

**IN THE UNITED STATES DISTRICT COURT  
FOR THE DISTRICT OF COLUMBIA**

NATURAL RESOURCES DEFENSE COUNCIL,  
INC.; CENTER FOR BIOLOGICAL DIVERSITY;  
FRIENDS OF MINNESOTA SCIENTIFIC AND  
NATURAL AREAS,

*Plaintiffs,*

v.

UNITED STATES FISH AND WILDLIFE  
SERVICE, MARTHA WILLIAMS, in her official  
capacity as Principal Deputy Director of the  
U.S. Fish and Wildlife Service; UNITED STATES  
DEPARTMENT OF THE INTERIOR,

*Federal Defendants.*

Civ. No. 1:21-cv-00770-ABJ

**DECLARATION OF CLAY BOLT**

I, Clay Bolt, declare as follows:

1. I am currently a member of the Natural Resources Defense Council (NRDC), which I first joined in 2017.
2. I live in Livingston, Montana, with my wife and two sons. I grew up in Greenville, South Carolina, and first moved to Montana in 2015.
3. I serve as the Senior Communications Lead for the Northern Great Plains Program at the World Wildlife Fund, a 501(c)(3) non-profit organization dedicated to protecting communities, wildlife, and ecosystems around the world. I have been a professional natural history and conservation photographer since 2002 and served as the President of the North American Nature Photography Association from 2016 to 2017. I am a Senior Fellow at the International League of Conservation Photographers and a Fellow at the Linnean Society of London, the world's oldest active society devoted to natural history.

4. I have spent much of my life trying to bring attention to small, overlooked species around the world. Getting people to care about nature is a lifelong passion of mine, and among my first memories as a child. In 2009, I co-founded “Meet Your Neighbours,” an international photography initiative that seeks to highlight the often overlooked, undervalued creatures that live in our own backyards.

5. A significant part of my work has focused specifically on the rusty patched bumble bee. In 2014, I first learned from Becky Nichols, the Park Entomologist at Great Smoky Mountains National Park, about the rusty patched bumble bee’s disappearance from the park and its nationwide decline since the mid-1990s. After that, I could hardly stop thinking about the bee’s decline. I traveled to Virginia, Illinois, North Carolina, and other areas in the Great Smoky Mountains over the next year or so to search for the bee and to speak with experts who could shed light on this catastrophe. I was unable to find the bee on any of these trips.

6. Finally, I was able to locate and photograph the bee for the first time in 2015, when I saw a queen, two or three workers, and a male at the University of Madison Arboretum and a nearby botanical garden. I was both elated and heartbroken to see the species in the wild—elated because I was overjoyed that it still existed, and heartbroken because I couldn’t help but think that it had no idea just how imperiled it was. This was a key moment for me, because I knew that I had to do everything in my power to help protect the species.

7. Based on my journey to find this incredibly rare bee, I wrote and produced a documentary film called, “A Ghost in the Making.” The documentary was my way of raising awareness about not only this once-common species, but also about the value of pollinators and biodiversity generally. The film screened in many locations and events around the world, including the Princeton Environmental Film Festival, National Geographic’s Short Film

Showcase, and the Wild and Scenic Film Festival, where it was included in the touring show. As a result of the documentary and my other work, people now often contact me to help identify the bee.

8. The film helped to elevate a petition that I produced with the Xerces Society for Invertebrate Conservation (Xerces) on [change.org](https://change.org), which gathered 128,000 signatures in favor of listing the bee as an endangered species. I was personally told by U.S. Fish and Wildlife Service staff, and Xerces staff, that the film played a key role in finalizing the listing—after it had been delayed for over 900 days—due to the amount of awareness that it raised.

9. Since my journey to locate the bee first began, I have become an expert on the rusty patched bumble bee. I have read just about everything that has been written about the bee, going back to the *Proceedings of the Entomological of Philadelphia, Volume II, 1863-1864* (when the bee was first described), followed by a 1934 book by Otto Plath, titled *Bumble Bees and Their Ways*. By reading these books, speaking with entomologists and other experts, and other means, I am able to expertly identify the rusty patched bumble bee as well as other bumble bees throughout the United States.

10. I have found that the rusty patched bumble bee is a unique pollinator and am now able to spot one from a distance just based on its behavior. Compared with other bumble bees, it is often a slow, plodding pollinator. It just seems to forage differently, which makes me think it must have a unique ecological role. As a short-tongued species, it also tends to specialize in plants with shallow corollas.

11. I last saw the bee in person in Madison, Wisconsin, in 2018. Since that time, I have looked for the bee in Minneapolis, southern Appalachia, and parts of Illinois, but have not been able to find the bee on any of those trips.

12. I frequently apply my expertise to help photographers and conservationists identify bees. For instance, I helped a photographer identify the bee from a photograph taken in the southern Appalachians, which led to the confirmation of a newly discovered population that was in the path of the Atlantic Coast Pipeline. I have also helped with efforts to identify the bee in the George Washington National Forest in Virginia, by combing through photos in search of the rusty patched bumble bee. I plan to continue helping people around the country to identify and learn about the rusty patched bumble bee whenever these opportunities arise.

13. I am now in the process of developing a field guide to the bumble bees of the Americas for Cornell University Press. I plan to travel to Madison, Wisconsin, in June or July of 2022 to photograph the bee for the guide.

14. I plan to search for and photograph the bee in the Bell Bowl Prairie in Rockford, Illinois. This area, a prime example of extremely rare gravel hill prairie habitat, is threatened with complete destruction as a result of the proposed expansion of Chicago Rockford International Airport in Rockford, Illinois. Although the rusty patched bumble bee was previously photographed there as recently as August of 2021, it appears likely that this area will be destroyed in the coming months. If the area is not destroyed by next spring, when the bee emerges from hibernation, I plan to go to Bell Bowl to search for and photograph this population.

15. I believe that undisturbed habitats such as Bell Bowl Prairie should qualify as critical habitat. If the rusty patched bumble bee is able to survive in areas such as this, we should avoid destroying these places at all costs. Though the bee is subject to many threats, there must be some reason that this population has survived. It is crucial that we protect the habitat it needs to survive and disperse to new areas.

16. I am aware that last year, the U.S. Fish and Wildlife Service decided not to designate any critical habitat for the rusty patched bumble bee. The decision made me angry; I do not understand how you can protect such a species if it has no protected place to live.

17. I am also aware, based on a Federal Aviation Administration document (an excerpt of which is attached as Exhibit A), that expansion of the Chicago Rockford International Airport is dependent on a number of decisions by the federal government and requires compliance with the consultation procedures of the Endangered Species Act. Had the U.S. Fish and Wildlife Service designated critical habitat for the bee, I believe it is likely that additional Endangered Species Act protections would help prevent the complete destruction of that prime rusty patched bumble bee habitat. It saddens and angers me to see that the bee's habitat continues to be degraded and destroyed due to a lack of habitat protections.

18. It is striking to me that although the rusty patched bumble bee is so extraordinarily rare today, I probably grew up seeing the bee but did not even realize it. Much like the passenger pigeon and other once-common species that are now extinct, it seemingly vanished right before our eyes. It greatly saddens me that the rusty patched bumble bee has declined so significantly. While I have had the pleasure of photographing the bee on several occasions, it would be incredibly painful to me to no longer be able to go out and photograph the bee and spend time with it. I am concerned that without critical habitat for the species, my continued ability to see and photograph the bee is in danger.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge, information, and belief.

Executed on this 16th day of November, 2021, in Livingston, Montana.

A handwritten signature in black ink, appearing to read "Clay Bolt", written over a horizontal line.

Clay Bolt

# **Exhibit A**

Final Environmental Assessment for Proposed Northwest Cargo Development,  
Midfield Cargo Development and Associated Actions at the Chicago Rockford  
International Airport, Chapter One (Nov. 2019)





US Department of Transportation  
Federal Aviation Administration  
Great Lakes Region  
Chicago Airports District Office

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## FINAL Environmental Assessment

### CHICAGO ROCKFORD INTERNATIONAL AIRPORT

#### Rockford, Illinois

The Greater Rockford Airport Authority, of Winnebago County, in conjunction with the Illinois Department of Transportation, Division of Aeronautics, proposes the following airport development items:

**Northwest Cargo Development:** Construct, light and mark a northwest air cargo apron expansion. The project includes grading, drainage, storm sewer modifications, expansion and upgrades to the existing detention facilities, additional detention facilities to accommodate additional impervious surfaces, and truck parking facilities.

**Midfield Cargo Development:** Construct taxiways, apron, and associated airfield infrastructure. The project includes grading, drainage, storm sewers, detention facilities to accommodate proposed impervious surfaces, employee and truck parking facilities, and access roads and intersection improvements to accommodate a new one million square foot cargo facility.

This Environmental Assessment (EA) is submitted for review in accordance with the following public law requirements: Section 102(2)(C) of the *National Environmental Policy Act of 1969* (PL 91-190, 42 U.S.C. 4321 et seq.); the *Federal Aviation Act of 1958* (Recodified as 49 U.S.C. Section 40101 et seq.); the *Airport Airway Improvement Act of 1982* (Recodified as 49 U.S.C. Section 47101 et seq., PL 97-238, as amended by the *Airport and Airway and Capacity Expansion Act of 1987*); Section 4(f) of the *Department of Transportation Act of 1966* recodified at Section 303c, as amended; Sections 401 and 404 of the *Clean Water Act of 1972*, (P.L. 107-303); Section 7(c) of the *Endangered Species Act of 1973*, as amended; *Fish and Wildlife Coordination Act of 1934*, as amended; *Migratory Bird Treaty Act of 1918*, as amended; *Clean Air Act of 1970*, as amended; *National Historic Preservation Act of 1966*, as amended, and other laws as applicable. Additionally, the format and subject matter included in this report conform to the requirements and standards of the Federal Aviation Administration (FAA) as set forth in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects*. This assessment was also prepared pursuant to the requirements of *Executive Order 11990, Protection of Wetlands*; *Executive Order 11998, Floodplain Management*; Title V of Public Law 97-248; and other laws as applicable.

The Federal Aviation Administration's proposed actions include: (a) issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the Sponsor's Proposed Action for the development listed above; (b) issue final airspace determinations for the development listed above; (c) issue a final determination of potential airspace obstructions to navigable airspace per an aeronautical study outlined under 14 CFR Part 77; and (d) issue a final certification that the proposed aeronautical development is reasonably necessary for use in air commerce or for national defense.

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This environmental assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

  
Responsible FAA Official

11/25/19  
Date



**Final Environmental Assessment  
for Proposed Northwest Cargo Development, Midfield Cargo  
Development and Associated Actions**

at the

**Chicago Rockford International Airport**  
**Rockford, Illinois**

**November 2019**

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## Chapter One

# PURPOSE AND NEED

## Introduction

The Chicago Rockford International Airport (RFD or Airport) is a non-hub commercial service airport that accommodates service by commercial airline operators, military, cargo, general aviation, and corporate aviation needs of northern Illinois, southern Wisconsin and the Chicago Metropolitan Area. As a part of the Airport's overall development plan, construction is proposed of airside and landside facilities to accommodate growth in cargo operations by existing carriers and addition of new cargo operations at RFD.

To accommodate existing operations as well as forecast demand, the Greater Rockford Airport Authority (GRAA), as the Airport Sponsor, proposes to construct additional air cargo facilities within the following areas on existing airport property:

- Northwest Air Cargo Area located north of Runway 7/25, and
- Midfield Area located south of Runway 7/25, west of Runway 1/19, and north of Cessna Drive and Beltline Road.

RFD plans to apply for federal financial assistance under the Airport Improvement Program, as authorized by the public law requirements of the *FAA Reauthorization Act of 2018* to construct eligible portions of the proposed improvements. To receive Airport Layout Plan (ALP) approval and be eligible for federal financial assistance, the GRAA is required by the Federal Aviation Administration (FAA) to prepare an Environmental Assessment (EA) report in conformance with the applicable sections of the FAA's *Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, dated April 26, 2006 and FAA *Order 1050.1F, Environmental Impacts: Policies and Procedures*, dated July 16, 2015.

This EA has been prepared to provide information on the Sponsor's Proposed Action, evaluate reasonable alternatives, and identify, analyze, and disclose potential environmental consequences associated with the proposed development, and, if required, mitigate potential environmental impacts.

## Airport Ownership

RFD is a publicly-owned airport operated by the GRAA. The GRAA is comprised of a seven-member Board of Commissioners appointed by four jurisdictions: City of Rockford, Winnebago County, Loves Park and Machesney Park, and are responsible for setting policies and ordinances governing the operations at RFD.

## Airport Location

RFD is located in northern Illinois, in the southern part of Winnebago County, approximately 5 miles south of the Rockford Central Business District. The Airport encompasses over 3,000 acres and is generally bound by Illinois State Route 251 to the east, the Kishwaukee River to the south, the Rock River to the west, and U.S. 20 to the north. A map of the Airport within the State of Illinois, and the

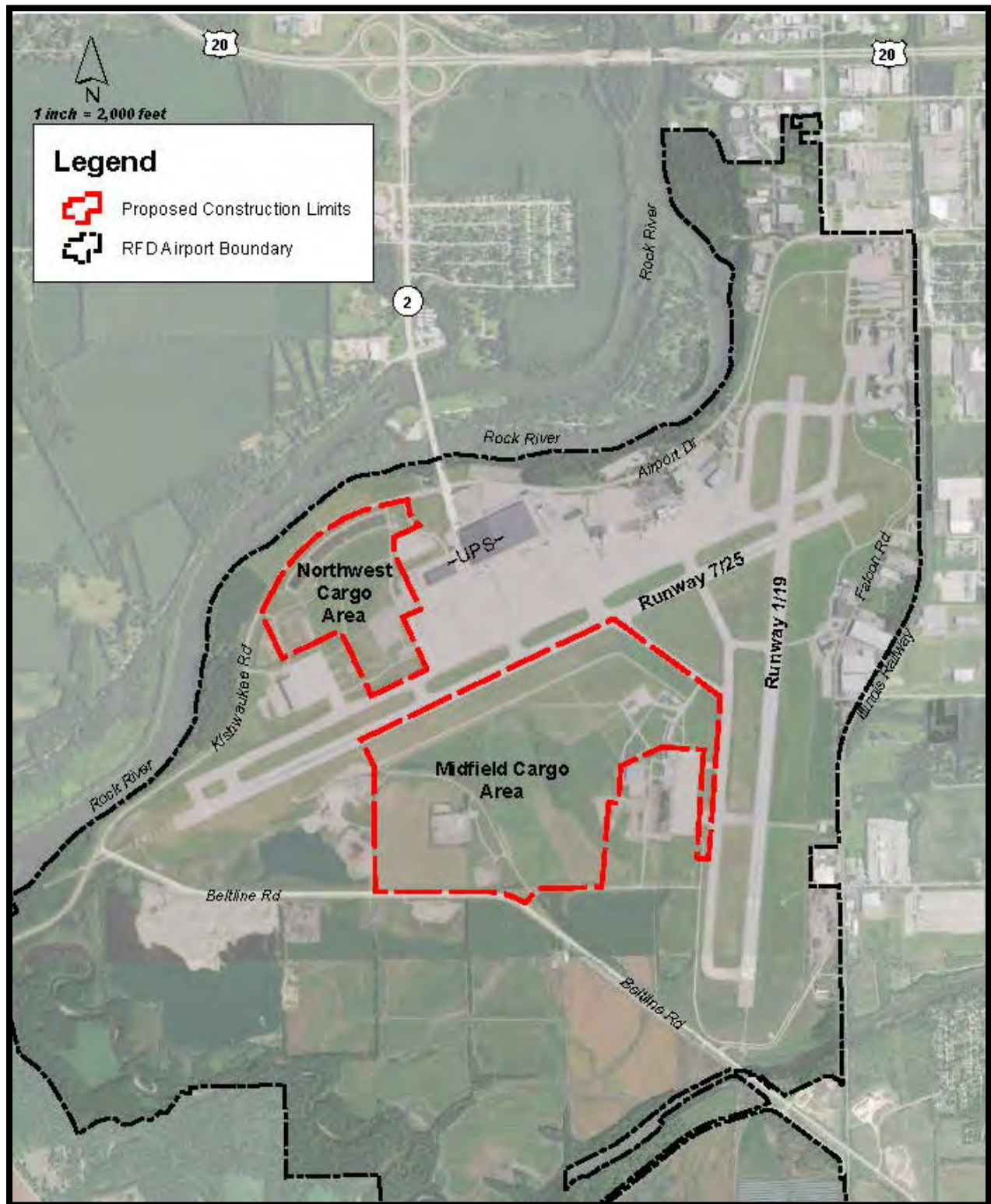
vicinity of the Airport within the Rockford area is depicted on Figure 1-1. Figure 1-2 depicts the location of proposed project study areas and existing Airport facilities and environs.

Figure 1-1  
Location Map





Figure 1-2  
Vicinity Map



## Project Background

In 2017, RFD was ranked 22<sup>nd</sup> in the U.S. in terms of air cargo landed weight.<sup>1</sup> Air cargo activity, in particular, has seen substantial growth over the past few years at RFD, with a 73% increase in cargo landed weight since 2015 when RFD ranked 31<sup>st</sup> in the U.S. In 2018, RFD's air cargo landed weight was approximately 2.14 billion pounds, representing a 55% percent increase over the 2017 cargo landed weight.

E-commerce has been a major contributor to the additional demand for air cargo services. RFD's central U.S. location, airfield infrastructure/services, proximity to major interstate routes and large population density located within the 8-hour truck travel time has also positioned the Airport for cargo growth. The airport's 10,000-foot-long primary runway with CAT III Instrument Landing System (ILS) capabilities, along with independent airspace from Chicago O'Hare International Airport, provide cargo operators with reliable access. However, the current air cargo infrastructure at RFD is beginning to limit additional growth opportunities (especially during peak times).

Operators at RFD include United Parcel Service (UPS), Air Transport International, ABX Air, Atlas Air and other air cargo carriers. A major user of the airport, UPS, established its second largest domestic sorting hub in their world-wide network at RFD in 1994. Today, UPS remains the largest air cargo carrier at the Airport with a market share at RFD of 75% in terms of air cargo operations. UPS has recently added Boeing 747-800 freighters to their fleet at RFD. Currently, there are limited opportunities to park these aircraft without disrupting airport operations.

Since completion of the initial phase of the Northwest Air Cargo facility in 2008, RFD has experienced growth in operations by other cargo operators. Based on growing cargo demand, in 2016 Air Transport International, ABX Air, and Atlas Air initiated service at RFD to support growth fueled by e-commerce. With continued growth by both UPS and other cargo operations supporting growth in e-commerce, it is anticipated that RFD will continue to grow cargo tonnage, which is indicated by continued growth in 2018.

The current Northwest Air Cargo Apron was designed to accommodate the mix of cargo aircraft operating at RFD in 1994, which included a large percentage of Boeing 727 aircraft. To accommodate increases in volume, the carriers are now utilizing larger aircraft to accommodate demand. The change in fleet, along with increased operations, has resulted in a shortfall in available cargo aircraft parking positions at RFD. UPS has initiated a conversion within the RFD facility from a manual sorting process to an automated process that utilizes high speed conveyors and "smart labels" scanned by overhead cameras to facilitate the processing of parcels passing through the hub. These interior upgrades are expected to improve efficiencies of the UPS facility and will support the increased operations.

## Aviation Demand

As a part of the NEPA process, the baseline and forecast of aviation demand was developed for the following years of analysis evaluated in this EA.

- 2017: Baseline (Existing Condition)
- 2023: Build Out (with Sponsor's Proposed Action)

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<sup>1</sup> Air Carrier Activity Information System (ACAIS), Calendar Year 2017.

[https://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/?sect=collection](https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/?sect=collection)

- 2023: No Action (NEPA requirement for comparison against the Build Alternative(s))

Baseline and demand projections were developed for the various users of the airport including air carrier, air cargo, military, and general aviation (including corporate and air taxi operations). The aviation demand as presented in Table 1-1 includes annual operations by user category and fleet mix (equipment type). Further information, including average daily departures and day/night ratios, which are used as inputs to the noise and air quality model, are presented in the full copy of the Forecast Working Paper (FWP) included in Appendix A.

Table 1-1  
Aviation Demand Summary

Equipment Type	2017 Operations (*)	2023 Operations	2023 Operations (No Action)
<b>CARGO</b>			
Airbus 300	2045	6078	4701
Boeing 767-200	1857	64	110
Boeing 767-300	2237	7532	5818
MD-11	24	1134	905
Boeing 747-800F		1134	905
Boeing 737-800BCF		1711	1348
Boeing 757-200	3902	7256	5606
Embraer 110		18	18
Learjet 35		54	54
Dassault Falcon 20		18	18
Swearingen Metroliner 4		297	297
<b>CARGO SUBTOTAL</b>	<b>10,065</b>	<b>25,296</b>	<b>19,780</b>
<b>GENERAL AVIATION</b>			
C172 - Cessna Skyhawk 172/Cutlass	3053	3109	3109
H25B - BAe HS 125/700-800/Hawker 800	1680	1710	1710
SR22 - Cirrus SR 22	1544	1572	1572
BE58 - Beech 58	1499	1526	1526
PRM1 - Raytheon Premier 1/390 Premier 1	1309	1333	1333
BE20 - Beech 200 Super King	1273	1296	1296
P28A - Piper Cherokee	1237	1260	1260
EA50 - Eclipse 500	1210	1232	1232
BE33 - Beech Bonanza 33	1102	1122	1122
LJ40 - Learjet 40; Gates Learjet	1020	1039	1039
C25B - Cessna Citation CJ3	912	929	929
BE35 - Beech Bonanza 35	894	910	910
C182 - Cessna Skylane 182	795	809	809
BE9L - Beech King Air 90	677	690	690
B350 - Beech Super King Air 350	668	680	680
CL30 - Bombardier Challenger 300	623	634	634
PA24 - Piper PA-24	524	533	533



Equipment Type	2017 Operations (*)	2023 Operations	2023 Operations (No Action)
<b>GENERAL AVIATION cont.</b>			
C525 - Cessna CitationJet/CJ1	497	506	506
PA30 - Piper PA-30	488	496	496
C441 - Cessna Conquest	470	478	478
PA46 - Piper Malibu	461	469	469
BE40 - Raytheon/Beech Beechjet 400/T-1	424	432	432
C56X - Cessna Excel/XLS	406	414	414
LJ45 - Bombardier Learjet 45	380	387	387
C550 - Cessna Citation II/Bravo	289	294	294
PA32 - Piper Cherokee Six	280	285	285
C560 - Cessna Citation V/Ultra/Encore	253	257	257
M20P - Mooney M-20C Ranger	235	239	239
C680 - Cessna Citation Sovereign	208	211	211
PA31 - Piper Navajo PA-31	208	211	211
E55P - Embraer Phenom 300	199	202	202
E145 - Embraer ERJ-145	135	138	138
C750 - Cessna Citation X	126	129	129
B190 - Beech 1900/C-12J	126	129	129
GLF5 - Gulfstream V/G500	126	129	129
P46T - Piper Malibu Meridian	126	129	129
C206 - Cessna 206 Stationair	108	110	110
<b>GENERAL AVIATION SUBTOTAL</b>	<b>25,565</b>	<b>26,029</b>	<b>26,029</b>
<b>COMMERCIAL PASSENGER</b>			
MD-80	739		
Airbus 319	421	22	22
Airbus 320	878	3480	3480
Boeing 737-700	29	37	37
Boeing 737-800	80	102	102
Boeing 757-300	15	18	18
<b>PASSENGER SUBTOTAL</b>	<b>2,162</b>	<b>3,659</b>	<b>3,659</b>
<b>MILITARY</b>			
Messerschmitt MJ-90	258	372	372
Northrop T-38 Talon	231	334	334
Boeing KC-135 Stratotanker	180	260	260
Raytheon Texan 2	141	204	204
Sikorsky SH-60 Seahawk	141	204	204
Mitsubishi Regional Jet 90	128	185	185
Lockheed 130 Hercules	116	167	167
Embraer 190	103	148	148
Swearingen Merlin 4	90	130	130
Bombardier Q-400	77	111	111
Beechjet 400	77	111	111

Equipment Type	2017 Operations (*)	2023 Operations	2023 Operations (No Action)
<b>MILITARY cont.</b>			
Bombardier Learjet 35	77	111	111
Boeing E-6 Mercury	51	74	74
<b>MILITARY SUBTOTAL</b>	<b>1,670</b>	<b>2,411</b>	<b>2,411</b>
<b>TOTAL OPERATIONS</b>	<b>39,462</b>	<b>57,395</b>	<b>51,879</b>

Note (\*): In 2018, the total operations at RFD were 40,458 with a further breakdown by aircraft category as follows:

- Air Cargo = 15,866
- Commercial Passenger – 3,233
- General Aviation – 20,263
- Military – 1,496

Sources: FAA ATADS, TAF, FAA FMSC, FAA OPSNET, BTS T-100 Data, CMT Analysis

The air cargo activity levels and fleet mix projections specifically associated with the proposed projects being assessed in this EA were determined based on coordination with the specific stakeholders proposing to develop the Northwest and the Midfield air cargo development areas. Accordingly, as shown in Table 1-1, this is the only user category where operations under the 2023 No Action scenario reflect a smaller number of operations because all of the users' planned air cargo activity would not be able to be accommodated at RFD if the proposed air cargo facilities are not constructed.

## Purpose and Need

The **Purpose** of the Sponsor's Proposed Action is to provide airfield and landside improvements that could accommodate growth in cargo operations by existing carriers and support the addition of new cargo operations and service by new carriers at RFD. With the forecast growth in cargo activity, the proposed project would meet the demand by providing supplemental air cargo facilities. In addition, the facilities accommodate changes in aircraft types and parking configurations.

The **Need** for the Sponsor's Proposed Action is to address the limited available apron and air cargo facilities required to accommodate the existing and projected air cargo activity at RFD.

## Sponsor's Proposed Action

Table 1-2 identifies the projects included in the Sponsor's Proposed Action and the planned years of construction. Figure 1-3 depicts the proposed improvements planned in the Northwest Air Cargo area and Figure 1-4 depicts the proposed improvements in the Midfield area that are being assessed in this EA. The proposed air cargo development is consistent with the current Airport Layout Plan and the airside/landside plans of the air cargo carriers at RFD.

Table 1-2

## Sponsor's Proposed Action

## Northwest Air Cargo Development

(Proposed Construction Timeframe Fall 2019- Fall 2020)

- Construct, light and mark northwest air cargo apron to accommodate up to 10 wide-body aircraft parking positions (Boeing 747-800 capable)
- Construct proposed service and access roads
- Construct proposed truck parking facilities
- Grading, drainage and storm sewer improvements
- Construct new detention area to accommodate additional impervious surfaces
- Security and wildlife fencing modifications and installation

## Midfield Air Cargo Development

(Proposed Construction Timeframe Spring 2020-Spring 2022)

- Construct, light and mark partial parallel taxiway to Runway 7/25, connecting taxiways and taxilane
- Construct, light and mark midfield air cargo apron to accommodate up to 12 wide-body aircraft parking positions (Boeing 767/777 capable)
- Construct new air cargo building (approximately 1 million square feet)
- Construct new ground support equipment and maintenance (GSE) buildings, covered storage and equipment staging area
- Construct, light and mark proposed truck dock and truck parking area (approximately 14 acres)
- Construct, light and mark proposed employee parking lot (approximately 16 acres)
- Construct new truck and employee entrance/access roads connecting to Beltline Road, including associated intersection improvements
- Construct new service/access roads
- Grading, drainage and utility extensions/improvements (water, storm sewer, sanitary sewer and electricity)
- Construct new detention areas to accommodate additional impervious surfaces
- Security and wildlife fencing modifications and installation

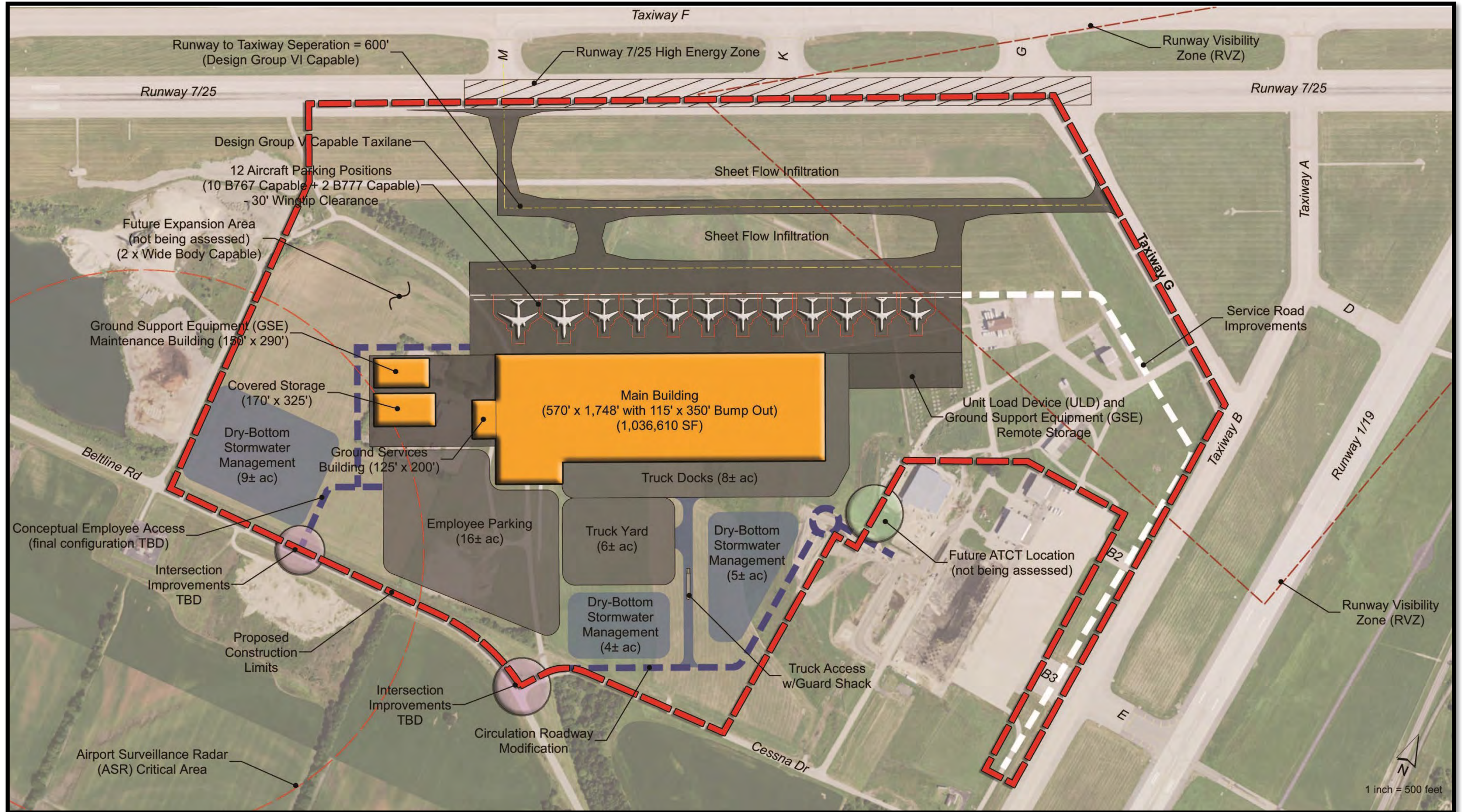


Figure 1-3  
Sponsor's Proposed Action – Northwest Air Cargo Development





Figure 1-4  
Sponsor's Proposed Action – Midfield Air Cargo Development





## Requested Federal, State, and Local Actions

Actions by federal, state, and local governmental bodies are required to obtain environmental approval and/or coordination of the proposed project. The lead federal agency, the FAA, is responsible for ensuring compliance under the *National Environmental Policy Act* (NEPA) for the proposed projects. Outlined below is a list of agencies and additional actions necessary to for the proposed projects.

### Federal Actions

The proposed action will require compliance by the following agencies with the indicated federal statutory or regulatory requirements:

#### U.S. Department of Transportation – Federal Aviation Administration

- Issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the Sponsor's Proposed Action.
- Final airspace determination (14 CFR Part 157) (49 U.S.C. 40103(b), 40113).
- Final determination of potential airspace obstructions to navigable airspace per an aeronautical study outlined under 14 CFR Part 77.
- Final certification that proposed aeronautical development is reasonably necessary for use in air commerce or for national defense (49 U.S.C. 44502(b); 14 CFR Part 169)

#### U.S. Fish and Wildlife Service (USFWS)

- Consultation under the *Endangered Species Act of 1973*.

### State and Local Actions

Development at the Airport will require actions on the part of the following state and local agencies as identified below:

#### Illinois Department of Transportation (IDOT) - Division of Aeronautics

- Application for federal assistance in the construction, development, and maintenance of the facility.

#### Illinois Historic Preservation Agency - State Historic Preservation Officer (SHPO)

- Consultation pursuant to Section 106 of the *National Historic Preservation Act of 1966* (NHPA).

#### Illinois Department of Natural Resources (IDNR)

- Consultation regarding State-listed Threatened and Endangered Species and wetlands protected under the *Illinois Interagency Wetland Act of 1989* (20 ILCS 830/).

#### Illinois Environmental Protection Agency (IEPA)

- National Pollutant Discharge Elimination System (NPDES) Permits.

#### City of Rockford, Illinois

- Building permit and stormwater permit.

#### Winnebago County

- Right-of-way permit for Belt Line Road improvements for ingress/egress.