

050906_09

To: The FAA
Subject: Comments regarding FAA Environmental Impact Report regarding O'Hare Modernization

I am writing to comment about the O'Hare Modernization program and the FAA published Environmental Review. I am a home owner in one of the suburbs which will undoubtedly be adversely affected economically and environmentally by this plan.

It seems apparent from the report that the FAA is prepared to approve a fragmented, fiscally irresponsible, and incomplete plan. The Master Plan submitted to the FAA by Chicago calls for Over 15 billion dollars for runway "improvements" and a portion of the necessary support infrastructure and yet the FAA is considering approval for only the 7.1 billion dollar portion, which is largely funded by airlines that cannot afford it. The FAA contends that this is the best of all of the plans analyzed, yet there is no apparent detailed analysis of other alternatives. It appears the FAA spent the last 2 years justifying a decision which was predetermined.

The FAA is apparently not responsible for assuring the plan is fiscally viable. Chicago is responsible and accountable for all costs and financing. Apparently a cost-benefit analysis is not the responsibility of the Federal agency which needs to assure this is a viable project. Hidden costs resulting from tearing apart economically viable industrial parks and family communities are virtually ignored as Chicago is not accountable for those costs other than "fair market" value as defined by Chicago and approved by the Cook County courts after "Quick Take" is declared. This is the same Chicago administration who marketed this plan based on job potential growth of 195,000 compared to the 50,000 determined by the FAA, many of which would be added jobs without the airport expansion. The same Chicago Administration who determined a potential of 1.6 million annual flights compared to the 1.2 million flights maximum as analyzed by the FAA report. The Chicago mayor and his O'Hare modernization director, or should I say O'Hare press secretary, continue to advertise 1.8 billion dollars per year increased revenue despite 60% reduction in advertised capacity increase. The same Chicago administration claims this will be a safe plan despite removal of a needed taxiway without knowledge of the FAA, rendering unsafe conditions. The same Chicago administration which has worked behind the scenes for years to assure no regional alternative would be considered. The same Chicago administration that declares, with no published details on financing, that no tax payer funds money will be needed. The same Chicago administration that has proved to be systematically corrupt. Frankly the FAA appears to be simply an extension of the Chicago Dept. of Aviation and the O'Hare Modernization Plan, not an independent agency.

The FAA is taking the easy way out. You know capacity increase is needed and are apparently willing to approve what appears to be politically the most expedient plan, rather than a more common sense regional plan. Arguments presented by the experts hired by our communities are all proving to be true. O'Hare air traffic controllers chastise the plan for being unsafe in the rebuilding phases due to the North Runway and conflicts with existing runways. These same air traffic controllers also complain of unsafe conditions after completion due to multiple runway crossings that violate the FAA safety guidelines on new airport development. Apparently the busiest US airport does not need to abide to the FAA's safety guidelines despite the fact that the completed cost will likely be three times the cost of a new airport. The U.S. Transportation Inspector General's report clearly chastises the plan for not meeting capacity increase goals and ignoring the root causes of air traffic delays. I believe the FAA now has too much invested in a bad plan and does not know how to back out of it.

I appreciate your consideration of my comments.

Thank you and regards,

Don Baker
 Elk Grove Village

Comment	Response
1	Comment noted. For details regarding the potential environmental consequences of the proposed project, please see Chapter 5 of the Final Environmental Impact Statement (Final EIS) or Section 9 of the Record of Decision (ROD). In addition, the FAA notes that Section 9 of the ROD does disclose the mitigation that will be provided to address the environmental impacts of the O'Hare improvements.
2	<p>The FAA respectfully disagrees with the commenter. In response to comments on the Draft EIS, FAA reviewed additional cost-related information applicable to the project. For purposes of this review under NEPA, the FAA has concluded that the estimated costs of the project are reasonable. FAA has also concluded that it is reasonable to assume that, based upon the impact O'Hare has on the Chicago region, as well as the NAS, and the benefits to the regional economy, there will be sufficient funds to complete the proposal. In addition, FAA believes that with a project of this magnitude and importance, the availability of projected funding sources is sufficiently reasonable and capable of being obtained. For more detail in regard to FAA's careful consideration of this issue, please see Chapter 1, Section 1.7.</p> <p>The Record of Decision (ROD) selects Alternative C which includes airfield improvements, terminal improvements, and supporting infrastructure totaling approximately \$14 billion (in 2004 dollars), see Section 1.7 of the EIS.</p> <p>With regard to the analysis of alternatives, the FAA directs the commenter to Chapter 3 and Appendices C and E of the Final EIS. These sections of the EIS document in great detail the exhaustive evaluation of reasonable alternatives. This detailed alternatives analysis, among other things such as public input, has led to the findings in this Record of Decision, including approval of Alternative C. The FAA strongly disagrees that the approval of Alternative C was predetermined.</p>
3	<p>The FAA notes that much of the comments contained in this letter deal with public relations claims presented by the City of Chicago. At the outset, the FAA would point out that none of these claims made by the City were utilized in the environmental impact statement (EIS) analysis. In addition, the economic impact of potential O'Hare improvements was not a consideration in development of the purpose and need for this EIS.</p> <p>With regard to project funding, the FAA directs the commenter to response 2 above and Section 1.7 of the Final EIS.</p>
4	Please see the response to this comment on the following page.

PH : 847-437-2519, work : 630-527-2641

Comment	Response
4	<p>The commenter's opinion is noted. Regarding air traffic controller input, the commenter is referred to Final EIS response to comments K-1 and K-2 starting at Page U.5-42.</p> <p>With regard to the Department of Transportation Office of Inspector General report, the FAA respectfully disagrees with the commenter's characterization of the report and directs the commenter to Section 10 of the Record of Decision for the FAA's discussion other report.</p> <p>For all the reasons affirmatively set forth in the Final EIS and this Record of Decision, the FAA has selected Alternative C.</p>

050906_12 "Bob Sell"
<sell_111@hotmail.com>
To
9-AGL-600-OMPEIS/AGL/FAA@FAA
09/06/2005 04:37 PM cc
Subject
St. Johannes Cemetery/O'Hare
Airport Expansion

I am communicating with you once again, on behalf of my own immediate family. As you know, I and my family will be greatly impacted by the O'Hare Modernization Program, due to the proposed destruction of St. Johannes Cemetery.

As we have surmised for some time, the FAA appears ready to rubber stamp the so-called "O'Hare Modernization Plan". For several years, we have watched the FAA as it refused to answer questions posed on behalf of St. John's United Church of Christ and the families that would be impacted by the destruction of St. Johannes Cemetery. In fact, the FAA waited until the very last moment, as it issued its Final EIS, to make any definitive statements regarding the fate of St. Johannes Cemetery and the FAA's view of the critically important religious issues at stake. Although other parties

were given months to discuss and comment upon issues raised in the draft EIS, the FAA gave us a mere 30 days to provide written comments to the very

detailed additions to the EIS focused on St. Johannes. This is patently unfair to the families of those at rest (who are spread all across the United States) and to the Church, and appears to be another well designed attempt to undermine our religious and legal rights.

Although the FAA has purported to consider certain "Alternatives", each of

these "Alternatives" appear to have been straw men, set up to fail under the weight of the FAA's own subsequent "analysis". In the Final EIS, the FAA stated its view that, although the religious beliefs and practices at stake are important and sincerely held, no accommodations will be made to address the religious concerns of St. John's Church or the families of those at rest in St. Johannes Cemetery. Instead, the Plan will go forward, exactly as proposed by the City of Chicago over four years ago, leading to the construction of a runway directly through the sacred, consecrated ground and the remains of our family members and those of other Church members and Pastors of the Church.

As we have said publicly for some time, the FAA should come up with something that does not result in this horrible impact, in violation of our fundamental religious beliefs. Producing a solution is not our obligation, it is the obligation of the FAA and the City of Chicago. There are thousands of acres at O'Hare Airport, and countless ways to draw lines on its map. Further, there are countless ways to manage air traffic in and out of the Chicago Area. We once again, respectfully, ask you to develop a solution that avoids destruction of the resting places of our family members and respects our visitation rights and religious beliefs.

In the Final EIS, the FAA made mention that it proposes to enter into an agreement with the City of Chicago concerning the process of digging up and disposing of whatever tangible remains you may find, and the making a photographic record. Please understand that there is no method that my family would find acceptable. We observe Rites of Burial, not Rites of Unburial. As the FAA has acknowledged, any removal of these graves will be in violation of the fundamental Christian religious beliefs and practices that our family has held dear for centuries. Nevertheless, we cannot help but ask why the FAA has not publicly provided answers to the following simple questions: When? How? By Whom? To where? On whose authority? With whose oversight? At what cost? Paid by whom? Judging from the horrible manner in which a secular cemetery removal was handled in connection with an airport project in St. Louis, Missouri, we can only imagine the horrors that await our family, given the lack of attention that the FAA and the City of Chicago have given to our religious concerns.

We fear that, with the FAA's approval and funds, the City of Chicago will use its eminent domain power in the middle of the night to destroy the resting place of our loved ones. In so doing, please know that the FAA would be joining the City of Chicago in irreparably condemning our loved ones and our faith, as well. The FAA should not authorize such an affront to religious freedom. For a last time, I ask the FAA to reconsider its obligations, to acknowledge the irreparable harm that will be caused by such a decision, and to make a real effort to develop some other solution, prior to issuance of any Record of Decision concerning the O'Hare Expansion Proposal.

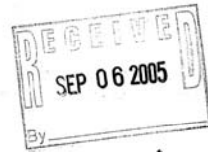
Bob Sell
 1517 E. Miner Street
 Arlington Heights, Illinois 60004

Comment	Response
1	The FAA notes the commenter's opinions on FAA's evaluations regarding Rest Haven and St. Johannes cemeteries. The FAA directs the commenter to Section 11 of the Record of Decision for FAA's careful consideration of these issues. In addition, the Agency directs the commenter to the several documents in this record, including the Final EIS, where alternatives and derivatives thereto were given in-depth consideration.

050906_13

Babak S. Solis
11 South Wille Street Unit#511
Mount Prospect, Illinois 60056

Michael W MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018



Dear Michael W MacMullen:

I have written to Honorable Norman Y. Mineta asking him to consider making this law that planes flying over suburban Mount Prospect Region should fly at higher altitudes thus causing less airplane noise.

If The O'Hare airport expansion project is going to pass into law, then could you please have airplanes that are flying over my home in Mount Prospect fly at higher altitudes when they take off from O'Hare?

If planes in general fly at lower altitudes due to humidity and other reasons then I am asking that planes fly at higher altitudes because I don't want hear the noise. It's bad enough to hear airplane engines roaring the skies from Palwaukee Airport and from O-Hare.

I want airplanes to increase their altitude levels by 200 % so that when they actually fly in the Mount Prospect region I won't have to be bothered from their noise. I want the airplanes to have much more quieter engine performance when they fly over Mount Prospect.

My solution would be to having the airplanes taking off to higher elevations when they leave ground.

Sincerely,

Babak S. Solis

Date: 8/31/2005

Comment	Response
1	<p>There are many factors that contribute to the altitude of airplanes at a certain distance from the airport including among others: aircraft performance, airspace constraints, pilot preference, and noise abatement procedures. For example, some noise abatement procedures call for pilots to decrease engine thrust subsequent to takeoff thereby reducing both noise emissions from engines and the ability of the aircraft to climb at a faster rate.</p> <p>The FAA notes that the area northwest of the airport in the direction of Mount Prospect is expected to experience a significant decrease in noise exposure under the proposed project. This decrease can be seen in Exhibits 5.2-3 and 5.2-6 of the EIS which depict the projected difference in noise exposure between the existing airfield (Alternative A) and the proposed airfield (Alternative C) after full build out and 5 years after full build out. This decrease is due to the realignment of the proposed airfield which involves the decommissioning of both Runway 14R/32L and Runway 14L/32R. The proposed airfield can be seen in Exhibit 1 in Section 1 of this Record of Decision.</p> <p>Finally, the commenter's municipality, Mount Prospect, is a member of the O'Hare Noise Compatibility Commission (ONCC). ONCC represents many of the communities surrounding O'Hare affected by noise. The ONCC website may provide additional information of interest to the commenter at http://www.oharenoise.org/homepage.html. The phone number for ONCC is (773) 686-3198.</p>

050906_15

Dear Mr. MacMullen,

I support the O'Hare Modernization Program (OMP) because it will significantly reduce delays and generate billions of dollars in economic activity. The City of Chicago's plan will reconfigure O'Hare's existing, intersecting runways into a more efficient parallel configuration. Reduced delays will have a positive impact on the entire country.

Doing nothing at O'Hare is not an option. The FAA needs to move forward and approve this plan as soon as possible. The sooner construction can begin, the sooner the country can realize the tremendous benefits of the OMP. Please approve this plan today so that O'Hare International Airport remains the economic engine of the region and state!

I support the O'Hare Modernization Program!

NAME: ROBERT GORSKI
 ADDRESS: 2939 N. HONORE ST.
CHICAGO, IL 60657

E-MAIL: _____

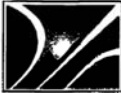
Comment	Response
1	The City of Chicago prepared pre-printed comment postcards in support of the O'Hare Modernization Program that were available to passengers in various locations throughout the airport during the development of the EIS. In response, the FAA directs the commenter to Section U.5 of this appendix, specifically topical responses A-2 (page U.5-3), B-1 (page U.5-6), M-2 (page U.5-48), and M-4 (page U.5-48).

Sep-07-05 08:25

From: NOISE OFFICE

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T-774 P. 02/03 F-365



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O'Hare Noise Compatibility Commission

Ariene J. Mulder
Chairperson

Raymond J. Kuper
Vice-Chairperson

September 6, 2005

Mr. Michael MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

On April 6, 2005, on behalf of the O'Hare Noise Compatibility Commission (ONCC), I submitted detailed comments regarding the O'Hare Modernization Program (OMP) Draft Environmental Impact Statement (DEIS) to the Federal Aviation Administration. I am grateful to our members who have remained fully engaged in the process and who have provided constructive and useful suggestions and input.

As the OMP has progressed through the FAA's Environmental Impact Statement (EIS) process over the past several months, the ONCC has offered testimony and provided written comments regarding this project. In the final EIS released in July, the FAA responded to the most recent set of comments submitted by the ONCC in April.

The ONCC feels it is vital that the City of Chicago and the FAA work with local community leaders and officials to reduce aircraft noise at its source and improve the quality of life for residents surrounding O'Hare International Airport. As such, the ONCC feels very strongly that all stakeholders in the process consider these quality of life issues to the same degree as airport efficiency, with safety being the main priority.

1

Our remarks referenced the great progress made by the City of Chicago and the FAA in the O'Hare Residential and School Sound Insulation Programs. The ONCC wants these Programs to continue throughout the various implementation phases of the OMP. The ONCC requests that the FAA specifically identify the sources of the funding for those Programs.

2

Technical and operational issues are important aspects of the ONCC's mission to reduce aircraft noise at the source. Therefore, the ONCC urges the FAA to continue working with the City of Chicago to assess the effectiveness and enforcement of the O'Hare Tower Order by improving lines of communication and thereby the workability of the Order.

3

P.O. Box 1126 • Des Plaines, Illinois 60017-1126
Phone: 773-686-3198 • Fax: 773-686-4980
www.oharenoise.org

Comment	Response
1	The FAA appreciates all comments received from the ONCC throughout development of the EIS, and that ONCC is pleased that their comments were responded to in the Final EIS. The FAA also agrees that quality of life issues, such as aircraft noise, should be considered along with airport efficiency.
2	The City will continue the existing voluntary RSIP and SSIP throughout the OMP. See Section 9.1 of the ROD for additional detail on specific noise abatement techniques and commitments. Specific funding for these commitments are typically not identified as part of the EIS process and NEPA analysis.
3	Comment noted. The FAA will continue to work with the City of Chicago to strengthen the lines of communications in an effort to better assess the effectiveness and enforcement of the O'Hare Tower Order.

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2

In addition, as part of the its involvement with the OMP and in reviewing TAAM data, it is important for the ONCC to remain fully engaged with the FAA and City of Chicago on decisions concerning the utilization of airspace around O'Hare Airport for arrival and departure traffic.

4

In addressing proposed mitigation strategies, the ONCC champions the potential of the Advanced Flight Track Procedures (or AFTPro). This initiative, using new technology and departure procedures, promises to direct flights with greater precision along flight tracks that are over compatible land areas, such as forests, industrial areas and expressways.

5

The ONCC commends the FAA for the high level of detail in the OMP DEIS regarding the future of the Fly Quiet Program. It is necessary that the ONCC be involved with key stakeholders as a detailed review of the O'Hare Fly Quiet Program is conducted. As the OMP progresses, there should be a thorough evaluation as to how a new or modified form can improve the functionality of this the voluntary nighttime program and further benefit residents of communities around O'Hare International Airport.

6

The ONCC looks forward to ongoing participation and dialogue with the FAA and the City of Chicago during the rest of the EIS process and in subsequent implementation phases of the OMP.

In conclusion, I commend you and you staff at the FAA's Chicago Airports District Office for substantively considering the potential impacts of the O'Hare Modernization Program on the quality of life of residents around O'Hare International Airport; for responding to our inquiries and questions on a timely basis; and for appearing and speaking at ONCC-sponsored meetings and forums about these issues.

Thank you for the opportunity to submit our written comments regarding the O'Hare Modernization Program (OMP) Final Environmental Impact Statement (EIS).

7

Sincerely,



Arlene J. Wender
Chairperson, O'Hare Noise Compatibility Commission and
Mayor, Village of Arlington Heights

Enclosure

cc: Members, O'Hare Noise Compatibility Commission
Brian Gilligan, Executive Director, O'Hare Noise Compatibility Commission

Comment	Response
4	It is FAA's understanding that the City of Chicago will continue its involvement with the ONCC to oversee noise mitigation efforts around O'Hare, which will include participation in the planning of noise relief projects to be implemented in the O'Hare area, oversight of the operation of O'Hare's noise monitoring systems, and advising the City on O'Hare-related noise issues.
5	The FAA notes the ONCC's interest in the AFTPro program, which is currently being reviewed by FAA.
6	The FAA notes the ONCC's comment on how the future of the Fly Quiet Program at O'Hare was addressed in the EIS, and looks forward to their continued work on the Fly Quiet Program and other noise abatement measures around O'Hare.
7	The FAA notes the ONCC commendation for substantively considering the potential impacts of the O'Hare Modernization Program on the quality of life of residents around O'Hare. The FAA also notes the ONCC's comments on the FEIS and continued participation and involvement with the FAA and City of Chicago throughout the EIS process.

050906_18

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September 6, 2005
(corrected)

VIA E-MAIL

Mr. Barry Cooper
Chicago Area Modernization Program Office
AGL-ICM
FAA Great Lakes Region
2300 E. Devon Avenue
Des Plaines, Illinois 60018

FAA letter of July 27, 2005 Religious Cemeteries

Dear Mr. Cooper:

This letter is in response to your letter of July 27, 2005 relating to FAA's constitutional and statutory responsibilities toward the religious cemeteries adjacent to O'Hare — *i.e.*, St. Johannes Cemetery and Rest Haven Cemetery.

As you acknowledge, we have been writing FAA officials for the "last several years" asking that FAA honor our rights under the First Amendment Free Exercise Clause and the federal Religious Freedom Restoration Act by refusing to approve or provide federal funds for that portion of Chicago's proposed "OMP" program. Until July 27, 2005 FAA had refused to answer our entreaties or our questions.

Sadly, your letter of July 27th illustrates why you have refused to answer our letters and inquiries over these last several years. Your letter — "based on the advice of legal counsel" — is little more than a legal brief to justify FAA's hell-bent determination to violate the constitutional and federal statutory rights of both the St. Johannes religious community and the Rest Haven religious community.

Let's examine your points one by one.

1

Comment	Response
1	As noted in response to comment 19 to the Karaganis-Cohn September 6, 2005 comments, the Final EIS at Section 5.22 presented the FAA's proposed findings with respect to issues arising under the First Amendment and RFRA. The Agency invited public comment on those tentative findings. After careful consideration of those comments, the FAA has made its final determinations under these religious liberty claims in Section 12 of this ROD. Those findings along with the FAA's extended discussion of these matters in Section 11 of the ROD and related material in this Appendix A are fully responsive to the comments presented here.

Mr. Barry Cooper
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A. FAA refuses to acknowledge the targeted discriminatory treatment against these two religious cemeteries by the City of Chicago which triggers First Amendment protection. Further FAA and its officials propose to act as a joint constitutional tortfeasor with the City of Chicago in funding Chicago's destruction of St. Johannes Cemetery and the creation of an Orwellian nightmare around Rest Haven Cemetery.

As you well know, Chicago is not treating the religious cemeteries equally with other religious institutions in the State of Illinois. As you know, Chicago went down to Springfield and persuaded the State Legislature to pass a special amendment to the Illinois Religious Freedom Restoration Act, 775 ILCS 35/1 *et seq.*

Prior to the passage of the Chicago sponsored amendment every religious institution in the State of Illinois— including all religious cemeteries, among which were St. Johannes Cemetery and Rest Haven Cemetery — were entitled to the strong protections of the state RFRA statute.

In the amendment to Illinois RFRA Chicago persuaded the Legislature to single out two religious cemeteries for targeted exclusion separate and apart from every other religious institution in the State. After Chicago's successful visit to Springfield, the Illinois RFRA statute still applied to every religious institution in the State — **save two**: St. Johannes Cemetery and Rest Haven Cemetery. The Illinois Religious Freedom Restoration Act now sported a new section 30:

The new section 30 to the Illinois Religious Freedom Restoration Act

"§ 30. O'Hare Modernization. Nothing in this Act [the **Illinois Religious Freedom Restoration Act**] limits the authority of the City of Chicago to exercise its powers under the O'Hare Modernization Act for the purposes of relocation of cemeteries or the graves located therein.

775 ILCS 35/30 (emphasis added)

After the passage of the new Section 30 of Illinois RFRA, the only religious institutions in the State not entitled to the protection of Illinois RFRA were our two religious cemeteries. Every other religious institution in the State — including all other religious cemeteries— still enjoyed the protection of the Illinois Religious Freedom Restoration Act.

Even a Sixth Grade Civics student would recognize this despicable discrimination for what it is — targeting two religious institutions and stripping away their religious legal rights simply because we stood in the way of Chicago's political *hubris*. This narrow targeted stripping of our Illinois RFRA protections was not directed across the board or at all religious cemeteries or at secular properties. Chicago's actions in stripping away Illinois RFRA protections was targeted at only two religious institutions — St. Johannes Cemetery and Rest Haven Cemetery. There is no question here that this targeting and

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discrimination triggers the application of our First Amendment Free Exercise of Religion rights.

But leave it to your ingenious counsel to try to hide rank religious discrimination under a patina of "neutrality". FAA's legal sophistry in your July 27th letter suggests that the religious cemeteries are not entitled to First Amendment protection because, according to you or your lawyer: "the actions contemplated by the FAA and the City are determinations that are neutral on their face and of general applicability."

Given the targeted religious discrimination set forth above, how can you and your counsel claim neutrality and general application when your own staff has admitted that the only entities governed by the stripping provisions of the new §30 of Illinois RFRA were St. Johannes and Rest Haven? FAA's blatant attempt to sweep these constitutional violations under the rug is shameful.

Moreover, FAA is complicit in Chicago's First Amendment violations. FAA is proposing to fund Chicago's destruction of St. Johannes Cemetery and to fund Chicago's isolation of Rest Haven Cemetery in a sea of blast fences, concrete, and a sea of jet wash from every compass direction. If FAA is assisting Chicago in a First Amendment violation by providing Chicago with the funds to inflict the constitutional injury, FAA and FAA officials are co-participants in the First Amendment violation.

Nor are we willing to stand idly by and let the perpetrator of the constitutional violation — the FAA— literally anoint itself as the judge or court to determine whether FAA and Chicago are violating our constitutional rights under the Free Exercise Clause. The existence of a constitutional violation and the determination of contested facts and law as to whether such a violation exists lies with an Article III Court — not with the constitutional tortfeasor.

Finally, we won't let FAA — like the biblical Pilate — wash its hands of its constitutional First Amendment responsibility by claiming that the decision and actions relating to the destruction of St. Johannes Cemetery and the isolation of Rest Haven Cemetery are solely those of Chicago. Chicago is seeking billions of dollars of AIP and PFC funding approvals from the FAA — in effect causing the religious injury with federal money. Without billions in FAA money, Chicago could not undertake the actions to destroy St. Johannes and isolate Rest Haven.

B. FAA's mischaracterization of our religious activities and beliefs.

We are pleased to see that FAA acknowledges the merit of our sincere and deeply held religious belief and practices that the co-religionists who are buried in St. Johannes Cemetery and Rest Haven Cemetery must rest undisturbed until Judgment Day. However, we are perplexed and angered by FAA's unfounded assertion that our religious beliefs — as to the religious duty and responsibilities of the living co-religionists to minister and care for the graves of the departed — are somehow simply "matters of personal preference" and not entitled to First Amendment or federal Religious Freedom Restoration Act protection. The religious obligation of the living to minister to the graves of the deceased buried in sacred ground is a very important element in the

Mr. Barry Cooper
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religious belief system of those whose co-religionists are buried in St. Johannes Cemetery and Rest Haven Cemetery.

C. FAA has not and cannot demonstrate any compelling governmental need to destroy St. Johannes Cemetery and isolating Rest Haven Cemetery

FAA has failed to articulate and demonstrate exactly what the asserted "compelling governmental need" is to destroy St. Johannes Cemetery and isolate Rest Haven Cemetery in a sea of concrete and blast fences. Serving the cargo needs of United and Federal Express is certainly not a compelling governmental need, but simply serves the private commercial interests of these companies.

Similarly, as described in the Objectors' September 6, 2005 discussion of demand management — a tool that will be required under the full build OMP-Master Plan as well as any lesser scale development of O'Hare — a runway system without 10C-28C can have whatever delay level FAA chooses. Indeed, a runway system with demand management but without 10C-28C will in a few years have delay levels less than the full build OMP-Master Plan without demand management. Clearly elimination of delays caused by overscheduling as private business decisions by airlines — particularly when such delays can be avoided through either private businesses choices by the airlines or demand management — is not a "compelling governmental need."

D. FAA has not demonstrated and cannot demonstrate that there are no less destructive alternatives that would avoid destruction.

Your July 27th letter sets up a series of straw men alternatives that you proceed to tear down with a series of so-called technical concerns. The September 6, 2005 affidavit of Dr. Ken Fleming, a national known expert on airport and airspace design from Embry-Riddle Aeronautical University, addresses each of these technical arguments.

But FAA ignores a blended alternative that Chicago and the FAA selected in 1984 — existing O'Hare with use of other airports. In 1984 Chicago and FAA concluded that the so-called unconstrained demand could only be addressed by adding two new runways in the southwest quadrant of land adjacent to the airport. This is the same area where Chicago wants to acquire land for much of the current proposal and is an area which would have required the acquisition of the cemeteries.

Instead of choosing to build the two new runways, Chicago and FAA in 1984 decided to address any governmental need through the use of the aviation facilities within the existing boundaries of the airport (no new runways) and would service excess demand through other airports. Indeed, a variant of this blended alternative is being implemented today at O'Hare — with excess traffic using other airports — through FAA's scheduling order.

Similarly, there are a variety of lesser runway developments at O'Hare — all of which could be used in conjunction with demand management — that FAA has agreed are "potentially feasible". (Alts L1, L2, M, and N) They were rejected by FAA without further analysis, principally because FAA has categorically and wrongfully rejected blended alternatives. See September 6, 2005 affidavit of Dr. Brian Campbell. Each of these alternatives with demand management has the potential to have whatever level of

Mr. Barry Cooper
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delay FAA deems acceptable or desirable and would likely experience delay levels less than the full build OMP-Master Plan (without demand management) within a few years after the scheduled opening date of the full build OMP-Master Plan. Each of these alternatives, like the blended alternative chosen by Chicago and FAA at O'Hare in 1984, can address forecast demand with a combination of some lesser form of O'Hare development than that needed to address the so-called "unconstrained demand". Indeed, such a blended alternative will be needed to be used in conjunction with the full build OMP-Master Plan within a few years after it opens.

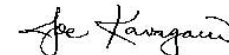
B. FAA cannot be the adjudicative body deciding contested issues of fact and law relating to the application of the First Amendment and the federal Religious Freedom Restoration Act to St. Johannes Cemetery and Rest Haven Cemetery.

FAA apparently believes it can serve as a non-Article III adjudicative body to render an adjudicative decision on the contested issues of fact and law relating to the application of the First Amendment and the federal Religious Freedom Restoration Act to St. Johannes Cemetery and Rest Haven Cemetery. The Religious Objectors strongly disagree.

Conclusion

The Religious Objectors are prepared to discuss these issues with you further. However, the FAA's long refusal to respond our pleas for enforcement of the Constitution and federal RFRA is clear evidence of a knowing and callous disregard by FAA and its individual officials of Religious Objectors' constitutional and federal RFRA rights.

Sincerely yours,



Joseph Karaganis

050907_01

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Chicago, IL 60611-4604
5 September, 2005
1(312) 329 - 9283

DEFERRED
SEP 07 2005

Mr. Michael W. MacMullen
Airports Environmental Project Manager
Federal Aviation Administration,
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Mac Mullen:

Regarding the O'Hare Modernization Program-- and to the Final Environmental Impact Statement, Final Section- I believe O'Hare realignment with minimal property acquisition, is important for O'Hare Airport operations, and can be done with minimal affect to the environment.

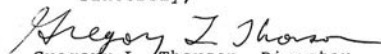
I think that O'Hare modernization can best be done with addition of fast passenger train service--their tracks going into/serving West terminals, providing short-to-medium-distance ground transportation to/from Milwaukee, Minneapolis, Springfield, St.Louis, Indianapolis, Kalamazoo, Detroit, etc. points close by in Midwest and Great Lakes region at a fraction of the pollution and environmental damage that more planes going up in the air would cause.

As well as better to our environment, travelers can best be served by their connecting at O'Hare many times not to more planes to continue their journey by going up in the air again, crowding already over-crowded skies, but to fast trains taking them to points up to couple hundred miles of Chicago. Save planes for long-distance flights/trips.

This is a relevant statement and relevant to inclusion in the Environmental STATEMENT Section of O'Hare MFEIS. CTA subway/elevated was wisely built into O'Hare. Fast/High-Speed train service can also be built...a wise and environmental-friendly part of O'Hare's modernization now.

Thank-you for giving me this opportunity to include my words.

Sincerely,



Gregory L. Thorson, Director,
Rail Users Network
Illinois Rail
Midwest High-Speed Rail Association, member

CC: Governor of IL
Mayor of Chicago
Congress, Delegation (3)

Comment	Response
1	Comment noted.
2	<p>The commenter's suggestions regarding high-speed rail are noted. In accordance with the National Environmental Policy Act of 1969 (NEPA), the FAA is required to evaluate the City's proposal and alternatives to it from an environmental standpoint. Where appropriate, the FAA encourages airport sponsors to provide for intermodal facilities, however, it is the airport sponsor's prerogative to plan for such facilities.</p> <p>As an alternative to the City's proposal, the FAA carefully evaluated other modes of transportation or communication, including the use of high-speed rail to meet the purpose and need, see Chapter 3, Section 3.2.2. FAA believes that high-speed rail could potentially serve as an alternative to air travel to/from select high-density metropolitan areas in the Midwest. However, the needs of the O'Hare air travel market extend beyond these select Midwestern markets.</p> <p>In addition, the FAA is not aware of any plans by the U.S. Department of Transportation (Federal Railroad Administration) to implement high-speed rail in the Chicago area. Therefore, although new high-speed rail service could theoretically reduce aviation demand at O'Hare, in the absence of such plans, it does not appear reasonable to rely on this alternative to meet the purpose and need criterion of accommodating forecast aviation demand. Additional information regarding high-speed rail is provided in Appendix E, Section E.1.2.1.</p>



Department of Operations • Office of Sean P. Murphy • Chief Operating Officer
125 South Clark Street, 16th floor • Chicago, Illinois 60603 • Telephone 773/553-2900 • FAX 773/553-2901

September 16, 2005

Barry Cooper
Manager
Chicago Area Modernization Program Office
U.S. Department of Transportation
Federal Aviation Administration
Des Plaines, Illinois 60018

RE: Notice of Availability of the Draft Air Quality General Conformity
Determination and Notice of Public Comment Period

Dear Mr. Cooper:

Your letter to Arne Duncan, Chief Executive Officer of the Chicago Public Schools, concerning the above subject, has been forwarded to me for response.

Noise abatement work has been completed on most of the schools east of the airport. The air quality changes affected by the proposed modernization project will not be any more adverse to the students than it is to the rest of the public.

Thank you for your letter.

If you have any questions about this letter, please contact Ms. Kristine Rull at (773) 553-2355.

Regards,


Sean P. Murphy
Chief Operating Officer

Cc Arne Duncan, Chief Executive Officer

Comment	Response
1	Comment noted. Please see Section 9 of the Record of Decision for further information on air quality and the school sound insulation program.

Children First

050826_02

Harvey I Kahler
 3507 North Seminary Avenue, Chicago, Illinois 60657
 (773) 502-4395

SEP 26 2005

August 25, 2005

Mr. Mike MacMullen
 Federal Aviation Administration
 2300 E. Devon Avenue
 Des Plaines, Illinois 60018

Re: O'Hare Modernization and Expansion

I am sending "Suburban Rail Access to Chicago-O'Hare International Airport" for your consideration. In addition to the existing Metra North Central Service, four new and existing rail routes in conjunction with a CTA rail extension and transfer stations at O'Hare offer far more suburban reach at a fraction of the cost of the billion-dollar Star Line. This rail improvement package also provides a high level of regional public transportation coordination through O'Hare.

Furthermore, express service from McCormick Place and Union Station to O'Hare Airport facilitates access between the South Side and southern suburbs, the West Loop, and the northern and western suburbs. Better access to air travel and to jobs around O'Hare and in the north and west suburbs is a more certain benefit than speculation in a Peotone airport.

Given suburban population and employment that exceed the City's and a lack of transit accessibility and coordination, suburban rail access to O'Hare should be a high airport and regional priority that cannot wait for a future terminal. The western and southern rail stations become satellite terminals with the addition of parking and bus facilities.

Immediate development of suburban access will restore some credibility and good will, dispelling the current cynicism from delayed promises and anger over expansion.

Sensible low-cost improvements exploiting existing rail assets yield inordinate results and leave money for competing needs. In the long run, bad plans cost more than construction changes.

Please note the change in address, previously 2102 W. Estes, Chicago.

Sincerely,

Encl.: Suburban Rail Access....

- Fig. 1, O'Hare Rail Corridors & Connections
- Fig. 2, O'Hare Terminal Area Plan
- Fig. 3, Metra Star Line O'Hare-Woodfield-Joliet
- Resume

Comment	Response
1	<p>FAA appreciates receiving these comments and notes that the implementation of Alternative C for O'Hare modernization will further improve the multi-modal aspect of the airport by facilitating increased efficiency for rail connections. The majority of the comments relate to issues outside the scope of this EIS because much of the information provided is directly concerned with actions to be considered by other implementing authorities at some point in the future.</p> <p>As noted in topical response F-2 on page U.5-29 of Appendix U of the Final EIS, [Alternative C] include[s] an extension of the Airport Transit System (ATS), which links with the Metra Transfer Station. This station is on Metra's North Central line, which provides the ability to travel to O'Hare from Union Station in Chicago. The O'Hare Transfer Station is located east of the intersection of Mannheim Road and Zemke Road. Currently, a shuttle bus service takes passengers between the Metra station and the ATS station at Lot E for transfer to the Airport.</p> <p>In addition, the Chicago Transit Authority Blue Line currently links downtown Chicago to O'Hare with the terminus in the lower level of the Main Parking Garage at O'Hare. In accordance with the National Environmental Policy Act of 1969 (NEPA), the FAA is required to evaluate the City's proposal and alternatives to it from an environmental standpoint. Where appropriate, the FAA encourages airport sponsors to provide for intermodal facilities, however, it is the airport sponsor's prerogative to plan for such facilities.</p>

Suburban Rail Access to Chicago-O'Hare International Airport

Preface

Over half of the Chicago metropolitan area population lies to the west of Chicago-O'Hare International Airport. Driving around the airport to a single eastern entrance road adds time, energy consumption, and emissions. Roads, expressways, and tollways around O'Hare are congested for much of the day. O'Hare needs competitive public transportation from the outlying suburbs to relieve congestion and/or allow overall growth in travel. Existing railway lines around O'Hare offer viable opportunities for additional new Metra services for expanded airport and regional accessibility.

Airport access planning should incorporate coordinated area, regional and multi-state transportation and access to area business and employment sites. With all the ground transportation serving O'Hare, it is the principal transportation center for the region. Beside the separate CTA, Pace and Metra stations, many hotel and business center courtesy vans and buses operate from the airline terminals to nearby destinations. Buses also serve O'Hare from nearby cities in Illinois, Wisconsin, and Indiana. Amtrak serves a number of cities within 200 miles that could benefit from coordination at O'Hare.

The idea that O'Hare is an entity unto itself is too constricting in scope for the region's wider transportation needs. For many years, a "That's *our* jurisdiction" attitude has suppressed a fuller realization of transportation opportunities inherent to O'Hare. This has thwarted efforts of citizens and groups with a broader vision to solve regional transportation issues. There needs to be more openness and cooperation among agencies and the public in the spirit of Title VI as opposed to the fragmented and *representative* but unresponsive governance of transportation. If the City wishes to retain overall control of O'Hare development, it needs to broaden its scope of planning and level of cooperation for the region's good.

The existing Metra North Central Service to the O'Hare Transfer station demonstrates that people will take the train to the plane. A small number of riders take the train despite the limited commuter schedule and having to take a shuttle bus to an automated Airport Transit System train to reach the airline terminals. Full service on the NCS that better accommodates traveler's plans will attract more riders to existing trains as well as to those added. More direct connections between the NCS and other lines would draw still more users.

Ideally, all transit services would meet at a single terminal at O'Hare conveniently near the gates. Given the difficulties with possible sites, CTA and Pace made a practical decision thirty years ago for a terminal and transit center at River Road *outside the airport*. The airport also grew in size beyond a single, centralized terminal and a third separate terminal is planned. The existing CTA terminal at O'Hare is no longer adequate for all. These circumstances hinder accessibility both to the airline terminals and to existing and proposed area and regional services.

General Concepts

The proposed plan for new and extended rail services and satellite terminals at Chicago-O'Hare International Airport overcomes the problems in a practical way that exploits the existing regional transportation infrastructure (Figure 1: O'Hare Rail Corridors and Connections). In addition to the existing Metra North Central Service, three new services over existing Metra Union Pacific lines and a connection to the Milwaukee District-West greatly expand regional accessibility. With an additional transfer, travelers can reach most other stations on the Metra network throughout the Chicagoland region.

The Union Pacific railway around the west side of O'Hare offers inexpensive opportunities for developing a coordinated network of regional rail services. The railroad relocation around the additional runways provides an opportunity to coordinate regional services. The extended and relocated CTA Blue Line links up and coordinates access into the airline terminals and with area transit services at satellite terminals around O'Hare Airport (Figure 2: O'Hare Terminal Area Plan).

The satellite terminals would comprise both Metra and CTA rail and Pace bus stations, suburban taxi stands, limousine staging, and general (airport, commuter, customer and business) parking to build a viable level of use for a subway extension. Retail and commercial development should be clustered around the satellite terminals if possible encourage additional transit use. The physical relationships of runway and airport terminal facilities, railways, satellite terminals, and off-airport retail and commercial opportunities need to be explored and coordinated.

The CTA Blue Line improvements, extension and relocation are essential to a workable plan for coordinating transit services. Extending Metra and Amtrak services directly to the airport terminals would provide the most convenient terminal access and same-platform transfer between regional services. However, a CTA Blue Line relocation to serve the international terminal and extension to the west side of O'Hare to reach employment areas also are needed.

By providing acceptable access to the airline terminals to attract Metra and Amtrak use and coordinating Metra and Amtrak services, Blue Line improvements are the immediate priority. The ludicrous plan to provide parking on the western perimeter and a circuitous shuttle bus around the airport recognizes the current need.

The CTA Blue line would provide general public transportation through O'Hare Airport as well as access to the terminals. Entrances to Blue Line and future suburban and intercity rail stations at the terminals and hotel would be located outside secure areas.

On principle, the CTA should not extend into areas already served by Metra; but in this case, CTA trains provide the necessary linkage. The Blue Line extension connects the five Metra routes outside O'Hare with each other, with the airline terminals, to Rosemont and area Pace routes, and with City buses.

CTA and Metra connections should be as close as possible to minimize walking distances to make transfers. However, a predominant volume of transfers in one direction is unlikely at either the southern or western station that would warrant the additional trackage cost of an across-the-platform transfer arrangement.

A marketing evaluation is needed to determine when future direct Metra and Amtrak services may be justified. Current planning and engineering for O'Hare facilities and the CTA line should allow for the contingency of a future rail tunnel and stations.

CTA Blue Line link and satellite terminals

The CTA Blue Line changes require about four route-miles of tunneling and another two miles of surface construction to reach western and southern satellite terminals. Because limestone bedrock is close to the surface, less expensive or disruptive tunneling is possible. A deep tunnel beneath airport foundations and utilities offers more direct and less restricted alignments and a smaller footprint in the terminals for station access, ventilation, and utilities.

One essential Blue Line improvement is the addition of a station connected to a relocated Metra O'Hare Transfer station on the North Central Line. Track and highway realignments will be needed to fit a platform between the tracks. Stairs and elevators are needed for passengers to move between the CTA and Metra platforms across the highway and railroad tracks.

The Blue Line should be relocated to build a convenient station at the International Terminal that was not anticipated at the time the CTA was extended to the airport. A relocated Blue Line tunnel between the existing international and domestic airline terminals would be more direct and faster than the existing layout. A new station along the existing Blue Line alignment would require a long walk to the international terminal, render satellite terminal use unattractive, and not provide an advantage for the extension.

Because the existing CTA rail terminal is shallow, essential terminal structure, basement area and utility elements may be costly to relocate or accommodate for an extension to satellite terminals. Building a new, deeper, Blue Line tunnel and station in conjunction with the relocation to the International Terminal is less expensive and provides access at Terminal 2 that would be as convenient to Terminals 1 & 3 as the existing station. Two entrances to a single new station between Terminals 3 and 2 and between Terminals 2 and 1 would be more convenient.

The Blue Line must extend to both western and southern satellite terminals. The western terminal provides expedient connections to Metra west, northwest, and north airport corridors, and to Pace services in the Elk Grove area. Transfers to future Metra or Amtrak services to Southeast Wisconsin, Mitchell Airport, and Milwaukee are possible as well. The southern terminal provides a direct connection with the MD-W Line to Big Timber and possible future extensions including Rockford.

The western satellite terminal should provide convenient access to an extension of the Elgin-O'Hare Expressway to divert traffic that otherwise would overload local arterial and collector roads. Furthermore, the Elgin-O'Hare Extension would effectively extend the reach of potential Pace services into nearby communities.

The location of the southern satellite terminal east of the existing Bensenville station allows direct connections between Metra airport corridor and MD-W trains. The site also affords an opportunity for regional parking development that could overwhelm the Bensenville downtown. Routing CTA trains into downtown Bensenville would not eliminate the need for a Metra transfer station east of the Bensenville station.

Parking facilities at the satellite terminals play an equally important role in attracting a more cost-effective level of use to justify extending the Blue Line. While diverting travel to mass transit is more desirable, the forecast increase in air travel and reality of personal choices will fill much of the additional capacity. Additional garages would increase the supply and keep additional cars out of the terminal area. Parking should be open to all users: airline travelers, commuters, and employees.

The western Metra station is some distance from the future airline terminal as proposed. Much of the area between York/Elmhurst Road is taken up by the proposed O'Hare By-Pass, ramps, and a parking structure that would make an unacceptably long walk from the train to the terminals.

If parking and on and off ramps are located on the west side of York/Elmhurst Road, the future terminal and gates can move closer to the trains. This would free an area of the airport for terminal expansion or other development.

Eliminating the O'Hare By-Pass also would allow the future western terminal to be sited closer to the CTA and Metra stations. The By-Pass is not as necessary as better access to the communities. The By-Pass cuts off about five miles, but the alternative freeway route via I-290 between Elmhurst and Woodfield is about the same distance and saves a toll.

New tollway interchanges to the existing road network and improvements to York/Elmhurst Road and Wolf Road would result in more efficient use of land around O'Hare and simplify roadways at the western terminal. Interchanges at the Northwest Tollway & Elmhurst Road and at the Tri-State Tollway & Wolf Road would give alternative access to O'Hare, improve local property values and encourage redevelopment. Wolf Road improvements are detailed later.

A segregated secure service could be provided with separate stations while sharing the same train tunnels between terminals. Less tunneling might reduce the cost of construction despite an increase in complexity. The secure trains would allow airline passengers to move freely between gates without re-screening. The secure shuttle could be automated and eliminate either the allowance of time for the train to change directions or the cost of loop or turn-back tracks.

(All CTA train operation could be automated and transition staff primary duties to on-board security. On-board staff would patrol the train between stations, close doors and operate the train in the event of failure of automated operations. Train operation would be smoother since present practices make it difficult for the driver to view the cab signal indicator lights and necessary to rely on an audible warning.)

Three new suburban rail routes

For some time, O'Hare services were oriented primarily to the Loop. Even though it took about twenty-five years to start service to O'Hare, CTA trains seemed to be the answer for public transportation access. In time, the region's population moved west of the airport. The office space in the O'Hare-Rosemont area rivals the Chicago Central Area, and there soon will be twice as many jobs and population in the suburbs than the City. Realization that the CTA Blue Line soon will reach only a third of the market brings a need to rethink O'Hare transit access from a broader regional perspective.

Disproportionately few transit services are available to the west from O'Hare. New Metra suburban rail services from western and southern O'Hare satellite terminals in conjunction with related improvements would:

- Provide a viable transit alternative in strategic suburban sectors.
- Open new links with other transit services to expand regional accessibility.
- Make transfers as seamless as possible to maximize utilization.

Extending CTA rail services farther out into the suburbs is not a good idea. First, such extensions would entail a costly duplication of existing Metra services. Second, the regional transit funding allocation for the City would become even more strained with the cost of extended service into the suburbs.

New regional rail passenger routes from O'Hare International Airport to the outlying suburbs would use the Metra UP-West, Northwest, and Milwaukee District-North Lines (see attached drawing-ctaextcookdupage2). The airport routes reach out into three strategic corridors to afford convenient access to O'Hare and other regional destinations. Passenger service would operate over an upgraded and relocated Union Pacific Railroad freight line from satellite terminals on both the south and west sides of the airport.

A couple of years ago, airport plans included a similar rail access proposal for O'Hare development; but a more recent plan omitted it when new western airline gate facilities were postponed. Satellite transit and parking facilities that would be incorporated in a future "West Gate" terminal are needed now and implementation is a priority. This is especially urgent since essential CTA connections to the satellite terminals can be coordinated with the imminent runway reconfiguration and railroad relocation.

Subject to some additional study and modification, the proposed trains would run from both O'Hare western and southern satellite terminal stations to Geneva, Harvard, and probably Libertyville. Many possible variants include respectively: Aurora, Joliet, or DeKalb; McHenry, Janesville or Madison; and Kenosha, Russell Road, and Milwaukee by way of either Sturtevant or Racine.

Some airport route variants would utilize and complement the proposed EJ&E circumferential route. The respective airport segments might be given priority for phasing implementation. O'Hare service would seem a more urgent need than a circumferential route thirty miles out.

Improvements will be needed for the present freight-only UP Railroad connecting line around the west side of the airport. The new passenger services represent a substantial increase in train volume on this line. There is a potential for around as many as 50 daily O'Hare trains on each route with hourly base and half-hourly peak service. Around 100 airport trains would pass between the western satellite terminal and Norma, the UP junction at Thacker Street in Des Plaines, for northwest and north services.

Many important road crossings along the Union Pacific New Line are already grade separated. However, six new structures are needed in the Des Plaines area to alleviate crossing delays from the additional O'Hare routes: Touhy Avenue-SR 72, Algonquin Road-SR 62, Wolf Road, Northwest Highway-US 14, Rand Road-US 12, and River Road-US 45.

Grade separations along the alternative northern/Milwaukee corridor route over the Canadian National (Metra NCS) along Mannheim Road-US 12/45 would present difficulties. Eight new grade separations are needed at Touhy Avenue, Oakton Avenue, Algonquin Road-SR 62, Lee Street-US 12/45 (nb) & Graceland Street-US 12/45 (sb), Northwest Highway-US 14, Rand Road-US 12, and River Road-US 45.

Nearly an hour would be saved in rail travel time between the I-88/West Suburban and Lake-Cook Road/North Suburban commercial corridors by way of O'Hare. Pace feeder services to strategic Metra stations could be modified or expanded to facilitate access from local points of origin. No through Pace services are available at present. An O'Hare West-North Line also would reduce the immediate need for the EJ&E circumferential route between western and northern suburbs.

Metra Union Pacific-West

Service to O'Hare would overlay the existing Metra UPW schedule to outlying suburbs. The UPW is a full service suburban line extending due west from Chicago 35 miles to Geneva. Work is in progress to extend service eight miles to Elburn in rapidly developing Kane County. De Kalb, home to Northern Illinois University, is another 14 miles west.

The UPW Line lies four miles north of the I-88 business corridor with some local connecting Pace routes. Some restructuring and expansion of bus services would benefit commuter and regional access in this corridor. The UPW also passes near the DuPage County government and medical complex west of the Wheaton station. The line also passes within walking distance of the Kane County Cougars minor league baseball stadium at Kirk Road on the east side of Geneva. Geneva, the present terminus, exploits its picturesque river as a tourist destination for shopping and dining.

The extension to Elburn will serve a growing suburban area along major and secondary highways. The new terminus will have little impact on existing bus services between DeKalb and O'Hare. Metra service to DeKalb has been sought since the discontinuance of Chicago & North Western intercity passenger service with Amtrak in 1971. Train services from DeKalb would improve access for a substantial market and reduce road traffic.

The UP freight line around O'Hare has an existing connection to the Metra UPW Line east of the Elmhurst station that would make service inexpensive to implement. The track around the yard is designated as within yard limits with accompanying operating restrictions. Changing this rule may require some betterment.

There also is a question as to the impact of additional passenger services on the growing number of freight trains, around 100 a day, sharing the West Line. Hourly suburban service has been cut back on this busy line. Despite growth in the western suburbs, rush hour commuter service has not kept pace.

While up to three main tracks may be adequate for now, the lack of an underpass for eastbound passenger trains presents conflicts with freight trains entering or leaving Proviso Yard.

The cab signal system is an important safety feature that has been modernized and is compatible with Amtrak. Cab signals should be installed on every Metra route,

especially those with a single track or normal bi-directional operation. The absence of wayside signals makes it less costly to modify block circuits to increase capacity.

Other priority needs along this line regardless of an additional O'Hare service are for local access across the line and grade separation of most crossings. Long distances between crossing points tempt trespassing despite efforts to fence the railway. Conversely, stretches of 1-1/2 miles of line without crossings allows holding freights out of Proviso Yard until a track is available to receive it. Successive train movements can build up delays and anger at crossings.

Plano and Joliet Options

One western Amtrak corridor to Quincy and to California would clearly benefit from more direct connections to O'Hare than a routing through Union Station, Chicago. Rerouting Amtrak trains to O'Hare would impose an unacceptable increase in travel time to the primary market of downtown Chicago in competition with the auto. A rerouting of some O'Hare-UPW trains to Plano from West Chicago would provide connections with Amtrak to western Illinois, Iowa, and Missouri.

Two transcontinental trains, the Southwest Limited and San Francisco Zephyr, stop at Naperville on the BNSF/Quincy Corridor. These trains provide some flexibility for travel to Galesburg, and an affordable travel alternative to western Illinois, southern Iowa and northeastern Missouri. The unreliable arrival of cross-country eastbound trains obliges use of connections from downtown Chicago rather than from the suburbs. Long-distance train travel is not as sensitive to time or as likely to carry many passengers connecting with airlines as for short-distance trains.

A passenger survey showed only a quarter of Amtrak's riders had a suburban destination despite a greater population. Improved distribution to O'Hare and suburban areas would attract significantly greater Amtrak ridership and gather in additional traffic for O'Hare-based air and ground services. Downstate communities desire adding State-supported trains on this route and a proposed branch serving the Quad Cities. Furthermore, service through Iowa City, Des Moines, and Council Bluffs to Omaha has been proposed.

The EJ&E railway through the far western suburbs provides an opportunity for an O'Hare-UPW connection to the Quincy corridor. The Quincy trains stop at the Metra-BNSF Naperville station in DuPage County and at Plano in Kendall County. Naperville is four miles east of the EJ&E, but Metra service most likely will be extended from Aurora to Plano in the future and that will be a more effective orientation for service from O'Hare.

New connections between the UP and EJ&E west of the West Chicago station and the BNSF and EJ&E east of a new station at Eola Road would need to be built for service to Aurora. Eola Road would be two stops west of Naperville and one stop from the present Metra terminus at Aurora. The Aurora casino boat is a short walk from the train. Extended Metra service to Plano would require an upgraded connection to the BNSF west of the Aurora station and transportation center.

O'Hare-UPW service also could be diverted to Joliet using the EJ&E from West Chicago. However, the time saving from O'Hare is not appreciable compared to connections at Union Station.

Metra UP-NW

Service to O'Hare would overlay the existing Metra UP-NW Line schedule to outlying suburbs. The UP-NW is a full service route that goes out to Harvard, a distance of 63 miles northwest from Chicago. It is the longest Metra route in Illinois and one of the most heavily used. Alternating off-peak trains turn and some rush hour trains terminate at Crystal Lake, 43 miles from Chicago.

Considerable high-density redevelopment is occurring around the Metra stations in the northwest suburbs. However, the Arlington Park racetrack is no longer the major travel destination it once was. The Cook County Circuit Courts in Rolling Meadows is beyond easy walking distance of either the Arlington Heights or Arlington Park stations, but a local Pace connection is available at the former.

The service from O'Hare would use the existing connections from the UP (New Line) tracks at Norma to the UP-NW Line at Seeger a mile east of the Mount Prospect station. Some upgrading to increase speed may be desirable. A three-track mainline extends to east of the Barrington station and a double track main continues to Harvard.

Unlike the UP-W Line, the UP-NW usually hosts only a pair of through freight trains every day. This would have little impact on passenger service.

McHenry Options

Airport service from O'Hare to McHenry would be an alternative to the UP-NW terminus at Harvard. This option would complement the existing rush hour-only commuter schedule between the Ogilvie Center and McHenry and coordinate with the existing UP-NW service from Downtown. Travelers could transfer between routes at any of the shared stations between Mount Prospect and the new Crystal Lake station at Pingree Road.

The single-track branchline extending north to McHenry diverges from the mainline about a mile east of the existing Crystal Lake station. The frequency and scheduling of service may require a passing track. A new station at Pingree Road east of Crystal Lake Junction will afford a more direct transfer between the main to Harvard and the branch to Mc Henry than the Cary station farther east.

Future Janesville and Madison extensions

A limited number of expresses from Chicago and O'Hare could be extended beyond Harvard (UP-NW) to Janesville and Madison with support from Wisconsin. Trains would continue on the Union Pacific to Janesville and use the Wisconsin Southern (ex Milwaukee Road) to Madison.

The route to Madison is shorter from O'Hare than by way of Milwaukee, supplements a proposed service from Chicago via Milwaukee, and serves a unique corridor in south-central Wisconsin. Janesville is a manufacturing center in South Central Wisconsin. Madison is the state capitol and home of the state university system.

The Union Pacific line between Harvard and Janesville is well maintained for a pair of heavy trains most days. Much of the traffic emanates from an auto plant in Janesville. This was an intercity passenger route to Madison until the mid-1960's, but the automatic block signals have been removed.

The Wisconsin Southern is a regional freight carrier maintaining rail access for industrial and agricultural shippers in the region. The former Milwaukee Road line between Janesville and Madison saw passenger service until the late 1960's. Being a small regional service, train speeds are low and automatic block signals are long gone.

Tracks would need to be upgraded for 79 mph service, but signals may not be necessary if traffic is light enough for absolute block control. The question that must be answered is the cost-effectiveness of 2-6 round trips with the necessary track and active crossing protection improvements.

Milwaukee District-North

O'Hare trains serving the North Shore from existing stations along the Metra Milwaukee District-North Line to Libertyville appear to be the better choice. Beyond Libertyville, the NCS Line offers more direct and faster service from O'Hare. Furthermore, the line from Rondout east of Libertyville to Fox Lake has only a single track at present. Airport trains would conflict with commuter schedules beyond Libertyville without substantial improvements.

Parking and local transit services are consolidated at existing stations. Commuters could use their parking permits or reserved spaces for trips to O'Hare.

New opportunities for airport and regional travel will bring more riders for local transit. For one, the MD-N Line offers the choice of more direct service from the North Shore to the area west of the airport.

Service northward along the Metra MD-N Line makes use of an existing connection at Techny for Canadian Pacific freight trains to reach Bensenville Yard over the Union Pacific tracks. While slots for freight traffic would be available, mismatches may occur between lines requiring holding tracks or additional main tracks.

Implementing an alternative service along the Union Pacific tracks would access the Edens corridor only between Highland Park and Lake Forest. The UP alternative would divert the demand for additional parking to new stations, but adding local bus services to new stations and security would be costly. Trains would use an existing connection with the Metra UP-N Line at Lake Bluff to reach a northern terminus. This alternative would provide a continuation of service for an extension of the CTA Yellow Line (Skokie Swift) to Lake-Cook Road.

Regional service is provided to the west side of the airport and western suburbs along the UP-W Line. CTA rail service to Rosemont and the Northwest Side would be relatively convenient. The alternative is for passengers changing to a local Metra MD-N train to Mayfair and then transferring to the CTA Blue Line. The southern satellite terminal offers a convenient transfer to outlying points along the MD-W Line.

The initial thinking was to run trains from the northern suburbs and/or Milwaukee into a terminal at O'Hare Transfer using existing railway lines. As noted previously, this site is inadequate for the level of coordination desired for regional travel. A new connection to the Canadian National tracks used by the Metra NCS would be needed at Deval junction in Des Plaines. This new connection is hindered by the existing highway underpass.

The O'Hare Transfer alternative for northern corridor airport trains presents some choices and the opportunity for a later phase-in. First, trains would be closer to Rosemont-area businesses, hotels, and convention center. This major market should weigh in any decision. Second, an O'Hare Transfer routing would cut in half the number of airport trains operating between the proposed western satellite terminal and Norma. The reduced need for capacity improvements may offset the cost for the connection at Deval.

O'Hare Transfer also would be a little more direct to existing airline terminals with extension the ATS. However, bringing MD-N/Amtrak services into the existing O'Hare Transfer location would preclude through service paired with the UP-W Line.

Finally, a new track connection and related highway relocation and bridge construction would be needed in Des Plaines. Elevating either the CN or UP tracks would interfere with the proposed connection. The existing highway underpass (Northwest Highway/US-14) at the CN-UP crossing bars a connection between the CN (NCS) and UP tracks. The deficient underpass needs to be replaced with an overpass rather than rebuilding the underpass. The depressed roadway would be filled in allowing construction of the connecting track and removal of the railroad bridgework.

A Northwest Highway overpass could be built in conjunction with elevating the Metra UP-NW Line through Des Plaines and over the UP and CN tracks. Elevating the UP-NW Line would eliminate the road congestion attributable to frequent peak period Metra service aggravated by the additional time taken for station stops. Furthermore, grade separating the tracks eliminates the crossing safety hazard.

North Central Service coordination

The Metra North Central Service serves a northern suburban corridor to Antioch and passes along the east side of O'Hare Airport. The NCS became the first Metra route to offer service to the airport with the construction of a platform and shelter adjacent to a remote long-term parking lot. The O'Hare Transfer stop was expedient for a mostly peak period commuter service.

The current isolated location of the O'Hare Transfer station presents problems both for access to the airline terminals and for connections and coordination with Pace and CTA services in the area. The location also poses a problem for coordination with other potential regional rail service connections.

It would be interesting to know if any NCS passengers take the additional 5-minute walk and four level changes to make a third transfer to the CTA Blue Line to reach area Pace services at River Road or to other destinations on the Northwest Side. The absence of passengers does not prove a lack of need. A better connection with the CTA is essential to improve NCS utilization.

The area within walking distance of the O'Hare Transfer station generates some travel for business and work. Unfortunately, a small stream bars access to development to the east even if a train is not blocking the way. A modest office center is adjacent to the station. The nearest crossing to commercial developments east of the tracks is an underpass 2-blocks north. The All-State Arena is at least a 15-minute walk north.

Following the completion of NCS line capacity improvements, full (all-day) Metra service will begin. Because transfers significantly affect the use of transit, use of the NCS to reach O'Hare or other points will be well below the potential.

For a while, extending the Airport Transit System to the Metra NCS O'Hare Transfer station seemed desirable if not altogether cost effective, even with anticipated full suburban and extended Amtrak services. The Department of Aviation estimated that it would cost around \$40 million a number of years ago. (At the time, \$40-million a mile might have been more realistic for the 0.3-mile elevated extension.)

Extending the ATS is not practical. An extension to the existing O'Hare Transfer fails to coordinate with River Road transit connections or to reach area destinations. Extending the ATS from its elevated terminus at Terminal 1 to a subway under the runways to a future western terminal looks to be impractical.

Airport plans currently show a separate, secure tram system between the main terminals and the future western gates reflecting the difficulty of an ATS extension. This does not allow the open access needed for making transfers between separate transit terminals and rail stations.

A doable solution would incorporate the CTA Blue Line as a link between regional services and the terminals. A relocated NCS-Blue Line O'Hare Transfer station and a Blue Line extension to UP and MD-W satellite stations are essential for regional coordination. The cost for relocating the O'Hare Transfer station should be less in comparison with an ATS extension.

Bus and pedestrian access at the new O'Hare Transfer site would draw additional riders to nearby destinations outside the airport. The Stevens Center would be about a 10-minute walk from the new station.

Amtrak could share the NCS station with intercity train service facilities located either to the north or to the south.

Milwaukee District-West coordination

A connection from O'Hare to the Metra Milwaukee District-West Line serves a fourth sector through the western suburbs to Elgin. A considerable amount of light manufacturing and distribution in the corridor would attract reverse commuting. Other trip attractions are a minor league baseball stadium at the Schaumburg station and a casino across the Fox River at National Street in Elgin.

Because of the limited parking for commuters at the Elgin station, service was extended about four miles to Big Timber where a park-n-ride lot could be built. A filled lot suggests that further westward extensions are warranted.

The extension of the Blue Line to a southern satellite station east of the existing Bensenville station provides connections from O'Hare Airport, the Metra NCS Line, and

the City to Metra Milwaukee District-West trains. A Metra UPW-O'Hare-UPNW/MDN station at the southern satellite terminal provides regional connections with the MDW. This is feasible in concert with the relocation of the UP tracks along side the MD-W to make room for new runways.

The proposed Blue Line improvements afford access to the airline terminals, to NCS and alternative North/Milwaukee corridor trains, to River Road and Cumberland destinations, and to Pace and CTA connections. The Blue Line connection between the NCS and MD-W may provide a more timely transfer than at River Grove.

With both the Metra MDW and NCS routes already sharing the same tracks between Union Station and Franklin Park, grade separation of arterial street crossings is needed between Narragansett Avenue and Franklin Park. If half-hour reverse-commute and airport services are added, 18 trains an hour will tie up crossings and pose safety concerns. Full separation of the right-of-way will become imperative.

Adding half-hour reverse commute service with local trains providing access to the West Side will almost certainly require restoring a fourth track.

Running a McCormick-O'Hare train out on the MDN side to Pacific Junction alongside a MDW local adds a train every half hour cycle. A local train stop at a new Pulaski station allows the O'Hare express to run ahead. Even adding an O'Hare-Midway service could work with only three tracks along the MDW; but the problem lays in delivering reliability with multiple, interconnected, services with no allowance for schedule recovery during peak periods.

Airline check-in downtown would seem to present far more difficulties and costs than would be warranted for the value to potential new riders. Line capacity already is strained without running separate trains. Time for luggage handling would affect capacity unless expanded station facilities are built.

Milwaukee District-West Extensions

Metra Milwaukee District West trains serving O'Hare can be extended to Hampshire in northwestern Kane County, Marengo in McHenry County, and to Rockford via Davis Junction and the Rockford Airport and via Belvidere. An extension to Rockford will require local decisions on routes and funding.

The Hampshire and Davis Junction options continue over the former Milwaukee Road from Big Timber. The Marengo and Belvidere options require a new connection to the adjacent Union Pacific Rockford Secondary Line west of the Big Timber station. Switching from the former Milwaukee Road to the Canadian National at Genoa entails a more costly connection with little shortening of distance and less on-line population than the UP option. The UP line also is within easy walking distance to downtown area destinations.

In order to continue west beyond Rockford on the CN, a connection can be built on the east side of Rockford where the UP track runs alongside. However, the CN does not pass within walking distance of the downtown area. Furthermore, service beyond Rockford would suffer the accumulated time for numerous suburban station stops.

There is no available capacity for express or limited stop intercity rail passenger service during the rush hours. The demand is greatest during peak periods, but the numbers are significantly less than for Chicago area suburban services. The only way rush hour service can be provided is by handling intercity and outer zone suburban passengers on the same train.

McCormick Place-Union Station-O'Hare express trains

A Metra McCormick Place-Union Station-O'Hare route can be coordinated with the three airport routes.

- Offers a fast and comfortable service for airline passengers.
- Provides links between McCormick Place and suburban and intercity rail lines at Union Station and Ogilvie Center.
- Affords greater coordination with possible extensions.

Existing Metra seating is more spacious than the CTA's; but more suitable alternative equipment and seating may be desired for the additional luggage of out-of-town visitors. However, the service is not expected to be used exclusively between downtown and O'Hare for air travel. Many McCormick Place shows have local attendees and workers who could transfer to and from Metra connections.

An attractive McCormick Place-Union Station-O'Hare express service can be implemented using mostly existing infrastructure. This is contingent on maintaining and improving the existing St. Charles Air Line (Canadian National R.R.) connection to Union Station currently subject to abandonment and removal under the CREATE Plan for railroad service improvements. It takes a train around 25 minutes to move between McCormick Place and Union Station with the existing connection. This may be competitive in the rush hour with traffic from a major trade show, but a new connection would save about 10 minutes.

The existing CN line from McCormick Place can be upgraded and station platform and access to McCormick Place built for far less than the cost of any cross-Loop subway or the proposed CTA Blue Line Loop airport terminal.

Only one track, an accessible platform, and a reconfiguring of concourse space for access and transfer to the Metra Electric/South Shore platform are needed at McCormick Place. Both escalators and an elevator will be needed to handle the volume of passengers for large shows.

Union Station trackage would allow trains to run through the station. By adopting a tandem north and south platform configuration, passengers would not cross a track or wait for moving trains. Depending on the volume of passengers alighting and boarding, a dwell time of 4-8 minutes may be needed for high capacity, gallery-type Metra cars.

Trains would use the MDW Line from Union Station to reach either the O'Hare Transfer Station in 26 minutes or the southern and western satellite terminals in about 25 and 30 minutes respectively. The advantages for O'Hare Transfer are its proximity to Rosemont-area hotels and the Stevens Center and shorter transit time to the airline terminals.

The advantage for the southern and western satellite terminal alternative is the ability to couple the McCormick Place segment with the O'Hare-Harvard route and possible future extension to Wisconsin. Pairing these services would make better use of track capacity.

Combining Metra and Amtrak services to Harvard and on to Janesville and Madison also would be more cost effective.

Similarly, a local Union Station-O'Hare route could be extended to McHenry. Both would improve access from the City's West Side to suburban destinations. Both O'Hare services link Metra Electric and Northern Indiana Commuter Transportation District trains with Metra lines at Union Station, Ogilvie Center, and Western Avenue. Metra Rock Island connections could be made with some modification to the CREATE Plan.

Non-electric trains to McCormick Place could be extended over at least one of three routes providing direct service from O'Hare: the South Shore, the Canadian National to Kankakee, and the CN-Metra Blue Island-Rock Island to Joliet. The University of Chicago and Museum of Science & Industry would gain a major improvement in access at 57th Street.

While a Peotone airport may be built, the economic benefits are grossly optimistic. What is certain is that convenient rail service to O'Hare from the South Side and south suburbs will improve access to jobs and to the world.

One extension would reach as far east as Gary, Michigan City or South Bend Regional Airport over the South Shore (Northern Indiana Commuter Transportation District). This is complicated by the high-level platforms at major stations. Low-level platforms and possible track and signal changes would be needed at Hegewisch, Hammond, East Chicago and Gary-Broadway. A new Gary Airport airline terminal and rail station along the existing South Shore tracks would offer some coordination and flexibility in air travel.

Another alternative would proceed south to University Park with the capability for a future extension over the Canadian National through Peotone to Kankakee. Additional platforms and walkways along the CN tracks adjacent existing Metra Electric stations would be built at 57th Street, 115th Street, Harvey, 211th St/US 30, and University Park. New stations and parking would be constructed at Monee, Peotone, Manteno, Armour Road, and Kankakee.

Finally, a routing over the Blue Island Branch could be connected at Vermont Avenue, Blue Island to the Rock Island. This would provide a roundabout single-seat service to the southwest suburbs from O'Hare where no connection would otherwise be possible. Furthermore, service would be faster despite the longer route because the many time-consuming stops along the Blue Island Branch of the Rock Island would be bypassed.

Milwaukee via Sturtevant (CP)

An O'Hare-Milwaukee train service is feasible without resorting to laying additional main tracks for passenger services. Extended Metra service on the CP mainline through Gurnee to the Wisconsin border is assumed. Trains would make intermediate stops both for convenient access and to keep from overtaking outer zone express/Milwaukee trains from downtown. The only schedule windows in peak periods open between Metra

express and local zone trains at Northbrook. This option would connect O'Hare with Mitchell Airport.

Express service between airports (and downtown Chicago) during rush hours would entail a substantial cost for adding long overtaking and passing tracks. These are peak demand times for air travel too. The additional rider revenue and other benefits expected for express services would need to justify the investment.

Similar capacity improvements will be needed in order to maintain UP and Canadian Pacific freight services. CP freight service needs to continue over its mainline into Milwaukee to minimize the impact of conflicting train movements in and out of their yard without incurring significant costs. Passenger trains on the east track can run around freight trains on the west track moving in or out of the yard. Rerouting freight traffic over a parallel Union Pacific freight line may be a viable peak period option with capacity improvements and grade-separation of passenger services near Washington Street in Milwaukee.

An O'Hare-Milwaukee train service may allow converting connecting flights to acceptably fast ground transportation, freeing O'Hare landing slots for more profitable markets. Furthermore, some weather-related diversions between airports are possible notwithstanding the problem of balancing plane and crew availability. By connecting airports, air travelers have an airport option for selecting a more convenient or less expensive flight.

Milwaukee via Racine (UP)

As an alternative, service between O'Hare and Milwaukee operates via the EJ&E through Waukegan, Kenosha, and Racine over the Union Pacific. Again, the available window of service would be between trains from downtown Chicago. Local service in Southeast Wisconsin allows express service through Sturtevant and Mitchell Airport with fewer capacity improvements.

The routing over the EJ&E between Rondout and North Chicago would be more congruent with plans for a circumferential route around the suburbs. This routing still offers consolidated services and transfers along the existing Metra MD-N between Northbrook and a proposed Rondout station.

Travelers from O'Hare by way of the UP route then would need to transfer to a following Chicago-Milwaukee train to reach Mitchell or change to a new shuttle bus from a future South Milwaukee station. (Southeast Wisconsin citizens are urging the restoration of train service through Kenosha and Racine to Milwaukee that could share in the burden of cost.)

Star Line

The RTA decided that Metra build the proposed Star Line between O'Hare and Woodfield and along the EJ&E circumferential corridor (Fig.3, Metra Star Line...). This route is a questionable need and priority for the region; but it still needs addressing.

As can be seen on the accompanying drawings, the Star Line reaches into fewer sectors from O'Hare and fails to coordinate with as many Metra Lines. The three proposed UP

lines cut across a broad middle band of suburbs in three sectors as compared to one circuitous outlying corridor. The northwest corridor of the Star Line overlaps the service areas of the MD-W and UP-NW Lines that offer access to O'Hare with less costly improvements. The \$1.1-billion Star Line costs more than implementing the three Metra O'Hare routes and the CTA Blue Line extension.

The need for a north-south transit line in the Fox River Corridor is growing and will need to be addressed. The existing EJ&E provides an opportunity for inexpensive implementation notwithstanding the problems of coordination it raises. A north-south segment from Barrington to Joliet is about fifty miles long. Extensions north to McHenry and south to Wilmington over existing passenger routes are easily affordable. The latter would serve the Medwin Prairie Preserve and the Lincoln National Cemetery.

At present, a greater need exists for a more centrally located north-south service in the I-355/I-290 Corridor. This would cost more, yet meet a real need rather than overlap and duplicate existing services. Around 36 miles of new construction costing \$1.6 billion would reach from Arlington Park past Woodfield to Lemont.

The Star Line project as proposed offers little or no significant savings in time between O'Hare Airport and Aurora or Joliet respectively compared to existing connections through Union Station. The O'Hare-UP-W Line could provide a more direct route to either Aurora or Joliet by way of West Chicago.

Stopping short of downtown Joliet is the most glaring deficiency of the Star Line. This severely limits its connections to most Pace, Metra, and Amtrak routes. After getting over a billion dollars, mostly for eighteen miles of new construction along the Northwest Tollway (I-90), why cannot the final miles of existing line be upgraded and connection to Metra be added?

The Star Line/EJ&E Circumferential Line should be brought into Joliet on a new connection to the CN/Metra Heritage/Amtrak Chicago-St. Louis Corridor tracks for a future extension south. An extension east would require costly elevated construction between the CN and RID tracks. Pedestrian underpasses and new platforms are needed east of the existing Joliet Union Station.

Some consideration should be given to moving the station itself. Rock Island trains would not need to cross the BNSF tracks, and BNSF trains would no longer be held for Heritage and Amtrak trains.

The Star Line project fails to connect Woodfield and Fox River cities with Amtrak. The Star Line does not reach Joliet for connections to Normal, Springfield, Saint Louis and beyond. Connections with Amtrak to Galesburg, Macomb, Quincy, and western destinations require an additional change of trains to reach Naperville.

The current proposal calls for a new Metra terminal at the River Road/Rosemont transportation center and follows the Northwest Tollway/I-90 to Woodfield. Proposed diesel-powered light rail vehicles would be more economical than electric. Lrvs allow less expensive railway construction than for heavy high-capacity locomotive-hauled trains.

Transfers between the Star Line and the NCS are possible if new stations are built at Mannheim Road & Northwest Toll Road and at Pratt & Mannheim respectively. These

sites are near hotels and 2-3 blocks south of the Allstate Arena. Connections also are possible between the Star Line and north sector/Milwaukee service routed over the NCS. Midwest High Speed Rail Association proposed an alternative Star Line alignment from River Road/Rosemont past the existing O'Hare Transfer station. The MHSRA proposal assumes new Amtrak service from Milwaukee and existing services at Union Station extended to a terminal facility. While the proposal offers alternatives for service, the effective coordination is lower than for relocation of O'Hare Transfer.

A Star Line routing through the existing O'Hare Transfer station would reduce the number of transfers to two and be more direct for connections between the NCS and possible northern/Milwaukee services to and from Pace and CTA. An extension of the ATS still is needed to improve access to the airline terminals.

With a connection from the NCS to the Star Line at O'Hare Transfer, express service from McCormick Place and Union Station could run to Hoffman Estates. Extended service to Belvedere and Rockford would entail an additional eight miles of new construction along the Tollway that would cost around \$400 million and bypass Elgin. The Rockford extension would connect to an existing UP line near Gilberts.

Mixing services on the Star Line would affect engineering. Heavier railway construction would be necessary. Cab signaling with speed control would provide the safety needed for mixed services and compatibility with railroad train control systems. The desirability of high-speed service to Rockford could be realized in part with lightweight diesel, turbine or hybrid powered Talgo trains that are compatible with low-level platform boarding for Metra trains and proposed lrvs.

Wolf Road Access Improvements

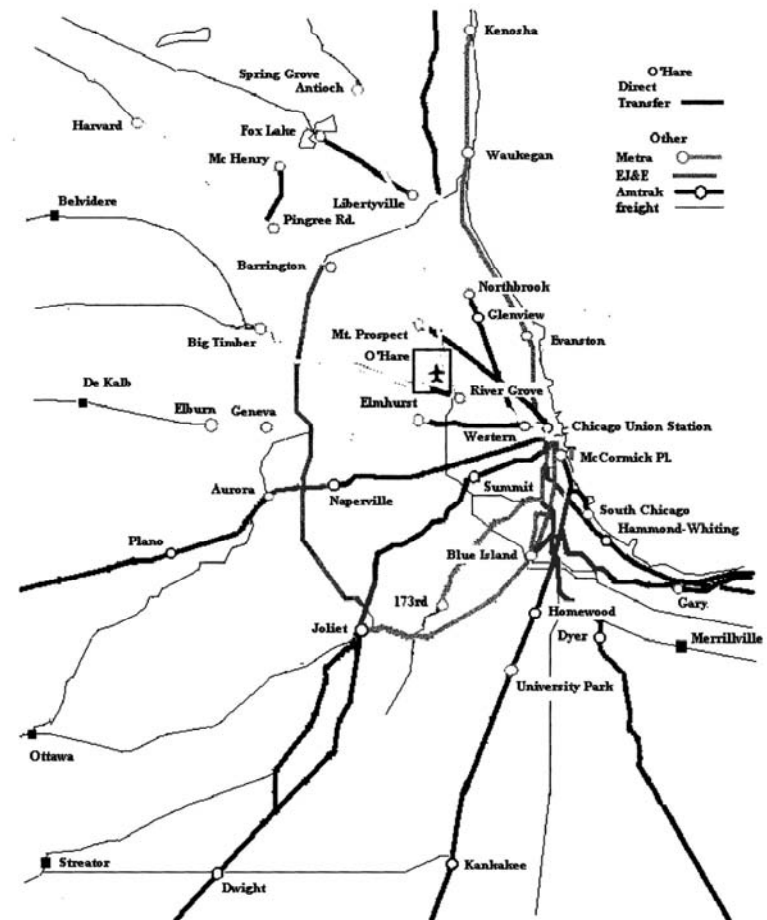
Two gaps in Wolf Road should be filled in conjunction with a Tri-State Tollway interchange to improve local access and relieve adjacent arterial roads. A continuous Wolf Road would relieve traffic on Mannheim Road to the east and on York Road to the west.

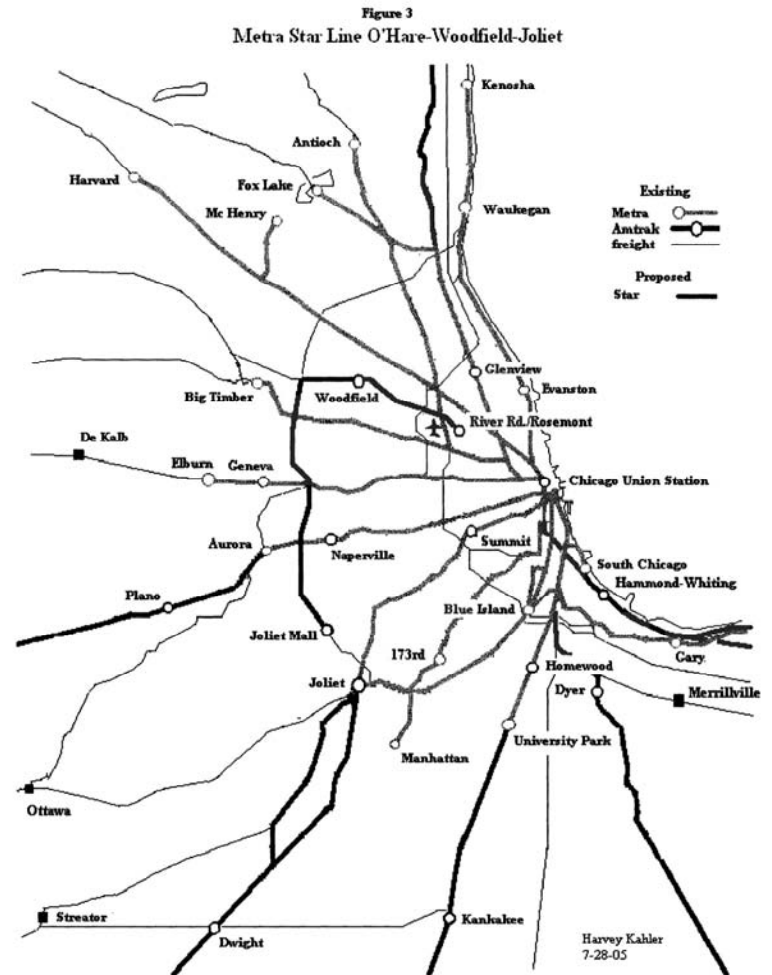
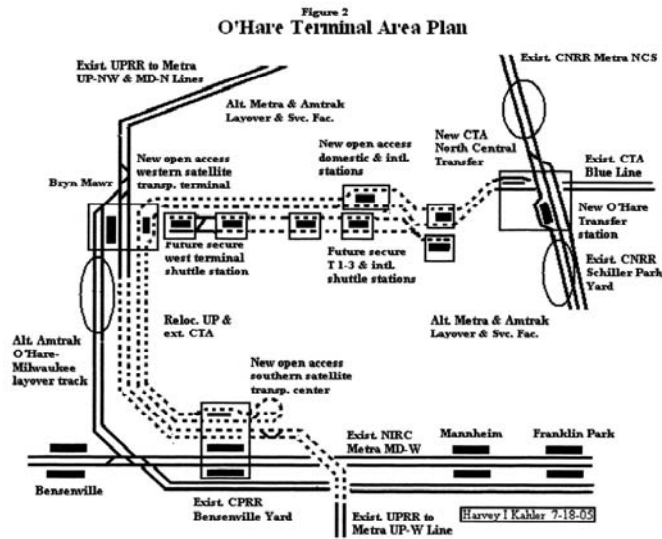
First, Wolf Road should be extended north across the Canadian Pacific Railroad's Bensenville Yard and the Metra Milwaukee District West Line to an interchange with Irving park road for better access to O'Hare Airport, businesses, and Metra and CTA rail transit. Green Street and York Road through downtown Bensenville are incapable of meeting the needs for capacity and speed to a western airport terminal.

Second, a Wolf Road bridge over the Union Pacific Railroad's Proviso Yard should be built to improve access from Bellwood, Berkeley, Elmhurst and Hillside. Connecting road segments opens another north-south route across the western suburbs and improves local access.

In addition, Wolf Road will need additional traffic lanes and intersection improvements between Lake Street and Green Street.

Figure 1
O'Hare Rail Corridors and Connections





HARVEY I KAHLER

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773/502-4395

OBJECTIVE

To secure a position that uses my problem solving skills and experience in transportation planning for effective investment of resources.

EXPERIENCE

- | | |
|--|---------------------|
| <p>Chicagoland Transportation & Air Quality Commission
<i>Illinois Rail Representative</i></p> <ul style="list-style-type: none"> • Considered policies and actions for citizen concerns. • Developed transportation proposals for CATS 2010, 2020 & 2030 Plans and for O'Hare Airport. | <p>Chicago, IL</p> |
| <p>Metropolitan Planning Council
<i>Transportation Committee Member</i></p> <ul style="list-style-type: none"> • Developed alternatives for Central Area transportation. • Supported recommendation for Central Area Circulator. | <p>Chicago, IL</p> |
| <p>Northwest Indiana Regional Planning Commission
<i>Rail Transportation Planner</i></p> <ul style="list-style-type: none"> • Evaluated transportation issues for policy and funding decisions. • Assisted operators in developing route and schedule plans. • Developed routes and alignments for railroad relocation and rail passenger service proposals. • Monitored and reviewed State and Federal laws regarding railroad abandonment issues, Amtrak, and the Coastal Energy Impact Program. • Conducted passenger and carrier amenities surveys, assisted with traffic counts and developed computer data inventories and made analyses for railroad crossings and Valparaiso ridership. • Prepared Federal reports for and assisted sub-recipients with Citizen Participation and Disadvantaged Business Enterprise Programs, developed project proposals and wrote project reports. • Published legal notices for DBE Program. • Answered public inquiries and facilitated multi-agency meetings for CEIP disaster response exercise. | <p>Highland, IN</p> |
| <p>Chicago Area Transportation Study
<i>Engineering Technician</i></p> <ul style="list-style-type: none"> • Prepared alignment proposals for Loop and O'Hare transit lines. • Evaluated intercity rail passenger rehabilitation needs for State. • Evaluated alternatives for elevated Loop. • Assisted in ridership analysis project. • Trained and supervised trip assignment model network mapping and coding team and innovated techniques for express services. | <p>Chicago, IL</p> |

EDUCATION

<p>University of Illinois – Chicago <i>Bachelor of Arts, Sociology</i></p>	<p>Chicago, IL</p>
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4 PUBLIC HEARING FOR

5 THE O'HARE MODERNIZATION PROGRAM

6 FINAL ENVIRONMENTAL IMPACT STATEMENT

7

8 ORIGINAL

9

10

11 FOUR POINTS SHERATON O'HARE

12 10249 WEST IRVING PARK ROAD

13 SCHILLER PARK, ILLINOIS

14

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17

18 TUESDAY, SEPTEMBER 6, 2005

19 6:00 P.M.

20 PUBLIC/PRIVATE TESTIMONIES

21

22

23

24

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(312) 704-1682

Comment	Response
1	The FAA notes that this was a City of Chicago public hearing, not an FAA public hearing. The FAA has included it herein to provide response to the issues raised regarding the Final EIS. For the most part, the commenters that testified at the hearing also submitted other forms of comment, and the FAA has directed those commenters to respond to their other comments and the Agency's respective responses.

1 THE HEARING OFFICER: This is the public
 2 hearing room for the Chicago O'Hare Modernization
 3 Program public hearings.
 4 The City of Chicago has proposed an airport
 5 development project at Chicago O'Hare International
 6 Airport involving the location of runways and major
 7 runway extensions. This public hearing provides
 8 information on the Federal Aviation Administration's
 9 Final Environmental Impact Statement.
 10 This hearing will also consider the
 11 economic, social, and environmental effects of the
 12 location of the runways and runway extensions, and
 13 the location's consistency with the objectives of any
 14 planning that the communities have carried out.
 15 For those people who wish to give a public
 16 statement, the time limit for such a presentation is
 17 three minutes unless otherwise decided by the neutral
 18 public hearing officer, which is me. I am not an FAA
 19 or City of Chicago employee. I am a private neutral
 20 hired in order to conduct these hearings.
 21 Written testimony is available in the
 22 adjoining room. Tonight, ending at 9 p.m., is the
 23 last night to submit public or written testimony,
 24 which will be shared with the Federal Aviation

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1 Administration. The Federal Aviation Administration
 2 makes no distinction between public testimony given
 3 orally or written testimony provided in this room or
 4 in the adjoining room.
 5 Anyone that wishes to speak is welcome to do
 6 so. I don't see too many people here right now, but
 7 we'll make this presentation again a little later.
 8 And if either of you gentlemen would like to give a
 9 presentation, you're certainly welcome to do so.
 10 (Recess taken.)
 11 THE HEARING OFFICER: So here's what we'd
 12 like you to do. Just give us your name.
 13 MS. AURORA VENEGAS: Okay. Aurora,
 14 A-u-r-o-r-a, Venegas, V-e-n-e-g-a-s.
 15 THE HEARING OFFICER: And if you're
 16 affiliated with any group or organization or company,
 17 you're free to say who it is, if you like.
 18 MS. AURORA VENEGAS: I'm with the Azteca,
 19 A-z-t-e-c-a, Supply Company.
 20 THE HEARING OFFICER: And that's a
 21 construction concern?
 22 MS. AURORA VENEGAS: We're a construction
 23 supply company. I'm also a member of the Illinois
 24 Hispanic Construction Association, IHCA.

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4

1 THE HEARING OFFICER: And what would you
 2 like the FAA to consider?
 3 MS. AURORA VENEGAS: Well, I'm for the
 4 O'Hare expansion. I think that we need to realize
 5 that -- well, when I was a young girl, I loved my
 6 home, and it was taken down for the Dan Ryan. And if
 7 we had fought and not let that Dan Ryan through,
 8 where would we be today? So sometimes we have to
 9 make sacrifices for the better of the whole
 10 community. And right now, with everything that's
 11 going on, I think that the State of Illinois needs
 12 the O'Hare expansion. It brings a lot of work,
 13 community involvement, jobs, and everything that we
 14 need for the State of Illinois.
 15 That's it.
 16 THE HEARING OFFICER: Thank you very much.
 17 MS. AURORA VENEGAS: Okay. I'm done.
 18 THE HEARING OFFICER: You're done.
 19 MS. AURORA VENEGAS: Thank you.
 20 (Recess taken.)
 21 MR. JOSEPH KARAGANIS: My name is Joseph
 22 Karaganis. I'm the attorney for Elk Grove Village
 23 and Bensenville, the Suburban O'Hare Commission, and
 24 the religious cemeteries, St. Johannes and Rest Haven

2

3

Comment	Response
2	The FAA notes the commenter's support for the project. In addition, the FAA directs the comment to topical response G-1, beginning on page U.5-31 of Appendix U of the Final EIS. Finally, the FAA also notes that Alternative C, the City's proposed O'Hare Modernization Program has been identified in this Record of Decision as the selected alternative.
3	Mr. Karaganis's comments are addressed elsewhere in this Appendix to the Record of Decision. Therefore, FAA will provide cross-reference to the appropriate page numbers for the issues raised by Mr. Karaganis.

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1 Cemeteries.

2 This meeting tonight is a required meeting
3 under the federal Airport Improvement Program statute
4 as a prerequisite for the City of Chicago receiving
5 both federal AIP entitlement funds and AIP
6 discretionary funds, as well as, because of
7 eligibility requirements, a prerequisite to
8 authorization of passenger facility charge funds for
9 what is known as the O'Hare Modernization Program or,
10 in its full scope, the O'Hare Modernization
11 Program/Master Plan.

12 The City has declined to give a detailed
13 line item quantity and unit-cost estimate for the
14 program. There is no current 2005 quantity and
15 unit-cost estimate, so the cost of the project is
16 literally unknown, although the reported cost by the
17 FAA is at \$14.3 billion. So one is the question of
18 how much is the project going to cost. The City has
19 not revealed that.

20 The second question is how is it going to be
21 financed. And with regard to the financing, we have
22 submitted material to the FAA today that demonstrates
23 that neither the full-blown OMP/Master Plan nor the
24 Phase 1 can be funded. The full-blown Master Plan at

Comment	Response
4	The FAA notes the request made by Mr. Karaganis to the City of Chicago. The FAA further directs the commenter to Section 1.7 of the Final EIS for the FAA's escalation of the cost estimate for the project in 2004 dollars.

4

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6

1 a cost of \$14.3 billion will require in excess of
 2 \$800,000 of AIP discretionary funds that require as a
 3 prerequisite that the benefits of the project exceed
 4 the costs.

5 The glossies that we have here today include
 6 a set of glossies on benefit-cost analysis under the
 7 funding sources. The benefit-cost analysis makes
 8 claims with regard to what the dollar benefits of the
 9 project are versus the dollar cost.

10 With regard to the full project, the City of
 11 Chicago claims that for every dollar of cost, there
 12 is a dollar and four cents' worth of benefits.
 13 Standing alone on its own, that indicates that it's
 14 very close to a negative project. When one analyzes
 15 the City's figures, we find that the City literally
 16 did cook the books. It assumed a level of delay in a
 17 given year, for example, year 2013 when the project
 18 is to open, and indicated that the delay savings
 19 would be on the order of ten minutes. And we know
 20 based on the City's own figures that as the project
 21 develops over the years, the delays will rise on the
 22 new project, ultimately to the same level of delays
 23 at the existing airport. The City assumed, somewhat
 24 like the sorcerer's apprentice, that the delay

Comment	Response
5	The FAA disagrees with the commenter's assertions. The FAA has addressed this comment in response to the Campbell affidavit; see the responses beginning on page A.2-134 of this appendix. In addition, the FAA directs the commenter to response to comments 102-104 of Campbell-Hill's April 6, 2005 comments on the Draft EIS, beginning on page U.4-566 of Appendix U of the Final EIS.
6	The FAA refers the commenter to Section 10.1.1 of the Record of Decision.

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1 savings would remain constant over a 20-year period
2 and traffic would not grow beyond current levels for
3 the next 20 years. Namely, from the 2013 opening to
4 2032, traffic at O'Hare would never be more than it
5 is today. Those are, by anybody's standards, fantasy
6 assumptions, and they don't cut it.

7 When you apply the appropriate delay growth
8 and traffic growth with regard to the City's
9 benefit-cost claims, the dollar and four cents of
10 benefit to every dollar of cost turns out to be 27
11 cents of benefit for every dollar of cost. And under
12 the federal law, that project fails. It cannot be
13 funded. FAA is prohibited from funding it. The City
14 was well aware, as was the FAA, of an Inspector
15 General's report pointing those things out and
16 pointing out the fact that there is a statutory
17 prohibition against AIP funding if the benefits don't
18 exceed the costs.

19 The City also has a first-phase project
20 which is estimated to cost \$3 billion and for which
21 they're seeking \$300 million in AIP discretionary
22 funds, \$60 million in AIP entitlement funds, and over
23 a billion dollars in passenger facility revenue
24 authorization. Again, the City claims in support of

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1 its discretionary request for \$300 million that the
2 Phase 1 project will generate two dollars and
3 thirteen cents' worth of benefits for every dollar of
4 cost. Again, the City cooked the books.

5 The basis for the comparison of benefits was
6 predicated on flights never increasing by a single
7 flight over the next 20 years and the delay constant
8 remaining the same for the next 20 years when the
9 City's own data shows that the delay differential
10 disappears within a four-year period. End result,
11 benefits are less than a penny for every dollar of
12 cost, and that project will fail.

13 The failure of the AIP project has enormous
14 consequences because it says that if the \$300-million
15 hole is there, that means that they can't get the \$60
16 million in entitlement funds for the AIP program, nor
17 can they get the billion dollars in PFC funds, and
18 the remainder of the project is supposed to be funded
19 by what are called general airport revenue bonds,
20 which in turn have a legal requirement of what are
21 called majority-in-interest approval by the
22 leaseholders at the airport. And their
23 majority-in-interest approval on Phase 1 is
24 contingent upon the rest of the money coming from the

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1 feds, namely over a billion-and-a-half dollars. It's
 2 not going to come from the feds. The project is not
 3 going to get completed.

4 And the real and cruel irony here is that
 5 while we know the project isn't going to be funded
 6 and can't be funded, the City of Chicago has
 7 assembled enough money through, I believe,
 8 questionable bond financing in the past. By
 9 questionable, I mean I don't think the City has
 10 revealed either the costs or the material risks that
 11 are associated with the project, but enough to start
 12 the bulldozers rolling, and the federal government
 13 has announced its intention to let the bulldozers
 14 roll before the federal government has made the
 15 funding decisions. And as we know, the federal
 16 government ultimately will not be able to provide the
 17 funding. We believe that this is in violation of the
 18 law. We believe the City knows it's in violation of
 19 the law, and nevertheless they intend to proceed as
 20 they have tried in the past to proceed.

21 I haven't discussed the cemetery issues
 22 here, but --

23 MS. KATE SCHOTT: We are up on time, Judge.
 24 Would you like to let him continue?

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Comment	Response
6	See the response to this comment on page A.3-5.

6

10

1 THE HEARING OFFICER: I said anyone who is
2 representing a group can have more time.

3 MS. KATE SCHOTT: Do you want maybe another
4 two or three minutes?

5 MR. JOSEPH KARAGANIS: Sure. I just want to
6 make sure the City is aware of these facts, and I
7 believe the City is aware of these facts.

8 Again, so the record is clear for anyone
9 reviewing this, with regard to the religious
10 cemeteries, the churches that are affiliated with
11 St. Johannes and Rest Haven have two very important
12 religious beliefs. One is that the deceased, people
13 who are interred at Rest Haven, have a religious
14 obligation or religious need to remain interred in
15 sacred ground at that location until Judgment Day.
16 The FAA has now acknowledged that that is a sincere
17 religious belief, one entitled to protection under
18 federal religious law.

19 There is a second religious obligation, and
20 that is a ministerial obligation of the living, the
21 co-religionists who share with the deceased the same
22 religious beliefs, to minister and care for the
23 graves of the deceased. The FAA has ignored that
24 obligation and has not paid appropriate recognition

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Comment	Response
7	The FAA directs the commenter to response to comment 19, of Karaganis-Cohn's September 6, 2005 comments on the Final EIS, on page A.2-97.

1 or given it appropriate recognition.

2 There are three laws that apply to religious

3 protection that are important here. One law is

4 called the Illinois Religious Freedom Restoration

5 Act. And five years ago -- I shouldn't say five.

6 Three years ago, the City of Chicago went down to

7 Springfield and asked that a law be passed putting in

8 a new section to the Illinois Religious Freedom

9 Restoration Act. The Illinois Religious Freedom

10 Restoration Act says that if you're going to have a

11 governmental activity that injures religious

12 practices, that that governmental activity cannot go

13 forward unless the government demonstrates, A, a

14 compelling governmental need, and B, the absence of

15 an alternative.

16 The City of Chicago knew that law was on the

17 books, so they went down to Springfield and had the

18 legislature pass a law that basically says every

19 religious institution in the state except two

20 cemeteries, except two religious cemeteries adjacent

21 to O'Hare, shall be entitled to the protection of the

22 Illinois Religious Freedom Restoration Act. Now,

23 every lawyer from first year of law school on, every

24 civics class student, knows that that constitutes

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1 rank discrimination when the discrimination is

2 directed towards a racial or religious organization.

3 It falls under the strict scrutiny requirements of

4 the due process clause, but in this case as well, it

5 falls under the protection of the First Amendment

6 free exercise clause. The City of Chicago is aware

7 of this. The FAA is aware of this. Nevertheless,

8 they are proceeding in violation of the First

9 Amendment free exercise rights of the two churches.

10 In addition to that, there is a federal

11 Religious Freedom Restoration Act which the FAA has

12 ignored. The reason we raise this is that the City

13 of Chicago and its officers are engaged in knowing

14 the -- in the terminology of the law -- callous

15 disregard of the constitutional rights of the

16 religious organizations and religious citizens who

17 depend upon, as part of their tenets of their

18 religious faiths, the continued preservation of those

19 cemeteries.

20 I might also add, and what I believe to be

21 kind of a cruel hoax, and it goes to this last point

22 about the religious obligation to minister to the

23 deceased, the FAA in their enormous generosity has

24 decided to spare Rest Haven Cemetery, but sometimes

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1 you wonder whether or not sparing is a gift to the
2 people who depend upon Rest Haven because what they
3 propose to do is pave the entire area around Rest
4 Haven with a cargo apron which will have major jets
5 rolling over it and then surround Rest Haven at its
6 very borders with a very high blast fence so that
7 anybody attempting to minister to the religious
8 concerns of the deceased, as well as to the living,
9 at that cemetery are going to be literally blown out
10 of their socks by the noise, and it will not be a
11 productive religious experience.

12 We emphasize this because there are a number
13 of alternatives that the City of Chicago has chosen
14 not to pursue. We emphasize this because the
15 alternatives chosen by Chicago turn out to produce
16 very bad results from an aviation standpoint. And
17 for the life of us, we cannot understand why Mayor
18 Daley hasn't come out and talked to the people around
19 here and answered the kinds of questions that have
20 been raised about this project: How much is it going
21 to cost? How are you going to pay for it? If you
22 can't pay for it and you start the bulldozers going,
23 how are you going to restore the homes, the
24 businesses, the parklands, and the cemeteries to

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14

1 their original condition after you find out you can't
 2 pay for it?

3 There's another component to this that the
 4 mayor chooses not to address, and that is the
 5 question of how the cost is going to impact jobs.
 6 The mayor started out saying that there could be
 7 195,000 jobs created by this project. According to
 8 the latest FEIS, it turns out there are going to be
 9 50,000 jobs created by the project, but there would
 10 be 40,000 jobs created without the project, so that
 11 the project at a cost of \$15 billion to \$20 billion
 12 has a net job gain of 10,000 jobs.

13 The mayor also said that the delays would be
 14 dramatically reduced, yet the data by the FAA and the
 15 City of Chicago's own runs showed that the project
 16 will exhaust its capacity probably within five years
 17 after it opens and basically require flights to go to
 18 other cities. The cost of the project is likely to
 19 drive the airlines into a highly uncompetitive
 20 situation so that people whose jobs are currently
 21 threatened by the economic downturn of the airlines
 22 are going to be increasingly threatened when the high
 23 costs of this project are forced upon or foisted upon
 24 United and American who, again, haven't committed to

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Comment	Response
7	See the response to this comment on page A.3-8.
8	The FAA directs the comment to topical response G-1, beginning on page U.5-31 of Appendix U of the Final EIS.
9	The FAA has previously responded to these comments and directs the commenter to response to comments 83-85 and 118-119 of Campbell-Hill's April 6, 2005 comments on the Draft EIS, beginning on pages U.4-554 and U.4-576 of Appendix U of the Final EIS, respectively.

1 the project as we now sit.

2 One of the things that I guess I would ask

3 for the record and wonder if the City could provide

4 this, there is no majority-in-interest agreement to

5 fund the airline portion of the big project. The

6 majority-in-interest commitment to fund the Phase 1

7 project is contingent upon AIP money being available

8 and PFC money being available, and will the airlines

9 step up if that money isn't available and make up the

10 shortfall. There is a \$200 million missing item

11 known as Lima Lima, a taxiway, which the City won't

12 give straight answers for as to who's going to pay

13 for it and when will it be built.

14 So given all of that, I think it's fair to

15 say that the City's presentations thus far have been

16 characterized by slick glossies and very little

17 substance and indeed a pattern of deception with

18 respect to the key elements of the project.

19 I think I've put enough into the record.

20 THE HEARING OFFICER: Okay. Thanks, Joe.

21 Are there any other parties here? One young

22 man I know wants to speak. Just before you start,

23 I'm going to -- because none of these people were

24 here before when I read the general parameters about

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Comment	Response
10	The FAA notes the comments regarding the MII commitment regarding OMP Phase I. The FAA has addressed this comment in response to the Campbell affidavit; see the response to comment 22 beginning on page A.2-139 of this appendix. In addition, the FAA directs the commenter to response to comments 103 of Campbell-Hill's April 6, 2005 comments on the Draft EIS, beginning on page U.4-568 of Appendix U of the Final EIS.
11	The commenter's opinion is noted.

1 the public hearing, I'm just going to put that into
2 the record again.

3 You're free to come up and use the
4 microphone, and there's also availability to give
5 testimony to a court reporter next door without
6 having to do it in this public forum if you choose.
7 And the FAA will also accept written testimony and
8 wants everyone to know that they give the same weight
9 to written and oral testimony.

10 The City of Chicago proposes an airport
11 development project at Chicago O'Hare International
12 Airport involving the location of runways and major
13 runway extensions. This hearing would also consider
14 the economic, social, and environmental effects of
15 the location of the runways and runway extensions,
16 and the location's consistency with the objectives of
17 any planning that communities have carried out.

18 Detailed information on the project is
19 available in the FAA's Final Environmental Impact
20 Statement, and copies of that document have been
21 available for more than one month online, at local
22 libraries, and at the FAA. And there is a copy
23 available for inspection at this hearing. It's next
24 door at the room provided for information with

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1 parties available to answer questions. Not parties,
2 but City and FAA parties available to give
3 information.

4 The time limit to speak is three minutes for
5 each party unless otherwise decided by the neutral
6 public hearing officer. I'm the neutral public
7 hearing officer. I'm not an employee of the City of
8 Chicago nor of the FAA. I'm hired in order to
9 conduct these hearings and to provide an opportunity
10 for everyone to speak. The reason Mr. Karaganis was
11 given additional time to speak is he represents a
12 number of groups and a number of organizations,
13 political and local community groups, and therefore
14 he, in my judgment, was entitled to complete his
15 presentation.

16 The general public will have the opportunity
17 to submit written testimony in the adjoining room, as
18 I said earlier. The public comments we receive
19 tonight by 9 p.m. will be shared with the Federal
20 Aviation Administration. The public hearing time
21 period closes tonight at 9 o'clock. So anyone
22 interested in making any public statement, we have a
23 court reporter here to record it and to provide
24 transcripts to the FAA. And as I said, if you'd

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1 prefer to do it in private, you can do it next door
 2 seated just with a court reporter.
 3 Mr. Sell, did you want to make a statement?
 4 MR. BOB SELL: Sure.
 5 THE HEARING OFFICER: Come on up.
 6 MR. BOB SELL: My name is Bob Sell. I think
 7 the FAA knows who I am.
 8 THE HEARING OFFICER: Well, just so I
 9 know --
 10 MR. BOB SELL: I am a resident of Arlington
 11 Heights, Illinois.
 12 THE HEARING OFFICER: Okay.
 13 MR. BOB SELL: As the FAA undoubtedly knows,
 14 I and my family will be greatly impacted by the
 15 O'Hare Modernization Program. This is due to the
 16 proposed destruction of St. Johannes Cemetery, which
 17 is where many of my own family members are at rest,
 18 as they have been from 1849 to the present.
 19 For over four years, I have watched as the
 20 City of Chicago, the State of Illinois, and the FAA
 21 have been engaged in backroom shenanigans to delay or
 22 refuse to address the religious concerns that have
 23 been repeatedly raised regarding the proposed
 24 destruction of St. Johannes Cemetery. Most recently,

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Comment	Response
12	As stated in the FAA response Mr. Sell's email to FAA (on page A.2-282), dated September 6, 2005, "[t]he FAA notes the commenter's opinions on FAA's evaluations regarding Rest Haven and St. Johannes cemeteries. The FAA directs the commenter to Section 11 and 12 of the Record of Decision for FAA's careful consideration of these issues. In addition, the Agency directs the commenter to the several documents in this record, including the Final EIS, where alternatives and derivatives thereto were given in-depth consideration."

1 the FAA waited until the very last moment of its
 2 process to make a definitive statement in the Final
 3 EIS regarding the FAA's view of the critically
 4 important religious issues at stake. In the Final
 5 EIS, the FAA stated that our Christian religious
 6 beliefs and practices are legitimate, long standing,
 7 and sincerely held. However, despite all of this, no
 8 accommodation will be made to address these religious
 9 concerns.

10 Instead, if the plan goes forward, a runway
 11 will be constructed directly through the church's
 12 sacred consecrated ground and the remains of our
 13 loved ones, as well as the remains of over 1,300
 14 other church members and pastors of the church.

15 There are thousands of acres at O'Hare
 16 Airport and countless ways to draw lines on a map.
 17 Further, there are countless ways to manage air
 18 traffic in and out of the Chicago area. Someone
 19 should be able to come up with a legitimate,
 20 cost-effective, nondestructive, non-port barrel-laden
 21 alternative. Producing such a solution is not our
 22 job. Instead, it is the duty of the City of Chicago,
 23 the State of Illinois, and the FAA.

24 In the Final EIS, the FAA made mention that

1 it proposes to enter into an agreement with the City
 2 of Chicago concerning the process of digging up and
 3 disposing of whatever tangible remains of our loved
 4 ones may be found and to take pictures for purposes
 5 of making a historical and archeological record.
 6 That is not an alternative. As for me and my house,
 7 that is religiously reprehensible. We observe rights
 8 of burial, not rights of unburial. Even the
 9 nonreligious should be able to understand that there
 10 is no method of digging up or photography of our
 11 loved ones' remains that my family will find
 12 acceptable.

13 We expect that if the City obtains the FAA's
 14 approval, the City will seek to use eminent domain
 15 power in an attempt to condemn the land owned by
 16 St. John's Church for over 150 years. In so doing,
 17 the City of Chicago would irreparably condemn our
 18 loved ones and our faith. Such an affront to
 19 religious freedom must not be permitted to proceed,
 20 particularly when the City of Chicago has not
 21 answered the most fundamental question: Who will pay
 22 for the construction of this monstrous project, and
 23 will it ever be built?

24 For the last time, I personally ask the FAA

21

1 and the City of Chicago to reconsider its legal
 2 obligations under the United States Constitution and
 3 U.S. and Illinois law, to acknowledge the irreparable
 4 harm and emotional distress that will be caused by
 5 such a decision, and to develop a real alternative to
 6 the aviation needs in the Chicago region.

7 THE HEARING OFFICER: Thank you.

8 MS. KATE SCHOTT: Is there a Jan Horn here?

9 MS. JANICE HORN: Yes.

10 MS. KATE SCHOTT: Would you like to speak?

11 MS. JANICE HORN: All right.

12 Well, I'll try and do this without getting
 13 too upset.

14 THE HEARING OFFICER: Okay. Could you give
 15 us your name?

16 MS. JANICE HORN: My name is Janice Horn,
 17 H-o-r-n.

18 THE HEARING OFFICER: Thanks, Ms. Horn.

19 MS. JANICE HORN: And this is my father
 20 (indicating). I'm sorry.

21 THE HEARING OFFICER: Take your time.

22 MS. JANICE HORN: It'll be two years next
 23 Wednesday that I lost him and my stepmother in a car
 24 accident when they were hit by somebody who had no

12

13

Comment	Response
12	See the response to this comment on page A.3-14.
13	The FAA notes the comments regarding St. Johannes Cemetery. The FAA directs the commenter to Sections 11 and 12 of the Record of Decision for FAA's careful consideration of the issues regarding the cemetery.

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1 license, who was drunk, and shouldn't have been in
2 this country to start with. It was his desire to be
3 buried with all of his relatives, and all of those
4 ancestors are in St. John's. And when he talked
5 about what he wanted after he had died, you know --
6 which is a conversation that actually we had quite a
7 few times, so I knew very much what he wanted. And I
8 said, you know, "So what do you want me to do with
9 you if Mayor Daley has his way and the airport goes
10 through?" And he just said, "Well, I would like to
11 be with my ancestors." His sister, who is in very
12 poor health and is 80-some years, 83 years old right
13 now, is expecting that she will be buried in
14 St. John's also.

15 I cannot commit my father to ground that
16 should be consecrated, that is consecrated right now,
17 knowing that he will be possibly dug up again in a
18 matter of, what, months or years. You know, that is
19 not the way it's supposed to be. Once he is
20 committed to the good Lord and to the ground that is
21 consecrated, that's where he should stay. All of the
22 other relatives are the same. How can they possibly
23 expect that they will disinter people that have been
24 there for the better part of 150 years? There's no

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Comment	Response
13	See the response to this comment on page A.3-16.

1 way that they will be able to move those bodies.
 2 So I would like someone to tell me when I
 3 will be able to put my father at rest and where that
 4 might be. If they're not going to let me bury him
 5 with all of his relatives and all of my ancestors,
 6 then where and when will I be able to do this?
 7 That's all.
 8 THE HEARING OFFICER: Thanks, Ms. Horn.
 9 (Audience reaction.)
 10 MS. KATE SCHOTT: I have Maryann Tralewski
 11 next.
 12 THE HEARING OFFICER: Maryann, could you
 13 spell your last name for us?
 14 MS. MARYANN TRALEWSKI: I thought you'd ask
 15 that.
 16 THE HEARING OFFICER: Okay, thanks.
 17 MS. MARYANN TRALEWSKI: My last name is
 18 Tralewski, T-r-a-l-e-w-s-k-i.
 19 THE HEARING OFFICER: Thanks.
 20 MS. MARYANN TRALEWSKI: You're welcome.
 21 I've been a resident of the Village of
 22 Bensenville for the last 45 years. There are two
 23 words that are being bantered about the last couple
 24 of years. Those two words are "Done deal." Whenever

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1 I hear those words, I am simply outraged because if
 2 this plan is a done deal, then why are we even here?
 3 We are wasting our time. I hear it from the City of
 4 Chicago. I hear it from the unions. I hear it from
 5 some residents. I hear it from various aspects of
 6 the media. "Oh, yes, it's a done deal. Don't worry
 7 about it." Well, let me tell you, it is not a done
 8 deal, and that's why we're having these hearings.
 9 Mayor Daley knows it is not a done deal.

10 The religious rights of the cemeteries are
 11 at stake. Our entire community is at stake. You
 12 cannot dislodge thousands of people, and that's what
 13 it's going to be. There are over 530 homes in the
 14 initial acquisition area. That stands for thousands
 15 and thousands of people. Where are they going to go
 16 in DuPage County? Look at the price point in DuPage
 17 County. Where are these people going to be
 18 displaced?

19 Independent studies have said that this is a
 20 bad plan. The air controllers have said it is a bad
 21 plan. So who in the world wants us to think that
 22 this is a done deal? Well, the City of Chicago does
 23 because they want to wear us down so that all the
 24 residents will throw up their hands and say, "Oh,

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Comment	Response
14	Comment noted.
15	<p>With regard to the cemeteries, the FAA directs the commenter to Sections 11 and 12 of the Record of Decision for FAA's careful consideration of the issues regarding the cemeteries.</p> <p>With regard to the land acquisition, the FAA directs the comment to topical responses G-3 and G-4, beginning on page U.5-33 of Appendix U of the Final EIS.</p>

1 well, let's stop the fight. It's a done deal."
 2 Well, let me tell you, this is not a done deal. The
 3 residents of Bensenville will fight till the very end
 4 to preserve our community and our way of life.

5 THE HEARING OFFICER: Thank you.

6 (Audience reaction.)

7 MS. KATE SCHOTT: I have no one else on my
 8 list, so anyone is welcome.

9 THE HEARING OFFICER: Does anyone who's here
 10 wish to make any public comment? No? Okay.

11 Well, again, next door there's a place to
 12 give private comment with a court reporter if anyone
 13 chooses, and the FAA has also instructed me to say
 14 that they would accept written comments and give
 15 those equal weight with public oral comments or
 16 private oral comments. That would be next door.

17 THE REPORTER: There isn't another reporter
 18 next door for private testimony.

19 THE HEARING OFFICER: Oh, just written?
 20 Well, if you want to give it to a court reporter,
 21 since we don't have anyone giving public comment, I'm
 22 sure this lady will take it down.

23 MS. KATE SCHOTT: If they want to pull up a
 24 chair.

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Comment	Response
16	With regard to the air traffic controllers input, the FAA directs the comment to topical responses K-1 and K-2, beginning on page U.5-42 of Appendix U of the Final EIS.

1 THE HEARING OFFICER: Yeah. If they want to
2 do that, we'll allow that.

3 (Recess taken.)

4 MR. JOHN ADAMOWSKI: John Adamowski,
5 A-d-a-m-o-w-s-k-i, 813 River Forest Drive in
6 Bensenville.

7 I've lived in this area, either in Franklin
8 Park or Bensenville, all of my 54 years. I had a
9 chance to see O'Hare expand from what it used to be,
10 almost from an orchard field and a straight Irving
11 Park Road, to plan for the future into what it is
12 today. I watched it have built Terminals 1, 2, 3,
13 and 5. I keep wondering where Terminal 4 is. We
14 already know there's been some problems there.
15 Terminal 4 doesn't exist. It was in the plans, and
16 it never happened. Sometimes there is poor planning.

17 And what I'm looking at is what are we
18 planning for. Are we going to risk \$20-plus
19 million -- \$20-plus billion. I made a mistake there.
20 I usually think millions. Are we going to risk
21 \$20-plus billion on a gamble that transportation is
22 going to exist the way it does today in 20 or 30 or
23 40 years. We look at what happened in places like
24 New Orleans and all of a sudden the fuel cost

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Comment	Response
17	<p>With regard to the terminal comments, the FAA notes that Terminal 4 is part of the selected alternative of this Record of Decision. For the project definition of the selected alternative (Alternative C), see Chapter 3 of the Final EIS.</p> <p>With regard to the concerns about the funding of the project, the FAA notes that aviation demand is forecast to grow even with the fuel price escalation. To address this issue and others, the FAA did examine the effects on the project that could result from a lower level of activity at the airport than the FAA anticipates. This examination is contained in Appendix R of the Final EIS.</p>

1 increasing 50 percent in some cases. What will the
2 airlines do when fuel increases another 50 percent or
3 to costs that we can't even imagine? Is there
4 transportation? Are people going to be moving the
5 same way? Are they going to find other alternatives,
6 and we may be throwing 20 billion or more dollars
7 away into nothing.

8 I look at what they want to do with the
9 destruction of the community I live in. Now, I live
10 in Bensenville and I work in Bensenville. I teach in
11 a high school. I teach science, and I've done it for
12 25 years. And I look at the people that are going to
13 be displaced by this. It's kind of sad because the
14 people that are going to be displaced are the people
15 that are typically minority, being Middle Eastern or
16 Hispanic, and these are the people that we're trying
17 to welcome and we're trying to be considerate. Many
18 times Chicago has had problems working with
19 minorities, blacks, and women organizations, and even
20 in this activity they're not really thinking of these
21 people. They're going to move them out without any
22 concern.

23 At the same time, we look at the people that
24 are also there, the people that have a harder time

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Comment	Response
17	See the response to this comment on page A.3-21.

1 handling themselves. They may be a little bit less
 2 educated. I notice that they're not tearing down the
 3 very expensive houses. They're picking on people
 4 that have a harder time defending themselves, and
 5 they're seducing them with money. And money, of
 6 course, is a great seducer. \$20 billion can seduce
 7 many people.

8 At the same time, look at what they're doing
 9 for the people that are dead that can't defend
 10 themselves at all. They can't speak for themselves,
 11 so they try to get someone to speak for them, and
 12 it's really sad.

13 I just think it's a terrible gamble to try
 14 to plan today for what's going to happen in 30 years.
 15 I know I'm going to miss my students that are going
 16 to be gone, and that could decimate the high school
 17 in many ways. What's it going to do -- and it's very
 18 selfish, but what's it going to do to my classes, to
 19 our staff, to our sports teams, and to all the things
 20 that we've been building our high school of.

21 The town of Bensenville, the school district
 22 has been working feverishly to improve programs. And
 23 to lose students and to lose funding, it's going to
 24 be a terrible thing for them.

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Comment	Response
18	<p>With regard to the land acquisition, the FAA directs the comment to topical responses G-3 and G-4, beginning on page U.5-33 of Appendix U of the Final EIS.</p> <p>In addition, the FAA notes that the FAA has evaluated potential environmental justice impacts associated with the project that relate to low-income and minority populations. This detailed evaluation is contained in Section 5.21 of the Final EIS. In addition, the FAA directs the commenter to Section 8 of this Record of Decision, for a summary of the extensive environmental justice outreach conducted as part of this evaluation.</p>
19	<p>With regard to the cemeteries, the FAA directs the commenter to Sections 11 and 12 of the Record of Decision for FAA's careful consideration of the issues regarding the cemeteries.</p>
20	<p>The FAA did assess the potential tax loss to the surrounding communities as a result of land acquisition by the City of Chicago. The FAA directs the comment to topical response G-3, beginning on page U.5-33 of Appendix U of the Final EIS.</p>

29

1 I haven't even thought about air pollution.
 2 And increased air traffic, what's that going to do
 3 for the quality of life in the area? And I notice
 4 that's never been addressed by anybody. I would
 5 really like to know what's going to happen with the
 6 air pollution.

7 In many ways, I hope that Mayor Daley would
 8 consider, if he lived in this area, what would he do.
 9 Would he want the airport in his back yard? Would he
 10 want his dad dug up and moved somewhere else where he
 11 could rest just as easily? I don't think so.

12 I think we really need to look at this plan,
 13 and we need to look at transportation, aviation
 14 transportation, in a bigger light and not to be so
 15 tunnel visioned into one airport, one system, and to
 16 really look at it in a broad sense, where are we
 17 going to be.

18 I personally fly out of O'Hare very seldom
 19 because of the problems that exist in getting into
 20 the airport, getting to the airplane, and taking off.
 21 It just takes too much time. Taking off in places
 22 like Bloomington-Normal where you park your car, you
 23 pay nothing to park, and you get on a plane in a
 24 matter of a few minutes is a wonderful thing. And I

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Comment	Response
21	The FAA did assess the potential air quality impacts. This detailed assessment is contained in Section 5.6 of the Final EIS. In addition, the FAA directs the comment to topical response E-1, beginning on page U.5-25 of Appendix U of the Final EIS.
22	Comment noted.
23	The FAA did examine several alternatives to O'Hare improvements. This detailed examination included an evaluation of the use of other airports, use of other modes of travel and telecommunication, among others. The FAA directs the commenter to Chapter 3 of the Final EIS for further information.

30

1 hope we could look at regional transportation in that
2 way.

3 Thank you.

4 (Recess taken.)

5 THE HEARING OFFICER: We need to have your
6 name and then --

7 MR. TIM TAYLOR: Tim Taylor, 128 Orchard,
8 Bensenville. Hurry up already. That's my comment.

9 THE HEARING OFFICER: Which way?

10 MR. TIM TAYLOR: Expand. Expand, expand,
11 expand.

12 THE HEARING OFFICER: Okay. Thanks,
13 Mr. Taylor.

14 MR. TIM TAYLOR: No problem.

15 (Recess taken.)

16 THE HEARING OFFICER: It is now 9 o'clock.
17 There are no parties left or persons who choose to
18 speak. No one has signed in to come to make any
19 statement. 9 o'clock was the announced time for the
20 closing of the hearings. And so Richard Neville, as
21 public hearing officer for these hearings, calls this
22 meeting adjourned, and the presentations are
23 concluded.

24 (Which were all the proceedings had.)

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Comment	Response
24	Comment noted.
25	Comment noted.

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STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

I, PATRICIA DOBEK, CSR, RPR, do hereby
certify that I am the court reporter who reported in
shorthand the proceedings had at the hearing of said
cause on September 6, 2005, and that the foregoing is
a true, complete and accurate transcript of the
proceedings at said hearing as appears from my
stenographic notes so taken and transcribed by me on
the 6th day of September, 2005.



Patricia Dobek

Certified Shorthand Reporter
CSR No. 084-003249

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