

# **Connecting Peoria and Paris: The tangled web of aviation interests in Chicago**

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April 18, 2005**

Chicago has long been the home of the world's busiest airport. Midway first held the title, only to be eclipsed by O'Hare. Today, however, O'Hare has reached its capacity, and is prone to delays. Atlanta has surpassed O'Hare in boarding the most passengers.<sup>1</sup> The Chicago region has been in a bitter fight to do something to 'fix' the airport problems. However, regional consensus has proved to be difficult. Local self-interest has often superseded the needs of the region. The airport debate is no longer about aviation, but about the solution to many other economic and political problems.

This dysfunctional regionalism has impacted Chicago's evolution as a global city. Despite the capacity constraints, international air traffic has been increasing at both Chicago airports.<sup>2</sup> However, other regions are seeking a piece of Chicago's traffic. Detroit<sup>3</sup> and Minneapolis<sup>4</sup> are in the midst of expansion projects to handle increased domestic and international flights. Even St. Louis, despite a ten year decline in air traffic<sup>5</sup>, is in the midst of a new runway construction project.<sup>6</sup> The other airports are attractive hubs for smaller communities seeking access to the domestic and international air network. The failure of the Chicago region to work together may continue to hurt its ability to compete.

## **Regionalism in Chicago**

In Illinois politics, the Chicago democrats had historically aligned themselves with democrats in economically depressed areas downstate. The itself with depressed areas in downstate Illinois. The suburbs (primarily Republican) had difficulty uniting on a common agenda. However, the suburban politicians did share one thing – an opposition to anything that would benefit the city of Chicago. This animosity was most present

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<sup>1</sup> In 2004, O'Hare had more aircraft operations (take offs and landings), however, more people boarded planes in Atlanta (Transtats. 2004).

<sup>2</sup> International operations grew faster than domestic operations between 2003 and 2004 at both airports. There was also a larger volume of freight and passengers moved through the airports in 2004. This trend continues in January 2005 (the latest data available), which shows an increase over January of 2004. (Chicago Department of Aviation, 2005)

<sup>3</sup> Wayne County Airport Authority, 2004.

<sup>4</sup> Minneapolis St. Paul International, 2003

<sup>5</sup> In 2005, there were 519,156 aircraft operations (take-offs and landings). The numbers fell every year, with the 2004 count at 283,647. This is due in part to the poor financial condition of TWA, and the dismantling of the St. Louis hub after TWA has bought by American. Historical figures available at: <http://www.lambert-stlouis.com/about/facts.htm>

<sup>6</sup> Current status available at: <http://www.lambert-pmo.org/about/phase1/schedule/default.asp?m=5>

among political leaders that had “run away” from the city of Chicago to the suburbs.<sup>7</sup> Initially, Chicago had the population and the political clout (especially under Richard J. Daley) to overcome suburban opposition. However, as the suburbs grew, and the Republicans assumed control of the state legislature, the city's clout dwindled.

Today, however, the dynamics of city-suburban relationships have changed. Many of the younger-generation suburban leaders did not 'run away' from the city. They do not have the strong distrust for everything Chicago. A new breed of suburban leaders have adopted the “New Political Culture”<sup>8</sup>, and are more concerned about improving the quality of life. They are expected to be more willing to compromise with the city. The willingness to compromise comes at a crucial time for Chicago. As the city's fortunes have improved, its interests have diverged from its previous partners downstate.

Airports affect an entire region require regional cooperation. When Chicago was the dominant player in the region, it could dictate its will upon the region. Today, however, the majority of the regional population lives outside the Chicago city limits. Part of the region also lives outside the state of Illinois, in neighboring Indiana and Wisconsin. The United States government has been unwilling to enforce a top-down regional governance. The state of Illinois has also been unwilling to implement powerful regional organizations in the Chicago area. Without a strong top-down regionalism, the area is left to attempt bottom-up regionalism, a much more challenging task.<sup>9</sup>

Trust and leadership are important factors needed for success in regional alliances. When regional elected officials, rather than staff, take the leadership, there is increased likelihood of success. Furthermore, governments need to be able to trust each other in order to make sacrifices needed to accomplish regional goals.<sup>10</sup> In the Chicago area, a number of regional alliances controlled by municipal leaders have been successful in creating sub-regional alliances. However, especially in the airport politics, there is a strong distrust among the various parties, prevented successful alliances.

## **Aviation in the Chicago Region**

There are currently six airports located within a 100 drive from Chicago with scheduled passenger service. O’Hare serves as the primary gateway, while Midway provides primarily low-fare service. Rockford and Gary are attempting to grow their air service, primarily by attracting low-fare and charter flights. Details on the Chicago area airports can be found in Illustration 8 and Table 4.

Gary and Rockford have both struggled to maintain passenger service. After September 11, 2001, they both lost all passenger service. They have since regained some service. However, the primary carrier at both airports is a small startup airline, Hooters Air. Rockford has been having greater success, and has attracted passengers from the far northwest suburbs. Gary, in spite of its nearby location and transit access, has had more difficulty attracting passengers.

Milwaukee’s General Mitchell International Airport is located south of the city of Milwaukee, at about 86 miles driving distance from downtown Chicago. It is a full

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<sup>7</sup>Wolman et al., 2004.; Hamilton, 2002.

<sup>8</sup>Clark, 1998.

<sup>9</sup>Elcock, 2003.

<sup>10</sup>Jaffe, et. al. 2004.

service airport with about 230 daily departures daily to many destinations. The airport has actively marketed itself to travelers in Chicago's northern suburbs. An Amtrak station has recently opened at the airport, thus providing easy access to Chicago residents. In spite of its close location, there are still 14-15 flights per day from Milwaukee to O'Hare airport.<sup>11</sup>

The South Bend airport is located about 92 miles from the center of Chicago, a distance only slightly greater than Rockford and Milwaukee. There is also direct commuter train service available to the airport via the South Shore line. However, the airport functions primarily as a small regional airport, and is rarely mentioned as an alternative to Chicago's congested airports. As with Milwaukee, both United and American provide flights from South Bend to O'Hare.

With the closing of Meigs Field, Midway airport is the closest airport to downtown Chicago. It was once Chicago's primary airport. However, shortly after O'Hare opened it lost almost all of its traffic. In the late 1980s, traffic began to increase significantly. Today, a new terminal has been constructed, and the airport is home to many low-cost airlines. Both ATA and Southwest airlines have large hub operations at the airport. In January 2005, Midway had 16198 domestic and 168 international passenger aircraft operations.<sup>12</sup> The airport has approximately 264 daily departures, putting it a level slightly greater than Mitchell Field in Milwaukee.

In January, 2005, O'Hare had 65985 domestic and 7012 international passenger aircraft operations.<sup>13</sup> This represents an average of 1177 departures per day. This volume is more than twice the current traffic at all the other area airports combined. Both American and United airlines have large hubs at O'Hare. They have flights many flights to domestic cities of all sizes, as well as flights to many international destinations.

### ***Current Capacity Constraints at O'Hare***

In 1993 proponents of the South Suburban Airport estimated the capacity of O'Hare to be 825,000 commercial operations per year. They also estimated a capacity for Midway at 234,000 commercial flights.<sup>14</sup> They further projected that 2000 demand would be 1,313,2000 operations, 254,000 more than the capacity of the airports. In 2000, actual commercial passenger operations at O'Hare were 848,752 and at Midway, 190,684.<sup>15</sup> These figures show a flight volume less than the projected demand. However, while O'Hare volume exceeded projected capacity, Midway still had spare capacity. If there was unserved demand, the airlines were not willing to use the spare capacity at Midway to serve this demand.

Concentrated hubs have many benefits for the airlines and the general public. A large connecting hub can provide service to many destinations. Airlines can bring passengers from many airports to the hub, and then send them out to other locations. There may not be sufficient local traffic to justify multiple daily flights between Chicago and Moline. However, by adding connecting traffic from Boston, New York, and

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<sup>11</sup>Information from Mitchell Airport website. <http://www.mitchellairport.com/>

<sup>12</sup><http://www.flychicago.com/doa/stats/mdwJan05.pdf>

<sup>13</sup> <http://www.flychicago.com/doa/stats/ordJan05.pdf>

<sup>14</sup> Banovich, 1994.

<sup>15</sup> Chicago Department of Aviation, 2005. Commercial flights were calculated as the sum of domestic and international airliner and commuter flights.

Cleveland, airlines are able to justify the increased flights to Moline. The residents of smaller communities benefit in having connecting service to much of the United States (and the world.) The residents of Chicago benefit in having frequent, non-stop service to many locations worldwide. The frequency and availability of flights exceeds that which would be provided for Chicago passengers alone.

The airlines also have incentive to maintain the hub operation due to the significant investment made. Airline business partners and employees are likely to be located near the old airport. Hangers, terminals, and other equipment are also configured at the old airport. The airline's customers and planners are familiar with the old airport. Even if a new airport provides significant advantages, airlines will not immediately move unless they are forced to do so.

Year	Operations (1000s)			Passengers (1000s)			Passengers per operation		
	Midway	O'Hare	Total	Midway	O'Hare	Total	Midway	O'Hare	Total
1998	281	896	1,177	11,420	72,500	83,920	40.66	80.90	71.30
1999	297	896	1,193	13,585	72,609	86,194	45.72	81.02	72.23
2000	298	909	1,207	15,673	72,144	87,817	52.57	79.37	72.75
2001	279	912	1,191	15,629	67,448	83,077	56.07	73.96	69.77
2002	304	923	1,227	16,959	66,566	83,525	55.73	72.13	68.07
2003	328	929	1,257	18,644	69,509	88,153	56.84	74.85	70.15
2004	341	991	1,332	19,879	75,507	95,387	58.22	76.20	71.59
Increase	21.57%	10.58%	13.20%	74.07%	4.15%	13.66%	43.19%	-5.82%	0.41%
Annual Inc..	3.31%	1.69%	2.09%	9.68%	0.68%	2.16%	6.17%	-0.99%	0.07%

Table 1 Chicago Airport Traffic 1998-2004

## ***Pollution***

Aircraft operations contribute to both noise and air pollution. In addition, vehicle travel to access the airport results in additional air and noise pollution. Additional pollution is caused by activities that take place at the airport, such as deicing. Pollution can be mitigated through various methods. Building an airport in an isolated rural location will decrease local exposure to noise, but will increase ground transportation fuel usage and air pollution. Using modern aircraft provides benefits to airlines and local residents without negative externalities. Newer airplanes are more fuel efficient and quieter, thus lowering airlines' fuel costs as well as reducing noise exposure to local residents.

Other proposals to reduce air pollution have offsetting factors. Aircraft may be restricted to preferred runways or flight patterns to minimize residential noise exposure. This may reduce noise, though it will often lengthen aircraft flight paths and taxi time, thus increasing air pollution.<sup>16</sup> Similarly, airport operational inefficiencies reduce the number of aircraft operations, thus decreasing noise exposure. However, the same inefficiencies also increase congestion and delays in the skies, thus increasing the amount of fuel burned, and the resultant pollution.

Most efforts at controlling aircraft pollution have been carried out by using funds raised from airline ticket charges to soundproof houses that are exposed to noise. Aircraft

<sup>16</sup> Gerencher, 2003.

noise is often the single greatest cause for complaints by those living near airports. However, noise is most disturbing when it is unexpected.<sup>17</sup> Thus, variations in flight patterns or new flight activity can produce the most severe reaction. Denver International Airport was built on more land than any airport in the world in part to limit noise exposure. However, it created noise in new areas, and had to pay \$26.5 million to local communities after losing a noise lawsuit.<sup>18</sup> Because noise has received so much attention, little effort has been spent in mitigating other aspects of aircraft pollution. These types of pollution, such as air and soil pollution may cause new problems for airlines in the future.

## **Groups involved in airport debate**

The debate over how to resolve the Chicago aviation bottleneck has spawned a number of different groups with competing solutions. The groups have been created primarily along geographical boundaries. Areas that will be negatively impacted by the potential new or expanded airports tend to be strongly against the airports. Other entities that perceive economic benefits from expanded aviation capacity tend to be in favor of the airports. Additionally, there are groups that have alternative interests and view the airports as a means to achieve their goals.

### ***O'Hare and the Northwest Suburbs***

O'Hare airport is located in an extension of the city of Chicago's far northwest side. It is connected to Chicago by a small ribbon of land on the east side of the airport. Aside from those few blocks, the airport is completely surrounded by suburbs in Northwest Cook County and eastern DuPage county. Most of these suburban areas developed in tandem with the airport shortly after World War II.

The noise produced by aircraft operations at O'Hare has had a negative impact on home values near O'Hare. Daniel McMillen quantified the loss at a 9.4% reduction in property value in areas of severe noise.<sup>19</sup> However, the areas of severe noise have been decreasing as older aircraft have been retired. As the area subject to severe noise has decreased, the property values of those areas that are now outside the noise soon tend to increase to the parity level with other properties. Furthermore, for commercial property, proximity to the airport tends to increase value, while noise has no effect on property value. Expansion of O'Hare is expected to change the areas that are subjected to severe noise. (See Illustration 1 on page 8) Noise levels are expected to be significantly reduced in areas south and northwest of O'Hare, while they will increase in areas east of the airport. McMillen further quantified these results, to estimate that aggregate property values would increase in all Cook County suburbs, with the exception of Park Ridge.

The two most vocal opponents of the O'Hare expansion, Elk Grove Village and Bensenville are located west of O'Hare. Both of these suburbs stand to lose property for the expansion of O'Hare. Even though they are strongly against O'Hare expansion, they do not want to see any cutbacks at O'Hare. Elk Grove Village has a 5.4 square mile industrial park near the airport, with 1700 manufacturing and distribution companies in

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<sup>17</sup>Aeronautics and Space Engineering Board, 2002

<sup>18</sup>DIA Noise Working Group, 2002

<sup>19</sup>McMillen, 2004.

the city. This large industrial presence is located adjacent to O'Hare and provides a buffer between O'Hare and the residential areas of Elk Grove. In addition, the businesses enables Elk Grove to have the lowest property taxes in the northwest suburbs.<sup>20</sup> Among these business are a large number of freight forwarding companies that depend on O'Hare for cargo operations. As part of the O'Hare expansion plan, Chicago proposed removing the "Cargo City" and encouraging some freight transporters to move to Gary.<sup>21</sup> For economic reasons, Elk Grove is against limitations in cargo flights, even though reductions in cargo flights would also lead to decreased noise.

Bensenville sits directly west of O'Hare. Though the northern portion of the village has a large industrial park, southern Bensenville lacks an industrial buffer. Furthermore, the greatest portion of land to be acquired for the O'Hare modernization project is in Bensenville. A large number of residential units, as well as businesses and cemeteries occupy the space that will be acquired by O'Hare as part of the expansion.<sup>22</sup> Both the Village of Bensenville and the O'Hare modernization project have prepared maps showing the land in Bensenville to be taken. (Illustration 5 and Illustration 7) While the Chicago map appears to show a small portion of land neatly taken from the city, the Bensenville map shows a butchering of the village.

Bensenville and Elk Grove are the leading forces behind the Suburban O'Hare Commission (SOC), a group actively fighting against the expansion of O'Hare. The remaining members of the commission include DuPage county near the airport cities<sup>23</sup>, the Village of Schiller Park, and two Cook County townships. Members are required to pay dues to support anti-O'Hare lobbying and outreach efforts. The organization has a deep distrust for Chicago. Many of the commission's positions are based on conjectures and assumptions. (The western access road is a key example of this. On the organization's home page<sup>24</sup> there is one article criticizing their conjectured view of a possible plans to take Bensenville and Elk Grove land to build a highway west of O'Hare. Next to it, is another article criticizing Illinois Transportation Secretary James Kirk's statement that the road would be built on O'Hare property.)

SOC has prepared its own plan for addressing aviation needs.<sup>25</sup> The plan is however, primarily an exercise in political rhetoric in response to Chicago's airport expansion plans. It is against expansion of the airport's area and the perceived construction of an external ring road. It also calls for the building of the South Suburban Airport to address the region's capacity shortfall. Construction would be funded with gambling revenues, while a federal/state oversight board would prevent corruption. The proposal then attacks the dominant airlines by proposing to reconfigure all terminals, gates and ticketing counters to be 'shared use', with free access to any airline.

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<sup>20</sup> Elk Grove Chamber of Commerce. 2003. <http://www.elkgrovechamber.org/>

<sup>21</sup> Concern from Elk Grove Village O'Hare Website (Elk Grove Village, 2001)

<sup>22</sup> Village of Bensenville Web; Suburban O'Hare Commission.

<sup>23</sup> Cities include Addison, Elmhurst, Itasca, Roselle and Wood Dale. (From Suburban O'Hare Commission web site. 13 April 2005.)

<sup>24</sup> <http://www.suburban-ohare.org>. Viewed 13 April 2005.

<sup>25</sup> "The Emperor's New Clothes: Peril and Promise in Metropolitan Chicago's Aviation Future: A Proposed Plan to Address the Present and Future Aviation Needs of Metropolitan Chicago" Available on the Suburban O'Hare Commission web site: <http://www.suburban-ohare.org>

After attacking most supporters of the current O'Hare expansion project, SOC does propose to a limited modernization of O'Hare. Terminal 2 at O'Hare would be rebuilt and sized "appropriately for the airport". The existing runways and taxiways would also be widened to enable the Airbus 380 superjumbo jet to land at O'Hare. A western access road would also be constructed within airport boundaries. SOC would like O'Hare to remain viable, and would love to have western access to the airport, just as long as it does not cut in to any of their member's property.

AReCO (Alliance of Residents Concerning O'Hare) is a grass roots organization, consisting primarily of individual who oppose the negative impacts of O'Hare airport on the local communities. AReCO's existence predates SOC, and it has actively encouraged communities to join SOC as opposed to the O'Hare Noise Compatibility Commission. AReCO is concerned primarily with the negative environmental impacts of noise and air pollution at O'Hare. However, economic concerns do come in to play as secondary concerns. At times, the organization goes for the superlatives, encourage such actions as a "boycott of Chicago." Like SOC, it is against O'Hare expansion; however, unlike SOC, it is also against a new airport in Peotone.

The O'Hare Noise Compatibility Commission (ONCC) is a third group concerned with O'Hare, made up of communities and school districts near O'Hare. While SOC is dominated by DuPage County, ONCC is dominated by Cook County municipalities and school districts.<sup>26</sup> Though SOC does not permit its members to join ONCC, there is geographic overlap in areas such as Elk Grove Township, with the Township belonging to SOC, while the Township school district belongs to ONCC. The commission is sponsored by Chicago and provides funds for sound-proofing of residences and schools. It has been one bright spot in the O'Hare debate. By offering airport funds to members, Chicago has helped work with local residents to resolve noise concerns. While some of the ONCC members have gone on the record supporting O'Hare expansion, others remain against the expansion. However, even those that do not favor O'Hare expansion have been quiet in their objections as they work to resolve their local noise problem.

The ONCC exemplifies the steps needed for successful regional cooperation. The membership is made up of leaders of local communities. The current leader of the commission is the mayor of Arlington Heights. They trust that they are working in they are working in each others best interest. The local municipalities desire to improve quality-of-life. The airlines and Chicago desire to eliminate factors that could hinder the ability to expand flight activity. All parties are united in the common goal of reducing airport noise, even though they have different reasons for desiring this.

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<sup>26</sup>O'Hare Noise Compatibility Commission <http://www.oharenoise.org>



Illustration 1 Areas of Severe Noise Near O'Hare (From McMillen, 2004)

## The State of Illinois

The city of Chicago controls the overwhelming majority of aviation capacity in Illinois. O'Hare has 73.5% of the state's flights, while Midway sees 19.1%. The remainder of the state combines less than 7% of flights. The passenger counts are even greater. More than 97% of all passengers departing from Illinois airports leave from one of the two Chicago airports (Table 2 and Illustration 6). Though the governor does have marginal power in approving airport expansions, the state has very little control over the aviation market. Chicago has control over most aspects of the airport, including vendor and development contracts. A new airport would allow the state to form a regional airport commission that would not be dominated by a single Chicago interest. After being blindsided by the closing of Meigs field, Illinois leaders would likely want more control over the state's aviation market.

The state of Illinois operates the airport in Champaign<sup>27</sup> and has experience in building reliever airports. The MidAmerica airport was built in southern Illinois as a reliever airport for St. Louis. It has had difficulty attracting scheduled service and has

<sup>27</sup>Operated by the University of Illinois (<http://http://www.willardairport.com/>)

followed a trajectory more closely resembling that of Gary than that of Midway. Not long after it opened, American Airlines purchased TWA and then proceeded to reduce the St. Louis hub. This left significant excess capacity in St. Louis. Mid-America is also further from central St. Louis than the existing airport, providing further disincentive to launching new service.

The Mid-America airport was somewhat cheap since it was able to share facilities with Scott Air Force Base.<sup>28</sup> The Peotone airport will be built on farmland in south suburban Chicago. Thus, the land must be acquired and the existing structures must be cleared before the airport can be built. Illinois has already spent money to buy property from willing sellers in the airport footprint. Local communities have “assisted” with the demolition by burning down houses as part of fire department training sessions.<sup>29</sup> Though, as the debate has become more intense, local fire departments have refused to take part in the practice exercises.<sup>30</sup> However, development of the airport site or the requisite infrastructure has not yet taken place. Both the state and the local communities will likely be required to pay some of the expenses of infrastructure development.

The land acquisition for the Peotone airport has impacted the communities near the airport. Those residents that still live in the airport footprint live in fear of a forced condemnation, and are thus reluctant to make expensive property improvements. The property that is purchased by the state is removed from the tax rolls, thus reducing income of the municipalities, schools, and other taxing districts. The purchased properties are not maintained by the state, thus causing them to fall in to a state of disrepair, further negatively impacting the area. Development in the airport footprint has, however, been brought to a halt. Thus, the Peotone airport is currently functioning as an impediment to urban sprawl in the southern Chicago suburbs.

<b>Airport</b>	<b>Passengers</b>	<b>Scheduled Flights</b>	<b>Actual Flights</b>
<b>Chicago O'Hare</b>	35,133,031	459,415	464,500
<b>Chicago Midway</b>	9,689,911	121,671	120,960
<b>Moline</b>	443,542	12,065	11,954
<b>Peoria</b>	228,154	8,039	7,944
<b>Bloomington</b>	218,268	6,864	6,682
<b>Rockford</b>	53,975	4,962	5,840
<b>Champaign</b>	119,165	4,899	4,758
<b>Springfield</b>	112,045	4,864	4,735
<b>Quincy</b>	8,958	1,420	1,362
<b>Decatur</b>	13,233	1,399	1,393
<b>Marion</b>	11,039	1,359	1,325
<b>Others</b>	5,178	8	218

*Table 2 Illinois Airport Departing Flights, 2004*

<sup>28</sup>Aftandilian, 2002

<sup>29</sup>Tridgell, Guy “House-razing plan burns airport foes”. Daily Southtown. March 29, 2005. <http://www.dailysouthtown.com/southtown.com/southtown/29-ds4.htm>

<sup>30</sup>Tridgell, Guy. “Training Fires on Hold.” Daily Southtown. April 16, 2005. <http://dailysouthtown.com/southtown/dsnews/16nd2.htm>

## ***Downstate Illinois and the Midwest***

The delays in Chicago have had an impact on many people outside Chicago. Many communities in other states rely on Chicago as their primary connecting point for air service. The most direct route from Peoria to Paris or from Moline to Milan is via a connection at O'Hare. Even a domestic route like Dubuque, Iowa to Washington D.C. must pass through O'Hare. After enduring delays at O'Hare, a top priority is to Thus, problems at O'Hare can impact the air travel experience of many people outside the Chicago area. Thus, their priority is a solution that helps to resolve the congestion at O'Hare. Expansion of the airport is generally viewed as the top priority, with a third airport being a possible long term component of the project. The legislation codifying the O'Hare expansion agreement was co-sponsored by bipartisan group of senators from Iowa, South Dakota, Indiana, Oklahoma, and Wisconsin.<sup>31</sup>

Other parts of Illinois are reluctant to have the state involved in a third airport that seems only to benefit Chicago. A newspaper editorial from the northwestern Illinois town of Freeport came down strongly against the airport. They summarized the airport as a “costly boondoggle, perpetuated by politicians trying to win votes, business interests looking to cash in, and all of the other people who are afraid of the first two. The only people this does not help are the taxpayers, and the hapless non-Chicago area residents of our state.”<sup>32</sup> The airport is viewed as way to take money from the state and distribute it to the Chicago area. The newspaper proposes more development of Gary and Rockford as a better alternative to the new airport.<sup>33</sup>

## ***Will County***

The proposed South Suburban Airport sits entirely within Will County. The political leaders in the county have split opinions on the airport. The county itself has proposed an airport commission to control the airport. One community bordering the proposed airport (University Park) is a founding member of Jesse Jackson Jr's south suburban airport commission.

The Village of Peotone itself is opposed to the airport, yet acknowledges that the decision is beyond their control.<sup>34</sup> Other communities in the airport footprint (Illustration 4) are against the airport. They have already seen adverse impacts on their community with state's purchase of land. Residents often stress the fertility of the farmland and their desire to maintain the farming lifestyle. They have formed grass-roots organizations to fight the airport. They are concerned about the costs that they will need to bear, including monetary costs of infrastructure, and environmental costs.

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<sup>31</sup>108<sup>th</sup> Congress. S.83. Sponsored by Senator Durbin (D-IL), Cosponsored by Senators Grassley (R-IA), Harkin (D-IA), Daschle (D-SD), Bayh (D-IN), Kohl (D-WI), Inhofe (R-OK). Notably absent from this list was Illinois Senator Peter Fitzgerald, who lives in the northwest suburbs and helped to defeat the legislation.

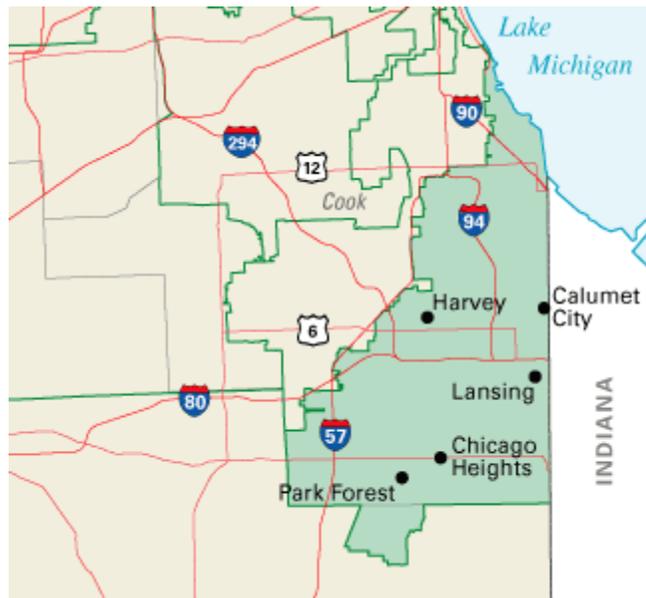
<sup>32</sup> Journal-Standard, 2005 “Peotone is a bust for Illinois Taxpayers.” Unsigned Editorial. April 6, 2005. <http://www.journalstandard.com>.

<sup>33</sup>Freeport, Illinois is within an hour west of Rockford.

<sup>34</sup>Village of Peotone economic development web site: <http://www.villageofpeotone.com/economicdevelopment.htm>

## ***Southern Cook County and Jesse Jackson Jr.***

Southern Cook County is primarily heard through the voice of Jesse Jackson Jr. He represents the far south portions of the city of Chicago as well as many south suburbs. Though his district primarily covers Cook County, it also covers University Park in Will County (Illustration 2). The residents in his district are mostly middle-class black, though a large number live in economically depressed communities. There are very few jobs in Southern Cook County, and many residents have long commutes to the northwest suburbs where blue-collar jobs are plentiful and workers are in short supply. It may be simple to imply from the jobs in the northwest suburbs that the airport was a catalyst for all the economic development. Thus a south suburban airport would seem to create all those great jobs in a location closer to home.



*Illustration 2 Congressional District of Jesse Jackson Jr.  
(from <http://www.house.gov/jackson/District.htm>)*

The mere development of the third airport is probably not sufficient for many of these suburbs. Many of them are closer to Midway or Gary airport than they are to the new Peotone airport. Midway and, to some extent, Gary appear to be controlled by the Mayor Daley's Chicago machine. The jobs that do exist appear to be reserved for Daley's white cronies. By signing on to Jackson's commission, the south suburbs can obtain some jobs for themselves without the need about worrying about the Chicago machine. Furthermore, they have little to lose. They are located far enough away from the airport that they will not be impacted by the airport noise. Pollution increase and congestion from the airport are not a current worry. The new traffic will drive on roads and rail lines that have finally been developed and improved as part of the airport construction. The airport will finally bring jobs and development their way.

## **City of Chicago**

The city of Chicago is interested in controlling the future success of its aviation market. An airport controlled by the city allows the city to control visitors' initial introduction to Chicago. The city also has control over many jobs, contracts and related airport revenues. Chicago the nation's top business and convention travel market<sup>35</sup>. Businesses from hotels and restaurants to cab drivers depend on O'Hare and Midway to bring in their customers. The collapse of aviation within the city would have a severe negative impact on the city's economy and global stature.

Improving O'Hare airport is thus the city's priority. Midway has recently completed a terminal expansion project. It has still has capacity to grow; however, further expansion of the runways would require significant land acquisition in densely developed residential area. Thus expansion of Midway is not likely. O'Hare occupies a much larger area than Midway. The runway expansion project proposed for O'Hare would require acquisition of some property outside the airport's footprint. However, the amount is much less than would be required for construction of the South Suburban Airport.

The airport currently has a fully developed infrastructure that could be more fully utilized after the airport is expanded. Four large terminals are already built and active. Rapid transit, commuter rail, bus, and road access to the airport are all in place. A large number of hotels are also currently located near the airport (including one at the airport terminals.) The airlines have their operations running at the airport, and have built up the needed air support structure. The entire airline industry is in poor financial condition and thus they are not likely to invest resources to relocate operations to a new area airport.

Chicago has a negative ambivalence to Peotone. The city does not want to have the airport built and does not believe it will be successful. However, the expansion of O'Hare is more important to the city. The city supported the legislation<sup>36</sup> that allowed for the expansion of O'Hare, even though the legislation also called for the development of Peotone and the retention of downtown Meigs Field. After the legislation failed to make it out of congress, Chicago's Mayor Daley bulldozed Meigs Field. Without the legislation in place, he no longer felt obligated to support agreements made with former Illinois Governor Ryan. Thus, the tepid city support for the Peotone airport is now gone. The city worries that the third airport could delay divert funds from O'Hare and Midway and delay the O'Hare expansion. If these worries can be assuaged, Daley may be willing to watch the third airport fail on its own.

## **Airlines**

The airlines are almost entirely against the plans for the South Suburban Airport. The Daily Southtown<sup>37</sup> quoted Southwest Airlines as stating strong objections to the third airport. The airline fears that the new airport would lead to flight restrictions at Midway. Additionally, there is a fear that funds collected at Midway would be diverted to fund the

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<sup>35</sup>According to the 2004 travel survey by the Travel Industry Association of America.  
[http://www.tia.org/press/releases/2005\\_0208.asp](http://www.tia.org/press/releases/2005_0208.asp)

<sup>36</sup>U.S. House. 108th Congress, 1st Session. H.R.592.I.H., National Aviation Capacity Expansion Act of 2003. [5 February 2003]. and U.S. Senate. 108th Congress, 1st Session. S. 83.IS National Aviation Capacity Expansion Act of 2003. [7 January 2003].

<sup>37</sup>Daily Southtown, March 13, 2005.

third airport. CEOs of airlines operating at O'Hare have also stated that they would not fly in the third airport.

The airlines also have concerns with the expansion of O'Hare. The two major carriers at O'Hare, United and American, support the expansion plan. However, they are currently in poor financial condition, and are concerned about the schedule and costs involved. United has been in bankruptcy for over two years, and is thus in no position to commit to a plan that would harm its bottom line. Expansion of the airport would allow them to increase capacity. However, it could also allow new airlines to compete with them head to head, thus harming their bottom line. Thus, they have been cautiously supportive.

The airlines also have concerns with the costs of building both a third airport and expanding O'Hare. Located hubs in both facilities would not be financially feasible. In addition, the funding would likely come from similar sources (such as airport charges, and state and federal assistance.) Building both would increase the cost of flying in to Chicago area airports. A vice president of United Airlines, Russell Mack had said "We can't afford duplicate facilities. We'll either stay at O'Hare or move to a third airport."<sup>38</sup>

## **Resolutions to Chicago's Aviation Capacity Problem**

Almost everyone involved is in agreement that there is not sufficient capacity at O'Hare and Midway airports to handle the expected aviation demand. Two competing airport commissions have been created to manage a South Suburban airport. Other area airports have clamored for additional capacity. High speed rail and demand management techniques have been advocated as methods for reducing the demand. In addition to solving the aviation capacity imbalance, these solutions also attempt to use the airport as a way of addressing other issues.

### ***South Suburban Airport Commission***

The South Suburban Airport was initially proposed nearly 20 years ago. It has been studied extensively, and was initially selected as the airport site in 1988. In 1999, \$75 million dollars was allocated for land acquisition. By 2001, the land acquisition process had begun.<sup>39</sup> However, the airport was still far from being a reality. To that means, Jesse Jackson Jr. helped to bring together two south suburban municipalities from his congressional district, University Park and Park Forest, with northwest suburban Elk Grove and Bensenville. The south suburbs want an airport as an economic development force for their region. They were near enough to the airport to reap economic benefit, put far enough away to not be harmed. (The southern tip of University Park touches the fully built out airport site, while Park Forest is further north of the airport.) The northwest suburbs want the south suburban airport timeline accelerated in order to hold off O'Hare expansion. They also have money to help finance needed studies.

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<sup>38</sup> Elizabeth Whitney, "Plans Get off the Ground for a New Chicago Airport," *St. Petersburg Times*, July 30, 1989, p. A1. Quoted in Altshuler, p. 152.

<sup>39</sup>South Suburban Airport History. [Http://www.southsuburbanairport.com/history.htm](http://www.southsuburbanairport.com/history.htm)

Since the initial formation of the commission, a large number of suburbs, mostly in Southern Cook County, have joined the Commission.<sup>40</sup> Noticeably absent from the commission are any of the other four communities bordering the airport. The articles of incorporation<sup>41</sup> of the commission separates the Founding Members (University Park and Bensenville) from the Predevelopment Supporting Members (Elk Grove and Bensenville). The Predevelopment members agree to provide for the studies and other initial expenses of the airport commission. They also agree to leave the airport commission after the airport is operating and they are paid back for all their expenses plus entrance (at the prime rate plus 2%). Thus, the south suburbs have an incentive to get the airport built so they won't owe money they from a non-functioning airport. Elk Grove and Bensenville also have the risk of being owed money from near bankrupt suburbs that are unable to pay.

The commission has hired two developers, SNC-Lavalin of Montreal, and LCOR of Pennsylvania. The developers have agreed to fund and build the airport in the south suburbs. The commission has further advanced their plans by giving the airport the name of "Abraham Lincoln National Airport". There are a few problems. The Illinois Department of Transportation has control of the land acquisition process, and they cannot legally give the land to the commission. Jackson furthermore would like the airport to speed up the land acquisition process so that politicians do not have to contend with people being removed from their land during the 2006 election cycle.<sup>42</sup>

### ***Will County Airport Commission***

The Will County Board does not want to have an airport that it cannot control. The county board is currently focusing on control of the project. They have called the airport "Will County Regional Airport" and have set up their own airport commission<sup>43</sup> Will county has seen the progress that the Jackson coalition has been making and fear the project being completed without their control. When Chicago developed O'Hare, it took the step of annexing the airport site along with a connecting path. Proposals have at times been made for Chicago to annex the Peotone airport site.<sup>44</sup> Now it appears as if communities in Cook and DuPage counties on the verge of controlling an airport in Will County. Will County would like to have control of the development and operation of the airport, and are thus competing with Jackson for that role.

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<sup>40</sup>Members include: Calumet City, Calumet Park, Chicago Heights, Country Club Hills, East Hazel Crest, Flossmoor, Ford Heights, Glenwood, Harvey, Hazel Crest, Homewood, Lansing, Lynwood, Markham, Matteson, Midlothian, Oak Forest, Olympia Fields, Phoenix, Richton Park, Riverdale, Robbins, Sauk Village, South Chicago Heights, South Holland, Steger, Thornton (email from Rick Bryant, aid to Jesse Jackson and South Suburban Airport Commission, April 27, 2005)

<sup>41</sup>"Intergovernmental Agreement Providing for the Planning, Development and Operation of the South Suburban Airport and the Creation of the South Suburban Airport Commission". Can be found online at the village of park forest (2003) <http://villageofparkforest.net/clientuploads/pdf/IntergovAPAgree.pdf>

<sup>42</sup>See Tridgell, Guy. "Jackson Jr. to state: Give us land for airport" Daily Southtown. March 22, 2005.

<sup>43</sup><http://www.flywillcounty.com>

<sup>44</sup>Tridgell, Guy. Chicago Sun Times, Tuesday, June 12, 2001. <http://archives.californiaaviation.org/airport/msg15518.html>

## ***O'Hare Expansion***

The solution from the city of Chicago is to expand the capacity of O'Hare. This solution has the support of a large number of businesses as well as many municipalities in the Chicago area.<sup>45</sup> The new runway construction would require the condemnation of land near O'Hare, primarily in Bensenville. The new runways would alter the flight patterns and send more flights over areas east and west of O'Hare, while reducing the flights northwest of O'Hare. Communities near O'Hare object to potential economic loss as well as increased noise. Illustration 3 shows Elk Grove Village's view of the new runways and the direction of noise.

The expansion of O'Hare has a cost in the billions of dollars. However, it would take advantage of billions of dollars of existing airport infrastructure. The airlines would also prefer to see the airport expanded. Expansion of O'Hare would involve the taking of much less land the construction of a new airport. However, the land required for the airport is developed, and thus would require greater costs.

## ***The Fight for Flights***

The two predominant resolutions to the Chicago aviation debate are the expansion of O'Hare and the building of a South Suburban Airport. A resolution had been reached between the mayor of Chicago and governor of Illinois to do both. Legislation was introduced in the U.S. Congress to codify the agreement. The legislation supporting the expansion of O'Hare and building of the South Suburban Airport also contained language supporting development of Gary and Rockford airports.<sup>46</sup> The legislation failed to pass, in part due to the objections of Representative Jackson Senator Peter Fitzgerald who lives near O'Hare.

The failure of the legislation did not stop the expansion goals of the alternative airports. Passenger service has grown at Rockford and the airport has received federal funds to build a new jet bridge and improve runway safety.<sup>47</sup> Gary has also embarked on an expansion plan, and has received \$2.9 million in federal funds to relocate railroad tracks in anticipation of a runway expansion.<sup>48</sup> The airport has also recently received a "Record of Decision" from the Federal Aviation Administration (FAA) approving Gary's expansion plans.<sup>49</sup>

## ***High Speed Rail***

Lost in the debate between the two airport projects is alternative solutions for filling aviation demand. High speed rail links is an option that can reduce the number of short trips. High speed rail is most feasible for trips under 350 miles.<sup>50</sup> Of the flights

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<sup>45</sup>The O'Hare modernization project site has a list of supporters at <http://modernization.ohare.com/support.htm>

<sup>46</sup> In the 108<sup>th</sup> congress, U.S. House, H.B. 592 was introduced by Illinois Congressman Lipinski, and U.S. Senate, S. 83, was introduced by Senator Durbin.

<sup>47</sup> Total funding was \$3.9 million. Durbin, 2005

<sup>48</sup> Bayh, 2004

<sup>49</sup> Gary Airport News. [http://www.garychicagoairport.com/PressRelease\\_detail.asp?ID=81](http://www.garychicagoairport.com/PressRelease_detail.asp?ID=81) March 17, 2005.

<sup>50</sup>According to Midwest high Speed Rail Association (<http://www.midwesthsr.org>)

scheduled to depart from O'Hare in 2004, 27.6% were to destinations under 350 miles<sup>51</sup> (Table 5). A high speed rail network with stations at major Midwestern city centers and airports could provide an alternative for many of these flights. Short flights also tended to rely more heavily on smaller planes. Thus, while there were an average of 76.47 passengers on each 2004 scheduled flight from O'Hare, there were only 47.26 per flights less than 350 miles, and 36.73 on flights less than 150 miles.

The Midwest High Speed Rail coalition is encouraging the implementation of a high speed rail network. In areas with frequently scheduled high-speed rail service, rail can dominate service between locations.<sup>52</sup> Due to the cost of track and crossing upgrades that would be required for true 'high-speed' service, they have promoted a 'moderate high-speed' system with average speeds between 110-125 miles per hour. This system would be cheaper to implement than a true high speed system such as that in Europe and the Northeastern United States.

Table 6 contains all passenger routes from O'Hare airport of under 350 miles (air distance) that currently have Amtrak service. It shows the estimated number of passengers that would be diverted<sup>53</sup> from air travel to train travel, if frequent train service were provided on the existing routes at an average speed of 110 miles per hour on current routes. Based on the experience in Europe, approximately 10% of flight traffic from O'Hare could be eliminated simply by running more frequent trains at somewhat higher speeds. Further investment to increase speeds and routes could lead to additional diversions from flight to rail. However, in the air debate, rail has been ignored by most all except environmental groups.

## ***Airline Industry Changes***

The airline industry is currently in the midst of a severe downturn. Most airlines have been losing money every year since 2001. Two of the four principal carriers in Chicago, ATA and United, are operating under Chapter 11 bankruptcy protection. The only major airline in Chicago to maintain consistent profits is Southwest Airlines. While United, American, and ATA have operated a mixed fleet, ranging from 20-seat commuter planes to 300 seat jumbo jets, Southwest operates only Boeing 737 aircraft that seat about 130 people. Furthermore, while the other airlines funnel passengers from cities of all sizes to their Chicago hub, Southwest generally offers point-to-point service connecting only medium and large cities. This system is being emulated by other airlines, such as Northwest, that have set up focus cities in Indianapolis and Milwaukee. This decentralization of hubs may reduce the load at O'Hare. Additionally, O'Hare is the only airport in the United States with two large domestic airline hubs (American and United.) This results in a redundancy of service, with two small planes departing minutes apart to the same destination. Improved coordination, combination of flights in to larger flights, or

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<sup>51</sup>Data comes from transtat database, T\_T100\_Segment file available at: <http://transtats.bts.gov>

<sup>52</sup>Widmer, 2002. If rail travel time was less than 90 minutes, air could not compete with rail. With travel times around 2 to 3 hours, air and rail competed fiercely.

<sup>53</sup> Estimates were based on observations by Widmer (2002). To quantify the changes, frequent rail service with travel times under 90 minutes would divert 90% of previous fliers to rail. Under 2.5 hours, 70% would be diverted; Under 3.5 hours, 10%; Under 4.5 hours, 1%.

the cutbacks of one airline could reduce number of flights at O'Hare without reducing the total passenger capacity.

## **What have other cities done?**

Most other major cities have had to grapple with the inadequacies of their aviation system to the booming jet age. As fares have become lower and personal income has increased there has been a rapid increase in the demand for air travel. Regions have satisfied the need for this demand by building new airports, expanding existing airports, and modernizing little-used airfields. Construction of new airports has been rare. Since the opening of O'Hare, only five new large hub airports have been opened. (Table 3) None of those airports has been built without restrictions placed on the flights from the existing airport.

In the case of Denver, the old airport was destroyed after the new airport was opened. The demolition was necessitated as part of the compromise agreement with the airport neighbors. The new Denver airport was built on a greenfield site at the far edge of the Denver metropolitan area. Its land area is larger than any other airport in the world. Its runways are spaced far apart to limit delays even in bad weather. However, the airport construction costs were much higher than anticipated. Delays caused the airport to open much later than anticipated. The Denver area also lost air traffic. When the airport was planned, three airlines had large hubs in Denver. Only United Airlines still maintained a hub at the new airport. The lack of competition and high landing fees at the airport led to high fares and limited flight options. And even with a large, new airport, Denver has been forced to pay settlements to neighbors complaining about noise and expand runways.<sup>54</sup>

Enhancements of existing airports has been the most common occurrence. Many of the larger airports near Chicago are in the midst of expansion projects. Detroit, St. Louis and Minneapolis are both in the midst of constructing new runways.<sup>55</sup> Atlanta has recently completed a runway expansion project that has helped it to become a dominant airport in the U.S. The Atlanta airport is located south of the city in a predominantly minority area. In planning to address the capacity at the airport, local officials had looked at alternative greenfield sites near the prime areas of population growth on the opposite side of the city. However, even after acquiring some of the land, they settled on expansion of the existing airport. As part of the expansion efforts, they spent hundred of millions of dollars in sound-proofing and condemnation. They also agreed to compromise allocation of airport related contracts. The agreements helped to mollify opposition to the airport and enable the airport to handle more passengers than any other in the world. The airport is currently in the midst of construction of its 5<sup>th</sup> parallel runway.<sup>56</sup>

MidAmerica airport, near St. Louis, is an example of an Illinois airport built to solve problems other than air traffic. The state of Illinois helped to build a new runway and terminal at an existing military airfield. The adjoining military base was on the government's short list for closure. Nearby Lambert Airport in St. Louis had been unable to expand its capacity. MidAmerica airport was predicted to attract a million passengers

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<sup>54</sup>DIA Noise Working Group, 2002; Dempsey et al, 1997; Altshuler, 2003

<sup>55</sup>Wayne County Airport Authority, 2004; Minneapolis St. Paul International Airport, 2003

<sup>56</sup>Altshuler, 2003

within a few years of opening and serve as a reliever to traffic at Lambert. It was also viewed as a way to help maintain the military base, the county's largest employer. Today, the military base is still there, but the airport has continued to lose money for the county, and has never come close to attracting a million passengers. This airport has seen a large amount of military flight activity. The Illinois National Guard has relocated equipment to the airfield helping to reduce congestion at O'Hare. As a means to preserving existing area jobs the airport has been successful. However, it has failed to be a catalyst for attracting new economic or air-traffic growth to the region.<sup>57</sup>

City <sup>58</sup>	Year	State of Old Airport <sup>59</sup>
Denver	1995	Old airport razed
Dallas/Ft. Worth	1973	Wright Amendment limits destinations from Love Field
Orlando	1962-1970	All traffic moved to new airport (new airport was converted military airfield)
Houston Bush	1969	All traffic moved to new airport (traffic resumed at old airport two years later)
Washington Dulles	1962	"Perimeter Rule" and airport size rule at National airport
Chicago O'Hare	1955	Large planes unable to land at Midway airport

*Table 3 Most Recently Constructed Large Hub Airports in U.S.*

## Conclusion

The aviation debate has produced a tangled web of alliances. Wealthy northwest suburban communities have teamed up with poor south suburban communities to advocate construction of a new airport near Peotone. Chicago has created an airport authority with Gary, Indiana, while avoiding interaction with the Peotone airport group. Environmental groups are opposed to construction of a Peotone airport, while some are in favor of the expansion of O'Hare. The communities in Will County near the airport are against construction of the airport in their backyard, while the county itself is primarily interested in maintaining control of the airport.

While the airport debate has been brewing, flights have been increasing at O'Hare and Midway airports. Most of the increase in flights has been made up of flights to international destinations. The number of passengers per plane (Table 1, page 4) has been increasing at Midway, while rebounding from September 11<sup>th</sup> lows at O'Hare. While delays have increased, the capacity limitations have not as yet had a large impact on Chicago's central position in the aviation market.

The stalled construction of the Peotone airport has resulted in a vast open land preserve at the south fringes of suburban Chicago. While other areas nearby have been developing rapidly, the airport footprint remains rural, with the imminent airport restricting development. As development of a third airport continues to be stalled, the

<sup>57</sup>Green, 2000

<sup>58</sup>City and year data derived from Altshuler, 2003

<sup>59</sup>State of old airport obtained from surveys of airport authorities and histories of existing airports

state of Illinois has inadvertently put in place an growth boundary restricting suburban sprawl, while preserving the rural way of life that the residents seek to maintain.

Aviation is only a minor subplot in the debate over Chicago airports. Economic development is the primary storyline. Chicago wants the jobs and control that come with an expanded O'Hare. Jesse Jackson Jr. wants the jobs a Peotone airport will bring. Will County also wants control of the Peotone airport's jobs. Bensenville and Elk Grove don't want to see their property tax base eroded by expansion of O'Hare. Will County communities near the airport don't want to see their property taken. Concerns of noise and air pollution are voiced by environmental groups. However, municipalities are mollified by a few sound-proofing dollars from the O'Hare Noise Compatibility Commission. While O'Hare may connect the Midwest to the world, local communities are more concerned with keeping their bank accounts intact.

Expansion of Chicago's aviation capacity requires regional cooperation. Attempts were made to dictate terms of airport construction through the national legislation have failed. On the state level, Illinois has participated as party in the airport debate, rather than a conciliator. There is no regional entity that has the power to act in the region's best interests. Municipalities have entered in to sub-regional agreements as a means of reaching their local goals. The business community has played a role in voicing support for O'Hare expansion. However, there has been very little direct business leadership in the ongoing aviation debate.

In the the absence of overarching control, the Chicago region has reverted back to a modified version of its classical behavior. Southern suburbs, together with suburbs in DuPage County near O'Hare are voicing a strong anti-Chicago rhetoric. Jesse Jackson and his airport coalition advocate an airport primarily for the creation of jobs in the depressed region. State-wide elected officials are interested support both O'Hare expansion and a third airport, thus angering both Chicago and the third-airport supporters. Chicago may see its position in the global economy usurped unless it can find a way to successfully function as a united region.

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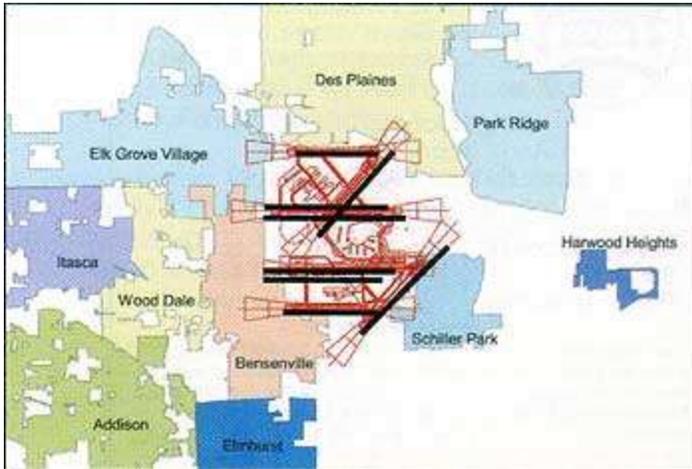


Illustration 3 O'Hare Runway Configuration (<http://www.elk-grove-village.il.us>)

Table 4 Statistics on Chicago area airports

Airport		Loop distance	Time (minutes)		Runways	
Name	Code	Miles	Drive	Transit	longest	total
Midway	MDW	11.14	20	25(b)	6522	5
O'Hare	ORD	18.27	27	40(c)	13000	6(j)
Gary	GYG	26.48	34	46(d)(g)	7003	2
Peotone(h)		42	56			(k)
Milwaukee	MKE	85.99	91	74(a)	9690	5
Rockford	RFD	86.23	88	(f)(g)	10000	2
South Bend	SBN	92.22	95	140(e)	8412	3

Runway lengths and counts from aeroplanner: [maps.aeroplanner.com](http://maps.aeroplanner.com)

Drive time and miles from Mapquest, traveling from Airport to State & Madison in Chicago

(a) Amtrak service from Union Station to Mitchell Airport Station at 8:25am April 7, 2005

(b) Scheduled travel time from Wabash/Madison CTA to Midway CTA at 6:02pm, April 6, 2005

(c) Scheduled travel time from Washington/Dearborn CTA to O'Hare at 6:02pm, April 6, 2005

(d) South Shore Train from Randolph Street Station to Gary Chicago Airport station at 8:45 am

(e) South Shore Train from Randolph Street Station to South Bend Airport station at 8:45 am

(f) Transit possible only via taking three uncoordinated buses

(g) Free parking is offered at the airport

(h) 5600 W Eagle Lake Rd, Peotone. Actual terminal location will likely be different

(i) none; proposal to extend line 8 miles from University Park (at least 60 minutes)

(j) plus one small runway

(k) One runway proposed

<b>Distance City</b>	<b>airport</b>	<b>flights</b>	<b>percent of total</b>
334 Minneapolis/St. Paul, MN	MSP	11546	2.49%
235 Detroit, MI	DTW	8069	1.74%
264 Cincinnati, OH	CVG	7627	1.64%
316 Cleveland, OH	CLE	7285	1.57%
258 St. Louis, MO	STL	6606	1.42%
177 Indianapolis, IN	IND	6400	1.38%
109 Madison, WI	MSN	5742	1.24%
296 Columbus, OH	CMH	5742	1.24%
67 Milwaukee, WI	MKE	5590	1.20%
196 Cedar Rapids/Iowa City, IA	CID	4652	1.00%
299 Des Moines, IA	DSM	4495	0.97%
137 Grand Rapids, MI	GRR	4261	0.92%
286 Louisville, KY	SDF	4153	0.89%
240 Dayton, OH	DAY	3753	0.81%
139 Moline, IL	MLI	3725	0.80%
174 Green Bay/Clintonville, WI	GRB	3485	0.75%
130 Peoria, IL	PIA	3206	0.69%
157 Fort Wayne, IN	FWA	2756	0.59%
116 Bloomington, IL	BMI	2587	0.56%
122 Kalamazoo, MI	AZO	2409	0.52%
135 Champaign/Urbana, IL	CMI	2309	0.50%
224 Traverse City, MI	TVC	2253	0.49%
84 South Bend, IN	SBN	2179	0.47%
160 Appleton, WI	ATW	2037	0.44%
273 Evansville, IN	EVV	1935	0.42%
174 Springfield, IL	SPI	1654	0.36%
268 Rochester, MN	RST	1609	0.35%
222 Saginaw/Bay City/Midland, MI	MBS	1414	0.30%
214 Toledo, OH	TOL	1355	0.29%
179 Lansing, MI	LAN	1265	0.27%
323 Lexington, KY	LEX	1243	0.27%
147 Dubuque, IA	DBQ	1142	0.25%
213 Wausau/Marshfield, WI	CWA	1058	0.23%
215 La Crosse, WI	LSE	1044	0.22%
344 Akron/Canton, OH	CAK	954	0.21%
272 Wilmington, OH	ILN	513	0.11%
Others (12)		198	0.04%
<b>Total</b>		<b>128251</b>	<b>27.61%</b>

*Table 5 Departures from O'Hare to locations of less than 350 miles (2004)*

**Table 6 Flight Reductions with High Speed Rail on Existing Amtrak Routes<sup>60</sup>**

<b>City</b>	<b>2004 Air Passengers<sup>61</sup></b>	<b>Amtrak distance<sup>62</sup></b>	<b>Train time (110mph)</b>	<b>Estimated rail diversion</b>	<b>Current flight loads<sup>63</sup></b>	<b>Decrease in flights<sup>64</sup></b>
Minneapolis/St. Paul, MN	728911	417	3:47	72891	63	1155
Detroit, MI	681455	281	2:33	340728	84	4035
St. Louis, MO	552532	284	2:34	276266	84	3303
Cleveland, OH	397339	341	3:06	198670	55	3643
Indianapolis, IN	376839	196	1:46	263787	59	4480
Cincinnati, OH	327219	319	2:54	163610	43	3814
Des Moines, IA	263247	359	3:15	131624	59	2248
Madison, WI	252083	150	1:21	226875	44	5168
Grand Rapids, MI	230725	176	1:36	161508	54	2983
Milwaukee, WI	219804	86	0:46	197824	39	5031
South Bend, IN	85483	84	0:45	76935	39	1961
Bloomington, IL	72835	124	1:07	65552	28	2328
Champaign/Urbana, IL	67931	129	1:10	61138	29	2078
Kalamazoo, MI	66282	138	1:15	59654	28	2168
Springfield, IL	55551	185	1:40	38886	34	1158
Toledo, OH	42311	234	2:07	29618	31	949
Lansing, MI	42039	208	1:53	29427	33	886
La Crosse, WI	30049	281	2:33	15025	29	522
Total flight reduction						47907
Percent flight reduction						10.31%

<sup>60</sup> Airline statistics obtained from Department of Transportation Statistics Transtats database: Air Carriers : T-100 segment. Available online at: [transtats.bts.gov](http://transtats.bts.gov). The set was narrowed to flights originating from O'Hare airport in 2004.

<sup>61</sup> Passengers that traveled from flights originating at O'Hare to the destination in 2004.

<sup>62</sup> Distance obtained from Amtrak schedules. Online at <http://www.amtrak.com>. When there were multiple routes to the same city, the shorter route was used for mileage. Distances are from Union Station in Chicago to the station located in the destination city. For Madison and Des Moines, the train station was located in a suburban location outside of the city proper.

<sup>63</sup> Passengers per departure performed from O'Hare to the destination airport

<sup>64</sup> Calculated by dividing passenger diversion by load factor of current flights.

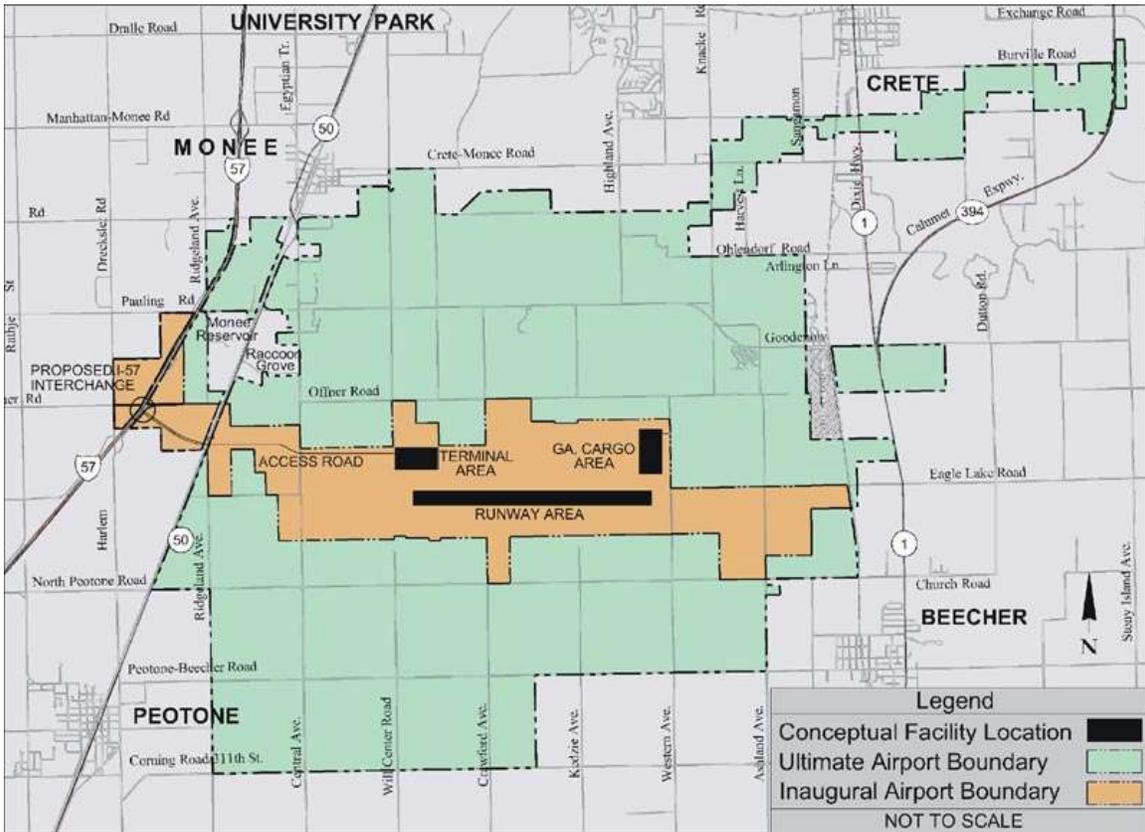
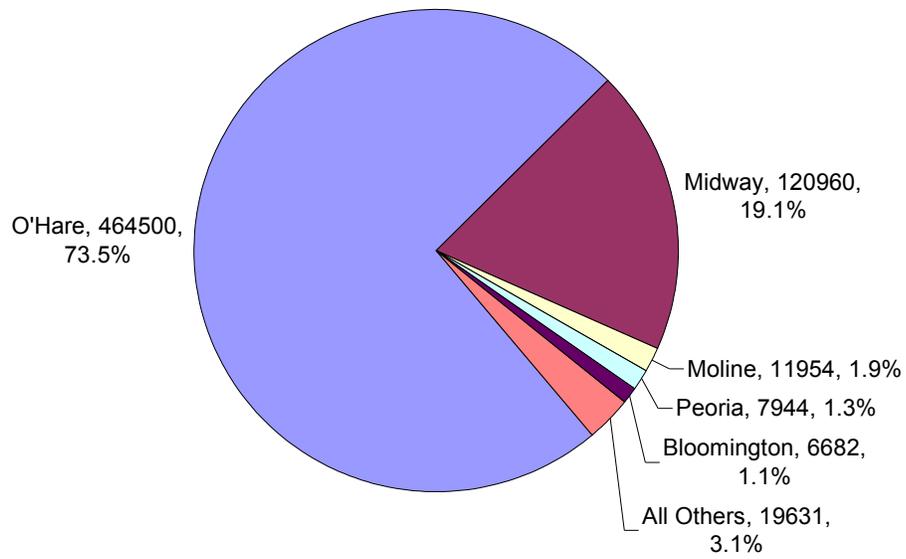


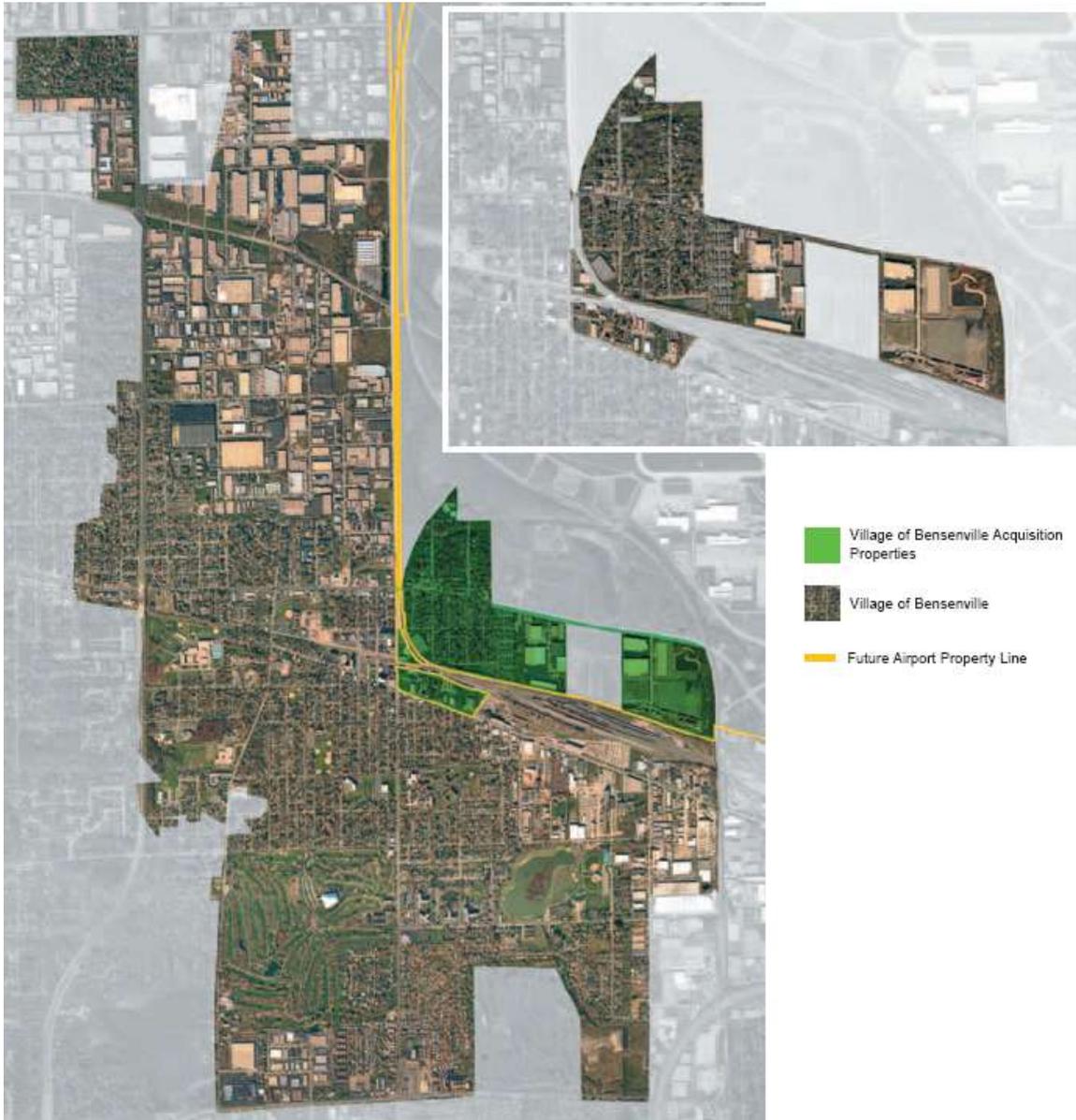
Illustration 4 Proposed Peotone Airport (From South Suburban Airport Project site: <http://www.southsuburbanairport.com>)



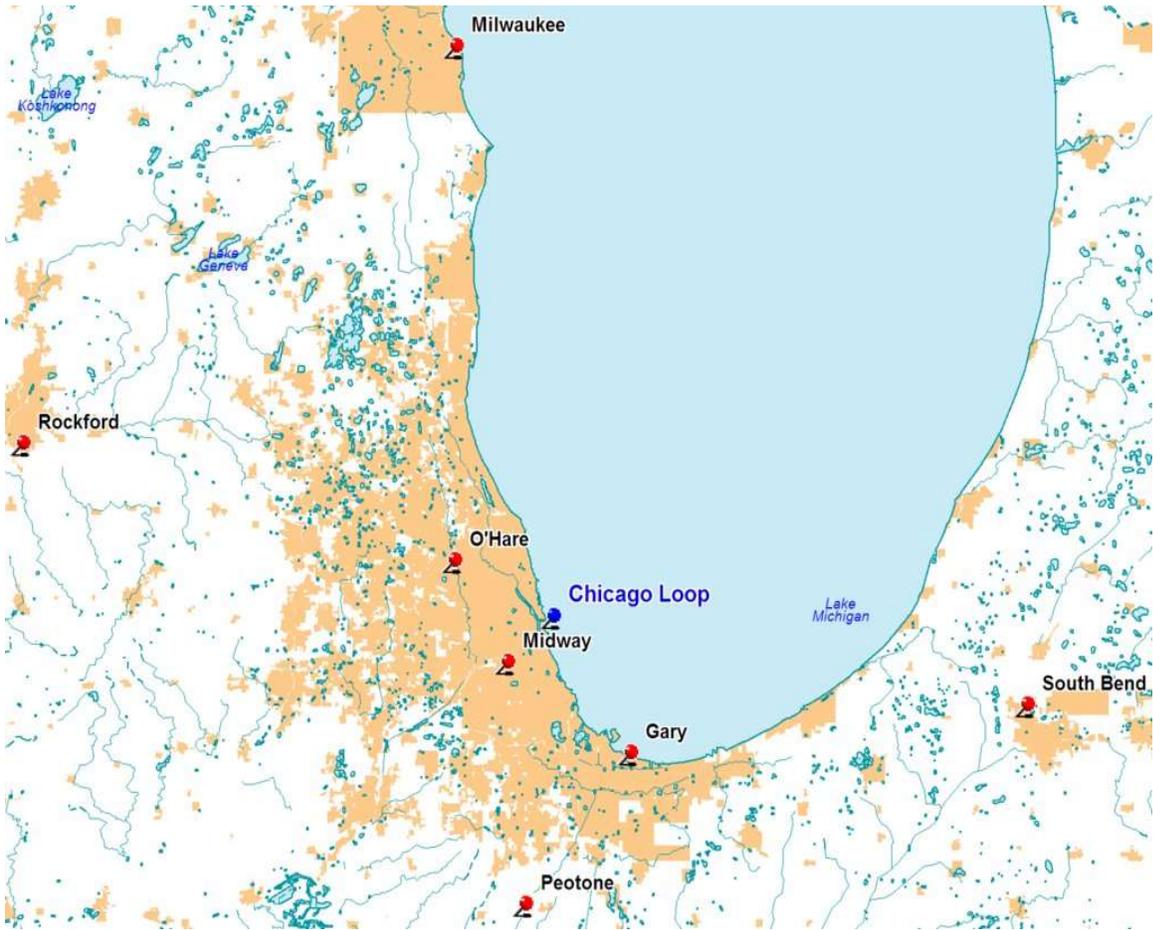
Illustration 5 Depiction of Airport Expansion from Village of Bensenville



*Illustration 6 Illinois Airport Flight Distribution (2004 departures)*



*Illustration 7 City of Chicago map of land to be acquired in Bensenville*



*Illustration 8 Chicago Area Airports (Peotone is a proposed location)*

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