Your assumptions ~~of~~ land use and leases

remainin^g is probably wrong. Again you don't mention forest preserves cemeteries. Your assumption of sprawl into the No-Build would certainly 5-14
change these services, or at least the demand.]

S-IO Induced Socioeconomic Impacts. You seem to declare that NO-Build would not create shifts in population growth or service demands, but would produce taxes to cover anything. That assumption of development may be imaginary; and anyway, houses do not produce enough taxes to cover services wanted. You ignore recreational and quality-of-life "demands": bird-watching, or the mechanized-parachute club, the hot-air balloons and gliders that people enjoy there now, ~~and private~~ and General Aviation private or corporate small planes.

The incessant stress from years of threat to people's way of life is already a crime and a shame. IT'S NOT GOING TO HAPPEN --STOP TALKING ABOUT AN AIRPORT.

The only jobs,jobs,jobs this has produced is for IDOT engineers, consultants, and theelike. Nice for them , I guess.

[Air Quality assumes no land use changes and thus no impact.] 7-1

[Water Quality assumes growth , but no water impacts. Greedy opportunists might flock and impact both. Of course, an airport would.] 9-6

DOT Section 303(c) & DOI Interior Section 6(F). You quote many environmental entities as saying that WillCo would be preferable to KKK , but if you give them only those two choices, it's like asking someone, ~~XXXXXX~~ "Would you rather beat your wife or your daughter?" -- No Action would be the MOST preferred, no doubt.

[S-II Historical and Archeological Resources. You don't address archeological values. Farmers have turned up paleo (prehistoric) Indian artifacts and have collections, which are being publicized on the Web and evaluated.] 11-2

Biotic Communities. [You left out Monee Reservoir, Thorn Creek Woods and Plum Creek Forest Preserve. Thorn Creek Woods is partly Nature 12-3 Preserve. Again, you say IDNR & INPC prefer Will co ~~xxx~~ alternatives(?)]

cant light emissions or result in impacts to sensitive land uses."

Is it your story that No Action WOULD or WOULDN'T bring suburban growth?!?

5-15

Right now, astronomy clubs love to go to this area to observe the heavens and stars without light pollution. We even saw Halley's Comet with the naked eye.

S-13 Solid Waste. You assume "upgrading residences or demolition ... where upgrading is not practicable." How about leaving them alone?

Again, the dread development from the dreaded No-Build would produce solid waste, as you claim under Construction Impacts. It might also produce Hazardous Wastes from building materials.

Surface Transportation. "Development with No-Action" would change this, too.

Visual Impacts. Of course putative development would change visual character. The unapproved purchase by IDOT of property which is then left empty and untended is already changing this.

S-14. [Cumulative Impacts. How interesting! CEQ regulations (40 CFR 1508.25) "prohibits segmentation of the project into smaller components to avoid required environmental analysis." What an honest, forthright attitude-- no "Tiers" for them.]

23-6

As to airport scenarios being "ripe" for evaluation, this old notion is past overripe -- it has rotten! Discard it.

"The conceptual facilities to be included in the assumed inaugural Airport include... air cargo and general aviation activity ." I believe air cargo usually travels in the belly of passenger planes, especially at night. Of course, nothing bulky, heavy, or non-precious would go by air-- our waterway system is better for ~~them~~ them. As to general aviation, we have Sanger and Lansing and some private facilities, even airplane communities. GA doesn't mix well with any busy airport with jets.

SSA proponents want a Metra Electric extension and possibly High Speed Rail to O'Hare.

You state that actions shaping the south suburban (you mean rural, I guess) area of Chicago have primarily involved conversion of land from agricultural to residential and commercial uses. There is also natural preservation, e.g. Thorn Creek Woods (partly Nature Preserve) and Will County's voters' recent bond approval for buying land for the Forest Preserve District.

As to transportation improvements, people have testified they want more bus service in Joliet in evenings and weekends; replacing the second track on the Illinois Central right-of-way could put freight trains and passenger trains on separate tracks, eliminating sidetracking of passenger trains to let a freight train go by, which causes bad delays to the passenger schedule. It's interesting to note that Metra Electric and transcontinental tracks are elevated over streets all the way from the Loop in Chicago to Steger Road and Dralle Road, then descend into ravine at Monee -- we'll probably never have a school-bus and train crash.

Transit-oriented design is becoming more popular -- when destinations and residences are close, you don't need so much space, money, time, road rage from commuting. Land use comes before you can know what transportation you might need. Since Chicago Bears will play football in Champaign the next 2 years. Amtrak may run specials & certainly will get more passengers. (Metra is planning an extension to tiny Manhattan, population 3000, which seems an invitation to sprawl, if anyone uses such a long commute.)

S-15. [Speaking of planned development projects in the area; you leave out 29-5 the Lincoln federal cemetery ^(NOW IN USE) and the Midewin National Tallgrass Prairie itself.]

["Impacts of projects at other airports in the Chicago region ...will not result in impacts associated with this Tier 1 EIS due to distance." -- except, they would ~~rather~~ absorb "demand" which IS mainly at a distance. ^{in time} Gary is a shorter drive from this area than Midway is, I believe, because 2-35 the drive is not through congested city streets.]

Purpose and need for project was determined to be to maintain the option to increase Chicago area's air capacity, but we need much more to

over KKK, omitting whether they would prefer No Action over both.

Threatened and Endangered Species. You say no impact from any of the three alternatives, but you expect suburban development ~~at~~ from No Action, and that would affect habitats and species.] 13-1

Wetlands What's in the wetlands now?

S-12 Floodplains. If people believed an airport would come, the incremental encroachments you speak of might occur.

Coastal Zone Management and Coastal Barriers. "There are no areas in Illinois subject to the Coastal Zone Management Act of 1972, as amended."

[I don't know why there would not be areas in Illinois subject to CZM Act, since Lake Michigan and the other Great Lakes are all connected and connect by the St. Lawrence Seaway to the Atlantic Ocean, and we do have an International Seaport at Lake Calumet] 29-7

(An earlier version of this project proposal would have used some water from the Lake Michigan watershed and sent it down the river system to the Mississippi and Gulf of Mexico, ~~but~~ and Illinois is overdrawn on water under the IJC treaty already.)

Farmlands. No impact from any of the alternatives? Have you forgotten your "anticipated suburban growth" with No Action? That would impact farmland . ["Under the State's land acquisition policy...all land currently in agricultural production would remain in agricultural production?" For how long? When and where is your "growth"? You want it both ways.] 4-6

Energy Supply and Natural Resources. ["No-Action Alternative would result in increased demand on energy supplies and natural resources". (Back to that view!)"but would not have a significant impact" on them. No? Natural resources include trees, birds, animals, plants and streams, quietness -- all of which would be replaced by any "growth."] Some of the corn being grown, I'm quite sure, goes to make gasohol now; I think soybeans too are being experimented with to produce energy. 16-1

Light Emissions. "None of these alternatives would introduce signifi-

the option to keep good farms. [History is going in the opposite direction from needing more air capacity --since before Sept. 11, 2001, airlines 2-27 suffering bankruptcies and going out of business, UAL's bonds were downgraded on Wall Street to "junk". The "need" for more air capacity must be 2-2 weighed against the option to keep good farms, peace and quiet, peace of mind in one's own home, natural areas.] Nature and people's freedom in their homes should win. (The "national airspace system" has new problems from security concerns to spend its money and attention on.)

"Selection of either KKK or Will sites would result in environmental and social impacts that are unavoidable." They are avoidable (altho some have already started) by keeping the status quo and not picking either. [Perhaps you can even stop IDOT's "landbanking" which has proceeded to do WITHOUT FAA APPROVAL.] 5-1

"FAA is uncertain about how much of IDOT's forecast of regional demand would be attracted to a new site." Very wise, and when in doubt, REFRAIN! "This will depend on a number of factors, including how much traffic can be accommodated at existing airports in the region" or at rail-road stations, or even water transportation, or by modern communications by which business doesn't do something so old-fashioned and pokey as flying.

[Illinois has already made a big mistake and saddled itself with one empty White Elephant airport ("Mid America") at Mascoutah. (Part of its rationale was to save Scott AFB from ~~closing~~ being closed.) The airlines said they would have no use for that one. Why would we want to do that again? and go against airlines business judgment, and gamble ~~take~~ land, 1-9 money and lives? for another dud?]

"As a specific proposal is submitted to the FAA..." Really, IF such a proposal is ever made.

S-16 Preferred Alternative. "IDOT approached the FAA with a proposed action; Will Co site...is the State's preferred alternative." "The NO-Action Alternative would have fewer social impacts but would not preserve

the option of developing" a future airport.--just good farms. That's O.K!
Again, farms are businesses with expensive machinery, important decisions to make about markets, weather, what to plant and when, how to avoid any pests(bugs and molds -- they DO NOT NEED trespassing IDOTS.) Their land is already economically developed, and pays taxes; Illinois needs all of that.

S-17 [It is nonsense to say that although the State of Illinois is proceeding to acquire land, it is assumed that no property acquisition or relocation would take place. 1) That has already started, without FAA approval; 2) You yourself assume suburban development in a No-Action choice. 2-36
why assume they're waiting for permission?]

"No-Action would have fewer impacts on residents...however, this alternative would not meet the proposed action's purpose and need." SO WHAT? IT'S NOT A GOOD ONE! Please tell them so, and ^{in the future,} ~~the next time~~, they can wait until the FAA tells IDOT what might ever be needed and affordable!

[With respect to Federal agencies, you don't mention USEPA, Region V, who testified in August 2000 that it didn't see how "Tiers" would fit into its process. What is their current view?] 23-3

[Again, when you give all agencies, including yourself, only two alternatives to pick from, it's like asking "Which child do you prefer to abandon?"] The most preferable is NEITHER; No-Action is best. 2-37

s-18 Coordination and Public Involvement. On August 30, 2000, the agency "scoping" was in the morning, the public in the afternoon and was publicized that way. Of course, the media all have deadlines, so this arrangement gave only agencies good publicity and denied it to the public, in effect. I recognized only one reporter who was there the whole time. Also, the two-hour lunch break made a good opportunity for several people to leave, so the agencies didn't get to hear the ^{public} ~~people~~ (except for conscientious ones) and some of the public thought they were excluded from the morning session, and so didn't hear the agencies. The public hearing

October 4, 2001 was arranged much better.

s-19 WHY WAS THERE NO PUBLIC HEARING, AND THEREFOR NO PUBLIC ANNOUNCEMENT
OF COMMENTS BEING TAKEN, FOR THIS DOCUMENT?

21-1

[I hope the FAA's decision will be to drop this project and not Build
nor "landbank".]

5-3

Sincerely,

Lois Beth Arms

Lois Beth Arms

(a member of STAND --Shut This Airport Nightmare Down)

708 - 748 - 1706

**Tier 1 FEIS/Record of Decision
Proposed South Suburban Airport
Comment Database Report**

1. PURPOSE AND NEED

1-1 Comment

The Tier 1 FEIS to identify the potential environmental impacts associated with the FAA site approval and acquisition of land by the State of Illinois does not consider the planning, construction, funding, or operation of a potential new supplemental air carrier airport in the Beecher/Peotone Area.

Response

Comment noted. The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0007 FP0008 FP0009 FP0010 FP0011 FP0012 FP0013 FP0023 FP0029

1-2 Comment

I am concerned that the FEIS authors and contributors have focused on the potential and theoretical benefits of a proposed airport site, but have neglected the real, tangible and immediate impacts of land acquisition activities on the local environment, economy and general well being of the citizens who reside in and near the proposed airport footprint.

Response

Based on a review of the FEIS approved on April 22, 2002, and all applicable information, it is the FAA's final determination that the Will County, Illinois site is a technically and environmentally feasible location to provide the potential for addressing future aviation needs in the Chicago region, and that the benefits of approving a site, so that the State can acquire land to protect against suburban development and protect the airspace, outweigh the adverse environmental impacts of preserving this option as set forth in Chapter 5 of the EIS.

The Chapter 4 of the FEIS discussed the affected environment and Chapter 5 of the FEIS discussed the environmental consequences.

The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions.

Although all properties will be acquired, existing land uses contained within the acquisition boundaries would be maintained.

Letter Codes

FP0028

1-3 Comment

Further, I believe that the FEIS does not sufficiently address the topic of a “no action” option that would provide relief to local residents pending confirmation of a clear need for a new supplemental airport.

Response

Under the No-Action alternative, the FAA would not give approval for a potential, new air carrier airport site in the south suburban area of Chicago. No action would be taken to expand the aviation capacity of the greater Chicago region beyond what is included in the approved plans of existing airports and the stated intentions of their operating authorities. However, in February 2001, the State of Illinois announced that it would begin, and subsequently began, to acquire land from willing sellers prior to an FAA determination regarding site approval. Although the State of Illinois is proceeding to acquire land, it is assumed for comparison purposes and in order to provide a baseline for the No-Action Alternative that no property acquisition and relocation would take place. The potential impacts of state land acquisition and relocation is disclosed in the acquisition alternatives discussed in Chapter 5.0, Environmental Consequences of the FEIS. Because the No-Action Alternative does not meet the stated purpose and need of preserving the ability to construct a potential, future air carrier airport in the south suburban area of Chicago, the No-Action Alternative was not considered reasonable. However, CEQ regulations implementing NEPA state that the No-Action Alternative shall be included, thus this alternative was considered for further analysis and is discussed throughout the EIS. The No-Action Alternative establishes the baseline from which all other alternatives are measured.

Letter Codes

FP0028

1-4 Comment

There has been no major air carrier committed to using the new facility, no regional consensus to build an airport, and no demonstration of need for a sixth (not a third) airport in the Chicagoland area (all of these facts making an environmental impact statement for a new airport nobody wants highly superfluous), nevertheless, the threat that an airport will destroy an area of our state needlessly and without benefit is real.

Response

Attaining Regional Consensus does not necessarily mean achieving complete agreement among all interested parties, so much as general agreement among major parties about how to provide for future growth in air traffic. On December 5, 2001, the Governor of the State of Illinois and the Mayor of the City of Chicago reached an oral agreement on the major components of a long-range conceptual plan to increase airport capacity in the greater Chicago region. Legislation reflecting the agreement is pending in the United States Congress as this ROD is being completed. Also see response to Comment 1-1.

Letter Codes

FP0005 FP0030

1-5 Comment

There is no local support by the citizens. Beyond the scope of the airport, you can stop and talk to anyone and the majority of the people will say they are not in favor of Peotone. It makes more sense to expand O'Hare and/or use the underutilized airports in the region, Rockford, Mitchell, and Gary/Chicago than to pave over thousands of acres of highly productive farmland to build an airport.

Response

The opinion of local residents regarding the Tier 1 EIS for site approval and land acquisition by the State of Illinois has been recorded through the scoping process, the public hearing on the Tier 1 DEIS, and the public comment period. Comments from and responses to government agencies and the public are provided in the FEIS in Appendix P.

The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Use of existing airports is discussed in Section 3.2.1.4, Improvements at Existing Airports in the Greater Chicago Region, of the FEIS. The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport south of the City of Chicago. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0031

1-6 Comment

The FEIS is inconsistent regarding demand and traffic forecasts that were reviewed and approved by the same agency, FAA, for both Peotone and GYY. Peotone, although 35 miles distance from downtown Chicago with rudimentary existing ground transport, is stated to have great demand potential, whereby, GYY, with excellent existing ground transport infrastructure and only "20 miles" from downtown Chicago, has low demand potential. These projections come with not only the concurrence of the FAA but in the case of GYY at the insistence of the FAA.

Response

The comment is not accurate. The Tier 1 FEIS does not state that Gary/Chicago Airport has low demand potential, nor does the Tier 1 FEIS state that Peotone has great demand potential.

The need for site approval as described in the Tier 1 FEIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

The primary projects proposed in the 2001 Gary/Chicago Airport master plan are described in the FEIS, Section 2.2.2.1, Aviation Capacity Plans." The improvements proposed in the Gary Chicago Master Plan recently accepted by the FAA do not include projects designed to

significantly increase the airfield capacity of the airport. From a location perspective, the Gary/Chicago Airport site would be a reasonable alternative if it allowed for expansion to preserve the option of constructing a potential, future air carrier airport of the size and type being contemplated by the State of Illinois. However, large-scale expansion at this site is severely constrained by existing transportation infrastructure, natural boundaries, and environmental concerns including the existence of endangered species, noise impacts on surrounding population, and existence of numerous hazardous waste sites. The FAA recognizes that airfield capacity improvements at existing airports, such as Gary/Chicago Airport, can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport south of the City of Chicago. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Also see response to Comment 1-5.

Letter Codes

FL0003

1-7 Comment

It is unclear to us why the FAA will continue to concur with Peotone's demand projection of tens of millions of passengers per year, while the FAA was very forceful on insisting the GYY have a passenger forecast of not more than some 4 million per year over the same period. This question needs to be addressed in the FEIS.

Response

This comment is incorrect. The Tier 1 FEIS does not present, nor has the FAA yet accepted, a demand forecast for Peotone.

The FAA's concern was that the GYY draft Master Plan "Base Case" forecast of 825,900 passenger enplanements for the year 2020 was overly optimistic and far exceeded the FAA's Terminal Area Forecast. The FAA accepted the low case forecast in the Gary master plan. The numbers in Gary's low case forecast of 95,242 passenger enplanements for the year 2020 exceeded both the FY-1998 and FY-1999 TAF prepared by FAA for Gary.

Also see response to Comment 1-5.

Letter Codes

FL0003

1-8 Comment

The proposed federal action is FAA site approval for a potential future air carrier airport...as determined necessary and appropriate". By whom? The airlines say NO; if they thought it was a good place for an airport, they would be way ahead of the boosters, and it would exist, even.

Response

The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. It is not within the purview of the FAA to decide the best method of providing transportation within the greater Chicago region. Proposed airport development is the responsibility of state and local governments. FAA's role is to ensure that proposed development is consistent with all applicable laws and regulations and meets all requirements for safety, design criteria, and environmental compliance

Please see response to comments 1-1 and 1-2.

Letter Code

FP0033

1-9 Comment

Illinois has already made a big mistake and saddled itself with one empty White Elephant airport ("Mid America") at Mascoutah. (Part of its rationale was to save Scott AFB from being closed). The airlines said they would have no use for that one. Why would we want to do that again and go against airlines business judgement, and gamble land, money and lives for another dud?

Response

Please see response to Comment 1-1.

Letter Code

FP0033

**Tier 1 FEIS/Record of Decision
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2. ALTERNATIVES

2-1 Comment

What salesman is going to land in Peotone and then rent a car to drive all the way downtown? People who live in Peotone think its an inconvenience to drive downtown. Common sense would dictate that the Peotone location is to far removed from all the attractions that draw travelers to the Metropolitan Chicagoland area.

Response

A discussion of each alternative sites' distance from the Chicago central business district is provided in Section 3.2.1.5 of the Tier 1 FEIS. The Will County site is located approximately 35 miles from the Chicago central business district. It is the State of Illinois's intent for a proposed South Suburban Airport to primarily serve the air transportation demand in the south suburban region of Chicago. Travelers that require convenient access to Chicago's central business district have their choice of existing airports.

Letter Codes

FP0016

2-2 Comment

Peotone does not want or need an airport. Stop the madness!

Response

The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. It is not within the purview of the FAA to decide the best method of providing transportation within the greater Chicago region. Proposed airport development is the responsibility of state and local governments. FAA's role is to ensure that proposed development is consistent with all applicable laws and regulations and meets all requirements for safety, design criteria, and environmental compliance.

Letter Code

FP0015

2-3 Comment

Mr. Webber called and left a voice message that he was unhappy with the location of the proposed South Suburban Airport and requested that we do what we can to find another location or stop the process.

Response

Please see response to Comment 2-2.

Letter Code

FP0020 FP0021

2-4 Comment

I am writing to you to try to persuade you to close down George Ryan's "Peotone" airport. The majority of people here don't want it.

Response

Please see response to Comment 2-2.

Letter Code

FP0017

2-5 Comment

After reviewing the FEIS, we again find significant flaws in the use of decade-old studies in the analysis of potential sites for airfield development. These studies include the Chicago Airport Capacity Study (CACS), initiated in 1986, and the Illinois-Indiana Regional Airport Study (IIRAP), initiated in 1989 and completed in 1991. Any information resulting from these reports is outdated for present purposes. Please accept our comments into the published record in response to the FEIS.

In the Draft EIS, the State of Indiana and our respective offices questioned the validity of the inclusion of IIRAP and CACS. These two studies are over eleven years old, and the information derived disregards numerous changes that have occurred in Gary and Northwest Indiana since that time. In response the FEIS indicates that the FAA determined that the conclusions drawn from the IIRAP and CACS remain valid. However, the methods by which the FAA made this determination are not addressed in the FEIS, despite the concerns we raised.

Response

The assessments contained in the CACS and the IIRAP study are still valid in terms of assessing the feasibility of constructing a major air carrier airport in the Gary area. These studies remain a valid assessment of potential sites for a new air carrier airport in the greater Chicago region because the factors considered in these studies represent an appropriate range of issues that must be considered when assessing the feasibility of potential airport sites and because the data and analysis contained in CACS and IIRAP are still substantially valid. The social and natural environment has remained substantially the same, without significant change, since that time. In terms of the Tier 1 FEIS purpose and need statement and environmental analysis, from a location perspective, the Gary/Chicago Airport site would be a reasonable alternative if it allowed for expansion to preserve the option of constructing a potential, future air carrier airport of the size and type being contemplated by the State of Illinois. However, large-scale expansion at this site is severely constrained by existing transportation infrastructure, natural boundaries, and environmental concerns including the existence of endangered species, noise impacts on surrounding population, and existence of numerous hazardous waste sites. In the Level 3 screening the Gary site was eliminated from further consideration due to social and environmental concerns. The level of development proposed in the 2001 master plan for the Gary/Chicago Airport is not the type of development considered to address the long-range capacity need of the greater Chicago region.

The IIRAP study identified 52 listed waste sites within the Gary site; approximately 21 of these sites are located on or around the existing Gary/Chicago Regional Airport. IIRAP also identified 56 RCRA regulated facilities within the Gary site; 14 located on or around the existing

Gary/Chicago Airport. While some of these sites are in the process of cleanup, or have been remediated, there remain a number of sites near the airport that could impact its ability to expand to meet the long-term aviation capacity needs of the region.

With respect to the issue of eleven-year old data, the FAA has reviewed the information contained in previous studies as well as the airport's 2001 Master Plan Update and has found that the conclusions drawn remain valid for the purpose of assessing the capabilities of the Gary/Chicago Airport and the associated impacts of development at the facility. While there have been some changes to the social and natural environment surrounding the sites examined in the CACS and HIRAP (due to commercial and residential development), these changes do not alter the conclusions or magnitude of impacts when comparing the potential sites to each other. While some of the socio-economic data has changed slightly over time, the relative characteristics of the site's examined in the CACS and HIRAP have not changed in comparison to each other.

Letter Code

FF0001

2-6 Comment

Again, our offices and the State of Indiana noted in comments to the Draft EIS that an error had been made in the assumption that no significant airfield capacity projects were planned for the Gary/Chicago Airport. The 2001 Master Plan is indicative of over \$530 million of airport development projects for the Gary/Chicago Airport. The Final EIS addressed this by stating that the proposed airfield improvements do not provide for significant "increased airfield capacity." Technically, the development projects do allow for expansion, but the projects maintain the current runway design (i.e., the C-III aircraft design group) and thus FAA does not consider them to be increasing capacity.

Response

The primary projects proposed in the 2001 Gary/Chicago Airport master plan are described in Section 2.2.2.1, Aviation Capacity Plans, of the FEIS. The improvements proposed in the Gary Chicago Master Plan recently accepted by the FAA do not include projects designed to significantly increase the airfield capacity of the airport. From a location perspective, the Gary/Chicago Airport site would be a reasonable alternative if it allowed for expansion to preserve the option of constructing a potential, future air carrier airport of the size and type being contemplated by the State of Illinois. Large-scale expansion at this site is severely constrained by existing transportation infrastructure, natural boundaries, and of environmental concerns including: the existence of endangered species, noise impacts on surrounding population, and the existence of numerous hazardous waste sites. In addition, this site contains wetlands identified by the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency as being of high value and not acceptable for filling.

The FAA recognizes that airfield capacity improvements at existing airports, such as Gary/Chicago Airport, can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. As stated in the 2001 Gary/Chicago Airport Master Plan, "the annual service volume for the existing airfield at Gary was calculated to be 230,000 operations." The master plan further states that the airport's "annual service volume in 2020 would remain constant at 230,000 operations." Thus, the Gary/Chicago Airport Authority's master plan has indicated that the airfield's capacity, with the proposed improvements, will not change during the 20-year planning horizon. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport

south of the City of Chicago. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Code

FF0001

2-7 Comment

Our offices and the State of Indiana provided comments to the Draft EIS statement concerning over 9000 households requiring relocation at the Gary site. Again, the derivation of this number arises from information that is well over eleven years old and is not indicative of the current situation or proposed airfield development at the Gary/Chicago airport.

Response

The impacts indicated in the CACS and I-IRAP studies, discussed in Sections 3.2.2 and 3.2.3 of the FEIS are associated with the construction of an air carrier site capable of accommodating future passenger demands in the greater Chicago region. Consequently the site would be significantly larger than the amount of land occupied by Gary/Chicago Airport in its current configuration. This is the reason why the impacts listed in the Tier 1 FEIS are larger than those associated with the airport's current master plan. However, it should be noted that the improvements proposed for Gary in the 2001 Master Plan do not provide for significant additional airfield capacity at the airport. Increasing airfield capacity at Gary sufficiently to meet future regional air traffic would result in greater environmental and social impacts as described in the FEIS.

With respect to the issue of the number of households that would require relocation at the Gary site, the commentors noted that the number of households indicated by the FEIS (9,000) is not representative of the number of households that would require relocation with the development proposed in the 2001 Gary/Chicago Airport Master Plan. The FAA understands that the development proposed by the 2001 Gary/Chicago Airport Master Plan does not require the relocation of any households. However, the analyses contained in the FEIS examined the ability of the Gary site to accommodate the type of air carrier airport that could accommodate the long-range air transportation needs of the greater Chicago region. Consequently the site would be significantly larger than the amount of land occupied by Gary/Chicago Airport in its current configuration. When the Gary site was assessed for its ability to accommodate the construction of an air carrier airfield with multiple runways that could accommodate the long-range air transportation requirement of the greater Chicago region, the number of households that would require relocation was quantified as being approximately 9,000 in the I-IRAP study.

Letter Code

FF0001

2-8 Comment

We have been opposed to the Third Major Airport because O'Hare, Midway, and Gary Airports could all be expanded to meet the increasing regional air-traffic needs.

Response

The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Use of existing airports is discussed in Section 3.2.1.4, Improvements at Existing Airports in the Greater Chicago Region, of the FEIS. The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site.

However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport south of the City of Chicago. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Code

FL0001 FP0006 FP0029

2-9 Comment

As I see it, if there is an actual need for another airport, maybe someone could apply a little common sense in the location. There are two other locations that would be economically, financially, and geographically better sites, namely Gary, IN and Rockford, IL.

Response

The use of Greater Rockford Airport as an alternative was addressed in Section 3.2.1.5, Use of Other Airports, in the FEIS. Greater Rockford Airport was not considered a reasonable alternative to the proposed action due to its distance from the population center of the greater Chicago region (83 miles).

For Gary see response to Comments 2-5 and 2-6 above. .

Letter Code

FP0004

2-10 Comment

There is a third location that could be considered, the Lake Calumet Harbor Region of Chicago/Hammond area.

Response

The Lake Calumet site located on the Southeast side of Chicago was examined in the IIRAP Site Selection Study. Section 3.2.2.2, Illinois-Indiana Regional Airport Program, and Section 3.2.3.6, Lake Calumet Site, provides a discussion of the proposed Lake Calumet site that was suggested by the City of Chicago and then withdrawn by the city. The Lake Calumet Site was not retained for further consideration due to the lack of a sponsor and concerns over potential social and environmental impacts.

Letter Code

FP0004

2-11 Comment

While we have no adverse comments on the Tier 1 FEIS, we encourage FAA to conduct a thorough analysis and discussion of direct as well as cumulative impacts associated with the proposed project in any Tier 2 environmental documentation. Our Agency is interested and willing to provide your agency with input to aid in framing out such an analysis. In addition, we

encourage FAA to continue planning future necessary mitigation strategies that may be required by the identified alternatives and coordinate closely with any Federal, State and/or local authorities that have permitting and/or jurisdictional responsibility.

Response

Comment noted. The USEPA would be provided an opportunity to comment on any subsequent Tier 2 EIS.

Letter Code

FF0002

2-12 Comment

The FAA should act as an objective reviewer of the State's proposed plan. Also, the FAA should take into account Illinois' first attempt at building a rural airport to relieve and/or supplement an existing international hub. By the FAA's own admission, as contained in the FAA's record of decision for the expansion of Lambert International Airport on Sept. 30, 1998, this multi-airport plan wouldn't be successful because of the airline's hub system. Now after four years in so-called operation Mid-America airport in Mascoutah, Illinois sits virtually unused.

Response

As the FEIS outlined, a lengthy process led to the ultimate identification of the selected alternative, disclosure of potential impacts, and selection of appropriate mitigation measures. This process began with the FAA's competitive selection of an independent EIS contractor, continuing throughout the preparation of the DEIS and FEIS, and culminating in this ROD. The FAA provided input, advice, and expertise throughout the planning and technical analysis, along with administrative direction, preparation, and legal review of the EIS. From its inception, the FAA has taken a strong leadership role in the environmental evaluation of the EIS and has maintained its objectivity.

Please see response to Comment 2-2.

Letter Code

FL0002

2-13 Comment

There was no mention of an important development affecting air transportation – the construction of new runways at O'Hare airport. Why was the impact of the proposed expansion there not considered, even though areas equally far or inconvenient from the south suburbs were considered as alternatives in the report?

Response

Proposed conceptual development at O'Hare is discussed in Section 3.2.1.4 of the Tier 1 FEIS. The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

On June 29, 2001, the City of Chicago announced a long-range concept for Chicago O'Hare International Airport. The City's concept is aimed to relieve delays, congestion, and long-range capacity problems in the Chicago Airport System. The highlights of the concept include the redesign of the airport to consist of six east/west parallel runways and two northeast/southwest parallel runways. The concept also includes the addition of western access and terminal expansion on the west side of the airport. On December 5, 2001, the Governor of the State of Illinois and the Mayor of the City of Chicago reached an oral agreement on the major components of a long-range conceptual plan to increase airport capacity in the greater Chicago region. Legislation reflecting the agreement is pending in the United States Congress as this ROD is being completed.

It is anticipated that an extensive public process would assist in defining considerations for future development at the airport. The planning for potential new runways at O'Hare is at a preliminary stage, and a number of factors may affect final plans. This concept has not been submitted to FAA for approval, nor has it been subjected to airspace and environmental reviews. Thus, the concept is subject to additional planning and revision before becoming a plan for consideration by the FAA.

This concept has not been submitted to FAA for approval, nor has it been subjected to airspace and environmental reviews. Construction of new runways at O'Hare would require a new and separate environmental impact statement and may also require amendment of the existing airspace and air traffic procedures. Airspace configuration and air traffic control procedures could require substantial amendment or complete redesign, requiring a separate environmental analysis. The long-term concept has not yet been prepared in the sufficient detail to be ready for a thorough environmental review. It is subject to uncertainties and is not known with sufficient specificity to be capable of environmental review. Specific analysis of impacts associated with runway relocation, configuration, design, timing, and use is premature at the present time. In absence of specific information about these parameters, detailed environmental analysis would be highly speculative. In summary, the planning for potential new runways at O'Hare is at a preliminary stage, and a number of factors may affect final plans, thus, the concept is subject to additional planning and revision before being submitted to the FAA.

Letter Code

FP0030

2-14 Comment

In response to the alternatives presented in this FEIS, we as many others feel they do not reflect 5 true distinct alternatives, because in fact 4 of the 5 are actually subsets of one of the other (inaugural being part of the ultimate). This is very obvious to anyone reading the document.

Response

The FAA completed a thorough and objective review of reasonable alternatives to IDOT's proposed action. The evaluation of alternatives utilized a three-level screening process formulated to concentrate on the purpose and need for the proposed action and the reasonableness of the alternatives. A detailed description of this process is contained in Chapter 3.0 of the FEIS.

Letter Code

FP0031

2-15 Comment

What also needs to be considered here is that the State of Illinois has already built an airport with the idea of building it to relieve congestion at a nearby International airport. The idea was, if you build it, they will come. That airport is Mid America Airport in Mascoutah, Illinois. It opened on April 1, 1998 and has remained virtually unused since that time.

Response

Please see response to Comment 2-8.

Letter Code

FP0031

2-16 Comment

We find that the FEIS does not meet the letter or the spirit of the Council on Environmental Quality regulations that implement the National Environmental Policy Act with regard to environmental impact statements' consideration of alternatives. The assumptions or foundation upon which the entire putative entity known as the Peotone project are based, are unsound, namely the Peotone demand forecasts and claim of Peotone's unfettered, open airspace. Gary/Chicago Airport was not adequately, nor thoroughly considered in the alternative review.

Response

The projected growth of aircraft operations in the greater Chicago region is presented in Section 2.2.1, Growth of Aviation Demand in the Chicago Region, of the FEIS. The State of Illinois and the City of Chicago have prepared their own projections of aircraft operations at the region's air carrier airports using differing assumptions. Consequently, there are differences between the two projections. The FAA's Terminal Area Forecast for aircraft operations at the same airports falls within the high and low boundaries established by the State of Illinois and the City of Chicago's forecasts and was used in assessing the project's purpose and need. See Tier 1 EIS, Section 2.2.1, for a discussion of the FAA's Terminal Area Forecast.

Although capable of sustaining current and forecast traffic for the near future, an increase in traffic at either Midway or Gary at the levels contemplated for a potential, future regional air carrier airport would lead to airspace conflicts. It should be noted that the distance between airports is not the only, or most important criterion that determines the impact on operations between airports. Runway layouts, navigational aids, the airspace structure, and other factors also add to the determination of conflict between airports. In this case, there is also an air traffic dependency between Midway Airport and O'Hare.

Also see response to Comments 1-7, 2-6 and 2-6

Letter Code

FL0003

2-17 Comment

The FEIS negatively and unfairly dismisses GYY as an alternative and in doing so causes great harm to the future development of GYY by causing a self-fulfilling and negative prophecy. This results because the positive facts regarding GYY are either obfuscated or not shown the light of day. Thus, it would be possible for the wasteful expenditure of national resources for a facility not needed at Peotone. Resulting also would be an action of great economic injustice to Gary,

northwest Indiana, the southern Chicago suburbs most in need of economic assistance, and the south side of Chicago.

Response

See responses to Comment 2-6.

Letter Code

FL0003

2-18 Comment

We are also concerned with FEIS finding that Peotone would not impinge on surrounding airport airspace. GYY, an existing, operating airport is being told by your agency that operations on our Runway 02 will be impacted by Peotone airspace in the future. GYY has been in operation for over half a century and now that expansion is being articulated, it is told that a make-believe airport must come first.

Response

The Tier 1 FEIS did not make a finding that operations on Runway 02 at Gary would be impacted by Peotone airspace. The FEIS examined in Section 3.2.3.7 whether the proposed site was capable of operating within the existing airspace structure. No critical problems with the Will County site's ability to operate within the existing regional airspace structure have been identified.

Letter Code

FL0003

2-19 Comment

GYG is most uncomfortable with the FEIS ignoring our airport's 2001 Master Plan, which calls for the use of existing infrastructure, development of brownfields for beneficial use and the de minimus expenditure of national resources for a resulting great increase in regional airport capacity.

Response

The 2001 master plan for Gary/Chicago Airport was discussed in Section 3.2.1.4 of the Tier 1 FEIS. Airfield facilities at Gary/Chicago Airport consist of one air carrier runway. Notable projects proposed by the 2001 Gary/Chicago Airport Master Plan include extending the primary runway 1,900 feet, building a new terminal on the west end of the airport, building a four-story, 2,700-space parking garage expanding the existing passenger terminal site and new air cargo facilities. No significant airfield capacity projects are contemplated at this airport within the 20-year planning time frame. This fact is confirmed in the airport's 2001 master plan that notes the airfield's annual capacity, will remain essentially unchanged throughout the 20-year planning period.

Also see response to Comment 2-23.

Letter Code

FL0003

2-20 Comment

On page 3-3 of the FEIS, five questions are listed as key to the FAA's evaluation of alternatives. In all five questions the answers regarding the GYY site can be answered most strongly in the affirmative: GYY can operate within existing airspace; GYY has a willing government sponsor (not only Gary and Indiana but also the City of Chicago); GYY uses the excellent existing ground transport network; GYY has positive social impacts, more so than Peotone; GYY not only minimizes environmental impacts, it turns brownfields into productive use and it precludes sprawl.

Response

See response to Comments 2-5, 2-6 and 2-7.

Letter Code

FL0003

2-21 Comment

The entire FEIS is already dated because it does not consider the Chicago plan for ORD expansion and it does not consider fully the 2001 Master Plan for GYY.

Response

The FEIS considers the proposed concept for the reconfiguration of the O'Hare airfield and the projects proposed in the 2001 master plan for the Gary/Chicago Airport in Section 3.2.1.4 of the FEIS, Improvements at Existing Airports in the Greater Chicago Region.

The ROD also addresses these issues in Chapter 8, Related Planning Issues, Improvement at Existing Airports in the Greater Chicago Region.

See response to comments 2-13 and 2-19.

Letter Code

FL0003

2-22 Comment

The FEIS dismisses GYY by assuming the now over 11 year old plans outlined in airport location studies performed in the late '80s and into 1991 as being valid. It completely ignores the 2001 Master Plan as approved by the FAA. As for GYY as an alternative these old studies are not valid. The FEIS builds its foundation upon these outmoded, outdated, never to be revisited studies. As a result the FAA states 9,000 residents need to be removed to expand GYY. Not a single resident needs to be removed to expand GYY. Similarly other statements made in the FEIS – e.g., great environmental impacts will result in the expansion of GYY, are plainly and clearly wrong. It is also wrong to attribute the need to move 3 expressways and one river to the GYY expansion. The activities are simply not true to our plans. And it is for reasons based on such statements being made and unthorough analyses that we believe the entire FEIS process needs to be stopped and corrected.

Response

See responses to Comments 2-5, 2-6 and 2-7.

Letter Code

FL0003

2-23 Comment

Without getting into each particular inaccuracy of the FEIS, there is a statement made on page 2-5, fourth paragraph that reads, *“no significant airfield capacity projects are contemplated at the airport (GYG) within the 20-year planning time frame”* of the new master plan. This statement is symbolic in representing other statements and logic used in terms of inaccuracy.

Response

The quoted sentence is correct as written. As stated in the 2001 Gary/Chicago Airport Master Plan, “the annual service volume for the existing airfield at Gary was calculated to be 230,000 operations.” The master plan further states that the airport’s “annual service volume in 2020 would remain constant at 230,000 operations.” Thus, the Gary/Chicago Airport Authority’s master plan has indicated that the airfield’s capacity, with the proposed improvements, will not change during the 20-year planning horizon.

Letter Code

FL0003

2-24 Comment

On page 3-22, the gross statements and conclusions of sections 3.2.3.4 and 5 are wrong. The summary statement that GYG “was eliminated for further consideration because it didn’t meet the screening criteria for social impacts and environmental impacts” is wrong. The summary statement that GYG *“was eliminated for further consideration because it didn’t meet the screening criteria for social impacts and environmental impacts”* is wrong.

Response

See response to Comment 2-5

Letter Code

FL0003

2-25 Comment

Why aren’t we legitimately focusing on Rockford, Gary, and O’Hare? These alternatives are realistic and possible.

Response

The use of existing airports is discussed in the FEIS, Section 3.2.1.4, Improvements at Existing Airports in the Greater Chicago Region, and Section 3.2.1.5, Use of Other Airports. The ROD also addresses these issues in Chapter 8, Related Planning Issues, Improvement at Existing Airports in the Greater Chicago Region. The FAA recognizes that airfield capacity improvements at existing airports can affect the need for airport facilities at a new site. However, based upon the overall status of capacity planning and prospects at existing airports, the FAA has determined that reliance on improvements at these airports is not a reasonable or prudent alternative to reserving a new site that may be needed for future capacity growth in the region. The State of Illinois has proposed that the demand for additional transportation service in the greater Chicago region be accommodated by preserving the option of developing a new air carrier airport south of the City of Chicago. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Code

FP0032

2-26 Comment

Why was the Peotone the selected site?

Response

The Peotone site was indicated as the FAA's preferred site because it passed all of the screening criteria described in Chapter 3 and had fewer cumulative impacts than the Kankakee site as described in the FEIS, Section 3.4, Preferred Alternative. See Chapters 6 and 11 of the ROD.

Letter Code

FP0032

2-27 Comment

Business has been using FAX, email, teleconferencing; it saves them time, money on hotels, weather uncertainties of air travel, for some time now. Especially since Sept. 11, 2001, people avoid flying from prudence, fear, to avoid discomfort and car-clogged distances out to the airport. The passenger train must be favored because of less land consumption, comfort for the traveler, scenery, choice to work or snooze or walk for a snack, to the potty or to the diner for good food.

Response

It is too early to tell whether reductions of passenger enplanements and aircraft operations resulting from the events of September 11, 2001 will affect longer-term aviation forecasts. Long-term forecasts assume that temporary decreases or increases in demand may occur during the forecast period. In the past, aviation activity has undergone significant, although temporary, decreases in response to economic recessions or international events such as the Persian Gulf War, but have recovered in the long-term. Based on recent increases in aviation activity since September 11th, it is apparent that this recovery is well underway.

With respect to the use of electronic communications, teleconferencing and videoconferencing have existed for years, but there is no data that indicates these alternatives have reduced the demand for air transportation. In fact, the demand for air transportation continues to rise even with the existence of these alternatives.

The use of rail as an alternative is discussed in Section 3.2.1.2, "Alternative Modes of Transportation." The high-speed rail alternative was not retained for further consideration because the system would not provide additional transportation capacity to cities beyond the extent of the system, and passengers traveling to cities other than those served by the proposed high-speed rail system comprise the majority of passengers using the Chicago area airports. The traditional rail alternative was eliminated from further analysis given the barriers of lack of frequency and significantly slower travel time.

Letter Code

SP0033

2-28 Comment

Page S-3 mentions the governor-mayoral agreement “includes Peotone” but doesn't mention O'Hare expansion or retention of Meigs Field. Again, sounds dishonest to tell only part of the truth. “Neither the agreement nor prospective legislation (in Congress) alters the scope of this Tier 1 EIS.” But if there really were excess air demand, they would alter it.

Response

Response to Comment 2-9 in the FEIS states that the oral agreement between the Mayor and Governor for increasing the aviation capacity of the greater Chicago region included improvements at O'Hare, continued operation of Meigs Field and construction of an air carrier airport in the vicinity of Peotone, Illinois. With respect to Meigs, due to its limited size and capabilities, Meigs was never considered as a reasonable alternative to the Tier 1 proposed action.

Please see response to comment 2-13.

Letter Code

FP0033

2-29 Comment

S-3 Alternatives Evaluation Process. “reasonably foreseeable actions ought to include continued farming, certainly a reasonable one for the people here.

Response

The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions. Although all properties will be acquired, existing land uses, including farming, contained within the acquisition boundaries would be maintained until such time as it would be needed for airport development.

Letter Code

FP0033

2-30 Comment

Improvements at other airports in region: KKK [Kankakee], Gary, and Rockford all have had passenger service and exist ready; Milwaukee is already considered Chicago's “Third Airport”, and a ¼-mile track extension will connect it to the Amtrack line. (Mitchell Field is south of Milwaukee, of course.)

Response

Please see response to Comments 2-7, 2-9, and Chapter 5, Alternatives Analysis of the ROD.

Letter Code

FP0033

2-31 Comment

Operational Controls – pricing could even out load factors; planes could schedule fewer flights and fill them.

Response

Price controls are most frequently termed “peak hour pricing.” “Peak hour pricing” is a system whereby the airport owner charges the airlines more for aircraft operations that occur during the busiest periods of the day. The rationale is that aircraft operators will reduce operations during the peak period to avoid higher fees, thereby reducing congestion and delays during peak periods. As the Tier 1 EIS correctly notes, the purpose of congestion pricing is not to reduce overall demand, and will not increase the overall capacity of an airport. Thus, peak hour pricing cannot meet the stated purpose of the proposed action.

The issue of load factor requirements (i.e., requiring a certain percentage of the seats on aircraft to be full) was addressed in Section 3.2.1.7 of the EIS entitled "Demand Management Alternatives and Operational Controls." As stated in the EIS, it is difficult to envision that a restriction mandating higher load factors would meet the purpose and need. If a rule were enacted mandating that flights not leave if they are less than, say 90 percent full, the passengers would have to get off the aircraft and make alternative travel arrangements. These problems could be especially severe for connecting passengers. The FAA determined that this was not a reasonable alternative and it was not retained for further consideration.

Letter Code

FP0033

2-32 Comment

“Of these alternatives it was determined that only the potential new airport site would fulfill...” How was it? By whom? When?

Response

The FAA in its FEIS determined that the only the potential new airport site alternative would fulfill the purpose and need of the proposed action. See Chapter 3, Alternatives of the FEIS and Alternatives Analysis, Chapter 5 of the ROD.

Letter Code

FP0033

2-33 Comment

The world has changed. What good are capacity studies from 1988 and 1991? Even in their time, they were only guesses. Even before Sept. 11, 2001, airlines were beginning to go bankrupt, UAL’s bonds were graded to “junk”.

Response

Please see response to Comments 2-5, 2-16 and 2-27.

Letter Code

FP0033

2-34 Comment

We have stated repeatedly that the Gary/Chicago Airport is a fully operational airport that can immediately provide a viable solution to help ease the air capacity and congestion problems of the region. This solution was not discussed in the Final EIS outside of the studies performed eleven years ago, which raise significant concerns about the validity of the study, and the weight given to our comments.

Response

See response to comments 2-5 and 2-6

Letter Code

FF0001

2-35 Comment

"Impacts of projects at other airports in the Chicago region...will not result in impacts associated with this Tier 1 EIS due to distance."---except, they would absorb "demand" which IS mainly at a distance.

Response

Please see response to Comment 2-6.

Letter Code

FP0033

2-36 Comment

It is nonsense to say that although the State of Illinois is proceeding to acquire land, it is assumed that no property acquisition or relocation would take place. 1) That has already started, without FAA approval; why assume they're waiting for permission?

Response

The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions. As discussed in Section 3.2.1, Level 1 Analysis: Purpose and Need, of the Tier 1 FEIS, although the State of Illinois is proceeding to acquire land, it is assumed for comparison purposes and in order to provide baseline for the No-Action Alternative that no property acquisition and relocation would take place.

Letter Code

SP0033

2-37 Comment

Again, when you give all agencies, including yourself, only two alternatives to pick from, it's like asking "Which child do you prefer to abandon?"

Response

Chapter 3, Alternatives, of the Tier 1 FEIS provides detailed information on the alternatives evaluation process performed as part of the FEIS. The alternatives evaluation process examined a broad range of potential alternatives including advanced technologies, improvements at other airports, operational controls, and development of a new airport site. The Tier 1 FEIS also considered sites previously evaluated by the State of Illinois as part of the CACS and HIRAP studies. As a result of this alternatives evaluation, it was determined that only two sites, Will County and Kankakee County, met the operational and preliminary environmental criteria necessary to be retained for detailed analysis in the FEIS.

Letter Code

FP0033

2-38 Comment

We also ask why the proponents of Peotone have not bothered to perform a data search on the current GYY expansion plan together with us. They have not bothered to call GYY to request sharing our plans with those performing the FEIS.

Response

The FAA used both the 2001 Master Plan Update and Airport Layout Plan for the Gary/Chicago Airport in the preparation of the Tier 1 FEIS. Therefore, there was no need to contact GYY for this data.

Letter Code

FL0003

**Tier 1 FEIS/Record of Decision
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3. NOISE

3-1 Comment

Was noise measured at night? Was the impact of noise after increased highway and rail construction considered, and the impact of noise from highway and rail construction given due consideration?

Response

As discussed in Chapter 5.1, Noise, of the Tier 1 FEIS, no noise impacts are anticipated to occur under any of the alternatives considered. In this Tier 1 FEIS, the proposed action for FAA site approval and the acquisition of the inaugural or ultimate site by the State of Illinois would not increase the noise conditions at either the Kankakee or Will County Acquisition Alternatives. The FAA also considered potential cumulative impacts as required by NEPA, by assuming construction and operation of a conceptual inaugural or ultimate airport at the proposed sites. As discussed in the EIS Cumulative Impacts Section 5.23.2, Noise, no significant cumulative noise impacts would be experienced by homeowners, businesses, or community facilities due to aircraft generated noise at the conceptual Will County Ultimate Airport location. This is because the boundaries of the proposed site was established on the basis of its ability to keep all significant noise levels within the conceptual ultimate airport site. The noise impacts associated with highways and railroads were considered in Appendix D of the FEIS.

Letter Codes

FP0030

**Tier 1 FEIS/Record of Decision
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4. LAND USE

4-1 Comment

What is the state going to do with the land after the proposal of the airport falls through and it can't be and is never built. It is too late for apologies to me and the citizens of this state over the wasted money.

Response

The State of Illinois will acquire land in accordance with IDOT's Land Acquisition Policy contained in Appendix C of the Tier 1 FEIS, and in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970, as amended. If, after the land is purchased, the decision is made at some point in the future not to build an airport at the site, Section 76 of the Illinois Aeronautics Act (620 ILCS 5/76) states that the Department (IDOT) can only dispose of airport property to another person or entity for aeronautical purposes or purposes incidental thereto. If IDOT determines that the property is surplus property, then they must follow the provisions of the State Property Control Act (30 ILCS 605). Section 7.1 of this Act governs the disposal of surplus real property. Under this Section, surplus real property is defined as: "...any real property to which the State holds fee simple title or lesser interest, and is vacant, unoccupied or unused and which has no foreseeable use by the owning agency."

Every year, each agency of State government must list which property meets this definition and inform the Director of the Department of Central Management Services. The Director, in turn, must inform other State agencies of the surplus property so that they can submit a request to have the property transferred to them. The Director may transfer the property to an agency that requests it or may sell the property. If the property is to be sold, the local municipalities and county have the right to pay appraised value before the property is offered to the general public.

Letter Codes

FP0014 FP0024

4-2 Comment

Three thousand people will be displaced, 4 farming communities will be erased from the farming industry so valuable to Illinois. And for what and unneeded, costly, foolish airport similar to Mid-America which no major airline will support to fly too.

Response

Section 4.3 of the Tier 1 FEIS identifies the existing land uses in the proposed site boundaries that include agricultural uses and land categorized as natural area/open space. Potential impacts to farmland are discussed in Section 5.15. The Tier 1 FEIS is for FAA site-approval and land acquisition by the State of Illinois only. Although all properties will be acquired, existing land uses contained within the acquisition boundaries would be maintained. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. Impacts to established communities are described in Sections 5.3.1, 5.3.4.2 and 5.3.4.3 of the FEIS. The Tier 1 FEIS explains IDOT's land acquisition policy (see Appendix C).

For cumulative community social and induced socioeconomic impacts Chapter 5 of the FEIS.

Letter Code

FP0006

4-3 Comment

The purpose of sending these pictures is to simply illustrate what Peotone is. It is mostly classified as vacant prairie land in Will County, which is cheap. To begin with every acre is farmed here in these towns and our land is not cheap. These pictures really do Peotone no justice because of the time of year they were taken, and you are unable to view the 1,000 plus homes, which would be destroyed along with the 100 plus acres of wetlands, and 1,300 acres of floodplains.

Response

Please see response to Comment 4-2. Section 4.3.2 of the Tier 1 FEIS provides a characterization of existing land uses within the Will County site, and states that active farmland makes up approximately 74% of the land within the boundary. Farms within the site boundaries are categorized as agricultural land on the existing land use maps. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. The Tier 1 FEIS proposed action and alternatives also do not involve changes in land use. Therefore, no impact to the wetlands or floodplains would result from the proposed action studied in the Tier 1 FEIS. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider impacts to wetlands from the proposed action and its alternatives.

Letter Codes

FP0006

4-4 Comment

We believe land acquisition is also not compliant with either the State's Farm Preservation Act or the Federal Farmland Preservation Act. These acts require State and Federal agencies to minimize the conversion of farmland to non-agricultural uses. While you claim land acquisition is only a part of planning it is quite clear the State has no intention to use it for agricultural purposes. They (IDOT and State of Illinois) have repeatedly been quoted in news publications if the airport is not built the land will be used for another public purpose or sold for a profit. This is not planning; rather it is speculating with tax dollars.

Response

The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions. Although all properties will be acquired, existing land uses contained within the acquisition boundaries would be maintained. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. Section 5.15, Farmland, of the Tier 1 FEIS discusses both federal and state farmland protection policies and laws. Specifically, the Federal Farmland Protection Policy Act (7

U.S.C. 4201-4209) and the Illinois Farmland Preservation Act (505 ILCS 75/1-8) are discussed in detail. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared in compliance with applicable section of the State's Farm Preservation Act and the Federal Farmland Preservation Act.

Please see response to Comment 4-3

Letter Codes

FL0002

4-5 Comment

This area remains an agricultural region, starting as far north as Park Forest and staying as such to the "proposed site," to the Illinois-Indiana state line at the east, west to Joliet and beyond, and south for miles and miles. Suburban encroachment is not happening in this area and land acquisition is not needed to stop it, nor should the FAA give its approval of it.

Response

Will County is one of the fastest growing counties in Illinois. Between 1990 and 2000, county population increased almost 40 percent to 502,266. Forecasts by the Northeastern Illinois Planning Commission (NIPC) indicate that the largest numerical gains in the region's population will occur in Cook and Will counties through 2020. IDOT forecasts Will County's population to increase to 556,944 in 2020 without any increase of aviation capacity in the Chicago region (The al Chalabi Group, 1995). NIPC's estimated population growth with additional capacity at O'Hare or a new airport is 735,000 and 820,000, respectively in 2020 – an increase since 1990 ranging from 106 to 130 percent.

The site proposed by the Illinois Department of Transportation for a possible future air carrier airport in Will County is undergoing rapid residential development that will hinder potential development as an airport. As of October 2000, approximately 220 additional houses have been constructed and 600 additional people have moved within the proposed site boundaries since it was last surveyed in 1995.

Please see response to Comment 4-4 and FEIS Chapter 2, Section 2.2.3.

Letter Codes

FP0031

4-6 Comment

"Under the State's land acquisition policy...all land currently in agricultural production would remain in agricultural production?" For how long? When and where is your "growth"? You want it both ways.

Response

The proposed action studied in the Tier 1 FEIS does not result in changes in land use and does not contemplate the construction and operation of an airport. Therefore, existing farmland would not be converted or destroyed as a result of the Tier 1 proposed action. Potential cumulative impacts associated with the assumed construction and operation of a conceptual airport facility on the acquired land are presented in Section 5.23.15, Farmland, of the Tier 1 FEIS. It will be determined at a later date, how regional aviation capacity needs will be met. If, in the future, a new air carrier airport is proposed at the preferred site, Tier 2 environmental documentation

would be prepared which would consider impacts to farmlands by the proposed action and its alternatives. It is the State of Illinois' intention that land acquired will remain in its present use until such time that it is needed for airport development. See response to comment 4-5.

Letter Code

FP0033

**Tier 1 FEIS/Record of Decision
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5. SOCIAL IMPACTS

5-1 Comment

The current land banking for the proposed airport is inappropriate. The state wants title to the land to lease it back to the owners. Land banking is wrong and un-American prior to proving the need for a new airport and need by the airlines. The government should not be in the land speculation business. We realize that landbanking does not fall under your jurisdiction but feel compelled to tell you we are against it.

Response

The State of Illinois has the authority to purchase land designated for airport purposes from willing sellers or through eminent domain process under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions.

Letter Codes

FP0007 FP0008 FP0009 FP0010 FP0011 FP0012 FP0013 FP0014 FP0023 FP0024 FP0031

5-2 Comment

Regarding the study done for the purpose of acquiring land in Will County for the construction of an airport: the Sportsman's Voice of Illinois, the Illinois Smallmouth Alliance, the Friends of Kankakee, the Indiana Izaak Walton League...among others...are all officially opposed to the plan.

Response

Please see response to Comment 5-1, above. The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. See comment 4-6.

Letter Code

FP0005

5-3 Comment

This Peotone airport is not progress. It is injustice to the unfortunate people who have had to put up with this boondoggle for over 15 years.

Response

The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS

does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Additionally it should be noted that the State of Illinois, has the authority to acquire land for new airports without prior approval by the FAA. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions. Illinois Department of Transportation in its acquisition of property has committed to comply with the Uniform Relocation Assistance Act. Relocation is often a difficult process. The State of Illinois has committed to a detailed acquisition plan wherein potential problems associated with displacement are addressed with solutions to minimize adverse impacts.

Letter Code

FP0006

5-4 Comment

There have already been threats of the use of eminent domain even though the airport has not been recommended nor approved.

Response

Please see response to Comments 5-1 and 5-2.

Letter Code

FP0017

5-5 Comment

How can land acquisition be considered based on an outdated environmental study? How can land acquisition be considered when no airlines are interested in committing to the project? How can land acquisition be considered in light of the implications of homes being vacated and left empty in this fine community, homes that have passed from generation to generation?

Response

The environmental study is not outdated as the FEIS was completed in April 2002. the evaluation of impacts contained in Section 5 of the FEIS, contained updated information taken from the 1998 Environmental Assessment for the South Suburban Airport, as well as the most current census data available in 2000 and 2001.

The State of Illinois has the authority to purchase land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions. The Tier 1 FEIS is for FAA site-approval and land acquisition by the State of Illinois only. In Section 5.3.4.2 and 5.3.4.3, the Tier 1 FEIS explains IDOT's land acquisition policy (see Appendix C). Although all properties will be acquired, existing land uses contained within the acquisition boundaries would be maintained. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

The service patterns of airlines that may operate at a potential air carrier airport at the proposed site is not a Tier 1 issue. As a result of Public Law 95-504, entitled the "Airline Deregulation Act of 1978" airlines in the United States are free to choose the routes and airports of their choice.

See response to comment 2-5.

Letter Code

FP0027 FL0002

5-6 Comment

Why was the Peotone project given a favorable social impact ranking when so many people would be moved compared to other plans and when the people, through their elected officials, are planning for slow, residential growth?

Response

Section 3.2.3, Level 3 Analysis: Operational and Preliminary Environmental Considerations, of the Tier 1 FEIS presents a discussion of social impacts for the various sites of approximate same size as presented in the IRAP study and considered in the environmental impact analysis. Results of the impact analysis identified the following relocation requirements for each of the sites considered: Gary, Indiana – 9,000 households; Joliet, Illinois – 1,400 persons and the town of Wilton Creek; Kankakee Site – 255 households; Lake Calumet Site – 11,000 households; and Will County Site – 1232 households. Based on this analysis, the Joliet, Kankakee, and Will County sites were given favorable social impact rankings compared to the Gary, Indiana, and Lake Calumet sites.

Letter Code

FP0030

5-7 Comment

What are the social costs that this area could be expected to bear when crime and mental illness increase once the destruction of a system where close-knit bonds cemented over generations is completed and replaced with industrial anonymity, based on studies of other areas developed in this fashion. What do these costs translate into in terms of dollars and cents (incarceration, increased demand for social services, increased malaise, etc.), and how are these costs to be paid?

Response

The social impacts associated with the proposed action and reasonable alternatives, as required by NEPA, are presented in Chapter 5, Environmental Consequences of the Tier 1 FEIS. No changes in land use or construction would occur with implementation of any of the alternatives evaluated in the Tier 1 FEIS; therefore, noise and air quality impacts would be similar to the No-Action Alternative. The acquisition alternatives would not induce significant shifts in population growth or movement, public service demands, or changes in economic activity, which would contribute to urban sprawl or congestion, pollution or crime. The need for site approval as described in the Tier 1 FEIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0030

5-8 Comment

When you look at the www.southsuburbanairport.com website you can see that the money received for property sold is generally higher for the younger landowners than the older. Why?

Response

Fair market value will be paid for all property acquired for airport purposes as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Fair market value is determined through an appraisal which is a written statement, independently and impartially prepared by a qualified appraiser, setting forth an opinion of defined value of an adequately described property on a specific date, supported by the presentation and analysis of relevant market information.

Letter Code

FP0031

5-9 Comment

Why is IDOT putting a two-year limit on this land acquisition plan? In addition, the state purchased property previous to the study being completed, thus invalidating the study by showing bias to one site over the others.

Response

IDOT has indicated that it is the Governor's goal to construct an airport within five years. The two year timeframe for land acquisition is in order to accomplish this goal.

Many public sponsors, such as the State of Illinois, have the authority to acquire land for new airports without prior approval by the FAA. The State's actions in this regard in no way prejudice any decision by the FAA to approve any of the State's proposed actions. All land acquisition activities by the State are at the State's own risk.

Letter Code

FL0002 FP0032

5-10 Comment

How will our people be compensated for the loss of natural resources, loss of open space, loss of natural areas of habitat fishing and wildlife?

Response

Potential mitigation for parkland is discussed in Chapter 6, Major Impacts and Mitigation of the ROD.

The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Although all properties will be acquired, existing land uses contained within the acquisition boundaries would be maintained. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Code

FP0032

5-11 Comment

So Illinois is acquiring land without approval from FAA! Sounds illegal, certainly wrong. I guess IDOT thinks it “don’t need no stinking approval” – something like the casino building in Rosemont being started before getting approval.

Response

Please see response to Comment 5-1.

Letter Code

FP0033

5-12 Comment

Table D-1. This chart falsely says that the Will County site would avoid social impacts. It has already caused dreadful social impacts cited before. It would not avoid environmental impacts – even the site choice and sales have already. Houses sold and abandoned are already looking seedy and IDOT want to hire caretakers! All with out tax money, of course.

Response

Please see response to Comments 5-5 and 5-6.

Letter Code

FP0033

5-13 Comment

Your preferred Will Co. site would displace more people and households than KKK [Kankakee] (or O’Hare). You say no schools, churches ... but don’t mention cemeteries or forest preserves.

Response

Comment noted. Cemeteries, within the context of historic resources, are discussed in Section 5.8 of the Tier 1 EIS. For NHPA Section 106 purposes, the undertaking for this Tier 1 FEIS is FAA airport site approval and land acquisition by the State of Illinois. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider potential impacts on National Register-eligible historic resources. If this occurs and the cemeteries are determined to be eligible for listing in the National Register of Historic Places, then the FAA would consider effects on the cemeteries following the same procedures applied to both National Register eligible archaeological and historic architectural resources. In addition, all cemeteries would be treated under the Human Skeletal Remains Protection Act. Cemeteries located in the areas needed for potential airport development would require relocation in coordination with living family members of the deceased and the owners of the cemeteries.

With respect to forest preserves, no direct or indirect impacts to DOT Section 303(c) or Section 6(f) properties would occur under any of the alternatives evaluated in the Tier 1 FEIS. This issue is addressed in Chapter 5, Section 5.7, DOT Section 303(c) and Section 6(f) Lands, Subsection

5.7.5, Mitigation. IDOT and the Forest Preserve District of Will County have initiated consultations and signed a Letter of Understanding and an intergovernmental agreement. The FAA is not a party to the Letter of Understanding or the intergovernmental agreement. IDOT and the Forest Preserve District of Will County are also working together on a Memorandum of Agreement (MOA) that will be executed should it be determined in the future that a supplemental air carrier airport at the preferred site is needed to address regional air transportation needs. The MOA will detail the methodology proposed to be implemented to monitor these resources, determine potential impacts and determine if mitigation is required. IDOT and the Forest Preserve District of Will County have agreed to monitor these properties along with the Forest Preserve District in order to identify potential future impacts and ameliorate them as quickly as possible.

Letter Code

FP0033

5-14 Comment

Schools & Public Services. Your assumptions of land use and leases remaining as is probably wrong. Again you don't mention forest preserves and cemeteries. Your assumption of sprawl into the No-build would certainly change these services, or at least the demand.

Response

The No-Build alternative assumes that development would occur within the acquisition area. See FEIS, Chapter 5, Section 5.3, Social Impacts.

Letter Codes

FP0033

5-15 Comment

It is your story that No Action WOULD or WOULDN'T bring suburban growth?

Response

As discussed in Section 5.23.3, Land Use Impacts, of the Tier 1 FEIS, under the No-Action Alternative, Will County is expected to experience increased development, especially in the northern third of the site as the Chicago suburbs continue to expand southward. Even without FAA site approval, the Inaugural and Ultimate Cumulative Impact Study Areas are projected to realize a moderate growth rate in population of approximately 10 percent and 6 percent, respectively, over the next 20 years. Projected expansion of residential, commercial and industrial development in the south suburbs and northwest Indiana would result in conversion of agricultural land.

Letter Codes

FP0033

**Tier 1 FEIS/Record of Decision
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6. SOCIOECONOMIC IMPACTS

6-1 Comment

The state has held the residents of this area hostage for over twenty years. No wonder suburban development never took place here. The state wants economic development, all they have to do is end the threat of an airport, and the area will be free to develop under the capitalistic system that we Americans are promised according to the constitution.

Response

The Tier 1 EIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport are addressed in Section 5.23 of the FEIS as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. As noted in Section 5.3.4.2, the Tier 1 FEIS assumed land acquisition by the State in the inaugural acquisition boundary would occur within years 0-5 of the project. Land acquisition within the ultimate acquisition boundary was assumed to occur within years 0-10 of the project. It was also assumed that the State would acquire some properties outside the inaugural boundary within the first 5 years to protect properties from land use changes that would interfere with airport development.

Letter Codes

FP0007 FP0008 FP0009 FP0010 FP0007 FP0011 FP0012 FP0013

6-2 Comment

I want to hear the explanation to the state employees who will lose their jobs and to our children who are losing out in their education because the state has to create budget cuts to keep their heads above water. But...they still insist on spending my money to buy this land.

Response

The State's current allocation of \$75 million to acquire land for a potential, future air carrier airport has already been raised based on bonds sold as part of the Illinois FIRST program. Additional funding for land acquisition has not yet been identified. Since the State is not proposing to construct an airport at this time, questions concerning funding for construction of the airport are premature.

Letter Codes

FP0024

6-3 Comment

Will County is a developing county and the land that is being proposed for the airport will someday be developed but at a much slower rate and at a much more controlled growth. The slower type of growth has been much more desired by the people that live in Will County.

Response

The Tier 1 EIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Land use growth and development controls can be used at the local government level to guide and control growth. Decisions to use these tools would have to be made by local governments through adoption of local plans and ordinances in compliance with Illinois State Statutes. Section 4.3 of the Tier 1 FEIS provides a discussion of land use and zoning in and near the acquisition sites.

Letter Code

FL0001

6-4 Comment

No matter how large you build this proposed airport it can't generate enough jobs to offset the years of neglect the South Suburbs have endured.

Response

Please see response to Comment 6-1.

Letter Codes

FP0017

6-5 Comment

We are the ones who will be hurt. Once the land is State-owned it's off the tax rolls. If the airport isn't built after all the land is acquired that will be just another burden my fellow residents and I will have to bear.

Response

As discussed in Sections 5.3.4.2 and 5.3.4.3 of the Tier 1 FEIS, under Local Property Tax Impacts, IDOT will file an exemption notice with the county for each property purchased and will continue to lease each property under its current use. The county tax assessor may determine that the leasehold is taxable and treat it as such. If the leaseholds are taxed, county governments will continue to receive tax revenues on the leases.

Letter Codes

FL0002 FP0017

6-6 Comment

To forcibly remove those who have maintained and cared for this area will have an adverse effect. An entirely new demographic will be created in the area. Those living in the area will have no stake or interest in preserving something that will never be theirs, instead of being mere guests of the State, until it chooses what use of the land will be best for the people.

Response

The State of Illinois has the authority to purchase from willing sellers or through eminent domain, land designated for airport purposes under the Illinois Aeronautics Act. The purchase of property by the State is restricted by a number of factors including legislative approval, environmental due diligence and budgetary criteria. The State's actions in this regard in no way prejudice any decision by the FAA regarding approval of any of the State's proposed actions. All land acquisition activities by the State are at the State's own risk.

Please see response to Comments 6-1 and 6-3.

Letter Codes

FL0002

6-7 Comment

The specter of an airport has been looming over the local economy for decades, squashing alternate, rational, and beneficial long-term planning.

Response

Please see response to Comment 6-1.

Letter Codes

FP0030

6-8 Comment

Rapid increases in traffic for area roads are projected after the construction of an airport in Peotone. How will the increased burden for local police be managed? As current property taxes for Will Township residents are quite high and present a serious drain on the local economy, will there be state and federal compensation for affected communities.

Response

Please see response to Comments 6-1 and 6-5.

Letter Codes

FP0030

6-9 Comment

Your count if displacing farms AND businesses ignores the fact that farms ARE businesses, connected to suppliers and customers.

Response

The Uniform Land Acquisition and Relocation Assistance Act along with the State of Illinois' land acquisition policy treats farm acquisition as businesses.

Letter Codes

FP0033

**Tier 1 FEIS/Record of Decision
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7. AIR QUALITY

7-1 Comment

The FAA honestly thinks it is safe for fuel exhaust to pollute the crop fields with carcinogens.

Response

At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. Tier 2 environmental documentation would consider potential air quality impacts of the proposed action, as appropriate.

Letter Codes

FP0006

7-2 Comment

Although elevated levels of carbon monoxide, sulfur dioxide, and “particulates” are projected to fall within federal guidelines after the construction of an airport in Peotone, trace chemical compounds and heavy metals are commonly released into the air during jet fuel consumption and during highway traffic. Why was there no discussion of the release of other federally regulated pollutants?

Response

Please see response to Comment 7-1.

Letter Codes

FP0030

7-3 Comment

What is defined as “particulate” in this study, and why are these materials lumped into one category, despite vastly different effects when different types of particulates are introduced into the environment.

Response

Particulate matter includes dust, dirt, soot, smoke, and liquid droplets emitted into the air by sources such as factories, power plants, cars, construction activity, and fires. An inhalable particulate is a particulate less than 10 microns in diameter (PM₁₀). National ambient air quality standards monitor particulate matter at both 10 micrometers (PM₁₀) and 2.5 micrometers (PM_{2.5}). However, the State of Illinois has not adopted the PM_{2.5} standard at this time. For consistency with the Federal ambient air quality standards, both PM₁₀ and PM_{2.5} data were reported.

Letter Codes

FP0030

7-4 Comment

Why were CO₂ emissions not discussed, despite their potential future relevance as the rest of the world begins regulating this dangerous climate pollutant?

Response

Please see response to Comment 7-1.

Letter Codes

FP0030

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8 HAZARDOUS MATERIALS

8-1 Comment

Has there been any discussion of compensation for residents affected in the future by chronic, low-level exposure to toxic materials, which many scientists are beginning to realize is not as safe as was previously anticipated?

Response

See response to comment 1-1.

Letter Codes

FP0030

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9. WATER QUALITY

9-1 Comment

The FAA honestly believes it's okay to contaminate the streams, all thirteen of them, with toxins and ruin the Kankakee watershed.

Response

The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. The impacts to water quality as a result of the proposed project are discussed in detail in Section 5.6, Water Quality, of the Tier 1 FEIS. Based on the evaluation, it was concluded that since no land use changes or construction would occur, no direct impacts to water quality or the Kankakee River Watershed would occur. Potential cumulative impacts resulting from the assumed construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23.6, Water Quality and Quantity, of the Tier 1 FEIS as required by NEPA. However, the FAA notes that determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would consider potential water quality impacts of the proposed action, as appropriate.

Letter Codes

FP0006

9-2 Comment

And what about the sewer systems? There are none. When it rains hard the water sits in the fields and is absorbed by the ground to saturate the roots for crops. So if an airport is built and there is no existing sewer system for the surrounding communities where does all the water go? Basements and lawns?

Response

The proposed action evaluated in the Tier 1 FEIS would not result in increased stormwater runoff, as no construction or changes in land use are included in the proposed action. Please see response to Comment 9-1.

Letter Codes

FP0006

9-3 Comment

There are no plans to deal with the disaster that will result from this airport. No plans to deal with the contamination that will happen to our water wells or the airport runoffs of jet fuel, deicer mixtures, etc. which will pollute the Kankakee River.

Response

Activities at airports are highly regulated by both USEPA and the states. The proposed action is FAA site approval and does not involve the construction or operation of an airport facility. In addition the IDOT Land Acquisition Policy memos are found in Appendix C of the FEIS. Under this Policy, existing land uses would remain the same; only the ownership to the land would change. The FAA has concluded that the proposed action will not have an adverse effect on groundwater quality or quantity. Please see response to Comment 9-1.

Letter Codes

FP0017

9-4 Comment

Please consider the detrimental impact this project is likely to have on a fine fishing river.

Response

Please see response to Comment 9-1.

Letter Codes

FP0026

9-5 Comment

The proposed project is of great concern to us in that our district runs diagonally from the N.E. to the S.W. through the proposed site. A project of this size would obliterate the natural flow of water in our district. Farmers, along with cost sharing from the State and Federal governments, have spent millions of dollars building networks of waterways, terraces, grass buffer strips, grass filter strips, water and sediment control basins, and drain tile. Thousands of trees have been planted also. This has all been done with the goal of conserving soil while also preserving the quality of water runoff for the site is all in the Kankakee River watershed system.

Response

Please see response to Comment 9-1.

Letter Codes

FL0002

9-6 Comment

The creeks in the proposed site flow into the Kankakee River's watershed. Today the Kankakee River is one of the cleanest waters in the State of Illinois. But, it will be threatened by building an airport in Peotone. It will be threatened by land acquisition too! The watershed may be threatened unknowingly by people because they may not realize the damage that can occur by dumping garbage and other items into the local creeks and streams.

Response

Please see response to Comment 9-1.

Letter Codes

FP0031

9-7 Comment

What are the means for water supply for the SSA?

Response

The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. The impacts to water quality as a result of the proposed project are discussed in detail in Section 5.6, Water Quality, of the Tier 1 FEIS. Based on the evaluation, it was concluded that since no land use changes or construction would occur, no direct impacts to water quality would occur. Potential cumulative impacts resulting from the assumed construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23.6, Water Quality and Quantity, of the Tier 1 FEIS as required by NEPA. However, the FAA notes that determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would consider potential water quality impacts of the proposed action.

Letter Codes

FP0032

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11. HISTORIC ARCHITECTURAL AND ARCHEOLOGICAL

11-1 Comment

Attached for information and file please find one copy of "Geomorphological and Geoarchaeological Assessment of the Monee Hummock, Will County, Illinois: A Natural Feature on the Glaciated Landscape." This study was conducted by Dr. Michael F. Kolb for the Illinois Transportation Archaeological Research Program of the University of Illinois at Urbana-Champaign. The attached investigation conclusively notes the so-called "anomaly" is of natural origin, similar to other ice contact features that are prevalent in northeastern Illinois.

Response

In response to the concerns raised on the DEIS, the Illinois Department of Transportation contacted the University of Illinois at Urbana-Champaign to undertake an investigation of the hummock. The investigation consisted of a map and literature compilation and field investigation that included seven soil borings at locations across the hummock. A copy of this report is contained in Appendix D of this ROD.

Letter Codes

FS0001

11-2 Comment

S-11 Historical and Archaeological Resources. You don't address archaeological values. Farmers have turned up paleo (prehistoric) Indian artifacts and have collections, which are being publicized on the Web and evaluated.

Response

The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. For NHPA Section 106 purposes, the undertaking for Tier 1 is FAA airport site approval and land acquisition by the State of Illinois. As discussed in Section 5.8 of the Tier 1 EIS, the goal of the archaeological investigations and historic architectural assessments for Tier 1 is to conduct sufficient research and field investigations to be able to evaluate the potential effects of the undertaking on National Register eligible resources. The FAA and IDOT consulted with the Illinois State Historic Preservation Office (SHPO), that given the nature of the current undertaking, the methodology is a reasonable and good faith effort to evaluate the effects of the undertaking on potential National Register-eligible archaeological and historic architectural resources; and that no additional considerations are necessary at this time. The SHPO's concurrence is contained in Appendix O.

The FAA and SHPO have developed a programmatic agreement to address any future Section 106 analysis pursuant to the Advisory Council on Historic Preservation's regulations (36 CFR 800.4(b) (2) and 800.14(b)) in terms of phased identification and evaluation. The PA is contained in Appendix C of this ROD.

Letter Codes

FP0033

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12. BIOTIC COMMUNITIES

12-1 Comment

I am equally concerned about the environmental impact of this project on the Kankakee River Valley. I cannot and will not endorse any project that threatens the natural ecology of this area, whose recreational benefits I have enjoyed for many years. This is truly one of northeastern Illinois' most treasured resources and I cannot imagine that the construction of a massive airport just a short distance away can have any positive effects on the natural resources or the people who enjoy them.

Response

Comment noted. The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23 of the FEIS as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider impacts to floodplains, wetlands and surface water features from the proposed action and its alternatives.

Letter Code

FP0005 FP0023

12-2 Comment

In my own personal opinion, the residents of the South Suburbs much prefer the sight of a Blue Heron to a DC-9 flying overhead. There is a massive amount of wildlife that would suffer greatly from the loss of natural habitat, which cannot be replaced.

Response

The abundance and diversity of wildlife existing at the Will County site is presented in Sections 5.9, Biotic Communities, and 5.10, Endangered and Threatened Species, of the Tier 1 FEIS. As discussed in the Tier 1 documentation, no changes in land use or construction would occur with implementation of any alternatives evaluated in the Tier 1 FEIS; therefore, no loss or changes in habitat would result from land acquisition associated with the Acquisition Alternatives. There would be no impacts to wildlife as a result of Tier 1 actions. Please see response to Comment 12-1.

Letter Code

FP0004

12-3 Comment

You left out Monee Reservoir, Thorn Creek Woods and Plum Creek Forest Preserve. Thorn Creek Woods is partly Nature Preserve. Again, you say IDNR and INPC prefer Will Co. alternatives.

Response

Section 5.7, DOT Section 303(c) and Section 6(f) Lands of the Tier 1 FEIS provides a discussion of the Monee Reservoir, Thorn Creek Woods and Plum Creek Forest Preserve. On September 28, 2001 the IDNR provided written comments to IDOT on the Tier 1 DEIS which found the following: "The DNR Supports the Tier 1 conclusion regarding site approval in Section 3.4 that the Will County site is the preferred alternative." Similarly, the INPC provided the following comment on the Tier 1 DEIS in correspondence dated October 17, 2001: "The DEIS adequately identifies the natural resources in relation to the proposed airport site alternatives. Protecting these natural resources while providing for a new airport transportation facility will be challenging, however, it remains the opinion of the INPC that the Will County site alternative represents the less challenging environmental conditions than the Kankakee County site alternative."

Letter Codes

FP0033

12-4 Comment

There is tall grass prairie land out here people. It's rare, needed and is almost extinct.

Response

No Federal or state-listed plants are know to occur within or adjacent to the boundaries of the site. See Chapter 5, Section 5.10.3.8.

Letter Codes

FP0006

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13. ENDANGERED AND THREATENED SPECIES

13-1 Comment

Threatened and Endangered Species. You say no impact from any of the three alternatives, but you expect suburban development from No-Action, and that would affect habitats and species.

Response

Comment noted. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23 as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider impacts to threatened and endangered species from the proposed action and its alternatives. Under the No-Action Alternative, growth and development as described in Section 5.3, Social Impacts, and 5.4, Socioeconomic Impact, would continue. Over time, as residential and commercial development increases in the area, the quality of natural habitats that support protected species would potentially decline.

Letter Code

FP0033

13-2 Comment

We have seen Sand hill cranes, eagles, and other rare species in this area. The study for wetlands sites was done nearly a decade ago.

Response

Information pertaining to migratory flight paths of sandhill cranes in the vicinity of the Kankakee and Will County Alternatives is presented in Section 5.10.3.4 of the Tier 1 FEIS. This information was developed from data provided by the IDNR and published in the quarterly journal of the Illinois Ornithological Society. Migration data collected by the Ornithological Society for the period 1991-1999 indicated that no migration flyovers were reported for Will County for that time period. During field work conducted as part of the Illinois-Indiana Regional Airport Site Selection Study, sandhill cranes were observed in small numbers flying over both the Kankakee and Will County Alternatives.

The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23 as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider impacts to threatened and endangered species from the proposed action and its alternatives. Under the No-Action Alternative, growth and development as described in Section 5.3, Social Impacts, and 5.4, Socioeconomic Impact, would continue. Over time, as residential and commercial development increases in the area, the quality of natural habitats that support protected species would potentially decline.

Letter Code

FP0032

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15. FARMLANDS

15-1 Comment

We are opposed to the airport project because of many questions that have not been satisfactorily answered. We feel that it would have a negative impact on agriculture and on our way of life in rural America. It would be a mistake to take such fine food producing land out of production for an unnecessary project.

Response

The proposed action studied in the Tier 1 FEIS does not involve changes in land use and does not contemplate the construction and operation of an airport. Therefore, existing farmland would remain unchanged as a result of the proposed action. As required by NEPA, the Tier 1 FEIS, Section 5.23.15, Farmlands, includes an evaluation of potential cumulative farmland impacts in both Will and Kankakee Counties assuming the development of a conceptual inaugural or ultimate airport. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. This Tier 2 environmental documentation would consider impacts to farmlands by the proposed action and its alternatives.

Letter Codes

FP0027

15-2 Comment

Prime farmland is precious – a going agricultural economy based on it exists. Farmland is already economically developed, it belongs to people who are not the ones planning sprawl or airports. If population grows, we will need more farmland – its farmland that should be protected from sprawl, highways, airports. Your eis doesn't mention agricultural preservation laws.

Response

Please see response to Comments 44 and 15-1, above. Section 5.15, Farmland, of the Tier 1 FEIS discusses both federal and state farmland protection policies and laws. Specifically, the Federal Farmland Protection Policy Act (7 U.S.C. 4201-4209) and the Illinois Farmland Preservation Act (505 ILCS 75/1-8) are discussed in detail.

Letter Code

PF0033

15-3 Comment

How would you relocate a prime farm with Drummer soil?

Response

The proposed action studied in the Tier 1 FEIS does not involve changes in land use and does not contemplate the construction and operation of an airport. Therefore, existing farmland would

remain unchanged as a result of the proposed action, and no farm relocations would be required. Please see response to Comment 15-1.

Letter Code

FP0033

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16. ENERGY AND NATURAL RESOURCES

16-1 Comment

"No-Action Alternative would result in increased demand on energy supplies and natural resources". (Back to that view) "but would not have a significant impact" on them. No? Natural resources include trees, birds, animals, plants and streams, quietness – all of which would be replaced by any "growth."

Response

Comment noted. Energy supplies and natural resources are discussed in Section 5.16 of the Tier 1 FEIS. Within the context of this FEIS, natural resources are considered to be materials such as timber, and mineral resources such as coal and iron ore. Biotic resources including plants, animal and streams are discussed in Sections 5.9 through 5-12 of the Tier 1 FEIS.

Letter Code

FP0033

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17. LIGHT EMISSIONS

17-1 Comment

Here in Steger, there are very seldom any stars at night, as there is too much light pollution to the north and too many bright lights on the track at Balmoral Park in Beecher. An airport in Peotone would likely eliminate any chance of ever seeing a night sky in this area again. For the first time in human history, thousands and thousands of people are being asked to live with the chronic deprivation of a night sky. What does the current research indicate regarding the long-term ecological, emotional, and psychological health impacts of advanced light pollution? Has there been any attempt to discuss advance compensation for area residents affected by this loss?

Response

A discussion of light impacts is provided in Section 5.23.17 of the FEIS.

The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared that would address the environmental impacts associated with the operation of an airport including light emissions.

Letter Codes

FP0030

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18. SOLID WASTE IMPACTS

18-1 Comment

In the section on solid waste disposal, it was indicated that the Peotone site would result in increased production of solid waste, but that area landfills would be able to absorb the extra waste. How much space is available in landfills in the Peotone area currently, and how long would this suffice for area residents, given estimated population increases, if an airport was not constructed? How long would this landfill space last if an airport were constructed?

Response

A discussion of solid waste impacts is provided in Section 5.23.18 as required by NEPA. The Tier 1 FEIS presents the impacts that would result from the proposed action of FAA site approval and land acquisition by IDOT, not from the planning, construction and operation of an air carrier airport. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. This Tier 2 environmental documentation would consider solid waste impacts from the proposed action and its alternatives.

Letter Codes

FP0030

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21. PUBLIC INVOLVEMENT

21-1 Comment

On behalf of STAND and the various other people concerned about the possible development of the South Suburban Airport (Peotone), I hereby request a 45 day extension on the comment period on the FAA's Final Environmental Impact Statement: Tier 1, Site Approval and Land Acquisition by the State of Illinois. A time restraint of 30 days does not allow enough time to review and comment on such an extensive report during one of our busiest times of year. In addition, I hereby request that the FAA hold another public hearing to receive input on the social, economic, and real estate impacts, including elimination of properties from the tax rolls and resulting problems (i.e. funding for schools, public safety, etc.) which have resulted from the land purchases for the South Suburban Airport by the State of Illinois since the last FAA public hearing in October of 2001.

Response

The planning and environmental process leading to the pending decision regarding site approval for a proposed south suburban airport has been extensive. The environmental process began with the scoping meeting held on August 30, 2000 and has continued through issuance of a Draft Environmental Impact Statement (DEIS) in August 2001 and a public hearing on the DEIS on October 4, 2001. The FEIS was signed on April 22, 2002. FAA appreciates the request for another public hearing and the ensuing comment period that closed in November 2001. However, the environmental process included a public scoping meeting and public hearing on the DEIS which provided the opportunity for STAND and the public to comment. All concerns raised by STAND and the public has been addressed in the FEIS.

The Council on Environmental Quality (CEQ) specifies that federal agencies wait 30 days following a final EIS before a record of decision (ROD) is issued on a proposed action. Although this period of time is not an official comment period subject to an extension, it is FAA's practice to consider comments received within this time frame, and comments received after the 30-day period, consistent with efforts and plans for completing the ROD. The FAA responded to the comments submitted during, as well as subsequent to, this 30-waiting period.

Letter Code

FP0001 FP0003 FP0025 FP0032

21-2 Comment

Please remove my name from your mailing list.

Response

Comment noted. Name has been removed.

Letter Code

FP0002

21-3 Comment

I would like you to send me a copy of the following: Final Environmental Impact Statement: Tier 1, Site Approval and Land Acquisition by the State of Illinois.

Response

Comment noted. A copy of the FEIS was sent as requested.

Letter Code

FP0018

21-4 Comment

What is the final date for accepting comments on the FEIS?

Response

The Council on Environmental Quality (CEQ) specifies that federal agencies wait 30 days following a final EIS before a record of decision (ROD) is issued on a proposed action. Although this period of time is not an official comment period subject to an extension, it is FAA's practice to consider comments received within this time frame, and comments received after the 30-day period, consistent with efforts and plans for completing the ROD. The 30-day waiting period ended on June 24, 2002. Comments received after the 30-day period were responded to in the ROD.

Letter Code

FP0022

21-5 Comment

As a Public Relations representative of STAND I am requesting a formal meeting with you and your board, along with the board members of STAND.

Response

The public has been afforded all required opportunities to comment during the environmental process beginning with scoping meetings held in August of 2000 and extending through the public hearing on the DEIS in October 2001 and the ensuing comment period that closed in November 2001. Furthermore, the FAA has responded to public comments that were received after the close of the comment period up until publishing the FEIS.

In light of the extensive public process that has taken place, the FAA does not consider additional public hearings nor meetings with STAND appropriate or necessary based on the justification provided by their request.

Letter Code

FP0006

21-6 Comment

These towns have plenty to say about this proposed airport, and the impact it will surely have on their communities, but no one will listen. What happened to freedom of speech?

Response

The opinion of Federal, State and local agencies, as well as local residents and the interested public regarding the Tier 1 EIS for site approval and land acquisition has been sought and recorded through the scoping process, the public hearing on the Tier 1 DEIS, and the public comment period. The FAA reviewed and considered comments received from the public and interested agencies and entities. Comments received from these groups and FAA's responses are provided in the FEIS (See Appendix P, Consolidated Comments and Responses Database.

Letter Code

FP0032

21-7 Comment

I hope you will give the public an extension of more time for comments.

Response

Please see response to Comment 21-1.

Letter Code

FP0033

21-8 Comment

I don't know why there was no public hearing on the final version and therefore no public announcement about comments being taken. There really should have been.

Response

Please see response to Comment 21-1. On May 19, 2002 the FAA published a Notice of Availability for the FEIS in local and regional newspapers throughout the Will County and Kankakee County areas. As indicated in the Notice of Availability, no decision on the proposed action would be made or recorded until at least 30 days after the notice had been published in the Federal Register by the Environmental Protection Agency. This 30-day review period was provided to allow the public and agencies an opportunity to review the document prior to a decision on the proposed action.

There is no requirement for a public hearing to be held on the FEIS. The FAA does not consider the period of time after the issuance of the FEIS as an official comment period subject to extension, but rather a minimum of 30-day waiting period, in accordance with the Council on Environmental Quality regulations, before the FAA can finalize a Record of Decision (ROD) and make a decision on the proposed action. However, it is our practice to consider late comments to the extent that we can, consistent with our efforts and plans for completing the ROD. The FAA responded to the comments submitted during, as well as subsequent to, this 30-waiting period. See response to comments in Appendix A of the ROD.

Letter Code

FP0033

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23. EIS PROCESS AND SCOPE

23-1 Comment

The DEIS is of dubious logic because the impact assessment of the purchase of land for an airport at Peotone cannot be de-linked from the construction of an airport on that very same land. Such logic ignores the ramification of the FAA sanctioning the land acquisition. The effect of the camel's nose inside the tent cannot be ignored.

Response

The FAA determined that a Tiered approach as described in the Council on Environmental Quality Regulations, 40 CFR 1508.28 and FAA Order 5050.4A, paragraph 101, is appropriate. Please see the Tier 1 FEIS, Sections 1.1, About the Tiered EIS, and 1.2, The Tiering Process, for an explanation of the NEPA approach taken. Pursuant to the requirements of NEPA, The Tier 1 EIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. The Tier 1 FEIS also contains descriptions of conceptual inaugural and ultimate airport facilities for purposes of cumulative impacts analysis should the need for planning, constructing, and operating a new air carrier airport in the south suburban area of Chicago be determined in the future. Please refer to Section 5.23.1.1 of the Tier 1 FEIS entitled, Past, Present and Reasonably Foreseeable Actions. Finally, the FAA notes that many public sponsors, such as the State of Illinois, have the authority to acquire land for new airports without prior approval by the FAA. The State's actions in this regard in no way prejudices any decision by the FAA to approve any of the State's proposed actions.

Letter Codes

FL0003

23-2 Comment

Tiered EIS – I believe this is the first time a “tiered” EIS has ever been tried; it seems dishonest, since if there is no airport, there is no need for an EIS, and if there is any real proposal, the EIS should include and evaluate it.

Response

Please see response to Comment 23-1.

Letter Code

FP0033

23-3 Comment

In August 2000, the USEPA Region V representative testified that they “didn’t see how a Tier 1 would fit into their process”, meaning, I take it, “What’s this you’re trying to put over?”

Response

The USEPA, Region V has reviewed the Tier 1 FEIS and provided the following comments: "While we have no adverse comments on the Tier 1 FEIS, we encourage FAA to conduct a thorough analysis and discussion of direct as well as cumulative impacts associated with the proposed project in any Tier 2 environmental documentation. Our Agency is interested and willing to provide your agency with input to aid in framing out such an analysis. In addition, we encourage FAA to continue planning future necessary mitigation strategies that may be required by the identified alternatives and coordinate closely with any Federal, State and/or local authorities that have permitting and/or jurisdictional responsibility." Please see Comment and Response 2-11.

Letter Code

FP0033

23-4 Comment

Alternatives are given as a Will County site, a Kankakee County site; "The FAA also considered a No-Action Alternative." But in any action asking for federal money, as an airport eventually would, the NO-BUILD is always the first choice. A sponsor must identify a need to spend money, disrupt and displace people and businesses, change communities, land use, and quality of life.

S-2 FAA's Environmental Responsibilities. CEQ and NEPA don't say "in addition" federal agencies must consider a No-Action Alternative, as asserted on page S-2. No action is the first hurdle – if there is no need, there is no project and no consequences of one.

Response

The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

The FAA is required by Council on Environmental Quality regulations implementing the National Environmental Policy Act to include the No-Action Alternative in the analysis of alternatives, even though it may not be a reasonable alternative to the proposed action. In this Tier 1 FEIS the No-Action Alternative was evaluated equally with the other alternatives. Please see Section 3.3.1 of the Tier 1 FEIS, entitled "No-Action".

Letter Code

FP0033

23-5 Comment

You list several local plans that "identify and address the potential for a new airport in the respective jurisdictions." And they all have alternative Without-Airport plans! You left that out; you don't tell the whole story.

Response

The comment is incorrect. Please refer to page 5.2-6 of the FEIS that notes the land use plan for Eastern Will County also presents land use options without an airport.

Letter Code

FO0033

23-6 Comment

Cumulative Impacts. How interesting! CEQ regulations (40 CFR 1508.25) “prohibits segmentation of the project into smaller components to avoid required environmental analysis.” What an honest, forthright attitude – no “Tiers” for them.

Response

Please see response to Comment 23-1.

Letter Code

FP0033

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24. QUALITY OF LIFE

24-1 Comment

We don't have, want, or need the noise, pollution, congestion, or crime that will come in the airport's wake. Most of us, myself included, chose to live out here. We chose the inconvenience of not having a McDonalds on every corner. We don't need others deciding our way of life or what we value.

Response

The social and environmental impacts associated with the proposed action and reasonable alternatives are presented in Chapter 5, Environmental Consequences, of the Tier 1 FEIS. No changes in land use or construction would occur with implementation of any of the alternatives evaluated in the Tier 1 FEIS; therefore, noise and air quality impacts would be similar to the No-Action Alternative. The acquisition alternatives would not induce significant shifts in population growth or movement, public service demands, or changes in economic activity, which would contribute to urban sprawl or congestion, pollution or crime. The need for site approval as described in the Tier 1 FEIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0017

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25. FLOODPLAINS

25-1 Comment

What will be the impact on the existing farmland outside of the airport border? Will there be flooding issues?

Response

The need for site approval as described in the Tier 1 FEIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0032

**Tier 1 FEIS/Record of Decision
Proposed South Suburban Airport
Comment Database Report**

27. SURFACE TRANSPORTATION

27-1 Comment

Using the Peotone location has major drawbacks. I-57 was rebuilt less than a decade ago, but, the Illinois Department of Transportation did not have the foresight to realize that the population is ever increasing. With the explosion of new subdivisions and businesses in Monee, Matteson, Beecher, Bourbonais, Momence, University Park, Richton, New Lenox, Frankfort, Lincoln Estates, Manhattan and Peotone, I-57 is already filled to it's two lane capacity. It will need to be expanded in the next few years to a four lane Interstate just to accommodated the present and future daily traffic, not to mention the ever-increasing commerce traffic. Not a very good idea to build an airport that is inaccessible from the north, and the idea that the residents of Onarga, Chatsworth, and Dixon could patronize the south suburbs location enough in order to make it profitable is very slim.

Response

Access to the Alternative site was evaluated in Chapter 3 of the FEIS. The ability of a proposed site to utilize the existing surface transportation network was an evaluation criteria. The evaluation of the Will County Site determined that the site could be accessed by the existing surface transportation system. The needs for improvement to this system resulting from the potential construction and operation of an airport would be addressed in Tier 2 environmental documentation.

Potential surface transportation impacts relating to the Will County Acquisition Alternative is discussed in Chapters 5.21 and potential cumulative impacts assuming a conceptual airport is constructed and operated at the sites are discussed in Section 5.23.21 of the Tier 1 FEIS.

Letter Codes

FP0004

27-2 Comment

The criteria used at Level 3 to determine if the alternatives should be considered for further study are flawed in stating that the existing surface transportation network can support this site.

Response

Please see response to Comment 27-1.

Letter Codes

FP0031

**Tier 1 FEIS/Record of Decision
Proposed South Suburban Airport
Comment Database Report**

29. OTHER

29-1 Comment

Do not approve this land buy up till all blind trusts are opened now, not later in Will County! Then when you find out who "all" is behind all this you will be happy that you did, and save the embarrassment.

Response

As property is purchased, IDOT has committed to the disclosure of the purchase price and names of all owners who held more than 7 percent ownership of the land. This information will be published on IDOT's web site www.southsuburbanairport.com. It is against Illinois law for state officials to benefit from state contracts, 30 ILCS 500/50-13.

Letter Codes

FP0019

29-2 Comment

Not one single person from the FAA or the U.S. government has answered a request to meet with town officials and residents.

Response

The public has been afforded all required opportunities to comment during the environmental process beginning with scoping meetings held in August of 2000 and extending through the public hearing on the DEIS in October 2001 and the ensuing comment period that closed in November 2001. Furthermore, the FAA has responded to public comments that were received after the close of the comment period up until publishing the FEIS. In light of the extensive public process that has taken place, the FAA does not consider additional public hearings nor meetings appropriate or necessary based on the rationale set forth in the request.

Letter Codes

FP0006

29-3 Comment

In measuring environmental impact, it appeared that the paving over of open ground was not considered as an impact of a proposed airport. Thus, the Will County (Peotone) site was given a minimal impact rating, although the amount of fresh, open ground to be permanently and irrevocably destroyed by the layer of asphalt required for a new airport in Peotone is greatest. Why is total new square feet of concrete not considered in determining environmental impact, even though concrete construction involves dangerous dusts, non-biodegradable materials, destruction of watersheds, etc.?

Response

The Tier 1 FEIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban

development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of a airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23 of the FEIS as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared which would also consider impacts to land use resulting from construction activities including floodplains, wetlands, air quality and biotic communities from the proposed action and its alternatives.

Letter Codes

FP0030

29-4 Comment

Are we to have another Mascoutah on the list of mistakes for Illinois?

Response

The Tier 1 EIS addresses only FAA site-approval and land acquisition by the State of Illinois to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds or approval of an airport layout plan or construction. Potential cumulative impacts resulting from the construction and operation of a conceptual inaugural or ultimate airport at either site are addressed in Section 5.23 as required by NEPA. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

Letter Codes

FP0032

29-5 Comment

Speaking of planned development projects in the area; you leave out the Lincoln federal cemetery, now in use, and the Midewin National Tallgrass Prairie itself.

Response

Section 4.6.13, Joliet Arsenal (Medewin National Tallgrass Prairie), of the Tier 1 FEIS provides a discussion of the Midewin Tallgrass Prairie and the Lincoln Federal Cemetery. Note however that Lincoln Cemetery was not identified by name, but rather as a 900 hundred acre site designated as the nation's largest veterans cemetery.

Letter Code

FP0033

29-6 Comment

Where does the Kankakee River Valley Airport Authority, which was established by the Illinois General Assembly to plan, build, and run any major airport in KKK [Kankakee] or Will Counties, come in? I suppose it still exists.

Response

The Kankakee River Valley Airport Authority still exists. However, as stated previously, the Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared. At such a time when planning for a new airport is undertaken, the Kankakee River Valley Airport Authority may be involved in the process pursuant to their charter as established by the Illinois General Assembly.

Letter Code

FP0033

29-7 Comment

I don't know why there would not be areas in Illinois subject to CZM Act, since Lake Michigan and the other Great Lakes are all connected and connect by the St. Lawrence Seaway to the Atlantic Ocean, and we do have an International Seaport at Lake Calumet.

Response

The Coastal Zone Management Act of 1972, as amended, provides for preservation, protection, development, and where feasible, restoration of the nation's coastal zone. According to the Coastal Programs Division with the National Oceanographic and Atmospheric Administration, the State of Illinois is listed as having an inactive Coastal Zone Management Program, and therefore does not have areas subject to the Coastal Zone Management Act.

Letter Code

FP0033

29-8 Comment

For a project, so potentially devastating to entirely agricultural area and ecosystem, to be referred to as having little or not negative effects is irresponsible. For a Federal agency to simply restate data, in some cases as old as 13 years, compiled by a state agency whose governor is most likely the target of a Federal investigation is mind boggling.

Response

The need for site approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 EIS does not contemplate the use of Federal funds, approval of an airport layout plan or construction. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared.

With respect to the issue of use of old data, the FAA notes the CACS and the HIRAP studies examined the feasibility of selecting a site for the construction of an additional air carrier airport that could serve the long-range air transportation requirements of the greater Chicago region. Consequently, these studies examined a wide range of factors that are normally considered when conducted an airport site selection study. These factors included population demand within certain driving times, site accessibility, airspace and air traffic control issues, capital construction costs, site expansion capabilities, socioeconomic and land use impacts, noise impacts, the presence of other environmental constraints and financial viability.

These studies remain a valid assessment of potential sites for a new air carrier airport in the greater Chicago region because the factors considered in these studies represent an appropriate range of issues that must be considered when assessing the feasibility of potential airport sites and because the data and analysis contained in CACS and HRAP are still substantially valid. The social and natural environment has remained substantially the same, without significant change, since that time. Thus, the studies were valid for these purposes. Furthermore, the studies were predicated on the requirement that any potential airport site must be capable of accommodating the long-range air transportation needs of the greater Chicago area. Consequently, the site required to meet this long-range demand must be capable of accommodating an airfield system that consists of a multiple parallel runway capable of accommodating a large number of aircraft operations on both a peak hour and annual basis. Hence, both the CACS and the HRAP studies considered sites that were of sufficient size to accommodate multiple parallel runway airfield configurations that would be capable of accommodating long-range capacity requirements. The FAA believes that the range of issues examined in the previous studies was appropriate and was in agreement with current FAA guidance for conducting airport site selection studies as specified in FAA Advisory Circular 150/5070-6A, entitled "Airport Master Plans".

With respect to the evaluation of impacts contained in Section 5 of the FEIS, these analyses contain updated information taken from the 1998 Environmental Assessment for the South Suburban Airport, as well as the most current census data available in 2000 and 2001.

Letter Code

FL0002

**Tier 1 FEIS/Record of Decision
Proposed South Suburban Airport
Comment Database Report**

30. SAFETY

30-1 Comment

What are the dangers in relocating the ARCO Petroleum, Northern Illinois Natural Gas, and the Shell Petroleum pipelines from the proposed Peotone airport site, and why was the potential environmental impact calculated without calculating the risk of disaster? What are the potential dangers and environmental impacts in communities that may host these pipelines in the future, and where are these communities?

Response

The need for site approval as described in the Tier 1 FEIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development. The Tier 1 FEIS does not contemplate the use of Federal funds or approval of an airport layout plan or the construction of airport facilities on the site. Determinations have yet to be made on the extent to which regional aviation capacity needs may be accommodated at a new airport site. At the time that a specific proposal from the State is ripe for Federal review and decision, a Tier 2 EIS would be prepared that would address the environmental impacts associated with airport construction including pipeline relocation if required.

Letter Codes

FP0030

APPENDIX B

Governor's Air and Water Quality Certification



RECEIVED

JAN 28 2002

BY CHLADO

OFFICE OF THE GOVERNOR
207 STATE CAPITOL, SPRINGFIELD, ILLINOIS 62706

GEORGE H. RYAN
GOVERNOR

January 22, 2002

Mr. Denis Rewerts
Airports Capacity Officer
Federal Aviation Administration
Great Lakes Region
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. Rewerts:

This letter refers to Air and Water Quality Certification pursuant to 49 U.S.C. §47106(c)(B).

The Draft Environmental Impact Statement (DEIS) filed by your office regarding the proposed South Suburban Airport (University Park, Illinois) has been reviewed by the Illinois Environmental Protection Agency (IEPA). Its review of the DEIS indicates there is "reasonable assurance" that the South Suburban Airport project, identified in your DEIS, will be located, designed, constructed and operated in compliance with applicable air and water quality standards.

Sincerely,

A handwritten signature in cursive script that reads "George H. Ryan".

GEORGE H. RYAN
Governor

APPENDIX C

Programmatic Agreement and Correspondence

PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL AVIATION ADMINISTRATION,
THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER
FOR THE PROPOSED SOUTH SUBURBAN AIRPORT, ILLINOIS

WHEREAS, the Federal Aviation Administration (FAA) is considering site-approval for a potential, future air carrier airport in the south suburban Chicago area as described in the Tier 1 Environmental Impact Statement (EIS) dated April 2002; and

WHEREAS, the need for site-approval as described in the Tier 1 EIS is to protect the airspace and to preserve a technically feasible site from encroachment by suburban development; and

WHEREAS, the Tier 1 EIS does not contemplate the use of Federal funds, or approval of an airport layout plan or construction, rather it will be determined at a later date if a new air carrier airport is needed to address regional aviation capacity needs; and

WHEREAS, the Tier 1 EIS considered the potential significant environmental impacts of two alternative sites, Will County and Kankakee, including potential effects to historic properties; and

WHEREAS, the FAA and the Illinois Department of Transportation (State) have conducted, in consultation with the Illinois State Historic Preservation Officer (SHPO) (Illinois Historic Preservation Agency), archaeological and historic architectural investigations of the Will County site and have determined that the site may contain archaeological and historic architectural resources that are eligible for listing in the National Register of Historic Places; and

WHEREAS, the results of the Will County archaeological and historic architectural investigations were extrapolated to the Kankakee site in terms of the types of historic properties present in the study area; and

WHEREAS, the FAA, the State and the Illinois SHPO have concurred that the level of investigation conducted to date is sufficient to evaluate the alternatives studied in detail in the Tier 1 EIS and that no further archaeological or historic architectural investigations are warranted for the Tier 1 EIS; and

WHEREAS, Native American groups historically tied to the Will County site area have been contacted and provided a reasonable and good faith opportunity to consult about the undertaking; and

WHEREAS, the FAA has determined that the proposed actions described in the Tier 1 EIS will not directly affect historic properties included in or eligible for inclusion in the National Register of Historic Places; and

WHEREAS, if, in the future, it is determined that the regional aviation capacity needs in the greater Chicago region will be met by construction of a new air carrier airport, and such a proposal is presented to the FAA, a Tier 2 environmental review process will be conducted to analyze potential significant impacts of the proposed action, including potential effects to historic properties; and

WHEREAS, the FAA has chosen to proactively provide for a phased process to comply with Section 106 of the National Historic Preservation Act as authorized by 36 CFR 800.4(b)(2) and 800.14(b), and has negotiated and executed this Agreement to govern Tier 2 or other future environmental documentation so that an agreed-upon process will be in place if needed in the future; and

WHEREAS, the FAA has made no commitment or obligation to prepare a subsequent Tier 2 or other environmental documentation; and

WHEREAS, the FAA will not prepare such documentation unless it is determined that an air carrier airport is necessary and appropriate to meet future aviation capacity needs in the greater Chicago region; and

WHEREAS, the FAA has consulted with the Illinois SHPO on this undertaking, pursuant to 36 CFR 800.14(b) of the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f); and

WHEREAS, the State has participated in this consultation and is to be a signatory to this Agreement; and

WHEREAS, the Advisory Council on Historic Preservation pursuant to 36 CFR 800.6(a)(1)(iii) has concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of their regulations does not apply to this undertaking and therefore will not participate in the consultation;

NOW THEREFORE, the FAA, the State and the Illinois SHPO agree that execution and implementation of this Agreement will complete Section 106 consultations for the Tier 1 EIS; and, establish an agreed upon consultation procedure for subsequent Tier 2 or other environmental documentation should it be determined that an air carrier airport at the preferred site is necessary and appropriate to meet future aviation capacity needs in the greater Chicago region and such a proposal is presented to the FAA by a project sponsor.

STIPULATIONS

The FAA will ensure that the following measures are carried out.

I. INTERIM MAINTENANCE AND PRESERVATION

If and when properties are acquired by the State within the Will County site, the State shall ensure that all structures and archaeological sites eligible for listing in the National Register within these properties are maintained and protected against damage. If the survey and evaluation of structures or archaeological sites within these acquired properties have not been completed, and State activities within these acquired properties would result in surface or subsurface disturbance or the removal, demolition, deterioration, or abandonment of structures, the State will complete the survey and evaluation following the procedures presented in Stipulations II, III.A. and IV.A prior to any such activities. If the State cannot maintain or protect all structures and archaeological sites eligible for listing in the National Register within the acquired properties, the State will follow the procedures described under Stipulations III.B and C and IV.B, C and D.

II. PROPERTIES OF TRADITIONAL CULTURAL SIGNIFICANCE

Native American tribes with historical ties to the area have been contacted and offered the opportunity to consult on the Tier 1 EIS. Inquiries concerning places of traditional religious or cultural significance within the area did not yield any information on such properties or indications that such properties exist within the two alternative sites evaluated for the Tier 1 EIS. Should a Tier 2 or other environmental documentation, Section 106 identification and evaluation efforts become necessary, FAA will contact these tribes again and offer them the opportunity to consult about the Tier 2 or other environmental documentation activities and potential effects to properties of religious and cultural significance to them. Native American tribes will also be consulted

concerning the eligibility of and effects on archaeological sites to which they ascribe religious or cultural significance as provided in Stipulation III.

III. ARCHAEOLOGY

Should future aviation capacity needs require development of a regional airport:

A. Survey and Evaluation

1. The State will conduct an archaeological reconnaissance survey (Phase I) of all areas within the Tier 1 preferred alternative not previously surveyed; including existing cemeteries within the boundary of the preferred alternative, or, the State will conduct the survey within areas not previously surveyed when and if the areas are both acquired for the airport and will be the location of proposed airport infrastructure development that will result in ground disturbance. The State will consult with the Illinois SHPO on the schedule and approach of the archaeological reconnaissance survey. The State shall submit a report of the survey(s) to the Illinois SHPO, and to any Native American tribes requesting a copy of the report, for review and comment. An archaeological intensive survey (Phase II) will be performed at all archaeological sites within the project area, that may be eligible for listing in the National Register, in order to fully evaluate their National Register eligibility. Phase II intensive survey methodologies shall be formulated in consultation with the Illinois SHPO. A report of the Phase II findings shall be submitted by the State to the Illinois SHPO, and to any Native American tribes requesting a copy of the report, for review and comment.
2. The Phase I and II surveys will be conducted in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Identification (48 FR 44720-23) and taking into account the National Park Service publication "The Archaeological Survey: Methods and Uses" (1978) and the Illinois State Historic Preservation Office's "Guidelines for Archaeological Reconnaissance Surveys/Reports." The Phase I and II surveys will be implemented by the State and monitored by the Illinois SHPO. The State will also adhere to the tenets of the Human Skeletal Remains Protection Act 20 ILCS 3440.
3. In consultation with the Illinois SHPO and taking into account any comments received from Native American tribes, the State shall evaluate properties identified through the Phase II intensive survey against the National Register Criteria (36 CFR Part 60.4).
 - a. For those properties which the State and the Illinois SHPO agree are not eligible for inclusion in the National Register, no further archaeological investigations will be required, and the proposed project may proceed in those areas.
 - b. If the State and the Illinois SHPO do not agree on National Register eligibility, the State shall request a determination of eligibility from the FAA. If the FAA and the Illinois SHPO do not agree on National Register eligibility, the FAA shall request a formal determination of eligibility from the Keeper of the National Register, National Park Service, whose determination shall be final.
 - c. The results of the determinations of eligibility shall be transmitted by the State to any Native American tribes that comment on the survey reports.

- d. If the survey results in the identification of properties that the State and the Illinois SHPO agree are eligible for the National Register, preservation in place is the preferred treatment; however, such properties shall be treated in accordance with Part B below if preservation in place is not an option.

B. Data Recovery (Phase III)

1. Those sites which the State and the Illinois SHPO agree are eligible for the National Register and cannot be preserved in place, will be treated in the following manner:
 - a. The State shall develop, in consultation with the Illinois SHPO, a data recovery plan addressing substantive research questions for the recovery of relevant archaeological data. The plan shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37) and take into account the Council's publication, "Treatment of Archaeological Properties". It shall specify, at a minimum, the following:
 - 1) the property, properties, or portions of properties where data recovery is carried out;
 - 2) the research questions to be addressed through the data recovery, with an explanation of their relevance and importance;
 - 3) the methods to be used, with an explanation of their relevance to the research questions;
 - 4) proposed methods of disseminating results of the work to the interest of the public; and
 - 5) a proposed schedule for the submission of reports to the Illinois SHPO.
 - b. The data recovery plan shall be submitted by the State to the Illinois SHPO and to any Native American tribes that request a copy of the data recovery plan, for thirty (30) days review and comment. The State shall take into account comments from the Illinois SHPO and Native American tribes and shall ensure that the data recovery plan is implemented. The Illinois SHPO shall monitor this implementation.
2. The State shall ensure that the data recovery plan is carried out by or under the direct supervision of an archaeologist who meets, at a minimum, the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9).
3. The State shall ensure that adequate laboratory time and space are available for analysis of osteological, cultural, and biological materials recovered from the excavations.
4. To the best of the FAA's and the State's knowledge and belief, no Native American human remains, associated funerary objects or sacred objects, or objects of Native American cultural patrimony are expected to be encountered during the archaeological work, but should such remains be encountered, the State will also adhere to the tenets of the Human Skeletal Remains Protection Act 20 ILCS 3440.

5. The State shall ensure that an adequate program of site security from vandalism during data recovery is developed in consultation with the Illinois SHPO, and then implemented by the State.

C. Curation And Dissemination Of Information

1. In consultation with the Illinois SHPO, the State shall ensure that all materials and records resulting from archaeological survey and data recovery conducted for the South Suburban Airport project are curated at the University of Illinois and in accordance with 36 CFR Part 79. If human remains are recovered, the signatories to this Agreement shall consult further to determine the appropriate disposition of the remains.
2. The State shall ensure that all final archaeological reports resulting from actions pursuant to this agreement are provided in a format acceptable to the Illinois SHPO and the National Park Service for possible peer review and submission to the National Technical Information Service (NTIS). The agency official shall ensure that all such reports are responsive to contemporary standards, and to the Department of the Interior's Format Standards for Final Reports of Data Recovery Program (42 FR 5377-79). Precise locational data may be provided only in a separate appendix if it appears that its release could jeopardize archaeological data. The State shall provide copies of all reports of archaeological excavations to all Native American tribes that request copies of these reports.

D. Discovery Of Archaeological Resources

In accordance with 36 CFR Section 800.13(a)(1), if previously undetected archaeological resources are discovered during project activities, the State will cease, or cause to stop, any activity having an effect on the resource and consult with the Illinois SHPO to determine if additional investigation is required. If the discovered resources would potentially be of religious or cultural significance to Native American tribes, the State shall contact those tribes and ask them to provide their views. The State may request comments on an expedited schedule if necessary. If, after reviewing the comments of the tribes, the State and SHPO find that further archaeological investigations are required any data recovery will be performed in accordance with Stipulations III.B and III.C of this Agreement. If the State and the Illinois SHPO determine that further investigation is not necessary, activities may resume with no further action required. Any disagreement between the State and the Illinois SHPO concerning the need for further investigations will be handled in accordance with Stipulation VII.

IV. HISTORIC STRUCTURES

Should future aviation capacity needs require development of a regional airport:

A. Evaluation of Structures

1. The State will prepare additional documentation regarding the history and significance of structures located within the project area to assist in evaluating whether any of the properties are eligible for listing on the National Register of Historic Places. This information will be provided to the Illinois SHPO for review and concurrence.
2. If the State and the Illinois SHPO do not agree on National Register eligibility, the State shall request a determination of eligibility from the

FAA. If the FAA and the Illinois SHPO do not agree on National Register eligibility, the FAA shall request a formal determination of eligibility from the Keeper of the National Register, National Park Service, whose determination shall be final.

B. Treatment

1. Should the State and the Illinois SHPO determine that any of the properties are eligible for listing in the National Register, and the properties will be adversely affected by an action covered by this Agreement, the State, in consultation with the SHPO, will identify measures to avoid, minimize, or mitigate the adverse effect. Measures to minimize or mitigate the adverse effect may include, but will not be limited to, retaining the structure for use within the proposed airport, relocation of the structure outside of the area to be impacted by the action, and/or recordation followed by demolition. If preservation in place is not possible, the State will prepare a report on the property that evaluates its structural integrity and the feasibility of relocating the structure to another location, if moving the structure is warranted.
2. The State will forward a copy of the report(s) and its recommendations for the treatment of the properties to the Illinois SHPO for review and approval. Any disagreement between the State and the Illinois SHPO concerning treatment will be handled in accordance to Stipulation VII.

C. Marketing Plan

1. If the State determines that any of the structures determined eligible for the National Register can be relocated, the State will consult with the Illinois SHPO to develop a marketing plan for the relocation and rehabilitation of the properties. The Illinois SHPO shall approve the marketing plan prior to its implementation by the State. This plan will, at a minimum, include the following information:
 - a. Photographs of the property, a parcel map and information on the property's historic significance;
 - b. Information on the property's purchase price, if any; a good faith estimate of the cost of properly moving the structure to another site; and a statement regarding which party will be responsible for the various costs associated with the move;
 - c. Information on the possible financial assistance, including Federal tax benefits, for the rehabilitation of historic buildings;
 - d. Notification that the recipient will be required to move the building in accordance with the recommended approaches to moving outlined in the Department of the Interior's Moving Historic Buildings, and utilizing the services of a professional mover who has the capability to move historic buildings properly;
 - e. Notification that the recipient will be required to rehabilitate and maintain the property in accordance with the recommended approaches in The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; and,

- f. Notification of the requirement to include a preservation covenant or easement in the transfer documents that will be recorded in the County's official property records.
2. Prior to the acceptance of any offer, the State shall review all offers in consultation with the Illinois SHPO and shall identify a preferred offer. The Illinois SHPO shall be afforded 30 days to review and comment on the preferred offer, and, if appropriate, the new site proposed for relocation of the property.
3. If the State receives no acceptable offers to the marketing plan, the State may, after written notice to the Illinois SHPO and the Advisory Council, demolish the properties once they are recorded in accordance with Stipulation IV.D.

D. Recordation and Salvage

1. Prior to the relocation or demolition of any of the structures determined eligible for listing on the National Register, the State shall contact the Illinois Historic American Building Surveys (ILHABS) at the Illinois Historic Preservation Agency, 500 East Madison Street, Springfield, Illinois 62701-1028, to determine what level and kind of recordation is required for the property. Unless otherwise agreed to by the National Park Service, the State shall ensure that all documentation is completed and accepted by ILHABS prior to the relocation or demolition of the properties, and copies of this documentation are made available to the Illinois SHPO and any appropriate local archives designated by the Illinois SHPO.
2. Prior to the demolition of any historic structure determined eligible for the National Register, the State shall consult with the Illinois SHPO to determine if the building contains architectural elements which could be salvaged for curation or reuse in new construction. The State shall ensure that the selected items are removed in a manner that minimizes damages and delivered to the Will County Historic Commission.

V. PUBLIC PARTICIPATION

The FAA and the State have provided the public with opportunities to participate in the identification, evaluation, and treatment of historic properties during information meetings, workshops, and public hearings associated with the Tier 1 EIS public involvement process. For Tier 2 or other future environmental documentation, the FAA and the State shall, through the National Environmental Policy Act (NEPA) public involvement process associated with this future documentation, continue to seek information from the public on historic properties within the project area and provide the public an opportunity to express their views on the effects of the undertaking on historic properties.

VI. ADDITIONAL CONSULTING PARTIES

Should future aviation capacity needs require development of a regional airport, additional consulting parties may ask or be requested by FAA to join consultations concerning Tier 2 or other environmental documentation. FAA may invite such parties to become signatories to this agreement subject to approval of existing signatory parties.

VII. DISPUTE RESOLUTION

The State and the Illinois SHPO shall attempt to resolve any disagreement arising from implementation of this Agreement. If the State determines that the disagreement cannot be

resolved, the State and Illinois SHPO shall consult with the FAA to resolve the disagreement. If the disagreement cannot be resolved, then the, FAA shall request the further comments of the Council in accordance with 36 CFR Part 800.7. FAA in accordance with 36 CFR Part 800.7 will take any Council comment provided in response into account, with reference only to the subject of the dispute. FAA's responsibility to carry out all other actions under the terms of this Agreement that are not the subject of the dispute will remain unchanged.

VIII. AMENDMENT AND TERMINATION


Any signatory to this agreement, including additional consulting parties who join the consultations and become signatories as provided in Stipulation VI, may request that the agreement be amended, whereupon the signatories will consult to reach a consensus on the proposed amendment. Where no consensus can be reached, the agreement will not be amended.

Any signatory to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the signatories and concurring parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination.

In the event of termination, FAA shall comply with 36 CFR part 800 for all remaining phases of the undertaking.

Execution and implementation of this Agreement evidence that the FAA has satisfied its Section 106 responsibilities for the Tier 1 EIS; and, for subsequent environmental documentation, if and when FAA determines other environmental documentation is warranted.

FEDERAL AVIATION ADMINISTRATION

By: 
Jeff Ales, Manager, Great Lakes Region Airports Division


Date: July 11, '02

ILLINOIS HISTORIC PRESERVATION AGENCY

By: 
Anne Haaker, Deputy State Historic Preservation Officer

Date: 7/10/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: 
Kirk Brown, Secretary

Date: JUL 10 2002

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

By Facsimile

June 26, 2002

Denis R. Rewarts
Capacity Officer
Chicago Airports District Office
Federal Aviation Administration
2300 E. Devon Avenue
Des Plaines, Illinois 60018

RE: Greater Chicago Region Supplemental Air Carrier Airport
Tier I - Site Approval and Land Acquisition
Illinois

RECEIVED

JUN 28 2002

BY CHICAGO

Dear Mr. Rewarts:

We recently received your letter notifying the Council of your intent to develop a Programmatic Agreement (PA) for the referenced undertaking. It is our understanding that the Federal Aviation Administration (FAA) has determined that a PA is appropriate because the nature of effects of the referenced undertaking cannot be determined at this time. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation is needed. However, should circumstances change and you determine that our participation is required, please notify us.

To assist you in concluding Section 106 review for the referenced undertaking, we are recommending certain revisions to the PA which we believe will improve its clarity and effectiveness. FAA site approval is required so that the State of Illinois may acquire land to preserve the option for a supplemental air carrier airport. Accordingly, the PA should address the effects on historic properties which may result from the implementation of this Federal approval. For starters, we recommend that the PA include provision for the identification and treatment of historic properties while they are under the control of the State of Illinois. Specifically, the PA should ensure that historic properties are identified, maintained and protected in the interim period, and if that is not possible, provide for the consideration of effects on historic properties for any action taken by the State of Illinois, such as sale, ground disturbance, demolition or

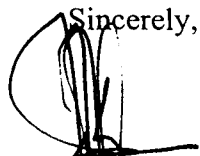
leasing, for example. Stipulation III in the proposed PA is a beginning, but does not establish a clear and concise procedure through which to achieve these objectives.

As currently proposed, the PA sets forth procedures for FAA to use in order to comply with Section 106 at the time that the National Environmental Policy Act (NEPA) Tier II study or other environmental documentation is being prepared. It is our understanding that these provisions address FAA's Section 106 responsibilities that will result when FAA makes a determination regarding the necessity and appropriateness of a Greater Chicago supplemental air carrier airport. Rather than develop new specific procedures, we recommend that the current PA acknowledge your Section 106 responsibilities when the Tier II study is initiated and commit to compliance with the Council's regulations (36 CFR Part 800) for that undertaking.

We support this approach not only because of its simplicity and clarity, but because it grants FAA the benefit of a broad and inclusive consultation process. On the contrary, the proposed PA limits consultation to FAA, the State of Illinois, and the Illinois State Historic Preservation Office (SHPO). Since it is impossible at this time to predict who may request consultative privileges, this opportunity should remain as broad as possible. In addition, the PA currently does not provide for the participation of Indian tribes which may attach religious or cultural significance to affected historic properties only to review of data recovery plans. This approach is not consistent with the Council regulations, which establish the value of early involvement of consulting parties, including Indian tribes, acknowledge the unique legal relationship between the Federal Government and Indian tribes, and recognize the special expertise of tribes in evaluating properties that may possess religious or cultural significance to them. Pursuant to 36 § CFR 800.6(b)(iv), you will need to file the final PA, developed in consultation with the Illinois State Historic Preservation Officer (SHPO), and related documentation at the conclusion of the consultation process.

If you have any questions or require the further assistance of the Council, please contact Laura Dean, Ph.D., by telephone at 202-606-8527 or by e-mail at ldean@achp.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan L. Klima", written over a horizontal line.

Dan L. Klima
Director

Office of Federal Agency Programs

APPENDIX D

Geomorphological and Geoarchaeological Assessment of the Monee Hummock, Will County, Illinois: A Natural Feature on the Glaciated Landscape

**GEOMORPHOLOGICAL AND GEOARCHAEOLOGICAL ASSESSMENT OF THE
MONEE HUMMOCK, WILL COUNTY, ILLINOIS: A NATURAL FEATURE ON THE
GLACIATED LANDSCAPE**

By
Michael F Kolb, Ph.D.

Strata Morph Geoexploration Report of Investigation No. 70

June 2002

Prepared for
Illinois Transportation Archaeological Research Program
University of Illinois at Champaign-Urbana

INTRODUCTION

The purpose of the following report is to describe the natural landscape setting of the Monee Hummock and evaluate the deposits and soils beneath the hummock surface. A geomorphological evaluation is necessary to determine the origin of the landform because there is local concern that the hummock may be a prehistoric earthwork constructed by Native Americans. Data generated from topographic maps, soil maps, geologic maps, and field investigations indicate the hummock is of natural origin. The Monee Hummock is located in the SW1/4 of the SW1/4 of section 33 in Monee Township, Will County, Illinois.

METHODS

Geologic, pedologic, and topographic data for the region and the Hummock locality was obtained from published maps and literature. A truck-mounted Geoprobe® was used to extract 5 cm (2 inches) diameter cores. Core samples are described in the field using standard systems from soils (Soil Survey Staff 1975, Schoeneberger 1998) and geology (Collinson and Thompson 1982, Folk 1974), and discarded.

RESULTS

Map and Literature Compilation

Chronology

Late Wisconsinan age glacial sediments form the surface deposits in the area of the Monee Hummock. The Late Wisconsinan began in Illinois about 25,000 B.P. (Clayton and Moran, 1982) at which time ice of the Lake Michigan lobe formed the Shelbyville moraine well to the south and west of Will County. At about 15,200 B.P., after retreat and re-advance of the glacial ice, the outermost moraine in the Valparaiso Morainic system formed 25 km (16 mi) southwest of the Monee Township (Johnson and Hansel, 1989). By 14,000 B.P. Monee Township was free of glacial ice.

Topography

The Monee Hummock is located on the West Chicago Moraine which is a part of the Valparaiso Morainic System (Willman 1971). The Valparaiso Moraine forms a 16 km (10 mi) wide complex of low ridges and hills (Larsen 1976). Today the end moraine ridges form a large upland. These moraines formed at the margin of the Lake Michigan ice lobe in a zone of ice stagnation. Zones of stagnation are characterized by both buried and unburied ice, sediment, and meltwater. As the ice melts sediment is deposited or "let down" and/or is moved around by meltwater streams. The resulting topography is referred to as hummocky and consists of randomly spaced hills and small meltwater stream valleys (Figure 1 and 2). The Monee Hummock is similar in shape and form to surrounding hummocks which formed by geologic processes associated with the retreat of the Lake Michigan Lobe glacier.

During deglaciation meltwater streams crossed the area from NE to SW cutting channels into the moraines forming the trunk valleys in which the modern streams flow. The modern streams and certainly their Holocene ancestors, occupy a narrow channel belt in the wide valleys cut by meltwater streams. Much of the flat valley bottoms on the modern landscape to the west and north of the Monee Hummock are meltwater stream terraces.

Deposits and Soils

Surface deposits in and around the Monee Hummock are Wadsworth till of the Wedron Formation (Lineback 1979). Tills are poorly sorted (wide range of grain sizes from clays to boulders) and often unstratified. The Wadsworth till is gray clay and silty clay with few pebbles. (Willman and Frye 1970). Tills of the West Chicago Moraine can be siltier than the type Wadsworth till with areas of sandy and gravelly till (Willman 1971). Sand and sand & gravel deposits are present in the relatively broad flat meltwater stream valleys.

Soil mapped on the Monee Hummock is the moderately well drained Markham series formed in thin silty deposits over silty clay loam till (SSD, NRCS, 2002). It has a well developed soil profile with an Ap-A-BA-2Bt-2BC-2Cd horizon sequence. North and west of the Hummock in the flats along the secondary stream the soil is mapped as Drummer series. Drummer series is poorly drained and is formed in loess and reworked loess over stratified loamy meltwater stream deposits. To the south there are small areas of Ashkum silty clay loam and Elliot silt loam and large areas mapped as Markham Series. The Markham series is an alfisol (forest soil) and the Ashkum, Drummer and Elliott series are mollisols (grassland soils).

Land clearing and agriculture resulted in geomorphic instability and accelerated erosion off slopes resulting in sedimentation in stream channels and on floodplains and truncation of soil profiles on slopes. In fact individual hummocks are made easily visible on air photos because of the erosion of the topsoil from hummock summits and backslopes exposing the lighter colored subsoil.

Field Investigation

Seven cores (7) organized in two transects were taken across the summit, shoulder, and backslope of the hummock (Figure 3). Deposits consist of silty clay loam, silty clay, and silt loam diamictos (Figures 4 and 5, Appendix A) and are very similar in all of the cores. Grain-size and gravel content is similar to the type tills described for the Wadsworth till (Willman and Frye 1970).

Soils formed in the diamictos have an Ap-E-Bt horizon sequence on the backslopes and Ap-Bt1-Bt2 horizon sequences on the shoulder and summit (Figures 4 and 5, Appendix A). Soils are relatively well developed as indicated by the thick Bt horizon. Soils on the Hummock are eroded but have a lower solum horizon sequence similar to the Markham series mapped by the USDA on the hummock (SSD, NRCS, 2002).

Also during the field investigations it was observed that a road or terrace encircles the hummock about 1/2 way down the back slope. This modern feature in concert with differential crop growth and contour plowing causes the concentric circle pattern on the air photo of the Hummock.

Geoarchaeological Interpretations

Mounds constructed by Native Americans are not just piles of dirt. They are designed architectural features and as such have an internal structure that reflects those designs. Building materials used in the construction of mounds comes from natural sources but the internal structure of a mound is very different from the natural structure of geologic deposits and soils. Deposits at the Monee Hummock are consistent in all attributes with a glacial till and inconsistent with any attributes of engineered mound fill.

Soils formed in mound fills are thin and weakly developed due to the relatively short soil forming interval, at most 2500 years for mounds in North America. Soils formed in the hummock are relatively well developed with thick Bt horizon. In part the presence and thickness of the Bt horizon is the result of a period of soil formation that is greater than 3000 years.

Mounds and other prehistoric earthworks were not constructed in cultural voids but are parts of a cultural landscape. They are often built in groups oriented to a cultural feature, such as a plaza, or to a natural feature such as a body of water or ridge with a vista, and/or have some spatial relationship to other mounds or habitation sites. No other mounds or large archaeological sites have been reported in the area

CONCLUSIONS

The Monee Hummock is not anomalous in the context of the surrounding topography. It is topographically similar to the other hummocks so common on stagnant-ice moraines. Soils and deposits described in cores are consistent with the natural soils and deposits in the area as mapped by the United States Department of Agriculture (USDA) and the Illinois State Geological Survey (ISGS). The internal structure or architecture of the deposits is consistent with glacial sedimentation and not with a designed prehistoric earthwork. Soils formed in the Hummock are well developed which is consistent with a long period of soil formation (14,000 years) and not consistent with soil formation in mound fill over the last 1000-2500 years.

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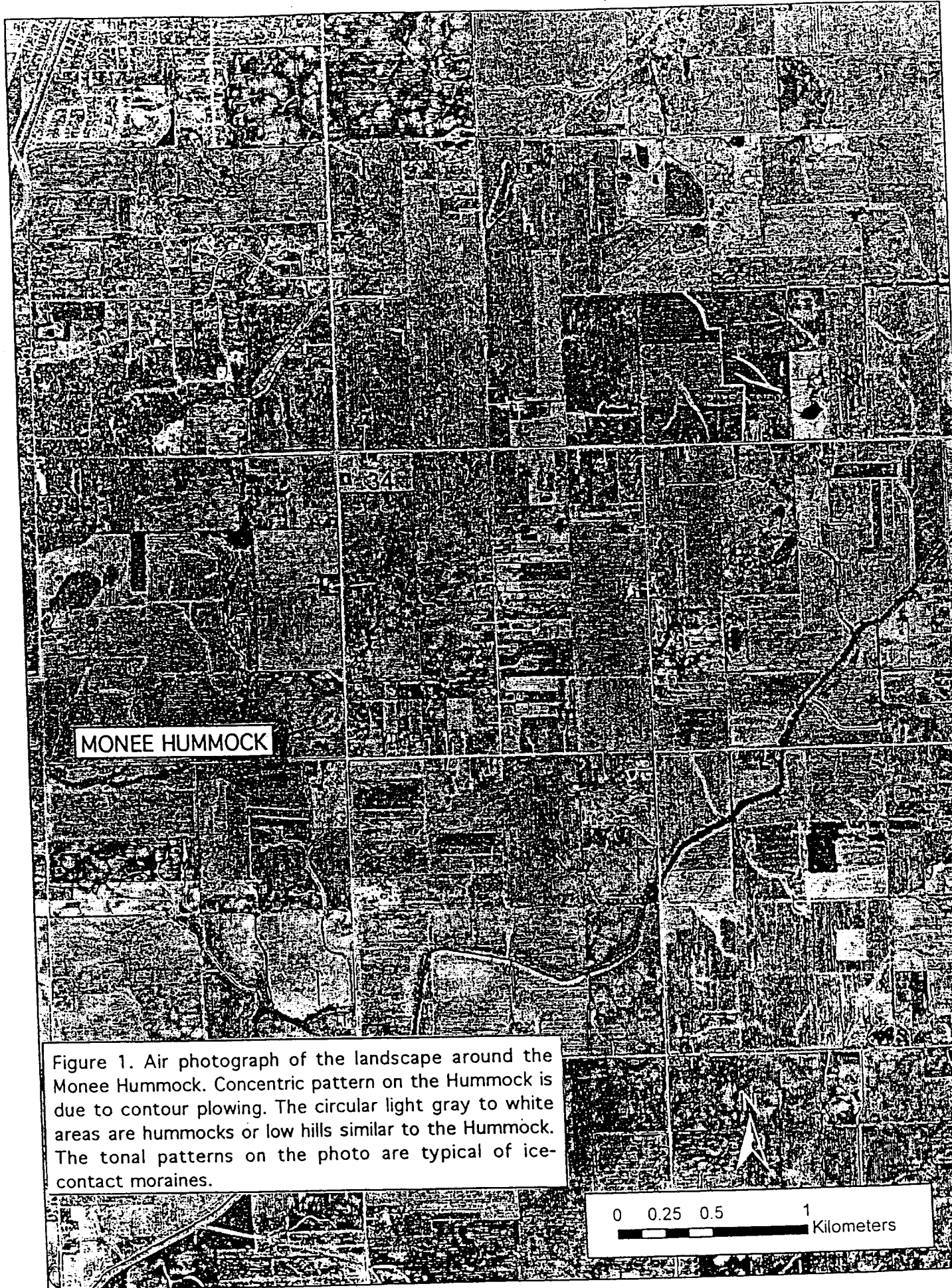


Figure 1. Air photograph of the landscape around the Monee Hummock. Concentric pattern on the Hummock is due to contour plowing. The circular light gray to white areas are hummocks or low hills similar to the Hummock. The tonal patterns on the photo are typical of ice-contact moraines.

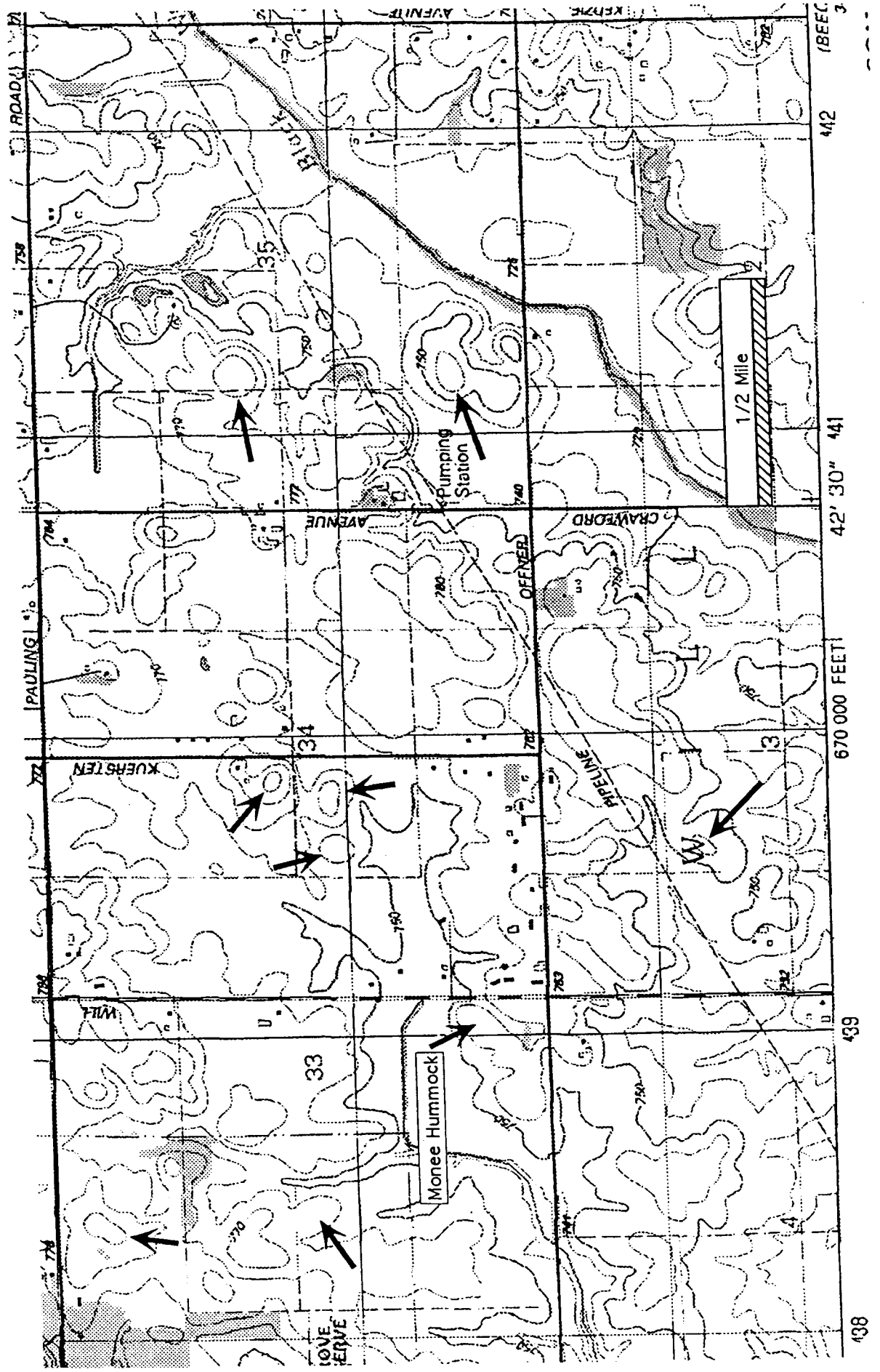


Figure 2. Topographic map of the landscape around the Monee Hummock. Arrows point to topographically similar hills typical of hummocky ice-contact moraines.



Figure 3. Aerial photo of Monee hummock showing location of soil cores

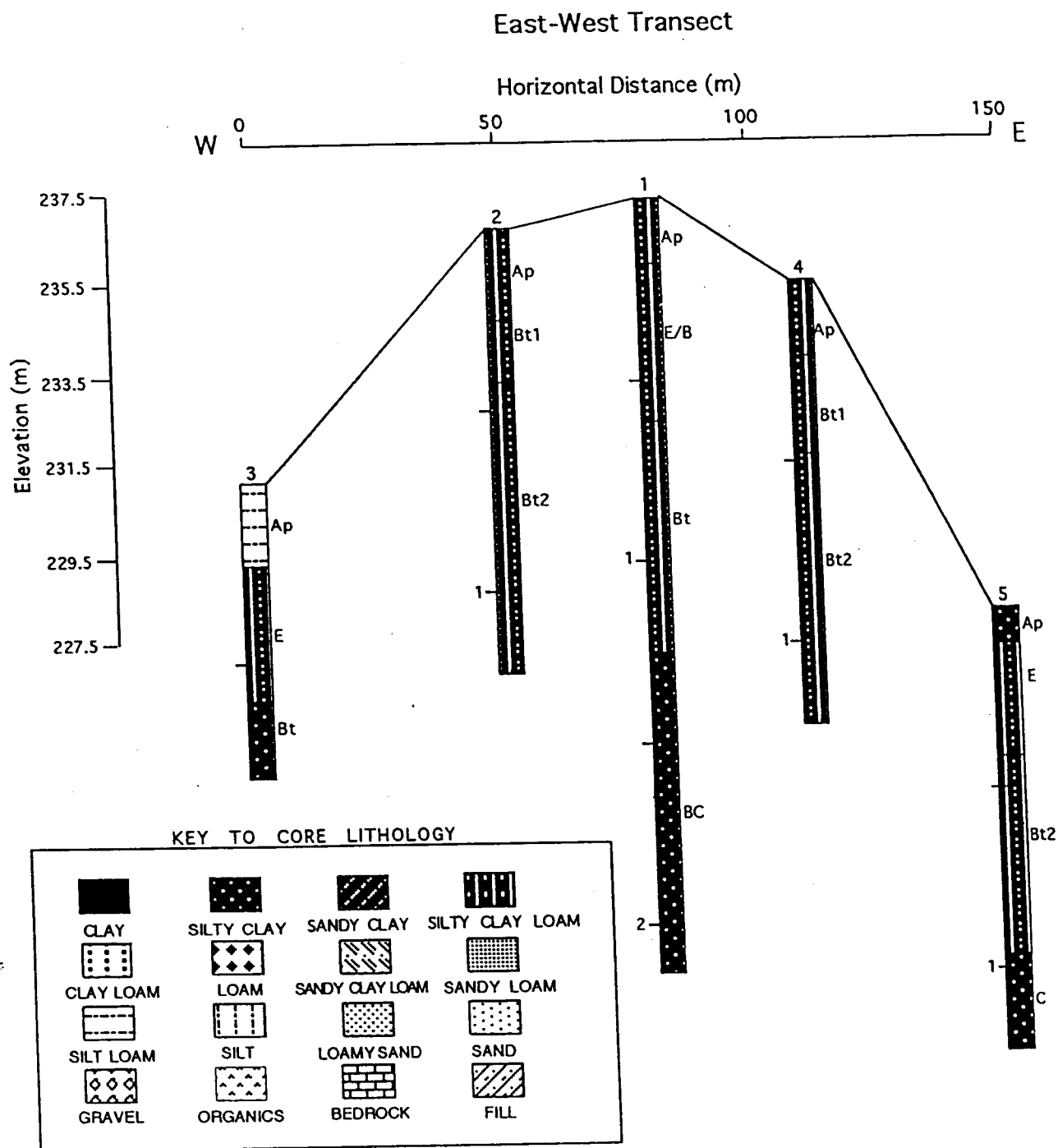


Figure 4. East-West transect of core across the Monee Hummock. All of the deposits contained small percentages of gravel. Numbers along left side of graphic logs are meters below the ground surface. Elevations are for the top of the cores. Vertical exaggeration is 4x.

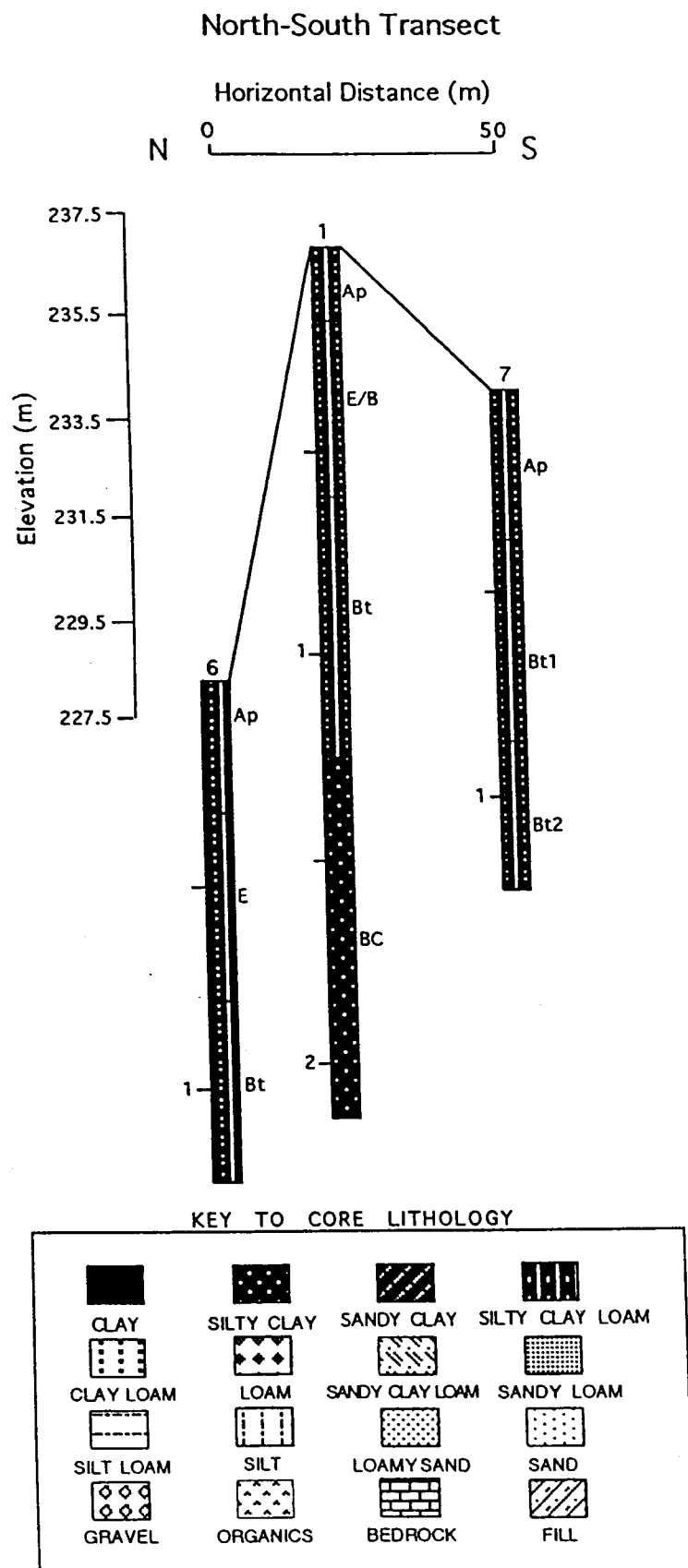


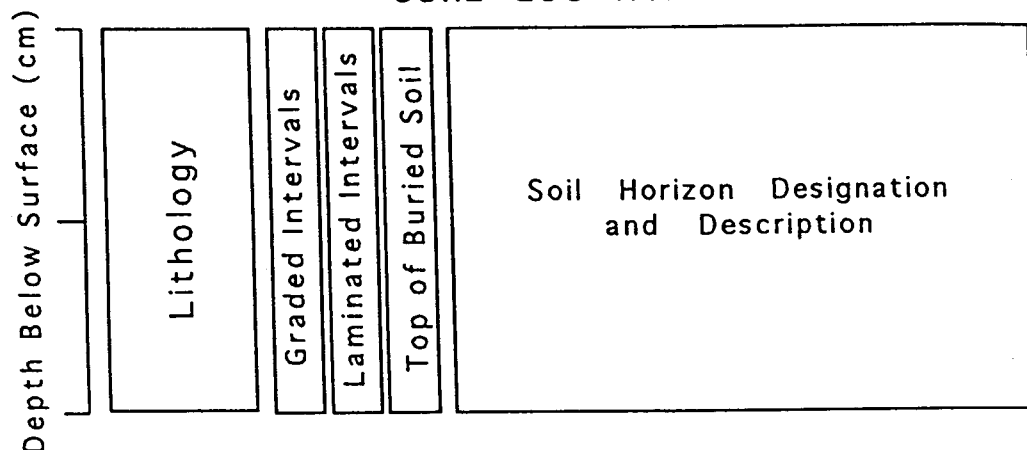
Figure 5. East-West transect of core across the Monee Hummock. All of the deposits contained small percentages of gravel. Numbers along left side of graphic logs are meters below the ground surface. Elevations are for the top of the cores. Vertical exaggeration is 4x.

APPENDIX A

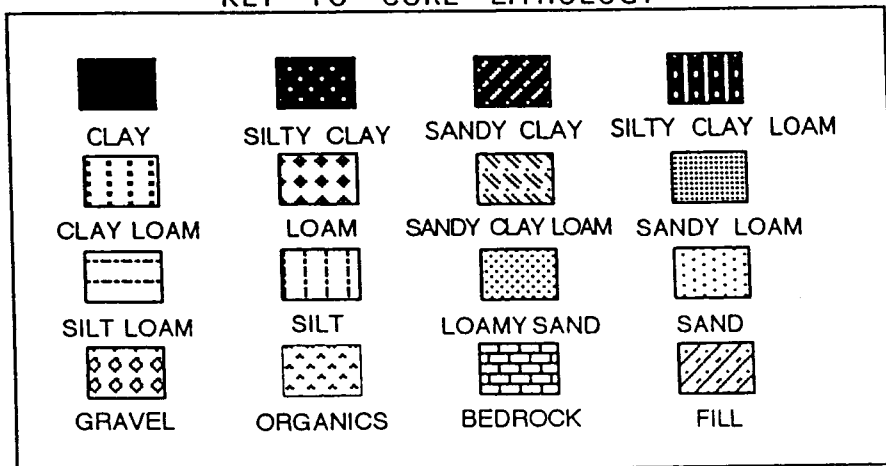
CORE LOGS

Monee Hummock Investigations Will County, Illinois

CORE LOG KEY



KEY TO CORE LITHOLOGY

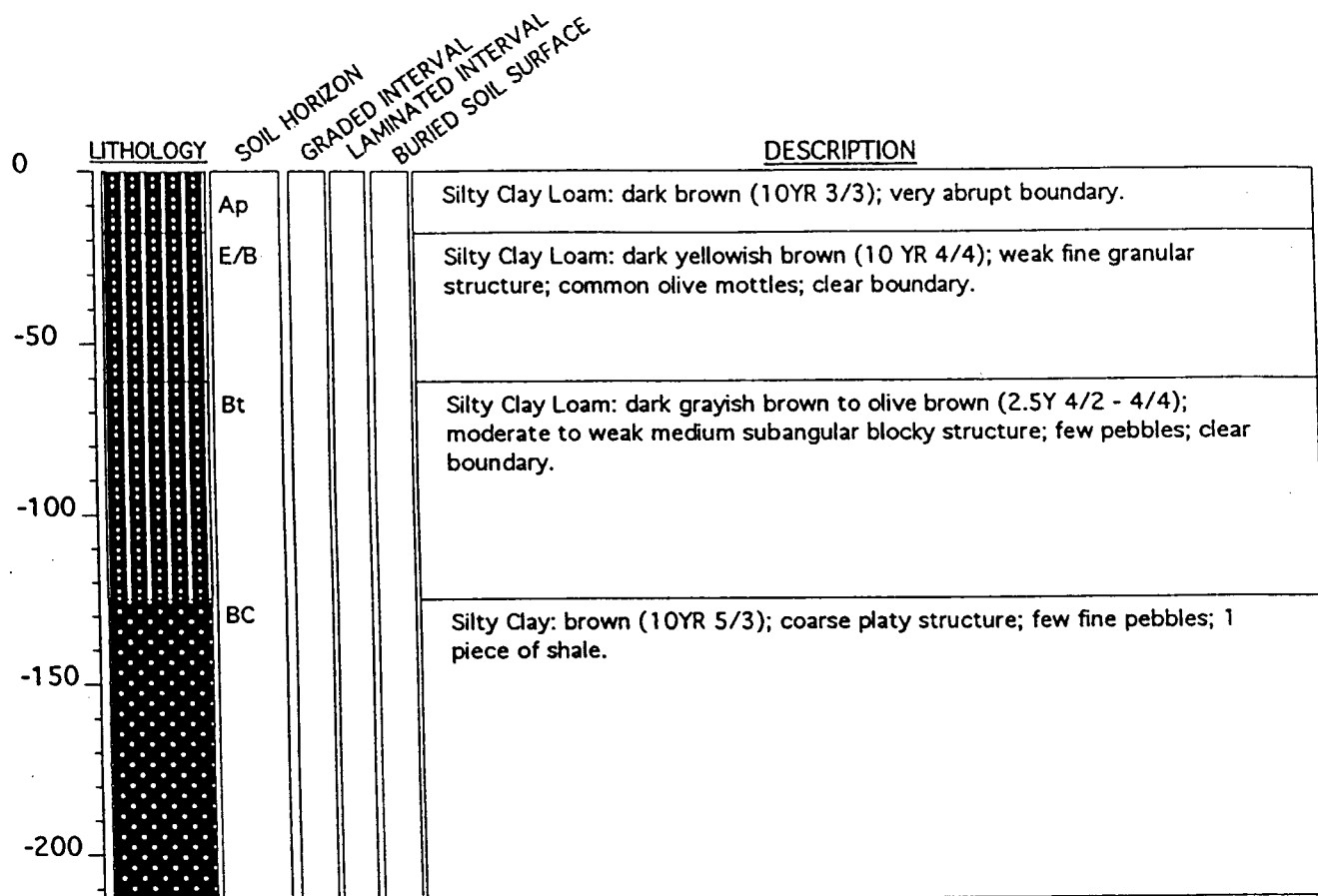


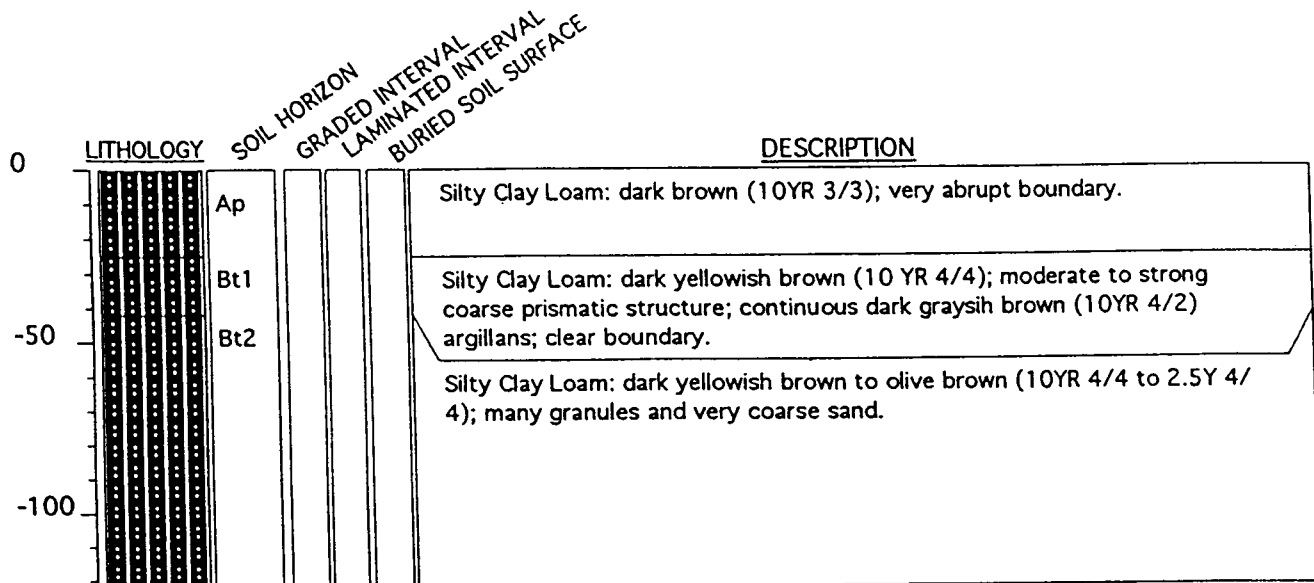
Strata Morph Geoexploration, Inc.

Core Number: 1

ITARP-South Suburban Airport

Monee Hummock



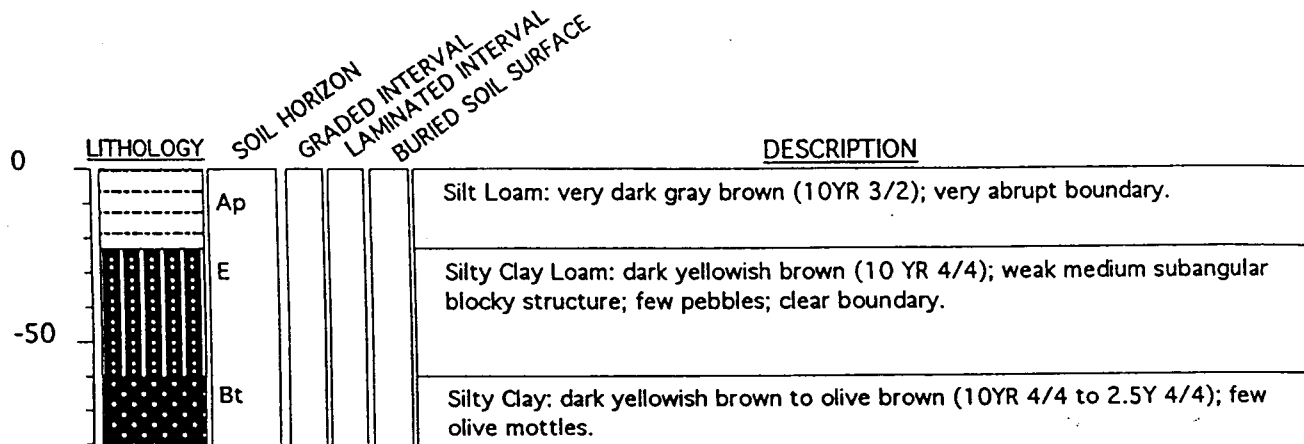


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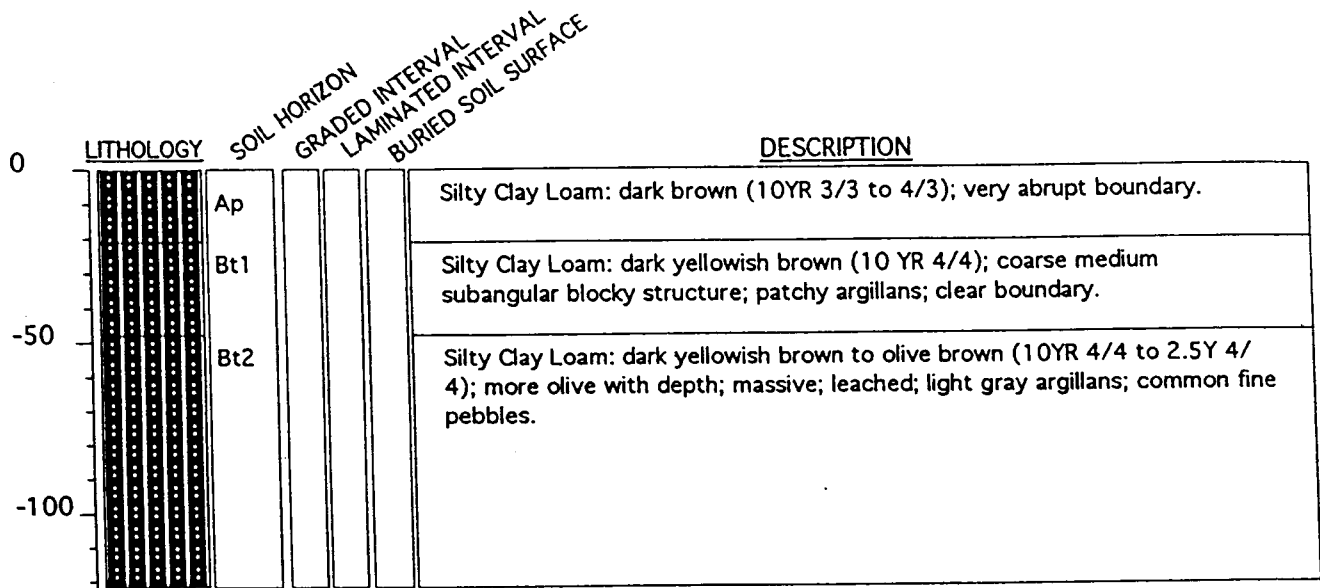
ITARP-South Suburban Airport

Monee Hummock



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ITARP-South Suburban Airport

Core Number: 4
Monee Hummock



Strata Morph Geoexploration, Inc.

Core Number: 5

ITARP-South Suburban Airport

Monee Hummock

0	LITHOLOGY				DESCRIPTION
	SOIL HORIZON	GRADED INTERVAL	LAMINATED INTERVAL	BURIED SOIL SURFACE	
-50	Ap				Silty Clay: dark yellowish brown to dark brown (10YR 4/4 to 3/2).
	E				Silty Clay Loam: dark yellowish brown (10 YR 4/4); few pebbles; moderate medium subangular blocky structure with darker ped faces; clear boundary.
	Bt				Silty Clay Loam: dark yellowish brown to olive brown (10YR 4/4 to 2.5Y 4/4); granule and very coarse sand mode; light gray argillans; clear boundary.
-100	C				Silty Clay: dark yellowish brown (10YR 4/4); massive; trace of pebbles.

Strata Morph Geoexploration, Inc.

Core Number: 7

ITARP-South Suburban Airport

Monee Hummock

0 -50 -100	LITHOLOGY	SOIL HORIZON	GRADED INTERVAL	LAMINATED INTERVAL	BURIED SOIL SURFACE	DESCRIPTION
		Ap				Silty Clay Loam: dark yellowish brown (10YR 4/4); few pebbles; very abrupt boundary.
		Bt1				Silty Clay Loam: dark yellowish brown to olive brown (10YR 4/4 to 2.5Y 4/4); common pebbles; moderate coarse subangular blocky structure; thin argillans; clear boundary.
		Bt2				Silty Clay Loam: olive brown and light gray; few pebbles.