



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

September 5, 2014

The Honorable Mike Quigley
House of Representatives
Washington, DC 20515

Dear Congressman Quigley:

Thank you for your June 19 letter, cosigned by your congressional colleagues, about the process the Federal Aviation Administration (FAA) used to develop the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) and the evaluation of the 65 Day-Night Average Sound Level (DNL) standards. I appreciate the opportunity to address your concerns.

The 3-year process to develop the EIS for OMP was one of the most comprehensive environmental analyses we have ever conducted. We held public hearings in locations that accommodated the expected high turnout and provided access to the largest number of impacted communities. Following completion of the EIS, the FAA approved the city of Chicago's implementation of the OMP. This FAA approval withstood a rigorous legal challenge in the U.S. Court of Appeals that said FAA, "appears to have acted with great care in conducting its analyses for the EIS and ROD (Record of Decision)." The printed enclosure provides a written summary of our outreach efforts conducted as part of the EIS process, and the electronic enclosure provides details including copies of public notices, sign-in sheets, and other relevant information.

We believe that the perception of inaccuracy or incompleteness during the public hearing process is not supported by the facts. The June 19 Chicago Sun-Times article focused on one inaccurate data table from the 2005 Draft EIS document, which contained thousands of pages of information in six volumes. The incorrect data was never used in the EIS modeling and never appeared in the public meetings. The Final EIS contained a corrected version of the table. The FAA made that final document available for further scrutiny and comment before issuing a ROD. Furthermore, all of the primary displays and data presented during the public hearings on the EIS portrayed an accurate picture of the environmental impacts of the O'Hare Airport project. Information that was used during the public hearing process is also detailed on the enclosures.

The OMP is a multi-year reconfiguration of the existing airfield. Throughout the life of the project, the runway usage and air traffic patterns adjust both to accommodate construction and to increased airfield capacity when new runways are completed. The original EIS anticipated

these dynamics and accounted for them. As the city proposes changes relevant to the environmental concerns and as new information arises that may affect the quality of the environment in a manner or extent that may not have already been considered, the FAA typically evaluates the need for a supplemental EIS by preparing a written re-evaluation.

We plan to complete a written re-evaluation in 2015 to examine the runway construction schedule modifications provided by Chicago resulting from the 2011 settlement of a State court lawsuit between Chicago and the airlines. There will be an opportunity for the public to review and comment on this re-evaluation. We will ensure your office receives this updated material once complete.

Communities surrounding airports, especially airports as busy as O'Hare, are impacted by noise. Mitigation of airport noise is the primary responsibility of the city, as airport proprietor. The city, working with the FAA, the airlines, and the O'Hare Noise Compatibility Commission (ONCC), continues to mitigate noise impacts surrounding O'Hare. The FAA provides Federal funding and technical guidance. Working with the city of Chicago and the ONCC, we have provided approximately \$205 million in Airport Improvement Program grants and Passenger Facility Charge funding for school sound insulation and more than \$80 million for residential sound insulation to reduce the impacts of aircraft noise to communities adjacent to O'Hare. The FAA continues to participate with other Federal agencies, universities, and industry groups in research to reduce noise impacts.

As I mentioned in my December 24, 2013, letter, the results of the research we are conducting to evaluate annoyance reaction to aircraft noise in the current airport operating environment will be used to determine the appropriateness of continuing to use the DNL 65 decibels (dB) metric as the standard for residential land-use compatibility.

Since December 2013, the research has been progressing well. We recently published a Federal Register Request for Comments regarding the Neighborhood Environmental Survey. The comment period, which closed on August 11, provided the public an opportunity to comment on FAA's intention to request the Office of Management and Budget approval to undertake an information collection.

Work began on this survey through an Airport Cooperative Research Program (ACRP) project. That work is finished, and the final report is available on the Transportation Research Board's ACRP Web site at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_webdoc_017.pdf

The goal of the ACRP project was to develop the methodology and draft questionnaire for the national survey. The FAA drew upon the findings of the ACRP project in deciding how to conduct the national survey.

Given the necessary coordination and required Federal process for information collection, the timeline provided to you in December 2013 has shifted. We anticipate that the national survey and the analysis of survey results will be completed in the middle of 2016. The national survey is a major step in the FAA review. We are moving as quickly as possible within the constraints of the sequential nature of much of this work. The results of the study will then be used to determine whether changes to the FAA's use of the DNL 65 dB noise metric are warranted. The development and coordination of new proposed policy (including any potential

amendments of 14 C.F.R. Part 150 in accordance with 49 U.S.C. §47502) would take place after the completion of the national survey.

We work collaboratively with the city of Chicago and the ONCC to share ideas, help to solve problems, and address the needs of the O'Hare community. We will continue this collaboration and will give full consideration to any proposed operational changes that the city wishes to explore, consistent with our roles and responsibilities under Federal aviation noise abatement policy.

The modernization of O'Hare International Airport is needed to meet Chicago's short- and long-term aviation demands in a manner that provides the greatest degree of safety and efficiency for the airport and the public. Through its analysis of the OMP, the FAA took great care to look carefully at potential environmental impacts to ensure that all appropriate mitigation alternatives were considered and that reasonable steps were taken to mitigate significant impacts as a condition of project approval. While we acknowledge that noise impacts cannot be completely eliminated, the FAA has provided Federal funding to support robust residential and school sound insulation efforts to minimize those impacts.

We have sent an identical response to each of the cosigners of your letter.

If I can be of further assistance, please contact me or Roderick D. Hall, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled number "1" to the right.

Michael P. Huerta
Administrator

2 Enclosures



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

September 5, 2014

The Honorable Janice D. Schakowsky
House of Representatives
Washington, DC 20515

Dear Congresswoman Schakowsky:

Thank you for your June 19 letter, cosigned by your congressional colleagues, about the process the Federal Aviation Administration (FAA) used to develop the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) and the evaluation of the 65 Day-Night Average Sound Level (DNL) standards. I appreciate the opportunity to address your concerns.

The 3-year process to develop the EIS for OMP was one of the most comprehensive environmental analyses we have ever conducted. We held public hearings in locations that accommodated the expected high turnout and provided access to the largest number of impacted communities. Following completion of the EIS, the FAA approved the city of Chicago's implementation of the OMP. This FAA approval withstood a rigorous legal challenge in the U.S. Court of Appeals that said FAA, "appears to have acted with great care in conducting its analyses for the EIS and ROD (Record of Decision)." The printed enclosure provides a written summary of our outreach efforts conducted as part of the EIS process, and the electronic enclosure provides details including copies of public notices, sign-in sheets, and other relevant information.

We believe that the perception of inaccuracy or incompleteness during the public hearing process is not supported by the facts. The June 19 Chicago Sun-Times article focused on one inaccurate data table from the 2005 Draft EIS document, which contained thousands of pages of information in six volumes. The incorrect data was never used in the EIS modeling and never appeared in the public meetings. The Final EIS contained a corrected version of the table. The FAA made that final document available for further scrutiny and comment before issuing a ROD. Furthermore, all of the primary displays and data presented during the public hearings on the EIS portrayed an accurate picture of the environmental impacts of the O'Hare Airport project. Information that was used during the public hearing process is also detailed on the enclosures.

The OMP is a multi-year reconfiguration of the existing airfield. Throughout the life of the project, the runway usage and air traffic patterns adjust both to accommodate construction and to increased airfield capacity when new runways are completed. The original EIS anticipated

these dynamics and accounted for them. As the city proposes changes relevant to the environmental concerns and as new information arises that may affect the quality of the environment in a manner or extent that may not have already been considered, the FAA typically evaluates the need for a supplemental EIS by preparing a written re-evaluation.

We plan to complete a written re-evaluation in 2015 to examine the runway construction schedule modifications provided by Chicago resulting from the 2011 settlement of a State court lawsuit between Chicago and the airlines. There will be an opportunity for the public to review and comment on this re-evaluation. We will ensure your office receives this updated material once complete.

Communities surrounding airports, especially airports as busy as O'Hare, are impacted by noise. Mitigation of airport noise is the primary responsibility of the city, as airport proprietor. The city, working with the FAA, the airlines, and the O'Hare Noise Compatibility Commission (ONCC), continues to mitigate noise impacts surrounding O'Hare. The FAA provides Federal funding and technical guidance. Working with the city of Chicago and the ONCC, we have provided approximately \$205 million in Airport Improvement Program grants and Passenger Facility Charge funding for school sound insulation and more than \$80 million for residential sound insulation to reduce the impacts of aircraft noise to communities adjacent to O'Hare. The FAA continues to participate with other Federal agencies, universities, and industry groups in research to reduce noise impacts.

As I mentioned in my December 24, 2013, letter, the results of the research we are conducting to evaluate annoyance reaction to aircraft noise in the current airport operating environment will be used to determine the appropriateness of continuing to use the DNL 65 decibels (dB) metric as the standard for residential land-use compatibility.

Since December 2013, the research has been progressing well. We recently published a Federal Register Request for Comments regarding the Neighborhood Environmental Survey. The comment period, which closed on August 11, provided the public an opportunity to comment on FAA's intention to request the Office of Management and Budget approval to undertake an information collection.

Work began on this survey through an Airport Cooperative Research Program (ACRP) project. That work is finished, and the final report is available on the Transportation Research Board's ACRP Web site at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_webdoc_017.pdf

The goal of the ACRP project was to develop the methodology and draft questionnaire for the national survey. The FAA drew upon the findings of the ACRP project in deciding how to conduct the national survey.

Given the necessary coordination and required Federal process for information collection, the timeline provided to you in December 2013 has shifted. We anticipate that the national survey and the analysis of survey results will be completed in the middle of 2016. The national survey is a major step in the FAA review. We are moving as quickly as possible within the constraints of the sequential nature of much of this work. The results of the study will then be used to determine whether changes to the FAA's use of the DNL 65 dB noise metric are warranted. The development and coordination of new proposed policy (including any potential

amendments of 14 C.F.R. Part 150 in accordance with 49 U.S.C. §47502) would take place after the completion of the national survey.

We work collaboratively with the city of Chicago and the ONCC to share ideas, help to solve problems, and address the needs of the O'Hare community. We will continue this collaboration and will give full consideration to any proposed operational changes that the city wishes to explore, consistent with our roles and responsibilities under Federal aviation noise abatement policy.

The modernization of O'Hare International Airport is needed to meet Chicago's short- and long-term aviation demands in a manner that provides the greatest degree of safety and efficiency for the airport and the public. Through its analysis of the OMP, the FAA took great care to look carefully at potential environmental impacts to ensure that all appropriate mitigation alternatives were considered and that reasonable steps were taken to mitigate significant impacts as a condition of project approval. While we acknowledge that noise impacts cannot be completely eliminated, the FAA has provided Federal funding to support robust residential and school sound insulation efforts to minimize those impacts.

We have sent an identical response to each of the cosigners of your letter.

If I can be of further assistance, please contact me or Roderick D. Hall, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled number "1" to the right of the signature.

Michael P. Huerta
Administrator

2 Enclosures



U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

September 5, 2014

The Honorable Tammy Duckworth
House of Representatives
Washington, DC 20515

Dear Congresswoman Duckworth:

Thank you for your June 19 letter, cosigned by your congressional colleagues, about the process the Federal Aviation Administration (FAA) used to develop the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) and the evaluation of the 65 Day-Night Average Sound Level (DNL) standards. I appreciate the opportunity to address your concerns.

The 3-year process to develop the EIS for OMP was one of the most comprehensive environmental analyses we have ever conducted. We held public hearings in locations that accommodated the expected high turnout and provided access to the largest number of impacted communities. Following completion of the EIS, the FAA approved the city of Chicago's implementation of the OMP. This FAA approval withstood a rigorous legal challenge in the U.S. Court of Appeals that said FAA, "appears to have acted with great care in conducting its analyses for the EIS and ROD (Record of Decision)." The printed enclosure provides a written summary of our outreach efforts conducted as part of the EIS process, and the electronic enclosure provides details including copies of public notices, sign-in sheets, and other relevant information.

We believe that the perception of inaccuracy or incompleteness during the public hearing process is not supported by the facts. The June 19 Chicago Sun-Times article focused on one inaccurate data table from the 2005 Draft EIS document, which contained thousands of pages of information in six volumes. The incorrect data was never used in the EIS modeling and never appeared in the public meetings. The Final EIS contained a corrected version of the table. The FAA made that final document available for further scrutiny and comment before issuing a ROD. Furthermore, all of the primary displays and data presented during the public hearings on the EIS portrayed an accurate picture of the environmental impacts of the O'Hare Airport project. Information that was used during the public hearing process is also detailed on the enclosures.

The OMP is a multi-year reconfiguration of the existing airfield. Throughout the life of the project, the runway usage and air traffic patterns adjust both to accommodate construction and to increased airfield capacity when new runways are completed. The original EIS anticipated

these dynamics and accounted for them. As the city proposes changes relevant to the environmental concerns and as new information arises that may affect the quality of the environment in a manner or extent that may not have already been considered, the FAA typically evaluates the need for a supplemental EIS by preparing a written re-evaluation.

We plan to complete a written re-evaluation in 2015 to examine the runway construction schedule modifications provided by Chicago resulting from the 2011 settlement of a State court lawsuit between Chicago and the airlines. There will be an opportunity for the public to review and comment on this re-evaluation. We will ensure your office receives this updated material once complete.

Communities surrounding airports, especially airports as busy as O'Hare, are impacted by noise. Mitigation of airport noise is the primary responsibility of the city, as airport proprietor. The city, working with the FAA, the airlines, and the O'Hare Noise Compatibility Commission (ONCC), continues to mitigate noise impacts surrounding O'Hare. The FAA provides Federal funding and technical guidance. Working with the city of Chicago and the ONCC, we have provided approximately \$205 million in Airport Improvement Program grants and Passenger Facility Charge funding for school sound insulation and more than \$80 million for residential sound insulation to reduce the impacts of aircraft noise to communities adjacent to O'Hare. The FAA continues to participate with other Federal agencies, universities, and industry groups in research to reduce noise impacts.

As I mentioned in my December 24, 2013, letter, the results of the research we are conducting to evaluate annoyance reaction to aircraft noise in the current airport operating environment will be used to determine the appropriateness of continuing to use the DNL 65 decibels (dB) metric as the standard for residential land-use compatibility.

Since December 2013, the research has been progressing well. We recently published a Federal Register Request for Comments regarding the Neighborhood Environmental Survey. The comment period, which closed on August 11, provided the public an opportunity to comment on FAA's intention to request the Office of Management and Budget approval to undertake an information collection.

Work began on this survey through an Airport Cooperative Research Program (ACRP) project. That work is finished, and the final report is available on the Transportation Research Board's ACRP Web site at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_webdoc_017.pdf

The goal of the ACRP project was to develop the methodology and draft questionnaire for the national survey. The FAA drew upon the findings of the ACRP project in deciding how to conduct the national survey.

Given the necessary coordination and required Federal process for information collection, the timeline provided to you in December 2013 has shifted. We anticipate that the national survey and the analysis of survey results will be completed in the middle of 2016. The national survey is a major step in the FAA review. We are moving as quickly as possible within the constraints of the sequential nature of much of this work. The results of the study will then be used to determine whether changes to the FAA's use of the DNL 65 dB noise metric are warranted. The development and coordination of new proposed policy (including any potential

amendments of 14 C.F.R. Part 150 in accordance with 49 U.S.C. §47502) would take place after the completion of the national survey.

We work collaboratively with the city of Chicago and the ONCC to share ideas, help to solve problems, and address the needs of the O'Hare community. We will continue this collaboration and will give full consideration to any proposed operational changes that the city wishes to explore, consistent with our roles and responsibilities under Federal aviation noise abatement policy.

The modernization of O'Hare International Airport is needed to meet Chicago's short- and long-term aviation demands in a manner that provides the greatest degree of safety and efficiency for the airport and the public. Through its analysis of the OMP, the FAA took great care to look carefully at potential environmental impacts to ensure that all appropriate mitigation alternatives were considered and that reasonable steps were taken to mitigate significant impacts as a condition of project approval. While we acknowledge that noise impacts cannot be completely eliminated, the FAA has provided Federal funding to support robust residential and school sound insulation efforts to minimize those impacts.

We have sent an identical response to each of the cosigners of your letter.

If I can be of further assistance, please contact me or Roderick D. Hall, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled number "1" to the right.

Michael P. Huerta
Administrator

2 Enclosures

Additional Information about the O'Hare Modernization Program
Environmental Impact Statement Process

In 2002, the FAA began evaluating all of the proposed development and reconfiguration in the OMP EIS. While only one scoping meeting and one public hearing are required as part of the EIS for public outreach meetings, multiple scoping meetings, public meetings, and public hearings were conducted during the EIS process, and an unprecedented amount of documentation was made available to the public. Included in this correspondence is an electronic enclosure with files listed below and referenced throughout.

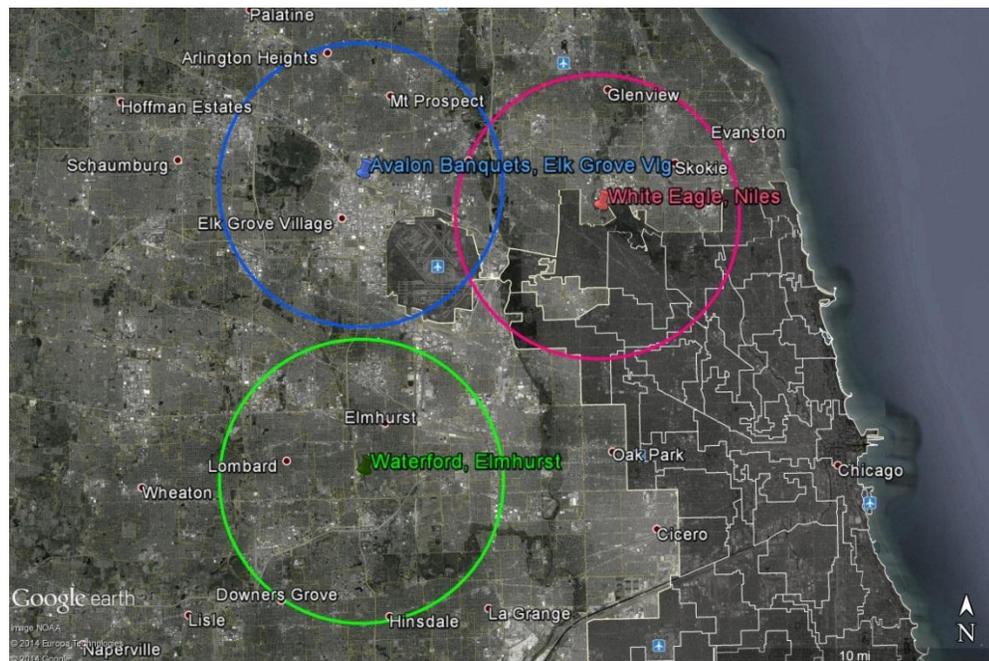
Appendix P excerpts.pdf (page 20)
 Appendix T excerpts.pdf
 August 21 2002 Scoping Meeting sign in sheets.pdf (page 12)
 August 22 2002 Scoping Meeting sign in sheets.pdf (page 18)
 August 29 2002 Mayors Meeting sign in sheets.pdf (page 47)
 March 19 2003 Public Meeting sign in sheets.pdf
 Public Hearing board – existing ALP.pdf
 Public Hearing board – future ALP.pdf
 Public Hearing boards – without ALPs
 Public Hearing February 22 2005 sign in sheets.pdf
 Public Hearing February 23 2005 sign in sheets.pdf
 Public Hearing February 24 2005 sign in sheets.pdf

A Public Outreach Program was developed for the EIS and is included in the electronic enclosure (see pages T-87 through T-93 of file Appendix T excerpts.pdf.)

- Public Scoping Meetings - August 2002
 - Notice was provided via the Chicago Tribune and Chicago Sun Times, the Federal Register, and letters of invitation.
 - Des Plaines – 45 people attended (August 21 2002 Scoping Meeting sign in sheets.pdf)
 - Elk Grove Village – 266 people attended (August 22 2002 Scoping Meeting sign in sheets.pdf)
- Mayors Meeting – August 2002
 - August 29, 2002 in Des Plaines
 - Letters of invitations were sent to 90 communities (see Table T-2, page T-97 of Appendix T excerpts.pdf)
 - Eleven communities and the ONCC attended (August 29 2002 Mayors Meeting sign in sheets.pdf)
- FAA EIS briefings at ONCC public meetings – February 7, 2003; June 4, 2004; January 25, 2005 and June 3, 2005

- ONCC issued press releases on February 7, 2003 and June 4, 2004 about the FAA presentations (see pages T-99 through T-102 of Appendix T excerpts.pdf)
- Purpose and Need Public Meeting – March 2003
 - Schiller Park – 93 people attended (March 19 2003 Public Meeting sign in sheets.pdf)
 - Notice was provided via the Chicago Tribune and Chicago Sun Times, the Federal Register, and letters of invitation
 - See pages T-107 through T-130 of Appendix T excerpts.pdf for materials presented at the meeting
- Alternatives Working Session with local government officials - October 2003
 - October 17, 2003 in Des Plaines
 - Nineteen communities were invited via letter (see page T-139 of Appendix T excerpts.pdf) to attend the working session. Fifteen of the nineteen communities attended, per the sign in sheets on pages T-143 through T-145 of Appendix T excerpts.pdf:
 - Norridge
 - River Grove
 - Elk Grove Village
 - Bensenville
 - Itasca
 - Northlake
 - Cook County
 - Mount Prospect
 - Park Ridge
 - Melrose Park
 - Franklin Park
 - Arlington Heights
 - Rosemont
 - DuPage County
 - Wood Dale
 - The materials presented at the meeting and completed by interactive sessions by the participants are included on pages T-146 through T-185 of Appendix T excerpts.pdf.
 - The FAA also received additional comments after the meeting from Bensenville, Elk Grove Village, and Norridge included on pages T-186 through T-198 of Appendix T excerpts.pdf.

- Environmental Justice Outreach Meetings in the proposed acquisition area
 - 26 small group meetings were held in Bensenville between November 2003 and August 2004 (minutes and attendees are given on pages P-17 through P-79 of Appendix P excerpts.pdf.)
 - Three public meetings on Environmental Justice Outreach were held in Bensenville.
 - Materials presented, minutes, and comments submitted are on pages P-80 through P-138 and P-187 through P-220 of Appendix P excerpts.pdf
 - May 23, 2004 – 81 people attended (see pages P-121 through P-127 of Appendix P excerpts.pdf)
 - August 29, 2004 – The list of individuals who received letters of invitation in addition to general community flyers and notices is on page P-138 of Appendix P excerpts.pdf. Comments and Concerns generated from the meeting are on pages P-187 through P-210.
 - March 6, 2005 - Comments generated from the meeting are on pages P-211 through P-220.
- Draft EIS Public Hearings – February 2005
 - Hearing locations were selected to allow for convenient attendance by multiple communities. Facilities chosen were capable of holding at least 1,000 people in a large hearing room and included an additional large room for a workshop learning environment. Below depicts a 5 mile radius around each location



- Elk Grove Village – approximately 1,025 people attended (Public Hearing February 22 2005 sign in sheets.pdf)
- Elmhurst – approximately 260 people attended (Public Hearing February 23 2005 sign in sheets.pdf)
- Niles – approximately 215 people attended (Public Hearing February 24 2005 sign in sheets.pdf)
- The FAA provided notice through:
 - Federal Register,
 - Local newspapers (Chicago Tribune, Chicago Sun Times, and the Daily Herald),
 - Press releases, and
 - Over 700 letters distributed with copies of the Draft EIS and copies of the Draft EIS Executive Summary to elected officials, communities, libraries, agencies, and members of the public.
- Major Chicago TV and news networks provided coverage of the February 22 meeting and gave notice of the next two meetings.
- The FAA provided extensive information at each public hearing:
 - The FAA had approximately 50 exhibit boards on display at the public hearings. These boards included summary information presented in graphs, tables and text, illustrating various aspects of the Draft EIS document (see files Public Hearing board – existing ALP.pdf; Public Hearing board – future ALP.pdf; and Public Hearing boards – without ALPs)
 - The FAA and its contractor had approximately 45 staff-members available onsite to answer any questions from the public. Among the staff available were many of the technical experts that were directly involved with the development and performance of the technical analysis.
 - An audio-visual presentation, approximately 10 minutes in length which reviewed the process, was continuously playing for the public to view.
 - An automated property locator map was provided by the City of Chicago. Interested citizens could give their address and see their location in relation to then-current and proposed runways and to then-existing and forecast future noise contours.
 - Brief segments of Total Airspace & Airport Modeler (TAAM) animations of the three Build alternatives and the No Action alternative were displayed in a continuous loop for the duration of the public hearings.
- Of the approximately 1,500 attendees, 209 individuals provided oral testimony during the three public hearing sessions. Approximately a 3-to-1 ratio of those speaking were in support of the City’s proposal rather than in opposition. Private

testimony was given by 184 individuals during the public hearings. Approximately a 4-to-1 ratio of those speaking were in support of the City's proposal rather than opposed.

- Prior to the Draft EIS release, the FAA also made available two web sites to provide the public with early access to key information about the OMP. The websites were the FAA's O'Hare OMP EIS website and the FAA's O'Hare Document Library file sharing site, which included documents the Draft EIS was based upon. The information included TAAM simulation experiment results and Surface Transportation modeling results. Over 7.5 million pages were posted before the release of the Draft EIS.
- The Draft EIS was published for public review and comment in January 2005. The original public comment period was from January 21 through March 23, 2005. An extension to the comment period was issued until April 6, 2005. All comments received on the Draft EIS, whether verbally, on a comment card, in a letter, or via email, were responded to in the Final EIS. The Final EIS was also published for review and comment. The comment period on the Final EIS was July 29 through September 6, 2005. All comments received on the Final EIS were responded to in the Record of Decision (ROD). The ROD was issued on September 29, 2005. Noise exposure, runway configuration, airspace configuration, air quality and impacts on surrounding communities were addressed through the extensive public process.



Welcome

Welcome to the Public Hearing for the O'Hare Modernization Draft Environmental Impact Statement (Draft EIS).

This is a Joint Public Hearing hosted by the Federal Aviation Administration (FAA), the U.S. Army Corps of Engineers (USACE), and the Illinois Environmental Protection Agency (IEPA).

- FAA is responsible for the Draft EIS.
- USACE is responsible for the Section 404 Permit Application.
- IEPA is responsible for the Section 401 Water Quality Certification.

Bienvenida

Bienvenida a la Audiencia Pública para el borrador del Estudio de Impacto al Medio Ambiente de la Modernización del O'Hare (borrador EIS).

Esta es una Audiencia Pública hecha por la Administración Federal de Aviación (FAA) en conjunto con los Ingenieros del U.S. Army Corps (USACE) y la Agencia de Protección del Medio Ambiente de Illinois (IEPA).

- La FAA es responsable por el Borrador EIS.
- USACE es responsable por la Aplicación del Permiso, Sección 404.
- IEPA es responsable por la Certificación de la Calidad del Agua, Sección 401.

Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Introduction

- The O'Hare Modernization Draft Environmental Impact Statement (Draft EIS) is a federal document prepared by FAA evaluating the City of Chicago's plan and other alternatives to modernize O'Hare.
- The Draft EIS identifies the potential environmental impacts associated with proposed major development at Chicago O'Hare International Airport and reasonable alternatives to that proposal as required by the National Environmental Policy Act.

Introducción

- El Borrador del Estudio de Impacto al Medio Ambiente (EIS) de la Modernización del O'Hare es un documento federal preparado por la FAA evaluando el plan de la Ciudad de Chicago y otras alternativas para modernizar el O'Hare.
- El Borrador EIS identifica los posibles o potenciales impactos al medio ambiente asociados con el importante propuesto desarrollo en el Aeropuerto Internacional O'Hare de Chicago y alternativas razonables a esa propuesta requeridas por la Ley para la Política Nacional de la Justicia en el Medio Ambiente. (NEPA)



Role of FAA

- To fully and fairly evaluate the proposed development in terms of consistency with applicable laws and regulations and to ensure that the proposed development meets requirements for safety, design criteria, and environmental compliance.
- To disclose the results of FAA's environmental analysis for the alternatives which were evaluated in detail.
- The Federal Aviation Act charges the FAA with providing for a safe and efficient national airspace system of which O'Hare is an integral part.
- In a deregulated industry, the Federal government does not control where, when, and how airlines provide their services. Nor is the Federal government the driving force in airport capacity development. These decisions are made by the aviation industry in concert with local and regional government in response to market demand.

Role of USACE

- To evaluate and review the proposed work with respect to Section 404 of the Clean Water Act.
- To consider the public interest and opinions as a part of our evaluation process.
- To provide efficient, fair and reasonable decision-making to the regulated public.

Role of IEPA

- To enable all interested persons to understand and to provide information to the IEPA regarding the City of Chicago's 401 water quality application for O'Hare Modernization.
- To encourage cooperation between the IEPA and other governmental bodies.
- To foster openness with the public and to enable the IEPA to fully consider and respond to public concerns.



El Papel de la FAA

- Para evaluar completa y justamente el desarrollo propuesto en términos de su consistencia con las leyes y las regulaciones aplicables y asegurar que el desarrollo llene todos los requisitos de seguridad, con el criterio del diseño y lo dispuesto en cumplimiento con el medio ambiente.
- Para revelar los resultados obtenidos por la FAA del análisis en el medio ambiente para aquellas alternativas que serán evaluadas en detalle.
- La Ley Federal de Aviación (The Federal Aviation Act) hace responsable a la FAA por proveer/proporcionar un sistema nacional del espacio aéreo seguro y eficiente del cual O'Hare es parte integral.
- En una industria no regulada, el gobierno Federal no tiene control de donde, cuando, y como, las aerolíneas proporcionan sus servicios. Tampoco es el gobierno Federal la fuerza motivante en su capacidad de desarrollo del aeropuerto. Esas decisiones son hechas por la industria de la aviación en concierto con el gobierno local y regional en respuesta a la demanda del mercado.

El Papel de la USACE

- Para evaluar y revisar el trabajo propuesto con respecto a la Sección 404 de La Ley de Agua Limpia.
- Para considerar el interés del público y las opiniones como parte del proceso de evaluación.
- Para proporcionar una decisión hecha eficiente, justa y razonablemente al público regulado.

El Papel de la IEPA

- Para permitir a todos las personas interesadas el entender y proporcionar información con referencia a la 401, Aplicación de Calidad del Agua para la Modernización del O'Hare por la Ciudad de Chicago.
- Para exhortar/animar la cooperación entre la IEPA y otros cuerpos gubernamentales.
- Para fomentar el abrirse con el público y permitir a la IEPA el completamente considerar y responder a las preocupaciones del público.



What is an Environmental Impact Statement (EIS)?

- An EIS is the most comprehensive level of environmental review performed by the FAA on airport development projects. The document evaluates the proposed development in terms of consistency with applicable laws and regulations and ensures that the proposed development meets requirements of the National Environmental Policy Act (NEPA).
- An EIS is a document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment.
- The purpose of preparing an EIS is to investigate, analyze and disclose the potential impacts of proposed Federal actions and their reasonable alternatives. The EIS serves to disclose to agency decision-makers as well as the public the environmental consequences of the proposed action and reasonable alternatives. The EIS aids the FAA in making informed decisions and taking actions that protect and may enhance the environment.

¿Que es un Informe o Estudio de Impacto en el Medio Ambiente (EIS)?

- Un EIS es el más comprensivo nivel de revisión del Medio Ambiente realizada por la FAA en los proyectos de desarrollo de aeropuertos. El documento evalúa el propuesto desarrollo en términos de su consistencia con las leyes y las regulaciones aplicables, y asegura que el propuesto desarrollo llene los requisitos de La Ley para la Política Nacional de la Justicia en el Medio Ambiente (National Environmental Policy Act, siglas en ingles NEPA).
- Un EIS es un documento que revela y evalúa los impactos, ambos, positivo y negativo, de un proyecto con impactos potencialmente significativos en el Medio Ambiente.
- El propósito de preparar un EIS es el investigar, analizar y revelar los impactos posibles de las acciones Federales propuestas y sus alternativas razonables. El EIS sirve para revelar a la agencia que hace la decisión tanto como al público, las consecuencias al medio ambiente de la acción propuesta y sus alternativas razonables. El EIS ayuda a la FAA en hacer decisiones con información y a tomar acciones que protejan y que puedan engrandecer, o dar mayor valor al medio ambiente.



Please Sign In

- The Federal Aviation Administration (FAA) encourages you to provide your name and address at the sign-in table near the Entrance.
- Sign-in is voluntary.
- This allows FAA to maintain a record of public participation in the Environmental Impact Statement (EIS) process.

Por favor Firme la hoja

- La Administración Federal de Aviación (FAA) le anima/ lo invita a que usted proporcione su nombre, y su dirección en la hoja de Firmas en la mesa cercana a la entrada.
- El firmar la hoja es voluntario.
- Esto permitirá a la FAA el mantener un archivo de la participación pública en el proceso del Estudio de Impacto al Medio Ambiente.



Purpose for the Hearing

Federal Aviation Administration (FAA)

- To disclose the results of FAA's environmental analysis for those alternatives which were evaluated in detail in the Draft EIS.
- To provide the public with an opportunity to comment on the Draft EIS.

U.S. Army Corps of Engineers (USACE)

- To provide the public with an opportunity to comment on the Section 404 Permit Application.
- To evaluate and review the proposed work with respect to Section 404 of the Clean Water Act.
- To consider the public interest and opinions as a part of our evaluation process.
- To provide efficient, fair and reasonable decision-making to the regulated public.

Illinois Environmental Protection Agency (IEPA)

- To provide the public with an opportunity to comment on the Section 401 Water Quality Certification.
- To enable all interested persons to understand and to provide information to the IEPA regarding the City of Chicago's 401 water quality application for O'Hare Modernization.
- To encourage cooperation between the IEPA and other governmental bodies.
- To foster openness with the public and to enable the IEPA to fully consider and respond to public concerns.



El propósito de las Audiencias.

La Administración Federal de Aviación (FAA)

- Para revelar los resultados del análisis del medio ambiente para aquellas alternativas las cuales se han evaluado en detalle en el Borrador EIS.
- Para proporcionar al público con una oportunidad de comentar en el Borrador EIS.

Los ingenieros del U.S. Army Corps (USACE)

- Para proporcionar al público la oportunidad de comentar en el Permiso de Aplicación de la Sección.
- Para evaluar y revisar el trabajo propuesto con respecto a la Sección 404 de La Ley de Agua Limpia.
- Para considerar el interés del público y las opiniones como parte de nuestro proceso de evaluación.
- Para proporcionar una decisión hecha eficiente, justa y razonablemente al público regulado.

Illinois Environmental Protection Agency (IEPA)

- Para proporcionar al público una oportunidad de comentar en la Certificación de la Calidad del Agua, Sección 401.
- Para permitir a todos las personas interesadas el entender y proporcionar información con referencia a la 401, Aplicación de Calidad del Agua para la Modernización del O'Hare por la Ciudad de Chicago.
- Para exhortar/animar la cooperación entre la IEPA y otros cuerpos gubernamentales.
- Para fomentar el abrirse con el público y permitir a la IEPA el completamente considerar y responder a las preocupaciones del público.



Meeting Format

- Federal Aviation Administration (FAA) staff and their contractor as well as U.S. Army Corps of Engineers (USACE) and Illinois Environmental Protection Agency (IEPA) staff are available to provide information regarding the Draft EIS, Section 404 Permit Application and the Section 401 Water Quality Certification.
- There are four main areas at this meeting:
 - Main room for verbal testimony on the Draft EIS with an audience.
 - Separate room for verbal testimony without an audience.
 - Room for viewing a slideshow presentation presenting the history of the project and some key issues pertaining to the Draft EIS.
 - Workshop room staffed by FAA, USACE, and IEPA with panels presenting key information regarding the Draft EIS, the Section 404 Permit Application, and the Section 401 Water Quality Certification.

Formato de la Junta

- Los empleados de la Administración Federal de Aviación (FAA) y sus contratistas, así como los ingenieros de la U.S. Army Corps (USACE) y la Agencia de Protección en el Medio Ambiente de Illinois están disponibles para proporcionar información en referencia al Borrador EIS, la Aplicación del Permiso, Sección 404., y Certificación de la Calidad del Agua, Sección 401.
- Hay cuatro áreas principales en esta junta:
 - El salón principal es para testimonios verbales en el Borrador EIS con la audiencia.
 - Cuarto separado para testimonio verbal sin la audiencia.
 - Cuarto para ver la presentación de diapositivas presentando la historia del proyecto y algunos de los temas importantes pertenecientes al Borrador EIS
 - Cuarto de taller con empleados de la FAA, USACE y la IEPA con paneles presentando información importante referente al Borrador EIS, la Aplicación del Permiso, Sección 404., y la Certificación de la Calidad del Agua, Sección 401.



Public Participation

- Feel free to ask questions of the FAA, USACE and IEPA staff in the workshop room.
- Spanish/English-speaking interpreters are available to assist as needed. If you would like a copy of the panel set in Spanish, please ask.
- Sign language interpreters are available to assist as needed.
- Both written and verbal comments on the Draft EIS may be submitted tonight.
- All written and/or transcribed comments on the Draft EIS will be considered by FAA and will become part of the FAA EIS record.
- All written and/or transcribed comments on the Section 404 Permit Application will be considered by USACE and will become part of the USACE record.
- All written and/or transcribed comments on the Section 401 Water Quality Certification will be considered by IEPA and will become part of the IEPA record.
- Written comments on the Draft EIS may also be made via mail but must be postmarked by March 23, 2005.
- All comments on the Draft EIS whether written or verbal will be treated equally.
- To submit comments contact:

Mr. Michael W. MacMullen
Federal Aviation Administration
(847) 294 8339 phone
(847) 294 7046 facsimile
Email: ompeis@faa.gov



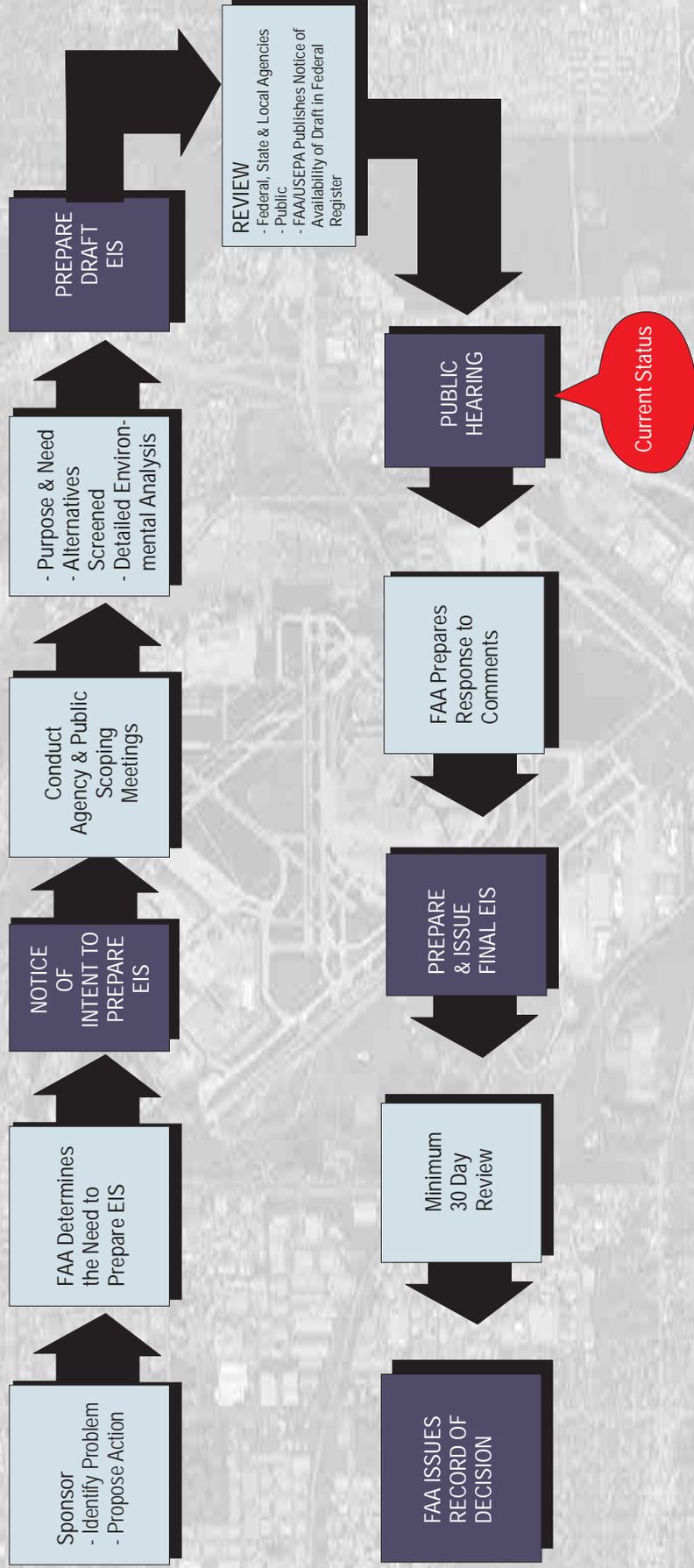
Participacion del Publico

- Sientáse en libertad de preguntar a los empleados de la FAA, USACE y IEPA en el cuarto de talleres.
- Un interprete de ingles/español estará disponible para asistirlo si lo necesita. Si usted gusta una copia del panel preparado en español, por favor pidalo/pregunte.
- Interpretes de lenguaje por señas están disponibles a asistirle si lo necesita.
- Ambos comentarios escritos y verbales serán sometidos hoy/esta noche en el Borrador EIS.
- Todos los comentarios escritos y transcritos del Borrador EIS serán considerados por la FAA y serán parte del archivo del EIS de la FAA.
- Todos los comentarios escritos y transcritos de la Aplicación al Permiso, Sección 404, serán considerados de la USACE y serán parte del archivo de USACE.
- Todos los comentarios escritos y/o transcritos de la Certificación del Agua, Sección 401., serán considerados parte de IEPA y serán parte del archivo de IEPA.
- Los comentarios escritos en el Borrador EIS pueden ser enviados por correo y postdatados para antes del 23 de Marzo del 2005.
- Todos los comentarios en el Borrador EIS sean escritos o verbales serán tratados igualmente. (De la misma manera).
- Para someter comentarios contacte a:

Mr. Michael W. MacMullen
Federal Aviation Administration
Teléfono (847) 294 8339
Fax (847) 294 7046
Correo electrónico o Email: ompeis@faa.gov

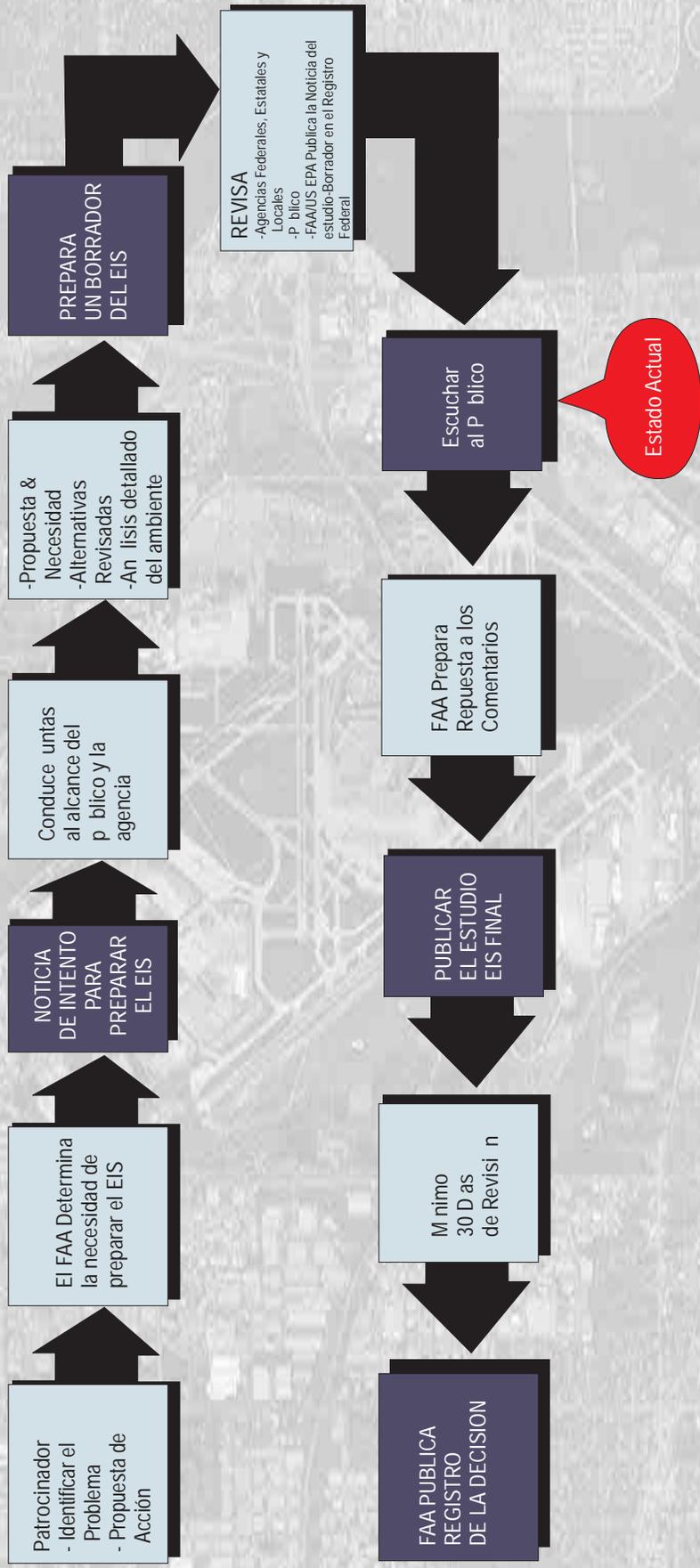


FAA Environmental Impact Statement Process





FAA Proceso del Estudio del Impacto al Medio Ambiente





Purpose and Need Statement

- Purpose and Need requirements are specified by the National Environmental Policy Act of 1969 and the Council on Environmental Quality Regulations.
- The “Purpose and Need” statement of an EIS briefly specifies the underlying purpose and need to which the agency is responding in proposing the alternatives, including the proposed action.
- O'Hare Modernization EIS Purpose and Need Statement:
 - Address the projected needs of the Chicago region by reducing delays at O'Hare, and thereby enhancing capacity of the National Airspace System.
 - Ensure that existing and future terminal facilities and supporting infrastructure (access, landside, and related ancillary facilities) can efficiently accommodate airport users.



Range of Alternatives Considered

Alternatives Considered

- No Build/No Action Alternative (Alternative A)
- Use of Other Existing or Proposed Airports
- Alternative Modes of Transportation
- Congestion Management
- Air Traffic Control & Aircraft Technologies
- Airspace-Only Improvements
- Sponsor's Proposed Project Alternative (Alternative C)
- Alternative Airfield Development at O'Hare for seven other airfield configurations including Alternatives D and G
- Blended Alternative

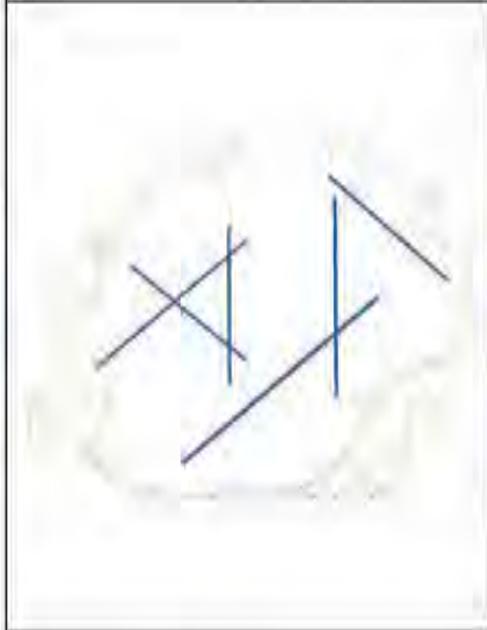
Next Step

- Selection of a preferred alternative in the Final EIS



Runway Configurations - Alternatives A, B, C, D, & E

Alternative A
Existing Airport Without Change



Alternative B
City of Chicago Proposal without Close-In North Parallel and Far South Parallel Runways



Alternative C
City of Chicago Proposal



Alternative D
City of Chicago Proposal without Far South Runway



Alternative E
City of Chicago Proposal without the Far North Runway



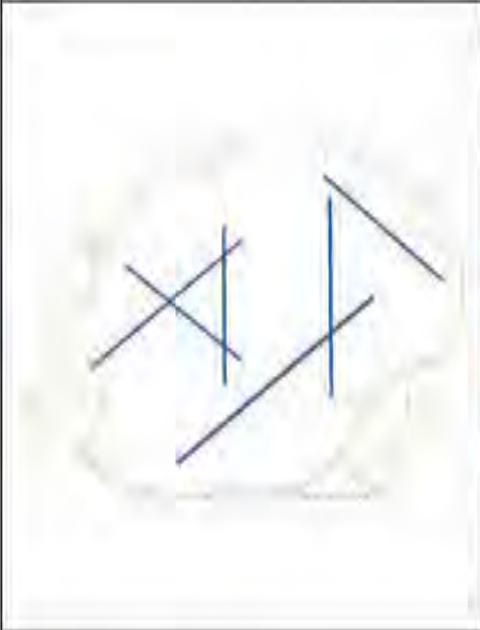
Legend

- Existing Airport Property
- Existing Runway
- Proposed Runway
- Proposed Cargo Development Area
- Proposed Hangar Development Area
- Proposed Other Development Area
- Terminal Development Area



Runway Configurations - Alternatives A, F, G, H, & I

Alternative A
Existing Airport Without Change



Alternative F
City of Chicago Proposal Adding an
Additional South Runway in a 12/30 Orientation



Alternative G
City of Chicago Proposal without far South Runway
Adding a New South Runway in a 12/30 Orientation



Alternative H
Northeast/Southwest Parallel
Runway Orientation



Alternative I
Northwest/Southeast Parallel
Runway Orientation

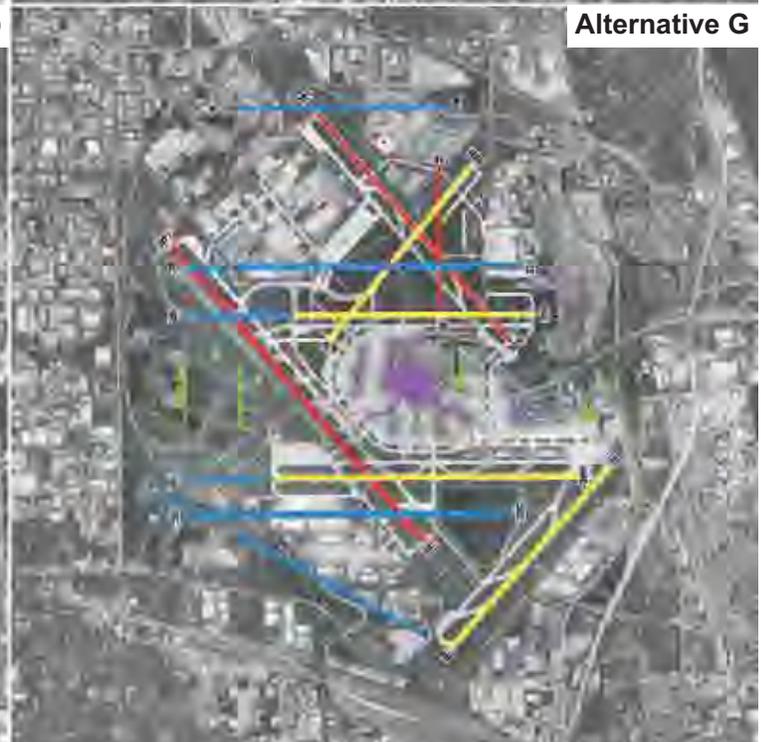
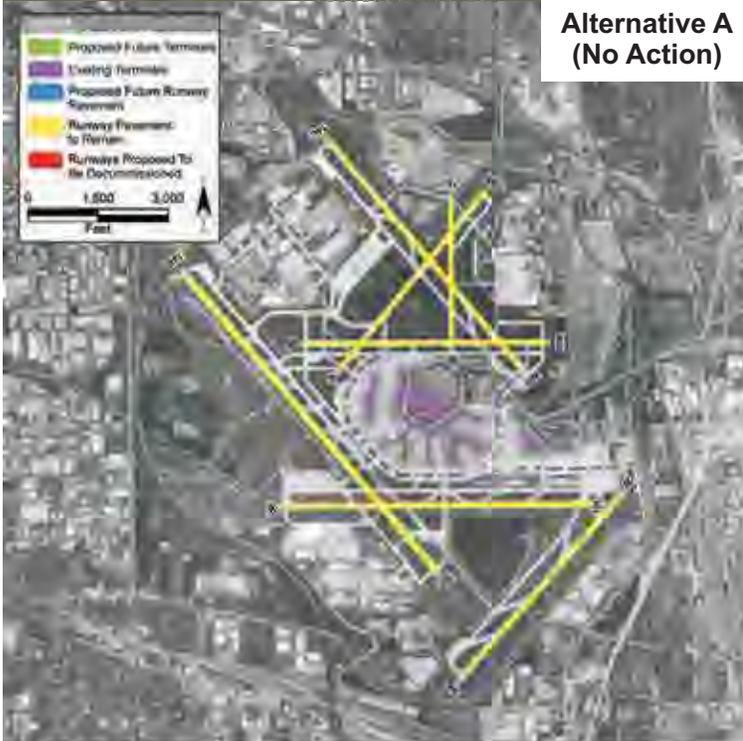


Legend

- Existing Airport Property
- Existing Runway
- Proposed Runway
- Proposed Cargo Development Area
- Proposed Hangar Development Area
- Proposed Other Development Area
- Terminal Development Area



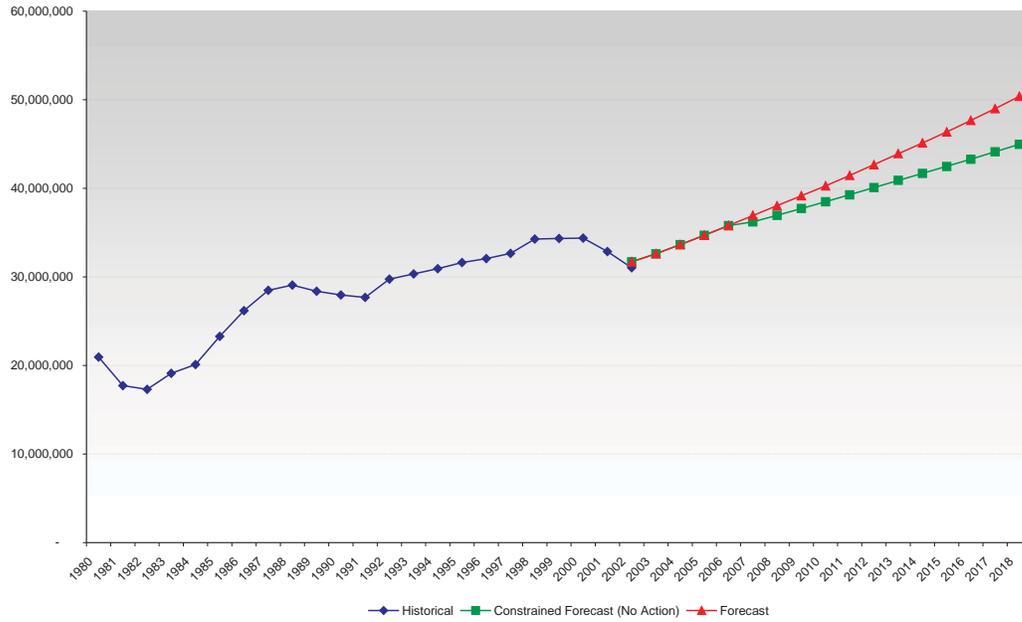
Potential Airfield Projects



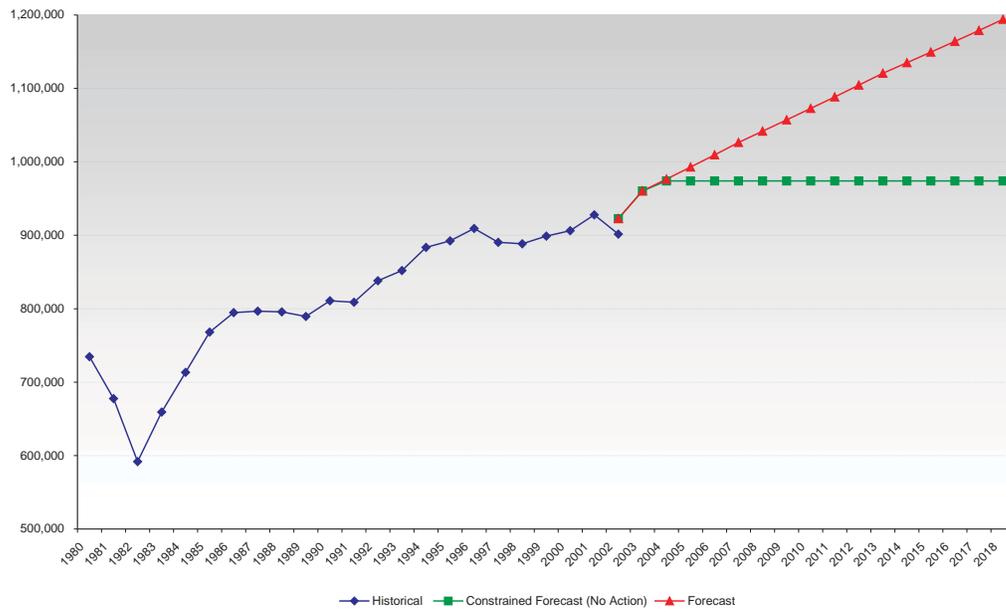


Aviation Forecast

Historical and Forecast Enplaned Passengers
O'Hare International Airport

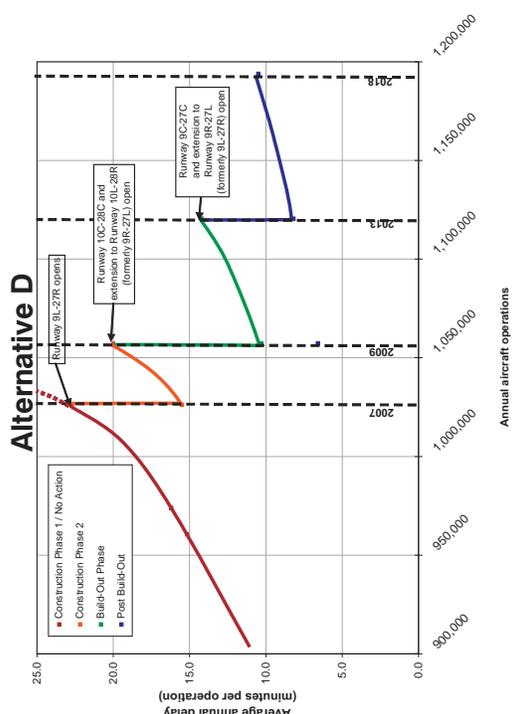
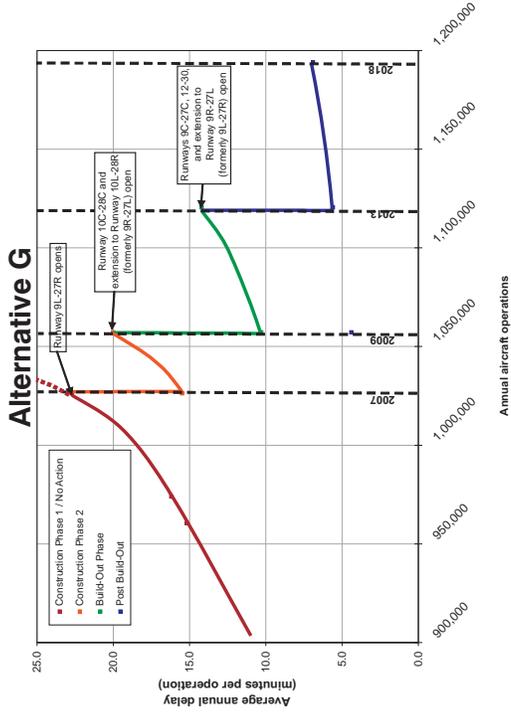
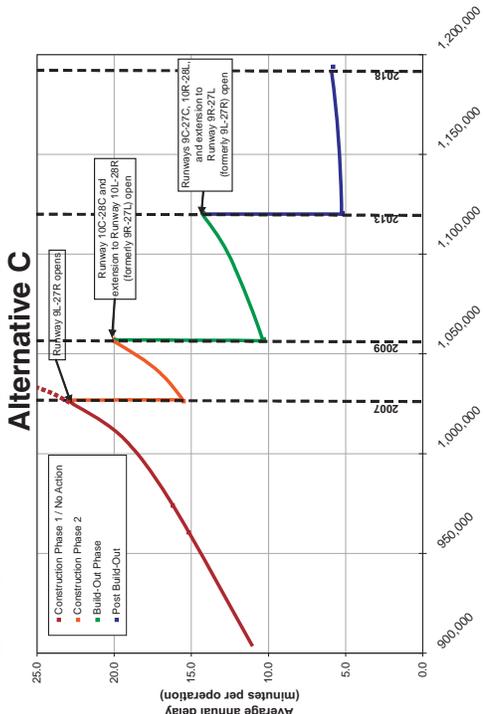


Historical and Forecast Aircraft Operations
O'Hare International Airport





Simulation Modeling - Key Findings Phased Delay Curves



Simulation Modeling Results

With Project Alternatives (Alternatives C, D and G)

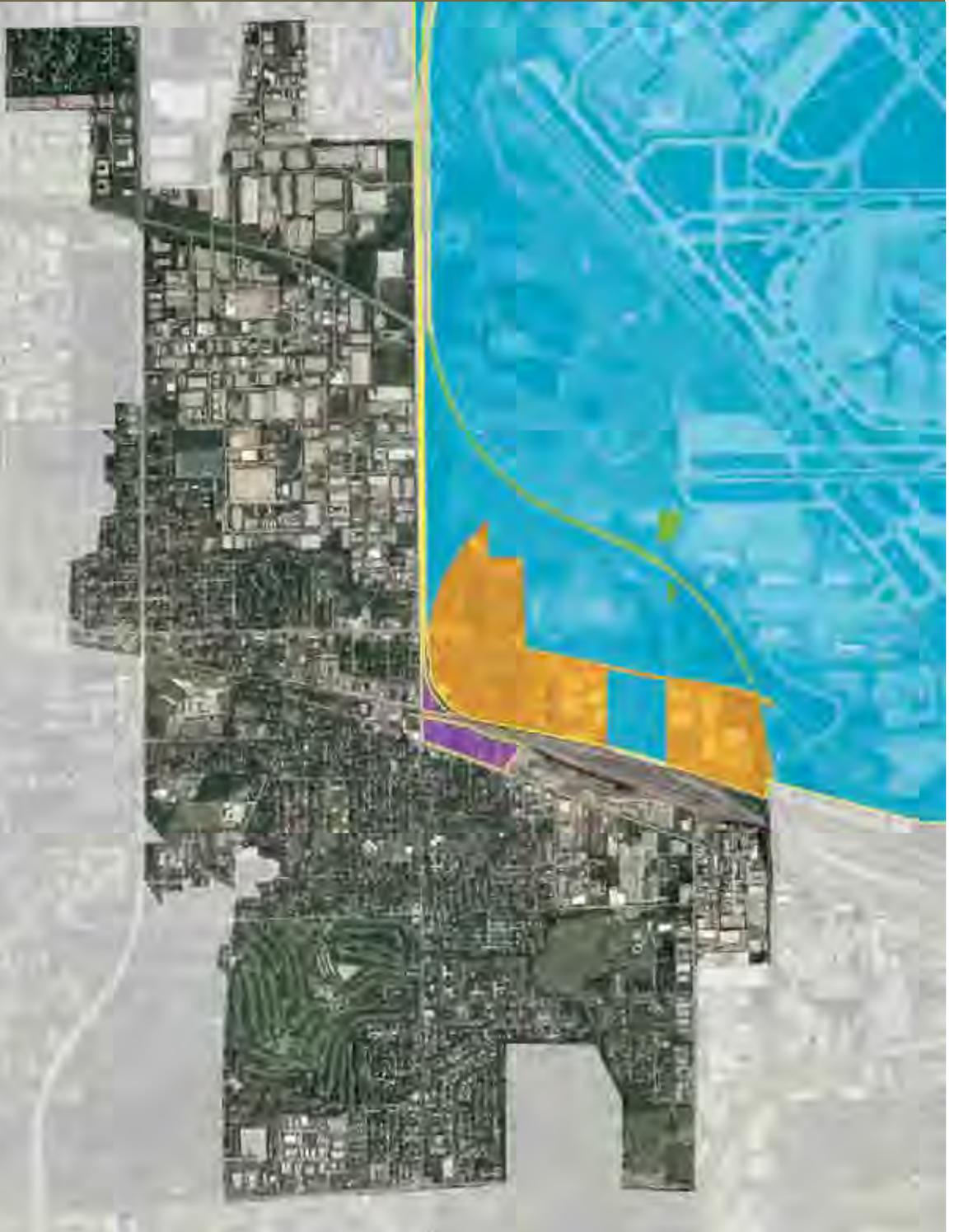
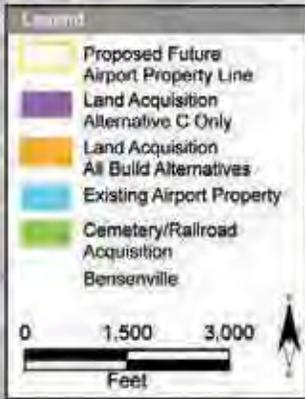
Year	With Project Forecast Annual Operations	With Project Forecast Annual Enplaned Passengers	Alternative C Average Annual Delay	Alternative D Average Annual Delay	Alternative G Average Annual Delay
2007	1,026,300	36,943,000	15.5	15.5	15.5
2009	1,057,200	38,149,000	10.3	10.3	10.3
2013	1,120,600	43,912,000	5.0	8.2	5.6
2018	1,194,000	50,372,000	5.8	10.5	6.9

No Action (Alternative A)

Year	Forecast Annual Operations	Forecast Annual Enplaned Passengers	Alternative A Average Annual Delay
2007	974,000	36,219,500	16.2
2009	974,000	37,717,500	15.9
2013	974,000	40,908,500	17.2
2018	974,000	44,972,500	17.1



Bensenville Proposed Land Acquisition

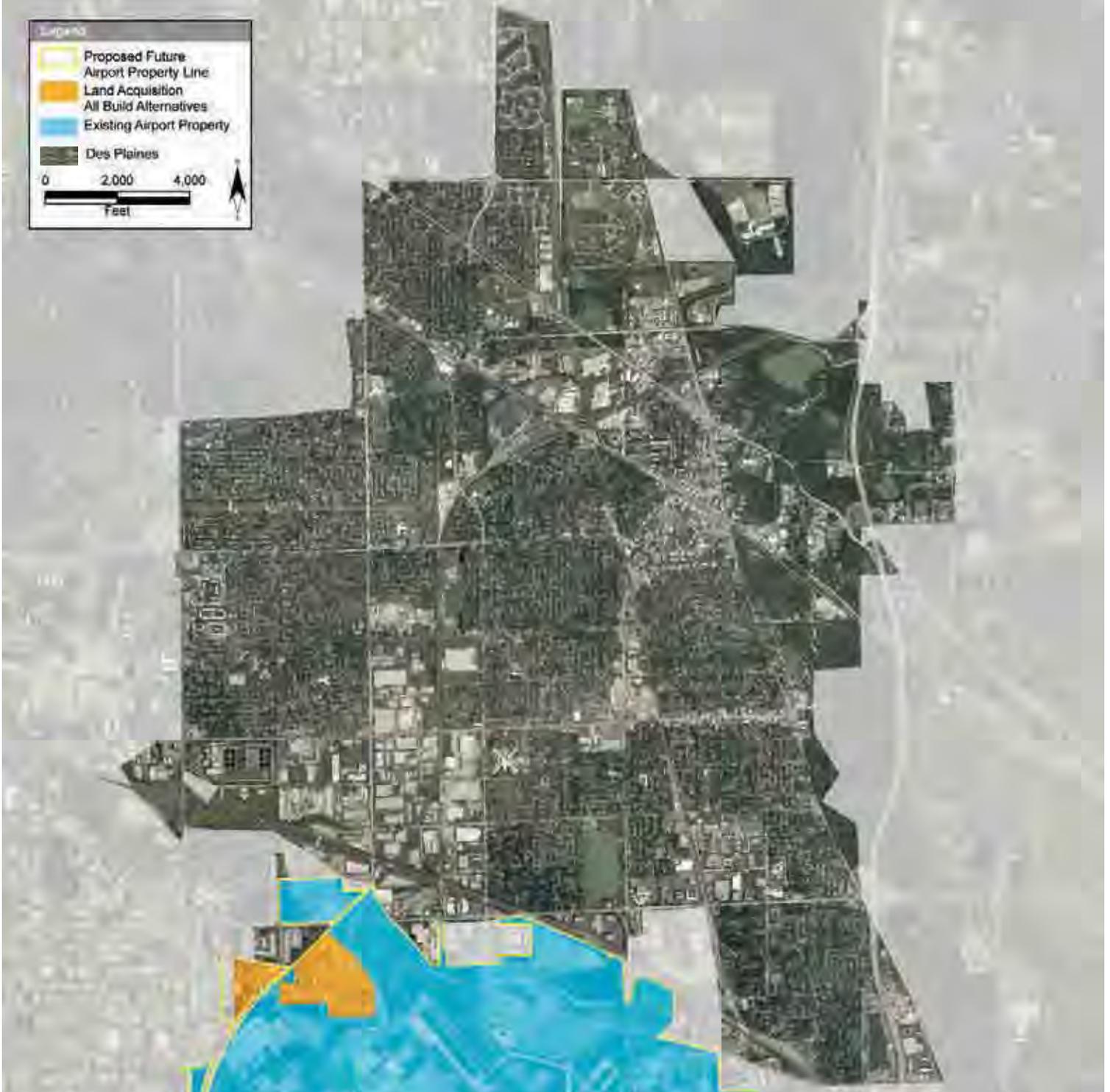


Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Des Plaines Proposed Land Acquisition



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Elk Grove Proposed Land Acquisition

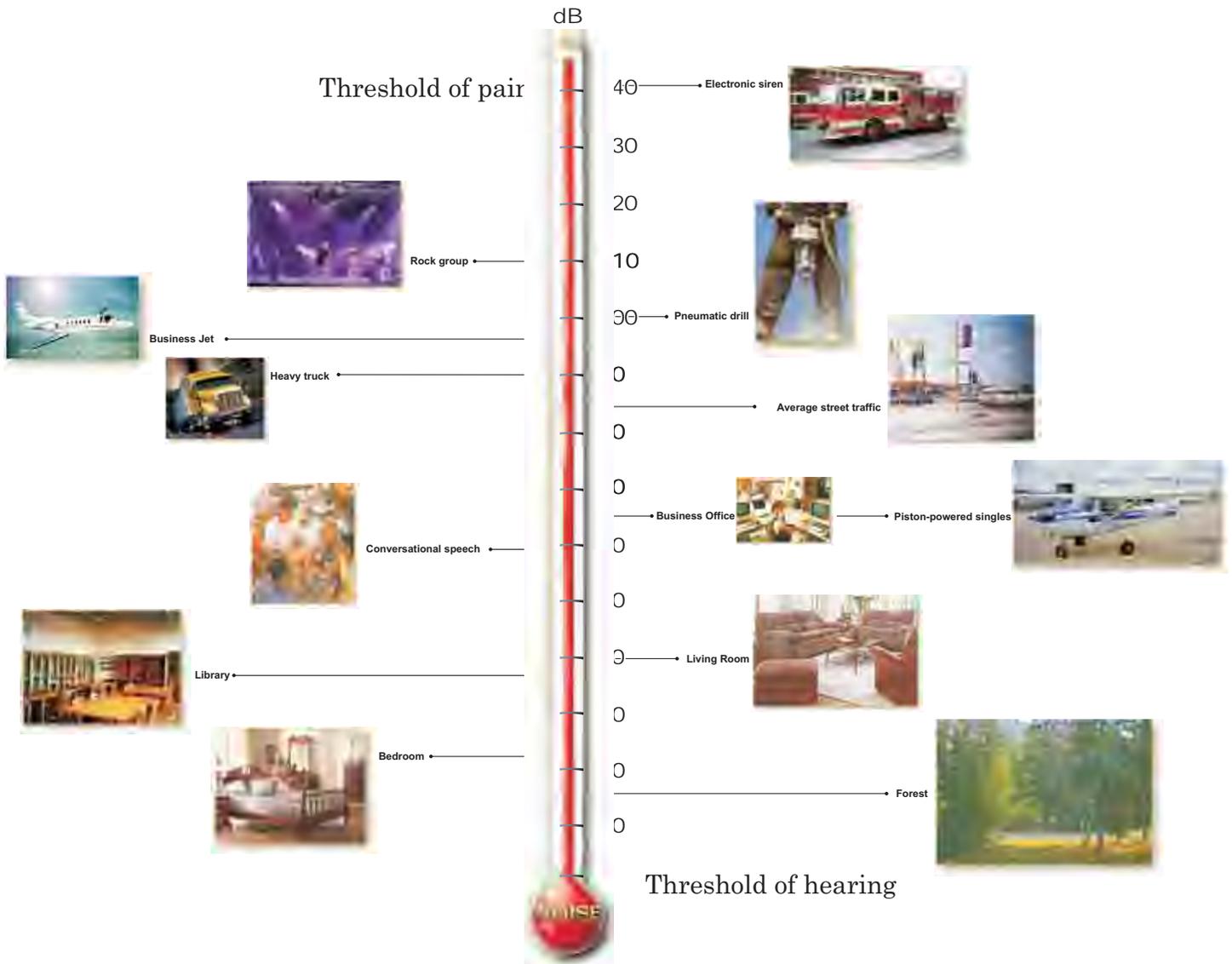


Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Sound Level Comparisons





Listing of Environmental Issues Studied

- Noise Impacts
- Land Use Impacts
- Social Impacts
- Secondary (Induced) Impacts
- Environmental Justice
- Surface Transportation
- Air Quality
- Water Quality
- Section 4(f) and 6(f) Lands
 - Parks, Historic Properties and Other Protected Lands
- Historic, Architectural, Archaeological, and Cultural Resources
- Biotic Communities
- Endangered and Threatened Species of Flora and Fauna
- Wetlands
- Floodplains
- Coastal Zone Management Program and Coastal Barriers
- Wild and Scenic Rivers
- Prime and Unique Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Solid Waste Impacts
- Hazardous Materials
- Construction Impacts
- Cumulative Impacts



Noise Impact Assessment Process and Key Findings

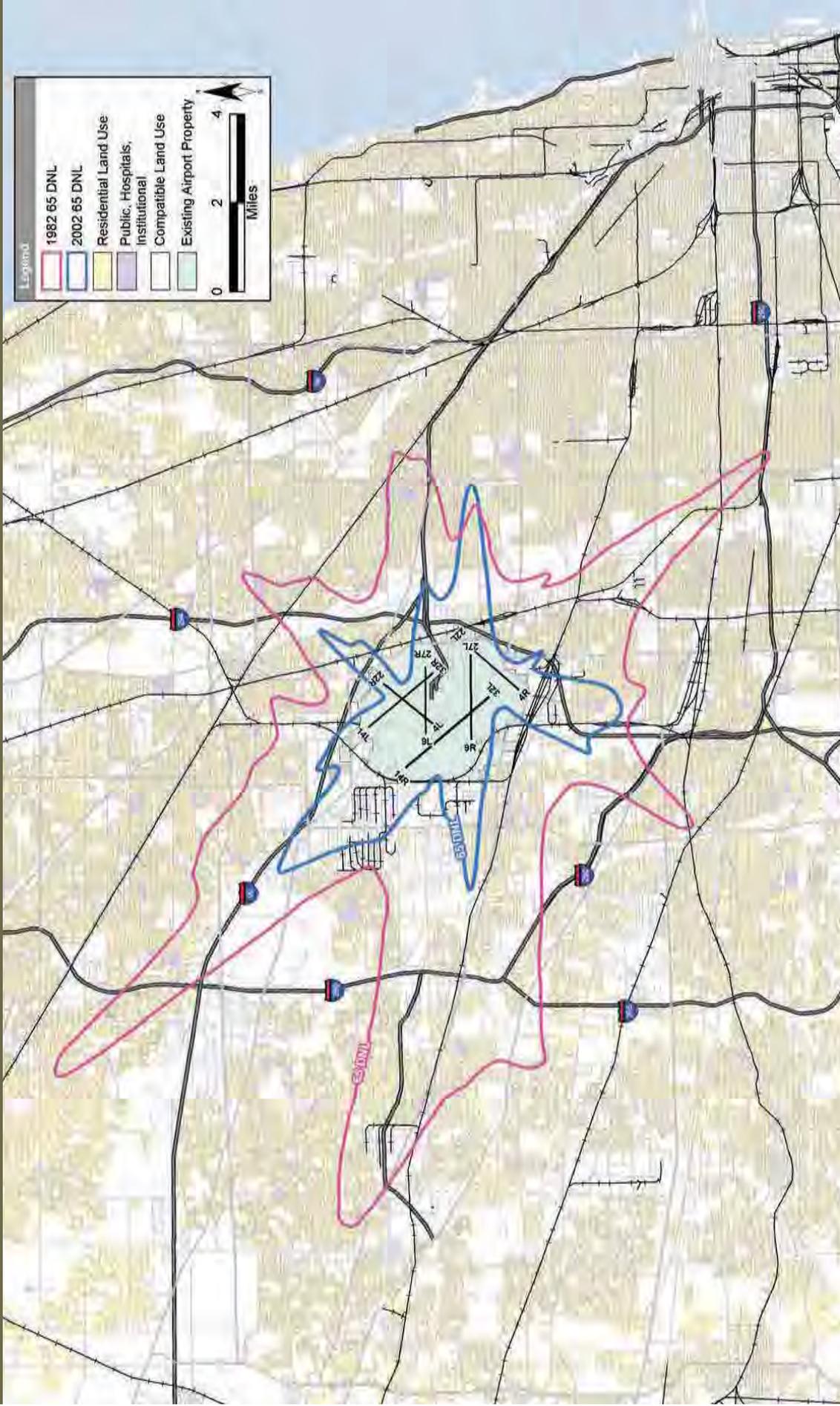
- FAA developed a detailed noise protocol to define the limits of the study
- FAA used state of the art noise modeling software to assess potential impacts
- FAA developed contours delineating the area of noise exposure
- The 65 day-night average sound level (DNL) contour is the Federal standard for assessing airport noise exposure.

Potential Noise Exposure in 2018 for Alternatives A, C, D and G

Land Use (Acres)	A (No Action)	C	D	G
Single-Family	1,135	1,562	1,519	1,546
Multifamily	72	117	126	122
Mobile-Homes	3	0	0	0
Commercial	305	526	533	508
Industrial	4,392	3,420	3,530	3,585
Public Parks	534	584	706	621
Institutional	116	207	207	204
Undeveloped	308	418	370	376
Airport	5,989	5,739	5,485	5,622
Water	43	36	50	39
Total	12,897	12,609	12,526	12,623
Noise Sensitive Facilities				
Public Parks	6	11	11	11
Historic Properties	4	4	3	3
Places of Worship	7	10	8	8
Nursing Homes	0	0	0	0
Hospitals	0	1	1	1
Libraries	0	2	2	2
Universities	1	1	1	1
Schools	3	9	9	9
<i>Sound Insulated Schools (included above)</i>	3	8	8	8
Total	21	38	35	35
Population and Housing				
Population	17,836	24,103	23,537	23,307
Housing Units	6,429	8,502	8,360	8,179
<i>Sound Insulated Housing Units (included above)</i>	2,179	1,304	1,343	1,438

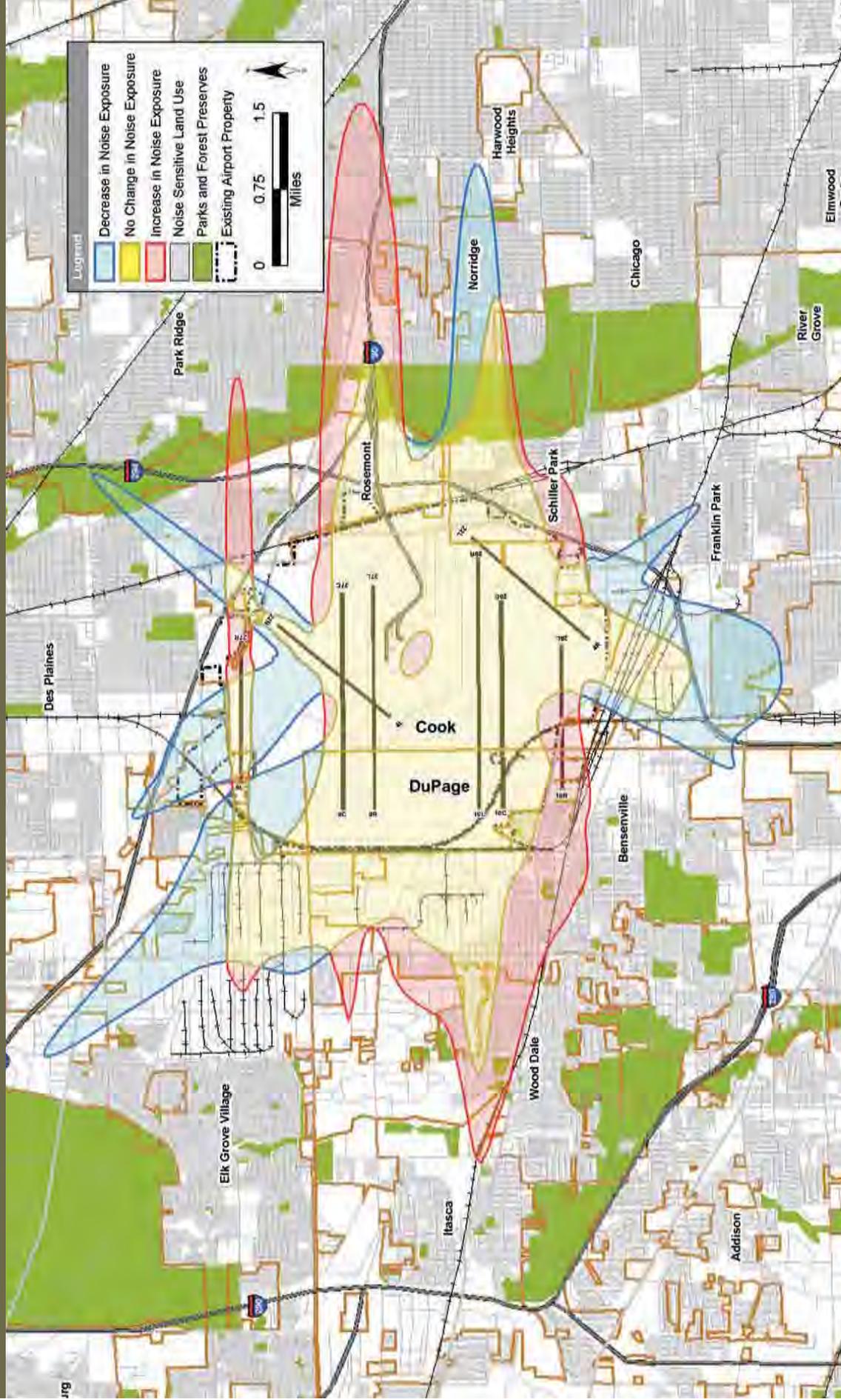


Noise Contours, 2002 Baseline 65 Day/Night Average Sound Level(DNL) Compared to 1982 DNL





Potential Change in Noise Exposure Alternative C Build Out +5 Years Compared to Alternative A (No Action)

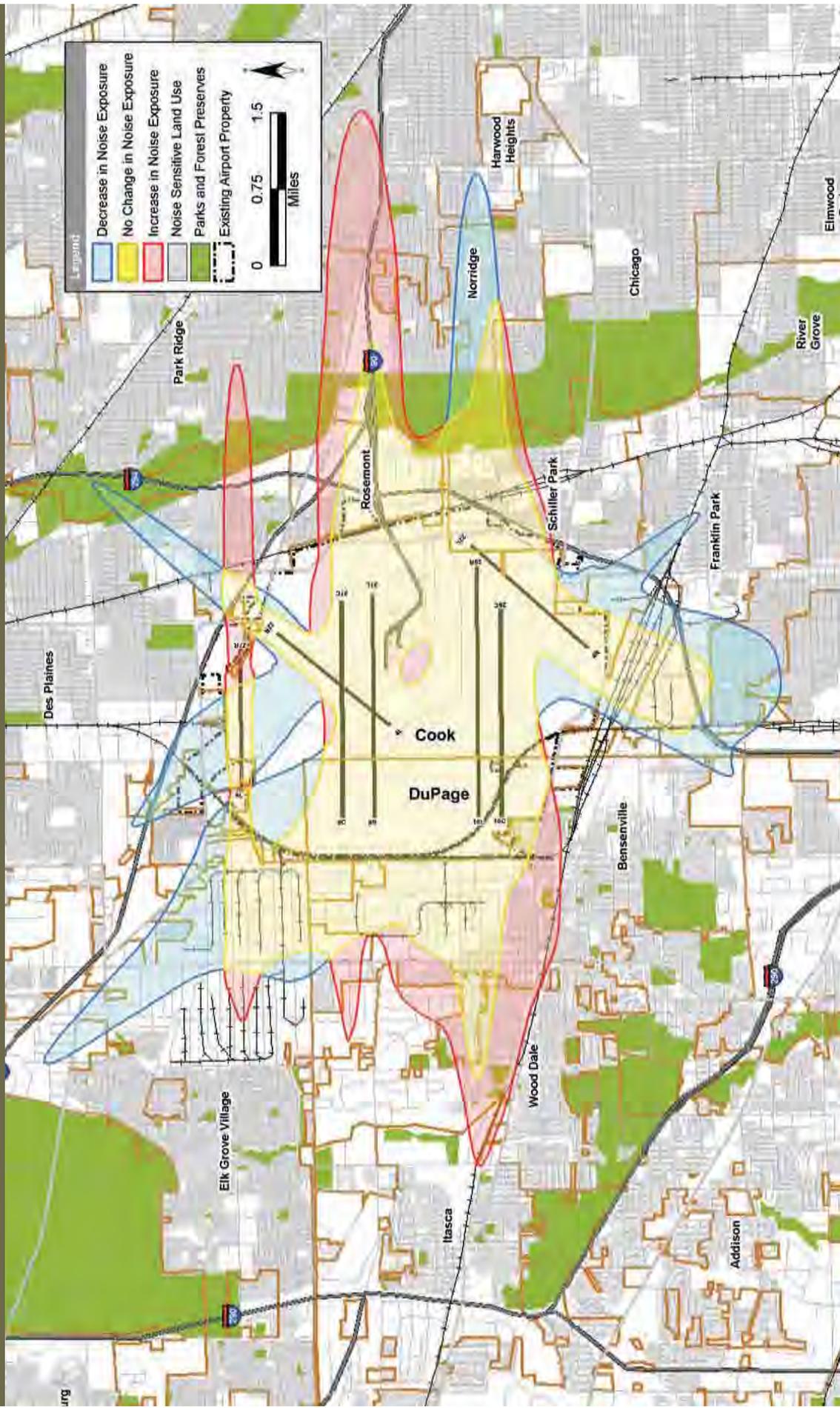


Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Potential Change in Noise Exposure Alternative D Build Out +5 Years Compared to Alternative A (No Action)

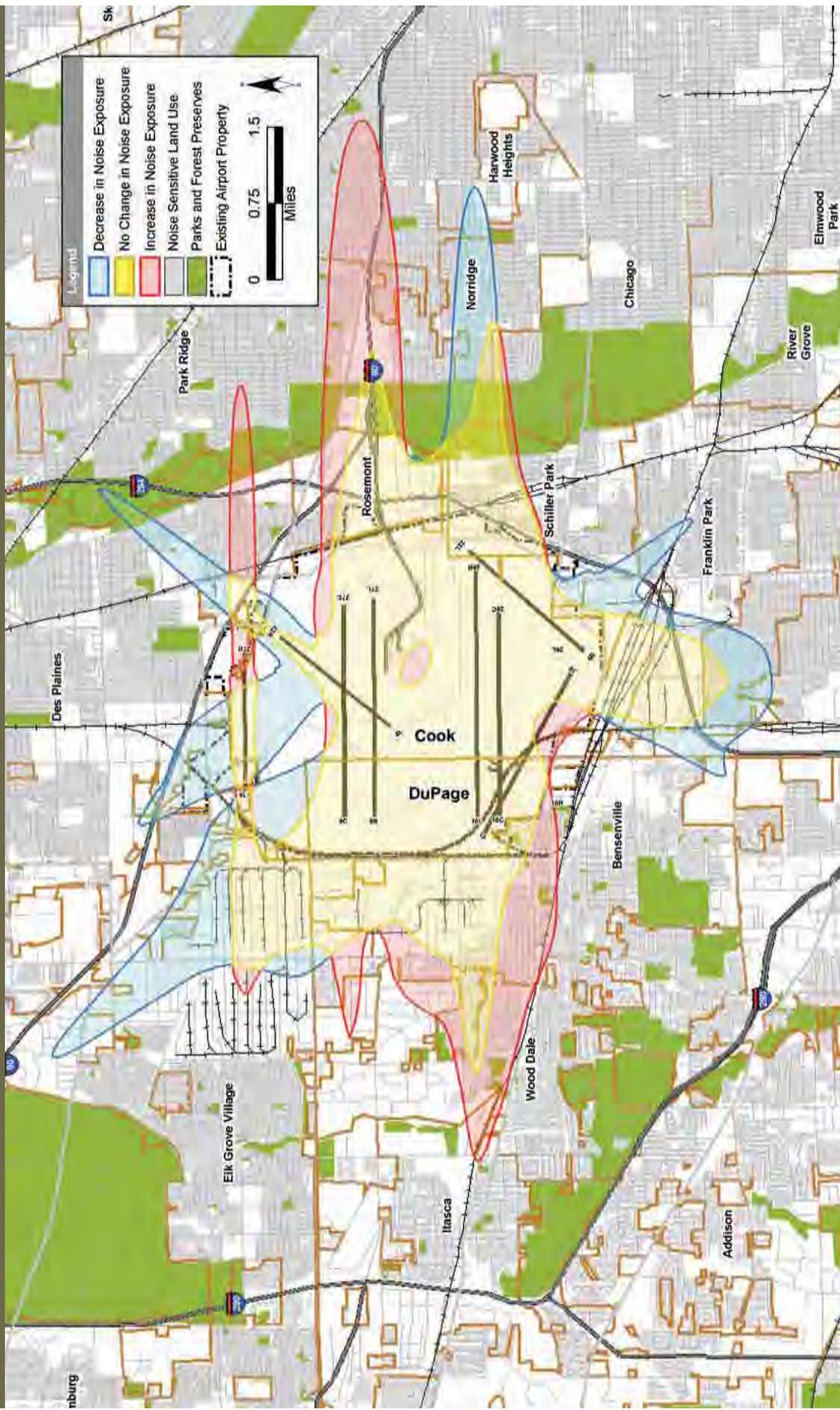


Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Potential Change in Noise Exposure Alternative G Build Out +5 Years Compared to Alternative A (No Action)



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Air Quality Impact Assessment - Process

- FAA, in consultation with the U.S. Environmental Protection Agency (USEPA) and Illinois Environmental Protection Agency (IEPA), developed two protocols which included analytical methodologies to be used for the air quality assessment.
 - Criteria Pollutants Protocol
 - Hazardous Air Pollutants Protocol
- FAA conducted detailed air quality analysis for Alternatives A, C, D and G in adherence to the agreed-upon protocols. The following categories of sources were evaluated:
 - Aircraft Operations
 - Ground Support Equipment
 - Auxiliary Power Units
 - Motor Vehicles on Roadways (On- and Off-Airport) and at Curbsides and Parking Facilities on Airport Property
 - Fuel Storage Facilities
 - Airport-related Fire Training Activities
 - Stationary Sources



Air Quality Impact Assessment

Next Steps

- Clean Air Act General Conformity Determination
- Transportation Conformity Determination

Key Findings

- No Federal Standards would be violated under any of the alternatives under consideration.
- Most pollutant emissions would be greater for the Build Alternatives than the No Action



Social and Secondary (Induced) Impacts

Proposed Land Acquisition

- Land would be acquired if Alternative C, D or G is selected.
- A handout is available with 20 questions and answers regarding the land acquisition process.

Secondary (Induced) Impacts

- Each of the Build Alternatives would result in an increase in the economic activity associated with the Airport.
- Build Alternatives C, D, and G are estimated to result in an increase of approximately 89,000 jobs in the region; approximately 49,000 more jobs than under the No Action Alternative (Alternative A).
- The economic and employment activity associated with any of the alternatives are not expected to be the primary or major cause for shift in patterns of population movement and growth, public service demands, or a change in business and economic activity.



Social/Socioeconomic Impact Assessment

- Key Findings

Potential Impacts	Alternative C	Alternatives D and G
Housing Units (residential)	539	522
Businesses (non-residential)	197	164
Total estimated acreage of acquisition area	440	413
Population in acquisition area	2,631	2,553
Minority Population in acquisition area (by race)	1,575	1,479
Minority Population in acquisition area (by ethnicity)	1,599	1,524
Estimated Tax Loss School Districts and Colleges	\$3.15 million	\$3.02 million
Estimated Tax Loss Other Bodies	\$2.51 million	\$2.28 million
Total Estimated Tax Loss (1 year only)	\$5.7 million	\$5.3 million

Notes:

- (a) Estimated tax loss based on 2002 Cook and DuPage County tax bills.
Minority population by ethnicity only includes people of Hispanic ethnicity.



Environmental Justice

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies.

Process

- Demographic Screening of Study Area and Acquisition Areas
- Extensive Public Outreach Conducted
 - Numerous small group community meetings
 - EJ Outreach meetings - March 17, 2004 and August 29, 2004
- Analysis of Potential Impacts
 - Direct Impacts (Acquisition)
 - Indirect Impacts (Noise)

Next Steps

- EJ Outreach meeting scheduled for March 6, 2005.
- Determine if there are any disproportionately high and adverse noise impact on minority (by race and ethnicity) populations and low income households.
- Identify mitigation measures.



Environmental Justice - Key Findings

Direct Impacts

- Alternatives C, D, and G have direct environmental impacts on minority populations by race and ethnicity (Hispanic) in the proposed acquisition areas, by acquisition itself.
- Minority populations by race range from 1,575 persons in Alternative C to 1,479 in Alternatives D & G.
- Conversely, minority populations by ethnicity (Hispanic) range from 1,599 persons in Alternative C to 1,524 in Alternatives D & G.
- There are no disproportionate direct impacts to low income households under any of the alternatives under consideration.

Indirect Impacts

- There may be a disproportionately high and adverse noise impact on minority (by race and ethnicity) populations and low income households.
- The FAA will be investigating potential mitigation measures and will consider public comments. Determinations will be made in the Final EIS and/or Record of Decision.



Cemeteries to be Potentially Acquired



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Section 4(f)/6(f) Lands

Section 4(f) lands include publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land from a historic site of national, State, or local significance.

Section 6(f) refers to lands that are purchased and/or maintained with Land and Water Conservation Funds for public recreation purposes.

Process

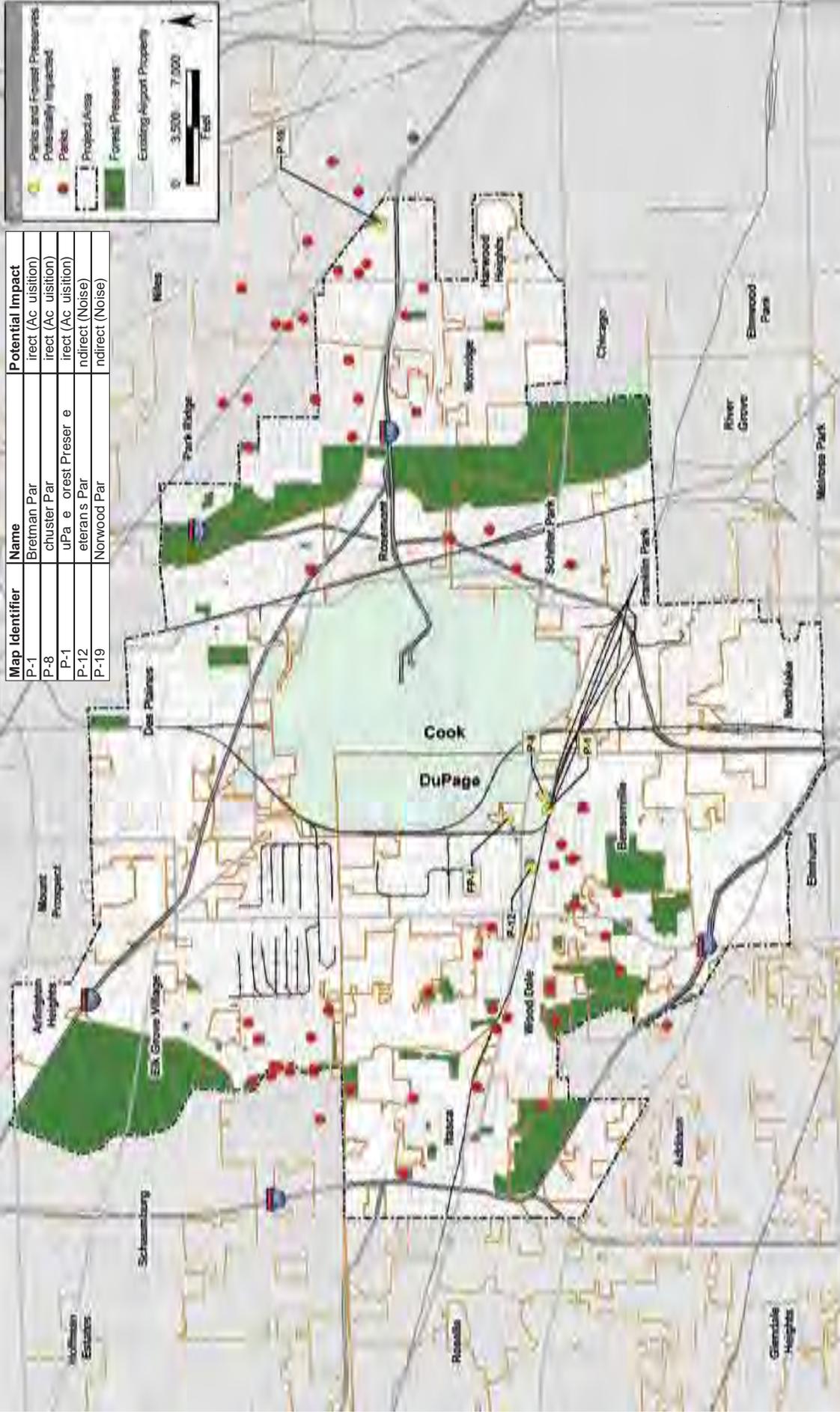
- Identification of Potential Impacts
 - Direct Impacts (Acquisition of Section 4(f) and/or 6(f) Properties)
 - Indirect/Constructive Use Impacts (Noise impacts, air quality, surface transportation, or other impacts)
- Consultation
 - Illinois Department of Natural Resources

Next Steps

- Preparation of Section 4(f)/6(f) Statement
- Coordination with Park Owners and Local and State Agencies to discuss potential impacts and identify potential mitigation measures



Consideration of Parks & Forest Preserves



Map Identifier	Name	Potential Impact
P-1	Bretman Park	irect (Ac. usition)
P-8	chuster Park	irect (Ac. usition)
P-1	uPa e forest Preser e	irect (Ac. usition)
P-12	eteran's Park	ndirect (Noise)
P-19	Norwood Park	ndirect (Noise)



Parks and Forest Preserve Areas for Potential Acquisition



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Wetlands

Process

- City of Chicago conducted extensive delineation studies of existing Wetlands and Waters of the U.S. at O'Hare.
- The Federal Aviation Administration (FAA), U.S. Army Corps of Engineers (USACE), and the Illinois Environmental Protection Agency (IEPA), as cooperating agencies, have agreed to co-host these public hearings.

Next Steps

- USACE is reviewing and processing the Section 404 permit application and pre-discharge notification per the requirements of the Clean Water Act.
- IEPA is reviewing anti-degradation (Water Quality Standards) and Section 401 (Water Quality Certification) information related to potential project-related wetland impacts.
- It is the intent of the FAA/USACE/IEPA to make their required decisions on project alternatives as simultaneously as possible.
- These Public Hearings are being used to help meet these agencies' decision making requirements.



Wetlands - Key Findings

DuPage County Potential Wetland Impacts

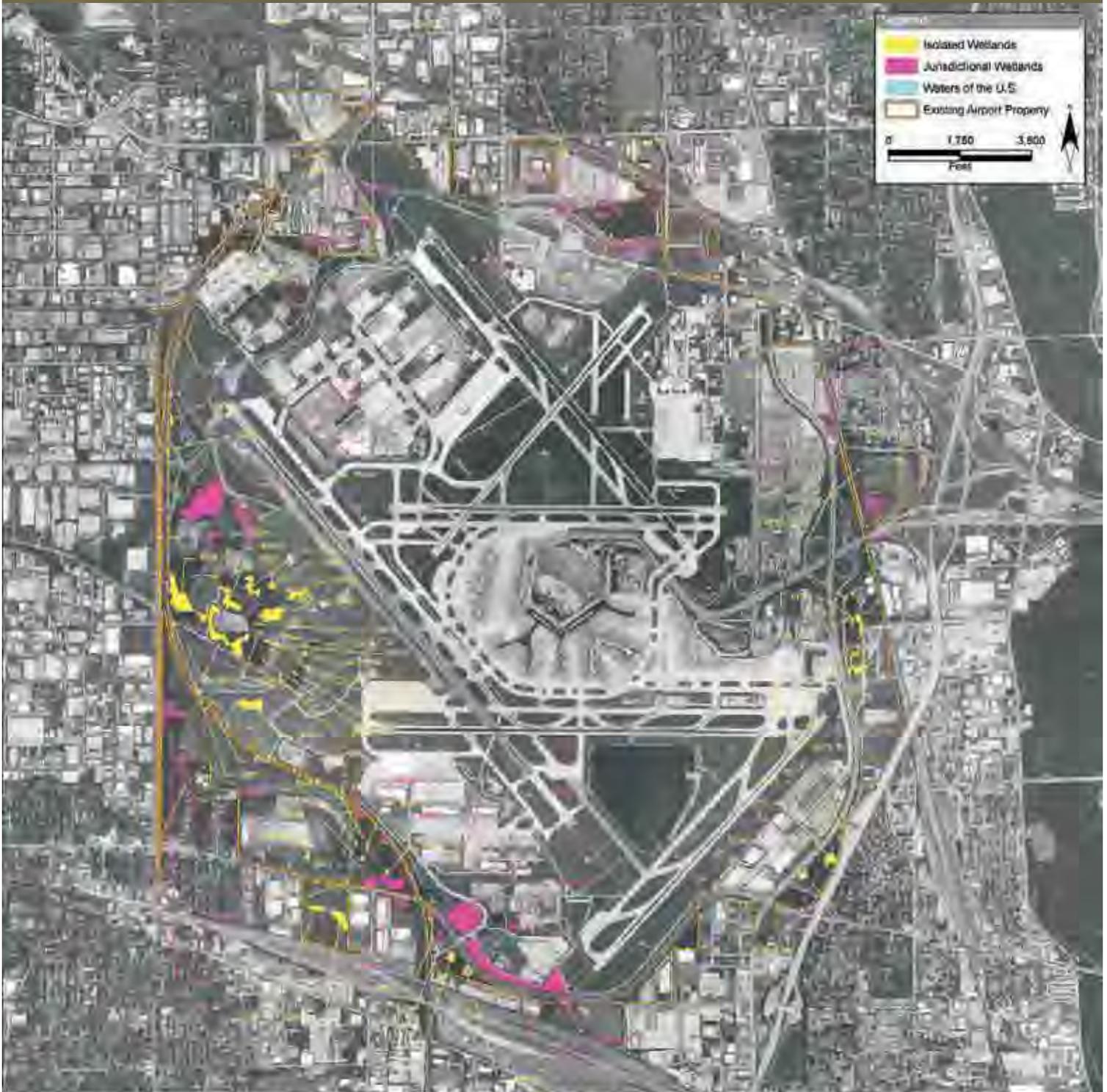
- 69.1 acres affected
- 131 credit/acres proposed for compensatory mitigation
- Coordination directly with DuPage County to identify potential mitigation sites.
- Initially identified nineteen potential sites.
- Identified West Branch Forest Preserve site as preferred.

Cook County Potential Wetland Impacts

- 83.9 acres affected
- 183 credit/acres proposed for compensatory mitigation.
- Sought potential sites through Request for Proposals process.
- 17 sites were proposed.
- Evaluation/Selection Committee qualified 13 separate wetland mitigation sites.
- Regulatory agencies reviewed and identified seven sites as preferred.



Existing Wetlands



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Potential Wetland Mitigation Sites



Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement



Wetland Mitigation - Conceptual Site Plans

West Branch



Heron Creek Forest Preserve



Heron Creek



Stockbridge Wetland



Buffalo Creek



Manhattan Creek



Neal Marsh



Heron Pond



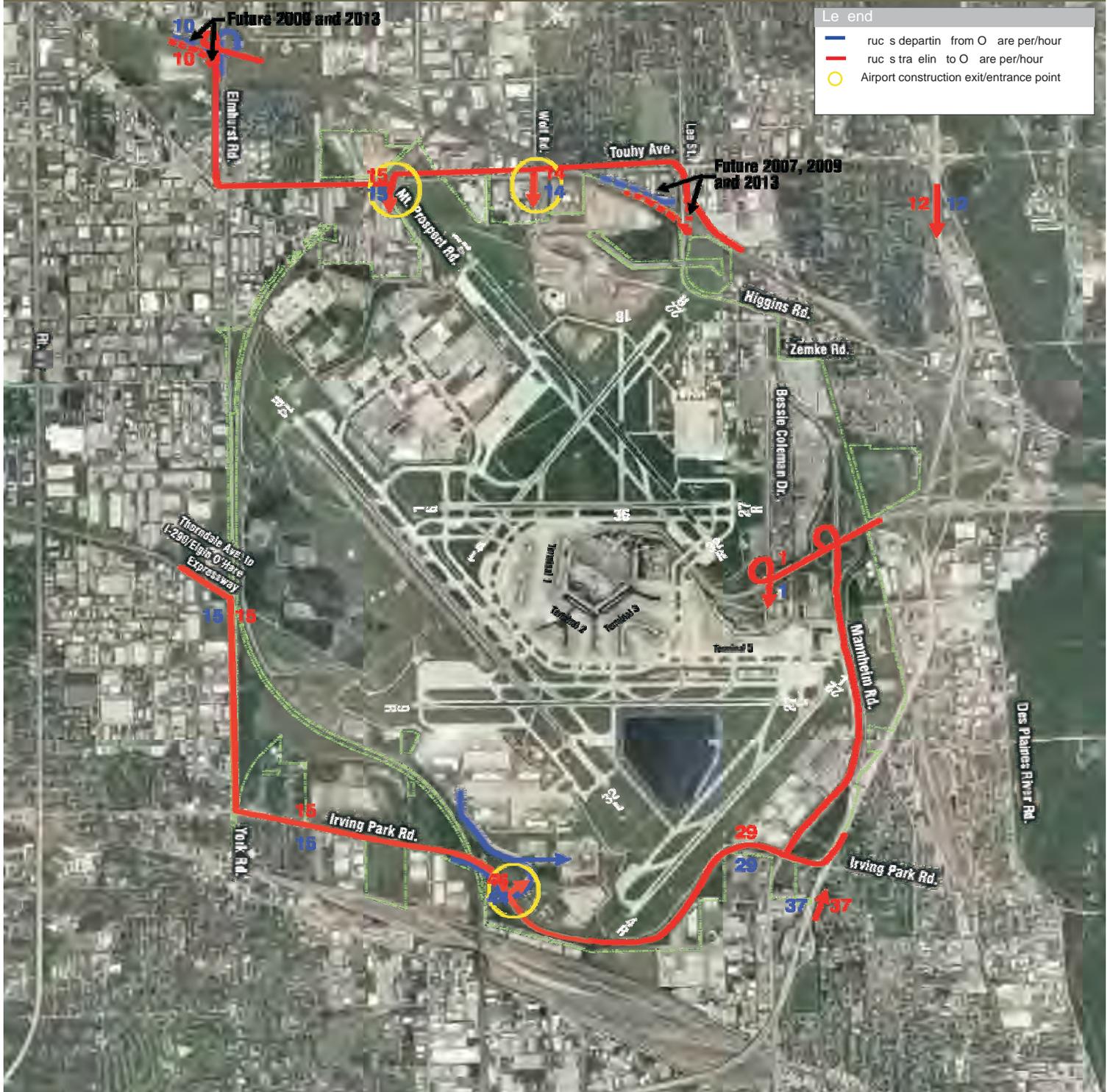


Surface Transportation - Process

- All assumptions and methodologies used in the surface transportation analyses were consistent with the policies and strategies developed by the Chicago Area Transportation Study (CATS) for the regional transportation system.
- Major trip classifications used in the surface transportation model:
 - Background trips (non-airport related)
 - Airport trips
 - Employee Trips
 - Cargo trips
 - Eastside development trips
- FAA established thresholds of significance to measure impacts on intersections and roadways based on the following variables for the peak hour:
 - Intersection Level-of-Service (LOS)
 - Roadway Volume-to-Capacity (V/C) ratio



Potential Truck Haul Routes





Construction Impacts

Process

- Typical construction impacts that were evaluated include the following:
 - Air Quality
 - Water Quality
 - Noise
 - Off-site surface transportation traffic patterns
 - On-site construction traffic
 - Disposal of construction debris
- Construction schedules submitted by the City of Chicago for the O'Hare Modernization were also reviewed.

Potential Construction Impacts - Key Findings

- Off-site construction traffic impacts at some intersections during the shift change (2:00 - 3:00 pm).
- Most other construction impacts would be minor, typically short-term in nature, and could be mitigated through the use of O'Hare Airport Best Management Practices, as well as all requirements of local, state and Federal ordinances, regulations, and permits.



Overview of Proposed Construction Plans Submitted by the City of Chicago

PROPOSED CONSTRUCTION PLAN ALTERNATIVE C (ORIGINAL SCHEDULE)

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Proposed Project	[Gantt chart bars for Proposed Project]											
Project Start	[Gantt chart bars for Project Start]											
Project End	[Gantt chart bars for Project End]											
Construction	[Gantt chart bars for Construction]											
Construction Start	[Gantt chart bars for Construction Start]											
Construction End	[Gantt chart bars for Construction End]											
Operation	[Gantt chart bars for Operation]											
Operation Start	[Gantt chart bars for Operation Start]											
Operation End	[Gantt chart bars for Operation End]											
Project Duration	[Gantt chart bars for Project Duration]											

Note: The original construction schedule submitted to the FAA by the City of Chicago called for construction to begin in Fall 2014.

PROPOSED CONSTRUCTION PLAN ALTERNATIVE C (COMPRESSED SCHEDULE)

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Proposed Project	[Gantt chart bars for Proposed Project]											
Project Start	[Gantt chart bars for Project Start]											
Project End	[Gantt chart bars for Project End]											
Construction	[Gantt chart bars for Construction]											
Construction Start	[Gantt chart bars for Construction Start]											
Construction End	[Gantt chart bars for Construction End]											
Operation	[Gantt chart bars for Operation]											
Operation Start	[Gantt chart bars for Operation Start]											
Operation End	[Gantt chart bars for Operation End]											
Project Duration	[Gantt chart bars for Project Duration]											

Note: The compressed construction schedule is a summary of the current, full Federal Project EIS-024-020004 Schedule shown in July 2014 and September 2015 FAA fact sheets (see September 2015 and September 2017).

PROPOSED CONSTRUCTION PLAN ALTERNATIVE C (DELAYED SCHEDULE)

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Proposed Project	[Gantt chart bars for Proposed Project]											
Project Start	[Gantt chart bars for Project Start]											
Project End	[Gantt chart bars for Project End]											
Construction	[Gantt chart bars for Construction]											
Construction Start	[Gantt chart bars for Construction Start]											
Construction End	[Gantt chart bars for Construction End]											
Operation	[Gantt chart bars for Operation]											
Operation Start	[Gantt chart bars for Operation Start]											
Operation End	[Gantt chart bars for Operation End]											
Project Duration	[Gantt chart bars for Project Duration]											

Note: This schedule assumes a two-year delay in the Chicago schedule as shown in the current FAA fact sheet's construction beginning in the 2016 calendar year (see September 2017).



Construction Schedules

- **Original Schedule** - The original construction schedule submitted to the FAA by the City (in the Master Plan) called for construction to begin in mid-2004.
- **Compressed Schedule** - This construction schedule would compress the construction that was to occur in the original schedule between July 2004 and September 2007 into the time period of September 2005 to September 2007. Unlike the original schedule, the City's proposed Runway 9R/27L would be fully operational in October 2007 instead of January 2007.
- **Delayed Schedule** - This construction schedule is the same as the original construction schedule, but delayed by 14 months. Instead of construction beginning in July 2004, it would begin in September 2005.



Other Impact Categories

As required, the following impact categories were evaluated:

- Water Quality
- Biotic Communities
- Endangered and Threatened Species of Flora and Fauna
- Floodplains
- Coastal Zone Management Program and Coastal Barriers
- Wild and Scenic Rivers
- Prime and Unique Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Solid and Hazardous Waste
- Cumulative Impacts

No significant impacts are anticipated for any of the alternatives for these resource categories.



EIS Schedule

Milestones

- | | |
|---------------------------------------|----------------|
| • Notice of Intent to Prepare EIS | July 2002 |
| • Notice of Availability of Draft EIS | January 2005 |
| • Public Hearings | February 2005 |
| • Close of Draft EIS Comment Period | March 23, 2005 |
| • Projected Final EIS Availability | July 2005 |
| • Projected EIS Record of Decision | September 2005 |

Next Steps

- FAA will prepare responses to the comments submitted by the public as well as other government agencies and will include the responses and the selection of the preferred alternative in the Final EIS.



Provide Your Comments

Submit your Comments

- Thank you for participating today. The FAA welcomes your written/verbal comments on the Draft EIS.
- Comment forms are available and may be submitted today or returned to FAA by mail if postmarked by March 23, 2005.

Thank You for Coming...

- Feel free to ask questions of FAA, USACE, and IEPA staff and provide your written comments on the Draft EIS
- Thank you for participating today.



For Further Information

- The Draft EIS is available for viewing at libraries throughout the Chicago region.
- The Draft EIS and related information is available on the web at:
 - www.agl.faa.gov/OMP
- Additional information can be found regarding the Draft EIS on the web at:
 - www.ompeis.net
- The City of Chicago also maintains a website regarding the O'Hare Modernization Program at:
 - <http://www.cityofchicago.org/OHareModernizationProgram>
- These websites are referenced on handouts available at this hearing.

Draft EIS Public Availability

Library	Address	City	Phone
Arlington Heights Library	500 N. Dunton Ave	Arlington Heights	847-392-0100
Bensenville Library*	200 S. Church Rd.	Bensenville	630-766-4642
Bellwood Library	600 Bohland Ave.	Bellwood	708-547-7393
Berkley Library	1637 Taft Ave.	Berkley	708-544-6017
Bloomington Library	101 Fairfield Way	Bloomington	630-529-3120
College of DuPage Student Resource Center	425 Fawell Blvd.	Glen Ellyn	630-942-2800
Des Plaines Library*	1501 Ellinwood St.	Des Plaines	847-827-5551
Eisenhower Library	4652 N. Olcott Ave.	Harwood Heights	708-867-7828
Elk Grove Library*	1001 Wellington Ave.	Elk Grove Village	847-439-0447
Elmhurst Library	125 S. Prospect Ave.	Elmhurst	630-279-8696
Elmwood Park Library*	4 Conti Parkway	Elmwood Park	708-453-7645
Franklin Park Library*	10311 Grand Ave.	Franklin Park	847-455-6016
Glendale Heights Library	25 E. Fullerton	Glendale Heights	630-260-1550
Glenview Library	1930 Glenview Rd.	Glenview	847-729-7500
Harold Washington Library*	400 S. State St.	Chicago	312-747-4300
Hoffman Estates Library	1550 Hassell Rd.	Hoffman Estates	847-885-3511
Itasca Library	500 W. Irving Park Rd.	Itasca	630-773-1699
Lombard Library	110 W. Maple St.	Lombard	630-627-0316
Maywood Library	121 S. 5th Ave.	Maywood	708-343-1847
Melrose Park Library	801 N. Broadway	Melrose Park	708-343-3391
Morton Grove Library	6140 Lincoln Ave.	Morton Grove	847-965-4236
Mount Prospect Library	10 S. Emerson St.	Mount Prospect	847-259-5675
Niles Library	6960 W. Oakton St.	Niles	847-663-1234
Northlake Library	231 N. Wolf Rd.	Northlake	708-562-2301
Oak Park Library	834 Lake St.	Oak Park	708-383-8200
Oakton Community College Library	1616 E. Golf Rd	Des Plaines	847-635-1600
Park Ridge Library	20 S. Prospect Ave.	Park Ridge	847-825-3123
River Forest Library	735 Lathrop Ave.	River Forest	708-366-5205
River Grove Library	8638 W. Grand Ave.	River Grove	708-453-4484
Schaumburg Library	130 S. Roselle Rd.	Schaumburg	847-985-4000
Schiller Park Library*	4200 Old River Rd.	Schiller Park	847-678-0433
Villa Park Library	305 S. Ardmore Ave.	Villa Park	630-834-1164
Wood Dale Library	520 N. Wood Dale Rd.	Wood Dale	630-477-2011

*The Draft 404 Permit Application is also available for review at these locations.

Federal Aviation Administration

O'Hare Modernization Environmental Impact Statement