U.8 COMMENT DOCUMENTS RECEIVED AT THE PUBLIC HEARING

The following comments were submitted at the EIS public hearings held on February 22-24, 2005. These comment documents were responded to individually by directing commenters to appropriate topical responses that can be found in **Section U.5** of this appendix. The following table provides an index for this section:

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TABLE U.8-1 – ALPHABETICAL INDEX OF COMMENTS IN SECTION U.8

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0502_01

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Support

Name: Freitag John A

Last(Apellido) **First**(Nombre) **MI**

Address: CISCO 616 Enterprise Dr. Oak Brook IL 60523

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

CISCO is the area labor/Management association representing 5000 Union Contractors and 110,000 union trades people. We cover Cook, Dupage, Lake, Mchenry, Will and Kane counties. We support the expansion of O'Hare for numerous reasons. Chgo is a world class city and a transportation hub to the world. To remain competative we need to expand our transportation services. To deny an expansion would be to continue with air congestion which in turn causes delays accross the nation This conjestion leads to unsafe conditions. 1

The major reason for our support is to provide our skilled tradespeople with continued employment. Good jobs, good pay & a safe working environment aid in the continued growth for union members. The wages produced by this project will be put back into the local communities in the form of rent payments, gas purchases food and most import to the communities Taxes. 2

For the aforementioned CISCO supports the expansion of O'Hare 3

Comment	Response
1	Please see topical response **M-2.**
2	Please see topical responses **B-1, C-1 and K-1.**
3	Please see topical responses **G-1, M-2 and M-4.**

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

0502_02

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: ROUX RICHARD C.
Last(Apellido) First(Nombre) MI

Address: 119 S. ELA RD BARRINGTON IL
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I AM 57 yrs OLD AND HAVE LIVED MY ENTIRE LIFE WITHIN THE LANDING PATHS OF OHARE FIELD. MUCH OF THIS TIME WITHIN 5 MILES OF OHARE PROPERTY FENCES.

FROM 1969 TO THE PRESENT DAY IT HAS BEEN MY CHOICE TO LIVE IN THE AREA. EVEN THE OCCASIONAL INTERRUPTIONS IN OUTSIDE CONVERSATIONS HAVE BEEN OUT WEIGHED BY THE ECONOMIC OPPORTUNITIES THAT COME FROM BEING NEAR OHARE. MANY OF MY NEIGHBORS HAVE JOBS THAT ARE EITHER DIRECTLY OR INDIRECTLY A RESULT OF THE AIRPORT. FOR THE FUTURE ECONOMY OF THIS AREA, I THINK THAT IT IS IMPERATIVE THAT OMP BE ALLOWED TO PROCEED (PLAN C)

THANK YOU

1

Comment	Response
1	Please see topical responses **B-5 and L-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_03

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Kucek (Last(Apellido)) Patricia (First(Nombre)) A. (MI)

Address: 1234 Chadwick Lane (Street Address(Calle/Apartamento)) West Dundee (City(Ciudad)) IL (State(Estato)) 60118 (Zip(Zona))

New runways are desperately needed at ORD to reduce delays and provide U.S. and International travelers with more reliable service.

Travelers throughout the world avoid coming to and/or traveling through ORD because of the delays. Associates and friends of mine throughout the world avoid ORD. Neighbors and friends in the Northwest Suburbs drive to Milwaukee to travel instead of coming through ORD. 1

Fewers travelers through ORD mean fewer jobs in the Chicago area. The modernization of ORD would create more jobs and bring more families with discretionary income to the Chicago area.

Currently there are hundreds of thousands of existing jobs at ORD. All these workers and their families depend on a reliable ORD. The expansion of ORD needs to happen quickly to retain and expand the area economy! 2

Comment	Response
1	Please see topical response **C-1.**
2	Please see topical responses **A-2, B-1 and M-4.**

0502_04

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envie por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Styka Randal

Last(Apellido) First(Nombre) MI

Address: 4N165 Wood Dale Rd Addison IL 60101

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

We live in an area where noise and air pollution are already severe problems. This expansion project will greatly increase the noise and air pollution, which will greatly impact a heavily populated area. 1

The impact on the religious rights of the two cemetaries is also an issue, those churches have their rights to have their loved ones stay interred where their final resting places were meant to be. 2

The Environmental impact will be more than people expect when additional traffic to an expanded airport is taken into account. It's time to look at alternatives to expanding the airport which will have far less impact than expanding the existing airport. 3

The impact of alternative C is by far the most severe, affecting far more residences than D or G. Please rule out C! 4

Comment	Response
1	Please see topical responses **E-1 and D-1.**
2	Please see topical response **I-1.**
3	Please see topical responses **B-2, C-7 and F-5.**
4	Please see topical response **B-5.**

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

0502_05

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Alice Mucholland
Last(Apellido) First(Nombre) MI

Address: 1065 Cypress Lane Elk Grove Village IL 60007
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

O'Hare Airport now:

1- Creates high levels of noise over our home. Sometimes planes take off over our home with very loud roar as often as every 30 seconds it seems. At the height of flight take offs it is -- especially in summer -- "headache causing noise & almost constant

2- Noise from airplanes many times rattles the dishes in my cupboards.

3- Noise knocks pictures on walls crooked. They are never straight because the next plane's vibration moves them 1

4- We have black marks running down our roof -- Many people have told us it is most likely from the airplanes. 2

5- During busy times & sometimes all day long there is no relief from the noise. Many visitors comment on the noise.

6- We have lived in Elk Grove for 43 yrs. The last 10 years have been gradually becoming worse except for the 1-2 yr period following 9/11. 3

7. As close as we live to the airport - so far we are, not greatly affected

Comment	Response
1	Please see topical responses **D-1 and D-2.**
2	Please see topical response **E-3.**
3	Please see topical response **D-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_06

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: O'Connell Edward W.
Last(Apellido) First(Nombre) MI

Address: 1825 Algonquin Dr Des Plaines 60016
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

EXPAND O'HARE 1

Comment	Response
1	Please see topical response **M-2.**

0502_07

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: GARNER John +

Last(Apellido) First(Nombre) MI

Address: 7650 WEST LAWRENCE AV NORRIDGE I LL 60706

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I am against the
How are United and American pay
for this airport when both in financial
trouble? I am a United stockholder
and mad about this. How is United
going to pay for Western axis
terminal when they are in Bankruptcy.
The runways in my mine are
too close together. How do the
air controllers keep track of the plane
I think all of this is to keep
Richard Daleys friends in business
after all my cousin was Michael
Balandic law partner. This
is Boondogale ~~wanting~~ and accident
waiting to happen. This is
all about contracts and jobs. Come
to my house and here the airplanes
late at night. I live off of
runway 27L. Let us build another
airport to end congestion.

Comment	Response
1	Please see topical responses **B-8 and L-1.**
2	Please see topical responses **B-3, C-3 and K-1.**
3	Commenter's opinion is noted.
4	Please see topical responses **D-1 and D-2.**
5	Please see topical response **B-2.**

0502_08

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: ROTTMAN THOMAS J
Last(Apellido) First(Nombre) MI

Address: 8628 W. WILSON Chg IL 60656
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I am A Resident of Chicago and a MEMBER of OPERATING Engineers LOCAL 150. I'm Pleased too See this Expansion moving Ahead. The JOBS GENERATED from this Project will only Enhance the ECONOMY and Promote Security (financial) for many men and women who work and Reside in the Surrounding AREAS. 1

Comment	Response
1	Please see topical responses **G-1, M-2 and M-4.**

0502_09

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BIALASIK PATRICIA PATRICIA

Last(Apellido) First(Nombre) MI

Address: 6488 N. Oxford Chicago IL 60631

Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

We hear the noise - almost can touch the plane at 11PM at times — See the fuel on garden plants and windows — 1

NO EXPANSION! 2

Build a third airport. 3

Taking people's home is a disgrace & destroying cemetary plots is unconscionable — 4

Put the politicians on a plane and fly them to the moon! 5

Comment	Response
1	Please see topical responses **D-1 and D-2.**
2	Please see topical responses **E-3 and M-1.**
3	Please see topical response **B-2.**
4	Please see topical responses **G-1 and I-1.**
5	The commenter's opinion is noted.

0502_10

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BIALASIK GORDON

Last(Apellido) **First**(Nombre) **MI**

Address: 6488 N. OXFORD CHICAGO 60631

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

After reviewing most of the information I think that it is unnecessary to expand.
I think the other alternative is to build a third airport.

Thank you

1

Comment	Response
1	Please see topical responses **B-1 and B-2.**

0502_11

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Schmidt (Last(Apellido)) Chris (First(Nombre)) MI

Address: 786 N. Geneva (Street Address(Calle/Apartamento)) Elmhurst (City(Ciudad)) IL (State(Estato)) 60126 (Zip(Zona))

I oppose expansion at O'Hare. The planes in+out of O'Hare go over my home. Plates on the wall rattle. I cannot carry on a telephone conversation because I cannot hear the person on the other end + strangers who call what I know "What is that Noise?" Jet plane fuel floats on my pool; the oil on my house can't be cleaned. I've lived in my home since 1968 and this was never a problem until now. I can't watch TV - can't hear it as need volume up so high the sound carries thru my brick home to my neighbors brick home. We have copies of sound studies done on our block and the levels are unsafe. Expand the airport and all the above will multiply for many, many homeowners. You can only put so many planes in any given space before safety is an issue. 1 2 3 4

DO NOT EXPAND O'HARE
THINK OF People Before Profit — 5

Comment	Response
1	Please see topical responses **D-1, D-2 and M-1.**
2	Please see topical response **E-3.**
3	Please see topical response **D-1.**
4	Please see topical responses **C-7 and K-2.**
5	Please see topical response **M-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_12

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: GRUNDEIS Rosemary
Last(Apellido) First(Nombre) MI

Address: 894 CASS LN Elk GROVE IL 60007
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

Please consider our safety (and LACK Thereof) WITH Expansion OF O'Hare. ALL major cities (STATES) have 3 major airports. Why NOT Chgo – Because – DALEY WANTS The control & the money FROM TAXES. A New Protone airport could be Built FOR MILLONS $ NOT BILLONS $ It is NOT SAFE – CONTROLLERS DO NOT approve it. There will be another DISASTER, or many crashes into highly populated areas 1

Also, the pollution & Noise Levels DO NOT Meet FAA Regulations. The AIR QUALITY IS so poor we have one of the highest populations WITH ASTHMA, Emphazyma. 2

Please Listen, compile all the data & DO the RIGHT Thing – BUILD a third airport and DON'T Let The DALEY POLITICAL MACHINE ruin the quality OF LIFE FOR us. Let morality & conscience be your guide – Thank you. 3

Comment	Response
1	Commenter raises many issues that are addressed in **Section U.5, Topical Responses.**
2	Please see topical responses **D-1 and E-1.**
3	Please see topical responses **A-1 and B-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_13

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Anderson (Last(Apellido)) Ross (First(Nombre)) K. (MI)

Address: 9004 Kennedy Ave Des Plaines IL 60016
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

For 12 years I traveled in and out of O'hare on a bi-weekly schedule. With this frequent travel the on time arrivial had a direct impact on my family and my ability to attend their activities. The frequent delayed arrivals keep me from attending many school activities. I am sure that those who today travel thru O'Hare are impacted by those delays and effect both their work and their family activities. The modinization of O'Hare can make the impact of travel on people less of an negative and hopefully make scheduleing of work and family more water & less of an impact. 1

Comment	Response
1	Please see topical response **C-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_14

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Unverricht Robert M

Last(Apellido) **First**(Nombre) **MI**

Address: 6551 N Oshkosh Chicago IL 60631

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

I am concerned about additional noise and air pollution in the area. I am also concerned about the potential of planes colliding over a populated area due to too much air traffic. 1

Comment	Response
1	Please see topical responses **D-1, E-1 and K-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_15

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: PLUTZ ALICE J

Last(Apellido) **First**(Nombre) **MI**

Address: 1051 S. CENTER BENSENVILLE IL 60106

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

We don't need any more flights – it's an accident waiting to happen now. Besides my windows rattle enough now and I've lived here for 41 years so I'm not a newcomer. 1

Comment	Response
1	Please see topical responses **C-7, D-1 and K-2.**

0502_16

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: SMITH (Last(Apellido)) LOUISE (First(Nombre)) P (MI)

Address: 4N650 CHURCH (Street Address(Calle/Apartamento)) CHICAGO (City(Ciudad)) IL. (State(Estato)) 60106 (Zip(Zona))

THE AIR IS SO BAD SOME MORNINGS FROM the planes and the cars that it BURNS my throat. I AM NOT THE ONLY ONE HAVING PROBLEMS - When you Add all the additional flights and attach the ELGIN O'HARE Hgwy. to O'HARE IT will greatly increase the pollution — Help! I can't Breath. Don't anyone care — 1

Comment	Response
1	Please see topical response **E-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_17

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: EVANS Mark H
Last(Apellido) First(Nombre) MI

Address: 998 Leicester E.G.V. IL 60007
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

THERE ARE MANY STUDIES THAT THE CONCENTRATION OF CANCER IN PEOPLE. THE PERCENTAGE GOES UP ... CLOSER TO ANY AIRPORT. MY WIFE HAS CANCER AND DOCTORS HAVE TOLD US THE PERCENTAGE IS HIGHER. MY WIFE AND I ~~EVEN~~ AND HAVE 8 WOMEN FRIENDS THAT HAVE BREAST CANCER. HOW MANY DO YOU KNOW. THERE IS SOMETHING WRONG. WHY ISN'T ONHARES POLLUTION CALCULATED AND MADE PUBLIC.

1

Comment	Response
1	Please see topical response **E-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_18

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: MYTYK APRIL L

Last(Apellido) **First(Nombre)** **MI**

Address: 825 RIVER FOREST CT BENSENVILLE, IL 60106

Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

AIRPORT EXPANSION ADDRESSES LAND ACQUISTION AND ENVIRONMENTAL IMPACT. MY QUESTION IS NOT RELATED TO LAND BUT THE AIR QUANITY ABOVE THE LAND. PRAIRELAND AND FORESTS ALONG WITH TREE STANDS CLEANSE THE AIR WE BREATH, IF WE CONTINUE TO DESTROY THE FLORA BALANCE IN THE EXPANSION ZONE, WHAT DOES THAT DO. NOT ONLY TO THE AIR I BREATH, BUT ALSO WHAT EFFECT DOES THIS CONCRETE JUNGLE HAVE ON "ECO-BALANCE" OF THE AREA? ECONOMICS IS NOT THE RULE OF THIS AREA!!! THERE IS AN INDIAN BELIEF THAT STATE." WE DO NOT OWN THE LAND, WE ARE BORROWING IT FROM OUR CHILDREN!" WE NEED TO STOP THE EXPANSION SO OUR CHILDREN WILL HAVE A HEALTHY FUTURE 1

Comment	Response
1	Please see topical responses **E-1 and M-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_19

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: RISTICH YVONNE

Last(Apellido) **First(Nombre)** **MI**

Address: 1014 S. ADDISON BENSENVILLE, IL 60106

Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

IF EXPANSION GOES THROUGH YOU WILL TAKE OUR HOMES & BUSINESSES AND DEVASTE OUR COMMUNITIES. IF EXPANSION GOES THROUGH AND CREATES THOUSANDS OF JOBS, HOW MANY WILL BE RESTRICTED TO CHICAGO BUSINESS & RESIDENTS. 1

Comment	Response
1	Please see topical responses **G-1 and G-4.**

0502_20

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Wilson Jeffrey A.
Last(Apellido) **First(Nombre)** **MI**

Address: 1387 Cumberland Cir West Elk Grove Village IL 60007
Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

I am a homeowner, a taxpayer, and a proud resident of Elk Grove Village. I freely chose to purchase property in this town fully knowing that the worlds largest airport is less than 5 miles away. I fully support the Ohare expansion and urge the FAA to rule accordingly. On a separate but equally important note is that I am employed by United Airlines. My salary, while going down, is the sole support for my mortgage, my eating at local restaurants, my watching movies at local theatres, and my property taxes to Cook Cty / Elk Grove township. My personal question to all concerned is why do you chose to live here when you realized an airport was close at hand. Just like I chose to move to Elk Grove – I choose to support the airport expansion. 1

Thank you.

Comment	Response
1	Please see topical responses **G-1, M-2 and M-4.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_21

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BESCH PAUL W. JR.
Last(Apellido) First(Nombre) MI

Address: 1804 MARYLAND DR Elk Grove Village IL 60007
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I am a 31 year employee of United Airlines, and have lived in Elk Grove Village for the past 15 years. Since my employ. at United O'hare also lived another 9 years in the Suburbs of Schaumburg and Mt. Prospect.

I totally support the expansion of O'Hare Airport. The recent extension of flight caps at O'Hare demonstrates the need for additional runways and capacity. 1

Listening to the public speakers tonight, I am very concerned that the FAA be swayed by the evangelical-style stump speeches of our local mayor Craig Johnson, and the attendees at this hearing. 2

Spend the money — but somewhere else in their view — but they don't understand — build an airport in the South that no-one wants & no one will go there!

Again — expand O'Hare — give us more runways & more flights! Thank you! Paul W Besch 3

Comment	Response
1	Please see topical responses **C-4, G-1, M-2 and M-4.**
2	Please see topical response **A-1.**
3	Please see topical responses **B-2 and M-2.**

0502_22

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: LORENS ARTHUR J

Last(Apellido) First(Nombre) MI

Address: 265 TROWBRIDGE ELKGROVE VILLAGE IL 60007

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

- WHAT WILL BE CHICAGO'S OPERATION BUDGET AFTER EXPANISON? WHERE WILL THE BUDGET COME FROM? IF THE BUDGET WILL BE PAID BY OHARE REVENUE, THAN WHY EXPAND IF YOU EXPANDING TO SPEND MORE. 1
- HOW COME EVERY MAP PUBLISHED IN NEWSPAPERS ARE DIFFERENT AND DO NOT SHOW ACCURATE INFORMATION. EXAMPLE: PIONEER PRESS FEB 10, 2005 SHOWS RUNWAYS AS EXISTING WHICH WILL BE PROPOSED. 2
- WHY SHOULD TAX PAYERS FLIP THE BILL FOR A BIGGER GOVERNMENT RUN FACILITY WITH MORE CITY EMPLOYEES + MORE CORRUPTION.
- EVERY YEAR THE "ESTIMATED COST" GOES UP FROM $6 BILLION TO $20 BILLION. WHAT HAPPENS IF THE COST EXCEEDS $25 BILLION? WHAT HAPPENS IF THIS PROJECT IS RUN LIKE MILLENIUM PARK?
- IF THE AIRLINES ARE IN FINANICAL PROBLEMS, WHO WILL FILL THE NEW TERMINALS. 3
- WHY IS O'HARE EXPANSION ALLOWED TO BEGIN? DIRT IS BEING RELOCATED FROM THE SOUTH OF OHARE. TERMINAL 6 IS BEINGING. 4

Comment	Response
1	Please see topical response **L-1.**
2	Please see topical responses **A-3 and B-3.**
3	Please see topical responses **B-8, G-1, G-3, L-1 and M-4.**
4	Please see topical response **M-9.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_23

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: VACURA LORENE M.
Last(Apellido) First(Nombre) MI

Address: 6225 RIVER FOREST COURT
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)
BENSENVILLE, ILL. 60106

NOT ONE GOOD REASON EXISTS TO EXPAND O'HARE AIRPORT. 1. TOO EXPENSIVE - 3rd AIRPORT LESS EXPENSIVE 1

2. AIR QUALITY - CONTINUES TO BE AN ISSUE.
3. IMPACT ON ENVIORNMENT.
FINALLY, MY CONSTITUTIONAL RIGHTS ARE BEING VIOLATED BY THE CONSTANT NOISE AND POLLUTION BEING CREATED BY AIR TRAFFIC. MY RIGHTS TO LIVE A QUALITY LIFE IS BEING JEPARDIZED. 2

I HAVE LIVED IN BENSENVILLE 30 YEARS 4 NEIGHBORS DIED OF CANCER BECAUSE OF I AM SURE THE POOR AIR QUALITY. NO ONE ADMITS TO IT! HOW MANY MORE PEOPLE MUST DIE BEFORE SOMETHING IS DONE 3

Comment	Response
1	Please see topical responses **L-2 and M-1.**
2	Please see topical responses **D-1 and E-1.**
3	Please see topical response **E-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_24

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name:

Last(Apellido) **First**(Nombre) **MI**

Address:

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

page 5.6-13 1990 1%

Chicago Ozone non-attainment area 2007 1%

page 5.6-15 1990 3%

2007 5% 1

Comment	Response
1	Please see topical responses **E-1 through E-3.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_25

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Long Brad M.
Last(Apellido) First(Nombre) MI

Address: 325 S. Highland ave Rkfd Ill 61104
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

Im in Favor of the expansion because it will ease congestion and have a good economic effect on the surrounding area, creating many need job in construction Industry and others as well. 1

Comment	Response
1	Please see topical response **M-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_26

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Saunders (Last(Apellido)) Leonard (First(Nombre)) P (MI)

Address: 709 E Pearl (Street Address(Calle/Apartamento)) Lanark (City(Ciudad)) Il (State(Estato)) 61046 (Zip(Zona))

I am for the expansion of O'Hare Air port. We grow with the times. This project will contribute to the Growth of all surrounding Areas. 1

Comment	Response
1	Please see topical response **M-2.**

0502_27

Testimony of Lars Negstad, UNITE HERE Local 1
FAA Hearings on O'Hare Modernization Program
February 23, 2005

For the record my name is Lars Negstad. I am the Research Director for UNITE HERE Local 1, the union of hospitality workers in Chicago. I am here today on behalf of Local 1 President Henry Tamarin and the 14,000 members represented by our Union.

Our Union represents nearly 2,000 workers at O'Hare airport. The food and beverage workers inside the airport who work for HMS Host are members of Local 1. In addition, we represent workers in the in-flight catering industry.

UNITE HERE Local 1 also represents over 6,000 downtown hotel workers, as well as thousands of foodservice workers in convention centers, ballparks, cafeterias and restaurants.

Obviously, our members at the airports will benefit from the expansion of O'Hare. We are currently engaged in contract negotiations in the with the concessionaire at O'Hare, and we are working hard to make these jobs good jobs with decent pay, benefits such as healthcare and pension, and respect on the job. 1

Chicago is a major destination for conventions, business and leisure travelers. We believe the workers in the hospitality industries are the engine that drive this economy. But that engine cannot drive without the fuel of visitors, millions of whom travel through O'Hare airport.

We are here today to give our strong and unqualified support for the O'Hare modernization program.

We must plan today for the future, so that O'Hare can continue to play its vital role in fueling the Chicago economy. 2

Comment	Response
1	Please see topical response **M-2.**
2	Please see topical responses **C-1 and M-4.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_28

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Kodken Geraldine F
Last(Apellido) First(Nombre) MI

Address: 190 S. Wood Rd Wood Dale Il 60191
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

At a recent meeting at Fenton H.S, Bensenville Il, we were informed that biggest problem of enlarging airport was the lack air space available.

Where do you find more air space? 1

Comment	Response
1	Please see topical response **C-3.**

0502_29

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envie por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: FRIGO GENE N.

Last(Apellido) First(Nombre) MI

Address: 372 SHADY LN ELMHURST IL 60126

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

Now and why does the FAA support Richard M. Daley's proposal for O'Hare expansion after his arrogant tear-up of Meigs Field on Chicago's lakefront? 1

Comment	Response
1	Please see topical response **M-6.**

0502_30

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Hoshowski Martha

Last(Apellido) First(Nombre) MI

Address: 9215 Courtland Niles IL 60714

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The destructive O'Hare expansion project is a costly mistake for the Chicago area. Funding is not available for the project and Mayor Daley has a history of cost over-runs. This will lead to increased taxes for the suburbs. 1

Additionally, more flights will cause more concentration of pollutants, more noise and less safety without improving delays much, especially in bad weather. 2

Other airports in the region should be used instead of O'Hare thus spreading out the air traffic and reducing an unsafe concentration of planes in one small area. 3

Comment	Response
1	Please see topical responses **G-3 and L-1.**
2	Please see topical responses **C-2, C-7, D-1 and E-1.**
3	Please see topical responses **B-2 and K-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_31

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: HOSHOWSKI RICHARD

Last(Apellido) First(Nombre) MI

Address: 9215 COURTLAND NILES IL 60714

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

THE CURRENT O'HARE AIRPORT IS IN THE CENTER OF A VERY DENSLY POPULATED AREA AND SHOULD HAVE AN OBLIGATION TO RESPECT ITS NEIGHBORS, SOME OF WHOM WERE HERE LONG BEFORE THE AIRPORT. THE CURRENT RUNWAY LAYOUT CHANNELS PLANES IN ALMOST ALL DIRECTIONS AROUND THE CIRCUMFERENCE OF THE AIRPORT. IN CONTRAST, PROPOSED ALTERNATIVE C ESPECIALLY, SENDS MOST TAKEOFFS AND LANDINGS IN AN EAST-WEST DIRECTION. SINCE THESE PLANES EMIT LARGE AMOUNTS OF HEALTH-HARMING POLLUTANTS AND NOISE, THIS CONFIGURATION WOULD ONLY CONCENTRATE THESE ILL EFFECTS IN CERTAIN AREAS. THIS CONCENTRATION WOULD CAUSE MORE LUNG & HEART RELATED DEATHS, DECREASED PROPERTY VALUES AND DEGREDATION OF THE QUALITY OF LIFE OF THE LOCAL RESIDENTS. WHAT CAN BE TOLERATED WHEN SPREAD OUT OVER LARGER AREAS BECOMES UNBEARABLE WHEN CONDENSED AND MAGNIFIED INTO SMALLER AREAS WHICH ARE HIGHLY POPULATED. THE FAA SHOULD CONSIDER THE ENVIRONMENT THAT PEOPLE NEED TO LIVE IN. THE MAN IN CHICAGO ORDERING THE "MEIGS MIDNIGHT BULLDOZER" IS NOT GOD AND WILL SAY ANYTHING TO GET HIS WAY. THE FAA SHOULD CONSIDER A MORE COST EFFECTIVE APPROACH OF ADDING MAYBE ONE NEW NORTHERN RUNWAY AND BUILDING A THIRD AIRPORT — THAT WOULD BE A FORWARD LOOKING DECISION.

1 2 3 4

Comment	Response
1	Please see topical responses **B-5, D-1 and D-2.**
2	Please see topical responses **D-1, E-1, G-2 and M-1.**
3	Please see topical response **M-6.**
4	Please see topical responses **B-2 and L-2.**

0502_32

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Roman (Last(Apellido)) Greg (First(Nombre)) J. (MI)

Address: 695 Bryan St. (Street Address(Calle/Apartamento)) Elmhurst (City(Ciudad)) IL (State(Estato)) 60126 (Zip(Zona))

Do not expand O'Hare in any way!

No government body has enough funds to cover the costs of every project they dream up. Priorities must be considered. 1

We already know that the third airport will be built eventually. All funds alocated for O'Hare expansion should go to the third airport project without delay. 2

Comment	Response
1	Please see topical response **L-1.**
2	Please see topical response **B-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_33

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: FISCHER (Last(Apellido)) ANITA (First(Nombre)) C (MI)

Address: 471 ROYAL OAKS (Street Address(Calle/Apartamento)) WOOD DALE (City(Ciudad)) IL (State(Estato)) 60191 (Zip(Zona))

THERE IS NO HARD EVIDENCE THAT THE COST OF THIS PROJECT WILL BE AVAILABLE. "IT IS ASSUMED THAT THE MONEY WILL BE THERE." 1

THE PROPOSED LONG RUNWAY WILL BE VIOLATING THE RELIGIOUS PRACTICES BY GOING THROUGH CEMETERIES. 2

THE AIR SPACE IS ALREADY CONGESTED. 3

Comment	Response
1	Please see topical response **L-1.**
2	Please see topical response **I-1.**
3	Please see topical response **C-3.**

0502_34

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Huebner Steve L

Last(Apellido) **First**(Nombre) **MI**

Address: 684 Washington Elmhurst IL 60126

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

why wasn't Creeket creek and
Fullerton forest preserves in
villa park IL, and addision IL
not included in the part study 1

also how can R Daley Dig up meigs
field so that he can make a park
for himself, But yet he wants
to Dig up a forest preserve and 2
parks for the O'hare Expansion 2

Last are the cities of Bensenville
Elk Grove and Des plains going to
get yearly rebusments for their
Sales & Tax Loss stemming ~~for~~ from
Loss ~~rebest~~ real estate and sales
taxes
I think they should get reimbursed
ever year and also adjusted for inflation
and real estate adjustment increases 3

Comment	Response
1	These two facilities mentioned by the commenter are outside of the limits of the EIS Study area; therefore they were not included in the analysis, and no impacts to these facilities are anticipated. Please see **Section 5.8** of the EIS for the assessment of impacts to parks within the study area. This section includes a complete listing the parks studied.
2	Please see topical response **M-6.**
3	Please see topical response **G-3**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_35

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Oehler Mary H.
Last(Apellido) First(Nombre) MI

Address: 352 Shady Lane Elmhurst Il 60126
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

(1) Due to safety concerns since 9/11 why would anyone want to enlarge an airport "people locked" Denver chose to build a new airport further out. There is a safety land buffer for planes. O'Hare is surrounded by people. Wouldn't it be safer to build another airport? Other cities have multiple airports? 1

2. With both American and United in bankruptcy who is going to pay for this? 2

3. Why should Daly control this airport? 3

4.

Comment	Response
1	Please see topical responses **B-2 and K-2.**
2	Please see topical response **B-8.**
3	Please see topical response **M-8.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_36

Por favor envie por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: ROSPENDA ROBERT E

Last(Apellido) **First**(Nombre) **MI**

Address: 196 FAIRVIEW ELMHURST IL 60126

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

The expansion of O'Hare makes no sense when viable alternatives are available. One alternative is the Gary - Chicago airport which has an existing facility which would benefit from expansion, especially economically. However, the obvious logic of this choice is ignored because the economic benefits would be in Indiana rather than politically powerful Chicago, Illinois. An airport already exists at Gary - Chicago and would only have to be expanded. The Peotone site is another alternative, although it would involve building an airport from scratch. Either of these options, in my opinion, is far superior to the O'Hare expansion which would involve greater negative impacts. 1

My personal gripe is with the existing noise pollution, which would be exacerbated with O'Hare expansion. During the summer I cannot listen to the radio or TV on my porch with the constant incoming air traffic. Conversations are impossible. One has to wait for each plane to pass before resuming a simple conversation. 2

Comment	Response
1	Please see topical responses **B-2 and L-2.**
2	Please see topical response **D-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_37

Por favor envie por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Rosenda Nancy

Last(Apellido) First(Nombre) MI

Address: 1916 Fairview Elmhurst IL 60126

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I can't understand how an EIS could approve of the dislocation of hundreds of families in suburbs surrounding O'Hare. 1

Also, the people who spoke at the meeting in support of the expansion all had a monetary reason for wanting this project to go forward – carpenters, business owners, even someone who worked for the FAA. All couched their approval in terms of "what's good for the region" when all it is is what's good for them. The people living in this area don't want more noise, more air pollution and disruption of their communities. 2

Gary Airport seems to me to be a close, already built + easily accessible alternative to spending billions on O'Hare. This project seems to me to be comparable to Gov. Ryan's Hillside Stranger project – duping people into thinking it will be "for them" when in reality it's a sham. Don't expand O'Hare! 3 4 5

And where is the money to come from – two bankrupt airlines? 6

Comment	Response
1	Please see topical responses **A-1 and G-4.**
2	Please see topical responses **B-1, G-1 and M-4.**
3	Please see topical responses **D-1 and E-1.**
4	Please see topical response **B-2.**
5	Please see topical response **M-1.**
6	Please see topical responses **B-8 and L-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_38

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name:

Last(Apellido) **First**(Nombre) **MI**

Address:

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

according to the chicago tribune 12/29/2004 the two main contracts for expanding o'hare are going to his connected political friends D'Escoto Inc owned by the family of city transportation commissioner miguel D Escoto and a firm that has business ties to michael tadin a friend of mayor Richard Daley 1

who much is the expansion going to cost and how much will united & american airlines have to pay 2

How much funding is going for the bribes and racketeering that "the city that works" needs in order to promote contracts and jobs. 3

Comment	Response
1	Commenter's opinion is noted.
2	Please see topical responses **B-8 and L-1.**
3	Please see topical response **M-1.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_39

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: ~~David~~ Schmidt David

Last(Apellido) First(Nombre) MI

Address: 786 N. Geneva Elmhurst IL 60126

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I oppose the expansion of O'Hare. Not knowing when all the new controls are to be put on planes, vehicle are supposed to ~~lower~~ the noise level and the increased volume of air traffic, who is to believe that if the expansion went thru that the noise levels, in fact, would be lowered. 1

Weather delays not only at Chgo. because of storms another airports will increase the on time schedules & not improve them with extra runways. 2

Higher volume of air traffic in the area will cause additional safety issues for controllers trying to ~~help~~ track additional traffic in the air. 3

Environmental issues by taking existing wetlands & putting down concrete, black top or whatever. Greater water run off which is now absorbed by the wetlands or stored & surrounding communities are faced with what to do with the water run off which was in the wetlands before. 4

Ground traffic to & from the airport will increase if additional runways are installed creating traffic problems, ~~and~~ pollution, etc. So who benefits from O'Hare expanded O'Hare — Mayor Daley? 5

Comment	Response
1	Please see topical response **D-1.**
2	Please see topical response **C-2.**
3	Please see topical response **C-3.**
4	Please see topical response **H-1.**
5	Please see topical responses **E-1 and F-5.**

0502_40

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Beaumont Sue

Last(Apellido) **First(Nombre)** **MI**

Address: 505 Warren Park Ridge IL 60068

Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

I am sorry that I did not view the material presented before I testified. Therefore I have this addition. I would like to compliment the FAA on this presentation the helpful staff and easy to read and understand media was extremely informative. What was a disappointment was the lack of emphasis on air pollution. Noise issues were delt with accurately. Noise may be an irritant and affect quality of life, but it does not however affect the length of life and health issues that adverse pollution does. I feel the current air pollution situation needs to be addressed and expansion of O'Hare would compound this detrimental health issue. 1 2

Thank you

Comment	Response
1	Please see topical response **M-5.**
2	Please see topical responses **D-1 and E-1.**

0502_41

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: DiJacomo Michael A Jr.
Last(Apellido) First(Nombre) MI

Address: 2265 No. Forestview Chicago 60656
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

It a great project for a new development for city of Chicago even greater bringing more jobs + wealth to the city also labors of my local one to bring positive future to their family's well being.

M. DiJacomo
B.A.
local one.

1

Comment	Response
1	Please see topical responses **G-1 and M-4.**

0502_42

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: WELLS TODD A

Last(Apellido) **First**(Nombre) **MI**

Address: 54 B Rolling Oaks Rd, Sugar Grove IL 60554

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

The O'Hare expansion would be a welcomed and needed boost to the local economy for interim construction & post construction. 1

Comment	Response
1	Please see topical responses **G-1 and M-4.**

0502_43

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Colletti Christopher J

Last(Apellido) First(Nombre) MI

Address: 555 Denver Trail Wheeling IL 60090

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

Having grown up & lives in Niles (near O'Hare) for thirty years I believe expansion of the Airport is vital to the ~~overall~~ strength of the area's economy and it's future growth. ~~[illegible]~~ I fully support the expansion of O'Hare Airport. 1

Comment	Response
1	Please see topical response **M-2.**

0502_44

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BIANCHI JOHN A
Last(Apellido) First(Nombre) MI

Address: 1 N. STEVENSON LN Mt. PROSPECT ILL 60056
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

THE O'HARE EXPANSION IS A VITAL SOURCE of JOBS FOR CHICAGO AND THE TRI-STATE AREAS. THIS EXPANSION IS NECESSARY FOR THE ECONOMY IN THE third LARGEST POPULATED AREA IN OUR Country. 195,000 JOBS over the next decade FOR WORKING Family's CANNOT be OVERLOOKED. $18 BILLION IN ANNUAL activity WILL jumpstart a SLOW CALL IN OUR ECOLOMY. THE PROPOSED CASINO'S WILL BENEFIT from the GREATER ACCESS to this OVERCROWDED REGION. THE TALKED ABOUT 3RD AIRPORT WILL NOT TAKE the place of AN EXPANSION to O'HARE FIELD. THE CONVENIENCE of travel ALONE WILL AND SHOULD be REASON ENOUGH to SUPPORT this project. THE BRAGGING RIGHTS of the WORLDS LARGEST INTERNATIONAL AIRPORT WILL ADD ~~the~~ the FASINATION of the GREATEST CITY IN the UNITED STATES. PLEASE pass this project with SPEED AND HELP the NEEDY FAMILY'S of OUR GREAT CITY. 1

Comment	Response
1	Please see topical responses **A-2, B-1, B-2, C-1, G-1, M-2 and M-4.**

0502_45

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Passarelli Marc E
Last(Apellido) First(Nombre) MI

Address: 1705 Forest Cove, Mt. Prospect, IL. 60056.
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The O'hare expansision in my opinion will benefit everyone. The expansion will Reduce delay's at o'hare, Create 195,000 Jobs over the next decade, Increase local revinews in a slow economy, road Improvements that are much needed to our local roads around o'hare and highway's. This will also make travel in and out of o'hare/Chicago Area much easier for those coming to Gamble at the propsed Casino's along with bring major Corporation to the area.
Please approve this expansion for all our benefit. 1

Sincerely,
Supporter of the O'hare Expansion,
M. Passarelli

Comment	Response
1	Please see topical responses **B-1, C-1, G-1, M-2 and M-4.**

0502_46

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: EVINS MARK P

Last(Apellido) First(Nombre) MI

Address: 312 CAMDEN LN ROUND LAKE BEACH IL 60073

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The OHare expansion will help with easing traffic times. It will make more family's earn more money by bring in job's and keeping more jobs in the area. It will help with the runway's that are much needed. It will make travel to far western towns. 1

Mark P Evins
Village of Niles Local 150

Comment	Response
1	Please see topical responses **B-1, F-3 and M-2.**

0502_47

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Malham Roger L.
Last(Apellido) First(Nombre) MI

Address: 3821 Amber Court Plainfield IL 60544
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

Jobs, Jobs, Jobs. While some areas of our national economy are being shipped overseas, here we have a perfect opportunity to help our local area. I couldn't be any more in favor of this expansion. Thank you for the chance to let my opinion be known 1

Public Sector
Organizer Business Representative
Local 150 IUOE.

Roger L Malham

Comment	Response
1	Please see topical responses **G-1 and M-2.**

0502_48

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BALL LYNN

Last(Apellido) First(Nombre) MI

Address: 7661 NORD NILES IL 60714

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The expansion should proceed as planned because of the jobs and economic boost it will provide to the area. Much of the needed property has already been acquired and vacated and is now valueless because of the expansion plans unless used as part of the airport.

The businesses which use O'hare have already made their choice against a new airport in a different location by choosing O'hare instead of another regional airport such as Rockford or Mitchell. 1

The logistics of connecting passengers and freight from one airport to another would further tax an overburdened highway system and detract from the value of the railyards near O'hare. 2

Comment	Response
1	Please see topical responses **G-4 and M-2.**
2	Please see topical responses **B-2, G-1 and L-2.**

0502_49

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: SERRANO JAMES

Last(Apellido) First(Nombre) MI

Address: 6495 N. NEWARK CHGO IL 60631

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I'M A MEMBER OF LOCAL 150 THIS WILL OPEN SO MANY NEW JOBS FOR EVERYONE HELP THEIR FAMILES THE ECONOMY EVERYTHING I SUPPORT THIS EXPANSION 100% 1

Comment	Response
1	Please see topical responses **G-1 and M-2.**

0502_50

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: KELLY (Last(Apellido)) KEVIN (First(Nombre)) J (MI)

Address: 6653 W. HAYES (Street Address(Calle/Apartamento)) CHI. (City(Ciudad)) IL (State(Estato)) 60631 (Zip(Zona))

I AM A LOCAL 150 OPERATING ENG. THIS MODERNIZATION WILL HELP ME, AND MY FAMILY HAVE A BETTER FUTURE. THIS WILL ALSO CREATE 195,000 JOBS OVER THE NEXT TEN YEARS FOR ALL UNION MEMBERS. I THINK THIS MODERNIZATION COULD ONLY HELP OUR ECONOMY, AND CREATE REVENUE FOR THIS GREAT CITY AND SURROUNDING SUBURBS. 1

Comment	Response
1	Please see topical responses **G-1 and M-2.**

0502_51

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: STEMPER MARK E.
Last(Apellido) First(Nombre) MI

Address: 5710 N MAJOR AVE CHICAGO IL 60646
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I WOULD LIKE TO SEE THE O'HARE EXPANSION PROJECT APPROVED. IT WOULD PROVIDE JOB OPPORTUNITES FOR THE AREA. 1

Comment	Response
1	Please see topical responses **G-1 and M-2.**

0502_52

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: MALINOWSKI STANLEY —

Last(Apellido) **First**(Nombre) **MI**

Address: 1605 OAKTON PARK RIDGE IL 60068 1946

Street Address(Calle/Apartamento) **City**(Ciudad) **State**(Estato) **Zip**(Zona)

INSTEAD OF USING "POTENTIAL" (AS IN POTENTIAL CHANGES IN NOISE EXPOSURE), PUT IN MIN-MAX PREDICTIONS AS TO WHAT MAY BE POSSIBILITIES 1

Comment	Response
1	Please see topical responses **D-1 and D-2.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_53

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: HUSSAIN SYED S

Last(Apellido) **First(Nombre)** **MI**

Address: 7 ROOSEVELT CT, BENSENVILLE, IL

Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

FAA SHOULD TRY TO MAKE DECISION BEFORE 9/5/05, BECAUSE KIDS SCHOOL ENROLLMENTS WHICH STARTS ON 9/8/05 IT WILL BE INCONVINENT FOR FAMILY, THEY DON'T KNOW WHERE THEY GOING TO MOVE 1

Comment	Response
1	Please see topical responses **A-2 and G-4.**

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

0502_54

Por favor envie por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: CROSS KENTON D.
Last(Apellido) First(Nombre) MI

Address: 515 AVONDALE ln Hoffman Estates IL. 60194
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The city & State of IL. Needs O'HARE Exspansion The growth outways every neg. aspect of this Major project — Chicago and every village Close to O'Hare will benefit — not to mention the Jobs for the tax payers in the area — I, and many of people in the area whole heartedly support this Expansion 1

Kenton D. Cross

Comment	Response
1	Please see topical responses **L-2, M-2 and M-3.**

0502_55

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Gattuso Jeff M
Last(Apellido) **First(Nombre)** **MI**

Address: 1202 W. Central rd Mount Prospect IL 60056
Street Address(Calle/Apartamento) **City(Ciudad)** **State(Estato)** **Zip(Zona)**

New & Modern Technology for Airport & runways
More Job opportunities for many people
Make Chicago more of a Economic city
Flights Entering & Exiting O'Hare are faster & more 2 come 1

Local 150 Operators

Comment	Response
1	Please see topical responses **B-1 and M-4.**

0502_56

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: LEHMAN MIKE A.

Last(Apellido) First(Nombre) MI

Address: 4600 CLARENDON #1211 CHICAGO IL 60640

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

THE GREAT LAKES HSR SYSTEM (HIGH SPEED RAIL) FROM CHICAGO TO PHILADELPHIA (THE ACELA HSR SYSTEM) SHOULD BE BUILT BEFORE ANY AIRPORT EXPANSIONS.

CALL OR EMAIL:

773-334-6080

MLEHMA1@UIC.EDU

* AKA A "BULLET TRAIN"

(HSR USES NO IMPORTED OIL AND SYSTEMS IN JAPAN AND FRANCE HAVE HAD NO FATALITIES IN OVER 60 COMBINED YEARS)

1

Comment	Response
1	Please see topical response **B-7.**

0502_57

My name is Ronald Rossi and I support the O'Hare Modernization Plan. Not only does my company perform work at the airport but I am also a frequent traveler.

I support the prospect of new runways in order to cut down on the number of delays and provide better and more reliable service to all travelers. With O'Hare recording nearly one million flights last year, not only is the sensible to add more runways to reduce delays and congestion, but it will also bring benefits to the businesses that serve the area. These jobs would benefit the City of Chicago and businesses throughout the world. 1

New runways would not only reduce time delays but also the amount of time the aircrafts spend at the gates, which affect the amount of fuel consumption and emissions. 2

①

The fact that the world's busiest airport ranked last in all U.S. airports in on-time performance for 2004 is a definite example as to why these runways are necessary. The reasons that O'Hare is the world's busiest airport are not going to change, so we should try to accommodate this status. O'Hare Airport and the City of Chicago have an excellent reputation which it should be able to live up to it.

O'Hare needs a solution that works not only for the city, but also the state and nation. I urge the FAA to issue its Record of Decision to enable O'Hare to reach its full operating capacity in the U.S. and international aviation system. 3

②

Comment	Response
1	Please see topical response **M-2.**
2	Please see topical responses **C-1 and E-2.**
3	Please see topical responses **A-2, C-1 and M-3.**

0502_58

COMMENTS: **Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.**

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: RZEWSKI LARRY

Last(Apellido) First(Nombre) MI

Address: 5828 N LUNA CHICAGO IL 60646

Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

SEE ATTACHED

KZEWSKI, LARRY

O'Hare International Airport was designed in the mid-1950's and the runway configuration on the North side of the airport was developed in the 1940's. It is time that the runway configuration be changed in order to accommodate the needs of current and future aircraft. 1

When the airport was originally built, there was no need for there to be access from the West. However, over time, the Western suburban community has grown requiring this access. The new plans call for a terminal and access on the Westside of the facility. This will allow these western suburbs an opportunity to replicate the financial success of communities such as Rosemont. 2

O'Hare accounts for over 38 billion dollars of our economy. Several years ago, The Chicago Sun-Times surveyed property value increases over a five year span for the six county Chicagoland area. Four of the top ten areas were near the Chicago airports. This airport has served us well for fifty (50) years. But it is time that this economic engine be modified to accommodate the needs of the traveling public and upgrade the facilities to support current as well as future aircraft. 3

Comment	Response
1	Please see topical response **B-1.**
2	Please see topical response **F-3.**
3	Please see topical response **M-2.**

0502_59

Robert A. Mohr
1405 Hodlmair Lane
Elk Grove Village, IL 60007

Elk Grove Village resident since 1974.

I am very much in favor of the O'Hare Airport Modernization Program.

It is very important to Chicago and all the surrounding communities to stay competitive for the future passenger growth and to be able to do it in a safe and timely manner.

The jobs this project will create and the revenue it will generate for this area will far outweigh the negative issues perceived by the opponents of this project.

I moved to Elk Grove Village from the western suburbs over 30 years ago because I saw this area to be growing and progressive. I was right. Certainly every time a progressive project would be undertaken there were protestors. But where would we be if highways, interchanges, industry and hospitals were not allowed to be built in or around our community. O'Hare Airport is the reason most of us reside in this great community of homes, parks, schools, churches and businesses.

We need this project to be built to progress into the future the way we have in the past. 1

Robert A. Mohr

Comment	Response
1	Please see topical responses **L-2, M-2 and M-4.**

0502_60

Eileen Kreider
1311 South Indiana Avenue
Chicago, IL 60605

I'm writing in favor of the proposed O'Hare Modernization Program. I grew up in the suburbs of Chicago and today, live and work in Chicago. O'Hare International Airport plays an important role in the Chicago region—far more important than most citizens can comprehend. From a transportation perspective, O'Hare links the people of this region and Illinois to every imaginable place on earth. It allows us to travel for business and pleasure—often with an abundant of choices in air travel, times and routes. What this means is convenience for us as a consumer and business person. 1

From an economic development stand-point—there are approximately 50,000 people who work at the airport on a daily basis. And, this just takes into account the personnel to operate the airport on a daily basis. It does not take into account, the additional jobs and economic development spurred by the existence of the airport. Today, O'Hare generates close to 450,000 jobs and $38 billion in economic activity. There is not one person in this region that can say their lives are not some how bettered by the existence of O'Hare. We rely on it for the delivery of food, mail, and numerous other goods and services.

The O'Hare Modernization Program will ensure O'Hare International Airport remains competitive and continues to provide economic development and service to the people of this region for decades to come. I strongly encourage the Federal Aviation Administration to allow this program to move forward. 2

Thank you

Comment	Response
1	Please see topical responses **C-1 and M-2.**
2	Please see topical responses **A-2, G-1 and M-4.**

0502_61

Stan Malinowski
1605 Oakton
Park Ridge Il 60068 1946
847 825 3006

The increased awareness that diesel fuel causes respiratory problems and that noise increase causes vascular problems makes one wonder about the rationale for increasing the number of O'Hare flights over its highly populated region, especially when health-care costs are increasing at an exponential rate for respiratory and vascular diseases. Where is the FAA quantitative data that shows plane noise and plane pollution does not impact adversely on human health, or that contradicts plane pollution studies made by Park Ridge, Areco and hundreds listed on websites. The current qualitative information only promises better things for the future. Any contemplated airplane improvements take 10 years to 20 years for implementation, having little impact on the present situation. 1

O'Hare expansion is touted as being an economic gain, but this is not the case for the residents living in flight patterns that subvert property values, health and life-styles. Those who experience the gains, as well as those who support those gains, should be contractually held financially responsible for any litigious problems resulting from increased overhead flights. The cigarette companies, chemical companies and asbestos companies were all found to be guilty of posing health problems to the public after years of denial. Why should the residents near O'Hare be placed in a casino life or death predicament for the economic benefit of a few. 2

Did the FAA conduct it's own O'Hare environmental studies, independent of Chicago and the IEPA? If not, what is the percentage contribution for the FAA, Chicago and the IEPA to the environmental studies.

How can one obtain quantitative information about the methods the FAA used in the O'Hare environmental studies, the amount of noise pollution and the amount and types of chemical pollution resulting from the increase in plane activity? 3

Comment	Response
1	Please see topical responses **D-1 and E-1.**
2	Please see topical responses **G-2, G-4 and M-1.**
3	Please see topical responses **A-1, A-3, D-1 and E-1.**

0502_62

I can not tell you how tired I am of hearing O'Hare Airport referred to as "the economic engine" of Chicago and the Northwest suburbs. Mayor Daley has been using the phrase for years, and it is pure sheep dip.

O'Hare Airport has indeed been a cornucopia of revenue for the city, political power for its mayor and graft for some well connected opportunists. For the suburbs, however, it has been a mixed bag. The airport certainly has been a contributing factor to growth in the Northwest area, but much of that growth would have occurred with or without the airport, and perhaps at a slower, more orderly pace.

In fact, our proximity to O'Hare has contributed to the problems of urban sprawl and traffic congestion. To experience the latter, you need only try traveling on York Road or Irving Park Road near the airport during any rush hour. 1

The much lamented flight delays at O'Hare could be substantially reduced if the number of flights were reduced and schedules revised to coincide with the airport's capacity. Most of the overflow air traffic that O'Hare is unable to handle could be absorbed by existing nearby airports that would relish the additional revenue and job creation. The rest can be taken care of by a third airport in Peotone. And they all could be interconnected by a modern high-speed rail system, which could be built for a fracture of the cost of the proposed O'Hare plan. 2

Rep. Jesse Jackson Jr. has frequently cited the problem of people in his southern district who work in low-paid jobs or can find no work at all. Others make a long commute to the West and Northwest suburbs, because that's where the good jobs are.

A Peotone airport could provide thousands of Jackson's constituents with the well-paid, steady jobs that bring self respect and financial stability. In many cases, that would mean lifting people out of poverty, off of welfare and unemployment roles, and turning them into productive, tax-paying citizens. 3

During the recent presidential election, we heard a lot of talk about moral values. Expanding O'Hare Airport is all about greed and maintaining political power. How about creating an "economic engine" in an area where the resulting growth will be a benefit to people who really need it—and in the long run will profit our enite state?

That would be a rare triumph of moral values winning out over personal greed and political ambition. But don't hold your breath 4

Dan McGuire, Bensenville 630-766-2266

Comment	Response
1	Please see topical responses **M-1 and F-5.**
2	Please see topical responses **B-2 and B-7.**
3	Please see topical response **B-2.**
4	Please see topical response **B-2.**

0502_63

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Il 60106
(630) 595-1681

February 22, 2005

To: Dept. of Transportation
Federal Aviation Administration -- Great Lakes Region

Re: Feb. 22, 2005 -- Public Hearing Testimony
Avalon Banquets, 1905 East Higgins Road
Elk Grove Village, Illinois

On behalf of my family and myself, I wish to thank the FAA/Dept. of Transportation for the opportunity to offer testimony, today. I am here to comment on the O'Hare Modernization Draft Environmental Impact Statement (Draft EIS). I live within the boundary of the proposed southern runway area. I have been a resident of Bensenville, Illinois for 11 years.

Having reviewed what I could of the immense Draft EIS, my family and I are in support of the Draft EIS and expansion at O'Hare. The Draft EIS does cover what was outlined to area residents last year prior to the FAA public hearings. At that time, I was able to offer testimony as a part of a group of over 200 homeowners/townhome owners in respect to the environmental justice issue. Impacts to our daily life in our neighborhood were discussed ranging from leaving your roots to relocation costs to suspect funding of other airports to waterpark passes.

I have as a portion of my testimony, a packet of prior testimonies, newspaper article(s), newsletters from the Village of Bensenville. The reason being is that when you consider the environmental impact of the proposed expansion of O'hare... my family and I, as well as all of the residents of the affected area must consider the negative impact on our lives caused by the efforts of the Village of Bensenville and Elk Grove Village, the Suburban O'Hare Commission and any other offshoot quasi-governmental group that is trying to stop any expansion. 1

I believe that my tax dollars could have been spent in better, more productive ways such as: improving the local school system, more funding for the library, etc. Having your own town being the impetus for not being allowed to sell your home to anyone that you choose has been difficult to reconcile, as well as the millions of dollars used to fight expansion, especially to fund the building of another airport.

Comment	Response
1	Please see topical responses **G-4, M-2 and M-5.**

FAA Testimony
February 22, 2005
Page Two

As an example of the frustration, I went to a Village of Bensenville Board Meeting in mid-January and asked a question. I quoted from a recent Village Newsletter:

"Home sales in the acquisition area continue to be strong with more than seventy (75) homes changing hands in the last 2 ½ years, alone. No hardship exists, if people are free to sell and buy their homes on the open market. Therefore, if you live in the acquisition area and wish to sell your home, go right ahead. If you list your home at a fair market price, your home will sell in a reasonable length of time. On the other hand, if you wish to remain in your home and in your neighborhood, ***don't be intimidated****, stay, and enjoy the excellent quality of life you have always enjoyed!"*

That begged my question..."Then why does the Village of Bensenville continue to purchase homes in the acquisition area if the people that sold to the Village could have just sold their home on the open market?" Bensenville claims Chicago is trying to scare residents into submission when I believe that Bensenville is already accomplishing that. This is just one example of what the residents must contend with. Please review the attached packet for further clarification. 2

I, again, thank you for this opportunity to comment. The consistent updates on the expansion process from the FAA and the OMP, as well as the forums for homeowners to ask questions are most appreciated. If the FAA approves the expansion plan in September, I hope that the Village of Bensenville, along with the other entities can work with the City of Chicago to benefit the rest of the town. If the FAA drops the plan, entirely, I hope that the Village of Bensenville can someday come out of all its indebtedness and address the needs of its residents. 3

Encl.

Comment	Response
2	Please see topical responses **G-2 through G-4.**
3	Please see topical responses **A-3 and M-5.**

BENSENVILLE

Serving You

A Letter From Your Village President . . .

Dear Resident:

In recent weeks you have been hearing increasingly from the City of Chicago as they ramp up the conversation on O'Hare expansion. Once again, Chicago is resurrecting its huge multimillion dollar public relations machine in its never-ending attempt to make expansion at O'Hare look like a "done deal". Be prepared to hear even more rhetoric as the date for a preliminary approval of the Airport Layout Plan (ALP) and the issuance of a Draft Environmental Impact Statement (EIS) from the Federal Aviation Administration (FAA) nears (maybe sometime in February of 2005).

Don't be fooled - the facts have not changed! Through a federal court order issued in July 2003, the City is still prohibited from purchasing property in the Villages of Bensenville and Elk Grove until a **final "Record of Decision" is received from the FAA.** The soonest that could happen would be the fall of 2005, or, as we believe, late in 2005 or into 2006. We know that the facts are clearly on our side and we expect the FAA to ultimately deny the application for O'Hare expansion – regardless of what the Chicago "Spin-meisters" say.

Recently, you may have heard about the City's request to purchase "hardship" cases from Bensenville landowners. This cannot be done without the expressed permission of the Village of Bensenville – permission we do not intend to grant.

Why? Because no hardship exists!

Home sales in the acquisition area continue to be strong with more than seventy five (75) homes changing hands in the last 2 ½ years, alone. No hardship exists, if people are free to sell and buy their homes on the open market. Therefore, if you live in the acquisition area and wish to sell your home, go right ahead. If you list your home at a fair market price, your home will sell in a reasonable length of time. On the other hand, if you wish to remain in your home and in your neighborhood, **don't be intimidated,** stay, and enjoy the excellent quality of life you have always enjoyed!

The effort by the City of Chicago is to scare you into submission and make the Village of Bensenville appear to be insensitive and obstructionist. If the City is successful, the results of their efforts will be to tear our whole community apart, not just the acquisition area! They will succeed in destroying our neighborhoods, schools, tax base, home values for the entire community, and, most importantly, our quality of life.

Don't let them do that! Hold your ground! The facts are still firmly on our side! We will win this fight with your help and support!

Sincerely,

John C. Geils
Village President

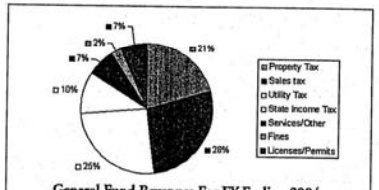
Issue XII January 2005

BENSENVILLE News

VILLAGE SCORES HIGH ON STATE FISCAL RESPONSIBILITY REPORT

The Village's financial reports for fiscal year 2003 - 2004 (May 1, 2003 through April 30, 2004) continue to reflect a strong financial position, even in the midst of a difficult economy. We are pleased to report that the village is NOT BROKE.

The Village's primary debt payments and operating expenses are budgeted and paid for through the General Fund. The General Fund receives revenues predominantly from three sources: sales tax, real estate taxes, and utility taxes (see below). As you can see, real estate taxes account for only $2,889,077 or 21% of the revenues. This is hardly enough revenue to cover the cost of providing public safety services (police and fire), let alone other vital services, such as, public works and capital projects. For those expenses the Village relies heavily on sales tax, utility taxes, fees and fines.



General Fund Revenues For FY Ending 2004

The Village works hard to address the needs of the community, both in terms of repairs and maintenance of existing facilities and infrastructure, and through the construction of new facilities designed to enhance the quality of life residents of Bensenville have come to appreciate and enjoy. The Village is pleased to be able to say, that it has accomplished this mission **without ever having to raise your property taxes!**

Naturally, these programs do require funding – funding often provided with the help of municipal bonds. Bonds are the way the village borrows money, much in the same way as you secure a mortgage. As with your home mortgage, the Village must demonstrate, that it has the ability to repay its debt before the loan (bond sale) can be made. In fact, there are legally established limits on how much debt the Village can maintain. We assure you, that we operate well within the legal borrowing limits set by law and we have the ability to pay all of our debts.

As a matter of fact, the majority of the Village's debt is paid for by specially identified revenue sources and by third parties. Only about $13,600,000 of the $67,900,000 that appears on the Village's financial statements are the direct responsibility of Bensenville residential and business taxpayers (see the chart below). Most of the Village's debt is financed over a ten year period with annual payments of approximately $2,800,000 against that $13,600,000. The remainder is paid for by TIF District funds, ice rink users, water/sewer users, special service area users, motor fuel taxes, and property rents.

Surprisingly, a full $10,000,000, nearly 15%, of the Village's reported debt is "non-recourse funding," meaning it **is not even the financial responsibility of the Village!** TIF developers, Prologis and U.S. Cellular, are reimbursed for their investment, if and only, if TIF funds are generated to reimburse them. Otherwise, that $10,000,000 debt goes unreimbursed **with the Village assuming none of the financial liability, ever.**

What this means to Bensenville taxpayers is that you have a lower debt burden than many Illinois communities. The per capita debt of Village taxpayers, as reported on the 2004 State Report Card, is $640, substantially below the statewide average, which in 2003, was $899 per capita (2004 statewide average is not yet available).

STATE OF ILLINOIS REPORT CARD 2004

Total Debt Outstanding - FY 2004	**$ 67,917,702**
Significantly held in 10 year notes	
Less TIF Related Debt	**($13,750,000)**
Revenue is generated from those taxes only in the related TIF District	
Less Non-Recourse TIF District Related Debt	**($10,000,000)**
Bonds paid with TIF District Funds with no obligation back to Bensenville taxpayers	
Less Special Service Area Tax Receipts	**($ 495,000)**
Bonds for Special water/sewer repairs - paid for by only the residents and businesses who received the repairs	
Less Motor Fuel Debt	**($ 2,405,000)**
Bond used for road construction and paid for from the purchase of gas and diesel fuel	
Less Water/Sewer Debt	**($ 9,855,000)**
Paid for from water/sewer fees	
Less Rental Property Fund Debt	**($ 4,000,000)**
Income from village owned rental properties	
Less Edge Debt	**($ 9,425,000)**
Bonds used to build Edge Ice Arenas and paid for by Edge Ice Arena users	
Less Unamortized Premium/Discount	**($ 530,000)**
Est. Future Employee Compensation	**[$ 3,798,695]**
Accrued employee benefits paid only as employees retire, resign or use accumulated sick and vacation time.	
Long Term Debt Supported by General Fund	**$ 13,658,203**
Village's "mortgage" which is an annual payment of $2,800,000	

"The best part of the TIF story is that it did not cost you, the tax payer or property owner, one singe cent of additional taxes," states Trustee Hank Mandziara"

BENSENVILLE **News**

TAX INCREMENT FINANCING DISTRICTS (TIF's)

In recent months, we have seen questions raised about Tax Increment Financing Districts (TIF's) including, why they are needed, are they successful and whether the Village has properly used the funds generated from TIF's, especially to fight the threat of O'Hare expansion. **In response to these concerns :**

1) **TIF's have been enormously successful,**
2) **TIF's are still very much needed**
3) **There has been no misapplication of TIF funds.**

The Village has not, in any way, misapplied or misspent any TIF funds. The Village annually conducts required meetings and provides required audits for each of the existing TIF's. Each year, representatives from the Library District, Park District and School Districts 2 and 100 attend these meetings and receive these audits.

Because erroneous information about the nature of TIF's and unfounded speculation about the use of TIF funds continues to surface this article is intended to, once again, document the details and important facts related to TIF's.

TIF's are an invaluable redevelopment tool employed by communities, especially older built out communities like Bensenville, to invest in their futures. Just like your personal investments, pensions or IRA's take time to mature and bear fruit, so it is with TIF's.

Your village has invested in your future through TIF's and the results of those investments are all around us. New stores, restaurants, streets, building facades, housing developments, condominiums, a new Ace Hardware, McDonald's, Dominick's Fresh Store and CVS Pharmacy are examples of your Village's successful investment strategy. Environmental cleanup in the Town Center, on Irving Park Road, and at the corner of County Line Road and Grand Avenue turned hazardous sites, eyesores and blight into the Heritage Square subdivision, O'Hare Cargo Center, the Legends of Bensenville Golf Course and the first hotel in Bensenville, Country Inn and Suites. A Town Center whose most prominent features were gas stations and taverns is now a place of pride and beauty where commuters can safely board the train, residents can take pride in their new village hall and where thousands of people weekly enjoy "Music in the Park". All of these developments were made possible through the direct or indirect benefits of TIF's.

Bensenville was incorporated as a Village in 1884. By anyone's estimation our Village is a "mature" community. The Illinois General Assembly has provided TIF's as a tool to permit mature communities to address the need to redevelop blighted and underutilized areas within their communities.

TIF FACTS

TIF'S ARE WIDELY USED BY ILLINOIS MUNICIPALITIES TO SPUR ECONOMIC DEVELOPMENT IN AREAS THAT ARE IDENTIFIED AS BLIGHTED, IN DANGER OF BECOMING BLIGHTED, OR ARE CONSERVATION AREAS. TIF's are used to attract new businesses and help existing businesses expand without tapping into general funds or raising taxes.

ECONOMIC REDEVELOPMENT WITHIN THE TIF DISTRICT RESULTS IN AN INCREASE IN THE EQUALIZED ASSESSED VALUE (EAV) OF THE INCLUDED PROPERTY. This increase is the "tax increment" which is used to fund redevelopment costs under the TIF Act. This is done either by directly financing public improvements or providing incentives to developers to bring projects into the TIF district. Without TIF incentives, blighted areas are likely to remain, resulting in a stagnant or declining EAV of property located within the TIF district.

TIF'S DO NOT DIVERT MONEY FROM THE OTHER TAXING DISTRICTS. During the life of the TIF's these taxing bodies continue to receive the tax revenue they previously received, prior to the creation of the TIF's. This is because the EAV on the property within the district is "frozen" during the life of the TIF. At the end of the TIF, the tax increment resulting from redevelopment within the TIF is returned to the tax rolls and made available to the taxing districts. If TIF's could not be used to fuel redevelopment, new tax money would not be generated and the area would remain economically stagnant resulting in no additional revenue to the taxing districts.

Consequently, **when you hear allegations that the Village has "taken" this money from other taxing districts, those allegations are entirely false.** Further, those allegations assume that the redevelopment which is causing the growth in the EAV of the properties included within a TIF district would have occurred without the stimulus provided by the TIF. For example, based on current calculations, when the Town Center TIF expires in 2009, it will generate a windfall of over $750,000 annually in new money for the Village of Bensenville, Library District, Park District and School Districts 2 and 100.

The Village's TIF initiatives have received support from the schools, library and other taxing districts, which realize that in the long term, this is what is best for the community. **Even the Park District has approved every one of the Village's TIF initiatives.**

STRONG HOME VALUES CONTINUE TO INCREASE

BENSENVILLE **News**

You love your house. The way it sits back from the street, the shaded porch, the shutters you painted two summers ago., the deck you added. Your most important investment is your Bensenville home and the Village works aggressively to ensure your greatest asset is protected and its value remains strong and constantly growing.

In fact, since 1986, property values in Bensenville have risen more than 250%. The equalized assessed value of all Bensenville properties rose from $242,800,000 in 1986 to $614,600,000 in 2003. In actual estimated value, property values increased from $729,000,000 to over $1,800,000,000. This means that your home became more valuable without you having to lift a paintbrush, add a deck or landscape your yard.

Recently, Chicago Magazine issued their annual survey of Chicago-area home values. Bensenville continues to realize a strong housing marketing. The sale price for a Bensenville home has increased by approximately 81% since 1994, which puts our home sales in the top 35% for the Chicagoland area with an impressive average selling price at $245,758, a 6% increase since 2003. Also, important to this survey is the number of days Bensenville homes are on the market compared to neighboring communities. **It is important to note that it takes, on average, 38 days to sell a home in Bensenville, compared to Addison at 54 days, Wood Dale at 52, and Elmhurst at 56 days.**

Where else can you get that kind of return on your investment? This continued increase is significantly better than the struggling stock market, or the low interest paid on savings accounts, and even better than the average home price increase in most other area suburbs. But that's not the only satisfying component about the increase in Bensenville home values: It comes even in spite of the ongoing threat of O'Hare expansion.

The attacks on Bensenville have been especially intense during the past two years. Chicago continues to try to destroy homes, businesses and cemeteries, all before the city gets any necessary federal approvals to expand the airport. Mayor Daley has been spending untold millions in legal, lobbying, public relations, political and other assaults on Bensenville, and yet, we continue to prevail.

In the face of all these attacks on our community, Bensenville's property values have remained remarkably strong, our schools continue to ensure your children receive a quality education and private developers have continued to invest in the community. This has all been realized because we have worked together to make Bensenville one of the most appealing places to live and work.

Increasing Bensenville property values assists in our efforts to lure private investment in our community. This public-private partnership leads to new commercial and residential development, increased tax revenues and further investment.

You are, also, responsible for Bensenville's successes. Together, we have created a strong sense of community. We have succeeded because you have decided to stand and fight. Your repeated public demonstrations of support are why Bensenville is healthy and growing.

PRAIRIE STATE GAMES ARE COMING TO BENSENVILLE

Summer will be here before you know it, and with it brings the 2005 Prairie State Games to Bensenville. Prairie State Games is Illinois' largest amateur athletic festival where more than 10,000 athletes are expected to compete in 28 Olympic-style sporting events.

The Village of Bensenville will be the host community for the Prairie State Games for the next 3 years. The games will be located in Bensenville and through out DuPage County focusing on a variety of event locations in order to enhance the number of participants, provide corporate and in-kind sponsorship opportunities, bring new life to the games and most importantly drive economic benefits to the area.

A significant component to the decision to participate in the games was the potential economic impact of bringing 20,000 athletes and attendees to Bensenville and DuPage County. The exposure the event will bring to our community will be priceless. Preliminary estimates by county tourism officials indicates that participating communities could realize more than 20 million dollars in direct spending by hosting the event for the next three years.

Officials from Prairie State Games, choose Bensenville, as the host community because of its world class, state-of-the-art sports and recreational facilities, including the Edge Ice Arenas, Redmond Recreational Complex, (an 82-acre sports complex that offers an IHSA approved lighted baseball stadium, competition aquatic center, climbing wall, high ropes course). Fenton High School and the Legends of Bensenville Golf Course. Bensenville will host approximately 60% of all competitions and provide the athletes and their families with an Olympic Village atmosphere.

Mark your calendars for the Gala Opening Ceremonies on Thursday, June 23, 2005. This year's ceremony will take place at the scenic Redmond Recreational Complex and will provide a spectacular backdrop for the debut of Prairie State Games to DuPage County. Festivities will include interactive games, music, a parade of athletes, special appearances by local dignitaries and nationally recognized athletes, opportunities for those in attendance to win fabulous prizes, the lighting of the PSG cauldron, recognition of the Athletes of the Year and a huge fireworks display.

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TICKETS ON SALE FOR DREAMS ON ICE

The Village of Bensenville will, once again, sponsor an ice extravaganza featuring well known skating stars such as **Tai Babilonia** and **Randy Gardner, Elvis Stojko,** Rudy Galindo, Caryn Kadavy, champion ice dancers Liz Punsalon and Jerod Swallow, Matthew Evers and Ellicia Shepard, just to name a few. Dreams on Ice is the Finale of the Village's Annual Winter Carnival, which features the Nation's most talented ice carvers as they compete for the National Ice Carving Championship. Don't miss a weekend of fun beginning on **Friday, February 11th** and concluding **Sunday, February 13th, at 2 p.m. with this years Dreams On Ice performance.**

Ticket Information for Dreams On Ice:

General Admission Seating	$ 25
VIP Seating (4 per table)	$175
Skybox (includes food for 15)	$800

There is limited seating available for Skybox and VIP seating- these tickets are available only at the Edge Ice Arena and Bensenville Village Hall or by calling #766-8888.

No admission price for Winter Carnival Activities.

Friday, February 11th

7:35 p.m. **Chicago Steel** - Come see the Steel play the Cedar Rapids Roughriders. Tickets available at the Edge on Jefferson for $8 each.

Saturday, February 12th

8 a.m. - 5 p.m. Concessions Indoor & Outdoor
National Ice Carving Competition
Carvers from all over the country

11 a.m. - 4 p.m. **Chilly-Chili Cook-Off**
Sculpture Lane - View incredible works of ice representing our Sponsors

Noon - 4 p.m. **Cross Country Skiing** (weather permitting)
Carriage Rides and Dog Sled Demo
Wood Carvers

1 p.m. - 4 p.m. **Snowman Building** (weather permitting)

Sunday, February 13th

10 a.m. - 2 p.m. Concessions
National Ice Carving Competition

Noon - 3 p.m. **Cross Country Skiing, Carriage Rides, Dog Sled Demo, Wood Carvers, Chilly-Chili Cook-Off, Sculpture Lane**

2 p.m - 4 p.m. **DREAMS ON ICE SHOW**
Edge Ice Arena II 630-766-8888

BENSENVILLE HOMES TO RECEIVE SOUND INSULATION

Recently, 67 Bensenville homes have been identified as candidates for the 2004 Sound Insulation Program administered by the City of Chicago. There remains an additional 27 homes that were identified and measured for sound insulation back in May 2004 that are still waiting to receive their sound insulation, which has been postponed until Spring of 2005.

The Sound Insulation Program is sponsored and executed by the City of Chicago. The City identifies homes based on computer modeling and until 2001, were contacting homeowners directly to invite them to participate in the voluntary program. The Village of Bensenville is notified as to which homes are eligible for sound insulation, but the construction is all completed by contractors hired by the City of Chicago.

For more information about the program and participation in the future, **please call Arlene Williams, Airport Owners Representatives at 773-894-3822.**

VILLAGE CONTACT INFORMATION

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Village Manager	
Russ Adams	**#630-350-3411**
Director of Engineering & Capital Projects	
Cindy Klima	**#630-350-3399**
Director of Communications & Marketing	
Steve Marshall	**#630-350-3401**
Assistant Village Manager of Community Development	
Paul Quinn	**#630-350-3431**
Director of Public Works	
Tom Truty	**#630-350-3397**
Assistant Village Manager of Management Services	
Stan Urban	**#630-594-1018**
Director of Community Events/Special Facilities & Programs	
Frank Kosman	**#630-350-3458**
Police Chief	
Jack Barba	**#630-350-3443**
Fire Chief	

BENSENVILLE **News**

Issue XI January 2005

WWW.BENSENVILLE.IL.US

Have you been on the Village of Bensenville's website? Check it out! If you are looking for current information about the Village of Bensenville and its activities, this is the place to go.

VILLAGE OF BENSENVILLE
Board Members

John C. Geils
Village President

Roxanne Mitchell
Village Clerk

John Adamowski
Trustee

Ray Basso
Trustee

Frank Caira
Trustee

Hank Mandziara
Trustee

Marianne Tralewski
Trustee

Peggy L. Walberg
Trustee

DREAMS ON ICE
Sunday, February 13, 2005
2:00 p.m.
Edge II Ice Arena
For ticket information please call 630-766-8888

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FAA Action Ignores Legal Prohibitions Against OMP In Issuing the Draft O'Hare Environmental Impact Statement

Chicago Mayor Richard M. Daley and his public relations firms want the public to believe that the issuance of the draft Environmental Impact Study (EIS) constitutes approval of Chicago's O'Hare Modernization Plan (OMP). **That is flat out wrong!** While the FAA is issuing a **DRAFT** EIS, the FAA has not addressed several statutory and constitutional requirements that prohibit the funding and construction of the OMP!

There are several federal statutory and constitutional requirements that the **Draft** EIS never even mentions - let alone resolves. Federal laws safeguard religious freedom, ensure that billions of taxpayer dollars are not wasted, and require improvements to the nation's aviation system be effective and safe. The FAA must review the OMP against those laws. Our legal experts advise that the OMP fails miserably on all these tests.

Strictly on its merits, the O'Hare Expansion plan fails for a number of solid reasons. We remain confident that ultimately the FAA will be compelled by law to reject the O'Hare Modernization Plan. **If the FAA ignores these legal prohibitions, we will overturn the FAA's illegal action in federal court, just as we successfully did just this past summer.**

Keep This in Mind Over the Next Few Months as These Issues Come Into Play:

The O'Hare Expansion Plan cannot possibly go forward, because it fails to pass key constitutional, legal and regulatory prohibitions. We believe the hurdles are so insurmountable the FAA cannot approve the OMP or its initial Phase I.

The FAA was advised of the OMP's deficiencies last August. Attorneys and aviation experts for Bensenville and Elk Grove Village and for church members fighting against the destruction of two religious cemeteries reviewed the OMP at great length. They found many fatal flaws in the OMP.

O'Hare Airport is not Meigs Field. Unlike Mayor Daley's midnight destruction of Meigs, the bulldozers cannot move at O'Hare until the FAA says so. And the FAA, under the law, cannot possibly say so.

Chicago continues to insist that the FAA rush through its review of the OMP. But, our experts will not allow the FAA to do so. The FAA must work to protect our citizens, airline passengers, regional economy and the nation's aviation system from the kind of fatal mistakes found in the OMP.

Legal Prohibitions

Our analysis shows the OMP fails on its operational and economic merits. Federal law prevents the following:

1. Airport passenger taxes cannot be used for O'Hare Expansion . To use these taxes, the FAA must find that there are sufficient funds from non-federal sources for the mega-billion dollar OMP. Chicago has not clearly identified the source of those non-federal funds.

2. These same taxes cannot be used to fund the OMP if the OMP fails the cost-benefit analysis. Our experts advise that:

- The OMP cannot achieve the City's claimed benefits, which were completely destroyed by the City's own con-sultants.
- Chicago has failed to show that other alternatives will provide capacity at far less than the $15 billion for O'Hare Expansion
- The OMP increases delays and congestion.
- The OMP will harm the local and regional economy by massively increasing airline costs, leading to reduced airline service and loss of business and jobs in the region.
- The OMP creates massive safety problems.

3. Finally, O'Hare Expansion will destroy two religious cemeteries in violation of the U.S. Constitution and the federal Religious Freedom Restoration Act.

With mounting difficulties over funding of the full OMP, Chicago is especially anxious to start at least a portion of the project. By seeking expedited approval, Chicago intends to begin bulldozing homes and businesses in Bensenville and destroy the two religious cemeteries, before the FAA or the Courts can make a definitive ruling.

Bensenville will continue to voice our objection to O'Hare Expansion, and we are prepared to do everything in our power to protect and preserve our community. We will remain vigilant in our efforts to review any and all O'Hare Expansion plans, require the FAA to follow its rules and regulations, and foster public discussion and debate concerning those plans. Moreover, we urge residents and businesses impacted by these plans to continue contacting our U.S. Senators and Representatives.

PROPOSED O'HARE EXPANSION U P D A T E

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Village President

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City moves on O'Hare houses

Ready to open talks with homeowners in path of expansion

By Paul Merrion
December 06, 2004

Increasingly confident of a go-ahead from the Federal Aviation Administration next year, Chicago is laying the groundwork to start buying homes and businesses in the path of O'Hare International Airport's planned expansion.

The city soon will seek permission from about 700 affected home and business owners to get title checks, appraisals and other preliminaries out of the way. Chicago has budgeted $800 million for land acquisition and noise mitigation.

The city wants to get the land-buying process moving despite a July 2003 federal court order that blocks any purchase of land until the expansion project is approved, except in "hardship" cases — instances in which property owners must sell because of job changes, medical emergencies, retirement or other factors.

Stopping short of closing transactions, the city now aims to start negotiating and finalizing written sales agreements with willing property owners. It can't actually complete deals until the expansion project wins federal approval, which is expected by September.

That date "is now quickly approaching," says Rosemarie Andolino, executive director of the O'Hare Modernization Project. "We want enough time to work with individuals" so the project can break ground as soon as possible.

Word that the city is getting the ball rolling is good news for some Bensenville homeowners, who say they have wanted to sell sooner rather than later but aren't under the kind of pressure that would constitute a hardship.

Tim Taylor, a trade association executive who lives in the path of the planned expansion, says he "absolutely" will volunteer to start the process of selling the city his home, which his family has outgrown. "That would be my best opportunity to get out at a decent price," he says. He thinks trying to sell it on the open market now "would be a wasted effort."

NOT WITHOUT A FIGHT

However, Chicago's move is already sparking controversy and could bring the city back into court with suburban opponents of O'Hare expansion.

"We're studying options that address those activities, including legal remedies," says Joseph Karaganis, lawyer for Bensenville and Elk Grove Village, which sued to block previous city attempts to buy land for airport expansion.

Mr. Karaganis and other O'Hare expansion critics contend that no land will ever be purchased because the expansion will be rejected for legal, safety and cost-benefit reasons. Federal regulators are taking a hands-off stance on whether the city can at least start the process of acquiring land.

MOVING AHEAD

"We told both sides, that's an issue to bring up with the court," says an FAA spokesman. "It's not an issue for us to decide one way or another."

Chicago sees no legal reason why it can't start the land acquisition process, short of closing deals. The July 2003 court order is narrowly drawn, stating that Chicago "voluntarily agrees that it will not acquire property" in the two suburbs until the expansion project is approved.

Ultimately, the city is counting on its powers of eminent domain to obtain the 433 acres it needs if the project is approved, but any voluntary sales that can get started now will expedite the process later.

The city intends to use money raised from recent airport bond refinancings to pay for any appraisals and other work done prior to a sale, according to a spokesman for the O'Hare project. Eventually, if the federal government approves the expansion, property acquisition and relocation costs would be eligible for federal reimbursement.

Currently, the court order allows the city to buy properties only in hardship cases, but Bensenville and Elk Grove Village must consent to each deal. A city spokesman says at least 24 homeowners have expressed interest in selling as hardship cases.

Both suburbs strongly objected to a letter the city sent out last month advising property owners that the FAA had recently provided the city guidance on what constitutes a hardship.

"There are no hardship cases," says Craig Johnson, mayor of Elk Grove Village. "It's just a scare tactic. The city is desperate to generate some momentum on a project that's failing."

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bensenville 2004

O'HARE EXPANSION TAKES NEW BLOWS!

In recent weeks, there have been a number of very favorable developments in our continuing fight against the expansion of O'Hare Airport. As you know, the forces allied with Chicago in favor of O'Hare expansion — some of whom live in our own Village or in DuPage County — repeatedly claim that Daley's O'Hare Expansion Project is a "done deal". The recent developments described in this newsletter show that the O'Hare Expansion Plan is in real trouble.

U.S. House Aviation Committee Chairman Questions Merits of O'Hare Expansion

On Friday, September 10, 2004, the Chicago Tribune (Metro Section) carried Jon Hilkevitch's article entitled "O'Hare plan has D.C. skeptics". Mr. Hilkevitch extensively quotes Congressman John Mica, Chairman of the Aviation Subcommittee of the United States House of Representatives. (See Mr. Hilkevitch's article in this newsletter or at www.bensenville.il.us).

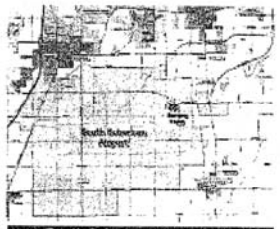
Chairman Mica's Criticism

Expressing anger over Mayor Daley's midnight destruction of Meigs Field, Chairman Mica called into question whether Chicago's proposed $15 billion expansion of O'Hare would solve long-term capacity problems at O'Hare. Chairman Mica noted that authorities testifying before his Committee have generally agreed that O'Hare's capacity problems are "here to stay" because increases in capacity will quickly be eaten up by increased flights:

> *"Is it a wise expenditure to spend huge amounts of money and not resolve the capacity issue? Should we invest in alternative reliever airports?*

> *The experts are telling me that even with $15 billion worth of improvements at O'Hare, there may not be significant improvements in capacity.*

> *I could probably build a big new airport there (Peotone) for a fraction of the cost."*



South Suburban Airport Site Plan

FAA Administrator Acknowledges Bensenville's Experts Raising Tough Issues

FAA Administrator Blakely reiterated that the FAA would not be rushed into a decision on the OMP.

> *"I think one of the things we all understand is that this is not only a complex project, but quite controversial. It has real opponents raising important, key issues that have to be evaluated*

FAA Capacity-Delay Studies Show O'Hare Expansion Project Will Produce Little Capacity Gain and Huge Delays.

In late August, FAA released several delay capacity studies on the proposed O'Hare expansion project. In its usual way, Chicago quickly tried to "spin" the results of those studies to claim that O'Hare expansion would produce major capacity gains and greatly reduced delays.

However, a careful examination of the studies results by Bensenville's experts disclosed that the O'Hare expansion project would produce little in the way of expanded capacity and would result in delays ***even greater than the worst delays ever experienced historically at O'Hare!***

How can this be? Mayor Daley's ***$15-20 billion*** expansion has runways that are too close together — creating a significant disparity between good weather and bad weather capacity. **Bottom line:** good weather schedules going into limited bad weather capacity leading to massive delays and little gain in capacity!

So Chicago now has a huge O'Hare boondoggle:

1) which Chicago cannot afford (Daley and the Airlines refuse to show the full cost of the project or how they will pay for it),
2) which produces little in the way of needed capacity to handle aviation growth,
3) which produces huge delays, far worse than historically experienced at O'Hare,
4) which is so costly that it will render United and American increasingly uncompetitive against low cost carriers due to the high costs of the expansion, leading to spiraling economic woes and job losses at United and American, and
5) which will deprive the Chicago region of the aviation capacity needed for regional economic growth.

Major Developer Commit Hundreds of Millions of Dollars To New Third Airport

Luckily — as Chairman Mica stated — there is an alternative to the O'Hare expansion boondoggle which will provide the region with much greater aviation capacity at a fraction of the cost. For years Congressman Hyde and Village President Geils have advocated the construction of a new "third airport" in the South Suburbs — not as a replacement for O'Hare and Midway, but as a key component of a regional aviation system that included a vital O'Hare and Midway.

Bensenville and Elk Grove Kick-Start the New Airport

But this long dormant project did not come to life until Village President John Geils, with the support of your Board of Trustees, decided that Elk Grove and Bensenville could help build the new airport by finding private investors willing to fund its construction and development. Partnering with Congressman Jesse Jackson, Jr., Bensenville and Elk Grove helped form the South Suburban Airport Commission.

On September 13th, the Commission entered into a contract with two major developers providing for the construction of the "third airport" to be called the Abraham Lincoln National Airport at Peotone. The Commission entered into an agreement with LCOR Holdings LLC and SNC-Lavalin America, Inc., two companies having world-wide reputations in the formation of public-private partnerships to build airports.

Subject to the approval of the FAA, and with the cooperation of the State of Illinois, these companies are willing to advance $200 million to initiate the first phase of building of the Airport. Construction could begin as early as next year and the Airport could open for business as early as 2009. The South Suburban Airport Commission and its private

PROPOSED O'HARE EXPANSION U P D A T E

partners will build an airport which promises to resolve the long-term air capacity needs of the region at a fraction of the cost of the proposed O'Hare expansion and with far greater aviation capacity.

A Wise Investment For Bensenville

A number of unidentified people in our community (people who refuse to give their names) have unwisely criticized the Village's financial support for the Abraham Lincoln National Airport. We believe that their motivations are entirely political, and wrong for several reasons. ***First***, our agreements with the participants expressly provide that when this Airport is built, we will recover our investment, with interest. ***Second***, what can be plainly seen from Chairman Mica's comments is that the Lincoln Airport is seen by him and others as a viable alternative to the costly, and unworkable, O'Hare expansion project. Mayor Daley may not like it but the facts will demonstrate that the Abraham Lincoln National Airport is a much less costly and much more effective way to resolve the regions aviation capacity problems.

Appellate Court Slaps County Board Chairman Schillerstrom For Sneaky Vote to Support O'Hare Expansion

As you may remember, on January 14, 2003, County Board Chairman Bob Schillerstrom introduced a resolution before the County Board which abandoned the County's long-standing policy of fighting Chicago's efforts to expand O'Hare Airport into our community and, in fact, ***expressed support*** for the O'Hare expansion project.

The Resolution was introduced without having been placed on the County Board's agenda and was voted on and approved at that meeting. While many municipal law experts felt that Mr. Schillerstrom's tactic violated the Open Meetings Act, States Attorney Joe Birkett issued an opinion stating that no violation had occurred.

Thankfully, the Citizens Advocacy Center, through an interested citizen, brought a legal challenge to the County Board's action and the States Attorney Birkett's opinion. Although the Circuit Court agreed with the States Attorney, the Illinois Appellate Court has now overruled that opinion.

The Appellate Court ruled that the actions of Chairman Schillerstrom and the County Board ***were illegal*** and that the opinion of State's Attorney Birkett was in error. (Please view the Daily Herald Article by Robert Sanchez, "New life for group's lawsuit against DuPage"; September 9, 2004 at www.bensenville.il.us).

What occurred here is obvious. Mr. Schillerstrom didn't put this matter on the agenda because he didn't want to have to confront the residents of this Village and others who were being abandoned by Schillerstrom and the County Board in their fight against O'Hare. He snuck this matter before the County Board and solicited votes for this change of policy privately to the detriment of the residents of our community. We were given no notice and no opportunity to appear and present to the County Board the facts related to the OMP. One can easily speculate that Chairman Schillerstrom's new found friendship with Mayor Daley had more to do with his political ambitions than a fair determination of what course of action is in the best interests of the people of Bensenville, Elk Grove and the surrounding communities.

We hope that the Circuit Court will now, forthrightly, void the Resolution and enjoin Mr. Schillerstrom and the County Board from future violations of the Open Meetings Act. If the County Board wants to abandon its long standing support of the Suburban O'Hare Commission and the fight against O'Hare expansion and now wishes to embrace Chicago's OMP, let it do so openly. Minimally, the County Board should hold hearings on this most important issue and should permit the opponents of expansion to present to the Board, openly and fairly, the case against the OMP. If the FAA and the Congressional Committee reviewing the OMP can conduct open and fair hearings, and can give weight to all of the relevant facts, why should we expect anything less from our locally elected officials?

If the County Board reconsiders the actions illegally taken on January 14, 2003, we expect our District 1 County Board representatives to be present at that meeting and to fight for our interests. County Board members Yolanda Campuzano, Roger Jenisch and Bill Maio need to make their presence felt on this issue. We want to see them fight for their constituents – not merely show up and vote "no" already knowing that the votes have been lined up to approve the County's abandonment of our long standing fight against O'Hare expansion. When the vote was taken on the illegal 2003 Resolution, Mr. Maio was conveniently out of town. As Mr. Schillerstrom's floor leader, it is hard to imagine that he wasn't fully aware of the action Mr. Schillerstrom intended to take. As a floor leader of the County Board, we expect him to stand up and fight for our interests. We will keep you informed and will solicit your support when, and if, the County Board reconsiders its illegal action.

Federal Appellate Court Voids Federal Funding for Engineering For O'Hare Expansion.

Some time ago, the FAA approved a request from the City of Chicago to raise more than $220 million from "passenger facility charges". These funds were intended to help Chicago pay the costs of the proposed new runways. The Village of Bensenville, Elk Grove Village and the City of Park Ridge challenged this action through their Washington D. C. based aviation lawyers, Shaw Pittman.

On July 28, 2004, the United States Court of Appeals for the District of Columbia struck down the FAA's approval of these charges. In doing so, the Court sustained our position in this litigation. (Please see the Daily Herald Article by Jon Davis, "Court rejects piece of O'Hare funding"; July 28, 2004 at www.bensenville.il.us).

A Tough and Costly Fight – But we Are Winning

The fight against O'Hare expansion is costly. It is also a target for people who don't share our agenda. We are fighting to save our community and we are winning.

Some in the Village Oppose Our Fight and Support O'Hare Expansion

When you hear people question the cost of this fight, or question the wisdom of supporting the development of the Lincoln Airport, or question the integrity of the people who are leading this fight on behalf of the Village, you might ask yourself, what is the agenda of the people who oppose our policies? Do they want Chicago to succeed? Do they want to see substantial portions of the Village bulldozed, our tax base eroded and our schools lose valuable tax revenue and students?

Village Financial Condition Remains Strong Despite the Costs of the Fight Against O'Hare Expansion

There is no doubt that the fight against the expansion of O'Hare is costly. Nonetheless, it is important to recognize that the Village's financial condition remains strong. Our recent bond issues have provided funds for additional capital improvements and, specifically, for improvements to our water system. Our standing with the bond rating agencies remains strong. In addition, we continue to

Chicago Tribune

METRO

WEST

FRIDAY
SEPTEMBER 10, 2004

O'Hare plan has D.C. skeptics

Congressmen reprove Daley

By Jon Hilkevitch
Tribune transportation reporter

WASHINGTON—A key congressional leader said Thursday that expanding O'Hare International Airport would yield only a modest increase in flight capacity and suggested Mayor Richard Daley may have weakened support for the idea by abruptly shutting down Meigs Field.

At a hearing on the $15 billion expansion proposal, House Aviation Subcommittee Chairman John Mica (R-Fla.) raised questions that echoed claims of O'Hare expansion opponents that the program fails to deliver its promise of increasing capacity and reducing delays.

The testimony also reaffirmed statements by Federal Aviation Administration officials that, despite City Hall's confidence, approval of the project is not guaranteed.

"Expanding O'Hare may not be the capacity panacea," Mica said. "Bringing bulldozers in the middle of the night into Meigs Field to eliminate capacity I have to say has not helped the situation."

The growing skepticism over O'Hare expansion, and lingering anger over last year's unannounced closing of Meigs Field, dampened efforts by U.S. Rep. William Lipinski (D-Ill.) to win the support of colleagues to pressure the FAA to speed up its review of new O'Hare runways.

"Congress must ask some very serious questions about the use of federal funds" for the project, Mica said at the start of the hearing, at which executives from American Airlines and United Air Lines

PLEASE SEE O'HARE, PAGE 6

O'HARE: Capacity has to grow, FAA official says

CONTINUED FROM PAGE 1

and Chicago's aviation commissioner testified in support of expanding O'Hare.

"Is it a wise expenditure to spend huge amounts of money and not resolve the capacity issue? Should we invest in alternative reliever airports?" Mica asked.

FAA Administrator Marion Blakey told the panel the long-term solution to delays at Chicago requires more capacity at O'Hare and elsewhere in the region. She said the FAA is working with the state to build a new south suburban airport near Peotone. Blakey said the FAA would not be rushed into a decision on the airport.

"I think one of the things we all understand is that this is not only a complex project, but quite controversial," she said. "It has real opponents raising important, key issues that have to be examined."

U.S. Rep. Vernon Ehlers (R-Mich.) criticized Daley for reneging on a deal he made in late 2003 with then-Gov. George Ryan to build new O'Hare runways while allowing Meigs to remain open.

"I am very upset with the actions taken by the mayor of Chicago with regard to Meigs Field," said Ehlers, adding that business people in his district used the convenient downtown airport. "Suddenly in the dark of night, Meigs was closed. I regard that as not acting in good faith and certainly I am not inclined at all to try to help solve the O'Hare problem."

Lipinski (D-Ill.), who is the strongest ally of Daley, requested the hearing on O'Hare, which this year had the worst on-time performance of any U.S. airport.

Lipinski reminded the panel that it already held a hearing on Meigs, adding with a smile: "I think it was one hearing that I did not request."

Chicago Aviation Commissioner John Robertson told the lawmakers that O'Hare expansion would produce "dramatic delay reduction." But Robertson did not repeat the mayor's claims when the project was announced in 2003 that redesigning the airfield would cut delays 28 percent overall and permit up to 1.6 million takeoffs and landings annually.

Recent FAA studies have so far not confirmed the city's delay-reduction statistics. And the studies indicate that congestion will bounce back as flights increase.

Mica said authorities who have testified before Congress generally agree that O'Hare's capacity problems are "here to stay" because the increase in flights will eat up delay reduction savings.

"The experts are telling me that even with $6 billion worth of improvements at O'Hare, there may not be significant improvements in capacity," said Mica.

While U.S. Reps. Donald Manzullo (R-Ill.) and Peter Visclosky (D-Ind.) told the panel that existing airports in their districts, in Rockford and Gary, respectively, could immediately help solve O'Hare congestion, Mica gave a boost to the Peotone airport.

"I could probably build a big new airport there for a fraction of the cost," Mica said.

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fund amenities, such as the new Edge pool, which benefit the entire community. We're proud that Fenton High School's swim team uses the pool for its meets. We also continue to sponsor events and projects that add to our quality of life and our sense of community and we intend to continue doing so.

We Are In A Tough Fight That We Are Determined To Win

Your elected officials are working diligently to bring this effort to a successful conclusion. You can anticipate that our opponents won't quietly give up. They have $15 billion reasons to fight to the end. They have powerful allies. They even have supporters within our Village. Our residents have steadfastly supported our policies in the past and your perseverance has produced victory after victory.

With your continued support we are confident of victory. If you want to see the details on all the flaws in Chicago's O'Hare expansion boondoggle and the details of our expert team's arguments as to why Chicago's O'Hare expansion project must fail, please see the materials at out website at www.bensenville.il.us.

We are always available to answer your questions and receive your comments. Please feel free to call us at any time.

John C. Geils
Village President

VILLAGE OF BENSENVILLE
Board Members

Roxanne Mitchell
Village Clerk

John Adamowski
Trustee

Ray Basso
Trustee

Frank Caira
Trustee

Hank Mandziara
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Daley's O'Hare Expansion Project is Dead, Dead, Dead!

Chicago's massive proposed O'Hare expansion project — which Chicago has been telling the press and the public was a "done deal" and that we should let the bulldozers roll over us — **is now DOA, Dead On Arrival.**

Village Sacrifice to Fight O'Hare Expansion Pays Off

As you know, Village officials — led by President John Geils and the Village Board — have had to engage in serious financial belt-tightening to pay the substantial legal and technical costs of our fight against O'Hare expansion. By careful cost management, the Village has been able to pay for the cost of fighting O'Hare expansion, while maintaining a continuing program of Village capital improvements and services.

"We knew that when we started in this fight to stop O'Hare expansion that the struggle would be long and expensive," said Village president John Geils. "But we know that the very quality of life and the very existence of Bensenville as a viable community is at stake — and the huge emotional and financial investment we have in our homes, schools, businesses, churches and parks are threatened with destruction by the proposed O'Hare expansion. We have no choice but to fight — a fight for our very survival."

As set forth in this newsletter, the financial sacrifices are paying off. "With our legal team, we stopped Chicago's bulldozers in 2002 and again in 2003, " said Geils. "Now, between our increasingly successful O'Hare opposition and our efforts at building the South Suburban Airport, our ultimate chances of success have significantly increased."

However, hoping to derail the Village's financial support of the O'Hare fight, the forces that are promoting O'Hare expansion (both in public calls for the Village to throw in the towel and those "Fifth Column" elements in the Village who want to "drive the bulldozers" through Bensenville) have repeatedly challenged the Village's financial management. In response, President Geils and the Village Board have invited any of these challengers (who refuse to identify themselves) to come examine the Village's financial books and records. Thus far – no takers.

"President Geils and the Village Board recognize that the O'Hare expansion dispute is literally a battle for the survival of the community," said Sandy Murdock, the former FAA General Counsel who is working with the legal team defending the Village. Murdock continued: "President Geils and the Village Board's financial, moral and political support for this fight — coupled with the widespread support throughout the Bensenville community for the Village's opposition to O'Hare expansion — are critical to our success."

The O'Hare Expansion Battle Takes A New Turn — Helpful to the Village

For many months now, many aviation experts have been telling the public the many reasons why Chicago's proposal for a massive expansion of O'Hare (the "OMP") would not work — 1) OMP's huge costs ($15-20 billion), 2) no way airlines and federal government can pay for massive OMP project, 3) OMP creates even greater delays than current O'Hare, 4) OMP provides little additional capacity, 5) OMP will render United and American less competitive and imperil the already fragile economic health of these airlines, jeopardizing employee jobs and pensions, 6) OMP creates major safety concerns, both in the air and on the airfield.

PROPOSED O'HARE EXPANSION U P D A T E

Despite these and other fundamental flaws, Chicago's public relations flacks have been blithely assuring the public that the OMP is on track, that there is plenty of money to pay for the project, and that Chicago's PR claims as to OMP's benefits are true. As usual, Chicago refuses to provide any details to back up its claims. And, we know Chicago's claims to be untrue.

Thus far, the debate has been back and forth in the media. But this Monday, August 23, 2004, the legal and technical support for Daley's massive O'Hare expansion project disappeared! The legal team retained by Elk Grove Village and Bensenville filed a detailed list of objections to the OMP — **that shows that federal law prohibits FAA from approving the OMP and even from approving Phase I of the OMP, the phase in which Daley wants to take land and destroy homes and businesses in Bensenville and Elk Grove Village.** (The detailed text of the August 23, 2004 Objections is posted on the Village Web Site)

This is not simply lawyers' rhetoric. The Elk Grove Village-Bensenville legal team (which includes the former General Counsel of the FAA) has already successfully defeated, in court, Chicago's early attempts to get FAA funding for the OMP. (On July 27, the US Court of Appeals in Washington ruled in favor of Bensenville and Elk Grove and threw out an earlier FAA approval of $220 million dollars for OMP.)

The constitutional and statutory prohibitions cited by the Elk Grove Village-Bensenville legal team in their August 20th filing with the FAA are explicit and insurmountable barriers to Daley's proposed O'Hare expansion. The legal prohibitions are literally a stake in the heart of Daley's grandiose O'Hare expansion plan.

Here's Why Federal Law Prohibits FAA from Approving OMP and Phase I of OMP.

Here are some of the specific reasons why OMP and Phase I are dead and why FAA is prohibited by federal law from approving the OMP or Phase I:

- **Federal Law Prohibits FAA from funding the OMP because Chicago cannot demonstrate how the non-federal portions of the project can be funded.** Federal law prohibits FAA from issuing grants of federal money or authorizing the use of federal passenger facilities charges unless the applicant (here Chicago) can demonstrate that they have secure financing — from both federal and non-federal financial sources — sufficient to pay for the entire project. Here, Chicago won't even disclose the details of its 14.8 billion dollar (and likely to rise) cost estimate and the details of how Chicago plans to finance this huge cost. **Bottom line**: FAA cannot lawfully approve federal funding for OMP and Daley says he needs billions in federal funding to build OMP.
- **Federal Law Prohibits FAA from funding Phase I of the OMP because Phase I cannot pass the Benefit-Cost Test.** Federal law prohibits FAA from providing "discretionary" FAA funding grants unless the applicant can show that the benefits of the project exceed the costs of the project. Chicago has claimed that it has already assembled the roughly **$3 billion** it needs to build Phase I. In reality, Chicago's Phase I requires at least a billion dollars in federal funding — much of it coming from Chicago's request for FAA "discretionary" funding — and there has been no FAA approval of this funding. Without this funding Phase I cannot go forward. An examination of Chicago's funding request for this Phase I discretionary funding shows that Chicago's application clearly flunks the cost-benefit standard. Incredibly, Chicago is claiming the "benefits" from the entire $15-20 billion full OMP while only stating the cost at $3 billion. Indeed, the "benefits" of Phase I are highly questionable since Chicago itself has agreed that Phase I would lead to "gridlock" shortly after it is completed.
- **Federal Law Prohibits FAA from approving either the full OMP or Phase I because FAA has failed to demonstrate a compelling governmental need for the proposed destruction of religious cemeteries or the absence of alternatives to such destruction.** Both the full OMP and Phase I require the destruction of two religious cemeteries. The religious faithful whose loved ones are buried in these cemeteries have a sincere religious belief that body and soul will be united on Judgment Day and that until that day; it is sacrilegious to disturb those who are buried in the sacred consecrated ground of those religious cemeteries. Both the Free Exercise Clause of the First Amendment to our federal Con-

stitution and the federal Religious Freedom Restoration Act (RFRA) prohibit FAA from approving OMP or Phase I unless FAA affirmatively demonstrates that: 1) there is a compelling governmental need to destroy these religious cemeteries and 2) that there is no other alternative to destroying these religious cemeteries. FAA clearly cannot meet this dual burden. There is no "compelling governmental need" (other than United's and American's and Chicago's desires) to destroy these religious cemeteries and there are clearly other alternatives which can address the aviation needs of the region without destroying these religious cemeteries.

- **Federal Law Prohibits FAA from approving either the full OMP or Phase I unless FAA includes OMP or Phase I in the National Plan of Integrated Airport Systems (NPIAS).** Federal law prohibits any federal grant funding unless the proposed airport project is included in a document called the National Plan of Integrated Airport Systems (NPIAS). Federal law requires the FAA to develop an "integrated" airport system sufficient to meet the aviation needs of the metropolitan Chicago area and to identify the individual airport components that are needed to accomplish this integrated plan. Unless the airport components are incorporated by FAA into the integrated plan (NPIAS) FAA cannot provide grant or passenger facility funding for the project.

In 1988, the State of Illinois — at FAA's direction and funding — developed an integrated metropolitan airport plan for metro Chicago, which addressed the region's aviation needs with the existing O'Hare (no new runways) coupled with Midway and a new South Suburban Airport.

FAA has currently failed to identify which airport elements in metro Chicago are needed to meet the region's aviation needs. Elk Grove Village and Bensenville have asked FAA to participate in the FAA decision-making process as to which airport elements (*e.g.*, the 1988 state plan or any new integrated plan) should be adopted by FAA. Clearly, neither the OMP as proposed — or Phase I — serves as a rational component to an integrated metropolitan Chicago airport plan that meets the needs of the region and the nation. All the flaws in OMP and Phase I prevent either of these projects from being included in the NPIAS, and therefore, preclude these projects from receiving FAA funding approval.

Bensenville and Elk Grove — currently 3-0 in legal battles with Chicago and FAA over O'Hare expansion.

Normally, it is unseemly to talk about our successes. But, it is important for our citizens to know that the Bensenville-Elk Grove legal team has already had a string of legal successes in challenging Chicago and the FAA over OMP. We stopped Chicago in state court in 2002. We stopped Chicago in federal court in 2003. We have just overturned a significant FAA funding OMP decision in July of 2004.

While, Chicago had hoped to roll over and bulldoze our communities, these initial successes have stopped Chicago cold and have sent a strong and respectful message to FAA, ***follow the law or your actions will be overturned by the courts.***

The Bottom Line — Daley's O'Hare Expansion Plan A Dead Deal!

For the last two years you have had Chicago spinning its PR about massive O'Hare expansion as a "done deal". The legal prohibitions listed above — along with the serious OMP technical problems raised by our experts — demonstrate that OMP is not a "done deal" but a "dead deal".

Extending the Olive Branch

We don't want to leave you with the impression that we limit our efforts to fighting Chicago. We remind you to examine not just what we are against, but what we are for. We are for meeting the aviation capacity growth needs of the region with an integrated system of airports that includes O'Hare, Midway, and the new South Suburban Airport. This includes "modernizing" O'Hare.

But, what Daley calls "modernizing" — a bloated unachievable OMP — and what we call "modernizing", are much different. We are for solving the delay problem at O'Hare with a prudent use of demand management (a system of flight limits now in use at other congested airports such as LaGuardia) and with the non-structural recommendations of the 2002 FAA-City of Chicago Delay Task Force. Adopting these recommendations would give us an efficient modern O'Hare to serve as a key partner in a metropolitan airport system that includes a vital Midway and a new South Suburban Airport.

Elk Grove Village and Bensenville have lead the way in this effort for a rational, low-cost and environmentally compatible metro airport system that meets the needs of the region, while preserving the quality of life in our communities. We provided the critical financial and expert support that is now bearing fruit with the imminent construction of the South Suburban Airport.

Our Job Is Not Over

This newsletter is a progress report - not a closing statement. Chicago continues to make blanket unsupported claims that it is pushing forward with OMP. When you hear these claims just think about what we said above and think about Chicago's track record — a failed Lake Calumet Airport (also a "done deal"), a failed World Gateway Program (sitting on a shelf after Chicago spent over 60 million dollars on consultant studies) and 20 years of failure in trying to stuff more runways into O'Hare, while fighting the Third Airport. Nevertheless, Chicago is a tenacious opponent.

We need to continue our fight — hopefully with a settlement that meets everybody's needs but, if not, then a fight to the finish!!

John C. Geils
Village President

VILLAGE OF BENSENVILLE
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August 31, 2004

Dear FAA Representatives:

Again, thank you for the opportunity to offer my opinions. My home is located in the proposed O'Hare southern runway area. I am writing in regard to the Sunday, August 29, 2004 FAA Outreach Meeting that was held at St. Alexis Parish, Bensenville, Illinois. I was in attendance at this function. I had offered my own written testimony, as well as written and verbal testimony in conjunction with a large number of my neighbors, over 250 residents. Even though it is after the session, I wish to comment briefly on a few items and hope that this testimony will be submitted with the EIS, as well.

The emotional/social/everyday issues impact was touched upon briefly during the session. The children of the area, as well as adults are affected by the potential move. Leaving the comfort of friends, your neighborhood, socializing with friends, friends made at schools, playing in the parks, going to and participating with your Church, etc. all must be dealt with. For my own situation, I am currently enrolled in the Diaconate Program for the Diocese of Joliet and I must live near and participate with my sponsoring parish. There is a negative impact when you have to tell your children they might be forced to move out of their neighborhood. What was not specifically offered in my original testimony were suggestions for possible solutions to these concerns. I will list a few that maybe the FAA can consider. 1

In regard to the traumatic affect the stress of a potential airport expansion can have, possibly counseling for adults and children BEFORE, DURING and AFTER the expansion could be offered FREE to those who wish to participate. A sense of loss/grieving occurs when someone has to uproot either willingly or forcibly. Also, in regard to housing, since the State of Illinois has certain mandates for affordable housing, possibly, this expansion could be the impetus for uprooted homeowners to afford to live in nearby albeit higher-priced areas. For example, Elmhurst could include affordable housing units (single-family homes, condos, townhomes, etc.) with their next wave of new home building or Addison could include these same affordable housing units in a new subdivision that is being considered. 2

Whether this expansion goes or not, some governmental group out there may want to step up to the plate and truly help out their neighbors. I'm for the potential industrial progress, but I'm also for the progress of the individual and his/her right to grow as a person and not be forced to accept anything less. 3

Comment	Response
1	Please see topical responses **A-1, G-4 and M-5.**
2	Please see topical response **G-4**.
3	Please see topical response **G-1.**

Federal Aviation Administration (FAA) Environmental Justice Outreach Meeting
St. Alexis Church Bensenville, Illinois
August 29, 2004

On behalf of the residents of the proposed O'Hare International Airport southern runway area, we wish to thank the FAA for the opportunity to voice our opinions and offer our comments for the Environmental Justice portion of the FAA's Environmental Impact Statement (EIS).

Residents of the area have a number of issues/concerns outlined below:

Relocation concerns

- Costs of the new utility hook-ups, water pricing, cable, garbage pick-up, city sticker, etc. would have to be considered.
- How would homeowner be compensated for moving an at-home business: loss of client base, etc.?
- Would current mortgage rates remain the same?
- More than likely, property tax rates would be dramatically increased.
- Reciprocal situations concerning acquiring a similar size home for an affordable price in another suburb, etc. Would the homeowner receive at least 150% of the appraised value of their home?
- When would homeowners know how much of the $22,500 (or is it $25,000?) they would/would not receive?
- All homeowners regardless of documented/undocumented status should be granted the same rights concerning actual use of the $22,500/$25,000.
- What leverage or bargaining power does a homeowner have if they're one of the last homes to settle?
- Is **Eminent Domain** a factor?

Emotional/Social Impact/Everyday issues

- Children, as well as adults' reaction to moving must be dealt with.
- Leaving comfort of friends/Socializing with friends.
- Leaving your roots…
- Leaving **your** neighborhood…
- The added stress due to the continued newspaper articles, television news programs, public rallies, pressure from the Village of Bensenville, 'sound berm' construction along Irving Park Road.
- Proximity to stores, trains, expressways, schools, **jobs**, Church.
- Condition of School District, public library, etc.
- Timing of Relocation with school year.
- Convenience of Park District amenities, ie. Golf Course Resident discounts, Resident waterpark passes, Resident Park District gym/weight room passes, etc.

Other future concerns

If Chicago is to await the FAA's results of the EIS, what about the proposed Ordinance by the City of Chicago (attached) regarding the execution of Program-related agreements concerning the O'Hare Modernization Program (OMP)? The Ordinance was introduced at the July 21, 2004 City of Chicago City Council Meeting. Has it already passed through the City of Chicago's City Council Committee on Aviation? Will it now be passed at the September 1, 2004 City Council Meeting?

Also, the City of Chicago is still under an injunction, the "right to sell your property to whomever you wish" is still being denied to homeowners. If the EIS results direct Chicago to proceed with expansion, will that injunction be lifted?

In addition, the residents are concerned about:

- the future actions of the Suburban O'Hare Commission (SOC),
- the lawyers for the SOC and surrounding O'Hare suburbs,
- the various politicians near O'Hare and Peotone,
- the South Suburban Airport Commission's efforts (proposed Abraham Lincoln Airport being funded by Bensenville and Elk Grove Village),
- the Village of Bensenville purchase of homes in the impacted area and potential to purchase land in Peotone,
- the continued fight with Chicago by these entities with our taxpayer dollars.

Finally, how long after the Record of Decision (ROD) will Chicago be allowed to act in regard to purchasing homes?

It is actions by the above entities and the prospects of these future concerns that perpetuate homeowners being stuck in a sort of *limbo*. (Several recent newspaper articles are attached.)

We appreciate the FAA's efforts in recording our comments and we look forward to a positive resolution of our questions, comments and concerns. Again, thank you for the opportunity for us to offer this written testimony.

Encl.

The homeowners participating with this written testimony are included on the following page...

Environmental Justice Session
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Page 3

The homeowners participating with this written testimony, include:

HOMEOWNER	ADDRESS
Donna Ahlstrand	29 Greenlawn
Jose Cruz	
Juan and Claudia Cuellar	29 Orchard
Jesus Diaz	241 N. Orchard
Claudia Escutia	
Jose Pilar Escutia	107 Orchard
Bernando Flores	
Martha Garcia	
Salvador Garcia	127 Orchard Avenue
Cesaria Jimenez	
Dario Jimenez	44 N. Hamilton
Ed Jimenez	402 E. Irving Park Road
Jose and Sera Leon	422 E. Irving Park Road
Jesus & Raquel Liera	17 Dierks
John Martinez	18 Orchard
Nancy Martinez	
Gisela Medrano	
Byron R. Meza	34 South Orchard
Joel A. Meza	34 South Orchard
Leonardo Ocampo	
Silvia Perez	
Bashir Raza	123 Hamilton Street
Juan & Maria Robles	40 N. Hamilton
Jorge Salazar	22 Orchard
Jose Salazar	66 N. Hamilton
Salvador Suarez	
Rich Soline	24 Greenlawn
Timothy and Patricia Taylor	128 Orchard Avenue
Anthony and Linda Vecchiollo	104 Dierks
Juan Vega	
Lucino Velazque	16 Midway
Ted & Dolores Wojcik	245 N. Orchard Avenue
Raquel Zepeda	

OWNER/TENANT	UNIT ADDRESS
Ramanial Patel	95 Hamilton Street
Mohammed Siddiqui, Artermio Osorio	9 Hamilton Street
Luis Del Valle, Monica Bailon	9 Meigs Court
Habeeb Khan	9 Midway Court
M. Mohiuddin, Rocio Cortez	9 O'Hare Court
Vithal & Ranjan Patel	9 Roosevelt Court
Harminder Singh Sidhu	9 Sunset Court

Environmental Justice Session
Public Comment 8/29/04
Page 4

OWNER/TENANT	UNIT ADDRESS
Hetalkumar Sheth, Megha Sheth	103 Hamilton Street
Jim Siddiqui, Pasquale Siracusa	105 Hamilton Street
Syed Ali	107 Hamilton Street
Sheth Ashok	109 Hamilton Street
Kanu Jayswal	10 Meigs Court
Noman Nasira	10 Midway Court
Syed Ahmed	10 O'Hare Court
Jose Casarez	10 Roosevelt Court
Malik Syed Mughni	10 Sunset Court
Dasharath Patel	111 Hamilton Street
Parveen Idris	117 Hamilton Street
Shanker Patel	119 Hamilton Street
Dawood Awan, Exiquio Pulido	11 Hamilton Street
Habeeb Khan, Amado Roque	11 Meigs Court
Arshad Jaleel, Salvador Flores	11 Midway Court
Khadir Latifi	11 O'Hare Court
Naheed Iqbal	11 Roosevelt Court
Jose Arroyo	11 Sunset Court
Jim Siddiqui	121 Hamilton Street
Bashir Raza	123 Hamilton Street
Mohammed Hassem, Veronica Garcia	12 Meigs Court
Afsar Mohiuddin	12 Midway Court
Mohammed Ismail	12 O'Hare Court
John Murphy	12 Roosevelt Court
Aliya Tahir	12 Sunset Court
Mushtaq Ahmed	131 Hamilton Street
Adil Mansoor	133 Hamilton Street
Jose Aquinga	135 Hamilton Street
Parveen Idris, Marcelo Diego	137 Hamilton Street
Arif Masood	139 Hamilton Street
Dhanpat Jayswal, Daniel Flores	13 Meigs Court
Syed Qadeer, Jose Luis Guzman	13 Midway Court
Abuomer Siddiqui	13 O'Hare Court
Ashraf Siddiqui, Evaristo Enriquez	13 Roosevelt Court
Nava Cruz Martinez	13 Sunset Court
Rashda Hameedullah	141 Hamilton Street
Bhakti & Madhu Patel, Rasiklal Patel	14 Meigs Court
Syed Ali	14 Midway Court
Kazi Ismail	14 O'Hare Court
Arvind Patel	14 Roosevelt Court
Mohammed Mashiuddin	14 Sunset Court
Arslan Butt, Samuel Garcia	15 Meigs Court
Angel Brito	15 Midway Court

Environmental Justice Session
Public Comment 8/29/04
Page 5

OWNER/TENANT	UNIT ADDRESS
Parveen Idris, Wilvert Ibares	15 O'Hare Court
Arshad Syed	15 Roosevelt Court
Jay Shah	15 Sunset Court
Ana Rovello	16 Meigs Court
Lucino Velazquez	16 Midway Court
Syed Hussaini	16 O'Hare Court
Raul Robles, Diana Jimenez	16 Roosevelt Court
Iqbal Fatima	16 Sunset Court
Felicios Olea	17 Hamilton Street
Rafael Gomez	17 Meigs Court
Afsal Husain	17 Midway Court
Mohd. Mohiuddin	17 O'Hare Court
Ashraf Siddiqui, Moises Noyola	17 Roosevelt Court
Ramesh & Kokila Patel	17 Sunset Court
J. Galena	18 Meigs Court
Habib Murtaza	18 Midway Court
Syed Ahmed	18 O'Hare Court
Jafar Lashkariya, Antonio Hernandez	18 Roosevelt Court
Smita Shah	18 Sunset Court
Ricardo Flores	19 Hamilton Street
Rogelio & Maria Urrutia	19 Meigs Court
Salim Ahmed	19 Midway Court
Aftab Siddiqui	19 O'Hare Court
Ronald & Kathy Loris, Timoteo Matinez	19 Roosevelt Court
Suryakant Patel, Jose Vega	19 Sunset Court
Mohd. Mohiuddin, Julio Rios	20 Meigs Court
Ramesh Patel, Odelia Hernandez	20 Midway Court
Henry Bilitzki	20 O'Hare Court
Naeem Mizra, Nabor Safelo	20 Roosevelt Court
Manuel Gomez	20 Sunset Court
Alam Noor, Roberto Maldonado	21 Hamilton Street
Sabu John, Guillermo Castrejon	21 Meigs Court
Gunvent Jayswal	21 Midway Court
Mohd. Yousufuddin	21 O'Hare Court
Naveed Khamsi	21 Roosevelt Court
Akhlaq Ahmed, Inez Carmona	21 Sunset Court
Luis Rodriquez, Rosario Rodriquez	12 Meigs Court
Edel Ruiz	22 Midway Court
Maria Delfino Garcia, Gustavo Barrera	22 O'Hare Court
Alice & Michael Olivero	22 Roosevelt Court
Juan Guzman	22 Sunset Court
Juan Bailon	23 Hamilton Street

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OWNER/TENANT	UNIT ADDRESS
Habeeb Khan	23 Meigs Street
Shama Mohiuddin-Yousef	23 Midway Court
Jesus Lora Guadalupe	23 O'Hare Court
Madhusudan & Neel Sheth	23 Roosevelt Court
Dixitkumar Patel	23 Sunset Court
Tonie Anna Vasquez	24 Meigs Court
Ramesh Patel, Romeo Cortez	24 Midway Court
Teodoxio & Julia Garcia	24 O'Hare Court
Allen Lal, Malik Hassan	24 Roosevelt Court
Mirza Baig	24 Sunset Court
Mohammed Haseem, Joel Rosules	25 Hamilton Street
Maria Abu, Dulce Rumbo	25 Meigs Court
Binu Cheriyan	25 Midway Court
Kimberly Barr	25 O'Hare Court
Vishnu Patel	25 Roosevelt Court
Habeeb Khan, Agustin Cordero	25 Sunset Court
Mohd. Mohiuddin, Alfonzo Arizmendi	26 Meigs Court
Mohd. Rahman	26 Midway Court
Edward Miller	26 O'Hare Court
Raul Robles, Ivan & Victoria Flores	26 Roosevelt Court
Suresh & Ushaben Sheth	26 Sunset Court
Entisham Mahmood, Benito Flores	27 Meigs Court
Farooq Mohiuddin	27 Midway Court
Mohd. Farooq	27 O'Hare Court
Hitesh & Maltiben Patel	27 Roosevelt Court
Munawer Hasan	27 Sunset Court
Jesus Flores Ocampo	28 Meigs Court
Syed Hussain	28 Midway Court
Mohammad Siddiqui	28 O'Hare Court
Harry Berrios	28 Roosevelt Court
Somabhai Patel	28 Sunset Court
Hasmukh & Sharda Jayswal	29 Meigs Court
Yasmeen Mohiuddin, Jose Tayde Rogue	29 Midway Court
Zareema Ahmed	29 O'Hare Court
Juan Mercado	29 Roosevelt Court
Crescencio Medina	29 Sunset Court
Manzoor Ahmed	2 Meigs Court
Community Housing of DuPage –Regina Dortch	2 Midway Court
Shamsul Siddiqui	2 O'Hare Court
Mohammed Bawany	2 Roosevelt Court
Police Neighborhood Relations	125 Hamilton Street
Ahmed Shahzad	2 Sunset Court
Syed Shah, Felipe Sanchez	30 Meigs Court

Environmental Justice Session
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Page 7

OWNER/TENANT	UNIT ADDRESS
Shah Siddiqui, Gaffar Shareef	30 Midway Court
Mirza Baig	30 O'Hare Court
Jesus Martinez	30 Roosevelt Court
Safi Uddin Farooqui, Ameer Unnisa Farooqui	30 Sunset Court
Syed Zaidi	31 Hamilton Street
Mary Prior, Vicky Olivarez	31 Meigs Court
~~*Village of Bensenville*~~	~~31 Midway Court~~
Syed Hussain	31 O'Hare Court
Nadeem Khan	31 Roosevelt Court
Alamdar Zaibi	31 Sunset Court
Hasmukh Jayswal	32 Meigs Court
Habeeb Khan	32 Midway Court
Charmaine Giblin	32 O'Hare Court
Syed Abbas	32 Roosevelt Court
Denise Lopez	32 Sunset Court
Ruchikumar Sheth	33 Hamilton Street
Carlos Ocampo	33 Meigs Court
Aamir Khan	33 Midway Court
Syed Quadri	33 O'Hare Court
Shahid Safvi	33 Roosevelt Court
Hussan Mansoor	33 Sunset Court
Vernando Huertas	34 Sunset Court
Syed Zaidi, Araceli Bailon	35 Hamilton Street
Piyush Patel, Sondra Hobbs	35 Roosevelt Court
Suhdir Patel	35 Sunset Court
Malkiat Palaha	36 Sunset Court
Jahan Shareef, Wilma Robertson	37 Hamilton Court
Francisco Salgado	37 Roosevelt Court
Mahner Patel, Annahe Leyva	37 Sunset Court
Kalpesh & Kalpana Patel	38 Sunset Court
Muneem Siddiqui, Akhtar Khan	39 Hamilton Street
Pedro Cortez	39 Sunset Court
Mark Dean	3 Hamilton Street
Arlsan Butt, Louis Cardoana	3 Meigs Court
Mohd. Siddiqui	3 Midway Court
Amir Iqbal	3 O'Hare Court
Fidel Castro	3 Roosevelt Court
Jose Avalos	3 Sunset Court
Mahner Patel, Angelita Perez	40 Sunset Court
Abdul Mubeen	45 Hamilton Street
Dennis Rosenberger	47 Hamilton Street
Lucio Irra	49 Hamilton Street
Omar Hernandez	4 Meigs Court

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OWNER/TENANT	UNIT ADDRESS
Community Housing of DuPage	4 Midway Court
Zaki Rangoonwala	4 O'Hare Court
Shahnaz Tai	4 Roosevelt Court
Mohd. Sattar	4 Sunset Court
Mohammed Asif	51 Hamilton Street
Jafar Lashkariya, Irma Dorantes	53 Hamilton Street
Syed N. Ali	59 Hamilton Street
Pablo Merino	5 Hamilton Street
Rajni Jayswal, Florentino Rentezia	5 Meigs Court
Saleem Hussain	5 Midway Court
Raham Siddiqui	5 O'Hare Court
Ashok & Jyoti Shah	5 Roosevelt Court
~~*Village of Bensenville*~~	~~5 Sunset Court~~
Shariq Mansoor	61 Hamilton Street
Awad Ahmed, Erika Torres	63 Hamilton Street
Mohammed Siddiqui, Athar Baig	65 Hamilton Street
Syed Quadri, Sharif Ataullah	67 Hamilton Street
Mohd. Haseem, Noel Galena	6 Meigs Court
Community Housing of DuPage	6 Midway Court
Syed Ali	6 O'Hare Court
Syed Kazmi, Michael Darden	6 Roosevelt Court
Hassan Ali	6 Sunset Court
Rafi Safvi, Ignacia Reyes	73 Hamilton Street
Hamilton Mgmt. Office	74 Hamilton Street
Inocencio Olea	75 Hamilton Street
Khadir Latifi, Alejandro Nombo	77 Hamilton Street
Ghulam Khan	79 Hamilton Street
Jose Lopez	7 Hamilton Street
Maria DeJesus Benitez	7 Meigs Court
David Ramirez	7 Midway Court
Razia Ahmed	7 O'Hare Court
Syed Hussain	7 Roosevelt Court
Syed Kazmi, Evelyn Craig	7 Sunset Court
Sanhita Agnihotri	81 Hamilton Street
Yousef Bin Ali	87 Hamilton Street
Joel & Lillian Lemick	89 Hamilton Street
Jayswal Corp., Armando Ruiz	8 Meigs Court
Community Housing of DuPage, Robin Canterbury	8 Midway Court
Islamic Community of IL	8 O'Hare Court
Rashid Kahn	8 Roosevelt Court
Rafael Ulloa, Ernestina Palacios	8 Sunset Court
Syed Zaidi, Natividad	91 Hamilton Street
Anwar Malkana	93 Hamilton Street

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

VIA FAX: ONE PAGE
(630) 594-1167

August 27, 2004

Suburban O'Hare Commission (SOC)
113 W. Main Street
Bensenville, IL 60601

Dear SOC Representative:

I am formally requesting through the Freedom of Information Act the following:

For the timeframe of the year 2000 to the present, how much money has the Suburban O'Hare Commission (SOC) paid to the law firm of Karaganis White & Magel Ltd., as well as to Joseph Karaganis and what services were rendered?

I can be reached at the above phone number or at my work at:
Phone: (708) 531-0022 or Fax: (708) 531-0071 if you have any questions.

Thank you in advance for your assistance in this matter.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
Home: (630) 595-1681
Work: (708) 531-0022

June 30, 2004

VIA FAX: 20 PAGES
(312) 503-4202 427-8330

ATTN: Mr. Dan Sprehe
Investigator
Better Government Association

RE: Village of Bensenville –
Articles form *Daily Herald* regarding Firefighter's/Police Pension Fund, etc.

Attached are several articles from the *Daily Herald* regarding the Village of Bensenville's handling of the Fire Fighter's and Police Pension Funds. Also, two articles concern other aspects of the Village's budgeting: the South Suburban Airport Commission and the "Prairie State Games" that are to come to Bensenville.

The articles, include:

May 26 -- "Village accused of mishandling pension funds."
May 27 -- "Pension deal cools dispute."
May 28 -- "State auditing pension accounts."
May 30 -- "Questions to answer on pension fund." – Editorial
June 1 -- "Bensenville books need good audit." – Editorial
June 5 -- "Bensenville firefighters' pension money returned."
June 10 -- "Village repays fire board."
June 14 -- "Rivals square off for control of Peotone."
June 29 -- "Prairie State Games are coming."

Again, I hope that the Better Government Association would be able to investigate and find out if the Village of Bensenville/Trustees/Administration is operating properly and in a legal manner. If you do pursue this, I would be happy to visit your office if needed.

I also have (through a FOIA request) some financial statements for the Suburban O'Hare Commission for the years 1996 – 2001, if needed.

Please let me know if you have received this information and as to the status of my request. Thank you for your time and efforts.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
Home: (630) 595-1681
Work: (708) 531-0022

June 25, 2004

VIA FAX: 15 PAGES
(312) 503-4202 427-8330

ATTN: Mr. Dan Sprehe
Investigator
Better Government Association

RE: Village of Bensenville – Firefighter's/Police Pension Fund, etc.

Whatever the Village does is rather suspect. I'm faxing newsletters, etc. to give you a brief background of what goes on in the town. There's even an anonymous website at: www.bensenville.net that is a real eye-opener.

Towards the end of May, early June of this year, Bensenville was accused of stealing $2.5 million dollars from the Bensenville Firefighters' Pension Fund and over $300,000 from the Bensenville Police Pension Fund. The *Daily Herald* had a series of articles on this. (I can get copies of the articles if you need them.) The Village President, John Geils, who is also on the Firefighters' Pension Fund (I believe since the late '80s) told the *Daily Herald* that he didn't know that commingling of funds was improper and that the Village would pay back the funds. The Village did and now I guess they're trying to figure out the interest owed.

As a resident of Bensenville, I'm wondering where the $2.5 million went to?: a new golf course –Legends of Bensenville?, a new Aquatic Center? (back under construction), a new Village Hall?, money to fight O'Hare –Suburban O'Hare Commission (SOC) and/or the South Suburban Airport Commission, money to buy over a dozen homes in my area? (proposed southern runway for O'Hare), lawyer Kerraganis' bills? concerts?, etc.

I have made inquiries to the Attorney General's Office of Illinois, the DuPage State's Attorney's Office (Tim Diamond), and Michael Zimmerman (Bensenville Fire Fighter's Pension Fund attorney) as to the status of the fund/accounting problems of the Village. The Attorney General's Office said that I should talk with the State's Attorney's Office; the State's Attorney's Office said that the ball was in Mr. Zimmerman's 'court.' I spoke with Mr. Zimmerman and all he said was that he wanted the $2.5 million back to his client and now they would have to figure out interest owed. I have also faxed this information to Thomas Jones, Illinois Dept. of Insurance – Pension area and have not heard back from him.

I hope that your Office would be able to investigate and find out if the Village of Bensenville/Trustees/Administration is operating properly. Again, from the articles and newsletters, the Village seems to be a bit more misguided in their attempts to budget and run the Village properly and in a legal manner. Attached are:

1. An anonymous newsletter sent to Bensenville residents: "Pieces & Only Pieces;"
2. The Village's brief rebuttal to the anonymous newsletter, as well as their perspective regarding the Bensenville Fire Fighters' Pension Fund; and
3. A recent Village of Bensenville newsletter.

Please let me know if you have received this information and as to the status of my request. Thank you for your time and efforts.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
Home: (630) 595-1681
Work: (708) 531-0022

June 22, 2004

VIA FAX: 15 PAGES
(217) 524-5978 782-7542

ATTN: Tom Jones
Chief Administrator
Illinois Department of Insurance -PENSION

Attached are:

1. An anonymous newsletter: "Pieces & Only Pieces;"
2. The Village's brief rebuttal to the anonymous newsletter, as well as their perspective regarding the Bensenville Fire Fighters' Pension Fund; and
3. A recent Village of Bensenville newsletter.

I have made inquiries to the Attorney General's Office of Illinois, the DuPage State's Attorney's Office (Tim Diamond), and Michael Zimmerman (Bensenville Fire Fighter's Pension Fund attorney) as to the status of the fund/accounting problems of the Village. The Attorney General's Office said that I should talk with the State's Attorney's Office; the State's Attorney's Office said that the ball was in Mr. Zimmerman's 'court.' I spoke with Mr. Zimmerman and all he said was that he wanted the $2.5 million back to his client and now they would have to figure out interest owed.

Whatever the Village does is rather suspect. I'm faxing the above newsletters, etc. to give you a brief background of what goes on in the town. There's even an anonymous website at: www.bensenville.net that is a real eye-opener. As a resident of Bensenville, I'm wondering where the $2.5 million went to: a new golf course –Legends of Bensenville?, a new Aquatic Center? (back under construction), money to fight O'Hare – SOC and/or the South Suburban Airport Commission, money to buy over a dozen homes in my area? (proposed southern runway for O'Hare), lawyer Kerraganis' bills? concerts?, etc.

I hope that your Office would be able to investigate and find out if the Village of Bensenville/Trustees/Administration is operating properly. Again, from the articles and newsletters, the Village seems to be a bit more misguided in their attempts to budget and run the Village properly and in a legal manner.

Please let me know if you have received this information and as to the status of my request. Thank you for your time and efforts.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
Home: (630) 595-1681
Work: (708) 531-0022

June 15, 2004

VIA FAX: PAGES
(847) 434-0164

ATTN: Michael Zimmerman

Attached are:

1. An anonymous newsletter: "Pieces & Only Pieces;"
2. The Village's brief rebuttal to the anonymous newsletter, as well as their perspective regarding the Fire Fighters' Pension Fund; and
3. The front page of a Village newsletter from last week.

Thank you for your time.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

June 1, 2004

VIA FAX/MAIL: PAGES
(630) 682-6987

Mr. Joseph E. Birkett
DuPage County States Attorney
505 N. County Farm Road
Wheaton, Illinois 60187

Dear States Attorney Birkett:

Attached for your review is an anonymous newsletter that was sent to the residents of Bensenville in late May, 2004. (I believe the newsletter was written by a number of business owners/residents, etc. of Bensenville.)

Also, enclosed for your review are a number of articles, editorial(s) from the Daily Herald regarding the Village of Bensenville's approach to its fiscal management concerning the Firefighters' and Police Pension funds.

I faxed a couple of the articles and the "Pieces and Only Pieces" newsletter to the Attorney General's Office. A representative of the Attorney General's Office, Joseph Ponsetto said that I should send the information to my States Attorney.

I hope that your Office would be able to investigate and find out if the Village of Bensenville Trustees/Administration is operating properly. From the articles and newsletters, they seem to be a bit more than misguided in their attempts to budget and run the village properly and in a legal manner.

Please let me know if you have received this information and as to the status of my request.

Thank you for your efforts.

Yours truly,

Tim Taylor

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681
taylorfamily2@prodigy.net

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March 3, 2004

To: City of Chicago Department of Aviation
O'Hare Modernization Program

Re: Comments concerning O'Hare Expansion/Modernization Program

I'll be brief this time...

As a homeowner in the proposed O'Hare southern runway area, I, again, wish to thank the City of Chicago Department of Aviation/O'Hare Modernization Program for this opportunity to comment. The consistent updates on the expansion process, as well as the public forums for homeowners to ask questions are most appreciated.

It appears that the City of Chicago remains steadfast in its desire to expand the airport. As stated in previous comment letters, my family and I are in support of expansion/modernization of O'Hare airport.

As usual, I would also like to thank the Suburban O'Hare Commission (SOC), the lawyers for the SOC and surrounding O'Hare suburbs, and the various politicians near O'Hare for perpetuating the "limbo" situation for residents of Bensenville in the proposed O'Hare southern runway zone.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

May 7, 2003

Chicago Dept. of Aviation
Public Outreach/Information Session
Fountain Blue Restaurant
Des Plaines, Illinois

Comments to Chicago Dept. of Aviation regarding O'Hare expansion:

I wish to thank the City of Chicago Department of Aviation for allowing me to offer testimony. I am a resident of Bensenville, Illinois. My home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion.

If the O'Hare expansion plans were realized, the local economy, as well as the state economy would benefit. The region would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway, western access to the airport could become a reality.

I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It is rather burdensome that I am not allowed to sell to whomever I want being that Chicago is still under an injunction and is not allowed to negotiate any type of sale of my home. It is also disheartening to see my local taxpayer dollars being used by my village to purchase the potentially affected homes. It's a shame that the area towns continue to refuse to get together and work with the City of Chicago and the DuPage County Board to negotiate and work in the best interests of the County, region, and state. The Suburban O'Hare Commission (SOC) dollars could be filtered back to the towns for their own infrastructure use.

Again, thank you for the opportunity to offer my comments.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

March 19, 2003

Comments to FAA Representatives regarding impact of O'Hare expansion:

I wish to thank the FAA representatives for allowing me to offer testimony. I am a resident of Bensenville, Illinois. My home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion. 1

The area economy, as well as the state economy can benefit from O'Hare expansion. The area would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway, western access to the airport could become a reality. 2

I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It's a shame that I can't sell to whomever I want. Chicago is under an injunction and is not allowed to negotiate any type of sale for my home. I wonder what would happen if the District Court of Illinois reviewed the case against the City of Chicago and sided with Chicago? Would an injunction be lifted and would all the towns stop sinking more and more taxpayer dollars into the Suburban O'Hare Commission (SOC)? Would the towns get together and work with the DuPage County Board to negotiate with Chicago and work in the best interests of the County, region, state? If that happened, the area economy may be jumpstarted and more people could be working. The SOC dollars could be filtered back to the towns for their own infrastructure use or invested into a local airport expansion.

I ask the FAA if there's anything that you can do to expedite the expansion at O'Hare...to please do it. 3

Comment	Response
1	Please see topical responses **A-1 and M-2.**
2	Please see topical responses **F-3 and G-1.**
3	Please see topical responses **A-2, G-3, G-4 and M-3.**

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

February 11, 2003

To: DuPage County Board
From: Tim Taylor, Bensenville Resident

Re: Run-a-way O'Hare Expansion Litigation Dollars…

I wish to thank the DuPage County Board for allowing time for me to speak, today. I'm here to comment briefly on the resolution recently approved by the Board. I commend the efforts of the Board in agreeing in spirit to the potential O'Hare expansion. It's heartening to hear that the DuPage County Board, a group once so opposed to expansion is now so forward thinking. It's disappointing, but not surprising to see the Suburban O'Hare Commission among other groups trying to sue or block any efforts to expand O'Hare airport.

As a Bensenville resident whose home is in the proposed runway footprint, I'm trying to remember when the SOC hasn't been fighting on behalf of the SOC or for the best interests of the SOC. As you're aware, for many years, millions of taxpayer dollars from numerous suburbs go into the quasi-governmental group. The SOC has taken the money and has produced "Thank You Sen. Fitzgerald" signs, "No O'Hare Expansion" signs, red shirts, etc. The SOC attorney aids them in any litigation matters that may pop up from time-to-time. Countless litigation efforts have been launched to thwart Chicago. So, who is benefiting from the SOC's efforts? Could it be: the attorney?, the red shirt wearers?, the Boards or Commissions created by the investments from the numerous suburbs and the SOC to assist in the development of an airport in Peotone?…I still don't know.

At one time, I could sell my home to whomever I wanted. However, since I live in a footprint of a proposed southern runway, I don't have the right to sell my home to whomever I want. Over thirty homeowners and myself tried to do that earlier in the Summer and guess what…the SOC sued and helped sway a judge to place an injunction against the City of Chicago which is still in effect. Our appeal is still sitting in District Court.

I wonder what would happen if the District Court of Illinois reviewed the case against the City of Chicago and sided with Chicago? Would an injunction be lifted and would all the towns stop sinking more and more taxpayer dollars into the SOC? Would the towns get together and work with the DuPage County Board to negotiate with Chicago and work in the best interests of the County, region, state? If that happened, the area economy may be jumpstarted and more people could be working. The SOC dollars could be filtered back to the towns for their own infrastructure use or invested into a local airport expansion.

Oh well, I better not let my kids know that I still believe in fairytales. I'll just have to go back to Village Board Meetings and make inquiries like, "So, are the schools still in trouble? and who are we suing, today?"

Thank you for your time.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

January 16, 2003

To: Editorial Boards, Letter-to-the-Editor, Opinion Sections, etc.
From: Tim Taylor, Bensenville Resident

Re: Run-a-way O'Hare Expansion Litigation Dollars…

Here we go, again! A group actually backs expansion at O'Hare and the Suburban O'Hare Commission (SOC) will file a lawsuit against them. This time it's the DuPage County Board that will most likely be sued by the SOC, because the DuPage County Board was acting in the best interest of the County.

As a Bensenville resident whose home is in the proposed runway footprint, I'm trying to remember when the SOC hasn't been fighting on behalf of the SOC or for the best interests of the SOC. For many years, millions of taxpayer dollars from numerous suburbs go into the quasi-governmental group. The SOC has taken the money and has produced "Thank You Sen. Fitzgerald" signs, "No O'Hare Expansion" signs, red shirts, etc. The SOC attorney aids them in any litigation matters that may pop up from time-to-time. Countless litigation efforts have been launched to thwart Chicago. So, who is benefiting from the SOC's efforts? Could it be: the attorney?, the red shirt wearers?, the Boards or Commissions created by the investments from the numerous suburbs and the SOC to assist in the development of an airport in Peotone?…I still don't know.

At one time, I could sell my home to whomever I wanted. However, since I live in a footprint of a proposed southern runway, I don't have the right to sell my home to whomever I want. Over thirty homeowners and myself tried to do that earlier in the Summer and guess what…the SOC sued and helped sway a judge to place an injunction against the City of Chicago which is still in effect. Our appeal is still sitting in District Court.

I wonder what would happen if the District Court of Illinois reviewed the case against the City of Chicago and sided with Chicago? Would an injunction be lifted and would all the towns stop sinking more and more taxpayer dollars into the SOC? Would the towns get together and work with the DuPage County Board to negotiate with Chicago and work in the best interests of the County, region, state? If that happened, the area economy may be jumpstarted and more people could be working. The SOC dollars could be filtered back to the towns for their own infrastructure use or invested into a local airport expansion.

Oh well, I better not let my kids know that I still believe in fairytales. I'll just have to go back to Village Board Meetings and make inquiries like, "So, are the schools still in trouble? and who are we suing, today?"

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

VIA FAX: 2 Page Letter & 59 pages re: SOC

September 5, 2002

The Honorable Senator Richard Durbin
Fax: (202) 228-0400

Dear Senator Durbin:

I am a Bensenville resident. Actually, my home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion.

I will sum up my comments regarding noise, pollution and traffic in this way: I made a conscious decision almost nine (9) years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times...but I live near an airport.

About a year after I moved into Bensenville, one of my neighbors mentioned that there's been talk of O'Hare expanding and it could affect the neighborhood. At that time I said that it sounded like a good idea. O'Hare is the busiest airport and it would have to get larger someday. My neighbor looked perplexed and basically said that, "Tim, that means your house may be taken!" My thought hasn't changed since then. If it's going to be taken for progress, so be it.

The area economy, as well as the state economy can benefit from O'Hare expansion. The area would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway.

As a homeowner whose family has also outgrown their house and has been looking for a way to move to a larger home and a better school system, I look forward to the opportunity to sell my home to the City of Chicago. I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It's a shame that I can't sell to whomever I want. Chicago is under an injunction and is not allowed to negotiate any type of sale for my home. I ask if there's anything that you can do to expedite the expansion at O'Hare...to please do it.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

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Some of my neighbors may differ from my opinion. That's fine. If they'd like to stay as long as they can, fine. But, myself and about a couple dozen other families would like to move on...and that number is growing. I'm not against Bensenville. I'm against the stifling of my fundamental right as a homeowner to sell my property to whomever I chose. Bensenville is a nice town. I'm active in the community. (I was even a Marshal at the Bensenville Fourth of July Parade.)

Be that as it may, if your gathering testimony or information to bolster your case in the Senate, I have a few questions that you might want to ask those who oppose expansion: Where in Bensenville/O'Hare area do they live?; How much of their tax dollars went into the production of the red shirts (the No O'Hare Expansion shirts)?; What's the cost of the "Thank you, Fitzgerald" signs that were placed on the lawns by Village workers?; How much of their tax dollars still goes into the Suburban O'Hare Commission?, How much are the continuing lawyer(s) fees? (I think it's basically one lawyer); How much of their tax dollars goes into the new Suburban Airport Committee (for Peotone)?, and since you're asking so many questions, anyway...why don't you ask them what happened to all the tax dollars that could have gone to the failing Bensenville school system and much needed road improvements?

Other than that...I thank you for your time. Again, I'm with a contingent that's for O'Hare expansion. I'd like to get out of limbo. I've enclosed information that I've finally received from the SOC regarding their financial statements for the last six years. I hope it proves useful for your efforts.

Thank you.

Yours truly,

Tim Taylor

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

August 21, 2002

Comments to FAA Representatives regarding impact of O'Hare expansion:

Good evening, my name is Tim Taylor. I am a resident of Bensenville, Illinois. I wish to thank the FAA representatives for hearing my testimony, tonight. I will also drop this copy off for your records, if needed. As I just mentioned, I am a Bensenville resident. Actually, my home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion.

I will sum up my comments regarding noise, pollution and traffic in this way: I made a conscious decision almost nine (9) years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times...but I live near an airport.

About a year after I moved into Bensenville, one of my neighbors mentioned that there's been talk of O'Hare expanding and it could affect the neighborhood. At that time I said that it sounded like a good idea. O'Hare is the busiest airport and it would have to get larger someday. My neighbor looked perplexed and basically said that, "Tim, that means your house may be taken!" My thought hasn't changed since then. If it's going to be taken for progress, so be it. 1

The area economy, as well as the state economy can benefit from O'Hare expansion. The area would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway. 2

As a homeowner whose family has also outgrown their house and has been looking for a way to move to a larger home and a better school system, I look forward to the opportunity to sell my home to the City of Chicago. I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It's a shame that I can't sell to whomever I want. Chicago is under an injunction and is not allowed to negotiate any type of sale for my home. I ask the FAA if there's anything that you can do to expedite the expansion at O'Hare...to please do it. 3

Comment	Response
1	Please see topical responses **A-1, D-1, E-1, F-5 and M-2.**
2	Please see topical responses **B-1, G-1 and M-4.**
3	Please see topical responses **A-2 and G-4.**

Comments for FAA Hearing
Page Two

Timothy A. Taylor
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Some of my neighbors may differ from my opinion. That's fine. If they'd like to stay as long as they can, fine. But, myself and about a couple dozen other families would like to move on...and that number is growing. I'm not against Bensenville. I'm against the stifling of my fundamental right as a homeowner to sell my property to whomever I chose. Bensenville is a nice town. I'm active in the community. Just last Saturday, I won a plaque at the inaugural Bensenville Blue Hawaiian 5k Run for being the first Bensenville male to cross the finish line. I was first in my age group, too at a time of 20:04. I was also a Marshal at the Bensenville Fourth of July Parade. 4

Be that as it may, I anticipate a lot of "red shirts" to attend the Thursday hearing. Some may be here, tonight, as well. If you ask any questions of the folks giving testimony, myself included, you might want to ask: Where in Bensenville do they live?; How much of their tax dollars went into the production of those red shirts?; What's the cost of the "Thank you, Fitzgerald" signs that were placed on the lawns by Village workers?; How much of their tax dollars still goes into the Suburban O'Hare Commission?, How much are the continuing lawyer(s) fees? (I think it's basically one lawyer); How much of their tax dollars goes into the new Suburban Airport Committee (for Peotone)?, and since you're asking so many questions, anyway...why don't you ask them what happened to all the tax dollars that could have gone to the failing Bensenville school system and much needed road improvements? 5

Other than that...I thank you for your time this evening. I'm with a contingent that's for O'Hare expansion. I'd like to get out of limbo. 6

Thank you.

Comment	Response
4	Please see topical response **G-4.**
5	The commenter's opinion is noted.
6	Please see topical responses **A-2 and M-5.**

Timothy A. Taylor
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To: Editorial Board(s) of Various Publications

From: Bensenville Gardens Homeowners Who are Still in Limbo

Re: Injunction against City of Chicago Keeps Homeowners Grounded

This letter is being written on behalf of the original "Bensenville 17" and the growing number of homeowners in the Bensenville Gardens area who are fighting for their fundamental rights as homeowners to be able to sell their property to whomever they choose. The decision on August 14, 2002 by Judge Hollis Webster to keep the injunction against the City of Chicago which stops the City of Chicago from entering into negotiations with homeowners regarding the selling of their homes for O'Hare expansion still keeps the residents in a state of limbo.

Well, we're appealing the Judge's decision. We're talking with our neighbors about O'Hare expansion and our declining options. We're doing what the Village of Bensenville has not done. Did the Village actually ask the residents of the affected area their thoughts on expansion other than tell them that the Village is working to keep them there? The Village and the Suburban O'Hare Commission (SOC) is doing a bang up job on keeping the residents from moving. Not only have they successfully taken tax dollars for fighting O'Hare expansion and used tax dollars for seed money for a third airport committee, (the South Suburban Airport Committee), created an Ordinance to deter neighbors from talking with neighbors with fear of being fined, they've successfully maintained to stifle the fundamental right as a homeowner to sell their property to whomever they wish. Those tax dollars could have gone to aid a failing Bensenville school system and much needed road improvements.

Maybe we'll find out in the Fall what lies ahead in regard to our request to appeal to a higher court. One thing's for certain, at least we'll know that our tax dollars will still go for automated phone messages requesting Bensenville residents to rally against O'Hare expansion and impede any chance of progress and improvement for the local area and the State of Illinois.

Timothy A. Taylor
Richard Soline
Rosa Rodriguez
Donna Ahlstrand
Anthony Vechiollo

Thursday, July 31, 2003

Could Race ... Again

Viewpoints Of Our Read...

How About Having Modest Proposal for Airport Sanity?

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

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

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

High speed ground transportation would be nice, but going back 30 years or so would still be a big improvement over today. In the mid-'60s, the Pennsylvania Railroad scheduled five trains a day, Chicago to Fort Wayne, 148 miles, morning, afternoon and evening departures, even the milk run taking considerably less than three hours. Today, Greyhound runs Chicago-Indianapolis expresses in barely three hours, downtown to downtown, when it takes two hours to check in at the airport.

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

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

If O'Hare still runs out of space for heavies, even with short haul traffic diverted, Rockford, Milwaukee and Gary are not that far away. Improved ground transportation would put them that much closer.

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

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

—William F. Wendt Jr.

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

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

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

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

Comment	Response
1	Please see topical responses **B-1 through B-3, B-7, C-2, C-3 and L-2.**

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