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FINAL SOCIOECONOMIC IMPACT ANALYSIS STUDY

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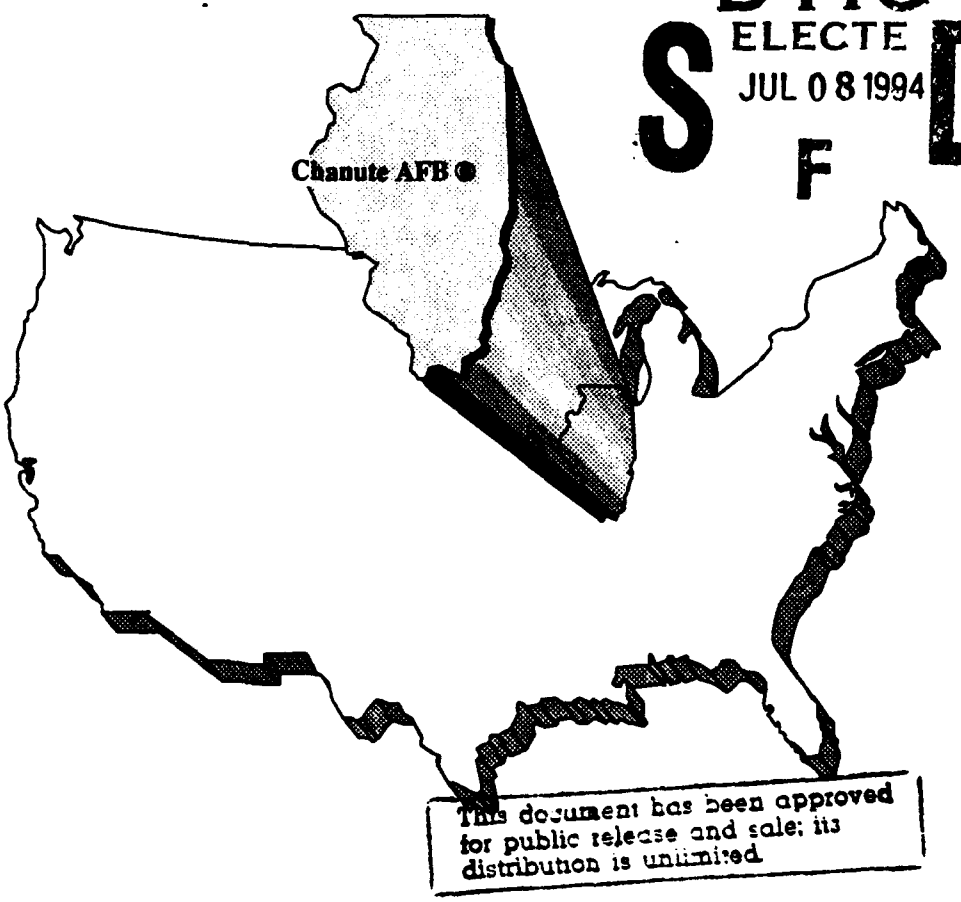

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DISPOSAL AND REUSE OF CHANUTE AIR FORCE BASE, ILLINOIS

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FINAL

SOCIOECONOMIC IMPACT ANALYSIS STUDY

DISPOSAL AND REUSE OF CHANUTE AIR FORCE BASE, ILLINOIS

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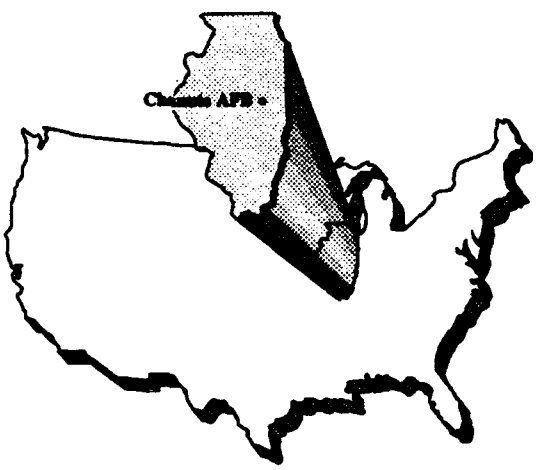


SUMMARY

SUMMARY

The Defense Secretary's Commission on Base Realignment and Closure in 1988 identified Chanute AFB, Illinois, for closure. The Secretary of Defense adopted, in total, the Commission's recommendations. Chanute Air Force Base (AFB) is scheduled to be closed by October 1993.

The principal mission at Chanute AFB is the operation of the Chanute Technical Training Center. The transfer of training and educational activities to other existing Air Force training centers has been initiated by Chanute AFB. The base contains an inactive airfield, a hospital, residential areas, and other support facilities.

The *Final Environmental Impact Statement (EIS) for the Closure of Chanute AFB* was released by the Air Force in February 1990. The *EIS for the Disposal and Reuse of Chanute AFB* analyzes environmental effects of the disposition of the base and its reuse under alternative redevelopment plans. This *Socioeconomic Impact Analysis Study* is a supplement to these EISs and addresses the socioeconomic effects of closure and potential reuse of the base. The scope of this study includes economic activity, population and housing, public services, public finance, transportation, and utilities.

Chanute AFB is in the Village of Rantoul in Champaign County, Illinois, approximately 15 miles north of Champaign-Urbana. Since 1987, direct and secondary employment related to base activities in Champaign County and adjacent Ford County has decreased from approximately 12,000 jobs to approximately 7,800 jobs. Employment associated with residual base operations is projected to remain at about this level until March 1993, and then to decrease to less than 100 jobs by October 1993.

If the base is placed in caretaker status and not reused for other purposes, most or all of the "mothballed" facilities would be restricted from access. Security and limited maintenance activities would provide only limited employment opportunities on the base. Less than 100 direct and secondary jobs would be required to maintain the premises. This closure and caretaker scenario serves as the future baseline and No-Action Alternative for this study.

This report analyzes the socioeconomic effects of three conceptual plans involving reuse of the base by private and public entities. All three plans are compared to the projected future baseline. The alternative reuse plans are as follows:

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative.

All three plans involve new construction and/or base renovation activity. Reuse activities associated with the first plans are scheduled to begin before base closure is complete.

The Proposed Action would involve the greatest level of reuse under a relatively rapid redevelopment plan. It is assumed that construction-related activities would begin prior to base closure and continue for several years after the closure. The plan includes three major components that would spur new direct employment opportunities:

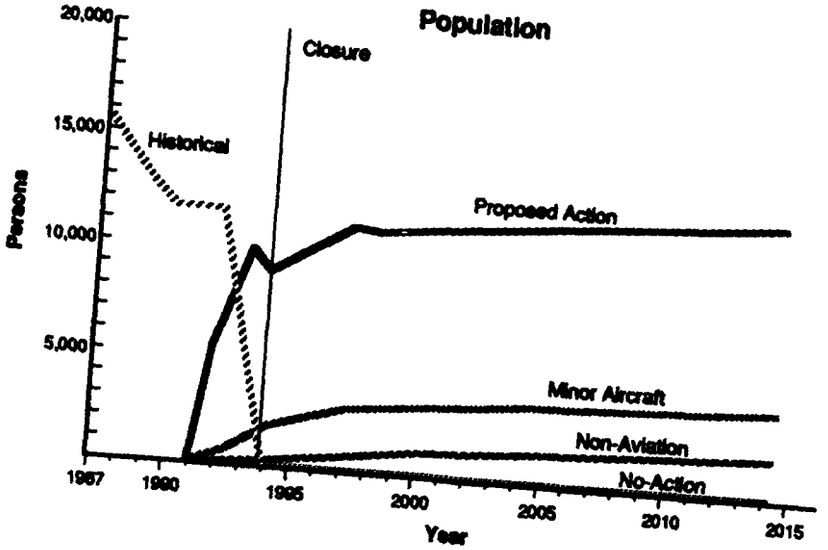
- Construction of a 1.5-million-square-foot aircraft maintenance facility on an adjacent parcel; construction of related airfield facilities and equipment; and extension, resurfacing, and/or reconstruction of existing runways and taxiways for reuse as a general aviation, air cargo operations, and aircraft maintenance facility.
- Renovation of existing base education/training facilities for reuse by a public and/or private education/training entity(ies).
- Renovation of existing base medical facilities for reuse by a public and/or private medical group.

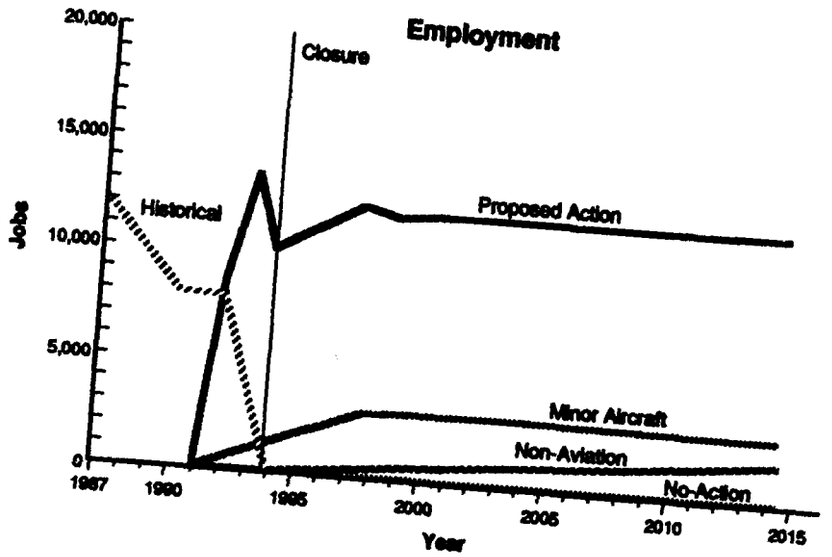
It is anticipated that these three major components of the Proposed Action reuse plan would lead to additional reuse of other existing base facilities, including commercial, industrial, recreational, and residential buildings.

The Minor Aircraft Maintenance Operations Alternative would involve a type of reuse similar to the Proposed Action, but the air maintenance activity would be located in existing base facilities and redevelopment would occur at a relatively slower pace. The plan includes the same major components as the Proposed Action, excluding the construction of the aircraft maintenance facility. New direct employment opportunities would induce additional reuse of other existing base facilities, including commercial, industrial, recreational, and residential buildings, although the pace and scale of redevelopment activity would be less than under the Proposed Action.

The Non-Aviation Alternative includes industrial areas with capabilities to support storage and truck maintenance activities as well as education and training, agricultural, medical, commercial, recreational, and residential areas. New direct employment opportunities would lead to some additional reuse of other existing base facilities. The pace and scale of redevelopment activity would be the lowest of the three reuse alternatives.

The net effects of reuse on the communities in the vicinity of Chanute AFB would vary with the reuse alternative developed. Figure S-1 illustrates the projected profile of future employment (both direct and secondary jobs) within the Champaign County-Ford County region for each of the reuse alternatives.





Site Related Regional* Population and Employment Effects

* Data refers to population and employment impacts within Champaign and Ford Counties directly or indirectly related to the Chanute AFB site.

Chanute/323-2

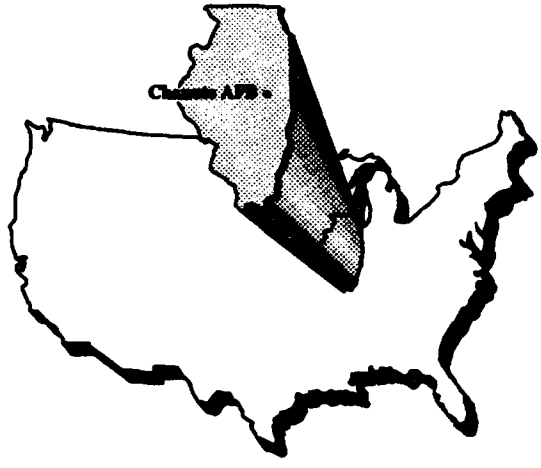
Chanute AFB
Rantoul, Illinois

Figure S-1

The Proposed Action would generate a peak of 13,200 jobs in 1993 and a long-term level of 12,100 jobs by the year 2014. This is roughly equivalent to the 11,900 military and civilian jobs that were associated with base operation in 1987. Champaign County long-term population gains would, however, be only 75 percent of base-related 1987 population in the county. Rantoul elementary schools would experience long-term budget shortfalls averaging $1.9 million per year, thus, requiring corrective action to replace federal military student support funds lost as a result of base closure. Shortfalls in the Village of Rantoul would be $1.5 million, as a result of the additional land area requiring public services. Revenue shortfalls are generally based on local government service standard assumptions developed during extensive discussions and working meetings between local community representatives and the Air Force. This is particularly true in the case of the Village of Rantoul.

The Minor Aircraft Maintenance Operation Alternative would generate long-term employment of about 3,300 jobs by 2014. This is about 28 percent of the 11,900 jobs created by base operation in 1987. Long-term population gains in Champaign County would be 23 percent of the county base-related 1987 population. The Rantoul elementary school district would experience long-term budget shortfalls of about $1.9 million per year, thus, requiring corrective action to replace federal military funding lost as a result of base closure. Village of Rantoul shortfalls also are estimated at $2.3 million.

The Non-Aviation Alternative would create about 1,400 direct and secondary jobs by 2014, which would be only 12 percent of preclosure base-related jobs. Champaign County's long-term population gain would be 13 percent of the county base-related population in 1987. The Village of Rantoul would experience continuing budget shortfalls of $2.2 million per year unless corrective action were taken. Rantoul elementary schools would fall $1.9 million per year short of a balanced budget unless actions were taken to adjust programs or compensate for loss of federal military funding. The high school district could expect shortfalls of about $0.2 million annually.



CHAPTER 1
INTRODUCTION

1.0 INTRODUCTION

Chapter 1.0 presents the purpose of this study, briefly discusses the reason for and nature of the closure of Chanute Air Force Base (AFB), reviews results of previous base closures, and defines the potential reuse alternatives in terms relevant to the analysis of socioeconomic impacts.

This report provides an assessment of the current socioeconomic characteristics and impacts of base operation, the future baseline for activities related to the site assuming the base remains in caretaker status and is not redeveloped, and the impacts of alternative site reuse scenarios on the region. The report is divided into the following chapters:

- Chapter 2 provides the current community setting and profile of personnel, payrolls, and activities at the base.
- Chapter 3 establishes the projected future baseline for the area after the base closes, assuming it remains in caretaker status.
- Chapter 4 evaluates the impacts of alternative reuse plans (the Proposed Action, Minor Aircraft Maintenance Operations Alternative, and Non-Aviation Alternative) and compares them to the projected future baseline.
- Chapter 5 compares the effects of the alternative reuse plans to one another.

1.1 PURPOSE OF THE STUDY

The *Final Environmental Impact Statement (EIS) for the Closure of Chanute AFB, Illinois*, was released by the Air Force in February 1990 (U.S. Air Force, 1990a). That document evaluated environmental impacts expected to result from the closure. The EIS for Disposal and Reuse of Chanute AFB, Illinois, currently in preparation, analyzes the environmental issues associated with disposal of the base and its reuse under a range of potential redevelopment plans.

The environmental documents were prepared to fulfill National Environmental Policy Act (NEPA) requirements, which apply to federal actions such as the Air Force decision to close Chanute AFB. Socioeconomic factors are addressed within the EISs only from the perspective of their potential effect on the biophysical environment. For instance, changes in economic activity, particularly in regional spending and employment, may lead to changes in area population, public service demand, and vehicular traffic on the area's road network. These effects, in turn, have the potential to cause beneficial or adverse environmental consequences on land use, air quality, water quality, noise, and biological and cultural resources.

This *Socioeconomic Impact Analysis Study* is a supplement to the NEPA documents, and focuses on the socioeconomic effects resulting from the closure

and potential reuse of Chanute AFB. It analyzes these effects on local communities over the range of base operations through drawdown activities, closure, and eventual reuse. The scope of issues addressed includes economic activity, population and housing, public services, public finance, transportation, and utilities. These factors substantially influence the character of communities in the vicinity of the base, and are important to local residents. The analysis of these issues is intended to provide local and state officials with the necessary information required to plan for changes at Chanute AFB.

The socioeconomic analysis presented in this document includes conditions in the last year of full base operations (1987), through closure, and out to the year 2014 (future baseline). The future baseline assumes that no reuse activities will take place and the installation is "mothballed" (No-Action Alternative). To assess impacts, each reuse alternative is compared against the future baseline starting with the first year that reuse activities (construction) are scheduled to begin.

1.2 CLOSURE OF CHANUTE AFB

It is the policy of the Department of Defense (DOD) to identify installations that are not essential to mission readiness plans or national security objectives. This policy, in conjunction with the perceived reduction in the Soviet military threat and the fiscal prudence necessitated by provisions in the Gramm-Rudman-Hollings Act, has provided an opportunity to consider the downscaling and realignment of U.S. military forces (U.S. Air Force, 1990b).

The Defense Secretary's Commission on Base Realignment and Closure identified five active Air Force bases for closure, including Chanute AFB (Defense Secretary's Commission on Base Realignment and Closure, 1988). The Secretary of Defense adopted, in total, the Commission's recommendations on 5 January 1989 pursuant to the provisions of the Base Closure and Realignment Act of 1988 (Public Law 100-526).

Chanute AFB is scheduled to be closed by October 1993. This action involves consolidation of Air Force technical training courses, with transfers from Chanute AFB to other existing training centers (Defense Secretary's Commission on Base Realignment and Closure, 1988). Transfer of technical training courses is currently being implemented.

1.3 PREVIOUS BASE CLOSURES

Because of the potential of severing long-standing social and economic relationships, base closures can be a very disrupting experience for a host community. The future of the local economy is always of concern, although many communities affected by base closures have successfully implemented installation reuse plans. A recent study completed by the President's Economic Adjustment Committee indicates that opportunities exist for successful

conversion of military installations to civilian use (U.S. Department of Defense, Office of Economic Adjustment, 1990). After reviewing the experiences of nearly 100 communities in which military bases were closed between 1961 and 1990, the study reached several important conclusions:

- Military jobs that were transferred out of the local communities numbered almost 138,000. These transfers represented permanent, long-term reductions in the economic base of the communities.
- Conversion to civilian use led to a total of 158,000 direct jobs, more than replacing the 93,000 DOD civilian and contractor jobs lost due to the closing.
- Fifty-seven former bases were successfully converted into 4-year colleges, community colleges, and post-secondary vocational-technical programs. These schools presently accommodate 73,000 college students, 25,000 secondary vocational-technical students, and 62,000 trainees.
- Seventy-five former bases are host to industrial parks or plants, and 42 established municipal or general aviation airports.

The study concluded that in the short term, closure can have substantial negative effects on the local economy. The difficult transition period generally extends from 3 to 5 years (U.S. Department of Defense, Office of Economic Adjustment, 1990).

Table 1.3-1 provides employment statistics for completed Air Force installation closure and reuse projects between 1961 and 1990. In most cases, the number of civilian jobs in 1990 was greater than when the base was under military control. In only about 20 percent of the cases, however, does the number of new civilian jobs exceed the number of both civilian and military jobs lost as a result of base closure.

1.4 REUSE OPTIONS

The State of Illinois and the Village of Rantoul are responsible for planning the future use of the disposed property at Chanute AFB. The Illinois Department of Transportation (IDOT) has the responsibility to coordinate the aviation redevelopment efforts of Chanute AFB, as charged by Governor Jim Edgar and former Governor James R. Thompson. These entities, in consultation with other public and private agencies, undertook planning studies to identify various area-specific land uses that could be developed on the Chanute AFB property. The IDOT and the Village of Rantoul have combined the main features of these planning studies into a single Integrated Concept Plan for the reuse of Chanute AFB. The Air Force has included this plan as the Proposed Action for the purpose of analyzing socioeconomic impacts. The type and rate of facility development, construction, renovation, cost, population, employment, and land use figures and projections are based on the assumptions of that Concept Plan. The Proposed Action is discussed in Section 1.4.1.

Table 1.3-1. Employment Statistics for Completed Air Force Installation Closure and Reuse Projects, 1961-1990

Facility/Community	Year Closed	Military Jobs Transferred	Civilian Jobs Lost	New Civilian Jobs On Base
Dauphin Island AFS, Coden, AL	1971	112	28	45
Craig AFB, Selma, AL	1977	1,863	547	380
Thomasville AFS, Thomasville, AL	1970	110	18	200
Wildwood AFS, Kenai, AK	1972	380	63	116
Oxnard AFB, Ventura Co, CA	1970	1,215	293	1,300
Ent AFB, Colorado Springs, CO	1971	--	--	280
McCoy AFB, Orlando, FL	1974	2,812	395	6,000
Bakalar AFB, Columbus, IN	1970	61	318	491
Schilling AFB, Salina, KS	1965	4,710	326	4,200
Forbes AFB,Topeka, KS	1973	3,739	416	1,600
Houma AFS, Houma, LA	1972	112	18	1,000
Chennault AFB, Lake Charles, LA	1963	3,030	252	4,000
Dow AFB, Bangor, ME	1968	5,479	342	2,500
Charleston AFS, Charleston, ME	1979	169	23	97
Presque Isle AFB, Presque Isle, ME	1961	1,259	268	1,250
Westover AFB,Chicopee, MA	1974	4,014	150	2,900
Kincheloe AFB, Sault St Marie, MI	1977	3,074	737	2,144
Baudette AFS, Baudette, MN	1979	100	30	25
Duluth AFB, Duluth, MN	1982	1,040	446	200
Wadena AFS, Wadena, MN	1971	130	15	30
Greenville AFB, Greenville, MS	1965	2,048	242	325
Richards-GeBaur AFB, Cass County, MO	1977	2,400	1,500	475
Glasgow AFB, Glasgow, MT	1968	3,500	309	24
Lewistown AFS, Lewistown, MT	1971	163	27	3
Lincoln AFB, Lincoln, NE	1966	6,383	396	3,000
Stead AFB, Reno, NV	1966	2,133	519	2,000
Grenier AFB, Manchester, NH	1966	320	138	3,200
Walker AFB, Roswell, NM	1967	4,900	379	3,000
Watertown AFS, Watertown, NY	1979	114	24	498
Rickenbacker AFB, Columbus, OH	1978	1,700	380	625
Clinton Co AFB, Wilmington, OH	1971	66	613	4,000
Clinton-Sherman AFB, Burns Flat, OK	1969-70	1,700	381	400
Adair AFS, Corvallis, OR	1969	884	180	105
Ramey AFB, Aguadilla, Puerto Rico	1973	3,866	709	1,500
Donaldson AFB, Greenville, SC	1963	4,100	672	5,253
Sewart AFB, Smyrna, TN	1969	4,050	470	1,539
Amarillo AFB, Amarillo, TX	1968	5,560	1,511	600
Webb AFB, Big Spring, TX	1977	2,204	909	575
Harlingen AFB, Harlingen, TX	1962	3,100	720	1,600
Laredo AFB, Laredo, TX	1973	1,998	700	2,200
Perrin AFB, Sherman-Denison, TX	1971	1,930	600	437
Sweetwater AFB, Sweetwater, TX	1971	100	25	130
James Connally AFB, Waco, TX	1966	2,980	833	2,000
Larsen AFB, Moses Lake, WA	1966	3,947	38	900

Source: U.S. Department of Defense, Office of Economic Adjustment, 1990

Three alternatives were also defined for reuse of the disposed property. The Minor Aircraft Maintenance Operations Alternative is discussed in Section 1.4.2; the Non-Aviation Alternative is discussed in Section 1.4.3. The remaining alternative is caretaker status (No-Action Alternative), in which the U.S. Government would retain ownership of the base after closure. Caretaker services would be provided to assure base security and to maintain the grounds and existing facilities and infrastructure. The No-Action Alternative is discussed in Section 1.4.4.

1.4.1 Proposed Action

The Proposed Action for base reuse utilizes the existing infrastructure of Chanute AFB for a variety of both aviation-related and non-aviation-related uses. Table 1.4-1 lists the proposed reuse activities by type of use and estimated acreage.

Table 1.4-1. Land Use Acreage - Proposed Action

	Acreage
On-Base Property	
Airfield	554
Aviation Support	609
Education/Training	161
Industrial	33
Medical	40
Commercial	34
Recreation	405
Residential	285
Subtotal	2,121
Off-Base Property	
Airfield - acquisition	231
Airfield - avigational easements	20
Aviation Support - acquisition	345
Subtotal	596
TOTAL	2,717

The major components of the Proposed Action involve aviation and related uses (over 1,700 of the total 2,717 acres). Other components include various commercial, industrial, and residential uses. Direct activities include aviation maintenance support tenants, an independent educational facility, and an independent hospital tenant. Other uses of the base property would provide indirect support functions for these primary activities. Additional indirect or secondary activities would take place off base.

1.4.1.1 Airfield. The airfield land use includes an area of approximately 790 acres, including 231 off-base acres adjacent to the east-west runway that will have to be purchased to accommodate runway expansion and navigational aids. Avigational easements will be required for approximately 20 acres of off-base land north of Runway 18/36 to accommodate runway protection zones.

Construction costs associated with building a control tower, resurfacing existing runways, extending the runways, and expanding the taxiway system are estimated at $75 million. Three small structures on base would also have to be demolished. An Airport Layout Plan (ALP) has been prepared for the Proposed Action and is currently being reviewed by the Federal Aviation Administration (FAA). The ALP identifies airport requirements describing runways, taxiways, and other facilities.

1.4.1.2 Aviation Support. Aviation support will require approximately 609 acres on base (aviation support) and about 345 acres off base (aircraft maintenance). Demolition and renovation of some existing facilities, as well as construction of new parking lots, is planned under this use. The estimated cost of these activities is about $13 million. The primary aircraft maintenance activities would occupy the off-base areas adjacent to the east installation boundary. Estimated construction costs for a 1.5-million-square-foot facility at this site are about $400 million (Illinois Department of Transportation, 1990a). About 5,000 employees would be associated with this new facility.

1.4.1.3 Education/Training. The education/training land use zone occupies approximately 161 acres. Demolition or renovation of some existing facilities would be required. Only minor alterations would be required to convert facilities to institutional use. No new construction is proposed under this reuse option. Costs for demolition and renovation activities are estimated at about $32 million. It is assumed that the primary (direct) user of these facilities would occupy roughly two-thirds of the available building space.

1.4.1.4 Industrial. The industrial land use zone covers approximately 33 acres of existing open land. A baffled firing range may be constructed. Costs are estimated at about $500,000.

1.4.1.5 Medical. The medical land use covers approximately 40 acres and includes about 196,000 square feet of building space currently used as a hospital, dental clinic, and child care facility. No new construction is proposed, although some minor renovation would be required, at an estimated cost of about $2 million. It is assumed that the primary (direct) tenant would utilize two-thirds of the hospital beds.

1.4.1.6 Commercial. The commercial land use zone encompasses approximately 34 acres, and provides a total capacity of approximately 41,000 square feet of existing building space and about 138,000 square feet of new facility construction. The area could support up to approximately 266,000 square feet of parking. The renovation of existing facilities and new construction proposed for this site were estimated to cost about $8 million.

1.4.1.7 Recreation. The recreation land use covers an area of approximately 178 acres and includes approximately 181,000 square feet of usable building

space. Some renovation of existing facilities is planned, at an estimated cost of about $2 million. The golf course encompasses an additional 227 acres, with about 7,000 square feet of usable floor space. No renovation was assumed necessary for this analysis.

1.4.1.8 Residential. The residential land use covers approximately 285 acres. Existing facilities include 1,288 housing units, 270 hotel/apartment rooms, the Officer's Club, non-residential storage facilities, and the swimming pool. Substantial renovation is proposed to convert these facilities to civilian use, at an estimated cost of about $33 million.

1.4.2 Minor Aircraft Maintenance Operations Alternative

This alternative is similar to the Proposed Action in that it includes similar types of aviation and non-aviation land uses. The major difference is that the airfield land use, under this alternative would be located entirely on base, and the aviation support function would use only about 345,000 square feet of floor space. There would, thus, be no need for the acquisition of off-base property for aircraft maintenance operations. The new maintenance facility would employ approximately 1,000 workers. All other new potential activities associated with other land uses remain the same as described under the Proposed Action. Construction and renovation costs would be lower than those for the Proposed Action.

1.4.3 Non-Aviation Alternative

The airfield resurfacing, extension, and related airfield development (planned for both the Proposed Action and the Minor Aircraft Maintenance Operations Alternative) and construction of an aircraft maintenance facility (planned for the Proposed Action) are not included under the Non-Aviation Alternative. Under this alternative, the phasing and scope of construction work would change. Some facilities and buildings would have different land use designations than under the Proposed Action or Minor Aircraft Maintenance Operations Alternative. For example, under the Non-Aviation Alternative, facilities in the areas designated for aviation-related activity under the Proposed Action and the Minor Aircraft Maintenance Operations Alternative would instead be used as industrial, recreational, or educational and vocational training space.

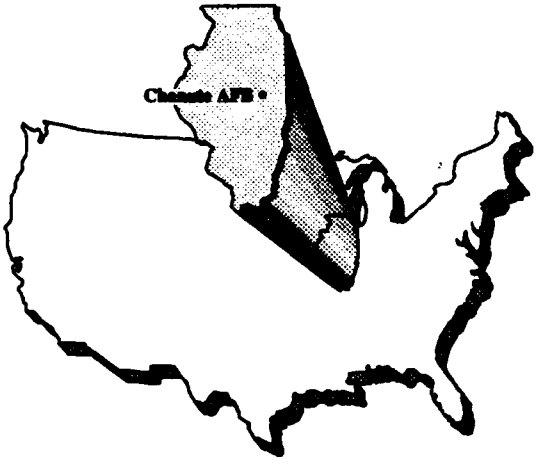
1.4.4 No-Action Alternative

The No-Action Alternative, under the disposal and reuse for Chanute AFB, would result in the U.S. Government retaining ownership of the property after closure. The property would not be put to further use. The base would be preserved, i.e., placed in a condition intended to limit deterioration and ensure public safety. A caretaker would be provided to ensure base security and maintain the grounds

and physical assets, including the existing utilities and structures. No military activities/missions would be performed on the property.

The future land uses and levels of maintenance would be as follows:

- Maintain structures in "mothballed" condition. This would involve disconnecting or draining some utility lines and securing facilities
- Maintain and protect on-base wetlands
- Isolate or deactivate on-base utility distribution lines on base
- Provide limited maintenance of roads to ensure access
- Provide limited grounds maintenance of open areas. This would primarily consist of infrequent cutting to eliminate fire, health, and safety hazards
- Maintain golf course in such a manner as to facilitate economical resumption of use
- Maintain existing agricultural leases.



CHAPTER 2
COMMUNITY SETTING AND BASE PROFILE

2.0 COMMUNITY SETTING AND BASE PROFILE

This section describes the community setting and Chanute AFB activity and program levels prior to the closure announcement (as reflected in the fiscal year [FY] 1987 through 1990 *Economic Resource Impact Statements*).

2.1 COMMUNITY SETTING

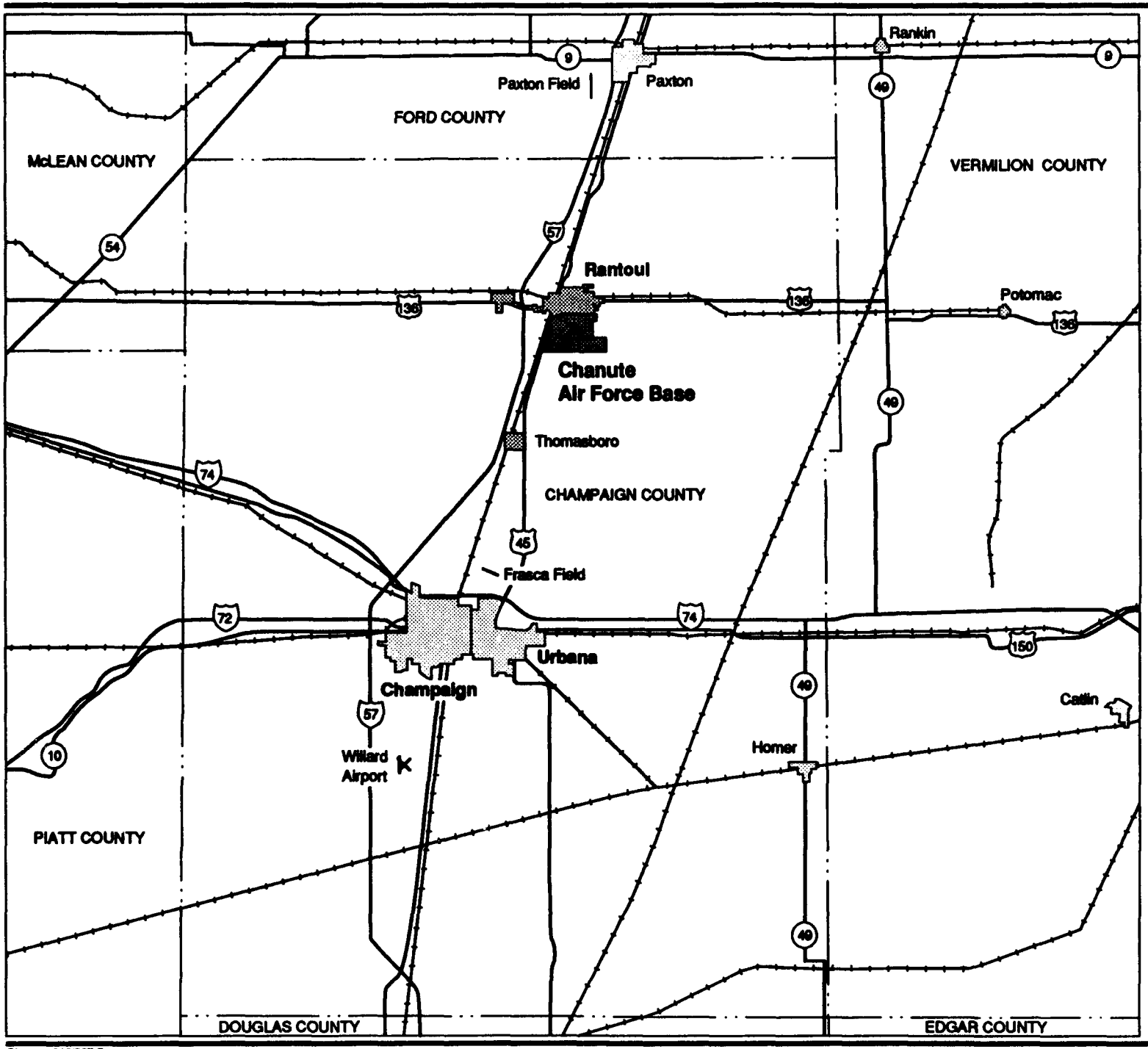
Chanute AFB, in east-central Illinois, is in the northern portion of Champaign County (Figure 2.1-1). In 1980, Champaign County had a population of almost 170,000, more than half of whom resided in the cities of Champaign and Urbana. The base lies within the incorporated boundary of the Village of Rantoul, encompassing most of the southeastern corner of the community. The Village of Rantoul is approximately 15 miles north of Champaign-Urbana and had a population of approximately 17,200 in 1990 (U.S. Bureau of the Census, 1990d).

The regional economy is dependent on government jobs (federal, state, and local), manufacturing, and farming. The U.S. Government, including state and local jurisdictions, is the major employer in the county, providing more than one-third of the full- and part-time jobs. In the Village of Rantoul, the majority of government jobs are provided by Chanute AFB, which provided over 6,200 direct jobs in 1990. The municipal government and the two school districts also provide a relatively large number of employment opportunities for local residents (over 350 jobs in 1988).

Major non-governmental employers in Rantoul include Caradco with 750 employees producing wood windows; Bell/Vetter, with 610 employees producing motorcycle helmets and accessories; Rantoul Products, with 550 employees involved in the production of automotive plastics; Eagle Wings Industries, with 250 employees producing stamped metal auto parts; and Combe, Inc., with 135 employees producing health and beauty aids (Illinois Department of Commerce and Community Affairs, 1990b).

The area surrounding the Village of Rantoul is characterized by large agricultural fields with rich soil. Ample rainfall in the region provides conditions suitable for the production of corn and soybeans.

Champaign County's civilian labor force has expanded steadily since 1983. The county's unemployment rate has, in recent years, been lower than that of other Illinois metropolitan areas and lower than the national average as well (Champaign County Regional Planning Commission, 1989).



Regional Map

Chanute AFB
Rantoul, Illinois

Key Map

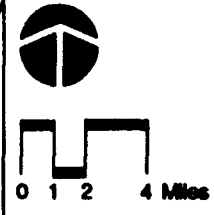


Figure 2.2-1

Rantoul's unemployment level was higher than the county level in both 1987 and 1988, the most recent years for which data are available. In 1988, approximately 5,970 workers in the civilian labor force resided in Rantoul. Of these workers, an average of 315, or 5.3 percent, were unemployed during the year. In 1987, an average of 330 workers, or 5.6 percent of Rantoul's civilian labor force of approximately 5,920 workers, were unemployed.

Average annual earnings per job and per-capita personal income in Champaign County were lower than the national average during the 1970-1988 period. Per-capita income in the Village of Rantoul was $9,942 in 1985, the most recent year for which municipality-level data are available. This figure is a decrease from the level of $10,349 in 1979, as measured in the 1980 census (Champaign County Regional Planning Commission, 1989).

Nearly half of all occupied year-round housing units in Champaign County were occupied by renters. Students at the University of Illinois Champaign-Urbana campus probably cause some seasonal fluctuation in the rental housing market, although available data typically represent an annual average. Nearly three-quarters of the occupied year-round units in Ford County in 1980 were occupied by their owners. The Village of Rantoul contained the largest percentage of rental units of any community studied in this analysis, probably in response to the additional demand for rental units associated with military personnel at Chanute AFB. Chapman Court, the base housing units located north of the base in Rantoul, has been vacant since March 1990. Both purchase and rental costs for housing in Champaign County were relatively low by national standards, although higher than costs in Ford County.

National educational evaluations have consistently rated Rantoul's primary and secondary schools above average. The Village also hosts a Catholic school for grades one through eight. The Regional Office of Education for Champaign and Ford counties is in Rantoul, and it offers a variety of college-level classes, English as a Second Language courses, and special education classes. The University of Illinois at Champaign-Urbana is within easy commuting distance from Rantoul, and Parkland Community College, in Champaign, offers numerous extension courses in Rantoul.

The Village of Rantoul is connected by I-57 and U.S. 45 to Chicago, about 120 miles to the north, and to Champaign-Urbana, 15 miles to the south. U.S. 136 provides east-west transportation locally, and I-74 can be accessed in Champaign. The Illinois Central Railroad and AMTRAK also serve the area with north-south connections.

The Village of Rantoul offers a variety of recreational, social, and religious activities. There are recreational facilities for golf, swimming, tennis, baseball, bowling, and football, as well as ten playgrounds. The Civic Center supports a

range of social and leisure activities. There are 17 churches in Rantoul, representing a wide range of denominations.

2.2 PRECLOSURE BASE PROFILE

Having as much in common with a university campus as a military installation, Chanute AFB primarily serves as a technical training facility for the Air Training Command. The airfield, consisting of two runways (6,600 and 5,000 feet long), has been closed to air traffic since 1971.

2.2.1 Employment

From FYs 1987 to 1990, total full- and part-time employment (excluding students) at Chanute AFB decreased by more than 800 jobs (Table 2.2-1). This decrease included 299 permanent-party military personnel, down from 2,579 in FY 1987 to 2,280 in FY 1990; and 533 civilian positions, down from 2,627 in FY 1987 to 2,094 in FY 1990.

Table 2.2-1. Chanute AFB Employment

Employment Category	FY 87	FY 88	FY 89	FY 90
Permanent-Party Military	2,579	2,383	2,227	2,280
Air Force	2,477	2,274	2,126	2,234
Army	16	14	11	11
Navy	59	68	66	23
Marines	27	27	24	12
Military Trainees	4,225	3,600	2,797	1,842
Civilian Personnel	2,627	2,397	2,414	2,094
Appropriated Fund	1,234	991	981	919
Nonappropriated Fund	278	261	255	275
Full-Time	131	119	117	n.a.
Part-Time	147	142	138	n.a.
Base Exchange	268	281	230	275
Full-Time	71	83	63	n.a.
Part-Time	197	198	167	n.a.
Contract/Private	847	864	948	625
Full-Time	658	624	761	n.a.
Part-Time	189	240	187	n.a.
Subtotal, Full-Time	2,094	1,817	1,922	n.a.
Subtotal, Part-Time	533	580	492	n.a.
TOTAL EMPLOYMENT	9,431	8,380	7,438	6,216

n.a. indicates data not available.
Sources: U.S. Air Force, 1988, 1989, 1990d.

2.2.2 Population and Housing

The on-base population has been declining over the last few years (Table 2.2-2). The trainee population decreased by 57 percent, from 4,164 in FY 1987 to 1,791

in FY 1990. The total military-related population, including all military personnel and their dependents, declined by 5,843 during that period, representing a decrease of 44 percent (from 13,252 in FY 1987 to 7,409 in FY 1990).

Table 2.2-2. Military Population and Housing, Chanute AFB

Category	FY 87	FY 88	FY 89	FY 90
Permanent Party	2,579	2,383	2,227	2,280
Living on Base	1,121	1,762	1,726	1,197
Living off Base	1,458	621	501	1,083
Trainees/Cadets	4,164	3,524	2,746	1,791
Living on Base	3,956	3,348	2,609	1,762
Living off Base	208	176	137	29
International Students	61	76	51	51
Living on Base	58	72	51	49
Living off Base	3	4	0	2
Subtotal, Personnel on Base	5,135	5,182	4,386	3,008
Subtotal, Personnel off Base	1,669	801	638	1,114
Total Military Personnel	6,804	5,983	5,024	4,122
Military Dependents	6,448	5,958	3,768	3,287
Military Retirees[a]	1,439	1,581	1,469	1,569
Housing Assets				
Family Housing Units	n.a.	1,473	1,318	n.a.[b]
Unaccompanied Units	n.a.	5,879	5,877	n.a.

(a) Estimated number of retirees within the Chanute AFB ROI.
(b) Indicates data not available.
Sources: U.S. Air Force, 1988, 1989, 1990d, 1991.

Off-base housing demand has decreased in recent years, including changes in base population. The number of personnel living off base, including permanent party military and trainees, decreased by 555 from FY 1987 to FY 1990.

2.2.3 Payrolls

Total payrolls have declined from $102 million in FY 1987 to $84 million in FY 1989 (Table 2.2-3), mostly as a result of the decrease in students assigned to Chanute AFB. In real (inflation-adjusted) terms, this decline in payrolls is even greater.

Table 2.2-3. Chanute AFB Payrolls in $ Thousands

Category	FY 87	FY 88	FY 89
Military	101,976	87,392	84,413
Permanent Party	50,283	53,985	58,715
Students	51,309	32,999	25,484
Reserves	384	408	214
Civilians	32,104	36,199	33,830
TOTAL PAYROLLS	134,080	123,591	118,243

Note: All figures are then-year dollars, not adjusted for inflation.
Sources: U.S. Air Force, 1988, 1989, 1990d.

2.2.4 Expenditures

In FY 1989, the base's total annual expenditures were $73 million, a slight decrease from the previous year (Table 2.2-4). Service contracts account for the greatest share of annual nonpayroll expenditures by Chanute AFB. Construction spending was the next greatest category during FYs 1988 and 1989, and expenditures by the commissary and base exchange were nearly as large.

Table 2.2-4. Chanute AFB Annual Expenditures in $ Thousands

Expenditure Category	FY 87	FY 88	FY 89
Total Construction	13,573	23,649	19,335
Services Contracts	33,046	29,684	22,397
Building and Grounds	6,179	8,311	4,019
Telecommunications	209	306	365
Utilities and Energy	4,113	3,080	3,123
Computer Costs	4	14	20
Other Services	22,541	17,971	14,870
Commissary/Base Exchange	18,742	20,083	15,702
Education	1,583	1,646	1,922
Health	1,552	1,455	1,625
Other Materials, Equipment, Supplies	0	0	12,213
TOTAL ANNUAL EXPENDITURES	68,496	76,517	73,194

Note: All figures are then-year dollars, not adjusted for inflation.
Sources: U.S. Air Force, 1988, 1989, 1990d.

2.2.5 Programs and Services

In addition to its primary mission as an educational facility (Section 2.2.6), the base offers a full range of programs and services for active and reserve military personnel, their dependents, and retired personnel. These services include a

hospital, recreational facilities, a base exchange and commissary, and housing services. The following discussion focuses on the hospital and recreational facilities.

Chanute AFB Hospital offers 24-hour emergency care, as well as general medical and dental services. Although the hospital's in-patient facility currently is operating at a 15-bed capacity, it functioned at about 250 beds in the early 1970s. Out-patient services are offered in family practice, pediatrics, internal medicine, gynecology, obstetrics, surgery, optometry, podiatry, dental care, orthodontics, oral surgery, and prosthodontics.

The base has a golf course, youth center, athletic forum, arts and crafts facility, bowling alley, static aircraft display area, ballfields, parade grounds, and Heritage Lake. Multiple use recreation facilities are located in three principal areas: near the existing housing areas and the community commercial center; near Heritage Lake; and the golf course northeast of the airfield. In addition, there are several existing smaller recreation areas located throughout the base.

2.2.6 Educational Facilities

Training facilities are abundant on Chanute AFB, accounting for over one-half of the total building space on the base. These facilities have been used for a variety of basic and advanced training of DOD personnel, including courses in weather, aircraft and jet engine maintenance, fire protection, life support, metal technology, aerospace ground- and weapon-systems support, electronics, automotive mechanics, and missile systems (U.S. Air Force, 1990d).

There are no elementary or secondary level educational facilities on the base. Higher education (post-secondary) courses are taught by area institutions using facilities on base.

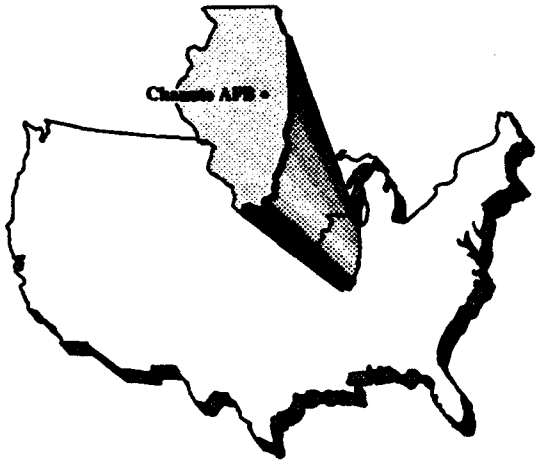
2.3 CLOSING BASE PROFILE

2.3.1 Closure Profile

Although actual draw-down plans have not been finalized, it is assumed that a constant level of base employment (military, civilian direct, and civilian indirect) will continue from 1991 through about March 1993. From March 1993 to September 30, 1993, base-related employment levels will drop to approximately 50 people. On September 30, 1993, the base will officially close. As part of the closure process, a disposal management team (DMT) has already been established at Chanute AFB. The responsibilities of the DMT include coordinating closure activities, establishing a caretaker force, and serving as the Air Force liaison supporting community reuse.

2.3.2 Post-Closure (Caretaker)

At closure, and assuming no reuse activities, caretaker status activities would be implemented on base. Under caretaker status, a minimum staffing level would be required to maintain existing facilities and grounds. It is estimated that approximately 50 direct and 20 indirect jobs will be generated as a result of this caretaker status.



CHAPTER 3
EVALUATION AND CHARACTERIZATION OF SOCIOECONOMIC RESOURCES

3.0 EVALUATION AND CHARACTERIZATION OF SOCIOECONOMIC RESOURCES

Chapter 3 delineates the region of influence (ROI) for each socioeconomic issue area, details the data sources and methods used for both baseline and impact analyses, and describes baseline socioeconomic conditions. Baseline conditions are defined as historic conditions to 1990 and projected conditions in the ROI that would result from closure of Chanute AFB with no reuse (caretaker status). Projected impacts resulting from activities associated with the Proposed Action and alternatives are assessed against these baseline conditions (Chapter 4).

3.1 REGION OF INFLUENCE AND AREAS OF CONCENTRATED STUDY

The ROI consists of Champaign and Ford counties, Illinois, because most of the local socioeconomic impacts are expected to occur within those counties. For some issue areas (e.g., schools), more localized areas within these counties are singled out for concentrated study.

3.1.1 Economic Activity

Regional purchases associated with Chanute AFB, both spending by the base for goods and services and spending by base personnel, are primarily made in Champaign County. The *Chanute AFB Economic Resource Impact Statement: FY 1986* indicates that approximately 94 percent of goods and services contracts that were awarded to firms within 50 miles of the base in FY 1986, were awarded to firms in Champaign County (U.S. Air Force, 1987). Chanute AFB personnel records also indicate that about 86 percent of civilian personnel and 99 percent of military personnel assigned to the base reside in either Champaign or Ford county. Based on this information, the economic activity ROI for this analysis includes both Champaign and Ford counties. The economic impacts of activities at the site are disaggregated in this analysis to areas within the two counties, with the anticipation that Champaign County would receive most site-related economic impacts.

3.1.2 Population and Housing

The ROI for population and housing comprises Champaign and Ford counties. At this level of geographic aggregation, the population and housing ROI is similar to the study regions defined for economic activity, public services, and public finances. Within these two counties, the areas of concentrated study comprise the communities of Rantoul, Champaign, Urbana, and Paxton.

3.1.3 Public Services

Based on the previously described population distribution, the areas of concentrated study for the public services analysis lie within Champaign and southern Ford counties. Within the two counties, jurisdictions selected as areas of concentrated study are those that would be most affected by reuse of the base, and include the area school districts; the Village of Rantoul; the cities of Champaign, Urbana, and Paxton; and Champaign County.

3.1.4 Public Finances

The areas of concentrated study for public finances consist of the local governmental units that are expected to receive the majority of impacts under base closure and reuse. These jurisdictions include the Village of Rantoul, the Rantoul City Schools District No. 137 (kindergarten through grade 8), the Rantoul Township High School District No. 193, the County of Champaign, and the cities of Champaign, Urbana, and Paxton.

3.1.5 Transportation

Based on the previously described population distributions and trade patterns, the region of influence for the transportation analysis includes Champaign and southern Ford counties. Within these geographic areas, the analysis examines the existing principal road, air, and rail transportation networks. The areas of concentrated study are the segments of the transportation networks in the region that serve as direct or mandatory indirect linkages to the base, and those that are commonly used by military and civilian personnel at Chanute AFB.

3.1.6 Utilities

Based on the existing utility infrastructure and assumed future population distributions and trade patterns, the areas of concentrated study for the analysis of the utility systems (water supply and distribution, wastewater collection and treatment, solid waste collection and disposal, and energy supply) are Chanute AFB and the Village of Rantoul.

3.2 DATA SOURCES

3.2.1 Economic Activity

Data pertaining to the existing labor force, employed and unemployed workers, and the unemployment rates in Champaign County and the Village of Rantoul were provided in the *State of the County: 1989* (Champaign County Regional Planning Commission, 1989). This source also provided other information, such as the agricultural sector and per-capita personal income estimates for Rantoul. Information concerning the largest employers in the county and Village was

provided in the following reports: *Community Profile: Champaign; Community Profile: Rantoul; Community Profile: Urbana; and Economic Profile of Champaign County* (Illinois Department of Commerce and Community Affairs, 1990a, b, c; undated). County-level jobs and earnings data, by industrial sector and per-capita personal income data, were provided for the years 1969-1988 from the *Regional Economic Information System* (U.S. Bureau of Economic Analysis, 1990). Unpublished data on national output and employment, by industrial sector, were provided for the years 1958 to 1988 on computer printouts from the U.S. Office of Economic Growth (U.S. Bureau of Labor Statistics, 1989).

Indices for the conversion of current year dollars to constant 1990 dollars were provided in *Annual Report*, which is published together with the *Economic Report of the President* (U.S. Council of Economic Advisors, 1990). Data pertaining to the residential distribution of base personnel were provided by the Chanute AFB personnel office. Data concerning the distribution of Chanute AFB spending for local contracts among the local communities were provided in *Chanute AFB Economic Resource Impact Statement: FY 1986* (U.S. Air Force, 1987). A report on the economic effect of base closure by the University of Illinois provided analyses on which migration assumptions were based (Spiegel and Hewings, 1989).

3.2.2 Population and Housing

The primary source of population data for this study is the U.S. Bureau of the Census. The data examined include the final 1988 population estimates for incorporated places in the United States (U.S. Bureau of the Census, 1990a). Supplemental population data include results of the 1980 census of population (U.S. Bureau of the Census, 1982a), preliminary results of the 1990 census of population (U.S. Bureau of the Census, 1990b), and zip code data provided by Chanute AFB. Population projections, prepared by the State of Illinois Bureau of the Budget for individual counties, provided insights on anticipated population changes in Champaign and Ford counties (State of Illinois, Bureau of the Budget, 1987, 1990).

Current data on most characteristics of housing in the ROI are not abundant and will not be available until publication of the 1990 census of housing in mid- to late-1991. The only detailed housing information available was the 1980 census of housing (U.S. Bureau of the Census, 1982b). Additional data may be found in the current construction reports series, which provides information on housing units authorized by construction permits (U.S. Bureau of the Census, 1983, 1985, 1987,1989, 1990c). Existing data on vacancy rates (in 1987) are available for the Champaign-Urbana-Rantoul metropolitan statistical area (MSA) (Federal Home Loan Bank of Chicago, 1987). Supplemental housing data were obtained from various other federal, state, county, and private sector sources, as necessary.

3.2.3 Public Services

Information regarding staffing levels, jurisdictional boundaries, degrees of use, equipment, and facilities for public service providers has been acquired directly through personal communication with agency representatives or from documents published by these agencies. Additional information regarding public education has been obtained from the Illinois State Board of Education in Springfield and the Champaign-Ford Counties Regional Office of Education in Rantoul. Information related to similar community services currently provided by the Federal Government within the boundaries of Chanute AFB has been acquired by representatives of the base.

3.2.4 Public Finances

Data sources for public finance include the most recent financial reports, typically through FY 1989 or 1990, and the current year budget reports for the potentially affected local government units in the ROI. The financial reports provide the actual amount of revenue collected and money spent over the most recent 5- to 10-year period and compare these amounts to budgeted levels. Budget reports were used as supplements to the financial reports as sources of specific property tax rate information.

3.2.5 Transportation

Data regarding road and highway transportation, including maps, circulation plans, highway improvement plans, traffic volume counts, and truck volume counts were collected from departments and representatives of Chanute AFB, local jurisdictions (such as the Village of Rantoul and Champaign County), local planning commissions (e.g., Champaign County Regional Planning Commission), and the IDOT (District 5 Office). Data addressing private, passenger, and cargo air service in the region were acquired directly from representatives of airports serving the area and from documents provided by the Champaign County Regional Planning Commission. Similarly, information regarding freight and passenger train traffic was collected directly from railroad representatives and annual transportation summary documents.

3.2.6 Utilities

Several governmental sources provided information for present use, peak demand, storage capacities, and a general description of utilities. These sources include the *Chanute Air Force Base Reuse Plan* (EDAW et al., 1990), *Enterprise Zone Community Profile for Rantoul, Champaign County* (Illinois Department of Commerce and Community Affairs, 1990d), and *Executive Summary Comprehensive Plan* for the Chanute Technical Training Center (Harland Bartholomew & Associates, Inc., 1987). Representatives from various branches and facilities on Chanute AFB, including Civil Engineering, the Water

Treatment Plant, and the Comptroller's Office, supplied data on base utilities. Sodemann and Associates, the engineering consultant for the Village of Rantoul, provided data on all utilities for Rantoul.

3.3 METHODS

This subsection presents methods used to estimate existing and future socioeconomic conditions, both for the future post-closure baseline (caretaker status) and for the Proposed Action and other alternatives. The description of existing socioeconomic conditions includes important indicators that provide a basis for comparison to national trends, as well as to future conditions with and without the Proposed Action and alternatives.

All changes exclusive of reuse are considered baseline changes and include impacts of closure. The baseline refers to future conditions without reuse. All changes associated with proposed reuse actions and alternatives are considered impacts. The No-Action Alternative is equivalent to future baseline conditions.

Historic data are used to define existing conditions and to generate projections of future socioeconomic conditions that would result from base closure without reuse. This section identifies any potential beneficial or limiting factors present within the region. Impact assessment (Chapter 4) then determines whether such factors might make the region either more or less susceptible to negative socioeconomic impacts as a result of the Proposed Action and alternatives.

3.3.1 Economic Activity

The socioeconomic impact analysis process utilizes interindustry multipliers from an independently derived version of the Regional Input-Output Modeling System (RIMS) II. The model was originally based on research by Cartwright, Beemiller, and Gustely (1981). This report depicts all dollar values in 1988 dollars except where otherwise indicated. Tabular data are presented to the nearest unit (job, person, household). Narrative references to employment, population, housing, and enrollments are generally rounded to the nearest hundred, while narrative references to income and fiscal projections are generally rounded to the nearest hundred thousand.

The same methods were used to develop quantitative projections of economic activity for the future baseline, the Proposed Action, and the other reuse alternatives. Changes in final demand in each local industrial and household sector were first estimated as follows:

- For the future baseline, demands from residual base operations and caretaker activities were estimated from job, payroll, and contract data published in the *Economic Resource Impact Statement* for Chanute AFB.

- For reuse, construction-phase demands were estimated from cost data published by R.S. Means, from facility cost information provided by the IDOT, and from RIMS labor and material coefficients. Operation-phase demands were estimated from landuse-jobs planning factors and RIMS coefficients (R.S. Means Co. Inc., 1989).

These primary or direct effects are then multiplied, using a customized version of RIMS II that was developed specifically for the region of Champaign and Ford counties. Input-output (I-O) sectors are selected to reflect the anticipated spending profile associated with the Proposed Action and alternatives in order to capture the economic characteristics of each option within the defined region.

Output estimates are used to project indirect employment, using Bureau of Labor Statistics data on regional labor productivity by sector. This procedure is implemented after the final demand changes are multiplied by the appropriate industry multipliers to obtain estimates of changes in gross output. The resulting indirect employment projections then are combined with data on sectorial earnings per job to estimate future levels of indirect earnings by industry. Indirect regional sales demand is also projected using household purchasing assumptions, in conjunction with U.S. and regional savings and tax rates.

The forecasts of total jobs, earnings, and sales within the region then become inputs to the local area impact allocation component of the socioeconomic modeling system for distribution to sub-county areas.

Numbers of in-migrant workers associated with each alternative (or out-migrant workers associated with phase-down of base operations) are estimated according to a set of proportional assumptions. Average household sizes are assumed to correspond, for most categories, with the average size of state-to-state migrating families between 1980 and 1985. For out-migrating military families, the household size is based on Chanute AFB personnel records. For students and retired military, the average household sizes are assumed to be 1.00 and 2.00, respectively. These assumptions are specific to each type of employment, including indirect employment as a whole and direct employment by category (Table 3.3-1).

The impact allocation analysis separately accounts for the distribution of direct workers and their families among the various residential opportunities within the region, and the distribution of indirect workers and their families. The direct portion of the impact allocation process consists of interrelated elements that account for the two main factors affecting the distribution of in-migrant direct workers and their families (associated with the reuse alternatives). The number of workers anticipated to be directly involved with each alternative is one factor, and the locations of residential opportunities within the region and the relative attractiveness of each local area is another.

The number of workers associated with each alternative was based on estimates in the Description of Proposed Action and Alternatives. The relative attractiveness of residential opportunities was estimated from Chanute AFB personnel files for civilian workers. The residential choices of current Chanute AFB civilian workers, 60 percent of whom were assumed to leave the region after closure, were anticipated to coincide with the residential choices of direct in-migrants to the area. This assumption is based on the following expectations:

- The availability of housing would be greatest in areas where current base personnel reside
- The attractiveness of residential location, including attributes such as adequate public and commercial services and proximity to work location, would best be measured by the revealed preferences of current base workers.

Table 3.3-1. Assumed Percentages of Worker Relocation and Household Size by Employment Category

Employment Category	Percent Relocating to/from Region	Household Size
Out-Migration Categories[a]		
Military (including trainees/cadets)	100%	(d)
Civil Service (appropriated fund)	60%	2.91
Non Appropriated Fund	10%	2.91
Contract	10%	2.91
Indirect	10%	2.91
Retired Military	20%	2.00
In-Migration Categories[b]		
Direct On-Site Operation[c]	50%	2.91
Construction	20%	2.91
Indirect (on- and off-site)	10%	2.91
Students	75%	1.00

(a) The out-migration categories relate to current base operations. These assumptions are adopted from Spiegel and Hewings, 1989, with the exception of retired military.
(b) The in-migration categories relate to the various reuse alternatives. These assumptions are based on projections developed for this study, December 1990.
(c) This assumption applies to all the reuse alternatives except caretaker status, for which in-migration is assumed to be zero.
(d) Household sizes for permanent party military and military trainees are assumed to be 3.03 and 1.00, respectively, based on information from Chanute AFB Economic Resource Impact Statements.

Table 3.3-2 shows the relative percentages of military personnel, other direct workers, and indirect workers residing in each local area. In the first stage of the allocation process, these local areas are school districts. Further allocation to selected communities is done according to the ratio of community population to school district population, using the following data derived from census reports:

- Rantoul represents approximately 83.9 percent of School District No. 137 population
- Champaign represents approximately 96.3 percent of School District No. 4 population

- Urbana represents approximately 94.6 percent of School District No. 116 population
- Paxton represents approximately 70.3 percent of School District No. 2 population.

Table 3.3-2. Projected Distribution of Future Relocating Workers

Local Areas	Military[b]	Civilian Direct[c]	Civilian Indirect[d]
Rantoul S.D. [a] #137	90.4%	62.2%	12.9%
Thomasboro S.D. #130	0.8	4.2	1.5
Ludlow S.D. #142	0.3	2.1	0.7
Gifford S.D. #188	0.3	2.4	0.8
Prairieview S.D. #192	0.0	0.0	0.9
Champaign S.D. #4	2.3	7.3	32.9
Urbana S.D. #116	1.2	4.4	19.7
Other Champaign County	0.3	5.5	22.8
Total Champaign County	95.6	88.1	92.2
Paxton S.D. #2	2.6	11.0	3.2
Other Ford County	0.1	0.9	4.6
Total Ford County	2.7	11.9	7.8

(a) S.D. = School District. S.D. boundaries vary from other jurisdictional boundaries.
(b) Military estimates based on data provided by Chanute AFB personnel files, as of 11/27/90. These are used to project out-migration by local area and do not include the 1.2% of personnel who reside outside these two counties.
(c) On-site base personnel and direct workers for reuse alternatives. Estimated from data provided by Chanute AFB personnel files, as of 1/18/91. These percentages apply only to the civilian residents in the ROI.
(d) Indirect employment associated with base operations and reuse alternatives. Estimated as proportional to 1988 population of each local area.

After base closure, it is assumed that no military personnel will remain in the area.

The distribution of workers associated with secondary economic effects is assumed to be proportional to the relative sizes of communities in the region.

Once the allocation of direct and indirect workers and their families is made, other attributes that are output from RIMS II, such as earnings and sales demand, are distributed in accordance with the allocation of in-migrants.

3.3.2 Population and Housing

The approach taken to project population change associated with the future baseline (Chanute AFB closure and caretaker activities), Proposed Action, and all alternatives, is to examine population trends in the ROI preceding the base closure announcement in 1988. These trends are compared both to changes

that occurred between 1988 and 1990 and to potential future changes associated with base reuse. Graphic comparisons, as well as numerical comparisons of rates of change over time, are employed in this task. Baseline population projections, particularly those prepared before 1988, are useful to gauge long-range demographic expectations against the impacts that already have occurred in the ROI as a consequence of modifying the installation's use. The portion of the analysis that employs baseline projections considers only ROI- and county-level impacts, because projections at the subcounty level are not available. The remaining portion of the analysis is conducted at the level of individual communities.

Final census numbers were used wherever possible. References to preliminary census numbers indicate that the final census numbers were not available until after the study was completed.

Demographic projections for this region are complicated by two factors: (1) Rantoul's population consists of about half military personnel and their dependents, and (2) the population of the Champaign-Urbana area contains a large number of students from the University of Illinois campus (more than 36,000 in 1988) (Champaign County Regional Planning Commission, 1989). The population structure of these places, and of Champaign County, thus, will differ from that of places that do not host a major university and military installation.

Persons in-migrating in response to base reuse alternatives (and out-migrating civilians who depend on Chanute AFB operations for their employment) are assumed, nevertheless, to exhibit characteristics more like those of other areas of Illinois. A recent demographic analysis of population impacts related to proposed construction and operations of a major facility revealed a potential for natural population increase over a 20-year period approximately equal to 20 percent of the inmigrating population (U.S. Department of Energy, 1988). This analysis assumes, therefore, that each of the relocating populations would experience a 20-percent increase between the start of activities and the year 2014.

Population changes accompanying the Chanute AFB realignment are anticipated to cause housing impacts. These impacts specifically concern changes in housing availability in the ROI. To analyze such impacts, historic housing trends in the region are examined to establish patterns in ROI housing at the regional, county, and community level. Current housing data, in turn, are evaluated in terms of these established patterns. Finally, future trends are examined in terms of the impacts associated with the Chanute AFB reuse alternatives. As with population, housing characteristics of the Champaign-Urbana area will be affected by the large student population.

3.3.3 Public Services

Future baseline (closure and caretaker status) trends and potential impacts to local public services from changes in demand caused by the Proposed Action and all alternative reuses of Chanute AFB are determined for the region's key public services, which are general government structure, public education, law enforcement, fire protection, health care, and recreation. Jurisdictions evaluated include Champaign County; the Village of Rantoul; the cities of Champaign, Urbana, and Paxton; and school districts in Champaign and southern Ford counties.

Projected changes in public school enrollments were estimated based upon the results of the population analysis. The number of future public school instructors that would be required is based on enrollment projections and existing student/teacher ratios. The number of future public servants needed to meet future demand and maintain existing levels of service for other public services is determined using projected population changes and existing level-of-service ratios. For the Village of Rantoul, these projections are supplemented by interviews with the local officials responsible for service provision. As appropriate, the projections are adjusted either up or down, to reflect the jurisdiction's ability to adjust service levels, yet still maintain a minimum level of service.

Finally, the analysis examines the geographical distribution of potential baseline changes and reuse impacts, the ability of existing services and facilities to adjust to these impacts, and any potential problems arising from base closure and reuse.

3.3.4 Public Finances

Local jurisdiction finances are evaluated based on changes in historic revenues and expenditure levels, changes in fund balances, and reserve bonding capacities. The focus is on each jurisdiction's governmental funds (general fund, special revenue funds, and, as applicable, capital projects and debt service funds). Other funds, such as enterprise funds, which account for government activities funded principally through user charges and do not contribute to the general tax burden of area residents, have not been included in the analyses.

Future baseline conditions (assuming caretaker status of Chanute AFB) and effects of alternative future scenarios (assuming base reuse) were assessed for local government finances. For all scenarios, the fiscal effects on local governments are assumed to be determined by:

- Gains (or losses) of jobs in the region
- Population increases (or decreases) in each jurisdiction, including school districts

- Earnings and income gains (or losses)
- Potential changes in each jurisdiction's property tax base and area served.

Revenue impacts are estimated for both the tax and non-tax revenue sources of each jurisdiction. Changes in tax revenue are estimated for the major types of tax collected by the local jurisdiction based on the change in tax base resulting from closure or reuse (e.g., taxable retail sales and assessed values) and the tax rate associated with that tax source (e.g., the applicable sales tax rate or property tax rate applicable to each jurisdiction). Non-tax revenue impacts, such as changes in service charges, intergovernmental transfers, fines, fees, and miscellaneous revenues are estimated on a per-capita basis. School district revenues are projected using local funding formulas.

Expenditure impacts are estimated based on the increase (or decrease) in public service demands (as measured by increases or decreases in personnel requirements such as police officers and fire fighters) associated with the changing population base and estimates of the per-employee costs for those specific departments in which personnel needs are estimated. Expenditure impacts for the remaining services are estimated on a per-capita or pupil basis.

3.3.5 Transportation

The transportation network of Champaign and southern Ford counties is examined to identify potential impacts to levels of service (LOS) arising from future baseline conditions (caretaker status of Chanute AFB) and effects of alternative future scenarios. Changes in traffic volumes and peak-hour LOS ratings are projected for road segments (excluding intersections and highway ramps). LOS ratings are based on *Highway Capacity Manual* recommendations (Transportation Research Board, 1985).

Roads are described by their physical features, current traffic volumes, and estimated LOS. The latest available average annual daily traffic counts and LOS were obtained from IDOT to evaluate current use of road facilities. LOS is determined based upon factors such as speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

The future baseline took into account changes in either the transportation facilities or the traffic on the facilities. Information on likely facility improvements was obtained from the respective agencies and included in the future baseline, to the fullest extent feasible. Future traffic volumes were either obtained from the respective transportation agencies (actual traffic projections or time series analysis), or estimated on the basis of population forecasts. Estimation of the LOS at critical road segments likely to be affected by the alternative, was performed for traffic conditions projected for 1993, 1994, 1999, 2004, and 2014.

LOS rating factors (Table 3.3-3) represent the general freedom (or restriction) of movement on roadways. The LOS scale ranges from A to F, with LOS E representative of conditions that, although not favorable from the point of view of the motorist, provide the greatest throughput (passenger vehicle equivalents) per hour. Low-volume, high-speed, free-flowing conditions tend to be classified with an LOS of A. As traffic volumes increase or traffic-handling capacities along given roadways decrease, free-flow conditions become restricted and LOS deteriorates. LOS F represents breakdown, stop-and-go conditions.

Table 3.3-3. Road Transportation Levels of Service (LOS)

LOS	Description	Criteria (Volume/Capacity) Freeway	2-Lane Hwy
A	Free flow with users unaffected by presence of others in traffic stream.	0 - 0.35	0 - 0.10
B	Stable flow, but presence of other users in traffic stream becomes noticeable.	0.36 - 0.54	0.11 - 0.23
C	Stable flow, but operation of single users becomes affected by interactions with others in traffic stream.	0.55 - 0.77	0.24 - 0.39
D	High density, but stable flow; speed and freedom of movement are severely restricted; poor level of comfort and convenience.	0.78 - 0.93	0.40 - 0.57
E	Unstable flow; operating conditions near capacity with reduced speeds, maneuvering difficult, and extremely poor levels of comfort and convenience.	0.94 - 1.00	0.58 - 0.94
F	Forced or breakdown flow with traffic demand exceeding capacity; unstable stop-and-go traffic.	> 1.00	> 0.94

Source: Transportation Research Board, 1985.

LOS values usually represent the peak-hour conditions and depend on the physical characteristics of the roadway, traffic volumes, and the vehicular mix of traffic, reported for typical clear-weather conditions. A common design goal is to provide peak-hour service at levels no lower than LOS C or D. A typical two-lane rural highway will have a maximum two-way design capacity of 2,800 passenger cars per hour (pcph). On such roads, travel is substantially affected by traffic on the opposing lane, and by curves and hills, all of which impair a motorist's ability to pass safely. By contrast, each lane of an interstate highway (divided, with restricted access) will provide a capacity of about 2,000 pcph per lane under a wide range of conditions. In urban or suburban settings, the capacity of signalized intersections that restrict flow influences LOS more than the capacity of a roadway segment. LOS ratings presented in this report are determined by peak-hour traffic volumes and capacity for highways and open rural roads, and by intersection volumes and capacities for urban and suburban road segments.

Traffic volumes typically are reported as either the daily number of vehicular movements in both directions on a segment of roadway, averaged over a full calendar year (average annual daily traffic [AADT]), or the number of vehicular movements on a road segment during the average peak hour. The average peak-hour volume has been determined to be approximately 10 percent of the AADT (Transportation Research Board, 1985). These values are useful indicators of the extent to which the roadway segment is used and the potential for congestion and other problems.

Traffic volumes for the ROI were derived from the AADT counts provided by the IDOT. Changes in traffic volumes arising from land use changes at Chanute AFB are estimated, and resulting volume changes on the local road network are determined. Resulting changes in peak-hour LOS ratings are then determined. Changes in work and associated travel patterns are derived by assigning or removing workers (by place of residence) to or from the most direct commuting routes. Changes in demand for air and rail freight and passenger service arising from closure and reuse of the base are determined from data provided in the project description.

Effects on air transportation were projected to be proportional to ROI population change. Willard Airport passengers per capita in 1988 (without Chanute's contribution) was calculated as non-military-related passengers divided by ROI population. This value was computed to be 0.913.

3.3.6 Utilities

Future baseline (assuming caretaker status) and reuse (all alternatives) projections were developed using recent actual data for area utility systems. Data on utility systems are presented in terms of both the monthly and annual consumption levels, and the capability of each system to meet this demand. The effect of the reuse alternatives is evaluated by comparing the additional direct and indirect demand associated with each reuse alternative to the operating capacity of each system.

Direct and indirect changes in future utility demand for each alternative were estimated based on historic, per-capita average uses of Chanute AFB and the Village of Rantoul. Historic per-capita factors for Chanute AFB include the number of residents and workers on base. These factors were applied to estimates of future residents and employees associated with both on-base reuses and the off-base aircraft maintenance area incorporated into the Proposed Action. The average daily use factors for both the base and Rantoul are shown in Table 3.3-4.

Table 3.3-4. Daily Average Per-Capita Utility Demand (1986-1988)

	Chanute AFB	Village of Rantoul
Water (gallons)	162.2	64.3
Wastewater (gallons)	56.1*	87.5
Solid Waste (cubic yards)	1.8	3.5
Electricity (kWh)	13.7	12.8
Natural Gas (therms)	0.5	1.2
Coal (pounds)	14.1	N/A

* Assumes an inflow/infiltration rate of 55 percent (0.9 million gallons per day), which would be affected by base closure or reuse.
Sources: U.S. Air Force, 1990a; Village of Rantoul, 1990b.

The following major assumptions were made in the analysis of potential effects on utilities:

- The Village of Rantoul is anticipated to assume responsibility for potable water, wastewater, solid waste, and electrical utilities within the area of the existing base, and would acquire most or all related on-base utilities infrastructure, including the potable water treatment and distribution system, wastewater collectors, electrical substation and distribution equipment.
- The general character of activities related to utilities in both Rantoul and in the reuse area does not change appreciably as the result of reuse actions; consequently, historic per-capita utility demand was assumed to be reasonably representative of future demand during base reuse.
- For the Proposed Action and Minor Aircraft Maintenance Operations Alternative, reuse activities commence prior to completion of base closure so that utility demands for prior use and reuse overlap.
- For the No-Action Alternative, a staff of approximately 50 people would provide the necessary maintenance functions. Utility demand would be proportional to the number of staff except for coal and natural gas; about 20 percent of present consumption of these fuels would be required to maintain minimum space heating in existing facilities.
- Appropriate actions would be taken at the Rantoul Wastewater Treatment Plant (WWTP) to mitigate the adverse effects associated with reduced influent flows by the time the base closes. These effects were considered in the base closure EIS (U.S. Air Force, 1990a) to represent a potentially significant impact.
- Natural gas would continue to be supplied from a commercial source (Northern Illinois Gas Company).
- A single entity would assume responsibility for operation of at least the larger (central) of the two on-base heating plants (the Village of Rantoul has indicated that it will not accept responsibility for operation of the steam plant). Non-use or a change in fuel source for this coal-fired steam plant would result in a substantial increase in the demand for natural gas.

3.4 AFFECTED ENVIRONMENT (BASELINE)

This subsection presents historic and projected future baseline socioeconomic conditions in the region, as a backdrop against which to assess impacts that would be associated with alternative reuse scenarios.

Under the future baseline, Chanute AFB would not be reused and there would be very little economic stimulus provided to the community of Rantoul or the region from caretaker activity at the base (Table 3.4-1). Direct and secondary employment from current Chanute AFB operations are expected to remain relatively stable until March of 1993. By October of 1993, all military personnel will be transferred from the base and all civilian jobs other than the disposal management team will be eliminated. Beginning in October of 1993, and continuing through 2014, about 50 jobs associated with security and limited maintenance activities planned under caretaker alternative would support about 20 secondary jobs in the region.

Community and regional population changes would be minimal after the initial decline of nearly 12,000 people currently projected to occur between 1987 and October of 1993, and off-base housing demand would decrease by 5,000 units as a result of base closure (see Table 3.4-1).

All major Air Force operations at Chanute AFB would cease under the future baseline. However, limited maintenance at the base area would remain the charge of the Federal Government. In this case, potential impacts to public services in the ROI would result solely from changes in regional population associated with activity at the base, and not from increased public service provision areas arising from conveyance of base property.

Resulting changes in public service demand under caretaker status would carry the greatest impact of all reuse alternatives. With population related to activity at Chanute AFB declining to caretaker personnel and their families by 1994, all demand for public services directly related to operations at Chanute AFB would basically be eliminated (Table 3.4-1).

Revenue shortfalls in all local jurisdictions are projected (Table 3.4-1). The greatest impact would be to Rantoul Elementary School District with long-term revenue shortfalls projected to be $1.6 million annually.

Under the future baseline, reductions in the consumption levels of utilities would occur. By 1994, consumption levels would be reduced for water, wastewater treatment, solid waste disposal, electricity, natural gas, and coal and would remain at these reduced levels through 2014 (Table 3.4-1). These reductions would cause the average unit cost of utilities to increase, because fixed costs would make up a greater proportion of total costs for utility providers. Infrastructure changes would be required under this baseline to allow continued

Table 3.4-1. Site-Related Future Baseline Socioeconomic Conditions, Chanute AFB

Resource Category	Short-Term (through 1994)	Long-Term Changes (2014)
ECONOMIC ACTIVITY		
Employment	Decline of nearly 12,000 jobs between 1987 and October 1993.	Caretaker status requires less than 100 jobs
Earnings (1990 Dollars)	Decline of over $192 million/yr between 1987 and October 1993.	Caretaker status generates less than $2 million/yr
POPULATION		
Military	Decline of nearly 12,000 people between 1987 and October 1993.	
Civilian	Decline of over 3,800 people between 1987 and October 1993.	Minimal increase in population
HOUSING	Decline in demand of 5,400 units between 1987 and October 1993.	Minimal demand
PUBLIC SERVICES		
General Government, Police and Fire		
Village of Rantoul	Decline in population served of 11,000 between 1987 and October 1993.	Minimal
Champaign County	Decline in population served of 15,000 between 1987 and October 1993.	Minimal
Education	Decline in regional enrollment of 2,500 students between 1987 and October 1993.	Minimal
Health	Chanute AFB Hospital closed.	Same as short-term
PUBLIC FINANCES		
Village of Rantoul	Shortfalls to $1.4 million/yr	Shortfalls to $1.4 million/yr
Rantoul Elementary School District No. 137	Shortfalls to $600,000/yr	Shortfalls to $1.6 million/yr
Rantoul High School District No. 193	Shortfalls to $900,000/yr	Shortfalls to $600,000/yr
Champaign County	Shortfalls to $250,000/yr	Shortfalls to $250,000/yr
TRANSPORTATION		
U.S. 45 North	LOS A	LOS A
U.S. 45 South	LOS A	LOS A
1800 East Road	LOS A	LOS A
Chandler Road	LOS A	LOS A
Maplewood Drive	LOS A	LOS A
UTILITIES		
Water	Decline to 0.7 MGD in 1994	0.7 MGD
Wastewater	Decline to 1.85 MGD in 1994	1.85 MGD
Solid Waste	Decline to 51,000 cubic yards/year in 1994	50,000 cubic yards/year
Electricity	Decline to 136 MWh/day in 1994	131 MWh/day
Natural Gas	Decline to 14,000 therms/day in 1994	13,000 therms/day
Coal	Decline to 17 tons/day in 1994	17 tons/day

safe operation of the Rantoul wastewater collection and treatment plant prior to base closure. No major infrastructure changes would be required for the water, solid waste disposal, or energy systems.

3.4.1 Economic Activity

Preclosure Conditions

Jobs. The ROI for this study is Ford and Champaign Counties, Illinois. Champaign County contains more than 90 percent of the economic activity within this region. Table 3.4-2 displays major economic indicators for Champaign County, and for comparative purposes, the United States. The number of full- and part-time jobs within Champaign County between 1970 and 1988 increased at a rate slightly less than the national average. Total job growth averaged 2.0 percent annually in the county during this period; the total number of jobs in the United States during the same period increased at an average annual rate of 2.2 percent (Table 3.4-2). The largest annual increase occurred in 1986, when employment increased by 4,800 jobs, representing a 4.8-percent increase over previous year levels. The largest decrease was in 1983, when employment dropped 1.6 percent from previous year levels. Between 1985 and 1988, employment in Champaign County grew at an average annual rate of 3.5 percent (U.S. Bureau of Economic Analysis, 1990).

Military Sector. The percentage of total jobs provided by the military sector of the county economy historically has been much greater than the respective percentage for the nation, although the military employment component decreased steadily between 1970 and 1988. In 1988, military jobs comprised 5.3 percent of the approximately 111,000 jobs. By comparison, military jobs comprised 13.3 percent of all jobs in 1970 and 17.8 percent in 1969. (Data for 1969, from the same source but not shown in the table, indicate that military employment comprised 14,467 of the total 81,165 full- and part-time county jobs.)

Two factors have contributed to the decrease in the county's share of military employment: the overall reduction in the number of military jobs from about 10,300 in 1970 (14,500 in 1969) to 5,900 in 1988, and the overall increase in non-military jobs (including both private and federal, state, and local government civilian jobs) from 67,500 in 1970 to 104,717 in 1988.

Major Employment Sectors. The major employment sectors within the county are government, services, retail trade, and manufacturing (Figure 3.4-1). Government, including both the civilian and military sectors, provided more than one-third of all jobs in the county. The services and retail trade sectors together provided nearly 44,000 jobs, or about 40 percent of the jobs in the county, in 1988. Employment in these two sectors has almost doubled since 1970. Manufacturing provided 8,900 jobs in 1988, or 8.1 percent of the total.

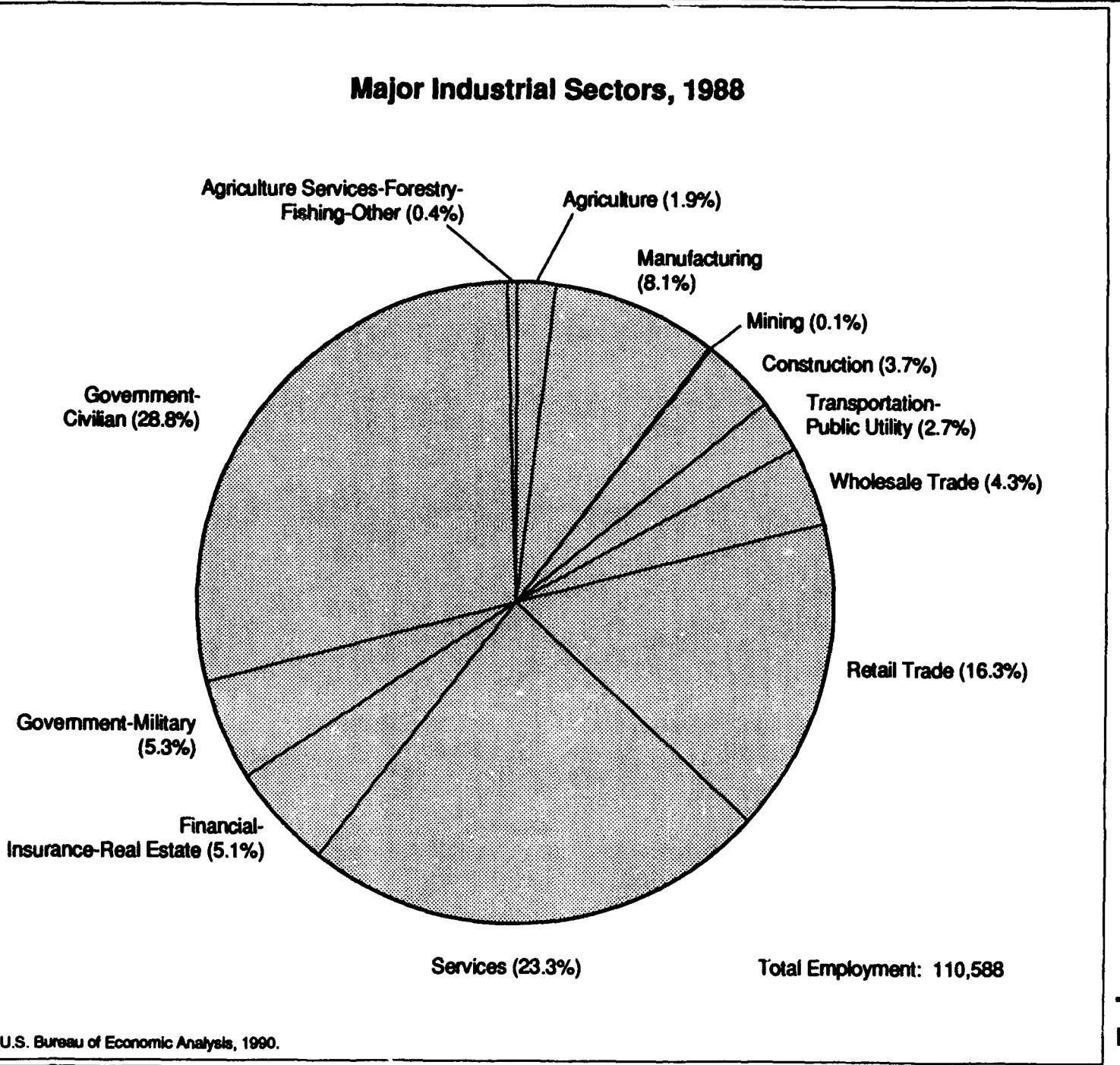
Table 3.4-2. Summary of Economic Indicators United States and Champaign County, Illinois[a]

	1970	1980	1985	1986	1987	1988	Average Annual Change
UNITED STATES							
Civilian Labor Force	82,771,000	106,940,000	115,461,000	117,834,000	119,865,000	121,669,000	2.2%
Employed Workers	78,678,000	99,303,000	107,150,000	109,597,000	112,440,000	114,968,000	2.1%
Unemployed Workers	4,093,000	7,637,000	8,312,00	8,237,000	7,425,000	6,701,000	2.8%
Unemployment Rate	4.9%	7.1%	7.2%	7.0%	6.2%	5.5%	N/A
Full/Part Time Jobs	89,752,500	112,256,700	123,175,600	125,592,400	128,826,000	132,502,500	2.2%
Non-Military Jobs	86,520,500	109,805,700	120,437,600	122,815,400	126,027,000	129,731,500	2.3%
Military Jobs	3,232,000	2,451,000	2,738,000	2,777,000	2,799,000	2,771,000	-0.9%
Military + Total	3.6%	2.2%	2.2%	2.2%	2.2%	2.1%	N/A
Earnings Per Job	$24,383	$23,517	$23,480	$24,090	$24,383	$24,493	0.0%
Non-Military	$24,713	$23,702	$23,627	$24,246	$24,522	$24,653	0.0%
Military	$15,551	$15,251	$16,996	$17,223	$17,203	$17,011	0.5%
Military + Non-Military	62.9%	64.3%	71.9%	71.0%	70.2%	69.0%	N/A
Per Capita Income	$13,478	$15,540	$16,675	$17,193	$17,582	$17,995	1.6%
CHAMPAIGN COUNTY (CHAMPAIGN-URBANA-RANTOUL MSA)							
Civilian Labor Force	N/A	86,150	81,925	84,925	88,150	87,850	0.1%
Employed Workers	N/A	80,900	77,450	80,975	84,225	84,125	0.2%
Unemployed Workers	N/A	5,250	4,475	3,950	3,925	3,725	1.9%
Unemployment Rate	N/A	6.1%	5.5%	4.6%	4.5%	4.2%	N/A
Full/Part Time Jobs	77,841	91,445	99,869	104,636	108,187	110,588	2.0%
Agriculture	2,719	2,774	2,372	2,364	2,255	2,120	-1.3%
Ag Srv-For-Fish-Oth	186	266	318	403	388	424	5.4%
Manufacturing	5,028	7,231	7,573	7,960	8,451	8,908	2.3%
Mining	79	81	81	66	60	66	-0.7%
Construction	3,215	2,878	3,247	3,500	3,841	4,071	1.0%
Trans-Pub Util	2,781	2,947	2,774	2,764	2,857	2,952	0.3%
Wholesale Trade	2,213	3,996	4,467	4,499	4,548	4,723	4.5%
Retail Trade	11,164	15,345	16,624	16,552	17,008	18,076	2.7%
Services	11,896	17,653	22,457	24,073	25,154	25,914	4.3%
Fin-Ins-Rl Est	2,279	4,223	4,728	5,027	5,285	5,666	5.2%
Government	36,279	34,051	35,228	37,437	38,340	37,869	-0.2%
State & Local	22,325	23,024	25,140	27,427	28,641	28,814	1.4%
Federal Civilian	3,627	3,204	2,766	2,676	2,802	2,984	-1.1%
Military[b]	10,327	7,823	7,323	7,334	6,897	5,871	-3.1%
Military + Total	13.3%	8.6%	7.3%	7.0%	6.4%	5.3%	N/A
Earnings Per Job	$21,640	$19,378	$19,727	$19,992	$20,029	$20,037	-0.4%
Agriculture	$26,692	$19,137	$25,736	$21,796	$17,534	$10,274	-5.2%
Ag Srv-For-Fish-Oth	$19,569	$16,055	$10,990	$11,019	$12,181	$12,737	-2.4%
Manufacturing	$28,196	$25,949	$25,825	$26,453	$25,557	$25,540	-0.5%
Mining	$31,798	$74,466	$69,601	$41,529	$39,224	$36,061	0.7%
Construction	$34,406	$33,497	$31,022	$32,213	$32,963	$30,206	-0.7%
Trans-Pub Util	$28,871	$31,372	$30,305	$30,090	$28,919	$27,639	-0.2%
Wholesale Trade	$30,289	$30,503	$27,971	$29,497	$29,426	$29,326	-0.2%
Retail Trade	$15,747	$12,608	$11,404	$11,406	$11,276	$11,335	-1.8%
Services	$18,060	$17,767	$17,392	$18,004	$18,253	$19,215	0.3%
Fin-Ins-Rl Est	$20,579	$14,600	$14,460	$15,495	$15,860	$16,149	-1.3%
Government	$21,185	$18,840	$21,179	$21,210	$21,557	$21,805	0.2%
State & Local	$21,362	$18,536	$21,660	$21,595	$21,916	$21,808	0.1%
Federal Civilian	$30,217	$27,860	$27,124	$26,554	$26,534	$26,147	-0.4%
Military	$17,630	$16,042	$17,285	$17,822	$18,044	$18,567	0.3%
Military + Non-Mil	79.2%	81.5%	86.8%	88.4%	89.5%	92.3%	N/A
Per Capita Income	$12,011	$13,534	$15,178	$15,677	$16,094	$16,388	1.7%

(a) Workers represents civilian employment by place of residence, jobs represent civilian and military employment by place of work, earnings and income are in constant 1990 dollars, and average annual change is calculated for the period covering the earliest and most recent years of data available.

(b) Chanute AFB trainees/cadets are not included in these data.

Sources: Champaign County Regional Planning Commission, 1989; U.S. Bureau of Economic Analysis, 1990; and U.S. Council of Economic Advisors, 1990.



Source: U.S. Bureau of Economic Analysis, 1990.

Champaign County Distribution of Employment

Chanute AFB Rantoul, Illinois

Figure 3.4-1

Chanute/111-5

Government Employment. Government activities are concentrated in the educational and military sectors. The University of Illinois at Urbana-Champaign supports approximately 17,000 direct jobs in the region of influence (Illinois Department of Commerce and Community Affairs, 1990a). Parkland Community College and the county's numerous elementary and high school districts also provide a large number of jobs. Chanute AFB itself accounted for 8,400 direct jobs in 1988 (see Table 2.2-1 for a detailed breakdown of base employment). In addition, approximately 4,600 military retirees with an annual total pay of $45.5 million resided in the region in 1988 (U.S. Air Force, 1990d).

Principal Private Employers. Major non-government employers in the region include the Carle Hospital/Clinic, with 3,000 health care employees; Kraft, Inc. with 2,000 employees producing food products; J.M. Jones, with 1,100 employees involved in wholesale food distribution; Caradco, Inc., with 750 employees producing wood windows; Colwell Systems, with 620 employees producing professional business forms; Bell/Vetter, with 610 employees producing motorcycle helmets and accessories; Rantoul Products, with 550 employees producing automotive plastics; Eagle Wings Industries, with 250 employees producing stamped metal auto parts; and Combe, Inc., with 135 employees producing health and beauty aids (Illinois Department of Commerce and Community Affairs, 1990a, b, c).

Agricultural Sector. Corn and soybeans are the principal crops in the region; some wheat, oats, and other grains are also produced. In 1988, Champaign County's corn crop was the largest and its soybean crop was the second largest among all counties in the state. However, the number of farms, the amount of land used for agricultural production, the value of agricultural land, and agricultural employment all have declined steadily in the county over the past decade (Champaign County Regional Planning Commission, 1989).

Air Transportation Sector. Another important economic sector potentially affected by base closure and/or reuse activities is the air transportation sector. Commercial air transport services in the region are provided by University of Illinois-Willard Airport. Annual operations in 1988 are estimated at 157,900 takeoffs and landings, with a capacity of up to 300,000 (University of Illinois-Willard Airport, 1990). There currently are no air operations from Chanute AFB. The current Chanute AFB configuration, however, can support up to 200,000 takeoffs and landings annually.

Unemployment. Champaign County, which comprises the Champaign-Urbana-Rantoul MSA, had the lowest unemployment rates of the 13 MSAs in Illinois during 1987 and 1988. The county unemployment rate peaked in 1983 at 7.0 percent, when approximately 5,600 persons were unemployed. By comparison, the national unemployment rate for the civilian labor force was 9.7 percent during 1983, when the national economy began to rebound from the last recession. During that year, the county's civilian labor force reached its

lowest level of the decade as workers migrated from the area in search of work. Since then, the civilian labor force and the number of employed workers have increased steadily and the number of unemployed workers and the unemployment rate have consequently declined (Champaign County Regional Planning Commission, 1989).

Unemployment levels for the Village of Rantoul were slightly higher than those for the county during 1987 and 1988. In 1988, an average of approximately 5,970 workers in the civilian labor force resided in Rantoul. Of these workers, an average of 315, or 5.3 percent, were unemployed during the year. In 1987, an average of 330 workers, or 5.6 percent of Rantoul's civilian labor force of approximately 5,920 workers, were unemployed.

Earnings and Income. Average annual earnings per job and per-capita personal income (in 1990 dollars) in Champaign County were lower than the national average rates during the 1970-1988 period. Per-capita income in the Village of Rantoul was $9,942 in 1985, down from $10,349 in 1979 (Champaign County Regional Planning Commission, 1989).

Future Baseline

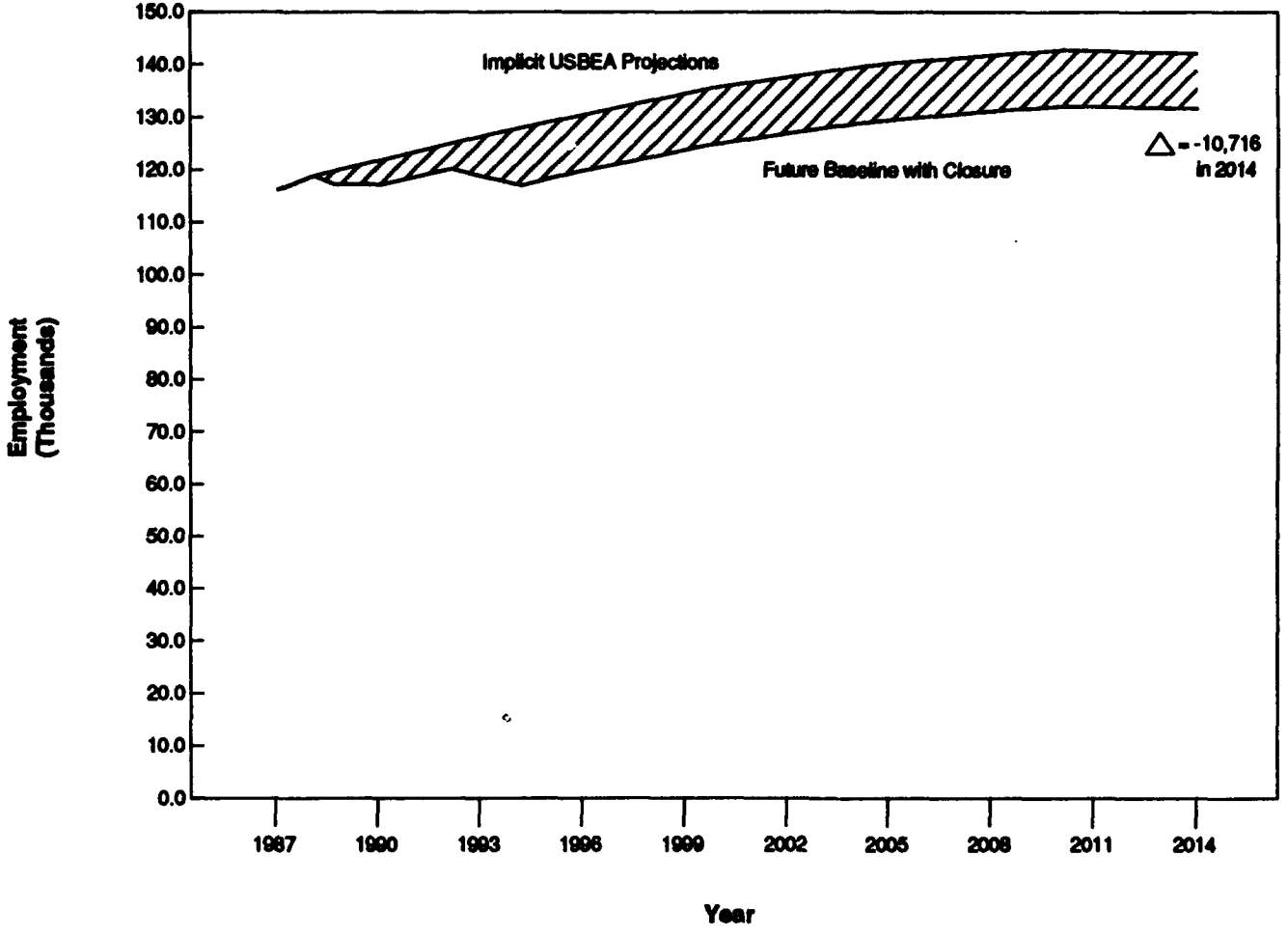
Figure 3.4-2 and Table 3.4-3 present future baseline regional employment and earnings changes. These changes principally result from closure and caretaker activities. Direct and secondary employment from caretaker activities would include approximately 70 jobs with earnings of about $1.8 million annually. No demolition, renovation, or new construction would occur. This economic activity would be much less than estimated direct and secondary activity from Chanute AFB operations during FYs 1987 through 1989. Under caretaker status, employment levels would reach only about 0.6 percent of FY 1987 levels associated with Chanute AFB operations.

3.4.2 Population and Housing

Population

Preclosure Conditions

Final 1988 population estimates for Champaign and Ford counties indicate that population within the Chanute AFB ROI increased very slightly over 1980 levels (Table 3.4-4). The population of Champaign County grew by a small amount during this period, whereas that of Ford County decreased. Population changes between 1980 and 1988 in the communities examined in this study followed a similar pattern, with all experiencing slight gains or losses in population. Data from the 1990 census indicate that the population of Champaign Couty grew slightly between 1988 and 1990, while the population of Ford County decreased slightly over the same two years.



Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Economic Analysis, 1990a; 1990b.

Regional Future Baseline Employment Projections, Champaign and Ford Counties, Illinois

Chanute AFB Rantoul, Illinois

EXPLANATION

Employment Impact, difference between Future Baseline with Closure and USBEA Projection.

Figure 3.4-2

Table 3.4-3. Site-Related Future Baseline Employment and Earnings Projections

	1987	1988	1989	1990	1991	1992	1993	1994	1999	2004	2014
Base Operations											
Employment	11,856	10,785	9,293	7,766	7,766	7,766	3,883	0	0	0	0
Direct	9,431	8,380	7,438	6,216	6,216	6,216	3,108	0	0	0	0
Secondary	2,425	2,405	1,855	1,550	1,550	1,550	775	0	0	0	0
Earnings ($000)	192,394	176,416	157,316	131,470	131,470	131,470	65,735	0	0	0	0
Direct	146,902	130,893	121,495	101,534	101,534	101,534	50,767	0	0	0	0
Secondary	45,493	45,723	35,821	29,936	29,436	29,436	14,968	0	0	0	0
Caretaker Status											
Construction											
Employment	0	0	0	0	0	0	0	69	69	69	69
Direct	0	0	0	0	0	0	0	50	50	50	50
Secondary	0	0	0	0	0	0	0	19	19	19	19
Earnings ($000)	0	0	0	0	0	0	0	1,842	1,842	1,842	1,842
Direct	0	0	0	0	0	0	0	1,500	1,500	1,500	1,500
Secondary	0	0	0	0	0	0	0	342	342	342	342
Combined Total											
Employment	11,856	10,785	9,293	7,766	7,766	7,766	3,883	69	69	69	69
Earnings ($000)	192,394	176,416	157,316	131,470	131,470	131,470	65,735	1,842	1,842	1,842	1,842

Notes: Columns may not sum to totals because of rounding.

Direct employment in 1994 and beyond includes the Disposal Management Team and contractor personnel.

Source: Projections developed for this study, January, 1991.

Between 1969 and 1987, the largest annual population change in the ROI was in 1973, when population increased 2.2 percent from the previous year (U.S. Bureau of Economic Analysis, 1990). The largest decrease occurred in 1978, when population in the ROI declined 1.8 percent from the previous year.

Population change for individual places varied during the first part of the 1980s, with some places gaining a relatively large number of persons and others losing a relatively large number. (Data for 1988 are population estimates, whereas census counts are available for 1980 and 1990.) If population in the two census years only is considered, a constant ROI population is indicated, with the slight population increase in Champaign County countering the slight decrease in Ford County. The population of most places examined was relatively constant over the decade.

Table 3.4-4. Selected Population Data for the Chanute AFB ROI

	Population			Average Annual Rate of Change (%)	
	1980[a]	1988[b]	1990[c]	1980-88	1988-90
Champaign County	168,392	172,100	173,025	0.3	0.3
Champaign City	58,133	59,150	63,502	0.2	3.6
Fisher Village	1,572	1,630	1,526	0.4	-3.2
Gifford	N/A[d]	920	845	N/A	-4.2
Lake of the Woods	2,443	N/A	2,748	N/A	N/A
Ludlow	N/A	430	323	N/A	-13.3
Rantoul Village	20,161	20,160	17,212	0.0	-7.6
Royal	N/A	290	217	N/A	-13.5
St. Joseph Village	1,900	1,860	2,052	-0.3	5.0
Thomasboro	1,242	1,310	1,250	0.7	-2.3
Urbana	35,978	37,410	36,344	0.5	-1.4
Ford County	15,265	14,700	14,275	-0.5	-1.5
Elliot	N/A	330	309	N/A	-3.2
Gibson City	3,498	3,260	3,396	-0.9	2.1
Melvin	N/A	500	466	N/A	-3.5
Paxton	4,258	4,240	4,289	-0.1	0.6

Notes: (a) 1980 census counts
(b) 1988 final estimates for counties and places
(c) 1990 final census counts
(d) Data not available.

Sources: U.S. Bureau of the Census 1982a, 1990a, 1991.

The Village of Rantoul, the community closest to Chanute AFB, was estimated to contain virtually the identical number of persons in 1988 as in 1980. The 1990 census indicates a roughly 15-percent decrease between 1988 and 1990 (Table 3.4-4), possibly the result of incremental reductions in Chanute AFB population since 1988.

The demographic histories of the counties in the ROI contrast over the past four decades (Table 3.4-5). Champaign County experienced sustained population growth, in excess of 2 percent annually between 1950 and 1970, slowing substantially to the point of virtually no growth between 1970 and 1988. Ford County, in contrast, experienced very small increases or decreases over the same period, with slight decreases in population characterizing the county since 1960.

Table 3.4-5. Population Trends for Champaign and Ford Counties: 1950-1988

	Population					Average Annual Rate of Change (%)			
	1950	1960	1970	1980	1988[a]	1950-60	1960-70	1970-80	1980-1988
1980-88									
Champaign Co.	106,100	132,436	163,789	168,392	172,100	2.2	2.1	0.3	0.3
Ford Co.	15,901	16,606	16,361	15,265	14,700	0.4	-0.1	-0.7	-0.5

Note: (a) Final estimates for counties and places; data for preceding years are census counts.
Sources: State of Illinois Bureau of the Budget, 1987; U.S. Bureau of the Census, 1982a, 1990a.

The population changes presently being experienced in Champaign and Ford counties, and the changes projected for the near future, once again are characterized by very slight shifts (Table 3.4-6). With the exception of the 1988-1990 change in Ford County, which, as already noted, may be a function of comparing different types of data, population change in both of these counties is anticipated to be very limited over the next two decades.

Table 3.4-6. Current and Projected Population Trends for Champaign and Ford Counties: 1988-2010

	Population				Average Annual Rate of Change (%)		
	1988[a]	1990	2000	2010	1988-90	1990-2000	2000-2010
Champaign Co.	172,100	173,025	167,659	175,375	0.3	-0.3	0.5
Ford Co.	14,700	14,275	14,171	14,006	-1.5	-0.1	-0.1

Note: (a) Final estimates for counties and places; data for succeeding years are population projections.
Sources: State of Illinois Bureau of the Budget, 1987; U.S. Bureau of the Census, 1990a, 1991.

Future Baseline

Under closure baseline conditions, the total population residing in the region as a result of activities associated with Chanute AFB would decline by 14,301 during the last year of full base operation (1988) to caretaker personnel and their families by 1994 (Table 3.4-7). Reductions are projected for both civilian

Table 3.4-7. Site-Related Baseline Regional Population Projections

	1987	1988	1989	1990	1991	1992	1993	1994	1999	2004	2014
			Site Related Changes								
Civilian											
Direct	3,135	2,772	2,717	2,574	2,574	2,574	1,287				
Indirect	706	700	540	458	458	458	229				
Military	12,048	10,829	9,553	8,758	8,758	8,758	4,379				
Total Effects[a]	15,889	14,301	12,810	11,790	11,790	11,790	5,895				
			Total								
Total Resulting Regional Population [b]	188,360	185,211	182,160	179,581	179,395	179,209	173,128	167,048	165,933	166,535	176,340

Notes: (a) These population effects are meant to be interpreted as those persons residing in the region in a given year that would not reside in the region if not for the activities at Chanute AFB.

(b) Total resulting regional population estimates are based on population projections prepared in 1987 by the State of Illinois Bureau of the Budget. These projections include the assumption that Chanute AFB would remain in operation, and thus have been adjusted by subtracting the 1987 population effect of Chanute AFB operations (15,889), and adding The annual population effect of the No-Action Alternative.

Source: Projections developed for this study, January, 1991.

Table 3.4-8. Site-Related Baseline Population Projections - Counties and Selected Cities

	1987	1988	1989	1990	1991	1992	1993
			Site Related Changes				
Champaign County							
Rantoul	10,854	9,739	8,725	8,038	8,038	8,038	4,019
Champaign	717	662	579	525	525	525	262
Urbana	400	370	323	293	293	293	147
County Total[a]	14,994	13,496	12,074	11,108	11,108	11,108	5,554
Ford County							
Paxton	480	430	398	371	371	371	185
County Total	751	675	621	577	577	577	288

Note: (a) These population effects are meant to be interpreted as those persons residing in each local area in a given year that would not reside in the local area if not for the activities at Chanute AFB.

Source: Projections developed for this study, January 1991.

and military personnel associated with the installation. Note, negative estimates in the projected years reflect the loss of normal growth as a result of some out-migration of base personnel that will occur after closure.

The effects of total population loss in the ROI as a consequence of base closure would be substantial on Champaign and Ford counties combined (Table 3.4-8 and Figure 3.4-3). Both in absolute and relative terms, the greatest impacts are anticipated to occur in the Village of Rantoul, which would lose approximately 9,700 persons between 1988 and 1994. The relative impacts on Champaign and Urbana will be less than those experienced in Rantoul, primarily because their populations are larger and fewer personnel reside there now. Table 3.4-9 presents a profile of civilian population in Champaign and Ford counties directly related to activities at Chanute AFB.

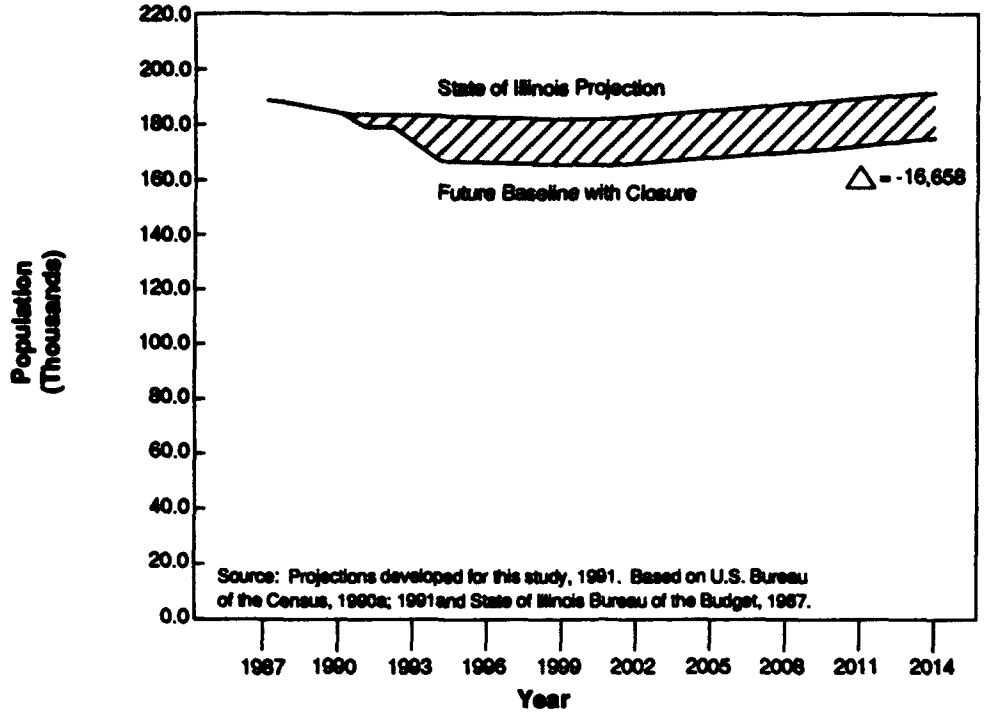
These projections are based on the out-migration assumptions for each employment category as discussed in Section 3.3.1. This analysis assumed that 20 percent of the retired military households residing in the area would relocate outside the ROI when the base closes. If, instead, 50 percent of the retired military persons out-migrate, the population change in the Village of Rantoul would be further reduced by approximately 500 persons.

Housing

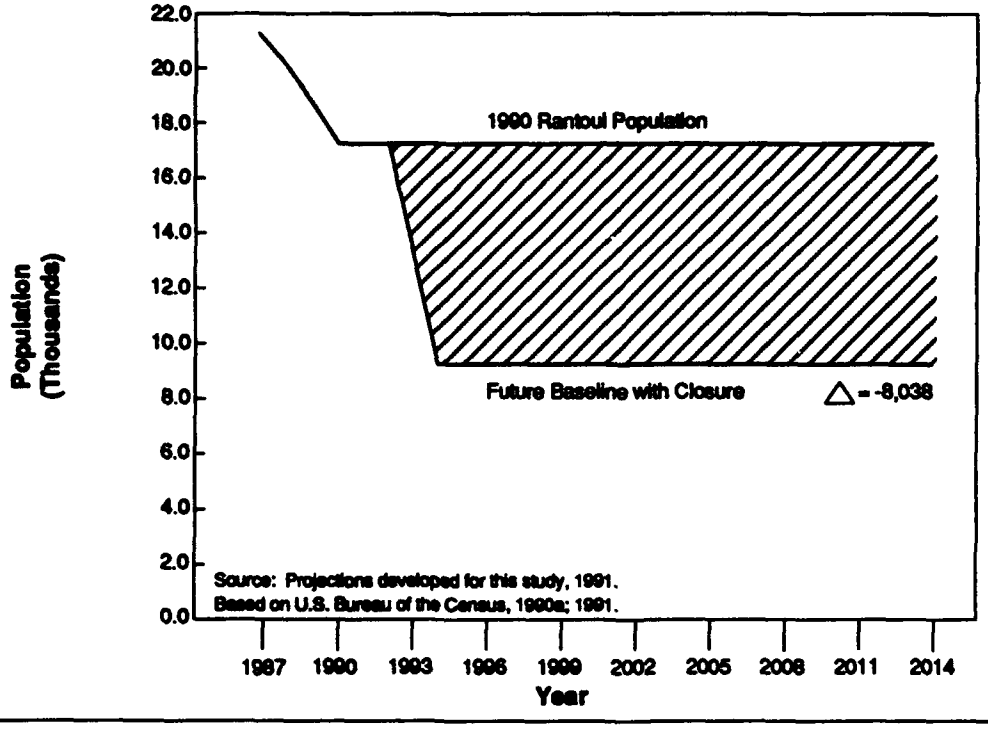
Preclosure Conditions

As with population, the number of housing units within the Chanute AFB ROI apparently increased very slightly during the 1980s (Table 3.4-10). Of the communities considered in this study, Champaign experienced the greatest absolute increase in housing between 1980 and 1990, sharing the lead with St. Joseph Village for the greatest average annual increase. Both communities in Ford County for which 1990 data are available experienced a net decrease in total housing units, as did Ford County overall. The Village of Rantoul officially lost the use of more than 300 total housing units during the 1980s, of which 224 were Chapman Court units which were not included in the 1990 census.

Vacancy rates in Champaign and Ford counties were relatively low in 1980, the most recent year for which reliable county-wide data are available (Table 3.4-10). However, these values varied substantially for communities within the ROI, notably in Champaign County. Smaller communities particularly tended to maintain extremely low vacancy rates in owned units, but high vacancy rates in rented units. Vacancy rates in the Village of Rantoul for 1980 were similar to those in the other small Champaign County communities examined. The cities of Champaign and Urbana experienced lower rental unit vacancy rates than the smaller communities, probably as a result of the housing demands in these two communities by college students from the University of Illinois campus (with seasonal housing demands).



Champaign and Ford Counties



Village of Rantoul

EXPLANATION

▨ Employment impact, difference between Future Baseline with Closure and USBEA Projection.

Future Baseline Population Projections

Chanute AFB
Rantoul, Illinois

Figure 3.4-3

Table 3.4-9. Civilian Population Projections

	1987	1988	1989	1990	1991	1992	1993
Champaign County							
Rantoul	1,714	1,523	1,477	1,394	1,394	1,394	697
Champaign	445	417	363	326	326	326	163
Urbana	263	247	215	194	194	194	97
County Total	3,413	3,087	2,892	2,690	2,690	2,690	1,345
Ford County							
Paxton	258	230	322	209	209	209	105
County Total	428	385	366	342	342	342	171

Note: These population effects are meant to be interpreted as those persons (excluding military personnel and their dependents) residing in each local area in a given year that would not reside in the local area if not for the activities at Chanute AFB (not including out-migration after base closure).

Source: Projections developed for this study, January, 1991.

Table 3.4-11. Housing Vacancy Data, Champaign-Urbana-Rantoul MSA: 1987

	All Housing Types		Single Family Detached		Single Family Attached		Multi-Family		Mobile Homes	
	Total Units Surveyed	Vac. rate	Total Units Surveyed	Vac. rate	Total Units Surveyed	Vac. rate	Total Units Surveyed	Vac. rate	Total Units Surveyed	Vac. rate
Champaign County	51,135	2.4	28,450	1.6	1,925	3.5	17,859	3.0	2,901	4.8
Champaign	27,964	2.3	15,688	1.4	1,405	3.1	10,207	3.0	664	8.9
Homer	714	3.5	681	3.4	0	0.0	4	50.0	29	0.0
Rantoul	5,414	4.0	3,075	2.7	79	3.8	1,551	3.9	709	9.0
Urbana	17,043	1.9	9,006	1.4	441	4.8	6,097	2.7	1,499	1.1

Source: Federal Home Loan Bank of Chicago, 1987.

Table 3.4-10. Selected Housing Data for the Chanute AFB ROI: 1980, 1990

	1980				1990	1980-1990
	Total Housing Units	Year-Round Units	Owner Vacancy Rate[a]	Renter Vacancy Rate(a)	Total Housing Units	Average Annual Rate of Change[b]
Champaign Co.	62,518	62,494	2.3	7.0	68,416	0.9
Champaign City	22,543	22,540	2.7	5.2	25,996	1.4
Fisher Village	612	612	1.6	16.5	622	0.2
Lake of the Woods	967	965	4.9	17.9	1,078	1.1
Rantoul Village	6,377	6,376	1.9	14.4	6,059	-0.5
St. Joseph Village	699	699	2.0	9.6	800	1.4
Thomasboro	514	514	1.3	10.8	545	0.6
Urbana	12,757	12,756	1.4	4.1	14,006	0.9
Ford Co.	6,329	6,278	2.2	5.3	6,118	-0.3
Gibson City	1,540	1,503	1.4	2.0	1,520	-0.1
Paxton	1,761	1,759	3.1	7.8	1,826	0.4

Notes: (a) For year-round units.
(b) For total housing units.

Source: U.S. Bureau of the Census, 1982b, 1991.

The most recent vacancy rates available for any portion of the Chanute AFB ROI were collected for the Champaign-Urbana-Rantoul MSA (Table 3.4-11). In all communities where sample sizes tend to be large, vacancy rates for each housing unit type generally were quite low. The only reliable ROI-wide data on housing unit tenure and costs is the 1980 census of housing (Table 3.4-12). Data for the two counties in the ROI contrast sharply. In Champaign County, nearly half of all occupied year-round units were occupied by renters. Although relatively inexpensive by national standards, housing costs were greater both for owners and renters in Champaign County than in Ford County. In addition to being less expensive, nearly three-quarters of the occupied year-round units in Ford County were occupied by their owners in 1980. The Village of Rantoul contained the largest percentage of rental units of any place considered in this study; housing costs in Rantoul in 1980 were comparable to those in other Champaign County communities.

Housing construction during the 1980s varied annually for most communities considered in this study (Table 3.4-13). Not unexpectedly, many more permits were issued in Champaign County than in the predominately rural Ford County. Most permits were issued in the cities of Champaign and Urbana. Relatively few housing permits were issued in the Village of Rantoul throughout the 1980s, particularly in 1988 and 1989.

Table 3.4-13. Housing Units Authorized by Building Permits for Selected Portions of the Chanute AFB ROI: 1981-1989

	1981	1982	1983	1984	1985	1986	1987	1988	1989
Champaign County									
Champaign City	84	341	441	366	252	628	502	436	385
Fisher Village	1	3	9	2	9	10	N/A	N/A	8
Rantoul Village	6	17	30	12	12	18	45	16	0
St. Joseph Village	0	6	2	25	N/A	7	0	N/A	16
Thomasboro	5	10	13	5	8	13	4	7	0
Urbana	134	20	115	141	193	170	284	207	114
Ford County									
Gibson City	36	1	0	6	6	4	9	5	8
Paxton	9	13	4	N/A	14	11	8	10	1

Source: U.S. Bureau of the Census, 1983, 1986, 1987, 1989.

Table 3.4-14. Projected Site-Related Housing Demands

	1987	1988	1989	1990	1991	1992	1993	1994	1999	2004	2014
Champaign County											
Rantoul	2,609	1,585	1,272	1,565	1,565	1,565	1,381	0	0	0	0
Champaign	246	228	199	180	180	180	90	0	0	0	0
Urbana	138	127	111	101	101	101	50	0	0	0	0
Rest of County	1,039	937	841	774	774	774	388	0	0	0	0
County Total	4,032	2,876	2,423	2,620	2,620	2,620	1,909	0	0	0	0
Ford County											
Paxton	165	148	137	127	127	127	64	0	0	0	0
Rest of County	93	84	77	71	71	71	35	0	0	0	0
County Total	258	232	214	198	198	198	99	0	0	0	0

Note: Columns may not sum to totals because of rounding.

Table 3.4-12. Housing Tenure, Median Value, and Median Contract Rent for the Chanute AFB ROI: 1980

	Percent Owner Occupied	Median Value[(a)]	Median Contract Rent[(b)]
Champaign County	53.9	49,400	195
Champaign City	48.1	48,900	201
Fisher Village	74.1	41,400	150
Lake of the Woods	76.4	50,200	212
Rantoul Village	39.8	44,300	181
St. Joseph Village	80.2	46,800	175
Thomasboro	64.2	43,300	176
Urbana	42.4	51,400	233
Ford County	72.5	34,900	138
Gibson City	72.6	36,600	135
Paxton	75.3	35,800	144

Notes: All figures are occupied year-round units.
(a) Owner-occupied units, 1980 dollars.
(b) Renter-occupied units, 1980 dollars (by month).
Source: U.S. Bureau of the Census, 1982b.

Future Baseline

Under future baseline conditions, substantial reductions in housing demand are anticipated for both counties in the ROI, and for all four communities considered within these counties after base closure (Table 3.4-14). The nature of these impacts parallels the population impacts discussed previously. Champaign County, having decreased from nearly 4,050 units in 1987 to about 2,600 units between 1990 and 1992, would decrease further, to 1,900 units in 1993. Housing demand associated with caretaker status at Chanute AFB from 1994 onward is anticipated to be negligible. Substantial excess housing is expected to remain vacant.

3.4.3 Public Services

The key public services examined in this analysis are municipal and county government, public education, police and fire protection, health care, and recreation. In the Chanute AFB region, providers of these services are county, city, and village governments; public school districts; police and fire departments; hospitals and clinics; and recreation and park departments. The following subsections present the existing conditions for each of these major public services in the ROI. The focus is on those service providers that are either the closest geographically to Chanute AFB or that maintain the closest relations to the base. The levels of general public service are determined by the ratio of employees (e.g., municipal employees, sworn officers, professional firefighters) to serviced population and area served and by student/teacher ratios at the primary and secondary public school levels.

3.4.3.1 Governmental Structure

Preclosure Conditions

Chanute AFB lies completely within the incorporated limits of the Village of Rantoul in Champaign County. Base personnel also reside in several other villages within northern Champaign and southern Ford counties.

Champaign County. The core of the county government is a 27-member board, elected from nine county districts and led by one county administrator appointed by the board. The board is subdivided into committees that, together with the administrator, oversee eight areas of administration, service, and facility provision for the county: budget and finance, environment and land use, health services, highways and transportation, justice and public safety, personnel and public officials, policy procedures and appointments, and public properties. Each committee consists of ten board members; board members may serve on up to three committees. Champaign County employs approximately 500 people, providing an overall level of service of 3.0 employees per 1,000 population. Of the county's various departments, the County Nursing Home is the largest employer, followed by the Champaign County Sheriff's Office, County Clerk Office, County Office of the State Attorney, and Circuit Clerk Office.

Village of Rantoul. The Village of Rantoul operates under a mayor/trustees form of government. The Village's Board of Trustees consists of six elected trustees and a full-time mayor, who serves as president of the board. The principal responsibilities of the Board of Trustees include legislating ordinances, setting policy, and appointing members of the Village's various councils, committees, and commissions. The Village of Rantoul provides a complete host of municipal services for its residents that includes public safety, public works, building code inspection and enforcement, community and economic development, utilities, and recreation. The Village employs about 100 people; the largest municipal departments are utilities (which operates as an enterprise fund) and public safety (police and fire protection) services. The Village maintains a level of municipal service of 5.5 employees per 1,000 population.

City of Paxton. The city of Paxton operates under a mayor/alderman system of government. The city council comprises eight aldermen and the mayor, who serves as council chairman. Municipal services offered to citizens include police and fire protection, a city landfill, and water service. The city employs 20 full-time workers, providing the city with a level of service of 5.0 employees per 1,000 population.

Other Communities. The Village of Thomasboro may be considered representative of the smaller, rural communities in Champaign County. As does the Village of Rantoul, Thomasboro operates under a mayor/trustees form

of government. This village, however, maintains a municipal staff of only four: the chief of police, one police patrol officer, the treasurer, and the water and street service representative. Thomasboro maintains a municipal level of service of 2.0 employees per 1,000 population.

The larger cities of Champaign and Urbana operate larger municipal governments with more extensive services and programs. The city of Champaign operates under a council/manager form of government and has nine municipal departments: city manager, finance, legal, planning, personnel services, public works, fire, and metcad (dispatching). Employing 385 workers, the city maintains a general governmental level of service of 6.3 employees per 1,000 population. The city of Urbana operates under a mayoral system and employs 250 people in eight municipal departments: city clerk, community development, engineering, executive, finance, fire, police, and public works. The city maintains a service level of 7.2 employees per 1,000 population.

Future Baseline

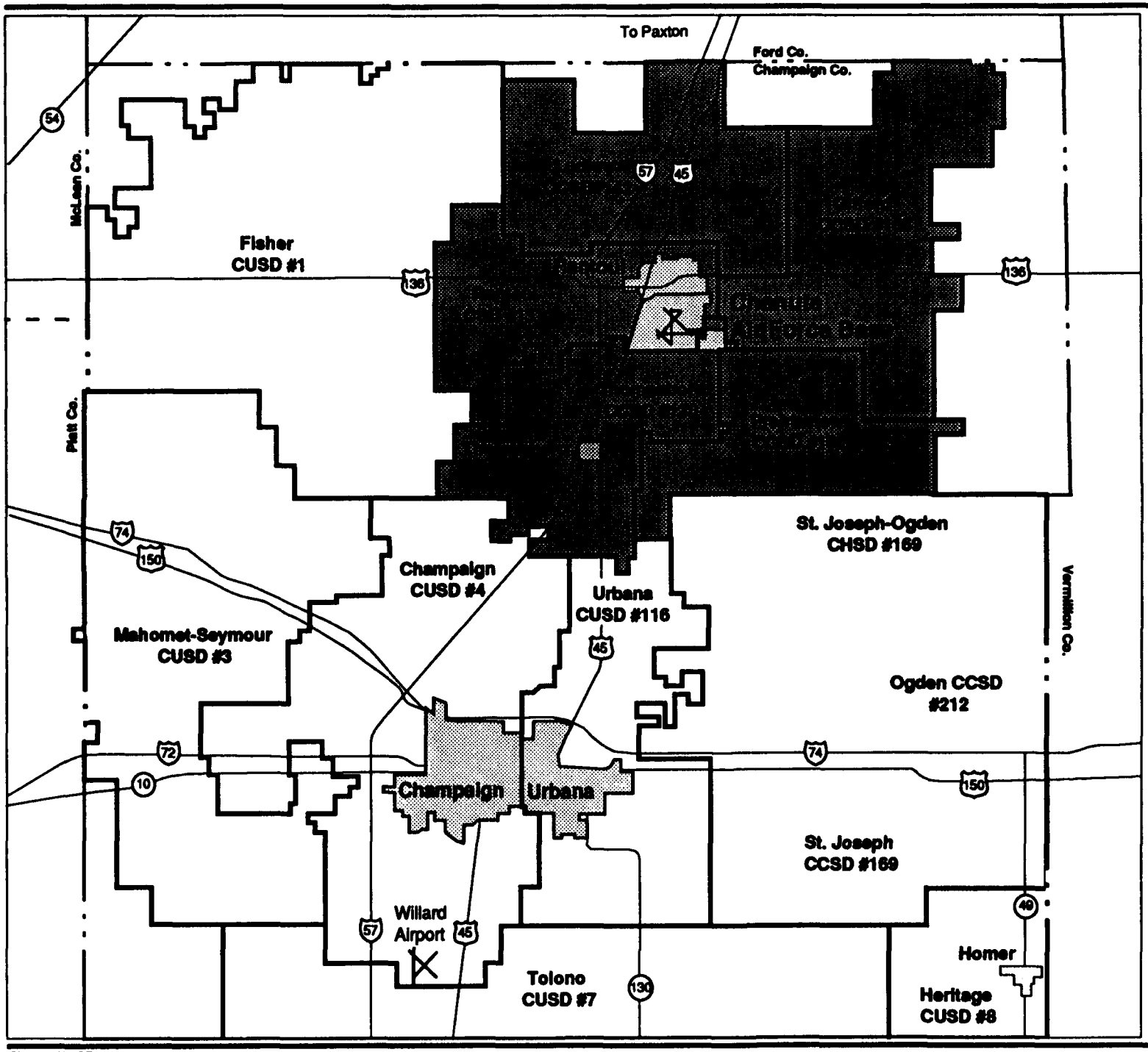
Based on interviews with Village of Rantoul representatives, Village municipal staffing levels are currently at levels that preclude further reductions. Reduction in the resident population does not necessarily reduce the area required to be patroled by the police or the number of police officers required. Similarly, street maintenance and other public works activities also would be required at or near preclosure announcement levels. Thus, no reduction in Village staff is projected in response to base closure.

Declining population county-wide, however, as well as in the communities of Champaign and Urbana, could enable staffing levels directly associated with base activities to be reduced. Projected declining county population could permit county staff levels to be reduced by about 40 positions and still retain existing public service levels of 3.0 employees per 1,000 population. This excludes any changes that may occur from non-base related changes. In the communities of Champaign and Urbana, staff reductions could be minimal, less than 5 positions for each city.

3.4.3.2 Public Education

Preclosure Conditions

In 1988, public education facilities and services in Champaign and southern Ford counties were provided by 19 school districts (Figure 3.4-4, Table 3.4-15); some districts have since been consolidated. It should be noted that the school district boundaries differ from municipal boundaries. School districts ranged in enrollment size from 78 students in Penfield Community Consolidated School District No. 224 to more than 8,200 students in Champaign Community Unit School District No. 4. Between 1980 and 1988, total enrollments at public



School District Boundaries

Chanute AFB
Rantoul, Illinois

Key Map

EXPLANATION

- Rantoul Township High School District #193
- State Route
- U.S. Route
- Interstate

0 1.5 3 6 Miles

Figure 3.4-4

Chanute/122 SE-5

Table 3.4-15. Regional Public School Enrollments and Student/Staff Ratios

	Fall 1988			Fall 1987			Fall 1986		
	Enrolled[a]	Staff[b]	Students/ Staff	Enrolled[a]	Staff[b]	Students/ Staff	Enrolled[c]	Staff[d]	Students/ Staff
Champaign County									
Rantoul City School District #137	2,466	168	14.7	2,484	165	15.1	2,436	162	15.0
Rantoul Township High School Dist #193	997	81	12.3	1,050	75	14.0	1,011	73	13.8
Fisher Community Unit School Dist #1	528	42	12.6	550	44	12.5	551	42	13.1
Mahomet-Seymour Comm Unit Sch Dist #3	2,131	139	15.3	2,148	140	15.3	2,042	131	15.6
Champaign Comm Unit School Dist #4	8,259	610	13.5	8,202	620	13.2	8,293	574	14.4
ABL Community Unit School District #6	278	35	7.9	292	34	8.6	273	31	8.8
Tolono Community Unit School Dist #7	1,305	98	13.3	1,341	94	14.3	1,343	92	14.6
Urbana School District #116	4,955	390	12.7	4,968	378	13.1	4,962	359	13.8
Thomasboro Comm Consolidated Sch #130	284	20	14.2	283	19	14.9	256	20	12.8
Ludlow Comm Consolidated Sch Dist #142	130	12	10.8	123	13	9.5	121	13	9.3
St. Joseph Comm Cons'd Sch Dist #169	542	40	13.6	558	43	13.0	588	42	14.0
Gifford Community Grade Sch Dist #188	159	12	13.3	172	12	14.3	159	11	14.5
Prairieview Comm Cons'd Sch Dist #192	176	13	13.5	193	13	14.8	199	13	15.3
Homer Comm Consolidated Sch Dist #208	315	17	18.5	310	32	9.7	359	30	12.0
Ogden Comm Consolidated Sch Dist #212	158	12	13.2	167	12	13.9	157	11	14.3
Penfield Comm Cons'd Sch Dist #224	78	7	11.1	83	7	11.9	75	7	10.7
St. Joseph Ogden Comm HI Sch Dist #305	383	35	11.1	424	39	10.9	439	34	12.9
Southern Ford County									
Gibson City Comm Unit Sch Dist #1	899	60	15.0	880	63	14.0	904	59	15.3
Paxton Community Unit Sch Dist #2	1,085	70	15.5	1,071	68	15.8	1,058	69	15.3
ROI Total	25,133	1,861	13.5	25,299	1,871	13.5	25,226	1,773	14.2

Notes:
(a) "Enrollment Report Sept 30, 1988", Champaign-Ford Counties Regional Office of Education, 1988a.
(b) "Staffing Report Sept 30, 1988", Champaign-Ford Counties Regional Office of Education, 1988b. Certified staff only.
(c) Table 1, Public District Fall Enrollment, Fall 1986, Illinois State Board of Education, 1987a.
(d) Table 2, Public District Staff in FTE with Pupil Staff Ratios, Fall 1986, Illinois State Board of Education, 1987b.

school districts in Champaign County declined 3.8 percent, or approximately 0.5 percent annually (Table 3.4-16). The greatest percentage enrollment decreases have been at Gifford Community Grade School District No. 188 (24.6 percent), St. Joseph Community Consolidated School District No. 169 (20.8 percent), and Rantoul Township High School District No. 193 (17.5 percent); the greatest decreases in absolute number of students during that period were at Champaign Community Unit School District No. 4 (256 students), Rantoul Township High School District No. 193 (211 students), Urbana School District No. 116 (203 students), and Tolono Community Unit School District No. 7 (181 students).

In 1988, student/staff ratios in the region ranged from 7.9 in the ABL Community Unit School District No. 6 to 18.5 in Homer Community Consolidated School District No. 208 (Champaign-Ford Counties Regional Office of Education, 1988 a, b). The average student/staff ratio in the ROI was 13.5, compared to a state average of 19.7 (Illinois State Board of Education, 1987a, b) and a national average of 18.0 (U.S. Department of Education, 1987).

The school districts whose enrollments are most affected by military and civilian population at Chanute AFB are the two districts in the Village of Rantoul and various rural districts surrounding the base. No public schools are located on the base; the majority of dependents of Air Force personnel receive public education through Rantoul City School District No. 137 and Rantoul Township High School District No. 193 (Table 3.4-17).

Rantoul City School District No. 137. Rantoul City School District No. 137 operates five elementary (kindergarten through grade 6) schools and one junior high (grades 7-8) within the Village of Rantoul. Enrollments, teaching strength, and capacities are presented in Tables 3.4-16 and 3.4-17. Each of the district's schools operates well below its design capacity; in fact, the entire district enrollment is at 60 percent of its potential enrollment capacity. Enrollments at each school are evenly distributed, with the largest at Northview School. Between 1984 and 1988, total district enrollment has remained fairly constant, but the distribution of enrollment between grades has changed substantially. Table 3.4-18 presents a breakdown of enrollment by grade during that period and shows that kindergarten enrollment declined by more than 18 percent during those 4 years (5 percent annually). Enrollments in the middle grades, notably between third and seventh, have increased between 7.6 and 17.0 percent.

Rantoul City School District No. 137 serves more dependents of Chanute AFB personnel than any other; of the total district enrollment, slightly more than 50 percent are military dependents (Table 3.4-19). During the past 5 years, the percentage of enrollment constituting military dependents has been as high as 55.4 percent (1987); in 1989, the percentage was at a 5-year low of 49.8 percent. Many of these students have been enrolled in the district's well-known special education program called CHAP ("Children Have a

Table 3.4-16. Historic Fall Enrollments in Public School Districts in Champaign County: 1980-1988

School District	1980	1981	1982	1983	1984	1985	1986	1987	1988	Total % Change '80-'88	Average Annual Change
Rantoul City School District #137	2,415	2,386	2,467	2,437	2,450	2,461	2,411	2,484	2,466	2.1%	0.3%
Rantoul Township High School Dist #193	1,208	1,080	1,028	1,001	992	1,008	1,013	1,050	997	-17.5%	-2.4%
Fisher Community Unit School Dist #1	586	587	585	566	545	521	553	550	528	-9.9%	-1.3%
Mahomet-Seymour Comm Unit Sch Dist #3	1,911	1,889	1,922	1,898	1,859	1,969	2,069	2,148	2,131	11.5%	1.4%
Champaign Comm Unit School Dist #4	8,515	8,362	8,310	8,165	8,193	8,195	8,300	8,202	8,259	-3.0%	-0.4%
ABL Community Unit School District #6	282	272	278	285	281	289	278	292	278	-1.4%	-0.2%
Tolono Community Unit School Dist #7	1,486	1,443	1,438	1,380	1,375	1,358	1,322	1,341	1,305	-12.2%	-1.6%
Urbana School District #116	5,158	5,031	4,906	4,785	4,769	4,828	4,886	4,968	4,955	-3.9%	-0.5%
Thomasboro Comm Consolidated Sch #130	265	285	247	258	235	255	274	283	284	7.2%	0.9%
Ludlow Comm Consolidated Sch Dist #142	131	118	111	131	120	149	126	123	130	-0.8%	0.1%
St. Joseph Comm Cons'd Sch Dist #169	684	655	627	616	592	598	579	558	542	-20.8%	-2.9%
Gifford Community Grade Sch Dist #188	211	198	168	177	163	163	172	172	159	-24.6%	-3.5%
Prairieview Comm Cons'd Sch Dist #192	180	192	193	195	189	201	208	193	176	-2.2%	-0.3%
Homer Comm Consolidated Sch Dist #208	376	372	388	360	362	359	362	310	315	-16.2%	-2.2%
Ogden Comm Consolidated Sch Dist #212	155	156	165	158	154	169	158	167	158	1.9%	0.2%
Penfield Comm Cons'd Sch Dist #224	80	79	80	82	80	79	79	83	78	-2.5%	-0.3%
St. Joseph Ogden Comm Hi Sch Dist #305	432	431	426	433	444	445	438	424	388	-10.2%	-1.3%
Public School District Totals	24,075	23,516	23,339	22,927	22,803	23,067	23,228	23,348	23,149	-3.8%	-0.5%

Source: Champaign County Regional Planning Commission, 1989.

Table 3.4-17. Capacity of Public Schools Within Village of Rantoul

	School Capacity	Fall 1988 Enrollment	Fall 1988 Instructors	Fall 1988 Students/ Teacher	Fall 1987 Enrollment	Fall 1987 Instructors	Fall 1987 Students/ Teacher
Champaign County							
Rantoul City School District #137	4,120	2,441	155	15.7	2,463	150	16.6
Broadmeadow School	650	412	20	20.6	430	22	19.5
Eastlawn School	600	399	24	16.6	427	25	17.1
Maplewood School	700	324	22	14.7	435	25	17.4
Northview School	700	461	29	15.9	456	27	16.9
Pleasant Acres School	675	429	26	16.5	302	17	17.8
J.W. Eater Jr High School	795	416	34	12.2	413	34	12.1
Rantoul Township High School Dist #193	1,200	997	81	12.3	1,050	75	14.0
Rantoul High School	1,200	997	81	12.3	1,050	75	14.0

Sources: Illinois State Board of Education, 1989; Rantoul City School District #137, 1989; Rantoul Township High School District #193, 1990.

Table 3.4-18. Fall Enrollments by Grade for Public School Districts Serving Rantoul: 1984-1988

Grade	1984	1985	1986	1987	1988	Total % Change '84-'88	Average Annual Change
K	388	380	381	335	316	-18.6%	-5.0%
1st	332	349	329	328	334	0.6%	0.2%
2nd	319	293	321	302	282	-11.6%	-3.0%
3rd	250	280	259	300	285	14.0%	3.3%
4th	237	240	246	240	255	7.6%	1.8%
5th	214	211	232	237	242	13.1%	3.1%
6th	213	206	201	223	233	9.4%	2.3%
7th	182	203	181	214	213	17.0%	4.0%
8th	195	176	179	178	183	-6.2%	-1.6%
Elem. Special Ed.	120	123	82	106	98	-18.3%	-4.9%
Elementary Total	2,450	2,461	2,411	2,463	2,441	-0.4%	-0.1%
9th	272	269	239	269	221	-18.8%	-5.1%
10th	226	251	257	235	251	11.1%	2.7%
11th	252	227	240	247	206	-18.3%	-4.9%
12th	198	207	208	232	238	20.2%	4.7%
Sec. Special Ed.	44	54	69	49	60	36.4%	8.1%
Secondary Total	992	1,008	1,013	1,032	976	-1.6%	-0.4%

Note: Grades K-8 served by Rantoul City School District No. 137; grades 9-12 served by Rantoul Township High School District No. 193.
Source: Champaign County Regional Planning Commission, 1989.

Potential"). Although the program is costly for the district to run, participation is high, with 390 students (159 military dependents) enrolled in the 1988-1989 school year (Rantoul City School District No. 137, 1989).

Table 3.4-19 Enrollment Breakdown for Rantoul City School District No. 137

Enrollment Type	Year 1989	1988	1987	1986	1985
Total District Enrollment	2,478	2,466	2,483	2,466	2,484
Regular Military Living On Base	940	935	946	955	940
Special Education Military Living On Base	114	140	137	123	150
Regular Military Living Off Base	167	161	243	259	221
Special Education Living Off Base	12	19	29	30	32
Total Special Education Military	126	159	166	153	182
Total Military Living On Base	1,054	1,075	1,083	1,078	1,090
Total Military Living Off Base	179	180	272	289	253
Total Military	1,233	1,255	1,355	1,367	1,343
Percent of Total Enrollment Military	49.8%	50.9%	54.6%	55.4%	54.1%

Source: Rantoul City School District No. 137, 1989.

During the 1988-89 school year, teaching staff strength varied at the district's schools; J.W. Eater Junior High School had the greatest number of teachers. Student/teacher ratios in the district ranged from 12.2 at J.W. Eater Junior High to 20.6 at Broadmeadow School; the district average was 15.9.

Rantoul Township High School District No. 193. Rantoul High School District No. 193 is composed of only one high school: Rantoul High School. Located in Rantoul, the school serves the Village of Rantoul, Chanute AFB, and neighboring unincorporated areas. Students who have attended schools in Rantoul City School District No. 137, Ludlow Community Consolidated School District No. 142, Thomasboro Community Consolidated Grade School District No. 130, Gifford Community Consolidated Grade School District No. 188, and part of Prairieview Community Consolidated School District No. 192 attend Rantoul High.

The school district lost more than 200 students between 1980 and 1983, but enrollments have declined only slightly since then. Between 1984 and 1988, the distribution of students by grade showed significant variation, with the ninth and eleventh grade enrollments declining by more than 18 percent and tenth and twelfth grade enrollments increasing at more than 11 and 20 percent, respectively. These variations result from alternating large and small graduating classes advancing through high school. Current enrollment at the school is approximately 975 students, down from an average of 1,000 students over the last 5 years. The school has the capacity to accommodate approximately 200 additional students. According to the district superintendent, about 20 percent of the enrolled students are Air Force dependents. That percentage has remained constant over the last 5 years (Rantoul Township High School District No. 193, 1990).

The number of teachers at the school rose from 75 to 81 between fall 1987 and fall 1988, leading to a decrease in the student/teacher ratio from 14.0 to 12.3.

Other Area School Districts. A table published by the Champaign-Ford Counties Regional Office of Education indicates that, in addition to Rantoul City School District No. 137 and Rantoul Township High School District No. 193, public school enrollments at several other districts in the area surrounding Chanute AFB comprise substantial numbers of military dependents. Between 6 and 65 percent of the enrollments at these districts comprised dependents of military and civilian personnel employed at Chanute AFB (Table 3.4-20). The greatest percentages are found in the Village of Rantoul (as presented above), with percentages decreasing at greater distances from the base.

Table 3.4-20. Enrollments Related to Chanute AFB, 1987

Public School District	Total Enrolled	Military Dependents	Civilian Dependents	AFB-Related Dependents	AFB-Related Percentage of Enrolled
Rantoul City SD #137	2,483	1,355	248	1,603	65
Rantoul HSD #193	990	249	176	425	43
ABL Dist #6	240	14	30	44	18
Thomasboro SD #130	283	24	20	44	16
Paxton SD #2	1,081	71	104	175	16
Ludlow SD #142	136	15	6	21	15
Gifford SD #188	161	8	14	22	14
Fisher CU Dist #1	526	21	11	32	6
Penfield SD #244	81	5	–	5	6

Note: Total enrollment figures vary from those presented above since figures were supplied here at different times; enrollments are 1987 estimates.

Source: Champaign-Ford Counties Regional Office of Education, 1988b.

Future Baseline

Potential impacts to public school enrollments and teaching staff strength arising from closure are presented in Tables 3.4-21 and 3.4-22. Public school enrollments related to operations at the Chanute AFB site would decline throughout the ROI, with the greatest decreases occurring in Rantoul Township High School District No. 193 and Rantoul City School District No. 137. Enrollments at both the Rantoul Township High School District No. 193 and Rantoul City School District No. 137 include large numbers of dependents of workers (both military and civilian) involved with activities at Chanute AFB. In 1988, an estimated 454 (46 percent) of the 997 students in the Rantoul High District and 1,384 (56 percent) of the 2,466 students in the Rantoul City School District were dependents of Chanute AFB workers. By 1994, enrollments at both these school districts would decrease as a result of base closure. Enrollments would change from 454 students to only those students associated with caretaker personnel in Rantoul Township High School District No. 193 (representing a 45.6-percent reduction in total enrollment from current levels) and from 1,384 students to only those students associated with caretaker personnel in Rantoul City School District No. 137 (a 56.1 percent reduction in total enrollments from current levels).

Corresponding reductions in teaching strength and facility use would accompany these projected enrollment decreases. Currently, public school enrollment demand generated from all operations at Chanute AFB accounts for 37 of the 81 teachers in Rantoul Township High School District No. 193 and 94 of the 168 teachers in Rantoul City School District No. 137. Decreased enrollment between 1988 and 1994 would lead to decreases in demand for

Table 3.4-21. Site-Related Future Baseline Enrollments, 1987-2014

	1987	1988	1989	1990	1991	1992	1993	1994	1999	2004	2014
Rantoul #193	506	454	407	375	375	375	188	0	0	0	0
Rantoul #137	1,543	1,384	1,240	1,143	1,143	1,143	571	0	0	0	0
Thomasboro #130	29	26	24	22	22	22	11	0	0	0	0
Ludlow #142	16	15	13	13	13	13	6	0	0	0	0
Gifford #188	13	12	11	11	11	11	5	0	0	0	0
Prairieview #192	1	1	1	1	1	1	0	0	0	0	0
Champaign #4	117	108	94	85	85	85	43	0	0	0	0
Urbana #116	66	61	54	49	49	49	24	0	0	0	0
Other Champaign Co.	63	58	51	46	46	46	23	0	0	0	0
Paxton #2	107	96	89	83	83	83	41	0	0	0	0
Other Ford Co.	11	10	9	8	8	8	4	0	0	0	0
Total	2,472	2,225	1,993	1,835	1,835	1,835	917	0	0	0	0

Note: Columns may not sum to totals because of rounding.

Table 3.4-22. Site-Related Future Baseline Teacher Employment

	1987	1988	1989	1990	1991	1992	1993	1994	1999	2004	2014
Rantoul #193	41	37	33	31	31	31	15	0	0	0	0
Rantoul #137	105	94	84	78	78	78	39	0	0	0	0
Thomasboro #130	2	2	2	2	2	2	1	0	0	0	0
Ludlow #142	2	1	1	1	1	1	1	0	0	0	0
Gifford #188	1	1	1	1	1	1	0	0	0	0	0
Prairieview #192	0	0	0	0	0	0	0	0	0	0	0
Champaign #4	9	8	7	6	6	6	3	0	0	0	0
Urbana #116	5	5	4	4	4	4	2	0	0	0	0
Other Champaign Co.	5	4	4	3	3	3	2	0	0	0	0
Paxton #2	7	6	6	5	5	5	3	0	0	0	0
Other Ford Co.	1	1	1	1	1	1	0	0	0	0	0
Total	178	159	143	132	132	132	66	0	0	0	0

Note: Columns may not sum to totals because of rounding.

teachers in both school districts. By 1994, and lasting until 2014, the staff could be reduced by 37 staff in Rantoul Township High School District No. 193 and by 94 in Rantoul City School District No. 137, while maintaining current student/staff ratios. Such projected reductions in enrollments and staff strengths would also likely lead to consolidation of classes and multiple school closures to minimize operating expenses in Rantoul City School District No. 137. Because Rantoul Township High School District No. 193 operates only one school, maintenance and operation of the facility likely would remain unchanged regardless of enrollment changes.

Public school enrollment decreases would not be as great at other school districts in the ROI, but there would still be a decreased demand for staff. By 1994, and lasting through 2014, Champaign Community Unit School District No. 4 would require eight fewer staff; Urbana School District No. 116, five fewer; Paxton Community Unit School District No. 2, six fewer; Thomasboro Community Consolidated School District No. 130, two fewer; and Ludlow Community Consolidated School District No. 142 and Gifford Community Grade School District No. 188 each one less in order to maintain existing student/staff ratios. Declining requirements for staff may result in layoffs within the region. If these persons remain in the region, they may be available for rehire if reuse-related growth occurs.

3.4.3.3 Police Protection

Preclosure Conditions

Prior to base closure, police protection in the region surrounding Chanute AFB is provided by forces from the base, the Village of Rantoul, the Champaign County Sheriff's Office, and the Illinois State Police. Other, larger forces in the region include the Champaign (City) Police Department, Urbana Police Department, and the University of Illinois Police Department. Several departments maintain holding facilities for detainees; however, the 72-cell, 131-person capacity Champaign County Correctional Center in Urbana is the only correctional facility in the county. It serves all police departments in the county. All of these facilities, except the Chanute AFB force, are expected to remain in operation following base closure.

3345th Security Police Squadron. Security and law enforcement at Chanute AFB are provided by the 3345th Security Police Squadron. The sole exception is the Ash Housing Area, where the Champaign County Sheriff's Office maintains a proprietary jurisdiction. Chanute AFB police have no mutual aid agreements with any other jurisdictions. The principal responsibilities of the 3345th Security Police Squadron are protection of property and law enforcement functions similar to those of civilian police departments.

The 3345th Security Police Squadron had a total force strength of 58 in 1990, including 2 officers, 45 enlisted, and 3 civilians (all with sworn officer authority) and 8 non-active police or administrative positions. The squadron operated eight sedans and one van (U.S. Air Force, 1990e). The strength of the squadron has been reduced significantly from 135 personnel in 1988 as a result of Air Force-wide cuts in personnel unrelated to potential base closure. This reduction in strength has forced base authorities to close the West Gate and restrict access through the East Gate.

There is an on-base jail with a four-bed capacity. The facility is designed for temporarily holding detainees (U.S. Air Force, 1990e).

Rantoul Police Department. The Rantoul Police Department provides law enforcement and police protection services within the incorporated limits of the Village of Rantoul, with the exception of any portion of Chanute AFB that is under exclusive federal jurisdiction. The Rantoul Police Department also is responsible for the Emergency Ambulance Service for the northern half of Champaign County. The department operates out of a single police station in downtown Rantoul with a strength of 21 sworn officers (including the police chief) and 6 administrative staff members. The Village's level of service for police protection is 1.2 officers per 1,000 population. The department maintains ten police cruisers and one holding facility with a three-cell capacity.

Champaign County Sheriff's Office. The Champaign County Sheriff's Office is responsible for law enforcement, corrections, and court services in all unincorporated areas of the county. The Sheriff's Office has mutual aid agreements with most municipal forces in the county to provide additional support when necessary. Most smaller forces in rural areas of the county rely on the Sheriff's Office for assistance during larger incidents.

The Sheriff's Office operates from their headquarters station in central Urbana. There is a total staff of 125, including 49 sworn officers, constituting an operating level of service of 1.0 officer per 1,000 population. The office maintains 35 marked police cruisers, 1 wagon, and 20 unmarked police vehicles.

The Champaign County Sheriff's Office also is in charge of operating the Champaign County Correctional Center adjacent to the Sheriff's Office. This 72-cell, 131-person capacity facility takes prisoners from all parts of the county.

Illinois State Police. The Illinois State Police are responsible for patrolling services throughout the state. They have jurisdiction anywhere within the state, except where federal agencies have exclusive jurisdiction. In the case of Chanute AFB, the installation has exclusive jurisdiction over most of the base property. Given their state-wide authority, the State Police require no special arrangements with any other law enforcement department.

The District 10 office, serving Champaign County, is adjacent to I-57 in Peoctum, approximately 13 miles south of Champaign. This office maintains a force of 84 sworn officers and 20 support staff members with 84 patrol vehicles. It provides law enforcement at a level of service of 0.5 officers per 1,000 population.

Other Area Police Departments. Other police departments in the vicinity of Chanute AFB and the Village of Rantoul tend to maintain smaller forces than those previously mentioned. For example, the Paxton Police Department has a force of six sworn officers, two cruisers, and no support staff. Paxton provides police protection at a level of service of 1.5 officers per 1,000 population. The Thomasboro Police Department, with just one patrol officer and one police car, has a level of service of 0.5 officers per 1,000 population, and relies on assistance from the Champaign County Sheriff's Office.

The larger law enforcement offices in the county are concentrated in the Champaign-Urbana urban area. The City of Champaign Police Department has a force of 99 sworn officers and 27 support staff members and operates 47 vehicles (26 marked squad cars, 20 unmarked, and 1 special weapons van). This department operates at a level of service of 1.6 officers per 1,000 population. The Urbana Police Department employs 43 sworn officers and 11 support staff personnel and operates 9 marked cruisers, 6 unmarked, and 2 administrative vehicles. The department provides police protection at a level of service of 1.2 officers per 1,000 population. The University of Illinois Police Department has jurisdiction over university buildings, parking lots, and grounds (excluding public streets), and enforcement powers similar to those of any municipal agency. They have a staff of 45 officers and 19 support members and operate 9 marked and 9 unmarked police cars. These forces maintain mutual aid agreements with one another and with the Champaign County Sheriff's Office in Urbana.

Future Baseline

Potential impacts resulting from changes in demand for police protection services reflect the pattern discussed under the closure baseline conditions. No force reductions are projected in the Village of Rantoul. However, declining requirements for police protection may result in layoffs in other jurisdictions. If these persons remain in the region, they may be available for rehire if reuse-related growth occurs.

The Champaign County Sheriff's Office could maintain its current public service level of 1.0 sworn officer per 1,000 people under the future baseline through elimination of about 13 positions. Effects in other jurisdictions would be negligible.

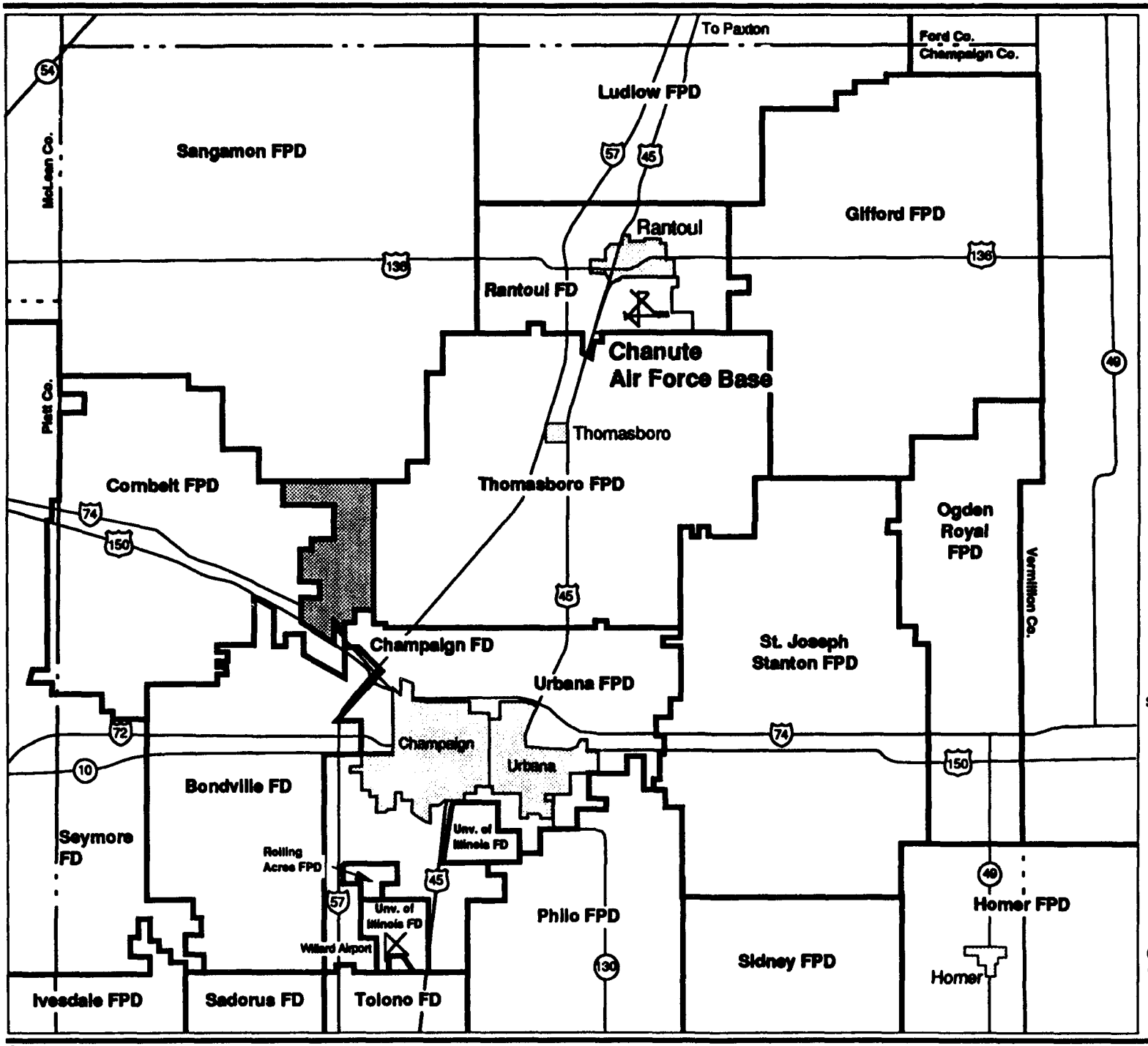
3.4.3.4 Fire Protection

Preclosure Conditions

Champaign County is divided into 31 fire department response areas and fire protection districts (Figure 3.4-5) (Champaign County Regional Planning Commission, 1988). The districts maintain mutual aid agreements with one another to ensure assistance and support during emergencies. Because the region is primarily rural, the majority of the area is served by volunteer fire departments. The area surrounding Chanute AFB is served exclusively by the volunteer-staffed Rantoul Fire Department and Thomasboro Fire Protection District, with the exception of the base itself. The fire departments staffed with professional firefighters are limited to larger cities within the region (e.g., Champaign and Urbana).

3345th Civil Engineering Squadron/DEF. The fire protection branch of the 3345th Civil Engineering Squadron/DEF is responsible for fire prevention and suppression support at Chanute AFB and at the mothballed Chapman Court housing area in Rantoul. It also provides support to surrounding communities and organizations through mutual aid agreements. The base fire organization provides 24-hour response with 35 enlisted and 8 civilian firefighters, reduced from 42 enlisted and 10 civilian firefighters in 1989. As with the 3345th Security Police Squadron, the strength of the base firefighting organization has been reduced largely as a result of Air Force-wide cuts in personnel unrelated to potential base closure. The organization operates three fire engines, one rescue vehicle, three carry-alls, and one sedan (U.S. Air Force, 1990e). (Also available for fire protection services are large crash trucks with foam- and water-carrying capability currently housed at the base's fire school.)

Rantoul Fire Department. The response area of the Rantoul Fire Department includes the Village of Rantoul and surrounding rural areas to the north, east, and west. The department has an authorized (by the Village) staff strength of 28 volunteers, although the current staff consists of only 26 volunteer firefighters. Each firefighter has been trained in basic life support; nine are certified emergency medical technicians. All volunteer firefighters are civilian; no military personnel serve as volunteers for the Rantoul Fire Department. Administrative support is provided by the volunteers themselves as well as by staff from the Village of Rantoul. The fire department operates from a main station in downtown Rantoul and a substation on the east side of the Village. The department maintains four engines, one heavy rescue, one aerial, and one command post vehicle. With the exception of the large crash trucks with foam- and water-carrying capabilities housed at the Chanute AFB fire school, the equipment of the Rantoul Fire Department matches that maintained by the base fire protection squadron.



Chanute/123-8

Fire District Boundaries

Chanute AFB Rantoul, Illinois

EXPLANATION

No Coverage

Key Map

0 1.5 3 6 Miles

Figure 3.4-5

Thomasboro Fire Protection District. The Thomasboro Fire Protection District is responsible for fire protection services for a 77-square mile area south of the Rantoul Fire Department response area and Chanute AFB. The district's staff consists of 32 volunteers, half of whom are trained in emergency medical service.

Other Area Fire Departments. The departments in the region staffed with professional firefighters are in Champaign and Urbana. The Champaign Fire Department, with 96 professional firefighters, provides fire protection services for the city of Champaign (Illinois Department of Commerce and Community Affairs, 1990a). The Urbana Fire Department maintains a staff of 42 professional firefighters (Illinois Department of Commerce and Community Affairs, 1990c).

Future Baseline

Fire protection in the ROI is provided predominantly by departments relying on volunteer firefighters, with the exception of fire departments in the Champaign-Urbana area. Local fire protection agencies would no longer be able to rely on the large foam- and water-carrying crash trucks of the base fire school. Also, these smaller agencies would no longer be able to rely on the fully staffed fire protection organization of the base in case of emergencies, as provided for in mutual aid agreements.

3.4.3.5 Health Care Services

Preclosure Conditions

Six acute care hospitals are in the ROI, including the Chanute AFB Hospital. Currently, there are 369 medical doctors (MD, including surgeons and dentists), 1,651 registered nurses (RN), and 362 licensed practical nurses (LPN) registered to practice in Champaign County; 10 MDs, 132 RNs, and 53 LPNs are registered in Ford County.

Military Health Care Services. The Chanute AFB Hospital, designed to accommodate approximately 250 in-patients, is currently functioning at a 15-bed capacity. It offers 24-hour emergency care, as well as in- and out-patient medical and dental services. The Chanute AFB Hospital had 1,441 in-patient admissions during 1988. Of 336 patients referred to other hospitals, 208 received in-patient care in civilian hospitals; the remaining 128 patients were hospitalized in other military facilities.

Chanute AFB Hospital clinics served 134,572 out-patients in 1988, and referred 2,391 patients to other facilities (533 to other military health care facilities and 1,858 to civilian clinics and physicians). The various clinics within the base hospital serve an average of 10,000 patients per month.

Out-patient services are offered in family practice, pediatrics, internal medicine, gynecology, obstetrics, surgery, optometry, podiatry, dental services, orthodontics, oral surgery and prosthodontics. The hospital and clinics provide services to active military personnel and their dependents, retired military personnel and their dependents, and dependents of deceased military personnel.

The closest Veteran's Administration (VA) Hospital is in Danville, approximately 45 miles east of Champaign-Urbana, with 860 general medical/surgical beds and 120 nursing home beds. VA hospitals generally provide medical services only to veterans with active-duty related injuries/illnesses and to former prisoners-of-war. Dependents of veterans are not eligible for care at VA hospitals.

The two Air Force bases with hospitals closest to Chanute AFB are Scott AFB in Belleville, Illinois, approximately 240 miles southwest of Rantoul, and Grissom AFB south of Logansport, Indiana, about 145 miles northeast of Rantoul. Scott AFB hospital was built to house 325 beds, but currently is authorized to use only 130 beds. Grissom AFB Hospital no longer offers in-patient services; all personnel requiring in-patient care are referred to Wright-Patterson AFB hospital in Ohio.

The Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) is a co-payment medical plan, with a $50 annual deductible, that provides payment for specific medical services to eligible dependents of active, retired, or deceased military personnel. As with many insurance plans, CHAMPUS pays approximately 75 percent of the set rate for a given medical service. Active military personnel also are covered by this program for medical services not available at their base, or for emergencies. CHAMPUS is honored by hospitals, clinics, and doctors nationwide, including all the health care facilities mentioned in this report. Because there are limitations and constraints to the coverage offered by CHAMPUS, retired military personnel are encouraged to supplement this health care plan with secondary coverage.

Rantoul Health Care Services. Two satellite clinics provide out-patient care in the Village of Rantoul. The Carle Clinic maintains a staff of three full-time family practice physicians and 4.5 full-time equivalent RNs and LPNs. Minor emergency care is provided from 9 am to 9 pm daily, with an X-ray technician on call. During 1988, the clinic averaged 1,000 patient visits per month. The Christie Clinic maintains a small out-patient staff at its Rantoul office, with one full-time RN and one part-time family practice physician. Obstetrical and gynecological care is offered once a month. The clinic also operates a minor emergency care room with an X-ray technician on call. Eight physicians, six dentists, and two chiropractors currently are providing medical services through private practice in the Village of Rantoul.

Other Regional Health Care Facilities. The Carle Foundation Hospital in Urbana has a current capacity of 288 beds and an emergency room with a Level 1 trauma surgeon on duty 24 hours. The hospital also has a Convenient Care Center, open daily from 9 am to 9 pm, that provides walk-in intermediate care for patients who cannot wait for an appointment but do not need emergency treatment. The site also contains an affiliated rehabilitation hospital, the Carle Pavilion, with 46 beds for the treatment of drug, alcohol, and food abuse disorders.

The main Covenant Medical Center in Urbana currently has a capacity of 268 beds. The 1988 average daily use was 150 in-patients. The Covenant Medical Center Satellite in Champaign averaged 50 in-patients daily in 1988; however, this facility is in the process of consolidating its services at the Urbana location. The Covenant Medical Center-Champaign will remain open until early 1992. The long-range plan for Covenant Medical Center is to have a single hospital complex at the Urbana site with staffing and facilities for 290 beds by July 1992.

The Gibson Community Hospital in Gibson City has a current capacity of 40 acute care beds, 4 of which are considered an Intensive Care Unit. The hospital also provides 42 nursing home beds, and a 24-hour emergency room with a medical doctor on staff at all times. The hospital averaged 14 patients daily during 1988.

Future Baseline

At base closure, Chanute AFB Hospital would be closed. The hospital closure might potentially create impacts to health care services, including a decrease in the availability of emergency room care in the northern part of the ROI and increased health-care costs for military retirees and their dependents.

Chanute AFB Hospital currently provides emergency room treatment to the non-military population in northern Champaign and southern Ford counties. The only other emergency room serving this part of the ROI is at the community hospital in Gibson City, about 20 miles northwest of Rantoul. In fiscal year 1990, the Chanute AFB Hospital emergency room treated 140 out-patient and 9 in-patient civilian trauma or critical care patients.

Costs for health care services to military retirees and their dependents who live in the ROI would likely increase when Chanute AFB Hospital closes. Retirees can use CHAMPUS to pay for private health care provided to them in the community, but they must pay a 25-percent co-payment. Medical care to military retirees and their dependents is free at any base hospital. To receive free health care, a retiree would need to drive approximately 480 miles round-trip to Scott AFB in Belleville, Illinois. That would entail a round-trip driving time of about 8 hours. The closest VA Hospital is in Danville, Illinois, approximately 45 miles east of Champaign-Urbana.

3.4.3.6 Recreation

Preclosure Conditions

The primary recreational services and facilities in the Chanute AFB area are provided by Chanute AFB, the Rantoul Park District, Rantoul Department of Recreation, and Champaign County Forest Preserve District. Other community park and recreation districts are operated by the cities of Champaign and Urbana.

Chanute AFB. Chanute AFB supports a well-developed recreational infrastructure for base personnel, dependents, and civil servants. Facilities on the base include a 5-year-old youth center, a 5-year-old Athletic Forum (which includes a double gym, weight-lifting facilities, and racquetball courts), an 18-hole golf course, a 15-acre lake with a park, numerous ball diamonds and tennis courts, and a swimming pool. The base also has a relatively new arts and crafts building that offers numerous activities, including woodworking, ceramics, auto hobby shop, photography, and frameworking.

Rantoul Park District. With its own taxing district, the Rantoul Park District operates in conjunction with the Village of Rantoul by providing funding for capital projects. The Village of Rantoul, in turn, provides the manpower necessary for project construction. The other main responsibility of the park district is operation of the Brookhill Golf Course, an 18-hole, 140-acre facility north of Rantoul. The golf course offers a pro shop and a new clubhouse.

Rantoul Department of Recreation. The Rantoul Department of Recreation is responsible for the operation and maintenance of all the recreational activities and facilities in the Village of Rantoul, outside of the schools and the Brookhill Golf Course. Activities sponsored by the department range from athletic activities for young children (such as tumbling) to baseball, basketball, and volleyball leagues, to senior citizen activities (cards and bingo). The facilities that fall under the department's care include the Civic Center, Rantoul Swimming Pool, and 12 community parks that comprise approximately 60 acres.

Champaign County Forest Preserve District. The Champaign County Forest Preserve District offers numerous activities through its preserves at Middlefork River near Penfield, the Lake of the Woods at Mahomet, and Homer Lake near Homer. Fishing, boating, swimming, camping, hiking, and golf, as well as educational and entertainment programs are offered at the preserves. The Middlefork River Forest Reserve, established in 1974, is 12 miles east and closest to Chanute AFB. The preserve offers more than 1,500 acres of woodlands, a swimming lake, a campground, picnic facilities, hiking trails, and an activity center. The Champaign County Forest Preserve has a full-time staff including naturalists and groundskeepers. The preserve is governed by a

five-member, elected board of commissioners; operations and administration of the preserve are directed by an executive director.

Future Baseline

Future baseline conditions would likely see less competition for use of existing facilities.

3.4.4 Public Finances

Village of Rantoul

Preclosure Conditions

General governmental services (public safety, street maintenance, community development, public health, and recreation services) are funded through the Village's general fund, special revenue funds, capital projects, and trust funds. In FY 1988, expenditures from these funds were approximately $3.5 million, approximately equal to the previous year's level (Table 3.4-23). In constant dollar terms, expenditures have fluctuated between $3.5 and $4.0 million over the previous 5 fiscal years.

Table 3.4-23. Village of Rantoul Governmental Funds, Revenues, and Expenditures[a]

	Fiscal Year				
	1984	1985	1986	1987	1988
Revenues					
Taxes	$1,677,410	$1,231,350	$1,288,348	$1,759,951	$1,808,630
Licenses and Permits	$75,909	$58,510	$59,942	$86,975	$94,853
Intergovernmental	$1,022,602	$1,344,406	$1,450,856	$1,298,670	$1,607,948
Charges for Services	$306,110	$330,743	$349,402	$196,111	$224,716
Fines and Forfeitures	$70,732	$74,592	$84,385	$78,040	$85,017
Miscellaneous	$61,350	$118,920	$62,176	$78,008	$132,205
Interest Earnings	$224,648	$250,365	$199,185	$205,356	$218,580
Subtotal	$3,438,761	$3,408,886	$3,494,294	$3,703,111	$4,151,949
Expenditures					
Government/Comm. Development	$1,432,627	$994,860	$886,921	$976,259	$906,919
Public Safety	$804,042	$1,006,836	$1,198,810	$1,138,180	$1,378,011
Highways and Streets	$554,403	$499,506	$469,522	$802,914	$453,036
Sanitation[b]	$157,788	$242,788	$167,467		
Culture and Recreation	$431,053	$511,758	$510,235	$802,616	$765,651
Subtotal	$3,379,913	$3,257,748	$3,232,955	$3,519,969	$3,503,617
Revenues (1988 dollars)	$4,031,373	$3,821,509	$3,806,420	$3,869,499	$4,151,949
Expenditures (1988 dollars)	$3,962,383	$3,652,184	$3,521,737	$3,678,129	$3,503,617

Notes: (a) Current dollars = then-year dollars.
(b) Sanitation services (landfill operations) were transferred to an enterprise fund in FY 1987.
Source: Village of Rantoul, 1989.

Public safety services (principally law enforcement activities) account for the single largest expenditure function in the Village. Fire protection is provided basically by a volunteer force paid on an on-call basis by the Village. The Village also provides and maintains both the main fire station downtown and the substation on the east side of town, and all fire department equipment. Fire protection expenditures in FY 1988 were approximately $135,000 (principally for personnel costs and contractual maintenance services). All fire department costs are funded through the Village's general fund account.

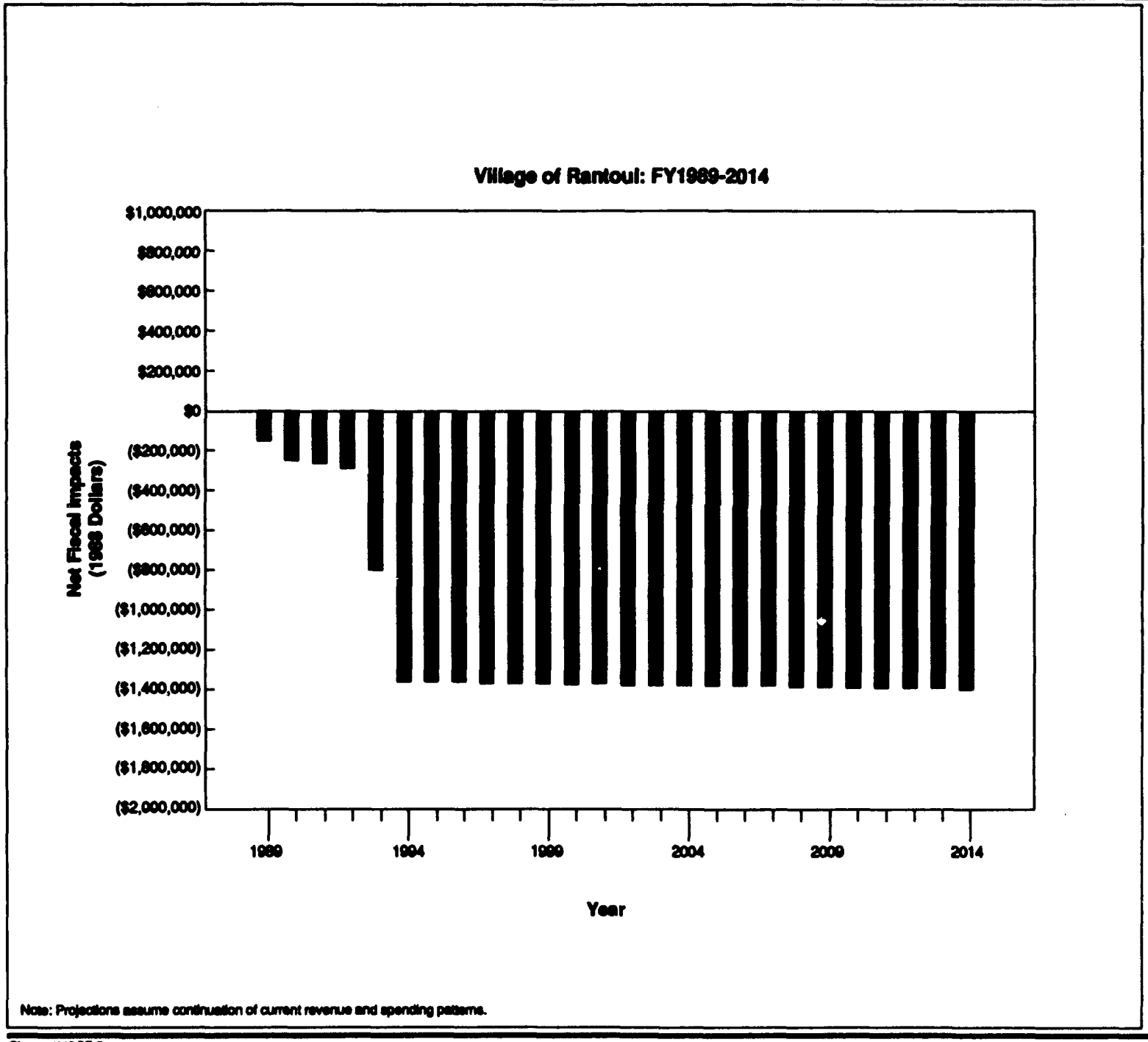
Revenues in FY 1988 were approximately $4.2 million, an increase of the previous year's level of $3.7 million. This increase was primarily the result of increased intergovernmental transfers accruing in the special and capital projects funds. In constant dollar terms, revenues have fluctuated between $3.8 and $4.2 million over the past 5 fiscal years. Tax revenue is the principal revenue source of the Village of Rantoul. Property taxes account for about 30 percent of all tax revenue and 15 percent of all revenue. Sales and utility taxes are the other principal local tax revenue sources. The Village of Rantoul imposes a local 1.0 percent sales tax. The total state-wide sales tax rate is 6.25 percent.

The balance in the Village of Rantoul's general fund was approximately $370,000 in FY 1988, representing about 17 percent of that fund's annual operating expenditures. Outstanding general obligation bond indebtedness was $2 million at the end of FY 1988. The Village of Rantoul is a home-rule municipality and, as such, is not subject to indebtedness or property tax rate limitations.

The Village of Rantoul also provides electrical service, water, wastewater treatment, and landfill services to its residents. These services are accounted for within the Village's enterprise funds. These services are funded through user charges and do not contribute to the general tax burden of area residents. In FY 1988, revenues and expenditures of these fund types were $4.4 million and $3.6 million, respectively. Retained earnings were $11.5 million at the end of FY 1988.

Future Baseline

The full effect on Village of Rantoul revenues and expenditures from base closure will be apparent by FY 1994 (Figure 3.4-6). The major effect will be the reduced spending by the workforce previously employed directly by the base, the indirect workforce previously providing contract services (construction and other maintenance and repair related services, for example), and secondary workers in the local economy.



Note: Projections assume continuation of current revenue and spending patterns.

Village of Rantoul Net Fiscal Projections- Site-Related Future Baseline

Chanute AFB Rantoul, Illinois

Figure 3.4-6

General and special revenue fund revenue losses are estimated to be $1.4 million by FY 1994. Revenue losses will be felt principally through reduced sales tax collections (approximately $370,000 annually) and in intergovernmental revenues ($470,000 annually, mostly as a result of lower motor fuel and income tax revenues). In addition, lower population levels in the Village of Rantoul are also assumed to result in negative pressure on existing residential and commercial property values, with property tax losses estimated to be about $67,000 annually. The Village of Rantoul, based on alternative financial and population outmigration assumptions, has indicated that revenue losses may be up to $1.7 million.

Village of Rantoul representatives have indicated that municipal staff levels are currently at levels that would preclude further reductions. No expenditure reductions, thus, are projected and the Village would experience annual shortfalls of the total estimated loss in revenues of $1.4 million. Outside financial assistance or increased local tax and non-tax revenue would be required to offset the projected deficit.

In addition to these losses, revenues accruing to the wastewater operations fund will be reduced by up to 36 percent ($324,000 annually, based on FY 1990 collections of $890,000), and expenditures from the fund would increase by at least $150,000 annually to adequately maintain the on-base wastewater system. To maintain operating funds at current levels, wastewater treatment charges to the remaining customers of the system would have to almost double, from approximately $270 annually per connection to $495 annually per connection (based on an existing level of approximately 3,300 customers and a future baseline level of approximately 2,100 customers).

Rantoul City Schools District No. 137

Preclosure Conditions

The Rantoul City Schools District No. 137 provides education services (kindergarten through grade 8) to residents within district boundaries. In FY 1988, revenues and expenditures of the district were $7.8 million and $7.7 million, respectively (Table 3.4-24). Per-pupil expenditures were approximately $3,100 in FY 1988. Over the previous 5 fiscal years, in constant dollar terms, expenditures have fluctuated between $7.4 and $7.9 million, and revenues have fluctuated between $7.8 and $8.1 million.

State source revenues and federal educational aid programs (Public Law [P.L.] 81-874 programs) are the major revenue sources of the district (Figure 3.4-7). State source revenues account for about 50 percent of all revenue, whereas federal sources account for about 25 percent. In FY 1988, P.L. 81-874 program revenues amounted to $1.6 million.

Table 3.4-24. Rantoul City Schools District No. 137 Governmental Funds, Revenues, and Expenditures (current year $)

	Fiscal Year				
	1984	1985	1986	1987	1988
Revenues					
Local Sources	$1,489,204	$1,697,100	$1,674,396	$1,634,532	$1,830,528
Property Taxes	$762,215	$854,115	$868,441	$842,530	$867,433
Other	$726,989	$842,985	$805,955	$792,002	$963,095
State Source Revenue	$3,474,335	$3,677,725	$3,712,763	$4,029,388	$3,925,123
Federal Source Revenue	$1,786,330	$1,855,714	$1,885,257	$1,933,878	$2,022,869
Total	$6,749,869	$7,230,539	$7,272,416	$7,597,798	$7,778,520
Expenditures					
Instruction	$3,422,236	$3,779,378	$4,023,070	$4,248,779	$4,358,612
Support Services	$2,505,282	$2,612,327	$2,746,301	$2,905,562	$2,892,066
Other			$138,483	$175,000	$274,778
Debt Services	$12,187	$12,187	$15,937	$16,926	$16,926
Capital Outlay	$519,464	$211,721	$316,094	$85,159	$163,416
Total	$6,459,169	$6,615,613	$7,239,885	$7,431,426	$7,705,798
Revenues (1988 dollars))	$7,913,094	$8,105,985	$7,922,022	$7,939,183	$7,778,520
Expenditures (1988 dollars)	$7,572,297	$7,416,607	$7,886,585	$7,765,335	$7,705,798
Expenditures Per Pupil (1988 dollars)	$3,051	$2,986	$3,198	$3,127	$3,125

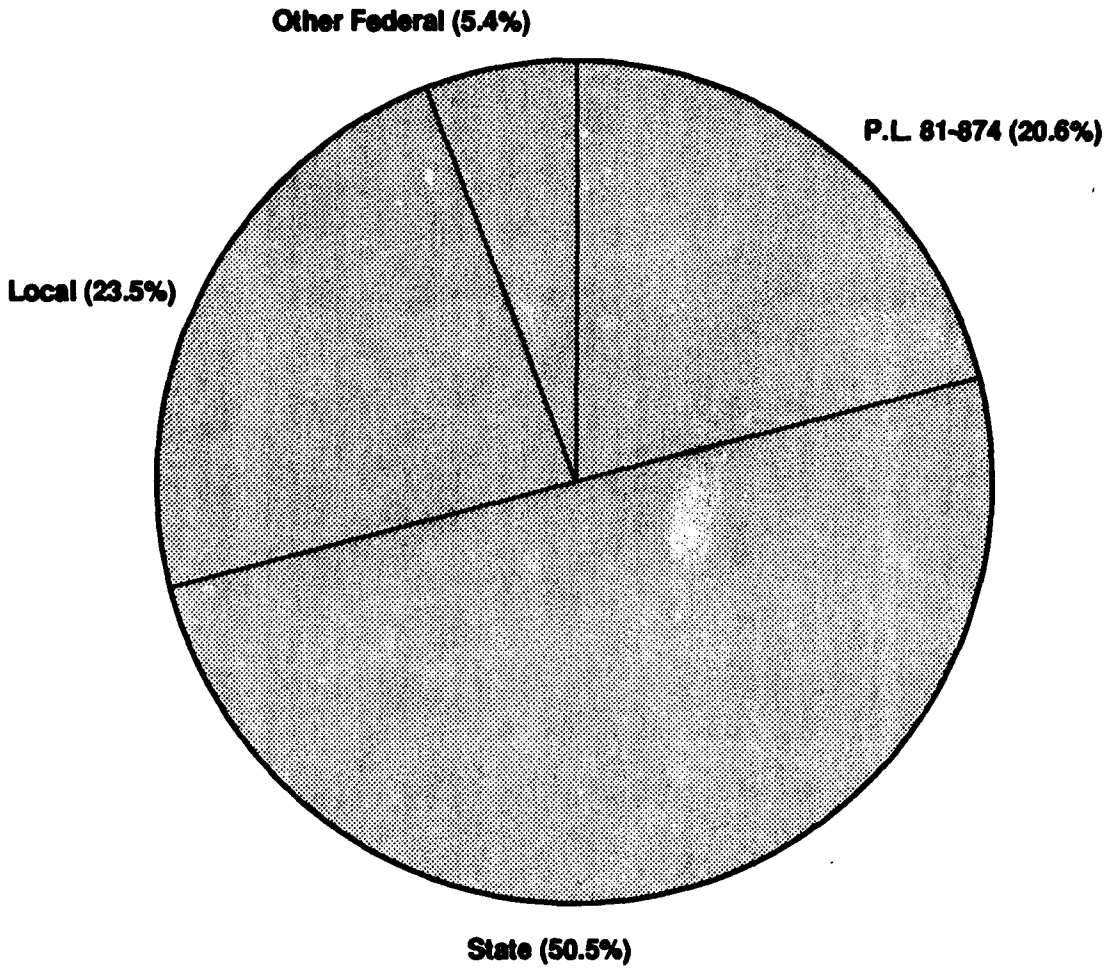
Source: Rantoul City Schools District No. 137, undated.

Table 3.4-25. Rantoul High School District No. 193 General and Special Funds, Revenues, and Expenditures FY 1988 (current year $)

Revenues	
Local Sources	$1,710,966
Property Taxes	$1,562,357
Other	$148,609
State Source Revenue	$1,433,940
Federal Source Review	$395,179
Total	$3,540,085
Expenditures	
Instruction	$2,262,724
Support Services	$1,122,882
Other	$73,131
Total	$3,458,737

Source: Striegel, Thoennes and Knobloch, 1988.

Revenue Sources by Type, FY 1988



Source: Rantoul City School District No. 137, undated

Rantoul City School District No. 137 Revenue Sources

Chanute AFB Rantoul, Illinois

EXPLANATION

P.L. = Public Law

Figure 3.4-7

Chanute/172-4

Future Baseline

The principal effects of Chanute AFB closure would be losses in federal and state education aid program revenues. The projected decrease in state aid revenues is approximately $3.0 million. Loss of P.L. 81-874 revenues would amount to $1.6 million. Total revenue loss from these sources, as well as other miscellaneous local federal sources is estimated at $6.1 million.

Illinois public education is funded from local, state, and federal sources. The general state aid entitlement formula in Illinois calculates state aid revenues based on a minimum per-pupil contribution from state and local sources. In FY 1991, the total combined contribution is estimated at $2,539 per pupil, assuming a maximum tax rate of 1.9 percent and a state guaranteed equalized assessed valuation of $133,636 per pupil, calculated as the weighted average dollar amount over the previous three years.

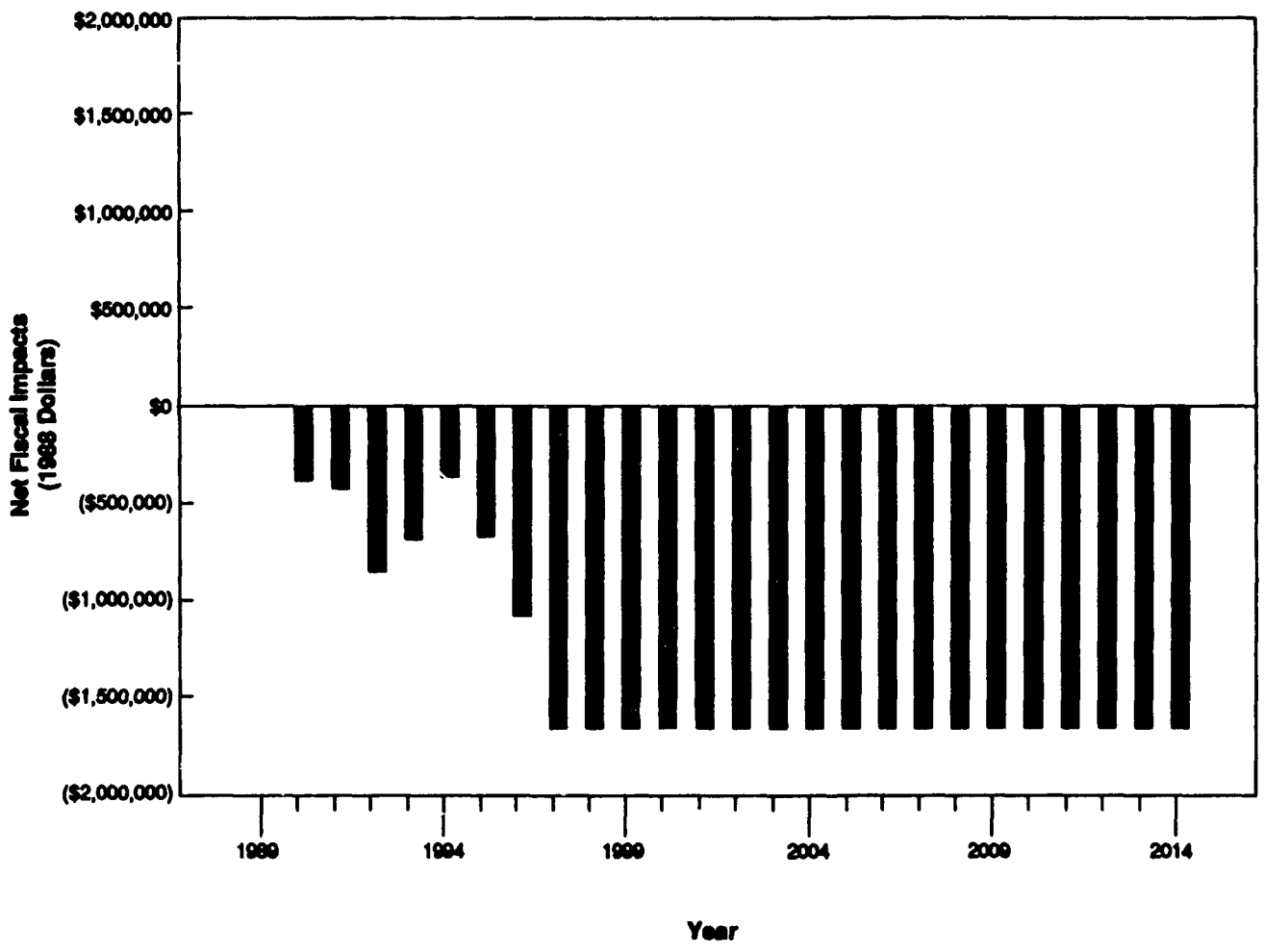
Reduced enrollments, assuming the property tax base remains stable, effectively increases the implied per-pupil local contribution (although the total amount collected remains constant), reduces the state contribution, and results in overall lower revenues for the district. This analysis, however, does assume an annual 2-percent per year reduction in valuations through FY 1995, which would slightly increase projected state aid contributions.

Lower enrollments also would result in reduced expenditure demands, although not in direct proportion to the lower enrollment levels. Total direct instruction costs would be lower because fewer teachers would be required for fewer students. The average teacher salary, however, would tend to be higher as the less senior staff is let go. Expenditures for physical plant operation and maintenance would remain near preclosure announcement levels. If one or more schools were closed to reduce costs, consolidation of pupils into fewer schools would increase transportation costs. An additional four school buses (at $35,000 per bus with $15,000 annual operating costs per bus) may be required for pupil transport to the consolidated facilities. Total expenditure reductions are estimated at about $4.4 million. The full effect of these changes would be felt by FY 1997 (Figure 3.4-8). This assumes that entitlements from P.L. 81-874 programs are funded through FY 1996. By FY 1997, continuing shortfalls of approximately $1.6 million are projected.

Rantoul Township High School District No. 193

Preclosure Conditions

The Rantoul Township High School District No. 193 provides educational services for grades 9 through 12. In FY 1988, revenues and expenditures of the district were approximately $3.5 million (Table 3.4-25). Per-pupil expenditures were about $3,800 in FY 1988. Fund balances were $950,000 at the end of FY



Note: Projections assume continuation of current revenue and spending patterns.

Rantoul City School District No. 137 Net Fiscal Projections- Site-Related Future Baseline

Chanute AFB Rantoul, Illinois

Figure 3.4-8

1988, representing about 27 percent of operating expenditures in this year. Fund balances were up approximately $100,000 from the previous year. The district has no outstanding general obligation bond indebtedness. The district relies less heavily on federal (P.L. 87-874) and state education aid programs than does the elementary district. All federal revenue sources accounted for only 11 percent of revenues in FY 1988 (see Figure 3.4-9), compared to 25 percent for the elementary district. State education aid programs accounted for about 40 percent of all revenue in the high school district, compared to 50 percent in the elementary district. In FY 1988, P.L. 81-874 program revenues amounted to approximately $280,000.

Future Baseline

Net fiscal effects of base closure are presented in Figure 3.4-10. Effects are less severe for the high school district than for the elementary district because federally-related high school district enrollments are proportionately lower than those at the elementary level. Total federal revenue losses from FY 1988 levels are estimated to be $330,000 by FY 1997, of which $280,000 is attributable to lost P.L. 81-874 funds. State educational aid program revenue losses would be $700,000. Total revenue losses from FY 1988 levels are projected to be $1.5 million unless budget adjustments are made.

With lower enrollments, fewer teachers and related support personnel would be required, although not in direct proportion to lower enrollment levels. As in the elementary district, some services will continue at near-preclosure levels. Expenditure reductions are projected to be approximately $700,000. Net shortfalls of about $800,000 annually are projected from FY 1997 and thereafter.

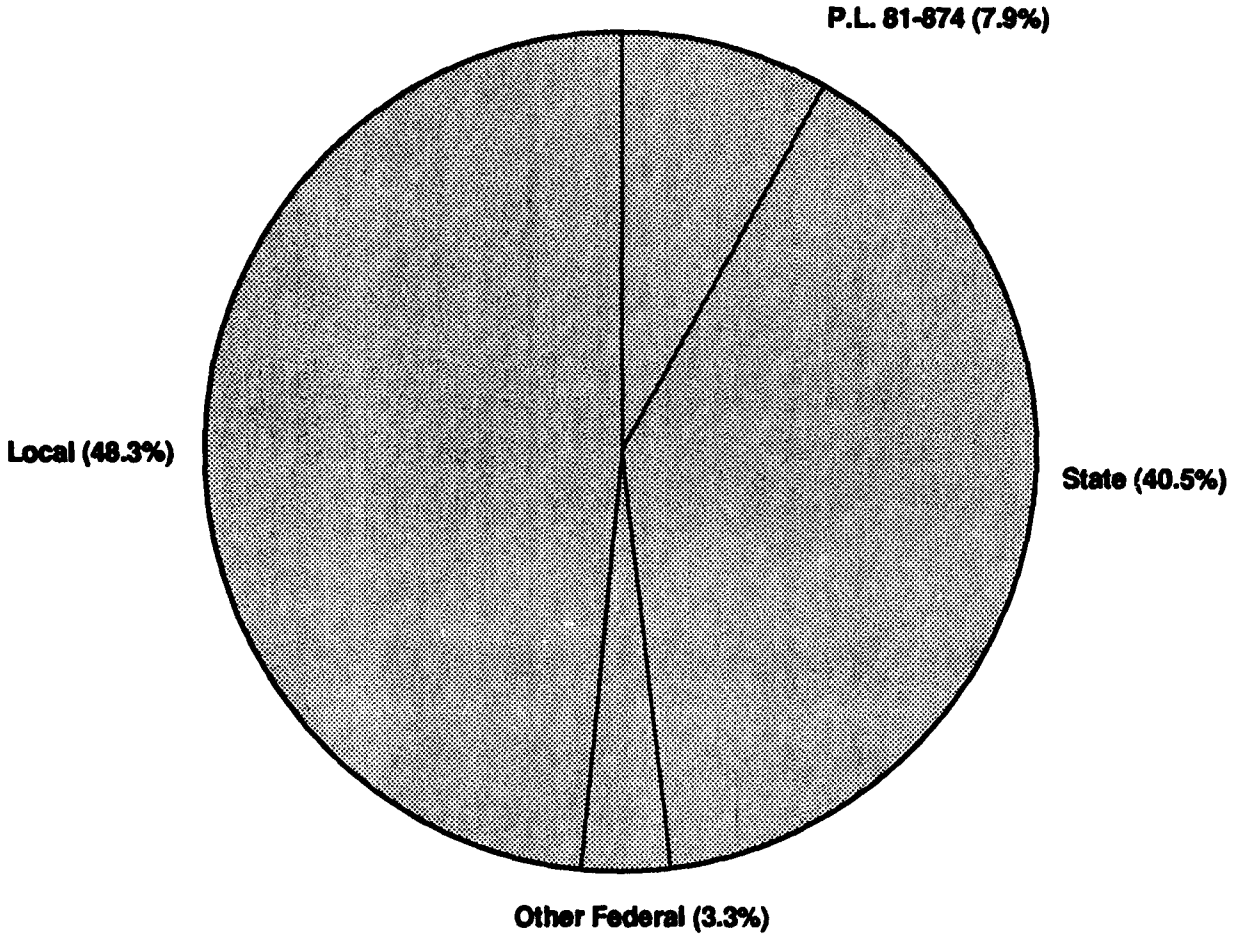
Assuming that tax rates and expenditure patterns remain unchanged, the projected deficits would require drawdowns of district reserves. The estimated ending fund balances in the district's general and special revenue accounts (Figure 3.4-11) are based on two assumptions: cumulative deficits are funded through reserve drawdowns and there is an ending fund balance as of FY 1988 of approximately $965,000.

Champaign County

Preclosure Conditions

Services provided by Champaign County are funded principally through the county's general fund, special revenue funds, capital projects, and debt service funds. In FY 1988, revenues and expenditures of these funds were $19.6 million and $18.3 million, respectively (Table 3.4-26). Over the FY 1985-88 period, in constant dollar terms, revenues fluctuated between $17.9 and $19.6 million, and expenditures ranged between $18.3 and $19.8 million.

Revenue Sources by Type, FY 1988



Source: Striegel, Thoennes, and Knoblock, 1988

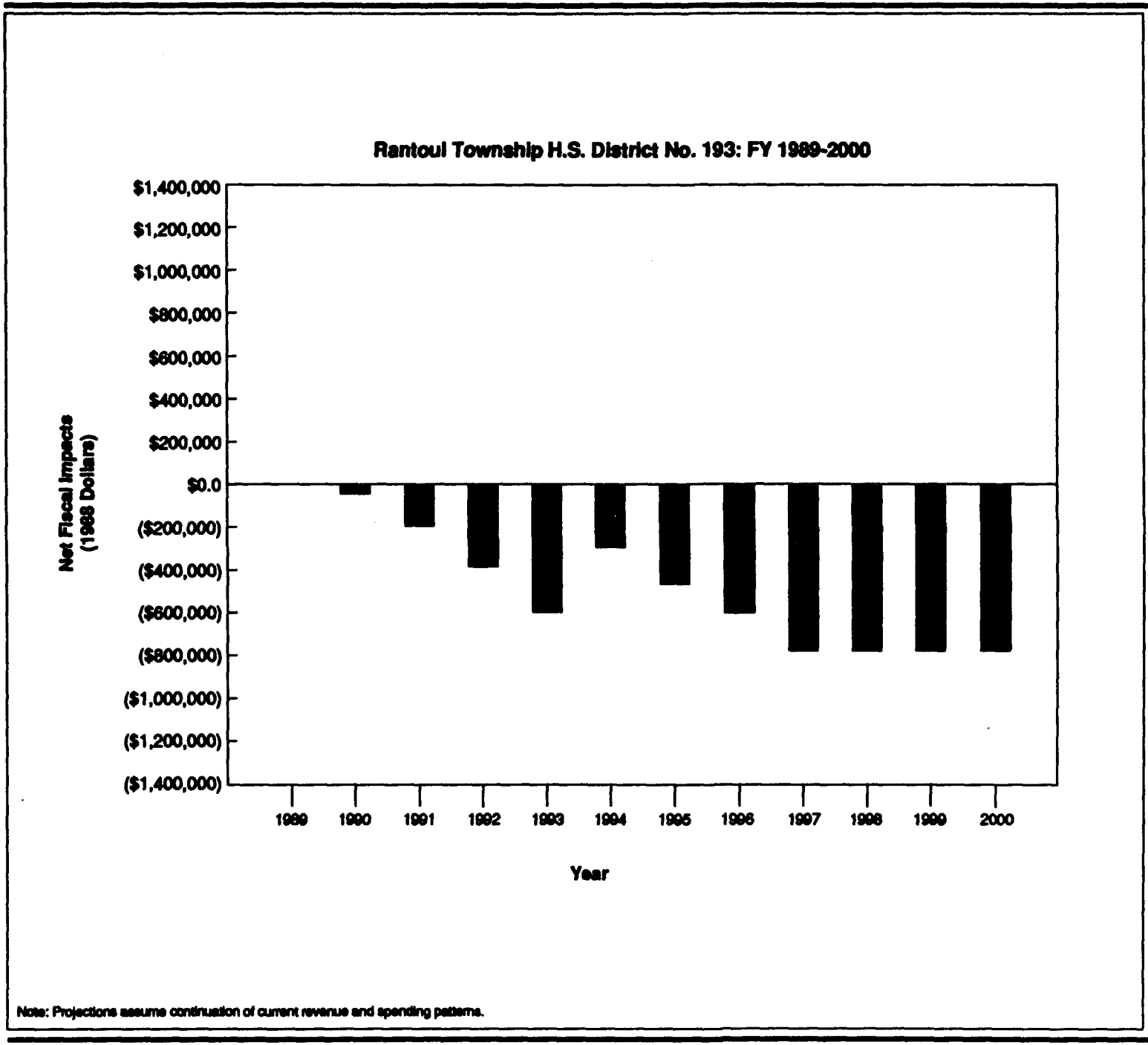
Rantoul Township High School District No. 193 Revenue Sources

Chanute AFB Rantoul, Illinois

EXPLANATION

P.L. = Public Law

Figure 3.4-9

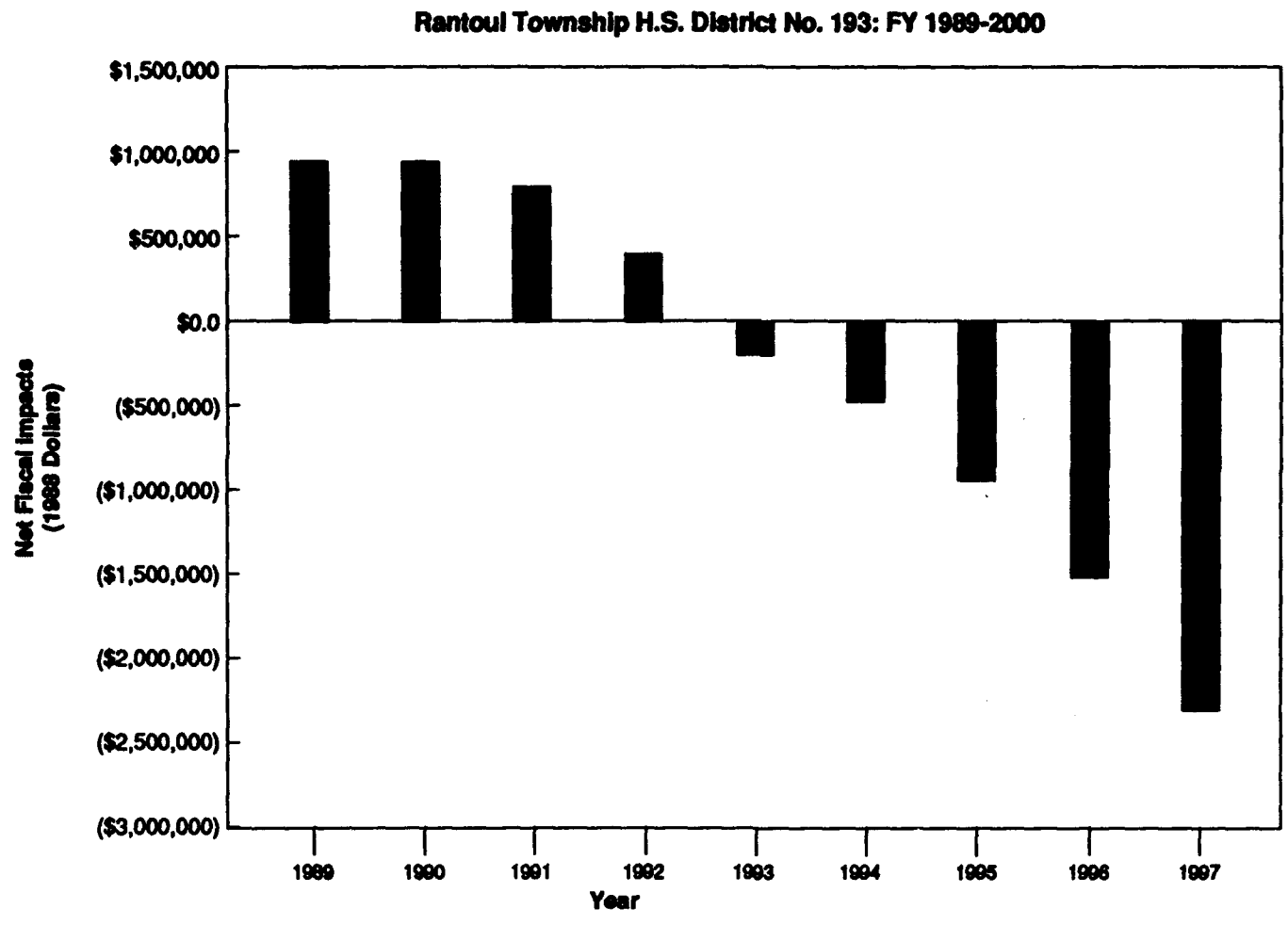


Note: Projections assume continuation of current revenue and spending patterns.

Rantoul Township High School District No. 193 Net Fiscal Projections- Site-Related Future Baseline

Chanute AFB
Rantoul, Illinois

Figure 3.4-10



Note: The projected negative fund balances reflect the year to year cumulative effects of anticpated operating deficits.

Rantoul Township High School District No. 193, Cumulative Net Fiscal Impacts to Fund Balances, FY 1989-1997 Site-Related Future Baseline

Chanute AFB Rantoul, Illinois

Figure 3.4-11

Table 3.4-26. County of Champaign Governmental Funds, Revenues, and Expenditures (current year $)

	Fiscal Year			
	1985	1986	1987	1988
Revenues				
Local Taxes	$6,679,311	$7,390,349	$9,863,699	$10,165,491
Federal Revenue	$1,409,593	$991,585	$638,071	$644,808
State Revenue	$3,773,624	$3,502,970	$3,824,151	$3,953,533
Local Govt. Revenue	$227,291	$212,641	$166,935	$235,081
Licenses and Fees	$2,573,653	$2,975,866	$2,858,595	$3,120,844
Fines and Forfeitures	$347,204	$435,591	$508,884	$514,055
Interest Income	$709,688	$492,763	$411,975	$518,786
Miscellaneous	$370,806	$392,499	$371,500	$420,109
Subtotal	$16,091,170	$16,394,264	$18,643,810	$19,572,707
Expenditures				
General Government	$4,748,052	$4,580,643	$4,983,685	$5,026,954
Justice & Public Safety	$6,567,901	$7,674,253	$7,752,738	$7,926,814
Health	$1,314,735	$1,283,062	$1,315,876	$1,334,960
Social Services	$367,035	$370,130	$428,774	$525,388
Highways and Bridges	$3,538,642	$3,810,600	$2,524,361	$3,020,177
Debt Service	$479,401	$484,393	$487,641	$488,611
Subtotal	$17,015,766	$18,203,081	$17,493,075	$18,322,904
Revenues (1988 dollars)	$18,039,428	$17,858,675	$19,481,515	$19,572,707
Expenditures (1988 dollars)	$19,075,971	$19,829,064	$18,279,075	$18,322,904

Source: County of Champaign, 1989.

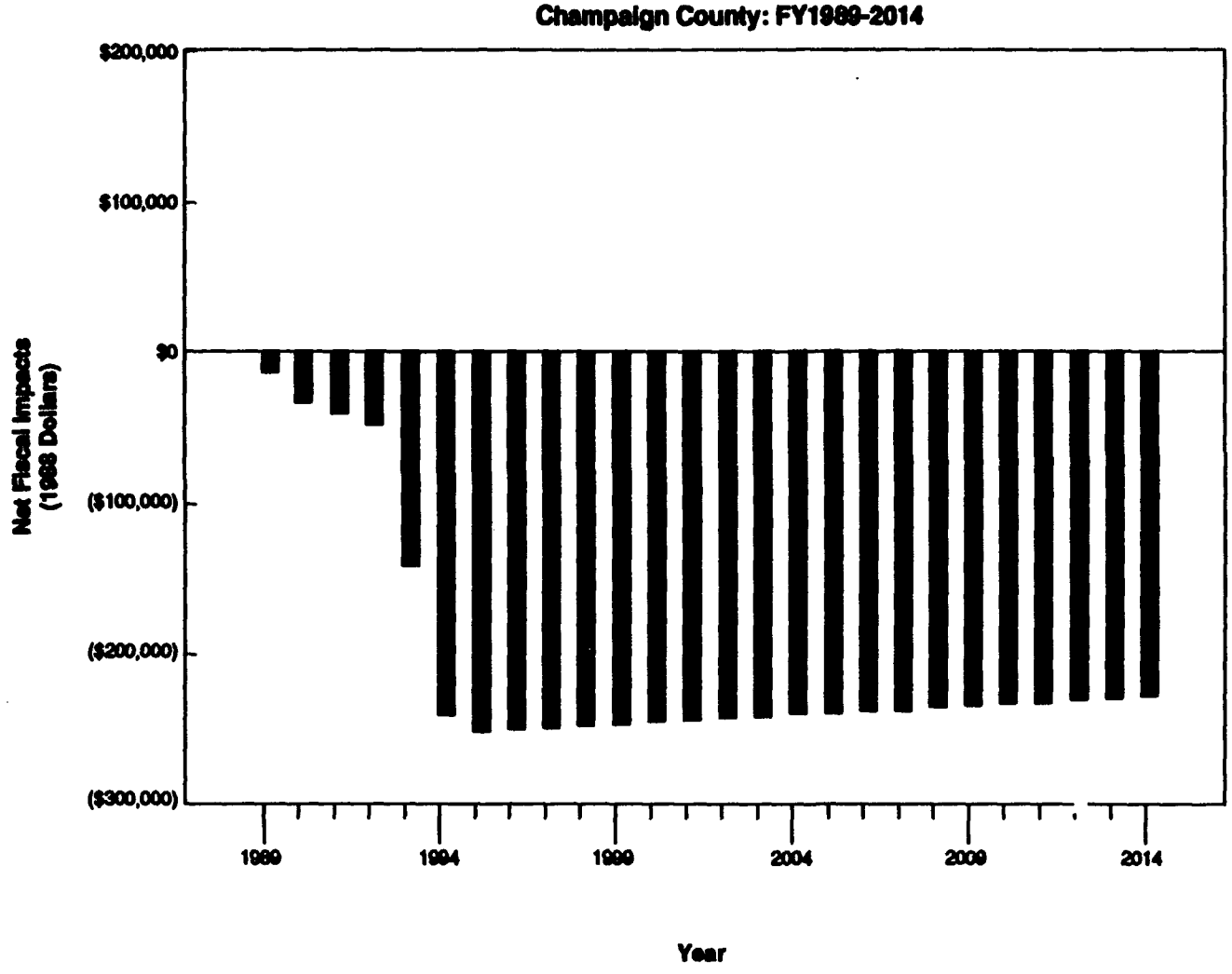
Local taxes, state intergovernmental transfers, and charges for services are the major revenue sources of the county. Property taxes accounted for about 65 percent of total local tax revenue in FY 1988. Revenues from the regular 1.0-percent sales tax, a supplementary 0.25-percent sales tax (implemented in FY 1987), and a county hotel/motel tax (implemented in FY 1987) account for the remainder of local tax collections.

Fund balances in the county's general fund were $2.1 million at the end of FY 1988, representing approximately 20 percent of the operating expenditures in that year. Outstanding general obligation bond indebtedness was $3.1 million at the end of FY 1988. The county is chartered under State of Illinois statutes and, as such, is subject to indebtedness and property tax rate limitations.

Reserve bonding capacity at the end of FY 1988 was $34.3 million. Property tax rates are limited to $0.25 per $100 assessed valuation.

Future Baseline

Fiscal effects of Chanute AFB closure are presented in Figure 3.4-12. Revenue shortfalls are estimated to be over $200,000 annually. Total revenue losses would amount to approximately $1.3 million by FY 1994 unless budget



Note: Projections assume continuation of current revenue and spending patterns.

Champaign County Net Fiscal Projections- Site-Related Future Baseline

Chanute AFB
Rantoul, Illinois

Figure 3.4-12

adjustments are made. These losses represent about 7 percent of baseline budget levels.

Reduced sales tax revenue from both the regular 1-percent sales tax and the supplemental 1/4-percent sales tax (approximately $550,000 in total) and intergovernmental revenue (an additional $360,000) would be the principal revenue sources affected by base closure.

Similar to the Village of Rantoul, a lower population base in the county will also result in lower expenditure demands, although not in direct proportion to the lower population levels. Some services, such as general government functions, will continue to be required at near-preclosure levels. In addition, service functions, such as social service and welfare, may increase over preclosure levels. The overall reduction in service demand and subsequent county expenditures is estimated at $1.1 million by FY 1994. These reductions, however, would not be sufficient to offset the revenue shortfalls of about $200,000 annually that are projected beginning in FY 1994 unless budget adjustments are made.

Other Jurisdictions. Other cities and local government units potentially affected by base closure and reuse include those serving the communities of Urbana and Champaign and, to a lesser extent, Paxton in Ford County. Fewer than 10 percent of current base employees, however, reside in these communities. Although potential impacts of base closure and reuse are expected to be concentrated in the Rantoul area, a brief description of local government finances in these other communities is provided below.

City of Champaign. The City of Champaign is a home-rule municipality with a council/manager form of government. In FY 1988, general and special revenue fund revenues and expenditures amounted to $22.4 million and $21.7 million, respectively (City of Champaign, undated). Property taxes accounted for less than 20 percent of all revenue in that year. The general fund balance at the end of FY 1988 was $3.9 million, representing about 28 percent of operating expenditures. Special revenue fund balances were $5.2 million, representing 64 percent of operating expenditures in FY 1988. As a home-rule municipality, there are no indebtedness or property tax rate limits for this jurisdiction.

City of Urbana. The City of Urbana is also a home-rule municipality with no indebtedness or property tax rate limitations. It operates under a mayor/city council form of government. In FY 1988, general and special revenue fund revenues and expenditures were $12.3 and $11.7 million, respectively (City of Urbana, 1988). Property taxes accounted for less than 20 percent of all revenue in that year. The general fund balance at the end of FY 1988 was $2.3 million, representing about 27 percent of operating expenditures. Special revenue fund balances were $4.1 million, representing 104 percent of operating expenditures in FY 1988.

City of Paxton. Public services provided by the City of Paxton are funded principally through the City's general and special revenue funds. Revenues and expenditures of these funds were $840,000 and $760,000, respectively, in FY 1988 (City of Paxton, 1988). Fund balances were $360,000 at the end of FY 1988, representing 47 percent of operating expenditures in that year. The City also provides water and wastewater treatment services, which are accounted for in separate enterprise funds and are funded through user charges. In FY 1988, revenues and expenditures of the water and sewer fund were $380,000 and $420,000, respectively. Retained earnings at the end of the year were approximately $1.7 million. General obligation bond indebtedness was $125,000 at the end of FY 1988. Reserve bonding capacity is $1.6 million.

3.4.5 Transportation

Major regional transportation systems commonly include highways and roads, used by commercial and passenger vehicles; airways and associated airports, used by commercial passenger and freight aircraft and general aviation; railroads, predominantly used for freight but also providing passenger service (AMTRAK); and, depending on local conditions, waterways predominantly used by ships and barges for heavy-freight hauling. There are no waterways in the region and thus, effects of closure or reuse alternatives are not addressed in this study.

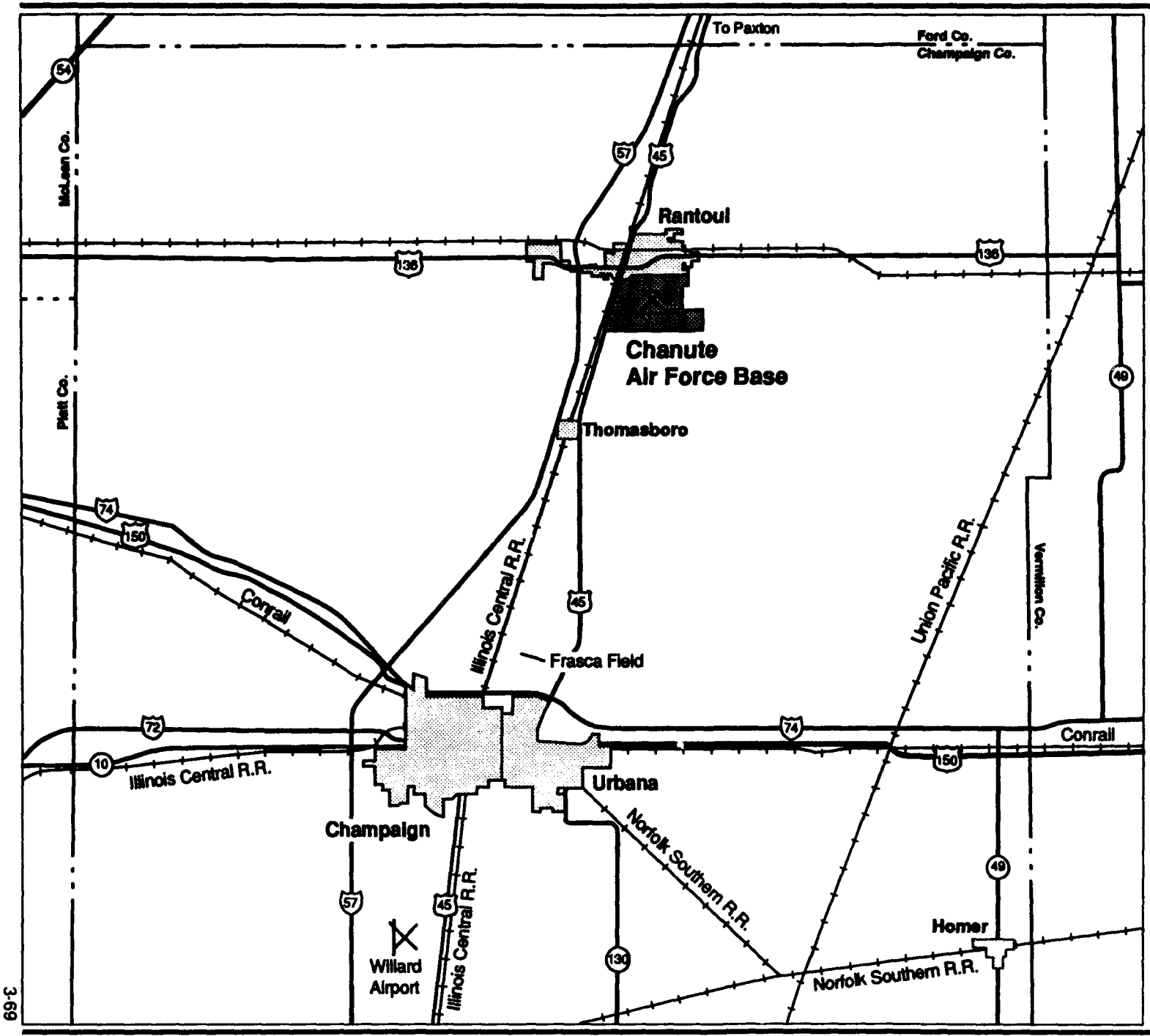
Locally, roads provide the major transportation network within most urbanized areas. Walkways and bikeways are important in some communities, but rarely carry an appreciable proportion of the total passenger traffic; they are not addressed further in this study.

3.4.5.1 Roadways

Preclosure Conditions

Existing road and highway conditions are described below at three levels: regional, representing the major links within Champaign County; local, representing the Village of Rantoul and its surroundings; and on base.

Regional. The region surrounding Chanute AFB and the Village of Rantoul is served by an ample network of interstate, U.S., and state highways and county roads (Figure 3.4-13). I-57 provides direct access between Rantoul and Champaign-Urbana (15 miles to the south) and Chicago (120 miles to the north). From Champaign-Urbana, I-74 links the region with Indianapolis to the east and Bloomington and Peoria to the northwest. Also from Champaign-Urbana, I-72 provides access to Springfield to the southwest. U.S. Highway 45, which roughly parallels I-57, also connects Chanute AFB and Rantoul with Chicago, and provides convenient four-lane, divided highway access to the county seat at Urbana to the south.



Regional Transportation System

Chanute AFB
Rantoul, Illinois

Key Map

EXPLANATION

- 49 State Route
- 45 U.S. Route
- 74 Interstate

0 1.5 3 6 Miles

Figure 3.4-13

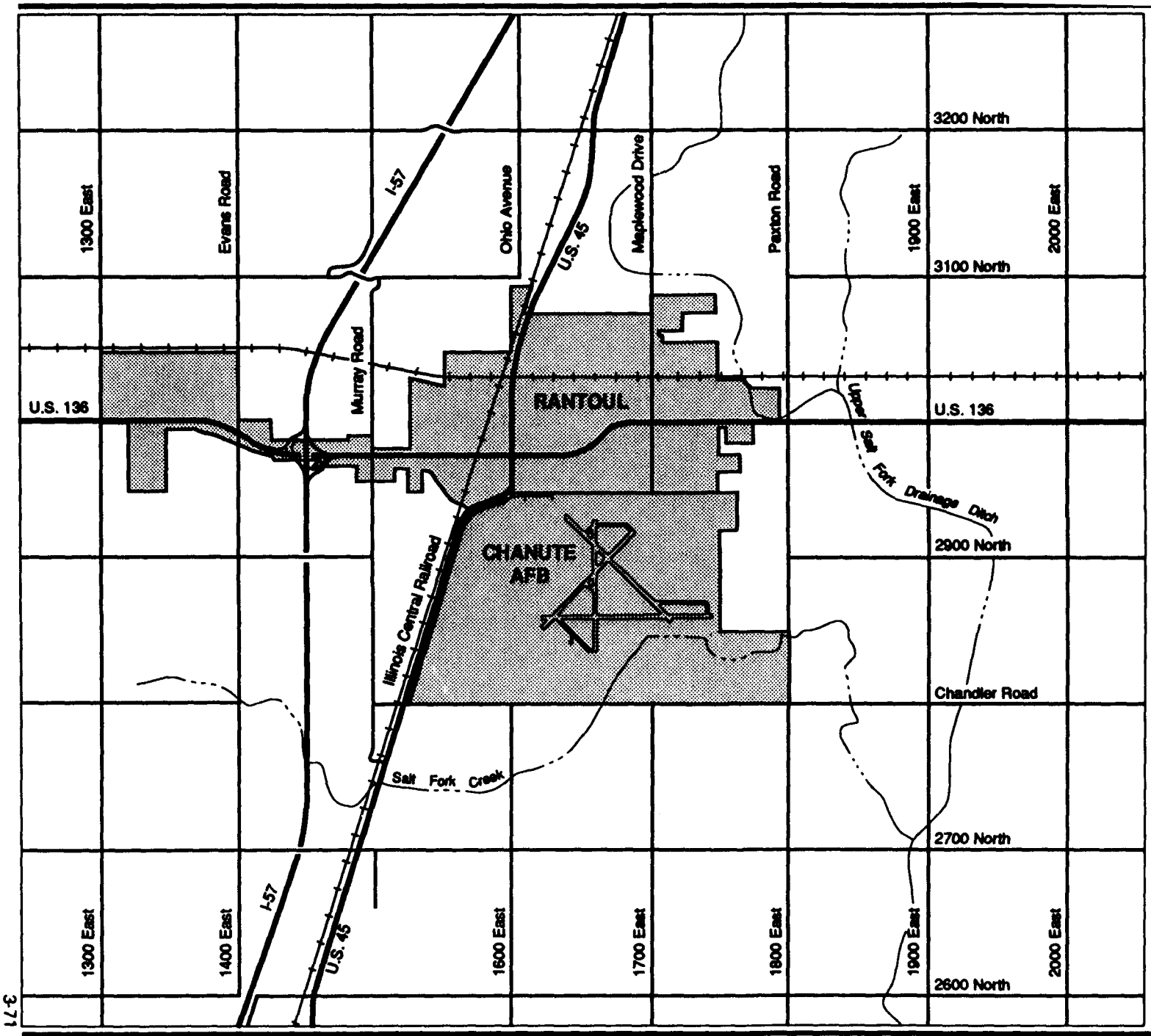
Chanute/101/024-6

Service levels on regional roads are comparatively good (free-flowing) on road segments outside the influence of urban-commuting traffic. Intercity traffic in the region is generally unrestricted and the rural sections of the regional-service roads can be assumed to provide acceptable levels of service.

Local. Figures 3.4-14 and 3.4-15 show the general local road network in the immediate vicinity of the Village of Rantoul and Chanute AFB. I-57 runs north-to-south west of Rantoul and Chanute AFB. U.S. 136 (Champaign Avenue to the west and Grove Avenue to the east) bisects the Village of Rantoul from east to west; U.S. 45 (Century Boulevard) crosses the village from north to south and provides access from western Rantoul onto Chanute AFB. Maplewood Drive provides access from eastern Rantoul onto Chanute AFB through the base's East Gate. The base is bounded on the south by Chandler Road and roughly on the east by Township Road 1800 East, which is the extension of Paxton Road south of U.S. 136. Historic (1986-1989) peak-hour traffic volumes, capacities, and LOS on these key community roadways are shown in Figure 3.4-16. The figure also illustrates the distribution of traffic to and from Chanute AFB when the East and West gates were open. U.S. 45 north of Tanner (U.S. 45 North), U.S. 45 south of Tanner (U.S. 45 South), Maplewood Drive, Chandler Road, and Township Road 1800 East are identified for this study as key community roads because they would provide direct access to the Chanute AFB upon reuse. Peak-hour traffic volumes on U.S. 45 and U.S. 136 are relatively low (less than 500 vehicles) near and outside the Village limits. Local Rantoul and base traffic constitutes a substantial portion of local traffic loads (Illinois Department of Transportation, 1986b). Peak-hour volumes are generally higher on road segments within the Village center. Between I-57 and U.S. 45, peak-hour volumes on U.S. 136 rise to more than 1,000 pcph; in central Rantoul, volumes on U.S. 136 rise to nearly 1,500 pcph. The peak-hour volume on U.S. 45 North, in central Rantoul near Chanute AFB's North Gate, is nearly 1,400 vehicles per hour. Peak-hour traffic volume on Maplewood Drive north of the base is about 900 vehicles per hour. Peak-hour volume on U.S. 45 South leading out of Rantoul is nearly 1,900 vehicles per hour. Traffic on rural Chandler Road and Township Road 1800 East is extremely sparse (Illinois Department of Transportation, 1986a, 1989).

Traffic in the immediate vicinity of the Village of Rantoul is controlled by signalized intersections at nine locations. Signals were also installed at the entrance to the presently unused West Gate of Chanute AFB, but have been removed. The three signals nearest the North Gate currently are estimated to provide service at LOS C or better, indicating satisfactory operations under current traffic conditions.

On-Base. Access onto the base is currently gained through the North and East Gates. The North Gate, which connects Century Boulevard (U.S. 45) with Eagle Drive on base, is open 24 hours. The East Gate, which provides access to



Area Transportation System

Chanute AFB
Rantoul, Illinois

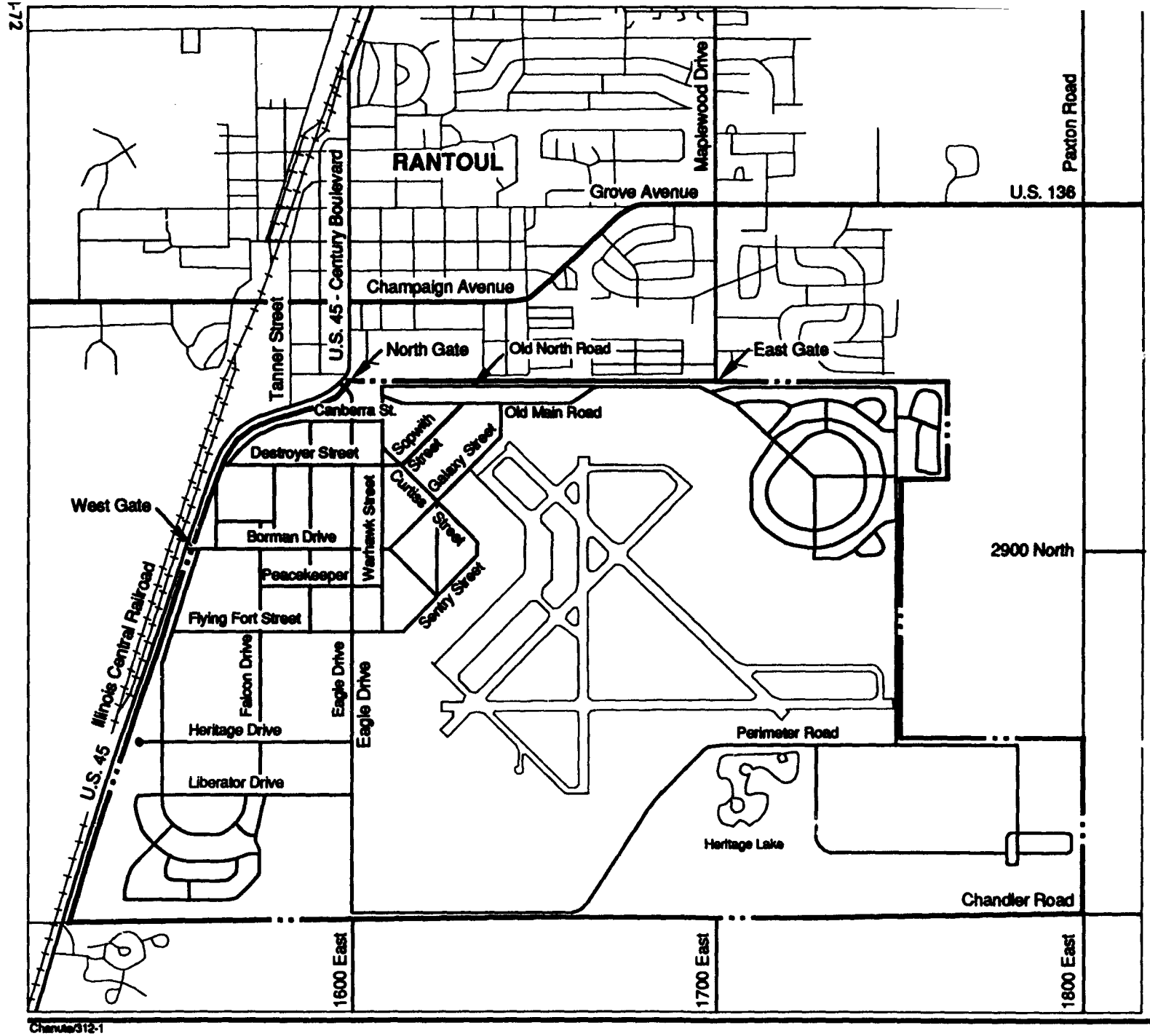
EXPLANATION

- Village of Rantoul
- Interstate and U.S. Highways
- Major Roads

0 1/4 1/2 1 Mile

Figure 3.4-14

Chanute/102/032-7



Rantoul and Chanute AFB Street Network

Chanute AFB Rantoul, Illinois

EXPLANATION

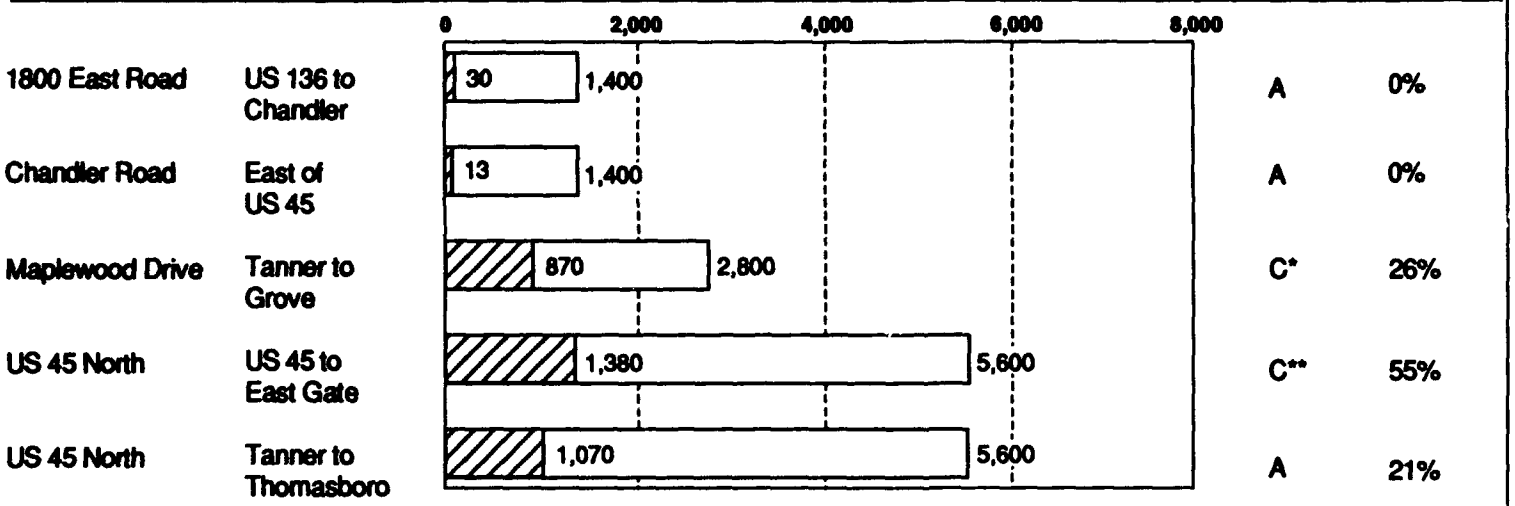
Base Boundary

0 500 1000 2000 Feet

Figure 3.4-15

Chanute312-1

1986-1989



* Capacity of Maplewood determined by intersection delay, not roadway width.
** Level of service determined by intersection delays, not peak-hour traffic volumes.

Source: Illinois Department of Transportation 1986a, 1989, and 1990.

Existing Peak-Hour Traffic Volumes on Key Community Roads

Chanute AFB
Rantoul, Illinois

EXPLANATION

Peak-Hour Traffic Volume (passenger cars per hour)

Peak-Hour Traffic Capacity (passenger cars per hour)

Figure 3.4-16

Maplewood Drive from the northeast housing and recreational areas, is open only during morning and evening rush hours.

There are 40 miles of roads on the base, concentrated in the western one-third and northern edge of the base (see Figure 3.4-15). Eagle Drive and Galaxy Street are the key north-south roads on the base; Borman Drive, Old Main Road, and Flying Fort Street are key east-west roads. Peak-hour volumes for on-base streets and roads are presented in Figure 3.4-17; these counts reflect pre-gate closure conditions (Transportation Engineering Agency, 1987). Even prior to restriction of access through the East Gate, the greatest traffic volume on the base was on Eagle Drive just inside the North Gate (greater than 1,300 passenger cars per hour [pcph]). Upon reuse, Heritage Drive will also become a key on-base road, but no historic peak-hour volume data are available for this road. There are no signalized intersections on base. The roads, which are maintained by the Air Force, are paved exclusively with bituminous concrete. These roads have been resurfaced frequently to repair damage caused primarily by climatic conditions; areas traveled by heavy trucks show no damage from overweight loads.

Future Baseline

Under caretaker status, the base would be closed and a crew of approximately 50 workers would maintain the existing facilities. It is assumed that all of these workers would use what is presently the main gate and its access, U.S. 45 North. The maintenance workers and other maintenance vehicles would generate about 180 trips per day. Figure 3.4-18 shows that the peak hour traffic on U.S. 45 North would be about 720 vehicles, including non-base-generated traffic, with an LOS of A. Figure 3.4-19 also shows the non-base-generated peak-hour traffic on the other four key community roads. None of these four roads would receive base-generated traffic, and all would maintain a peak-hour LOS of A.

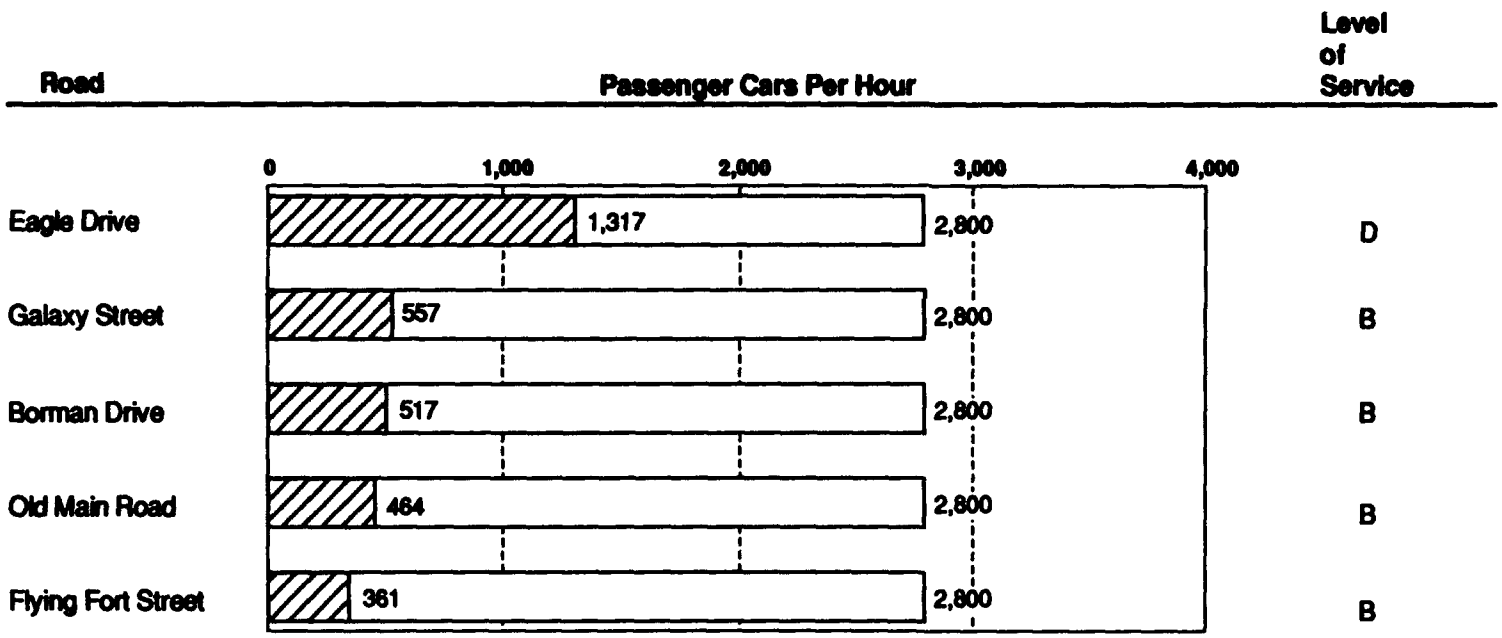
Under caretaker conditions, it is expected that Eagle Drive would be the main on-base road to be used by maintenance personnel; other roads would experience negligible traffic volumes (Figure 3.4-19).

3.4.5.2 Air Transportation

Preclosure Conditions

Air transportation includes passenger travel by commercial airline and charter flights, business and recreational travel by private (general) aviation, and priority package and freight delivery by commercial and other carriers. Commercial passenger service is available in the region from the University of Illinois-Willard Airport, approximately 20 miles southwest of Chanute AFB. The airport is owned and operated by the University of Illinois. Six airlines provide direct

1986-1989



Source: Transportation Engineering Agency, 1987

Existing Peak-Hour Traffic Volumes on Key On-Base Roads

Chanute AFB
Rantoul, Illinois

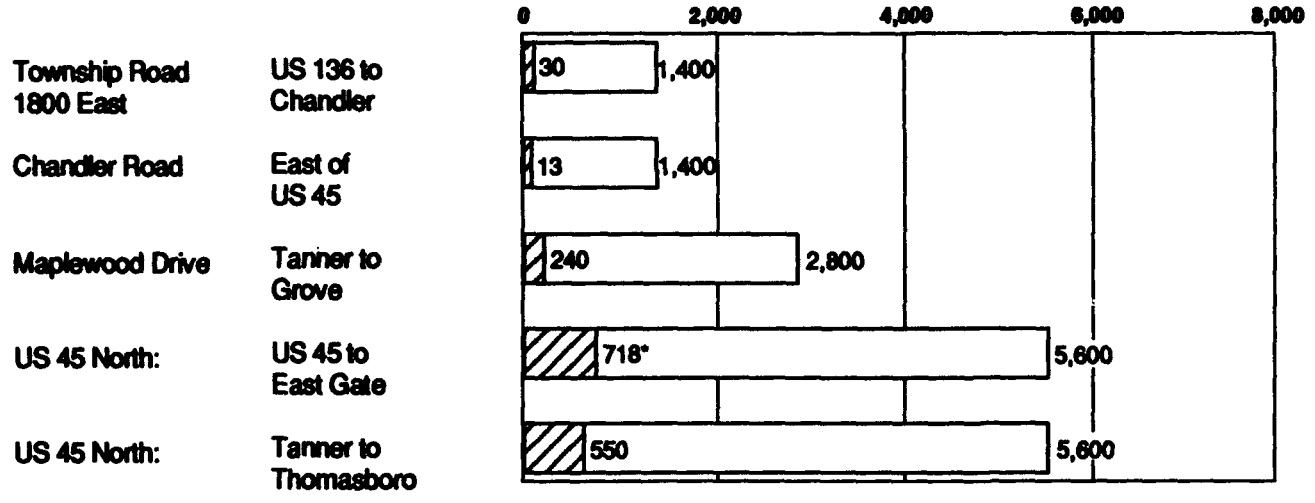
EXPLANATION

- Peak-Hour Traffic Volume (passenger cars per hour)
- Peak-Hour Traffic Capacity (passenger cars per hour)

Figure 3.4-17

Chanute/169 SE -4

Site-Related Future Baseline Conditions (1993)



* Includes 18 peak-hour trips for 50-person maintenance crew.

Source: Illinois Department of Transportation 1986a, 1989, and 1990.

Site-Related Future Baseline Peak-Hour Traffic Volumes on Key Community Roads

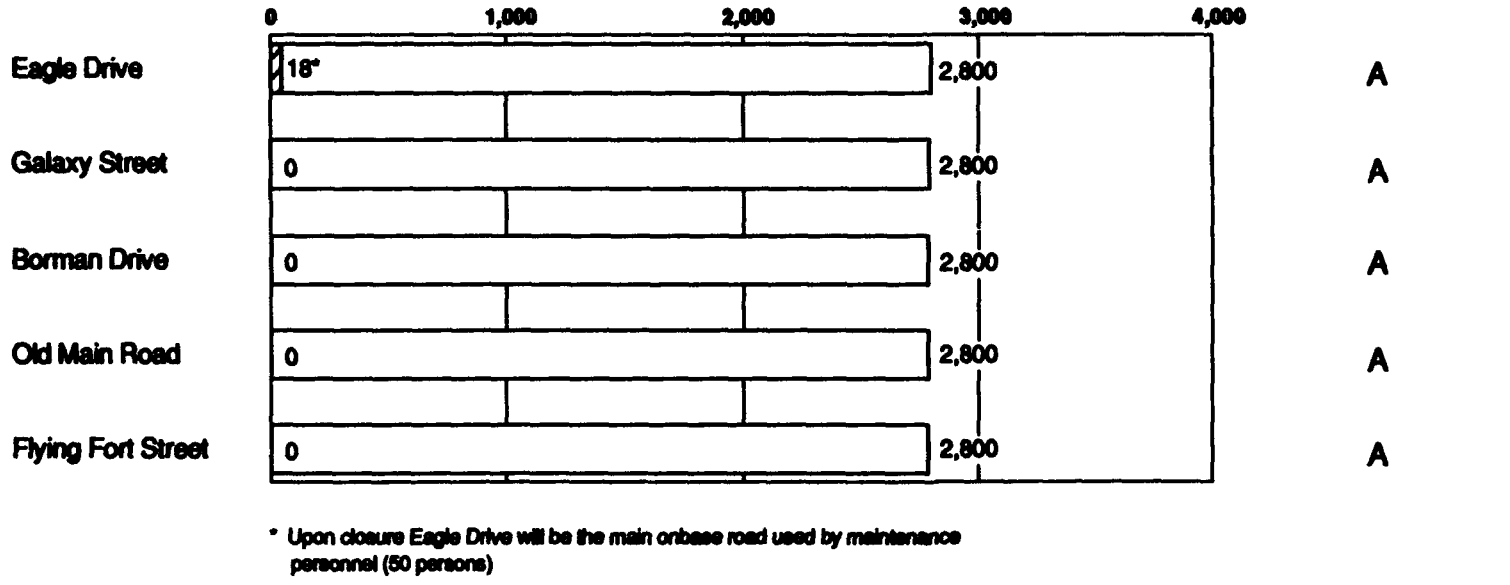
Chanute AFB Rantoul, Illinois

EXPLANATION

- Peak-Hour Traffic Volume (passenger cars per hour)
- Peak-Hour Traffic Capacity (passenger cars per hour)

Figure 3.4-18

Site-Related Future Baseline Conditions (1993)



* Upon closure Eagle Drive will be the main onbase road used by maintenance personnel (50 persons)

Source: Transportation Engineering Agency, 1987

Site-Related Future Baseline Peak-Hour Traffic Volumes on Key On- Base Roads

Chanute AFB
Rantoul, Illinois

EXPLANATION

Peak-Hour Traffic Volume (passenger cars per hour)

Peak-Hour Traffic Capacity (passenger cars per hour)

Figure 3.4-19

Chanute/170 SE-2

service from Champaign to Chicago, Dayton, Indianapolis, Miami, and St. Louis. In 1988, the airport processed 177,000 emplaned passengers and 157,900 total operations (Coffman and Associates, 1989).

Future Baseline

In 1988 to 1989, Chanute AFB was responsible for the issuance of 7,713 commercial and military passenger travel tickets from Willard Airport (U.S. Air Force, 1990d). Assuming that an equal number of Chanute AFB-related passengers also arrived at Willard Airport, the total number of passengers would be about 15,400, or about 9 percent of the total of 177,00 in 1988 to 1989. General aviation facilities are available at Frasca Field in Urbana and at Paxton Field in Paxton. Frasca Field is approximately 15 miles south and Paxton Field approximately 12 miles north of Chanute AFB. Future passenger enplanements at Willard Airport are projected to be about 15,400 less than 1988 levels.

3.4.5.3 Railroad Transportation

Preclosure Conditions

Illinois is served by approximately 8,300 miles of railroad track (the greatest mileage of any state except Texas) and more than 40 railroad companies (Rand McNally, 1985). Chicago, historically the nation's largest hub for railroad services, lies approximately 120 miles north of Chanute AFB and Rantoul. The nearest connection to the south is at Champaign-Urbana. An east-west spur through the base is serviceable but is no longer in regular use.

A main north-south line of the Illinois Central Railroad (ICR) between Centralia and Chicago parallels U.S. 45 and passes immediately west of Chanute AFB, traversing western Rantoul. This line provides both freight service and AMTRAK passenger service. Two AMTRAK trains per day each way provide daily passenger service at the Rantoul Station (AMTRAK, 1990).

Future Baseline

A spur from the ICR enters Chanute AFB near the base's northwest corner in the vicinity of the North Gate; the spur extends for approximately 0.6 mile eastward along the northern base boundary. Although the spur is not currently in use, it was inspected by representatives of the ICR on 13 July 1990 (Illinois Central Railroad, 1990). The trackage inside the gate was found to be in excellent condition and able to handle any axle loading required. The Trailer-On-Flat-Car ramp was also deemed in excellent condition and ready for immediate use.

3.4.6 Utilities

The utility systems addressed in this study include the facilities and infrastructure used for:

- Potable water pumping, treatment, storage, and distribution
- Wastewater collection and treatment
- Solid waste collection and disposal
- Energy generation and distribution, including electrical energy and hydrocarbon fuels (natural gas and coal).

The major attributes of utility systems in the ROI are processing and distribution capacities, storage capacities, average daily consumption, peak demand, and related factors required in making a determination of the adequacy of such systems to provide service in the future.

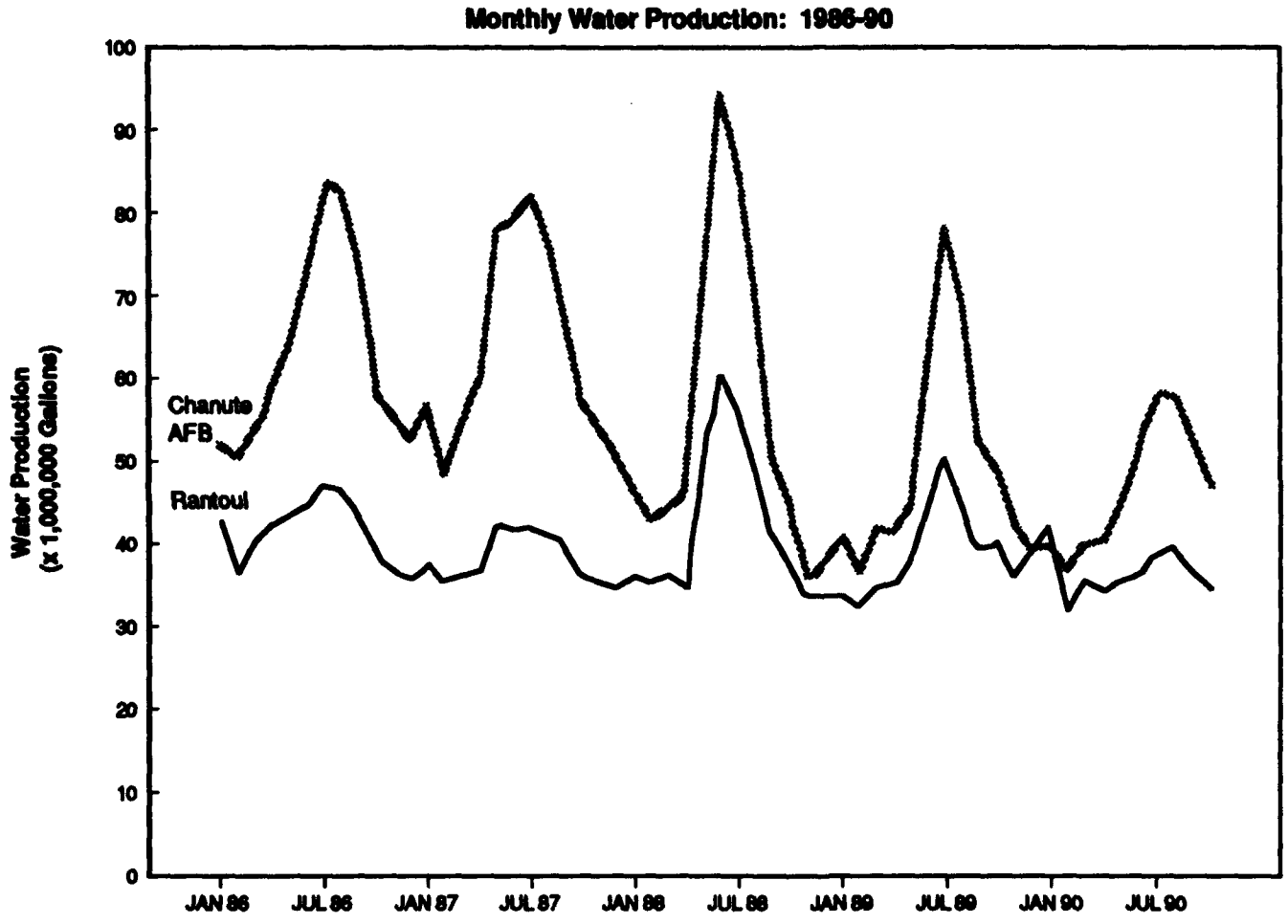
3.4.6.1 Water Supply

Preclosure Conditions

The Village of Rantoul and Chanute AFB presently have independent water supply systems. Rantoul previously supplied the base with potable water, and the supply lines to the base are still in existence, although they are normally closed and unused except in response to emergencies. Historic seasonal patterns of water production for Rantoul and Chanute AFB are shown in Figure 3.4-20. Over the past 5 years, production levels for both Rantoul and Chanute AFB peaked during the summer of 1988, which was a period of drought in the region. The summer of 1990 was a period of unusually heavy rainfall and water production levels were comparatively lower.

Rantoul. The water treatment and distribution system of Rantoul provides potable water throughout the Village of Rantoul. The treatment facilities (Village of Rantoul Water Treatment Plant) are in the western part of the Village, west of the ICR tracks and north of Grove Avenue. The primary source of water is five deep wells, three on the treatment plant property and two others to the southwest along U.S. 136.

The water treatment plant has a design capacity of 3.2 million gallons per day (MGD), and the system includes a storage capacity of 1.5 million gallons. Input raw water is aerated, treated, filtered, fluoridated, chlorinated, and then distributed or stored. Except for iron, input water quality meets Illinois drinking water standards, and iron is reduced to negligible levels in the treatment process. Illinois public water supply standards meet or exceed federal primary standards issued by the EPA. Data for the water year ending September 1990 indicate an average potable water delivery from the plant of 1.2 MGD,



Source: U.S. Air Force, 1990a; Village of Rantoul, 1990b.

Rantoul and Chanute AFB Historic Treated Water Production

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul

Figure 3.4-20

corresponding to a reserve capacity of 2.0 MGD. Monthly averages of maximum and minimum daily consumption for that period were 1.4 and 1.1 MGD, respectively.

Chanute AFB. Chanute AFB's water treatment and distribution system consists of three distinct, but interconnected, subsystems, each with its own source, treatment facility, elevated storage, and distribution network. Water is pumped from nine water wells on base, each rated at 500 gallons per minute (gpm). The wells are 12 inches in diameter and range in depth from 275 to 290 feet. Seven wells with 40-horsepower (hp) submersible pumps and two wells with 40-hp turbine pumps serve the system. Water treatment for the system serving the industrial area of the base (primarily the buildings numbered in the 900s) and providing irrigation water for the golf course consists of chlorination (for disinfection) only. Water treatment for the other two systems includes aeration and pressure filtration, zeolite softening, fluoridation, and ionization. These systems supply all other areas of the base.

The three water treatment plants have nominal capacities of 845, 2,786, and 1,000 gpm. The corresponding daily rates are estimated at 1.01, 3.34, and 1.44 MGD, Assuming 20 hours of daily operation for the first two systems and 24 hours of operation for the third system with both pumps operating (EDAW et al., 1990). The corresponding total capacity of approximately 5.8 MGD is more than adequate to supply the average daily use of about 2.2 MGD, which has ranged from about 1.3 to 3.9 MGD in recent years.

Four elevated water storage tanks are in service on the base. Their conditions and capacities are shown in Table 3.4-27 (EDAW et al., 1990). All of the elevated tanks have reportedly deteriorated due to corrosion. Elevated tank 120 is equipped with cathodic protection. Elevated tank 44 will require major renovation, including a new roof, if it is to remain in useful service for the next 20 years or more. None of the elevated tanks have heating systems to prevent the water from freezing.

Table 3.4-27. Elevated Water Storage Tanks, Chanute AFB

Facility Number	Capacity (Gallons)	Year Built	Condition
120	500,000	1940	Good
122	1,000,000	1958	Good
44	300,000	1942	Fair
968	300,000	1954	Good
Total Capacity	2,100,000		

Source: EDAW et al., 1990.

The water distribution system consists of approximately 150,000 linear feet of 4- to 12-inch mains throughout the base. The system is looped for proper distribution. Ten-inch water mains around the hangar area and weather building provide adequate fire flows in those areas. The system that serves the industrial area and the golf course is connected to the two others by an 8-inch main running on the northeast side of the golf course. This system, including its wells, water mains, pumping facilities, and elevated tank can be disconnected and taken out of service without a major disruption to the other two systems. The system is in good condition and provides adequate service to all parts of the base.

Present water supply, treatment, and distribution facilities are more than adequate to meet present needs on base. Water quality on base is good. Conventional water softening techniques presently in place are efficient and provide a quality product. The present well system on base is capable of producing about 6.5 mgd with all nine 500-gpm wells operating. Wells can be operated intermittently on an as-needed basis without affecting the integrity of the equipment.

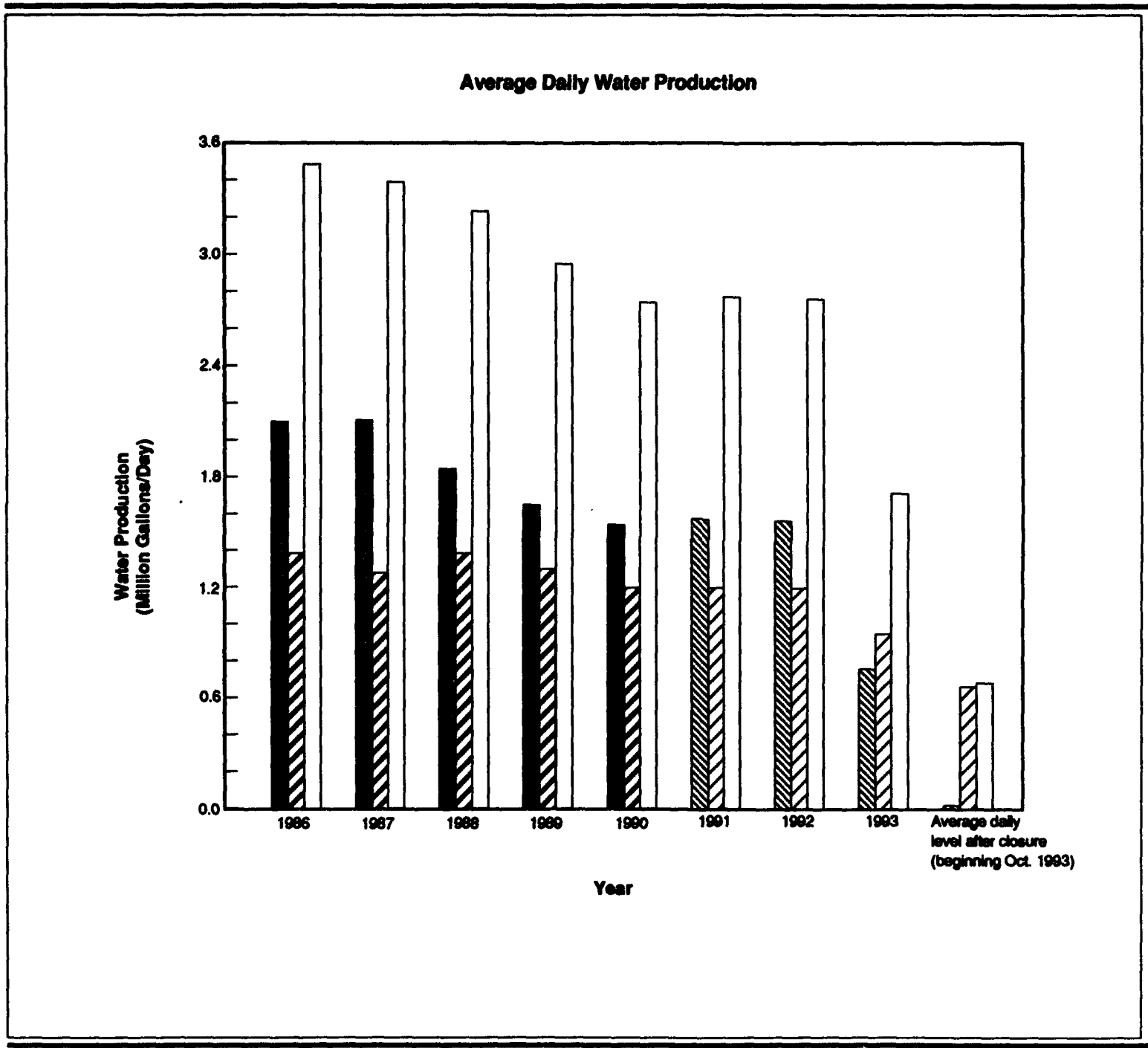
Because the base was developed for single-ownership operation, the distribution system is not located in specified public right-of-way areas, a condition that applies generally to all utilities. Presently, none of the water usage is metered at any building or facility. It is probable that many of the larger buildings have several points of connection to the distribution system.

Total annual water production over the past 5 years for Rantoul and Chanute AFB and a projection of annual water production from 1991 to the time of closure are shown in Figure 3.4-21. The projection assumes that water use declines in proportion to the reduction in population, both on Chanute AFB and in Rantoul.

Future Baseline

The potable water system is expected to be relatively unchanged in 1993. Numerous non-essential water lines would be drained and completely disconnected from the water supply system. No modifications in plant equipment or changes in staffing are presently planned. Mutual aid emergency support from Chanute AFB water system is expected to remain available if, as planned, that system remains in service upon base closure.

3.4.6.2 Wastewater Treatment. Although Chanute AFB historically has maintained its own wastewater treatment facilities, since 1988 the base's wastewater has been processed at the Rantoul WWTP. The two treatment plants on the base are being maintained, but are not operating. The Air Force contributed approximately 10.5 million dollars to the construction of the Rantoul WWTP. The Air Force retains no part of ownership or control in return for its



Rantoul and Chanute AFB Treated Water Production

Chanute AFB Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul
- Chanute AFB and Rantoul
- Chanute AFB Forecast
- Rantoul Forecast

Figure 3.4-21

Chanute/320-1

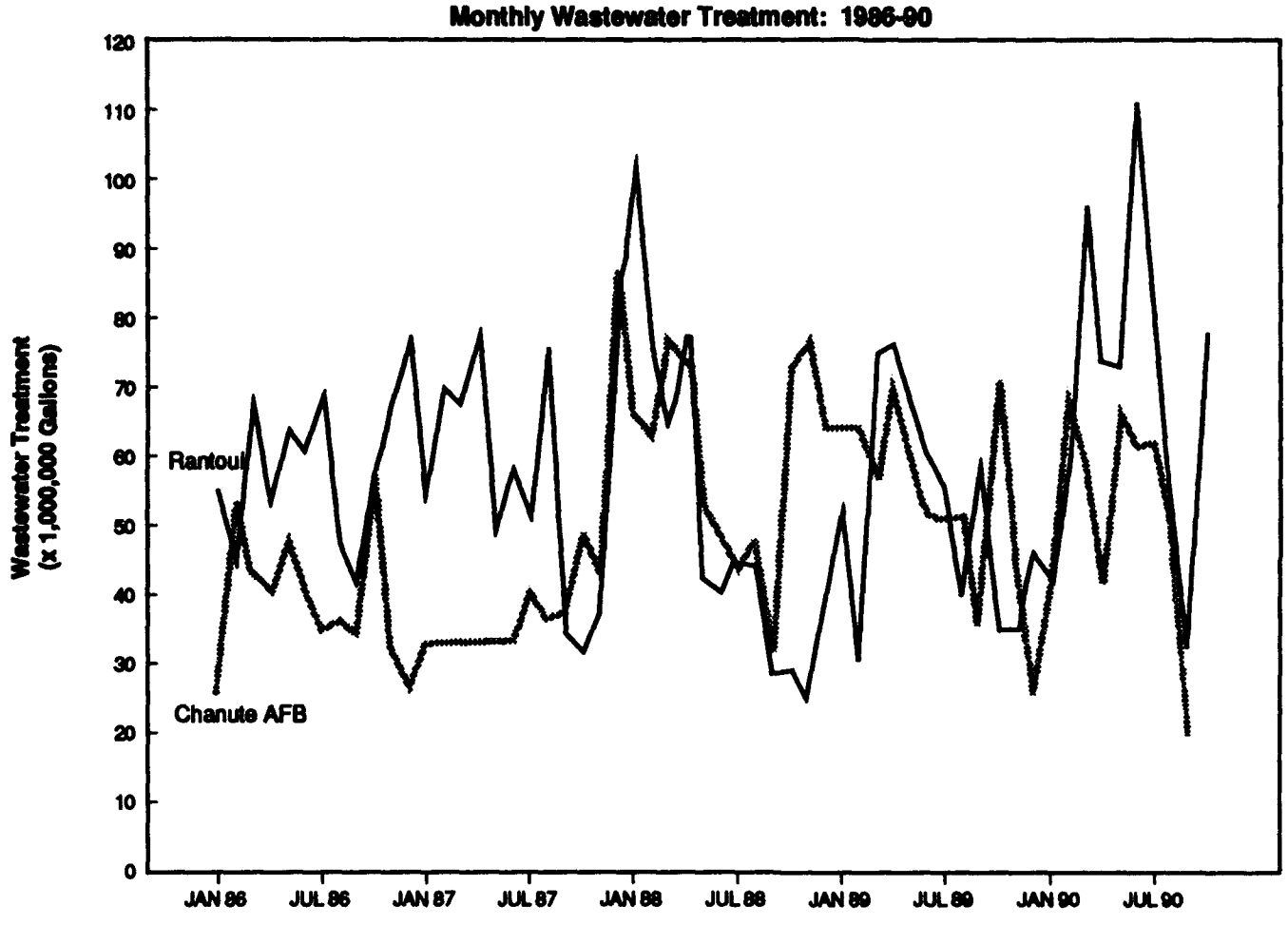
contribution. Rather, the Air Force receives the services of the WWTP at a reduced rate. Historic and projected wastewater treatment for Rantoul and Chanute AFB are shown in Figure 3.4-22. In 1993, wastewater flow from the base is assumed to be 25 percent of the current total flow, mainly consisting of inflow/infiltration.

Rantoul. The wastewater collection system for the Village of Rantoul has approximately 196,700 feet of sewer. The original sewer network, constructed around 1940, accounts for approximately one-third of the existing system. The original system was constructed of clay pipe using oakum-mortar joint material, and was tributary to the old treatment plant. The system has been continuously expanded by the Village and private developers. In 1954, the 30-inch diameter Southside Interceptor and the Eastside Treatment Plant were constructed, and the old treatment plant was abandoned. The Northside Interceptor was constructed in 1965 and the Westside Interceptor in 1968.

The Rantoul wastewater collection system is expected to be unchanged in 1993. Some flow reduction is anticipated as a result of base closure, but the effects should be spread throughout the system. No area of the wastewater collection system is anticipated to be affected to a point at which changes in operation or maintenance would be required.

Influent to the WWTP is subjected to heavy particle (grit) removal, larger particles are reduced in size, settleable solids and floatable greases are separated in primary clarifiers, and the primary effluent is routed to secondary treatment in packed towers. There, microorganisms reduce the biochemical oxygen demand of the primary effluent to acceptable levels. The effluent is then settled, filtered through rapid sand filters, chlorinated, and discharged into a man-made drainage ditch, which is an unnamed tributary of the Upper Salt Fork Drainage Ditch. The receiving man-made ditch is classified as a stream with a 7-day, 10-year low flow of zero. Therefore, the plant effluent must meet stream standards. Operation consistently meets the requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued for the Rantoul WWTP. Ultimate discharge is to the Vermilion River. Solid waste (sludge) from the process is digested and/or dewatered and landfilled. There is considerable duplication of facilities in order to provide adequate processing capacity.

Because of infiltration/inflow conditions in the collection systems feeding the plant, inflows exceed plant capacity during storm and other severe wet-weather conditions. The plant consequently is provided with a stormwater diversion structure and stormwater lagoon, where wastewater is stored temporarily before being removed and processed when inflows fall within normal ranges. A 1978 infiltration/inflow analysis for the Village proper concluded that elimination of infiltration/inflow was not cost effective.



Source: U.S. Air Force, 1990a; Village of Rantoul, 1990b.

Rantoul and Chanute AFB Historic Wastewater Treatment

Chanute AFB
Rantoul, Illinois

EXPLANATION

Chanute AFB

Rantoul

Figure 3.4-22

Some types of contaminants can pass through a conventional treatment plant virtually unchanged, whereas others can cause major disruptions in plant operation. To prevent such undesirable conditions from arising, both federal and State of Illinois regulations require pretreatment of the effluent by a wide range of specified processes. Operators of publicly-owned treatment plants must establish a monitoring program to ensure the undesirable materials are not discharged into the wastewater stream and that required pretreatment standards are being met. To prevent deterioration in effluent quality or damage to the treatment process (system upset), the Village of Rantoul has established and enforces a Sewer Use Ordinance that establishes pretreatment and monitoring requirements for wastewater discharges into the system.

The more notable of the low-flow related problems could be expected to occur in the force main systems. The volume of the wet well and the rate of wastewater flow determine the retention time of the system. The Illinois Recommended Standards for Sewage Works require that the retention time not exceed 30 minutes at the design average flow. Excessive retention times can result in septic conditions, with attendant generation of malodorous, corrosive, toxic, and potentially explosive gases.

The pumping system for wet wells must be sized appropriately for the expected flow. Pump stations must be designed to handle both the average flow and normal daily and seasonal fluctuations encountered in service. The existing pump stations have large pumps designed to run almost continuously to transport the average flow, and smaller pumps that control the fluctuations. Flows are anticipated to drop appreciably for a period of years under the Proposed Action. The flow rate is expected to drop below the capacity of the large pumps, but remain above the capacity of the smaller ones. The large pumps would, therefore, cycle on and off continuously. Because of their large starting currents, the motors for the larger pumps would constantly overheat, necessitating excessive maintenance and replacement.

A specific potential problem of this type has been identified in the pumping station at Eagle and Heritage drives. This station pumps into a 20-inch diameter force main that extends to the WWTP. This station is rated at 1.8 MGD dry weather flow and 3.92 MGD at maximum daily flow. The pumps were sized to accommodate the infiltration/inflow problem in the upstream sewers and future expansion. With substantially reduced flow, this equipment would be oversized and would not function properly.

Low flow also may result in velocities that are inadequate to keep the affected sewers flushed out. For less severe conditions, increased maintenance should provide an adequate response. Rerouting of the wastewater streams could be required or desirable, depending on the actual conditions encountered as the reuse area is developed.

Lower flows to the WWTP may cause excessive cycling of the pumps in the WWTP, resulting in heat build-up in the motors and controls and possible failure. Problems with long retention times could occur at the WWTP as at the force main wetwell. Reduced flow rates to the units, clarifiers, and packed tower biological reactors could reduce the loading rates to these units below design parameters and the efficiency of the units would drop drastically.

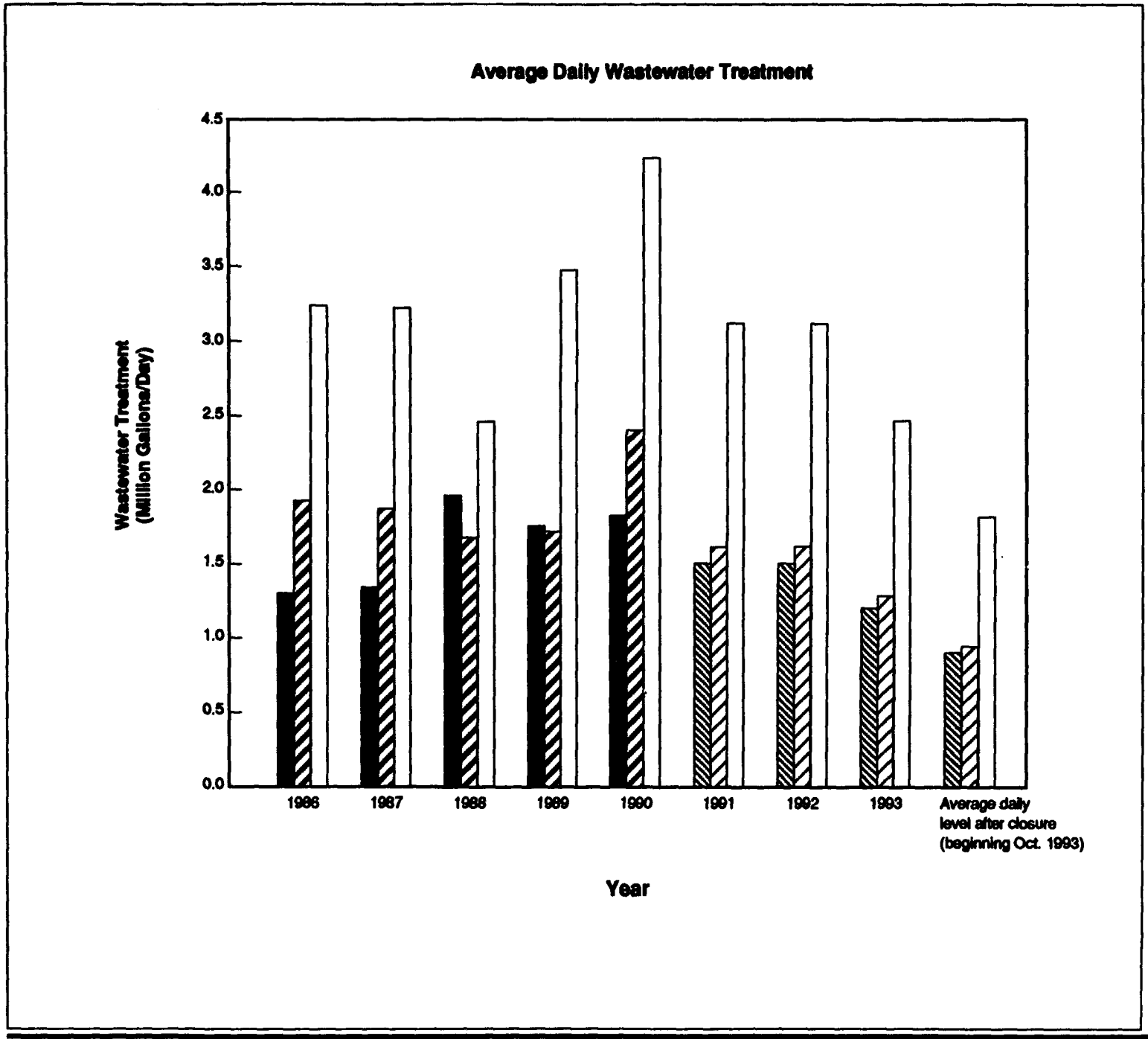
Chanute AFB. Wastewater generated by activities on Chanute AFB is collected by a system comprising approximately 139,000 linear feet of sanitary sewers, and is then routed to the Rantoul WWTP for treatment and disposal. Because of the relatively level topography on base, force mains as well as gravity sewers are required, and the system includes 24 pump stations for this purpose. (A force main is a system in which wastewater is accumulated in a "wet well" and is then pumped into a sewer line. Such systems provide service where gravity flow is not feasible.) Most of the collected wastewater is pumped to the treatment plant through a 20-inch-diameter force main that starts at Eagle and Heritage drives, goes east toward the base boundary, then north to the Rantoul WWTP. Some wastewater generated by the housing area at the northwest part of the base reaches the WWTP by gravity flow.

There are two unused (since 1988) wastewater treatment plants on base. One of these plants is in the industrial area in the southeast part of the base; the other is at Eagle and Heritage drives. The main pumping stations of the force-main system are located at these plant sites. Some wastewater generated on base must pass several lift stations before reaching one of these main stations. The on-base collection system is subject to infiltration/inflow, a condition common to systems of its age in central Illinois (EDAW et al., 1990).

Historic and projected wastewater treatment volumes for Rantoul and Chanute AFB are shown in Figure 3.4-23. At closure, wastewater flow from the base is assumed to be minimal, mainly consisting of inflow/infiltration.

Future Baseline

Base closure may result in reductions in the amount of influent wastewater received by the Rantoul WWTP. Data for the 1-year period ending in September 1990 show an overall daily average flow of 4.2 MGD to the plant; of this flow, 2.4 MGD was contributed by Rantoul and 1.8 MGD (43 percent) was contributed by Chanute AFB. A substantial amount of this average flow represents contributions for inflow/infiltration, which can contribute 60 percent or more of the flow during heavy rains. Over the same 1-year period, the daily flow contributed to the WWTP by the Village of Rantoul, averaged over one month, varied from a low of 1.0 MGD to a high of 3.7 MGD. It is expected that base closure without reuse would result in the loss of about 50 percent of the average daily flow (U.S. Air Force, 1990g).



Rantoul and Chanute AFB Wastewater Treatment

Chanute AFB Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul
- Chanute AFB and Rantoul
- Chanute AFB Forecast
- Rantoul Forecast

Figure 3.4-23

The overall average flow of 3.7 MGD for FY 1990 was high, largely because this was the second wettest rainy season on record. Without the increased infiltration/inflow contributed by the rains to the wastewater flow, the WWTP and its collection system would have experienced low flow problems. The Rantoul WWTP was placed in service in 1966. It is located immediately north of Grove Avenue at the eastern Village limit. The Rantoul WWTP currently serves the corporate area of the Village of Rantoul including Chanute AFB. It had an original design capacity of 4.33 MGD Average Daily Dry Weather Flow and 8.65 MGD Peak Daily Dry Weather Flow. The WWTP was expected to receive 3.0 MGD initially, with a reserve capacity of 1.33 MGD for growth; however, the WWTP and its collection system have not operated efficiently at flows below the levels of 1990. With no change in population, the WWTP is in need of improvements to efficiently treat the wastewater flow.

Prior to 1993, temporary minor adjustments and a higher degree of maintenance than is commonly necessary may be required to provide adequate treatment of the reduced influent flow reliably and economically, and without violation of any applicable regulations. The specific steps necessary to achieve this end are being evaluated. In the Record of Decision for the base closure EIS (U.S. Air Force, 1990f), the Air Force committed to help in the process.

Under future baseline with no reuse, wastewater flows in the year 2014 would be significantly below the minimum plant design flow. Equipment breakdown and failure may increase as a result of the inefficient operation of the facilities (e.g., pumps not run at optimum design rates). In the event plant modifications are not made and the operations and maintenance budget is not sufficient to maintain plant performance, treated effluent discharged may exceed discharge standards.

The average cost per gallon of treated wastewater may increase because of fixed costs associated with operation of the treatment plant and related infrastructure. Consequently, Rantoul will likely need to increase charges to consumers to maintain adequate service.

3.4.6.3 Solid Waste

Preclosure Conditions

Solid waste for the Village of Rantoul and Chanute AFB currently is disposed of in a landfill operated by the Village in a hilly area approximately 3 miles northeast in Ludlow Township, immediately west of the Ludlow/Hardwood Township border. The natural geology of this area provides a clay soil bottom liner more than 50 feet thick, providing a barrier between the landfilled wastes and local groundwater. The facility is designated as a Class II landfill, suitable for the disposal of non-hazardous and general municipal waste. It was placed in service in 1969, and was first permitted by the Illinois EPA in 1975. No "special

waste" or construction debris is accepted at the landfill. Construction debris has been accepted on a case-by-case basis, but is generally prohibited because of volume. Asbestos-containing debris cannot be accepted by the Rantoul landfill, because it is classified as a special waste. It has not been previously permitted, and cannot be permitted now because of the restrictions of the Illinois Solid and Special Waste Management Regulations, which prohibits new special waste streams.

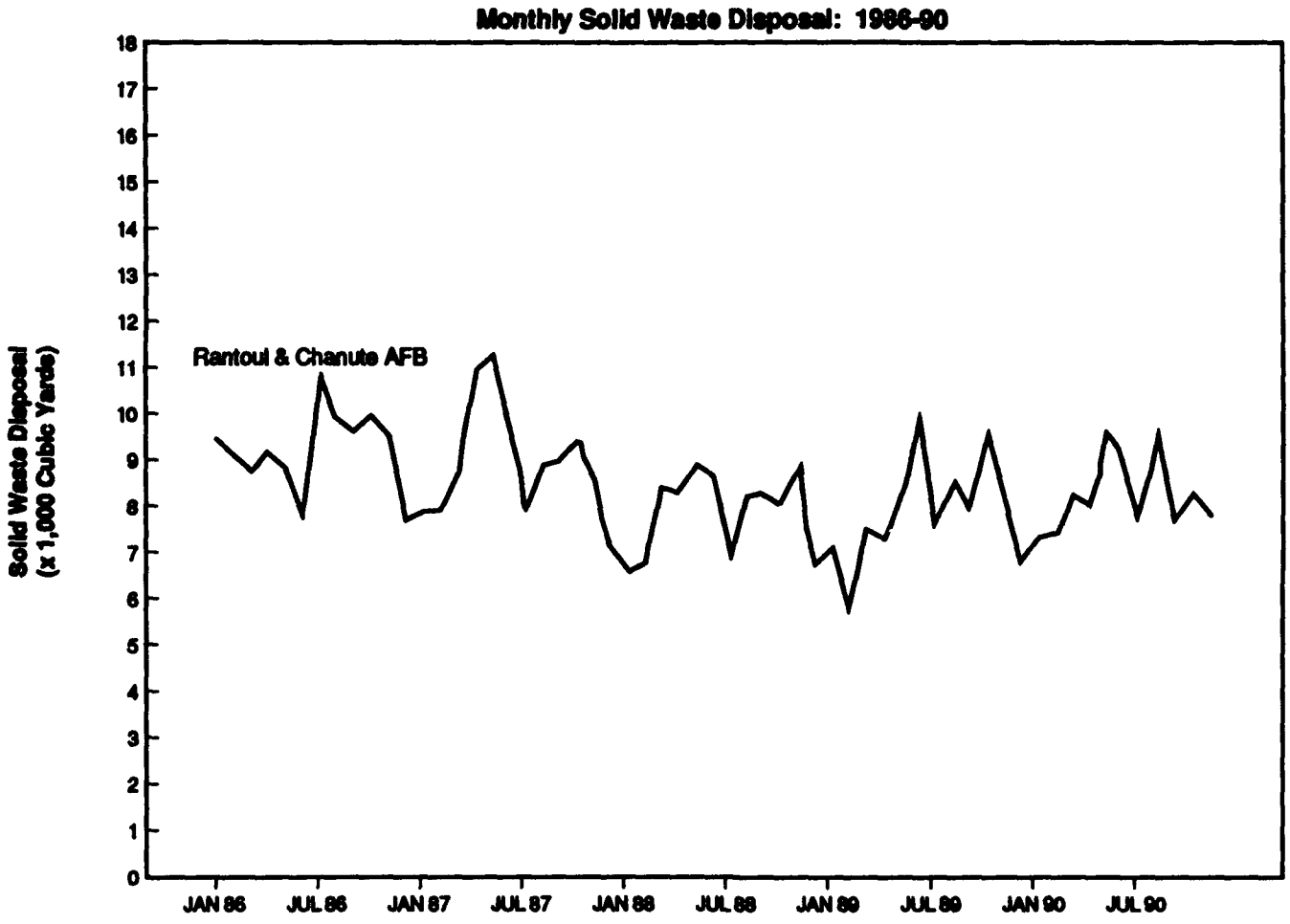
Private haulers serve a total of approximately 35,000 individual customers in the area, who generate approximately 95,000 cubic yards of waste per year (Figure 3.4-24). Chanute AFB contributes approximately 30 percent of the total. A composting program was begun in 1988, and a recycling program is currently in place. The Village of Rantoul has indicated that it would not accept packing, crating, and other wastes generated from Chanute AFB related to its closure/moving activities during the next few years.

In March of 1991, and in accordance with recent revisions in Illinois EPA regulations, the Village of Rantoul notified the Illinois EPA of its revised available capacity estimates for the Rantoul Municipal landfill and of its intent to close the site by April of 1995. Additionally, Rantoul has indicated that it does not currently plan to expand the Rantoul landfill onto a 63-acre site that is adjacent to the existing landfill and owned by the village. Champaign County is presently planning to site a new landfill that could accept Rantouls's solid wastes that would be operational by 1995.

If the county landfill is not available at the time of closure of the Rantoul landfill, Rantoul's wastes would likely be transported to the H&L Disposal Company #3 landfill, the closest facility to Rantoul, located in Danville, IL, in adjacent Vermilion County. This landfill has a remaining capacity, as of 1 April 1990, of 6.5 million cubic yards and was expected to have a 10-year remaining life, based on its 1990 disposal rate of 678,817 cubic yards (Illinois Environmental Protection Agency, 1990).

Future Baseline

At base closure, solid waste generation will decrease approximately 38 percent. At that time, an estimated 51,000 cubic yards of waste per year will be generated. The estimated volume of waste generated from the Rantoul service area after base closure (i.e., 51,000 cubic yards per year) would represent approximately 0.8 percent of the 1990 remaining capacity of the H&L Landfill and a 7.5 percent increase over its 1990 disposal rate. Figure 3.4-25 shows historic and projected annual disposal of wastes from the present service area of the landfill.



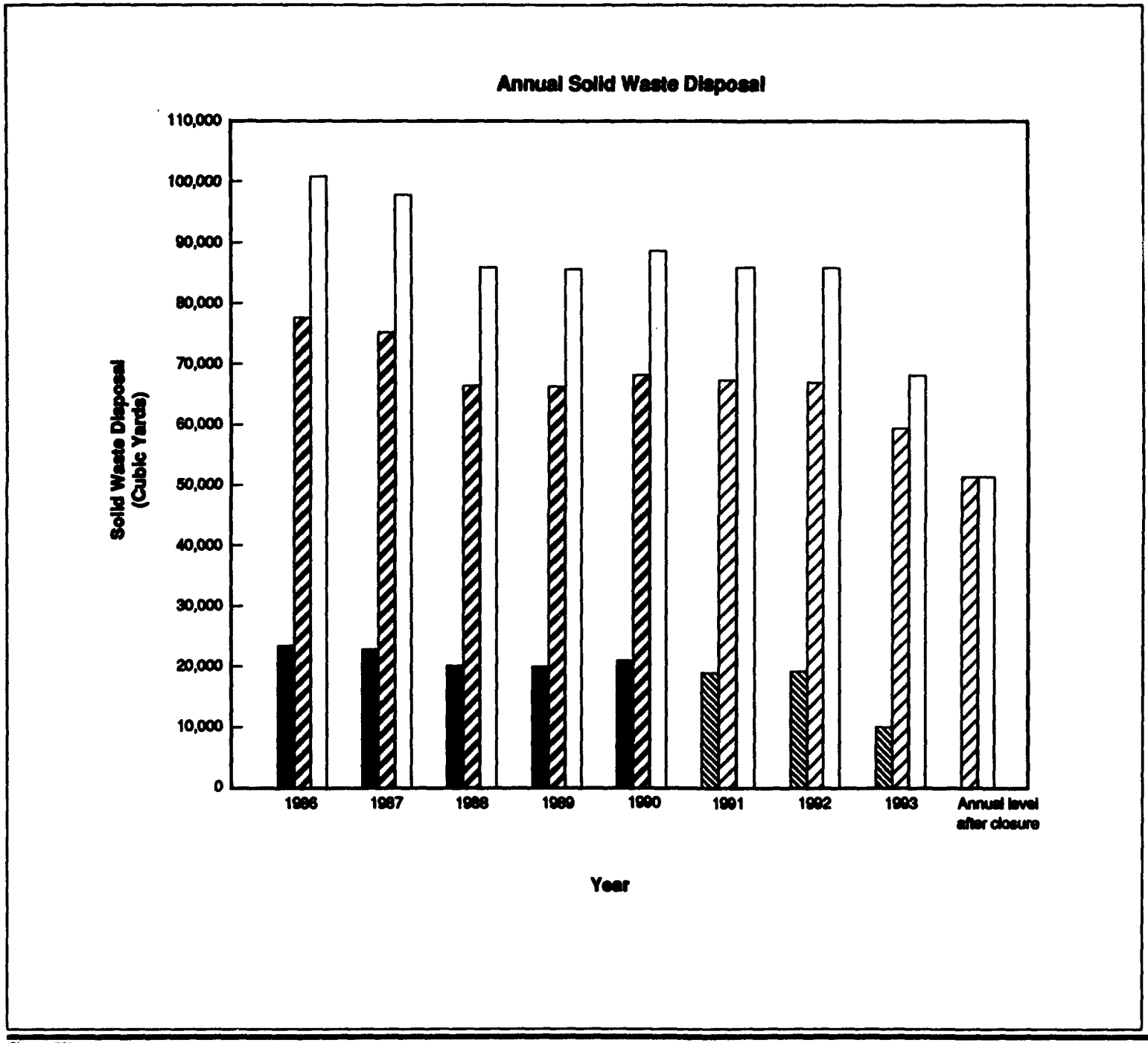
Source: Village of Rantoul, 1990b.

Rantoul and Chanute AFB Historic Solid Waste Disposal

Chanute AFB
Rantoul, Illinois

Note: Chanute AFB's portion of solid waste disposal is estimated as approximately 30 percent of the total shown (Little, 1990). 1986 monthly disposal was estimated from monthly bill receipts.

Figure 3.4-24



Rantoul and Chanute AFB Annual Solid Waste Disposal

Chanute AFB Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul
- Chanute AFB and Rantoul
- Chanute AFB Forecast
- Rantoul Forecast

Figure 3.4-25

Chanute/328-1

3.4.6.4 Energy

Preclosure Conditions

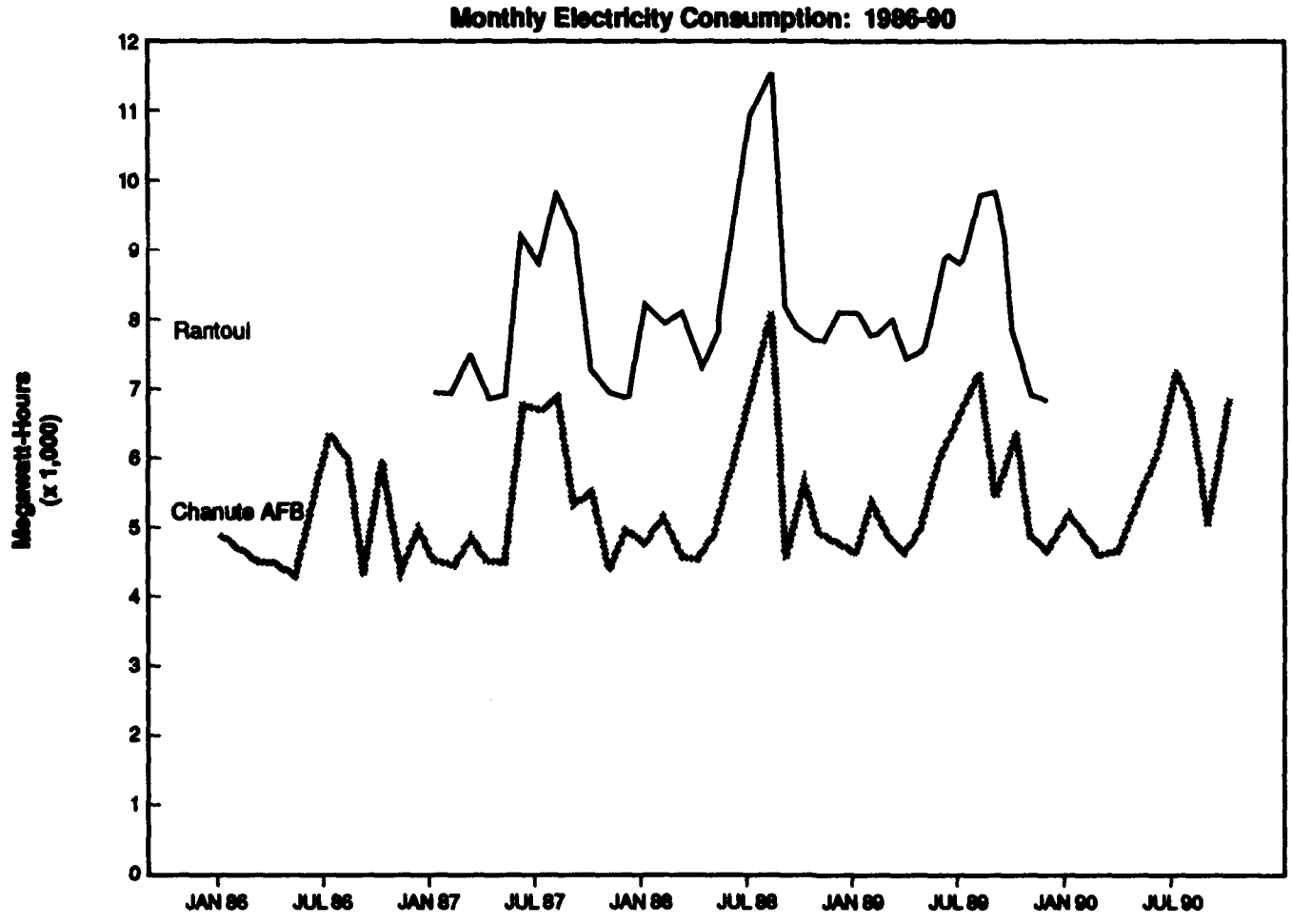
Historic energy consumption of electricity, natural gas, and coal by the Village of Rantoul and Chanute AFB is indicated in Figures 3.4-26, 3.4-27, and 3.4-28.

Rantoul. The Village of Rantoul operates its own power distribution and generating facility. Most of the distributed power is derived from Rantoul's membership in the Illinois Municipal Electric Authority (IMEA), which purchases power from privately owned utility companies, and distributes it to its member utilities over leased lines. The Village currently has contracts with the IMEA for the supply of all power needs through the year 2020. The present transmission lines and feeders to the Village have a capacity of 50 megawatts (MWs); the historical peak demand has been 26 MWs, so nearly 100 percent reserve against peak demand is available. In addition, the feeder capacity can be doubled within 6 months if needed. The power suppliers have current excess capacity, and the IMEA has just purchased a 60-MW share of a new power plant.

In addition to purchased power, the Village has a rated peak generating capacity of 13.5 MW, through the use of eight diesel-powered generators. The contract with IMEA requires that these units be available within 30 minutes notice, and they are maintained at that readiness at all times. In recent years, they have not been used for actual delivery of electrical power to the load, because the cost of purchased power is less than the cost of generation by the Village. Electrical use within the Village of Rantoul peaks during the summer months, when about 11,500 megawatt-hours (MWH) are consumed monthly. The additional load for air conditioning and water pumping during the summer months may contribute greatly during this peak period of demand.

Natural gas is supplied to the Village of Rantoul by the Northern Illinois Gas Company, a private company that also supplies Chanute AFB. Natural gas use in Rantoul is greatest during the winter, primarily associated with space heating requirements.

Chanute AFB. Chanute AFB receives electrical service from the Central Illinois Public Service Company (CIPS), which also is one of the source agencies for the Village of Rantoul. The area is served by a 138-kilovolt (kV) transmission line capable of carrying more than three times the present load. A 69-kV transmission line extending from the CIPS Rantoul substation terminates at an Air Force-owned substation next to the North Gate. The total capacity of the base substation is 35,000 kilovolt-amperes (kVA). Electrical power is distributed throughout the base by 13 primary feeders. Base peak power demands over the past several years have been in the range of 14,000 to 17,000 kVA. The



Source: U.S. Air Force, 1990a; Village of Rantoul, 1990b.

Rantoul and Chanute AFB Historic Electricity Consumption

Chanute AFB Rantoul, Illinois

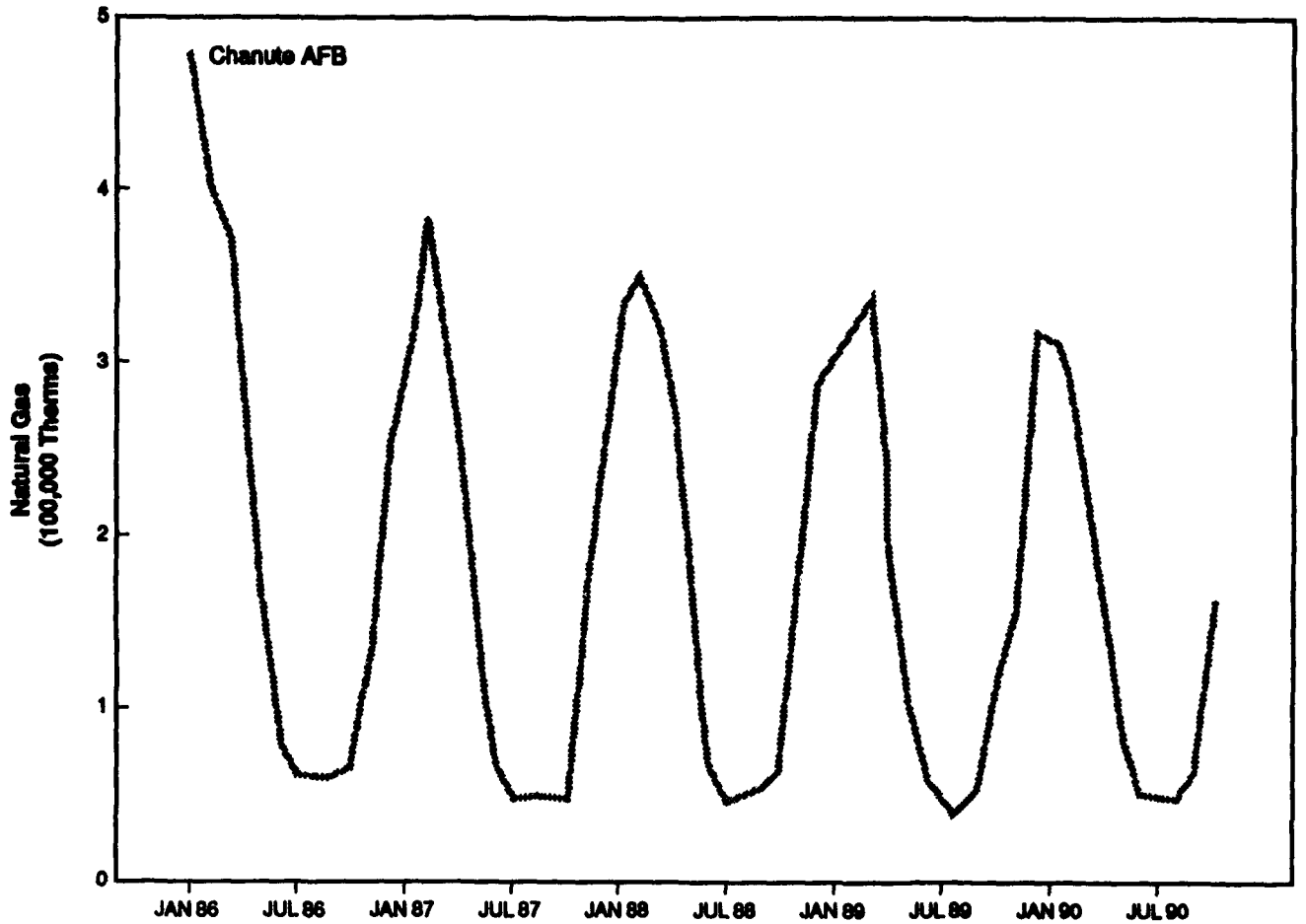
EXPLANATION

Chanute AFB

Rantoul

Note: 1986 and 1990 monthly consumption not available

Figure 3.4-26



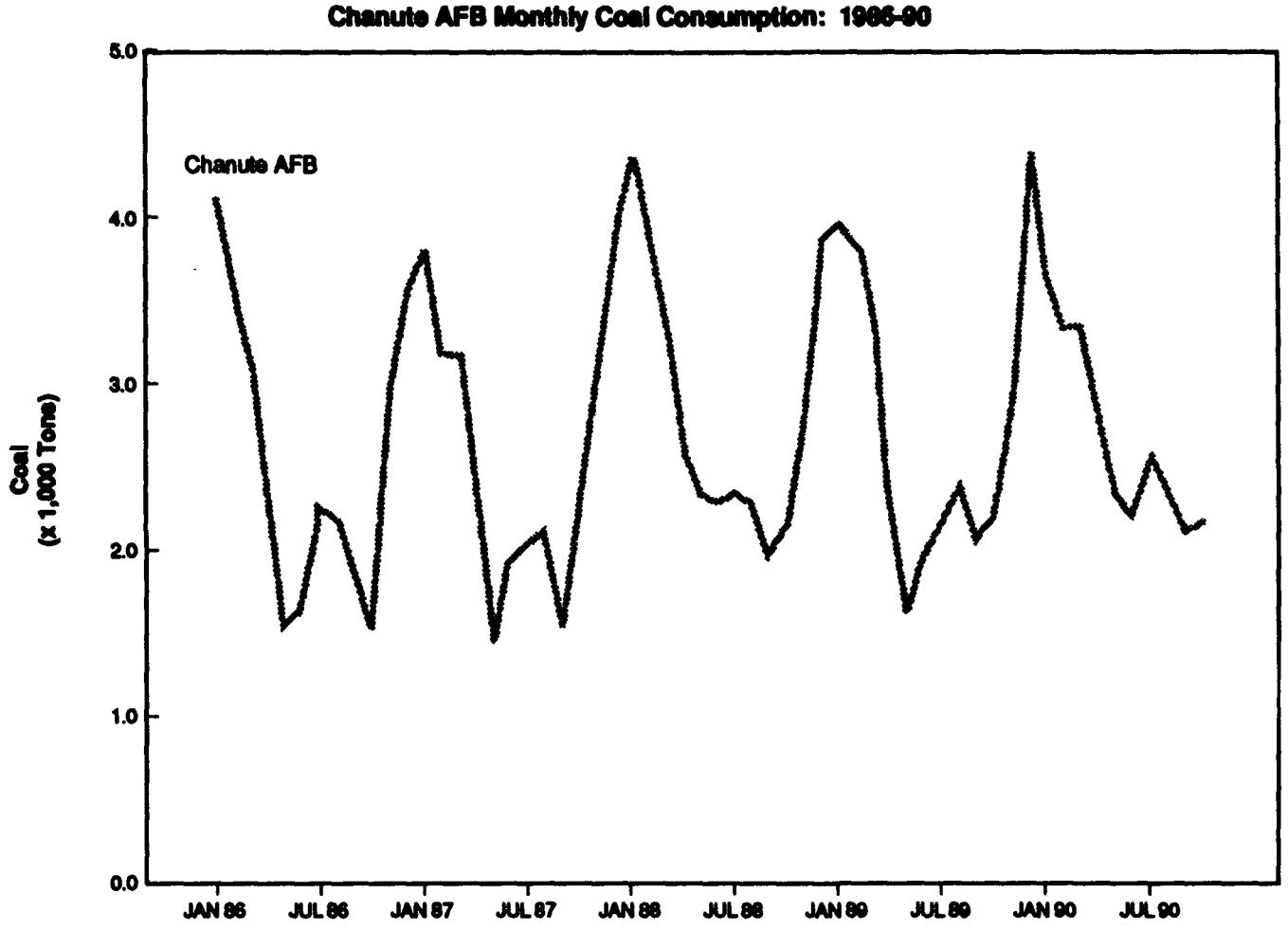
Source: U.S. Air Force, 1990g.

Chanute AFB Historic Natural Gas Consumption

Chanute AFB
Rantoul, Illinois

Note: 1986-1990 monthly data for Rantoul not available.

Figure 3.4-27



Source: U.S. Air Force, 1990g.

Chanute AFB Historic Coal Consumption

Chanute AFB Rantoul, Illinois

Figure 3.4-28

distribution system is adequate for present loads, and the substation has excess capacity in the range of 20,000 kVA over present demand (EDAW et al. 1990).

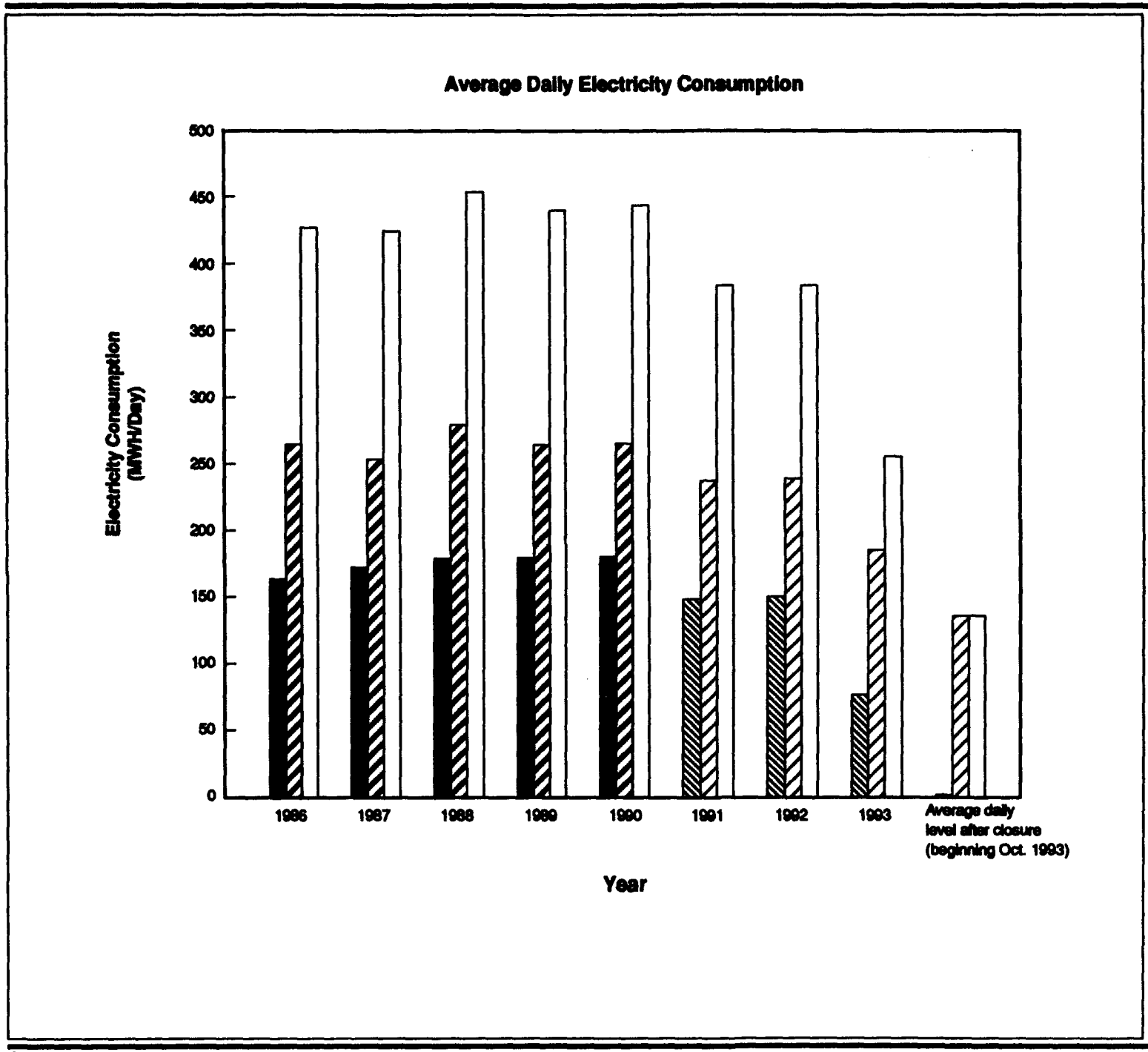
Electrical use on Chanute AFB typically peaks during the summer months, when about 7,000 MWh are consumed monthly. Most natural gas and coal use on the base takes place during the winter, primarily associated with space heating requirements. The steam plant operates during the summer months to provide air conditioning and hot water to some of the dormitory facilities.

Most heating on base is provided from two heating plants, supplemented by use of natural gas or No. 2 fuel oil to heat individual buildings. Some small buildings are heated by electricity. The central heating plant (Building 46) was erected in 1939, and serves the northwest section of the base (excluding housing units in the area), hospital, dental clinic, child development center, and other buildings between the hospital and the mobile home park. The central heat plant is coal fired, and consumes an average of about 140 tons per day of low-sulfur coal during the winter and 70 tons per day during the summer. Coal is delivered by truck from southern Indiana.

The second heating plant is located in Building 996 in the southeast area of the base. This facility is gas fired, but it can also operate on No. 5 fuel oil. It was erected in 1950, and serves several buildings in the 900 area, including the fire and fuel specialist training school and the fuel test cell buildings. The plant's overhead bunker facilities, which convey the coal down into the boiler stokers, the boiler stokers themselves, and the air pollution scrubbers show a large amount of wear and tear and would be expected to require continuing maintenance attention. The steam plant operates 7 days a week, 24 hours a day with a staff of 50 to 60 people. Maintenance of the existing central heating plant costs approximately $250,000 per year.

Future Baseline

Historic consumption of electricity, natural gas, and coal by the Village of Rantoul and Chanute AFB, as well as future baseline consumption are indicated in Figures 3.4-29, 3.4-30, and 3.4-31. Projections assume reductions in use in proportion to reduction in population, both on Chanute AFB and in Rantoul. The consumption of electricity at Chanute AFB would be negligible by late 1993; minor electrical demand may be required for security lighting. Based on per-capita demands for a caretaker staff of 50, the electrical demand is estimated to be 1.7 MWh/day. Minimal space heating would be required at closure to maintain temperatures of about 40 degrees Fahrenheit (F) in buildings during winter months. This was estimated to require approximately 20 percent of normal current demand for natural gas and coal.



Rantoul and Chanute AFB Electricity Consumption

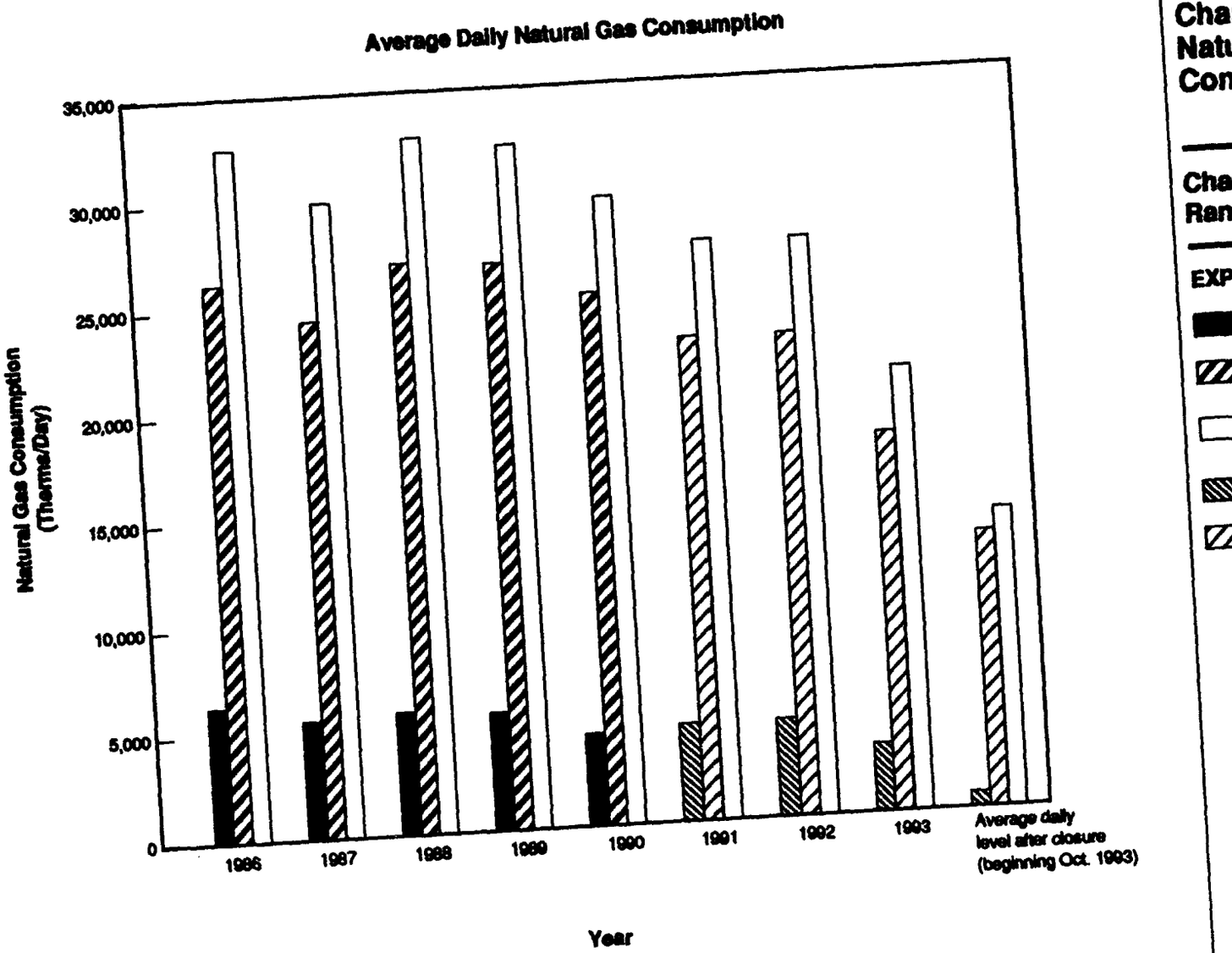
Chanute AFB Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul
- Chanute AFB and Rantoul
- Chanute AFB Forecast
- Rantoul Forecast

Figure 3.4-29

Chanute/317-5



Rantoul and Chanute AFB Natural Gas Consumption

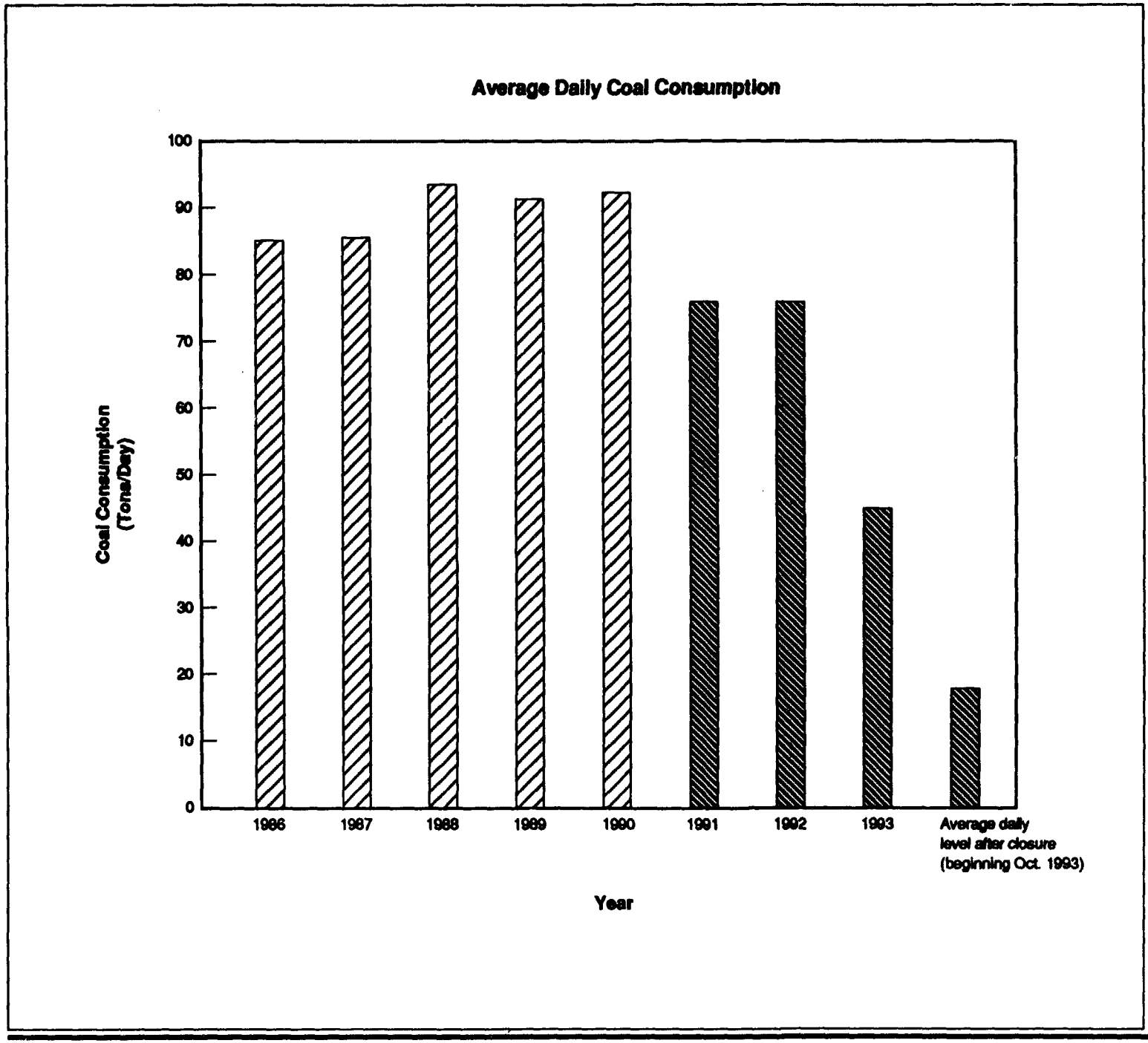
Chanute AFB
Rantoul, Illinois

EXPLANATION

- Chanute AFB
- Rantoul
- Chanute AFB and Rantoul
- Chanute AFB Forecast
- Rantoul Forecast

Figure 3.4-30

Chanute319-5



Chanute AFB Coal Consumption

Chanute AFB Rantoul, Illinois

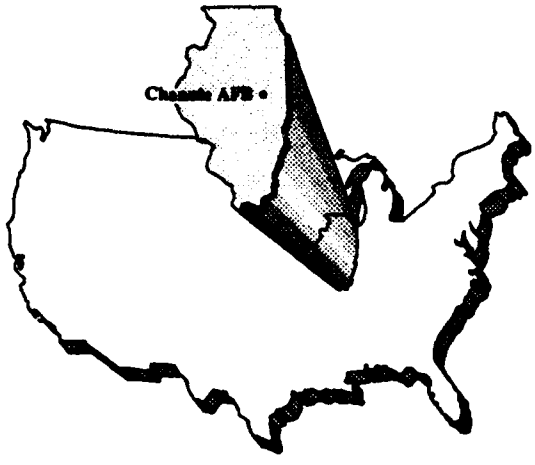
EXPLANATION

Chanute AFB

Chanute AFB Forecast

Figure 3.4-31

Chanute/318-5



CHAPTER 4
SOCIOECONOMIC EFFECTS OF REUSE OPTIONS

4.0 SOCIOECONOMIC EFFECTS OF REUSE OPTIONS

This chapter discusses the potential socioeconomic effects associated with the four reuse options for Chanute AFB. The purpose of this analysis is to identify (and quantify, where possible) major socioeconomic issues.

Descriptions of the impacts of the Proposed Action, two development alternatives, and the No-Action Alternative are provided in Sections 4.1 through 4.4. A brief summary of each of the proposed reuse options, as well as the related timing of construction and operation, is presented below.

Proposed Action. Under this reuse plan, utilization of the existing infrastructure for a variety of aviation-related and non-aviation-related uses is the primary goal. Uses include an aviation maintenance support facility, an educational facility, a medical facility, and various commercial, industrial, and residential components. Under the Proposed Action, construction is anticipated to start in 1991 and peak in 1992 and 1993. The air maintenance facility is estimated to be 80 percent operational by 1994, shortly after closure is complete. Demolition and renovation of existing facilities would likely be initiated in 1993 and continue, as needed, beyond the year 2014.

Minor Aircraft Maintenance Operations Alternative. This reuse alternative is similar to the Proposed Action in the types of on-site uses proposed, though the scale of the operation is much smaller. The construction period for the airfield infrastructure is, as in the Proposed Action, planned to begin in 1991 and peak in 1992 and 1993. Construction (demolition and renovation) of related facilities would likely be initiated in 1993 and continue as needed through the year 2014 at a slower pace than that assumed under the Proposed Action.

Non-Aviation Alternative. This alternative emphasizes a large industrial land-use zone and an educational training land use zone. The existing airfield would remain inactive and the open areas around the airfield would continue to be used for agricultural purposes. Minor amounts of construction-related activities would begin in 1993, but the emphasis would be on reuse of existing facilities with a minimal amount of new construction expected.

No-Action Alternative. The No-Action Alternative is the placement of Chanute AFB in caretaker status for an indefinite period of time after phase-down of operations is complete in late 1993. This alternative is described in Chapter 3 as the future baseline for the site.

This analysis addresses the time phasing of impacts associated with reuse of the base. Emphasis is placed in each of the alternatives on the commencement of reuse activities and impacts of reuse 5, 10, and 20 years into the future. The years 1994, 1999, 2004, and 2014 consequently are highlighted in discussions

of each alternative. Other points in time, including 1991 through 1993, are evaluated as well when necessary to address the impacts of a particular action.

Of particular importance in this analysis are "site-related" impacts of the Proposed Action or an alternative. Site-related effects are defined to include both direct on-site impacts and secondary effects of reusing the base. Direct on-site effects are the changes immediately associated with an action, such as employment of workers at an aircraft maintenance facility as planned under the Proposed Action. Secondary effects include the indirect and induced changes caused by the multiplier action of the direct effects within the local area. These secondary impacts may be either on-site or off-site, depending on the specific locational decisions made by the organizations involved.

Graphs are used extensively in this section to depict the projected future trend of site-related impacts within the ROI. These graphs are especially appropriate for this analysis, given the conditional nature of development plans for reusing the base. Future decisions by multiple organizations will determine the precise nature of future on-site land uses and, consequently, the magnitude and character of local socioeconomic impacts. The graphs provide an effective means to assess the approximate size of impacts of a particular alternative, as well as to compare the effects of alternatives to each other.

4.1 PROPOSED ACTION

4.1.1 Economic Activity

Site-related employment associated with the Proposed Action is projected to begin in 1991 while the base is still in operation (see Table 4.1-1 for projections). Site-related jobs associated with the Proposed Action would reach a peak of about 13,000 in 1993, comprising the following elements:

- There would be more than 4,200 jobs related to construction activities, including 2,200 on-site construction jobs and about 2,000 secondary construction support jobs (Table 4.1-1). Principal construction activities would include a $75-million investment in airfield resurfacing, extension, and related airfield development; and a $400-million project to construct a 1.5-million-square-foot air maintenance facility (all monetary values are in constant 1990 dollars unless otherwise noted). Other construction planned for 1993 would include initial demolition and renovation of existing education/training, medical, and residential buildings and facilities and start-up of operations associated with those facilities. By the end of 1993, airfield-related development would be complete, and the air maintenance facility construction would be 80 percent complete.
- More than 8,900 jobs would be associated with on-site operations, including about 4,300 direct operating jobs and more than 4,600 secondary jobs elsewhere on site and throughout the region. On site jobs would represent a mix of activities associated with the land uses being developed (see Chapter 1).

Table 4.1-1. Site-Related Employment and Earnings Projections - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Construction							
Employment	163	4,225	4,237	617	57	52	15
Direct	81	2,211	2,224	328	31	28	8
Secondary	81	2,014	2,012	289	26	24	7
Earnings ($000)	3,963	103,157	103,360	14,967	1,379	1,266	361
Direct	2,459	66,804	67,190	9,921	924	849	243
Secondary	1,504	36,353	36,169	5,065	455	417	118
Operations							
Employment	0	4,412	8,923	9,630	11,867	11,962	12,096
Direct	0	2,100	4,263	4,641	5,883	5,969	6,096
Secondary	0	2,312	4,660	4,989	5,984	5,992	6,000
Earnings ($000)	0	96,806	195,474	210,529	257,879	260,063	262,248
Residual Base Operations							
Employment	7,766	7,766	3,883	0	0	0	0
Direct	6,216	6,216	3,108	0	0	0	0
Secondary	1,550	1,550	755	0	0	0	0
Earnings ($000)	131,470	131,770	65,735	0	0	0	0
Direct	101,543	101,534	50,767	0	0	0	0
Secondary	29,936	29,936	14,968	0	0	0	0
Total Employment							
Proposed Action and Residual Base Operations/Construction	7,927	16,404	17,042	10,247	11,923	12,034	12,111
Future Baseline	7,766	7,766	3,883	69	67	69	69
Change from Future Baseline	163	8,638	13,159	10,178	11,854	11,965	12,042
Earnings ($000) 1990 Dollars	135,434	331,733	364,569	225,516	259,258	261,329	262,609
Proposed Action and Residual Base Operations							
Future Baseline	131,470	131,770	65,735	1,842	1,842	1,842	1,842
Change from Future Baseline	3,964	199,963	298,834	223,674	257,416	259,487	260,767

Note: Columns may not sum to totals because of rounding.

Source: Projections developed for this study, January 1991.

Nearly 3,900 jobs attributable to residual base operations would be phased out, including 3,100 on-site military and civilian positions and nearly 800 off-site secondary jobs, leaving about 3,900 such jobs by 1993. Total site-related jobs, including the Proposed Action and residual base activity, would peak at about 17,000 jobs in 1993.

Following the period of peak total site-related employment in 1992 and 1993, direct and secondary jobs would drop during 1994 as base operations completely cease and most major construction work is completed (Figure 4.1-1). Between 1994 and 1997, employment levels would increase again as the aircraft maintenance facility operation increases.

Long-term site-related employment associated with the Proposed Action is projected at about 12,100 jobs from 1999 through 2014. Approximately one half of this total would be direct on-site jobs, while the other half would be secondary jobs.

Earnings from site-related direct and secondary jobs associated with the Proposed Action would peak at about $300 million in 1993. Total site-related earnings, including residual base operations, could be about $365 million. Long-term earnings associated with the Proposed Action would total about $260 million.

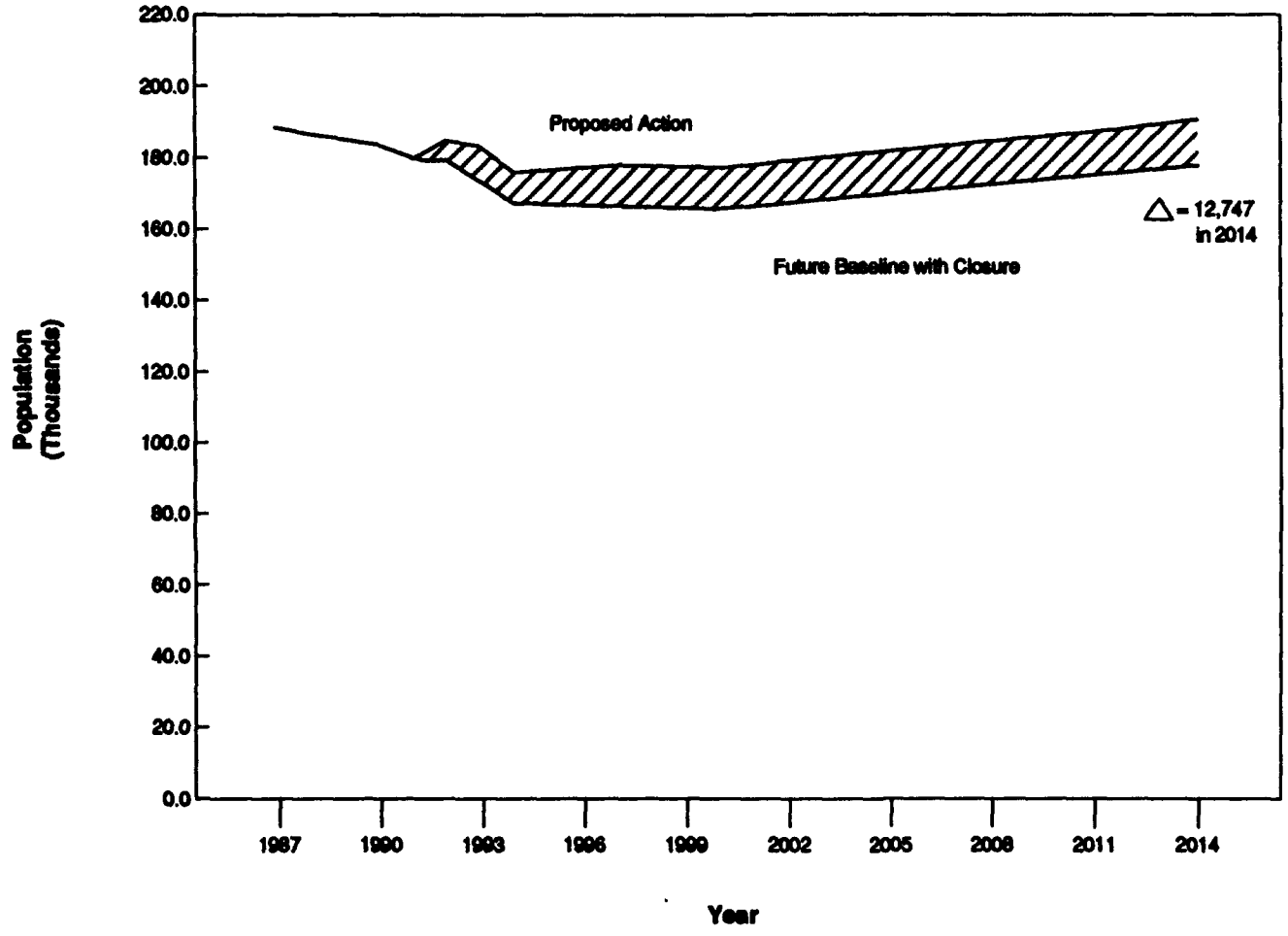
Alternate projections of employment associated with the Proposed Action were prepared by the Illinois Department of Commerce and Community Affairs (DCCA). These alternative projections resulted in levels and phasing of employment that differ from those prepared for this study. The DCCA projections indicate lower direct employment and higher secondary employment than the forecasts developed here, with higher job totals overall. In this respect, the job estimates reported in this analysis are more conservative than those developed by DCCA. Those higher job levels would result in higher population and tax revenues than those projected in this study.

4.1.2 Population and Housing

4.1.2.1. Population. Population impacts for the Proposed Action are defined to include all individuals directly and indirectly associated with the site who would not be in the area were it not for activities at the site. Population impacts include the dependents of these individuals. As discussed under population and housing methodology in Section 3.3.2, the remaining individuals associated with on-site activities are assumed to be from within the ROI, and would reside in the region regardless of activities at the site. Many site-related jobs are expected to be filled by these local residents (reference Table 3.3-1). Local hiring would mitigate the magnitude of increased population caused by base reuse.

Regional Population Projections- Proposed Action

Chanute AFB
Rantoul, Illinois



EXPLANATION

Population impact, difference between Future Baseline with Closure and the Proposed Action

Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990a; 1991 and State of Illinois Bureau of the Budget, 1987.

Figure 4.1-1

The Proposed Action would create a short-term peak population impact in the ROI in 1993 of about 9,600 persons (Table 4.1-2). These would be newcomers to the region, including dependents, who would not be local residents without implementation of the Proposed Action. Because the base would still be in operation in 1993, the total population impact of the Proposed Action and residual base operations would be approximately 15,500 persons, with 5,900 persons (including dependents) attributable to base operations.

Population effects of the Proposed Action would decline somewhat in 1994 as the peak of construction activity passes (Figure 4.1-1). Population impacts would then rise to a long-term level of about 12,800 persons within the ROI by the year 2014.

The future baseline (see Section 3.4) projects long-term out-migration of about 800 persons. The total long-term impact of the Proposed Action, combined with the future baseline, therefore, would be about 12,000 persons.

Among communities in the region, the largest share of ROI population impacts are projected for Rantoul (Table 4.1-3 and Figure 4.1-2). The Proposed Action would increase the population of Rantoul by about 4,200 persons in 1993, increasing to about 5,800 persons by 2014. Combined with the future baseline, which includes both residual base operations through 1993 and long-term population out-migration thereafter, Rantoul would experience an increase of about 5,400 persons above the future baseline if the Proposed Action were implemented.

Both Champaign and Ford counties would experience net in-migration both in the short term and long term under the Proposed Action. Short-term peak population impacts would occur in both counties in 1993, with 8,600 persons relocating to Champaign County and more than 1,000 persons to Ford County. Long-term (year 2014) impacts would be approximately 11,300 and 1,400 persons in Champaign and Ford counties, respectively.

Approximately 3,500 post secondary students would be expected to in-migrate to the region to attend classes at education and training facilities planned under the Proposed Action. These students would be in addition to the estimates presented in Table 4.1-2 and Figure 4.1-1.

4.1.2.2 Housing. Total future housing demand in Champaign County, including impacts from the Proposed Action, is projected to increase to about 2,900 housing units in 1993, decline to about 2,700 units in 1994, and rise gradually to a long-term level of almost 3,700 units by 2014. Combined with residual base operations through 1993, site-related housing demand impacts would peak at more than 4,800 units in 1993.

Table 4.1-2. Site-Related Regional Population Projections - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Civilian							
Direct	47	4,420	7,651	7,175	9,196	9,734	10,650
Indirect	24	1,274	1,972	1,581	1,871	1,948	2,098
Military	0	0	0	0	0	0	0
TOTAL	71	5,694	9,623	8,757	11,066	11,683	12,747
Proposed Action Plus Future Baseline							
Civilian							
Direct	2,622	6,994	8,936	7,175	9,036	9,421	10,023
Indirect	481	1,732	2,201	1,581	1,835	1,878	1,957
Military	8,758	8,758	4,379	0	0	0	0
TOTAL	11,861	17,484	15,518	8,757	10,873	11,298	11,979

Note: These population effects are meant to be interpreted as those persons residing in the region in a given year that would not reside in the region if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

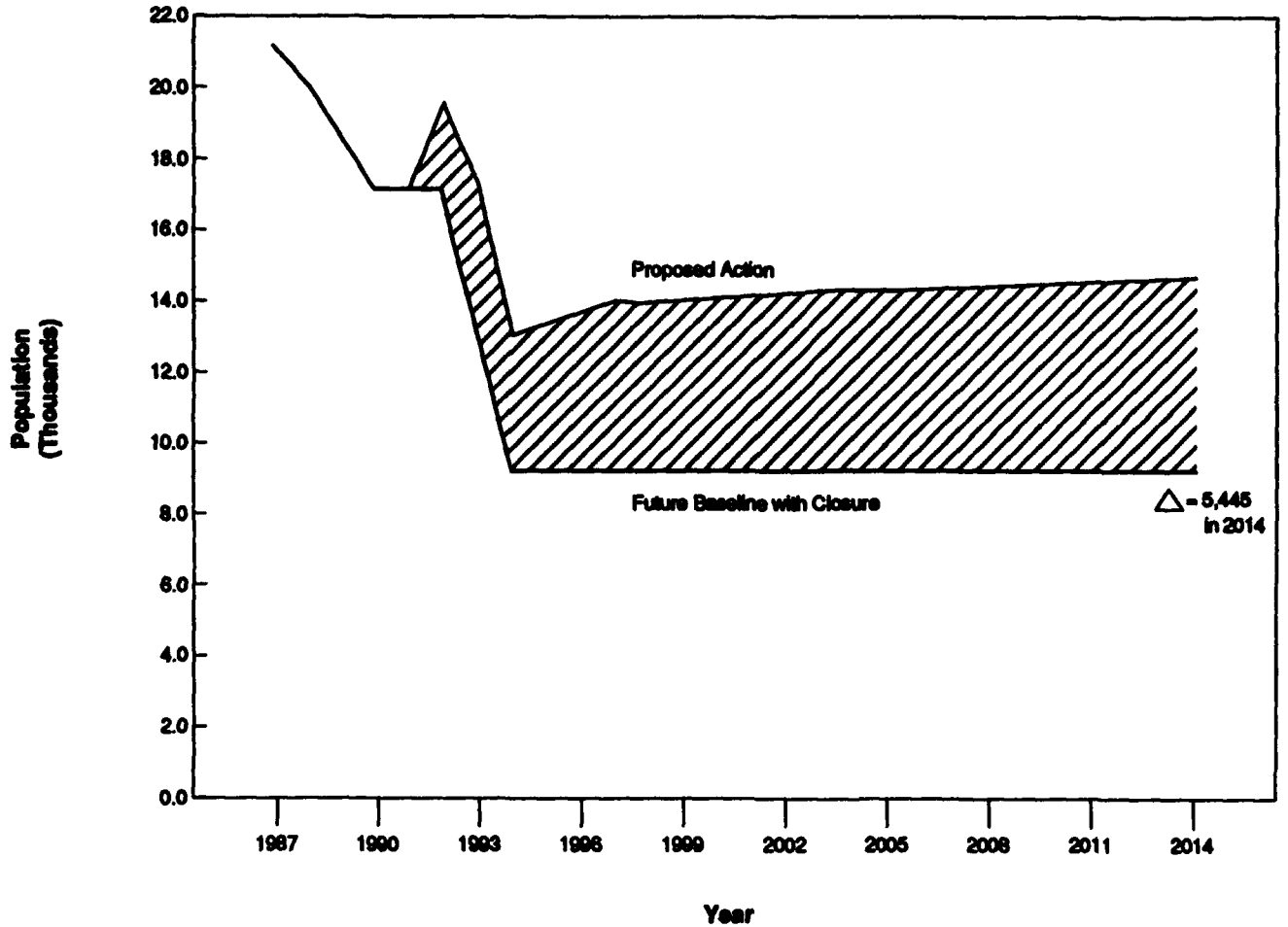
Table 4.1-3. Site-Related Population Projections - Counties and Selected Cities - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Champaign County							
Rantoul	27	2,446	4,208	3,918	5,004	5,294	5,786
Champaign	11	715	1,164	1,007	1,241	1,303	1,415
Urbana	6	423	689	596	736	772	839
Rest of County	19	1,484	2,466	2,257	2,844	3,001	3,273
County Total	64	5,068	8,558	7,779	9,824	10,371	11,315
Ford County							
Paxton	4	370	636	590	753	796	870
Rest of County	3	256	430	388	488	515	562
County Total	7	626	1,066	978	1,241	1,311	1,432
Proposed Action Plus Future Baseline							
Champaign County							
Rantoul	8,086	10,484	8,228	3,918	4,918	5,123	5,445
Champaign	535	1,240	1,426	1,007	1,218	1,259	1,328
Urbana	299	718	836	596	722	746	786
Rest of County	2,271	3,736	3,622	2,257	2,795	2,902	3,075
County Total	11,171	16,178	14,112	7,779	9,654	10,030	10,632
Ford County							
Paxton	375	741	821	590	740	770	818
Rest of County	209	462	533	388	480	498	528
County Total	584	1,203	1,354	978	1,220	1,268	1,346

Note: These population effects are meant to be interpreted as those persons residing in each local area in a given year that would not reside in the local area if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

Village of Rantoul Population Projections- Proposed Action

Chanute AFB Rantoul, Illinois



EXPLANATION

▨ Population impact, difference between Future Baseline with Closure and the Proposed Action

Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990a; 1991.

Figure 4.1-2

Most of this housing demand would occur in Rantoul. Short-term housing demand impacts from the Proposed Action alone would peak at about 1,400 units in 1993, and would reach 2,800 units in combination with residual base operations in 1993. Long-term Rantoul housing demand impacts would total nearly 1,900 units by 2014 (Table 4.1-4). These demand figures are less than 1987 preclosure demand; therefore, supply would be more than adequate to meet demand through 2014. If the composition of housing demand under the Proposed Action differs qualitatively (e.g., size, number of bedrooms, etc.) from supply, the local construction industry could be expected to meet any new demand.

Housing demand effects in Ford County attributable solely to the Proposed Action would reach about 370 units in 1993, decline after peak construction activity is completed, and rise gradually to about 460 units by 2014. Most of these Ford County effects would occur in the city of Paxton.

4.1.3 Public Services

Impacts to key local public services are determined by the change in demand for personnel and facilities arising from project implementation. The ability to accommodate increased demand or to respond to decreases in demand while maintaining accustomed levels of local public service is examined based on potential changes in demand for services.

Direct impacts to public services would arise from changes in public service demand that would directly result from population changes and the area served. Current levels of public service (student/teacher and key employee per 1,000 population ratios) are used as standards of service and, for the Village of Rantoul and school districts serving this area, were supplemented by consultation with the key service providers in the area. Potential project impacts are determined by the necessary addition or reduction of public service employees (e.g., municipal employees, teachers, police officers, firefighters, health care providers) needed to serve project-related population increases or decreases and the area served.

Other direct impacts resulting from implementation of the Proposed Action would focus on the shift from federal administration of Chanute AFB to public administration of that project area. Although the base is currently within the limits of the Village of Rantoul, public service provision and facility support (with some exceptions, like public education) have been the responsibility of the Federal Government. Following disposition of any parcel to the private sector or to the Village of Rantoul, the Village of Rantoul would become responsible for municipal services, police protection, fire protection, health care provision, and recreation services over that parcel. In addition to being responsible for directly serving a larger area, the Village would also lose Air Force support of their

Table 4.1-4. Site-Related Housing Projections - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Champaign County							
Rantoul	10	841	1,446	1,346	1,690	1,760	1,871
Champaign	4	246	400	346	419	433	456
Urbana	2	146	237	206	248	256	270
Rest of County	6	510	857	775	960	998	1,057
County Total	22	1,742	2,940	2,672	3,317	3,467	3,654
Ford County							
Paxton	2	128	218	203	254	265	281
Rest of County	1	87	148	133	165	171	182
County Total	3	215	366	336	419	436	463
Proposed Action Plus Future Baseline							
Champaign County							
Rantoul	1,575	2,405	2,827	1,345	1,690	1,760	1,871
Champaign	184	426	490	346	419	433	455
Urbana	103	248	287	205	248	256	270
Rest of County	780	1,284	1,245	776	960	998	1,057
County Total	2,642	4,363	4,849	2,672	3,317	3,447	3,653
Ford County							
Paxton	129	255	282	203	254	265	281
Rest of County	72	158	183	133	165	171	182
County Total	201	413	465	336	419	436	463

Note: Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

public services in the form of aid agreements (e.g., for public education and fire protection). Responsibility for municipal services by Rantoul over existing base areas would begin with conveyance of property to private entities.

The communities most affected by potential changes in Proposed Action population, and therefore public service demand, would be the Village of Rantoul, Champaign, Urbana, and Paxton (see Table 4.1-3). Impacts to public services associated with this population distribution could be greatest in Rantoul.

4.1.3.1 Local Government. The project area lies completely within the limits of the Village of Rantoul and the Village would become directly responsible for municipal administration of that area, upon disposition of any parcel of land. Based on consultation with the Village of Rantoul, up to ten additional police officers, four street and highway department workers, and six additional utility system positions (water and sewer services) would be required in the Village of Rantoul to serve the additional area.

Champaign County government employment related to activities at the base is projected to be 23 in 1994, rising to 32 by 2014, while retaining existing public service levels of 3.0 employees per 1,000 people. In contrast, municipal employment related to operations at Chanute AFB historically has been low in both Champaign and Urbana (largely because of their distances from the base). However, municipal employment attributable to operations at the project site in both these cities could need to increase over the long-term under the Proposed Action (in order to maintain existing municipal service levels) to eight employees in Champaign and six in Urbana by 2014.

4.1.3.2 Public Education. Potential impacts to public school enrollments and teacher strength arising from implementation of the Proposed Action are presented in Tables 4.1-5 and 4.1-6. Following closure, public school enrollments related to operations at the Chanute AFB site would either remain constant or would increase during implementation of the Proposed Action. Total Proposed Action-related enrollments would be 1,400 in 1994 and 1,900 by 2014. In Rantoul Township High School District No. 193, project-related enrollments would be 201 and 280 in 1994 and 2014, respectively. Corresponding enrollments for Rantoul City District No. 137 would be 557 and 774.

Resulting changes in teaching strength and facility use likely would accompany these projected enrollment changes. By 1994, the teaching staffs serving demand from project-site-generated enrollments would be 16 teachers in Rantoul Township High School District No. 193 and 38 teachers in Rantoul City School District No. 137 while maintaining current student/teacher ratios. By 2014, long-term reuse activities would lead to demand for 7 and 15 additional teachers in the two districts, respectively.

Table 4.1-5. Site-Related Enrollments - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Rantoul #193	2	126	216	201	253	263	280
Rantoul #137	4	347	599	557	699	728	774
Thomasboro #130	0	25	42	39	48	50	53
Ludlow #142	0	12	21	19	24	25	27
Gifford #188	0	14	24	22	27	28	30
Prairieview #192	0	1	2	2	2	2	2
Champaign #4	2	117	189	164	199	205	216
Urbana #116	1	70	115	99	120	124	131
Other Champaign Co.	1	84	136	118	144	148	156
Paxton #2	1	82	142	132	166	172	183
Other Ford Co.	0	15	25	22	26	27	29
Total	11	1012	1,511	1,375	1,707	1,774	1,881
Proposed Action Plus Future Baseline							
Rantoul #193	377	501	404	201	253	263	280
Rantoul #137	1,147	1,490	1,170	557	699	728	774
Thomasboro #130	22	47	53	39	48	50	53
Ludlow #142	13	25	27	19	24	25	27
Gifford #188	11	24	29	22	27	28	30
Prairieview #192	1	2	2	2	2	2	2
Champaign #4	87	202	232	164	199	205	216
Urbana #116	50	119	139	99	120	124	131
Other Champaign Co.	47	130	159	118	144	148	156
Paxton #2	84	166	183	132	166	172	183
Other Ford Co.	8	28	29	22	26	27	29
Total	1,846	2,726	2,426	1,375	1,707	1,774	1,881

Note: Columns may not sum to totals because of rounding.

Table 4.1-6. Site-Related Teacher Employment - Proposed Action

	1991	1992	1993	1994	1999	2004	2014
Proposed Action							
Rantoul #193	0	10	18	16	21	21	23
Rantoul #137	0	23	41	38	48	50	53
Thomasboro #130	0	1	3	3	3	4	4
Ludlow #142	0	1	1	2	2	2	2
Gifford #188	0	1	2	2	2	2	2
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	0	9	14	12	15	15	16
Urbana #116	0	5	9	8	9	10	10
Other Champaign Co.	1	7	10	9	11	11	12
Paxton #2	0	6	9	8	11	11	12
Other Ford Co.	0	1	0	2	2	2	2
Total	1	66	112	102	126	131	139
Proposed Action Plus Future Baseline							
Rantoul #193	31	41	33	16	21	21	23
Rantoul #137	78	101	80	38	48	50	53
Thomasboro #130	2	3	4	3	3	4	4
Ludlow #142	1	2	2	2	2	2	2
Gifford #188	1	2	2	2	2	2	2
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	6	15	17	12	15	15	16
Urbana #116	4	9	11	8	9	10	10
Other Champaign Co.	4	10	12	9	11	11	12
Paxton #2	5	11	12	8	11	11	12
Other Ford Co.	1	2	2	2	2	2	2
Total	133	196	175	102	126	131	139

Note: Columns may not sum to totals because of rounding.

Public school enrollment increases also would occur in Champaign Community Unit School District No. 4 (a 52-student increase between 1994 and 2014), Paxton Community Unit School District No. 2 (a 51-student increase between 1994 and 2014), and Urbana School District No. 116 (a 32-student increase between 1994 and 2014). These long-term enrollment increases would require accompanying staff increases of four teachers in Champaign, four in Paxton, and two in Urbana to maintain existing student/teacher ratios.

4.1.3.3 Police Protection. The Rantoul Police Department currently employs 1.2 sworn officers per 1,000 population to meet law enforcement demand. However, the project area itself (the base) lies completely within the limits of the Village of Rantoul. Once the property is conveyed, the Rantoul Police Department would assume law enforcement responsibilities for that area under the Proposed Action, including police patrolling, responding to emergencies, and detaining suspects. This increased area of responsibility could result in a need for up to ten additional patrol officers.

The Champaign County Sheriff's Office could experience changes in staffing as a result of changes in activity at Chanute AFB. Projected changes in county population could enable staffing levels associated with population at the project site to be 8 in 1994. The level would need to rise to 10 by 1999, to retain existing public service levels of 1.0 sworn officer per 1,000 people, and to 11 by 2014. Effects in the cities of Champaign, Urbana, and Paxton would be negligible.

4.1.3.4 Fire Protection. As Chanute AFB property is conveyed, responsibility for fire protection services at the site would revert to local providers, in this case the volunteer-supported Rantoul Fire Department. The Rantoul Fire Department would lose mutual aid support of the 3345th Civil Engineering Squadron/DEF under the Proposed Action. With the exception of a crash truck with foam and water carrying capability, the on-base squadron maintains no major specialized equipment that the Village does not maintain or have alternate access to. However, the community can be expected to lose the specialized fire-fighting skills provided by the base under their mutual aid agreement. Additional training of the Village volunteer force in these skills may be required, or the Village may need to add professional staff.

Impacts to the volunteer-supported fire departments are difficult to quantify because the force of firefighters varies over time based on their availability; therefore, no fixed per-capita measure can be determined to describe available fire protection services. Because the Rantoul Fire Department relies exclusively on a pool of volunteers, implementation of the Proposed Action would not affect the call-up procedure but may affect the number of volunteers upon whom the fire department relies. The Village of Rantoul has indicated that up to 12 additional volunteer and 12 paid fire fighters would be required as development of the base occurs.

Fire protection in other communities in the ROI is provided predominantly by departments relying on volunteer firefighters, with the exception of fire departments in the Champaign-Urbana area. Fire protection services related to operations at Chanute AFB in Champaign and Urbana have been low in the past. Fire protection attributable to operations at the project site in both these cities would need to increase minimally over the long term under the Proposed Action (in order to maintain existing service levels).

4.1.3.5 Health Care Services. Under the Proposed Action, Chanute AFB Hospital would remain open but would not be operated by the military. Consequently, there may be a potential impact of increased cost for health care services to military retirees and their dependents who live in the ROI. Retirees can use CHAMPUS to pay for private health care provided to them in the community; however, they must pay a 25-percent co-payment. Medical care to military retirees and their dependents is free at any base hospital. To receive free health care, a retiree would need to drive approximately 240 miles to Scott AFB in Bellville, Illinois. That would entail a round trip driving time of about 8 hours. The closest VA Hospital is in Danville, Illinois, approximately 45 miles east of Champaign-Urbana.

4.1.3.6 Recreation. Potential impacts to recreation services in the ROI would be concentrated in Rantoul. The recreational facilities currently in use at Chanute AFB would come under the jurisdiction of the Rantoul Department of Recreation following disposition of parcels. The addition of the base's well-developed recreation infrastructure to the existing public recreation system of the city would increase recreational opportunities for residents in the Village of Rantoul.

4.1.4 Public Finances

Fiscal impacts to potentially affected jurisdictions under the Proposed Action are presented in this subsection. The results represent the net effects of the Proposed Action after accounting for the out-migration of the direct and indirect military and civilian jobs associated with phasing out the Chanute AFB military mission.

This analysis is based on continuation of tax and expenditure laws, policies, and programs currently in place. In the case of the Village of Rantoul, local officials have indicated that they will have to continue existing service standards for the alternative actions because the Village would have to increase municipal responsibilities to service a substantial land area heretofore serviced by the Air Force. For the Proposed Action, they have indicated that they would probably have to further increase service standards. As part of Federal consultation process under this document, the Air Force has utilized local service standard assumptions in identifying local fiscal impacts.

Provision of tax abatements, infrastructure cost-sharing, and other inducements by local and state governmental agencies to prospective users of the site, as well as changes in tax and spending programs, would affect the impacts of reuse on local government finances. For comparative purposes, a sensitivity analysis is provided at the end of each section that assumes that a 50-percent property tax break is implemented over the first 5 years of project development.

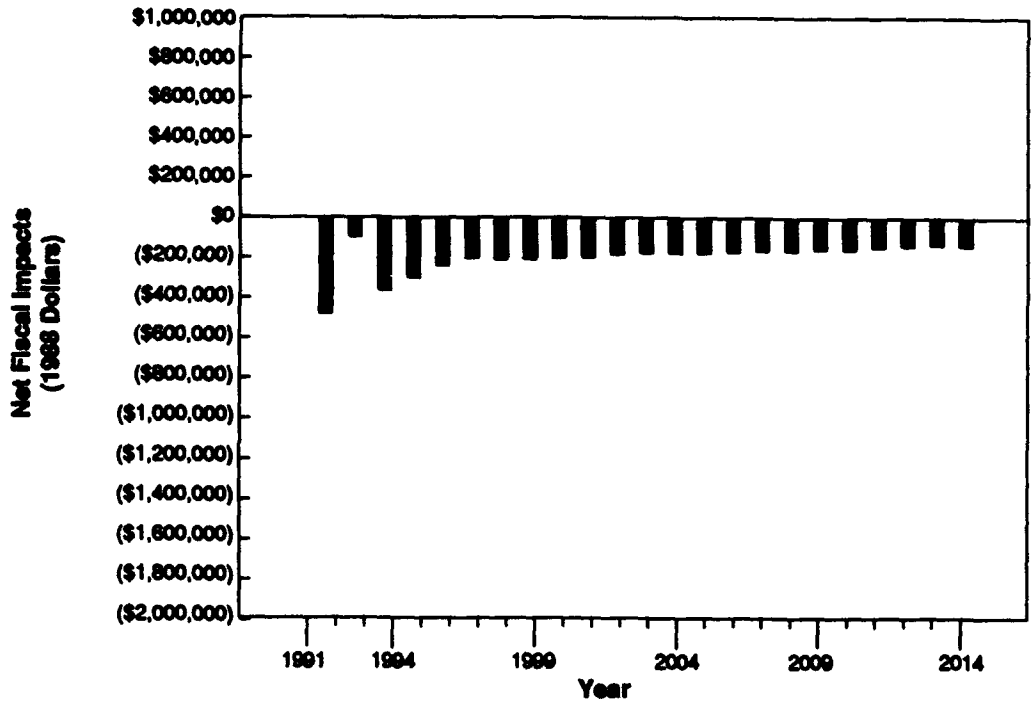
Village of Rantoul. The principal effect of replacing the existing military mission at Chanute AFB with the proposed civilian uses is the expansion of the property tax base through the transfer of approximately 1,700 acres to taxable, private ownership. Approximately 400 acres of open space and recreation land would be transferred to Village ownership and would not be taxable. Base property under federal ownership was previously exempt from local property taxes. The additional property taxes that would accrue to the Village are assumed to occur in phases with the full effect of the principal components of the reuse plan projected to occur by FY 1997. This conveyance would also result, however, in additional expenses by the Village through the need for provision of additional public works and public safety services to the area (street and utility services, law enforcement services, and fire protection services, for example).

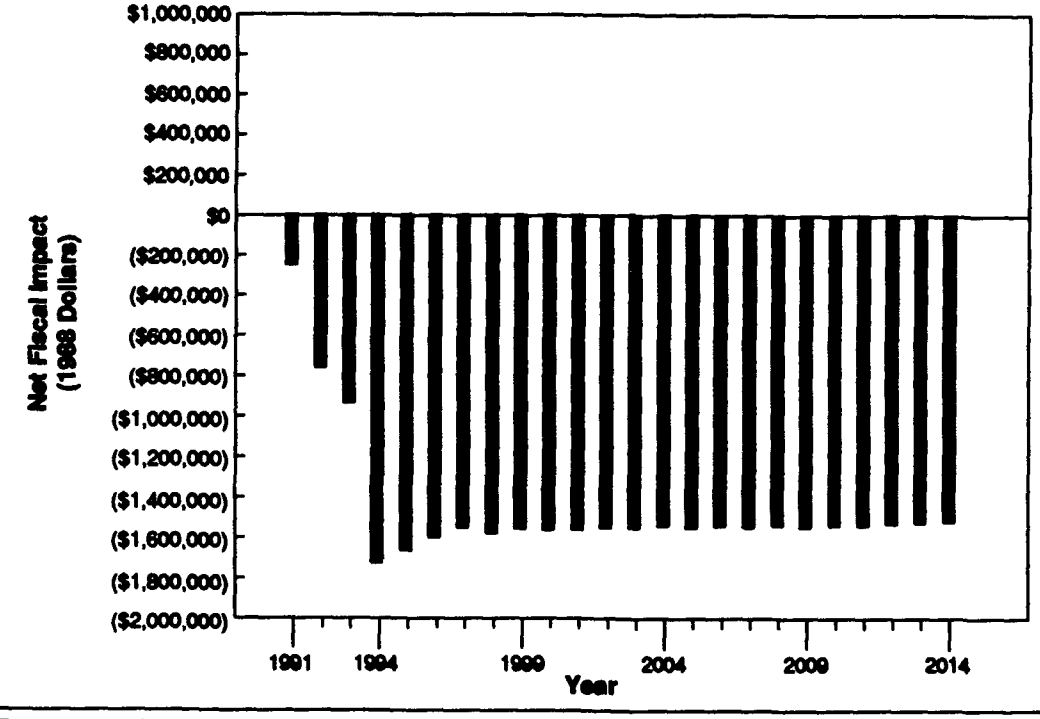
The net fiscal effects of successful implementation of the Proposed Action, considered alone and not taking into account the original long-term fiscal effects of closure, are presented in the first chart in Figure 4.1-3. As base facilities and property are gradually transferred to private ownership, projected revenue increases from reuse would offset projected expenditures to serve the reused Chanute AFB area. Specifically, by the year 2014, annual surpluses would be approximately $300,000, based on Proposed Action annual revenue increases of $1,400,000 and local government annual expenditures of $1,100,000 to provide services to this reused Air Force base.

However, the annual revenue increases of $300,000 from the Proposed Action alone would not be sufficient to offset original projected baseline long-term Village of Rantoul deficits caused by closure. Based on Village of Rantoul service level assumptions and taking into account the surpluses of the Proposed Action, the second chart in Figure 4.1-3 indicates annual overall operating deficits to the Village of Rantoul of $1,200,000.

Assuming that a 50-percent tax break is provided to the prospective tenants over the first 5 years of project development, shortfalls in these years could increase by up to another $180,000 annually.

Rantoul City Schools District No. 137. Figure 4.1-4 presents the net fiscal effects of the Proposed Action by itself as well as with projected future baseline effects. Under this alternative enrollment levels are projected to still remain below preclosure announcement levels at about 1,600 students by buildout. Results of the analysis are presented in constant 1990 dollar estimates and,

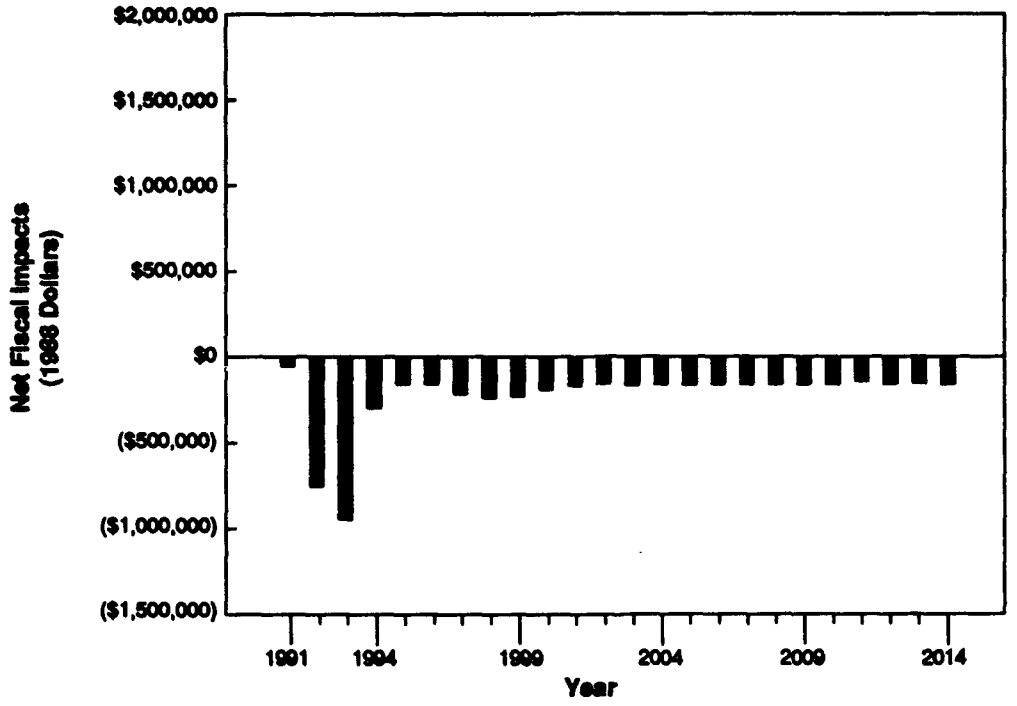




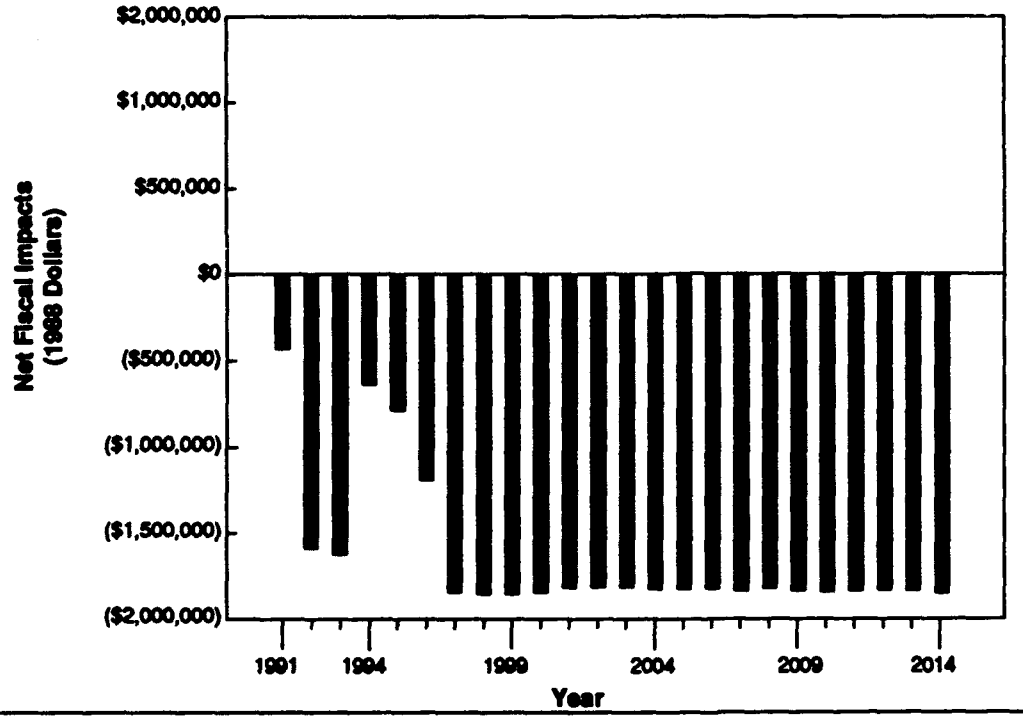
Village of Rantoul Net Fiscal Projections: 1991-2014- Proposed Action

Chanute AFB
Rantoul, Illinois

Figure 4.1-3



Proposed Action



Proposed Action
Plus Future Baseline

Rantoul City School District No. 137 Net Fiscal Projections- Proposed Action

Chanute AFB Rantoul, Illinois

Figure 4.1-4

thus, the state-guaranteed equalized assessed valuation per pupil is assumed to remain at current levels of approximately $133,600 per pupil. Based on the state formulas for calculating state aid payments, and assuming the local equalized assessed valuation per pupil increases to about $66,000 per pupil (from current levels of about $34,600 per pupil), state educational aid program revenues are projected to be reduced to approximately $2.1 million by buildout.

This compares to current revenue levels of approximately $4.3 million. For the Proposed Action itself, the projected increase in the local tax base would not be sufficient to offset the loss of this source. Deficits of approximately $900,000 in FY 1993 and about $200,000 annually in the out-years are projected.

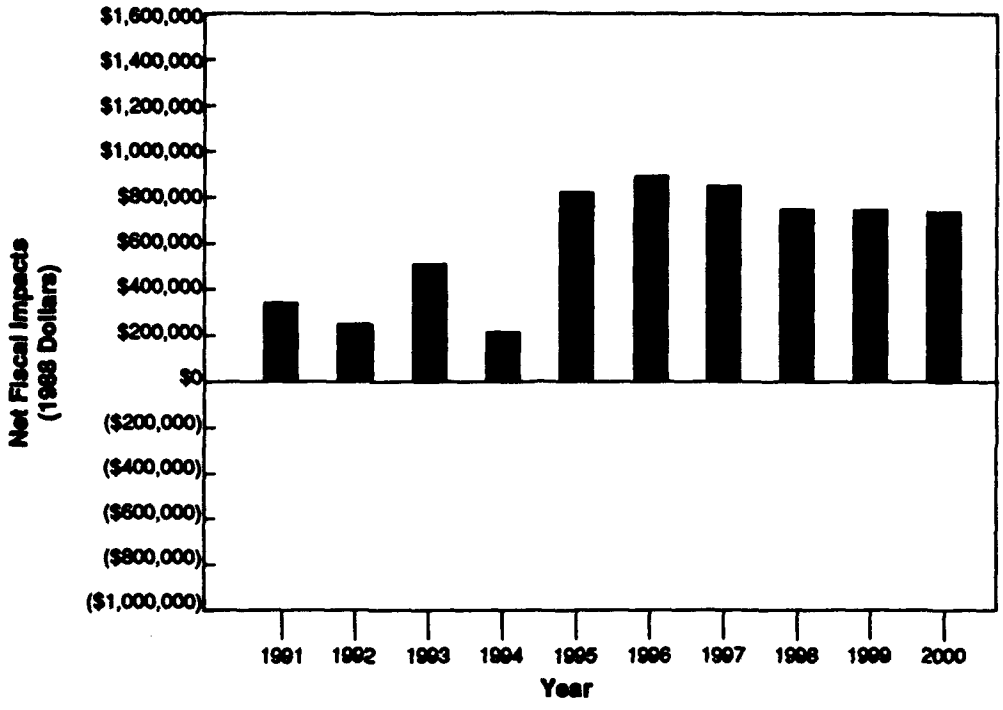
Coupled with deficits projected under the future baseline scenario, total deficits are projected at $1.9 million at buildout.

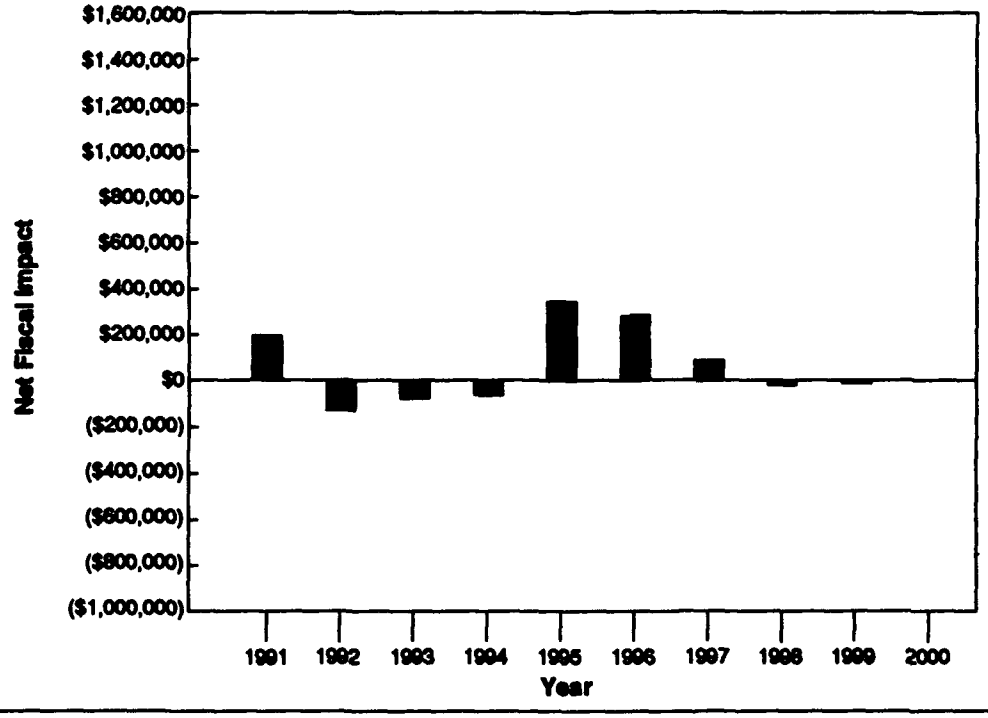
Assuming a 50-percent tax break over the first 5 years of project development is implemented, shortfalls in these years could increase by as much as another $350,000 annually. This also assumes that the tax break affects only tax collections, whereas, the assessed valuations on the properties remain as discussed above.

Rantoul Township High School District No. 193. State educational aid program revenues are calculated in a manner similar to that discussed above. For the high school district, however, the local equalized assessed valuation per pupil is estimated to increase to approximately $160,000 per pupil compared to current levels of about $98,000 per pupil. Under this alternative, enrollment levels are projected to be approximately 1,000 students by buildout. Because of the smaller percentage increases in local equalized assessed valuation per pupil, and the generally larger tax base associated with the high school district compared to the elementary school district, the high school district is expected to benefit to a greater degree under the Proposed Action compared to the elementary school district.

The Proposed Action by itself is projected to result in surpluses of approximately $700,000 by buildout (Figure 4.1-5). Evaluating effects from the Proposed Action together with future baseline conditions shows minor shortfalls in the early years of project development, whereas in the out-years revenues and expenditures are basically in balance. Whereas state education aid program revenues are projected to decrease to approximately $800,000 by buildout, increased property tax and other local source revenue would be sufficient to offset these losses. This assumes that with lower enrollment levels; corresponding reductions in staff and support services also occur.

Under the closed base scenario, the district's cumulative fund balance is projected to show a deficit of about $2.5 million by FY 1997. The cumulative effect on the district's fund balances of the Proposed Action, along with





Rantoul Township High School District No. 193 Net Fiscal Projections: 1991-2000 Proposed Action

Chanute AFB
Rantoul, Illinois

Figure 4.1-5

projected future baseline effects, is presented in Figure 4.1-6. The surpluses estimated under the Proposed Action by itself (Figure 4.1-5 top) would reverse the cumulative negative effects on the district's fund balances estimated under the closed base scenario. By FY 2000, the cumulative fund balance of the district would amount to about $1.2 million, as indicated in Figure 4.1-6, an improvement of about $200,000 over FY 1988 levels.

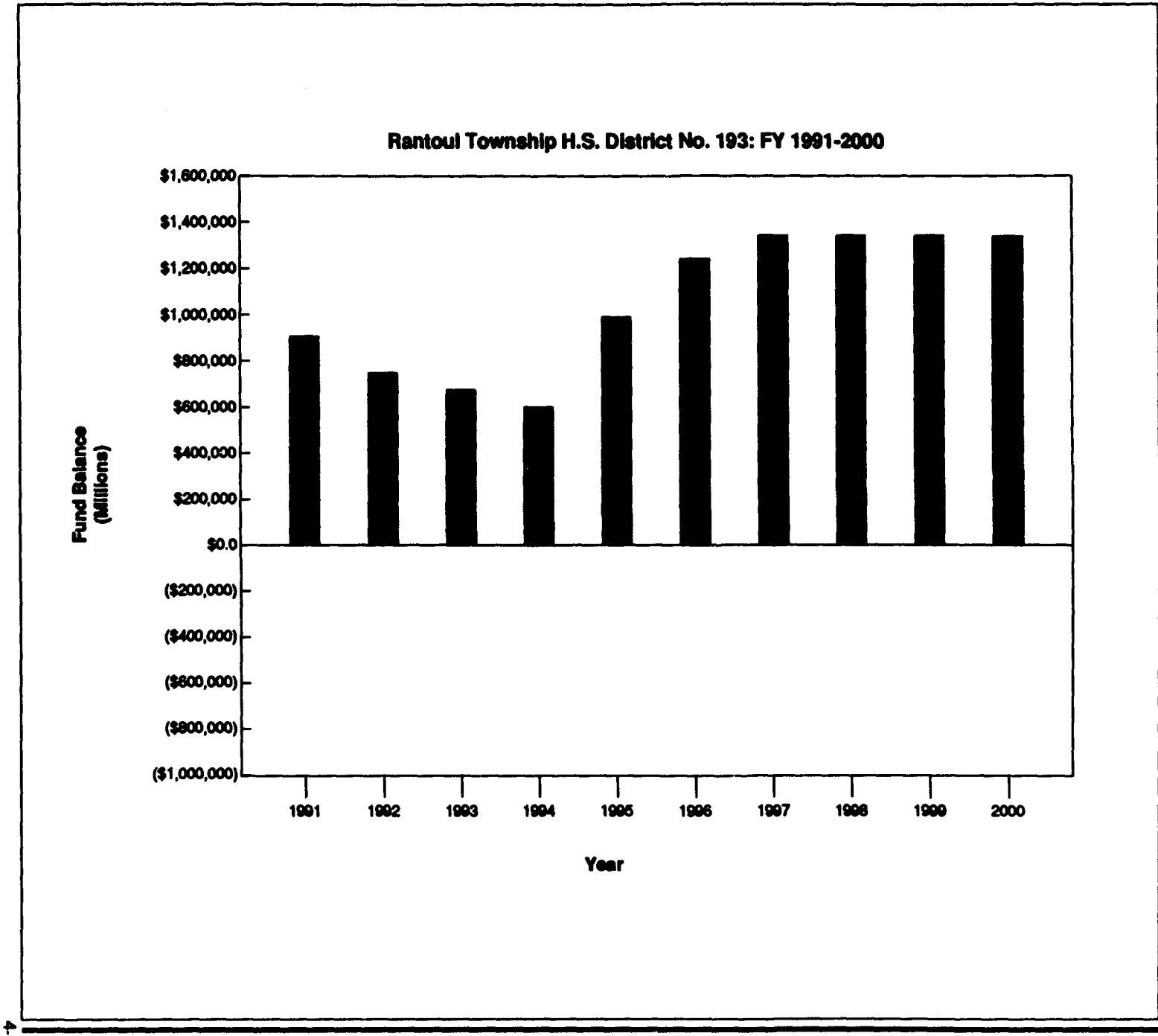
Assuming that a 50-percent property tax break is implemented over the first 5 years of project development, lower revenues of up to $350,000 are projected in these years. Assuming that the tax break would affect only tax collections whereas local equalized assessed valuations would remain at levels discussed above, this would lead to increased shortfalls by this amount. By FY 1998, when property taxes again begin accruing to the district, revenues and expenditures would return to balanced levels.

Champaign County. Fiscal effects to Champaign County are presented in Figure 4.1-7. Champaign County is projected to benefit substantially from conveyance of base facilities to private ownership. Surpluses of almost $600,000 annually are projected over the FY 1997 to FY 2014 period. This compares to shortfalls of about $200,000 annually under the future baseline reducing the surpluses to about $400,000 per year (Figure 4.1-7). A 50-percent tax break over the first 5 years of project development would reduce surpluses by about $100,000 annually. This reduction, however, would not have any adverse effects on the County fiscal position during these years.

Other Jurisdictions. Employment, earnings, and population changes in other communities in the ROI are not projected to affect local government finances appreciably in the jurisdictions serving these communities. Although the cities of Champaign and Urbana are projected to experience increases in population over the period of analysis (approximately 1,300 persons by the year 2014 in the city of Champaign and 800 persons in the city of Urbana), these increases would represent average annual increases of about 1 percent. Maximum increases in any one year are projected at no more than 2 percent. Increases of these magnitudes would not likely require a substantial response by city public service agencies nor affect the fiscal balance of the jurisdictions.

4.1.5 Transportation

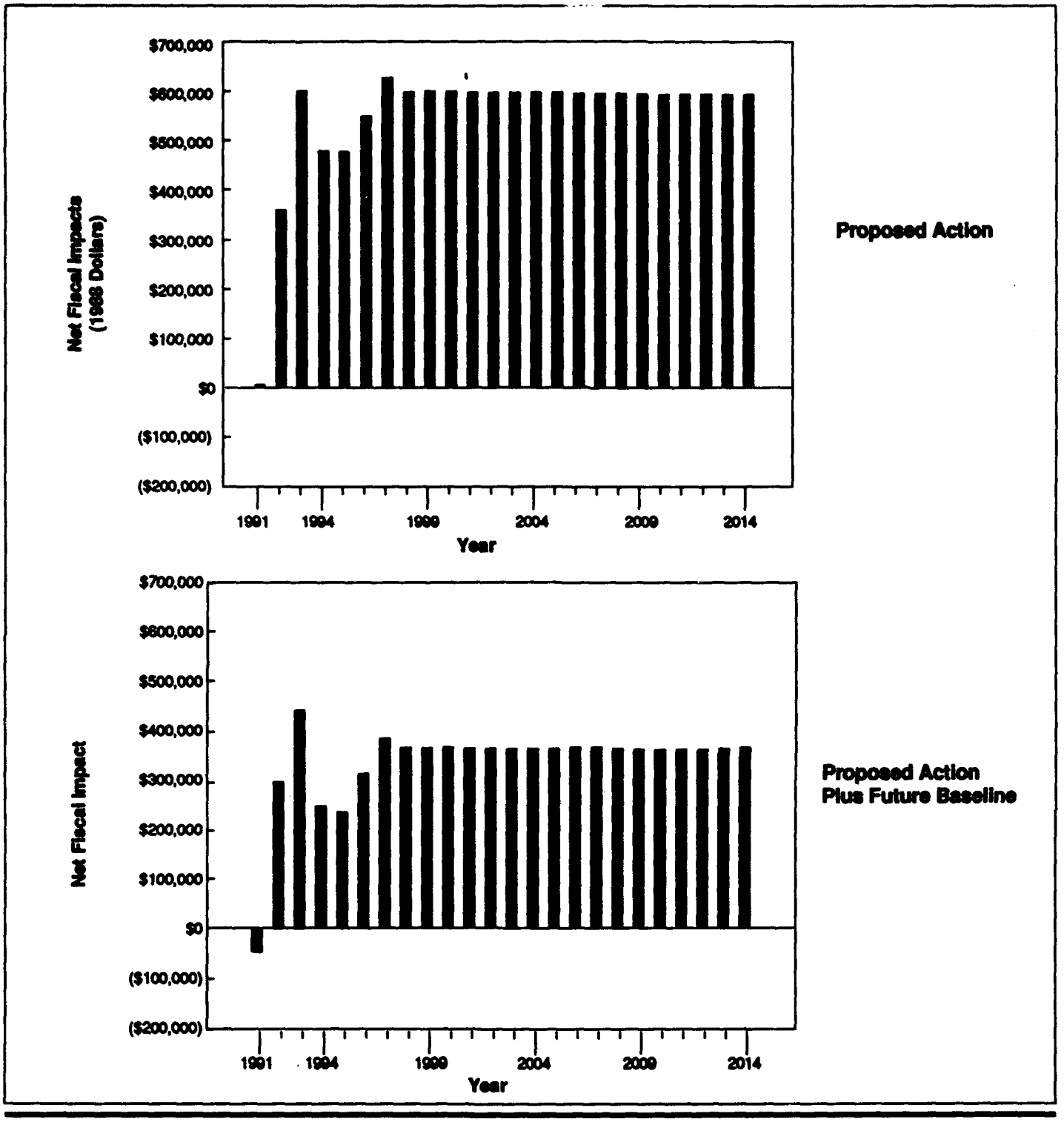
4.1.5.1 Roadways. The reuse of Chanute AFB under the Proposed Action would lead to increased use of local roads and highways, especially in the vicinity of Rantoul. Traffic volumes on community roadways would continue to increase through the year 2014, when the reuse plan would be fully implemented. Only three roads provide direct access onto Chanute AFB: U.S. 45, Maplewood Drive, and Chandler Road. When the proposed aircraft maintenance facility is constructed on the east side of Chanute AFB, Township Road 1800 East would also become an important carrier of traffic. The IDOT has proposed that a new



Rantoul Township High School District No. 193, Cumulative Net Fiscal Impacts to Fund Balances, FY 1991-2000 Proposed Action Plus Future Baseline

Chanute AFB
Rantoul, Illinois

Figure 4.1-6



Note: Projections assume continuation of current revenue and spending patterns.

Champaign County Net Fiscal Projections- Proposed Action

Chanute AFB
Rantoul, Illinois

Figure 4.1-7

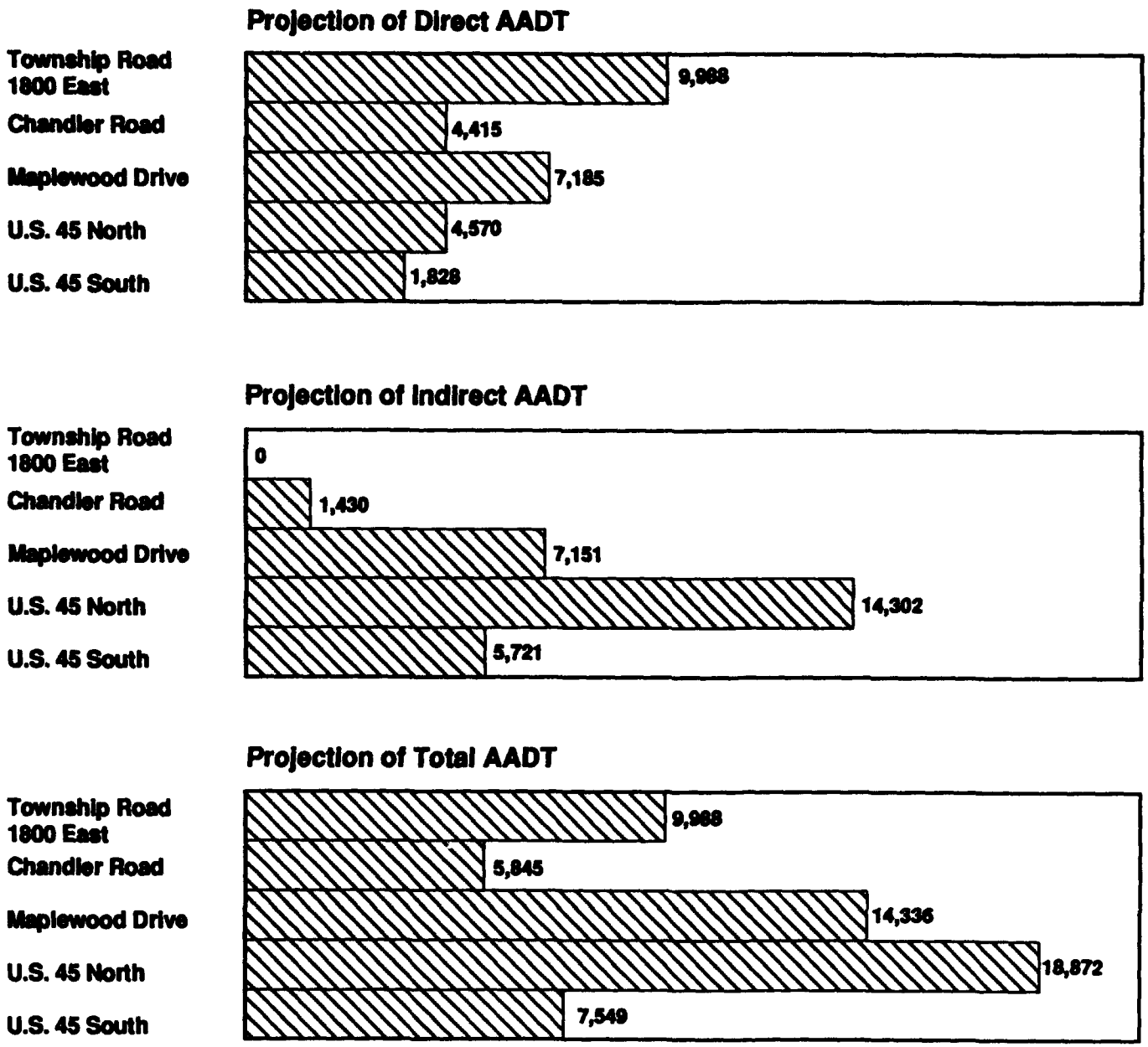
four-lane divided north-south entrance road running one-half mile south from U.S. 136 (Township Road 1800 East alignment) be provided. Approximately one mile of U.S. 136 would be widened to five lanes and traffic signals installed at its intersection with the new entrance road (Township Road 1800 East). The analysis prepared for this study assumes that the proposed road work would be completed as part of the Proposed Action.

For the purposes of this study, U.S. 45 would be divided into two segments: U.S. 45 North (north of Tanner Street) and U.S. 45 South (south of Tanner Street). Future users of the Main Gate would drive on U.S. 45 North and users of Borman (the old West Gate) and Heritage Roads would access onto or egress from U.S. 45 South. Therefore, the five key community roadways studied in this analysis are Township Road 1800 East, Chandler Road, Maplewood Drive, U.S. 45 North, and U.S. 45 South. It is assumed that all traffic using Chandler Road would also be using U.S. 45 South.

On-Site Direct Effects on Key Community Roads. During construction and renovation of facilities on site (primarily 1991 through 1997), roadway effects would occur throughout the Rantoul-Chanute AFB area. Without upgrading, during the peak year of construction, several key road segments would experience peak-hour LOS degradation due to reuse-generated construction traffic. These roads would include Township Road 1800 East, Maplewood Drive, Chandler Road, and U.S. 136 (which runs east-west through the Village of Rantoul). Township Road 1800 East, and Maplewood and Chandler roads would bear most of the traffic going to the aircraft maintenance construction site, and U.S. 136 would provide access to roads on the east side of the base. As many as 2,200 construction workers (in the 1993 peak year) could be expected to use these roads.

The LOS on Maplewood and Chandler roads would be A upon base closure. Traffic during the construction period would change these LOS to B. Township Road 1800 East would have an LOS of C until it is improved as proposed, with four lanes, at which time it would have an LOS of A. The most obvious effects on U.S. 136 would be from heavy truck traffic, which would further congest that road in central Rantoul. Other construction work on base (remodeling and some demolition work that would last several years) would be relatively light, with less than 200 construction workers projected. Further, because at least three access roads to the base from U.S. 45 could become available to these construction workers and truck traffic, impacts from other on-base construction work alone would not be sufficient to cause LOS degradation on community roadways.

A trip generation analysis for the operations period estimated the number of trips generated by each type of proposed land use based on projections for employees, students, and hospital patients. Figure 4.1-8 shows the distribution of the AADT generated by the Proposed Action for the year 2014 on each key



Source: Projections developed for this study, 1991.

Traffic Distribution on Key Community Roads (2014) - Proposed Action

Chanute AFB
Rantoul, Illinois

Figure 4.1-8

community road. The maximum number of trips generated by direct impact land uses is projected to be about 28,000 in that year.

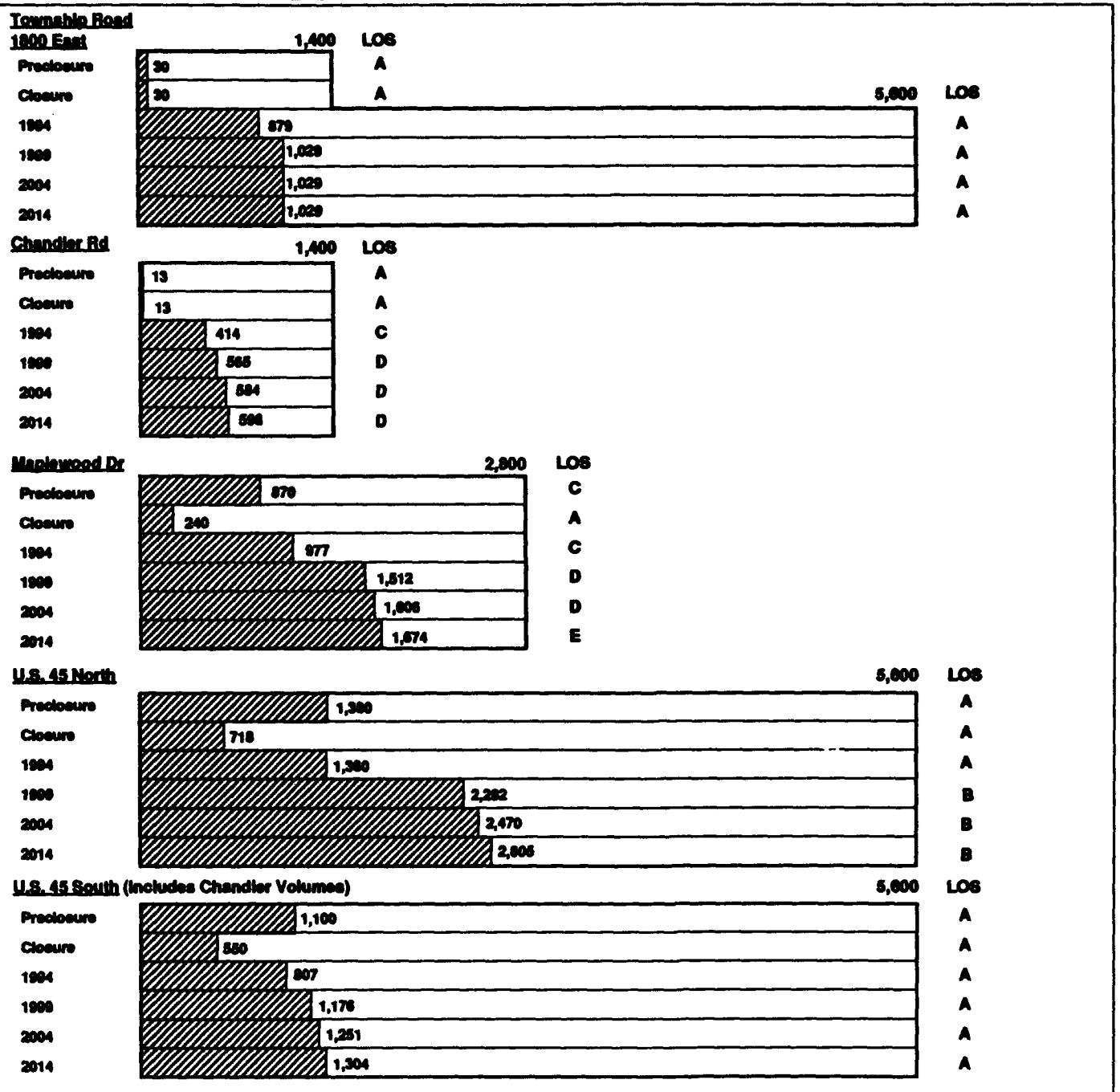
With the introduction of the aircraft maintenance land use on approximately 345 acres on the east side of the base, Township Road 1800 East would become the most important carrier of employee and visitor traffic to and from that facility, carrying an AADT of about 10,000. The closure AADT on Township Road 1800 East would be only about 300. Maplewood Drive also would experience an increase greater than its closure AADT of about 2,400 to about 7,200. Direct impacts would generate about 4,400 daily trips on that road by the year 2014, compared to the approximately 130 AADT at closure.

On-Site Indirect Effects on Key Community Roads. In addition to the direct effects, on-site indirect effects would also generate trips on key-community roads. Figure 4.1-8 shows that the trips generated as indirect effects would increase to about 28,600 by the year 2014, and illustrates their distribution onto adjoining roadways. U.S. 45 North would receive the greatest share of the indirect trips, ranging up to about 14,000 by the year 2014. The approximate AADTs generated by indirect effects on the other key roads are: Chandler Road, 1,400; Maplewood Drive, 7,200; and U.S. 45 South, 5,700. Indirect effects would generate no traffic on Township Road 1800 East.

Summary of On-Site Effects on Key Community Roads. Together, both direct and indirect trips generated by users of base street grid and immediately adjacent road segments would total about 56,600 by the year 2014. This represents an increase of 226 percent over the 25,000 trips generated by the base in the 1987-1988 period, and is substantially higher than the estimated baseline of about 180 trips per day. The distribution to the five key community roads is shown on Figure 4.1-8.

Figure 4.1-9 shows peak-hour traffic and LOS for preclosure (same as the No-Action Alternative) and the years 1994, 1999, 2004, and 2014 for each of the five key roads, including the non-project-generated traffic. The activities associated with the Proposed Action would create few problems on either U.S. 45 North or U.S. 45 South; however, without changing their present capacity, Chandler Road and Maplewood Drive would have only marginally acceptable peak-hour traffic conditions (LOS D by the year 1999). If Township Road 1800 East were improved to a four-lane, divided roadway as part of the Proposed Action, the resulting LOS would be A. Similarily, if U.S. 136 were improved with a widened section and traffic signals at Township Road 1800 East, as proposed by the IDOT, traffic flow on that roadway would also be improved.

The IDOT has proposed that Township Road 1800 East be improved to provide four lanes with a median strip. This section would be one-half mile long and would cost about $1.5 million. The IDOT has also proposed resurfacing



Peak-Hour Traffic Volumes on Key Community Roads-Proposed Action

Chanute AFB
Rantoul, Illinois

EXPLANATION

Peak-Hour Traffic Volume (passenger cars per hour)

Peak-Hour Traffic Capacity (passenger cars per hour)

LOS Level of Service

Note: Township Road 1800 East will be widened to four lanes by 1994 as part of the Proposed Action.

Figure 4.1-9

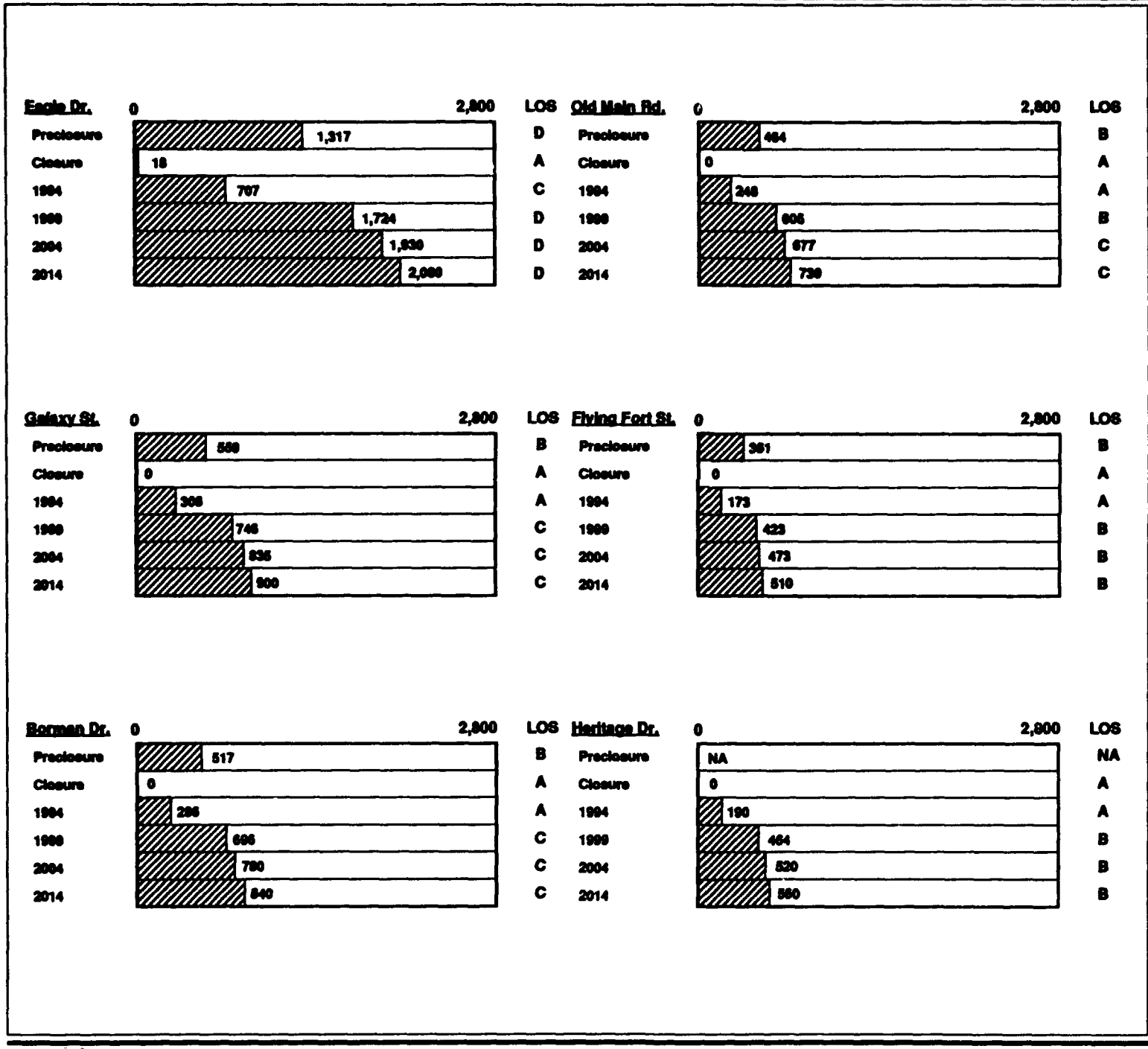
one-half mile of the existing five-lane section of U.S. 136 and widening 1 mile to provide a five-lane section. Traffic signals are proposed at U.S. 136 and the new entrance road (Township Road 1800 East) (Illinois Department of Transportation, 1990c). The cost of U.S. 136 improvements would be $1.7 million.

Off-Site Effects. Changes in the magnitude of off-site traffic resulting from direct and indirect effects of the Proposed Action would be proportional to projected changes in population in the Village of Rantoul. A gain of about 11 percent in Rantoul's population is projected during the 20-year period between 1994 and 2014. Traffic volumes in the Village of Rantoul would increase by the same amount during that period. Consequently, the Proposed Action should have no noticeable negative effects on off-site Rantoul and the ROI traffic conditions. Some reductions in traffic could be achieved using ride-sharing and other transportation demand management techniques. LOS reductions could be avoided through expansion of road capacities, particularly through road widening and signalization. The only roadways that may need improvement would be Chandler Road and Maplewood Drive, on which the peak-hour LOS would drop to E by the year 2014. These conditions could be mitigated by widening Chandler Road, and by improving major intersections with the addition of four-way signal systems and turning lanes.

Effects on Key On-Site Roads. Figure 4-1-10 presents data on peak-hour traffic and LOS that would result from the Proposed Action for the six key on-base roads. All roads on base have a peak-hour capacity of 2,800 passenger cars per hour (pcph). Eagle Drive would be widened to four lanes as part of the Proposed Action. However, because of side friction from driveways and intersections, its peak-hour capacity would not be improved significantly above 2,800. Based upon projections for employees, students, and hospital beds, distribution would be similar to that found on base in the 1987 Military Traffic Management Command study (Transportation Engineering Agency, 1987) for the five on-base roads. It is assumed that Heritage Drive, which is proposed for a future access into the project area, would carry 10 percent of the total. None of the on-base roads would have an LOS lower than D, an acceptable level.

4.1.5.2 Air Transportation. The effects of the Proposed Action on Willard Airport would be the result of the action's contribution to the overall population gain in the ROI. By 2014, when the projected population in the ROI will be about 189,100, the airport would handle about 172,600 passengers without Chanute's contribution. This is nearly 4,400 fewer passengers than in 1988.

4.1.5.3 Railroad Transportation. Effects on railroad service in the ROI expected from this alternative and natural population growth would be similar to those on air traffic: an increase of about 9.3 percent in the 20 years from base closure.



Peak-Hour Traffic Volumes on Key On-Base Roads-Proposed Action and Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Peak-Hour Traffic Volume (passenger cars per hour)
- Peak-Hour Traffic Capacity (passenger cars per hour)
- LOS Level of Service

Figure 4.1-10

4.1.6 Utilities

4.1.6.1 Water Supply. The Proposed Action would require water for a broad range of uses that are generally similar to those currently being carried out on Chanute AFB. There are no plans for new facilities that would be expected to require unusually high volumes of processing water.

Integration of the existing potable water supply systems in Rantoul, with a capacity of 3.2 MGD, and on Chanute AFB, with a capacity of 5.8 MGD, would result in a system with a delivery capacity of 9.0 MGD of treated water. The systems could be interconnected through existing lines, and are currently available for mutual support (e.g., fire fighting or other emergencies).

Estimated potable water demand for both Rantoul and the reuse area for the Proposed Action would reach a maximum of 2.1 MGD in 1994 during the short term. After 1994, demand would steadily increase to a level of 3.3 MGD by 2014. These estimates include preclosure requirements of the Air Force, but exclude small amounts of water required during construction activities. The contributions associated with direct workers (i.e., regular, full-time employees of the aircraft maintenance, educational, and medical facilities) and with indirect water users (students, patients, suppliers, golfers, pilots, etc.) were included in the estimates.

With initiation of reuse activities prior to closure, demand would decline to a projected minimum of approximately 1.2 MGD in 1994. Associated construction activities would result in small increases in the volume of water consumed during the low-volume years. Because the on-base water plant is capable of operating reliably over a wide range of demand levels and it is currently operating satisfactorily at an expected annual average rate of 1.5 MGD, no impacts associated with temporarily reduced demands are expected.

The delivery capacity of the combined supply would exceed the largest potential demand projected under the Proposed Action (3.4 MGD) by nearly a factor of three. Some level of design and construction for new or relocated supply lines would be expected. Utility corridors or easements would need to be established throughout the former base area, because none presently exist. No other major modifications or appreciable effects to the potable water system are projected as a result of the Proposed Action. The need for utility corridors and easements would apply similarly to all existing base utilities.

4.1.6.2 Wastewater Treatment. Under the Proposed Action, all wastewater generated in Rantoul and in the reuse area would continue to be collected and routed to the Rantoul WWTP for processing. The Village of Rantoul would assume responsibility for the wastewater collector system in the reuse area.

The estimated average daily volume of wastewater influent to the Rantoul WWTP from all sources would range from a maximum of 3.6 MGD in 1992 to a minimum of 2.6 MGD in 1994. After 1994, wastewater treatment demand would increase steadily with the influx of population to Rantoul and increased reuse activity to a level of 3.1 MGD in 2014.

The Proposed Action would develop wastewater streams from enterprises similar to pre-existing ones, with the major exception of aircraft maintenance activities. Although accidental discharges into sewer systems of undesirable materials such as petroleum products are possible, they are rare from well-managed facilities of this type. If this situation occurs, the source should be easily identifiable for appropriate corrective action. Some activities potentially associated with aircraft maintenance, such as electroplating, could require pretreatment of process wastewater prior to discharge into the collectors feeding the Rantoul WWTP. Such pretreatment, if necessary, must conform with the requirements of federal and Illinois regulations designed to reduce the associated hazards to acceptable levels. These requirements would be met during the facility design process.

Because reuse activities would begin prior to closure, wastewater flows from the base associated with the Proposed Action are estimated to decline to a minimum of about 1.3 MGD, or about half of the preclosure flow. By the year 2014, the projected average flow would increase to approximately 1.7 MGD. The period of reduced flow could require some temporary modifications to the wastewater collection system and a higher degree of maintenance than is commonly necessary. Some permanent changes could also be required if localized initial low flows do not increase appreciably over time.

Under the Proposed Action, wastewater flows are anticipated to increase to levels within the design capacity of the WWTP. In fact, reuses should begin before final base closure which would tend to offset the reduced flows associated with drawdown of base activities. Although some temporary minor adjustments and a higher degree of maintenance than is commonly necessary may be required, no modifications in the plant or operations should be required. It is unlikely that any adjustments or increased maintenance to the Rantoul WWTP would be eligible for federal funds under the Airport Improvement Program.

In the year 2014, (wastewater generation rate of 1.7 MGD) the average daily quantity of wastewater to be collected in the reuse area and transmitted to the WWTP would be less than 45 percent of the design capacity of the single 20-inch force main in the pumping station at Eagle and Heritage drives. Wastewater currently is routed from the base to the Rantoul WWTP by both the 20-inch force main and by a gravity sewer that serves the housing area in the northeast part of the base. The force main is fed by the pump station described above and by a smaller one in the industrial area of the base. New off-base

construction in the area adjacent to the runway extension in the southwest portion of the base would likely be served by a new pump station feeding the 20-inch force main, which has adequate capacity for the additional flow.

4.1.6.3 Solid Waste. The disposal facility for common mixed municipal wastes in the project area is a sanitary landfill owned and operated by the Village of Rantoul at a site approximately 3 miles northeast of town.

The estimated average daily volume of refuse disposed of in the Rantoul Municipal Landfill would increase under the Proposed Action. If a new county landfill is not available at the time of closure of the Rantoul landfill, Rantoul's wastes would likely be transported to the H&L landfill facility in adjacent Vermilion County. This landfill has a remaining capacity, as of 1 April 1990, of 6.5 million cubic yards and was expected to have a 10-year remaining life, based on its 1990 disposal rate of 678,817 cubic yards (Illinois Environmental Protection Agency, 1990). The estimated volume of waste generated from the Rantoul service area under the Proposed Action in 1995 would be about 74,000 cubic yards per year and would represent approximately 1.1 percent of the 1990 remaining capacity of the H&L landfill and a 10.9 percent increase over its 1990 disposal rate. This estimate includes contributions from the preclosure on-base requirements of the Air Force, from direct and indirect worker activities in the reuse area, and from the resident population of the Village of Rantoul. No allowance is made for direct construction activities, although these activities could contribute minor amounts of waste.

Under the Proposed Action, over 500,000 square feet of existing facilities would be demolished. This material would contain both inert (e.g., stone, concrete) and non-inert (e.g., wood, paper products, plastics) materials, including some asbestos-containing materials. Current restrictions would not permit disposal of non-inert materials in the Rantoul landfill. A disposal facility, yet to be designated, would be required for the approximate 26,000 cubic yards of material, which would be generated over an extended period. There are numerous landfills in the surrounding counties that are licensed to accept demolition debris. The H&L landfill is the closest site that can accept non-hazardous demolition debris. The volume of demolition material from Chanute AFB would represent approximately 0.4 percent of the remaining capacity of the H&L landfill.

4.1.6.4 Energy. Under the Proposed Action, the Village of Rantoul would assume responsibility for all energy-related utilities to the reuse area, except natural gas, which would continue to be supplied by the Northern Illinois Gas Company (NIGC). This impact analysis assumes that the existing central heating plant would continue to operate and would remain coal-fired. This plant could, however, be converted to another fuel, such as oil or natural gas, or the plant could be partially or entirely replaced with natural gas space heating systems installed in each of the existing buildings and facilities. In either case,

the quantity of the alternative fuel required would be roughly equivalent in thermal energy to that provided by coal, except for changes in plant and distributional efficiency.

Electricity. Integration of the electrical supply systems for the Village of Rantoul and the reuse area would, at a minimum, require metering of the facilities to be served within the area formerly comprising Chanute AFB and establishment of appropriate utility corridors and easements.

The estimated average daily demand for the Proposed Action is projected to peak in 1992 at 454 megawatt-hours per day (MWH/day), then decline to a minimum of 283 MWH/day in 1994 and subsequently rise to a level of 396 MWH/day by the year 2014. Decreased demand presents no problem to the system, and the peak demand is well within the supply capabilities of the system. These estimates exclude very small amounts required for direct construction activities (e.g., incidental loads for operating electrically-powered tools and equipment, temporary security lighting). These estimates include contributions from the preclosure on-base requirements of the Air Force, from direct and indirect worker activities in the reuse area, and from the resident population of the Village of Rantoul.

Because the Village of Rantoul and Chanute AFB electrical systems have been designed to operate independently and the projected peak loads do not differ appreciably from present ones, no major change in the Rantoul system is expected to be required to accommodate the Proposed Action.

Within Chanute AFB, the base-owned substation and electrical distribution system is well maintained and in good condition. Base peak power demand over the past several years is reported to be about 14,000 to 17,000 kVA and the substation has an excess capacity of 18,000 to 21,000 kVA available for expansion (EDAW et al., 1990). Therefore, over 100 percent reserve capacity is available.

The on-base electrical distribution system is arranged in a loop-feed configuration so that service can be supplied from alternative circuits if failures occur. The system is adequate under present loads. Specific development requirements could be met by minor extensions of the system, if necessary.

The aircraft maintenance facility associated with the Proposed Action would be supplied from a 69-kV loop circuit, and power could be derived from two substations drawing from separate primary sources (State of Illinois, undated). The proposed loop would run south along Murray Avenue from an existing CIPS line to Chandler Road, then east to Paxton Road, north to the northern boundary of the wastewater treatment plant property, and then west to the existing Village of Rantoul substation. A right-of-way would be required for such

a line. Adequate power is available to provide the projected load for this and all other facilities associated with the Proposed Action through the year 2014.

Metering would be required at least for all of the services not supported by the Village of Rantoul and could be desirable for cost monitoring and accountability of some public-supplied services. Some of the larger buildings have several connection points of various voltages, all of which would have to be metered if electrical power was to be sold to individual tenants.

Natural Gas. Under the Proposed Action, natural gas would continue to be supplied to the Village of Rantoul by NIGC, and to the reuse area by a commercial supplier. However, within the reuse area, in place of a single user (i.e., the Air Force), multiple users would be involved. Questions relating to rights-of-way, ownership and maintenance of facilities, and metering of the individual facilities to be served need to be resolved.

NIGC owns the 4-inch high-pressure gas lines along the west, south, and easterly boundaries of the base property. The gas mains on base and their ancillary equipment (regulators, service connections, etc.) are owned by the Air Force, except for the lines and meters serving the mobile home park. A few buildings in the industrial area are served directly by the gas company and metered individually. The smaller central heating plant in the industrial area is gas fired. The Proposed Action would require metering of the additional individual properties to be served and a change of ownership and maintenance responsibility for the on-base facilities to the commercial supplier(s). Assignment of rights-of-way for the existing lines to the gas company would also be required. Similar considerations apply to the lines from the small gas-fired heating plant in the base industrial area and to its connections to the facilities that it serves.

Natural gas demand for the Proposed Action is projected to peak in 1992 at an average of 32,000 therms per day and then decline to a minimum level of approximately 22,000 therms per day in 1994. As population and reuse activities increase, natural gas demand would also increase to an average level of about 26,000 therms per day by 2014 and for each of the three alternatives. Existing natural gas service in the Village of Rantoul would be essentially unaffected, except for the changes in demand associated with population changes. Requirements for service to the reuse area could be greater than the projections indicate because the per-capita-based projections may not fully account for the potential demand for natural gas associated with the proposed aircraft maintenance facility. T[illegible]ility could require peak gas consumption at a rate of approximately 2 mi[illegible]erms per month (over 66,000 therms per day); NIGC foresees no problems in meeting this total demand. The company has a 4-inch 450-psi gas line running north-south just east of the base through the proposed site for the aircraft maintenance facility. It is connected to a 6-inch 450-psi transmission line running east-west on the north side of U.S. 136. This

gas main is capable of serving large commercial and industrial customers. The line would be relocated to avoid both the new facility and the runway extension (State of Illinois, undated). A new right-of-way would be required for relocating portions of this 4-inch line. No appreciable impacts are expected in connection with this energy source.

Coal. The central heating plant housed in Building 46, which serves a substantial area of the base, is coal fired. Its conversion to commercial use would require title transfers, formal designation of rights-of-way for the lines to the facilities served, and establishment of an appropriate method of reimbursement for service. This facility was placed in service in 1939 and has been relatively well-maintained. It would be renovated and remain in service under the Proposed Action.

The average daily coal consumption for the Proposed Action would peak in 1992 at approximately 96 tons per day but decline to a level of about 58 tons per day in 1995. The 1988 average consumption of approximately 93 tons per day is projected to be reached by 2011. By 2014, demand was projected to reach about 99 tons per day. However, because of various improvements in facilities recently completed by the Air Force, the plant is required to operate at only approximately 50 percent of capacity to meet current demand (EDAW et al., 1990). Consequently, satisfactory operation of the plant through 2014 would likely be possible and no impacts on its service are projected. Chanute AFB's coal supplier over the past 10 years, Black Beauty Coal Company in Evansville, Indiana, has indicated that reductions in coal requirements at Chanute AFB would not have a major impact on their company.

4.2 MINOR AIRCRAFT MAINTENANCE OPERATIONS ALTERNATIVE

4.2.1 Economic Activity

Peak employment levels from this alternative would be lower than those under the Proposed Action because construction and preoperations associated with the 1.5-million-square-foot aircraft maintenance facility planned for the Proposed Action would not occur. The phasing and scope of some of the other construction work, planned under the Proposed Action, would be delayed by 1 or more years and completion would be extended by several years. Overall annual activity would, thus, be reduced compared to that anticipated under the Proposed Action. The number of total jobs projected for this alternative would reach levels of about 3,000 to 3,300 from 1999 through 2014 (Table 4.2-1).

Site-related employment associated with the Minor Aircraft Maintenance Operations Alternative is projected to begin in 1991, while the base is still in operation (see Table 4.2-1 for projections). Associated site-related jobs would reach a peak of about 800 in 1992 (see Table 4.2-1). More than 800 jobs related to construction activities would be equally divided between on-site construction

Table 4.2-1. Site-Related Employment and Earnings Projections - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Maintenance Alternative							
Construction							
Employment	162	813	747	166	89	89	57
Direct	81	407	377	89	48	48	31
Secondary	81	406	370	77	41	41	26
Earnings ($000)	3,963	19,816	18,186	4,032	2,153	2,153	1,381
Direct	2,459	12,295	11,398	2,691	1,456	1,456	925
Secondary	1,504	7,521	6,788	1,341	697	697	436
Operations							
Employment	0	0	540	1,577	3,042	3,157	3,272
Direct	0	0	273	808	1,683	1,769	1,896
Secondary	0	0	267	769	1,369	1,388	1,376
Earnings ($000)	0	0	11,542	33,858	64,267	66,451	68,636
Residual Base Operations							
Employment	7,766	7,766	3,883	0	0	0	0
Direct	6,216	6,216	3,108	0	0	0	0
Secondary	1,550	1,550	775	0	0	0	0
Earnings ($000)	131,470	131,470	65,735	0	0	0	0
Direct	101,534	101,534	50,767	0	0	0	0
Secondary	29,936	29,936	14,968	0	0	0	0
Total Employment							
Minor Maintenance Alternative and Residual Base Operations	7,929	8,580	5,170	1,744	3,132	3,246	3,329
Future Baseline	7,766	7,766	3,883	69	69	69	69
Change from Future Baseline	163	814	1,287	1,675	3,063	3,177	3,260
Earnings ($000, 1990 Dollars)							
Minor Maintenance Alternative and Residual Base Operations	135,434	151,286	95,463	37,890	66,419	68,604	69,997
Future Baseline	131,470	131,770	65,735	1,842	1,842	1,842	1,842
Change from Future Baseline	3,964	19,516	29,728	36,048	64,577	66,762	68,155

Source: Projections developed for this study, January 1991.

and secondary construction support (Table 4.2-1). Principal construction activities would include airfield resurfacing and construction of a 345,000-square-foot aircraft maintenance facility. Other construction planned for 1993 would include demolition and renovation of existing education/training, medical, and residential buildings and facilities and start-up operations associated with those facilities. The year 1993 would be a transitional period. By the end of the year, airfield-related development would be nearly complete. As on-site operations begin in 1993, there would be more than 500 jobs associated with these operations, equally divided between direct operating jobs and secondary jobs elsewhere on-site and throughout the region. Nearly 3,900 jobs attributable to residual base operations would be phased out by the end of 1993, including 3,100 on-site military and civilian positions and nearly 800 off-base secondary jobs.

Between 1994 and 1997, employment levels would increase again, as the aircraft maintenance facility operation increases. Long-term site-related employment associated with this alternative is projected at over 3,000 jobs from 1999 through 2014. About 1,400 of these would be secondary jobs and the remaining would be direct on-site jobs.

Earnings from site-related direct and indirect secondary jobs would peak at about $151 million in 1992. Of this total, about $20 million is associated with construction. There would be no earnings associated with this alternative until 1993 (over $11 million). Long-term earnings associated with this alternative would reach a level of approximately $70 million.

4.2.2 Population and Housing

4.2.2.1 Population. Under the Minor Aircraft Maintenance Operations Alternative, population in the ROI would increase by about 1,500 in 1994 (Table 4.2-2). These would be newcomers to the region, including dependents, who would not be local residents without the implementation of this alternative. Under the Minor Aircraft Maintenance Operations Alternative, population would continue to increase to a long-term level of about 3,800 persons within the ROI by the year 2014 (Figure 4.2-1).

The future baseline projects long-term out-migration of about 800 persons. The total long-term impact of the Minor Aircraft Maintenance Operations Alternative, combined with the future baseline, therefore, would be about 3,000 persons.

Among communities in the region, the largest share of ROI population impacts are projected for Rantoul (Table 4.2-3 and Figure 4.2-2). As a result of the Minor Aircraft Maintenance Operations Alternative, Rantoul's population would increase by approximately 700 persons in 1994 and increase by 1,800 persons in 2014. Combined with the future baseline, Rantoul would experience an

Table 4.2-2. Site-Related Regional Population Projections - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Aircraft Maintenance							
Civilian							
Direct	47	261	664	1,300	2,670	2,946	3,332
Indirect	24	122	192	257	436	456	490
Military	0	0	0	0	0	0	0
TOTAL	71	383	857	1,558	3,106	3,402	3,822
Minor Aircraft Maintenance Plus Future Baseline							
Civilian							
Direct	2,622	2,836	1,961	1,300	2,513	2,632	2,705
Indirect	481	579	421	257	401	386	348
Military	8,758	8,758	4,379	0	0	0	0
TOTAL	11,861	12,173	6,752	1,558	2,914	3,018	3,054

Note: These population effects are meant to be interpreted as those persons residing in the region in a given year that would not reside in the region if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.

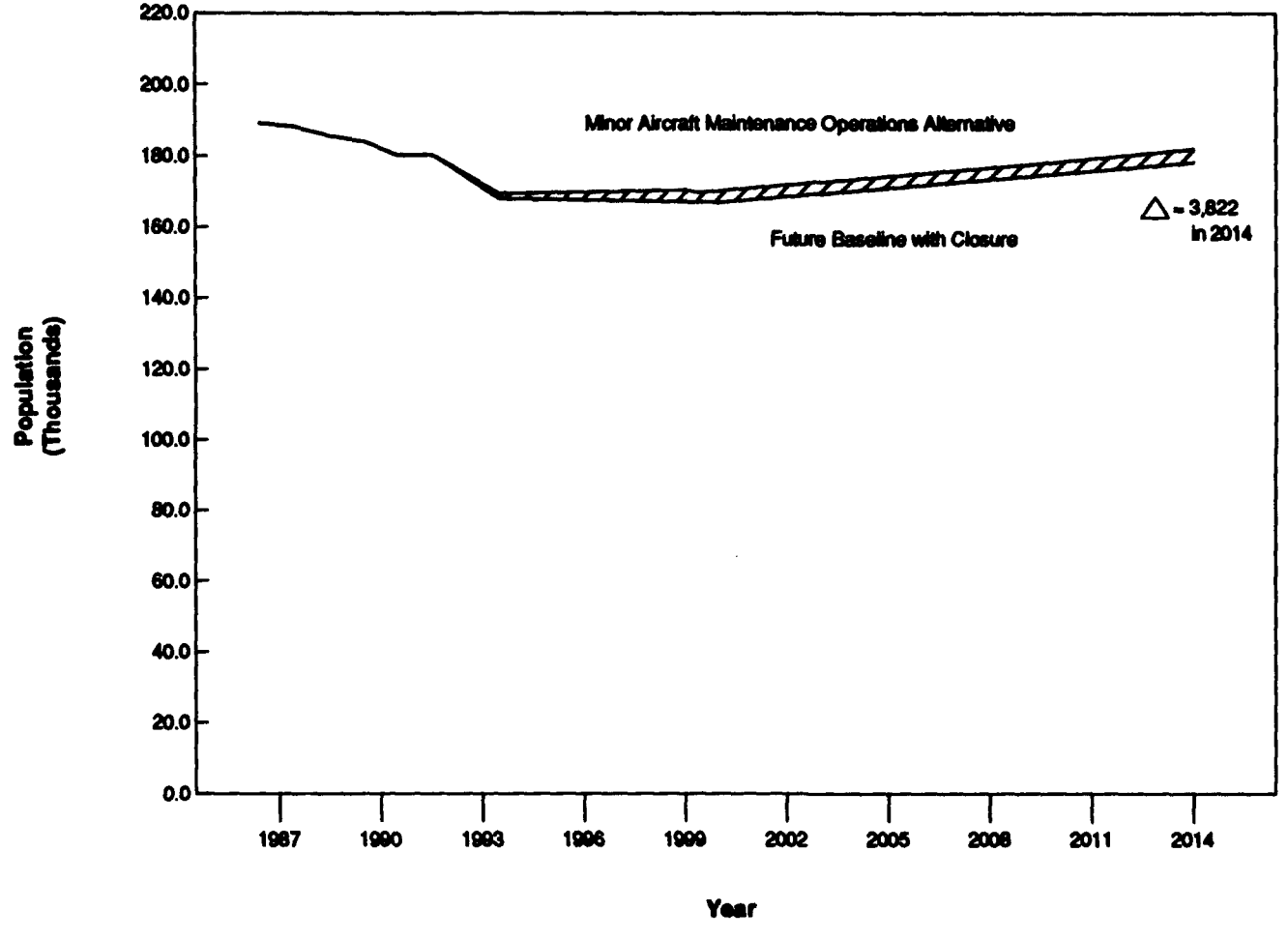
Source: Projections developed for this study, January 1991.

Table 4.2-3. Site-Related Population Projections - Counties and Selected Cities - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Aircraft Maintenance							
Champaign County							
Rantoul	27	149	368	707	1,441	1,588	1,793
Champaign	11	57	106	173	326	352	390
Urbana	6	34	64	103	194	209	231
Rest of County	19	102	223	400	793	867	972
County Total	64	342	763	1,383	2,754	3,015	3,387
Ford County							
Paxton	4	23	56	106	216	238	268
Rest of County	3	18	38	69	136	148	166
County Total	7	41	94	175	352	386	435
Minor Aircraft Maintenance Plus Future Baseline							
Champaign County							
Rantoul	8,086	8,188	4,387	707	1,356	1,416	1,450
Champaign	536	582	370	173	304	308	301
Urbana	249	327	210	103	180	183	179
Rest of County	2,272	2,354	1,350	400	743	767	774
County Total	11,122	11,451	6,317	1,383	2,583	2,674	2,704
Ford County							
Paxton	375	394	241	106	203	212	217
Rest of County	209	223	141	69	127	131	132
County Total	584	617	382	175	330	343	349

Note: These population effects are meant to be interpreted as those persons residing in each local area in a given year that would not reside in the local area if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.

Source: Projections developed for this study, January 1991.



Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990s; 1991 and State of Illinois Bureau of the Budget, 1987.

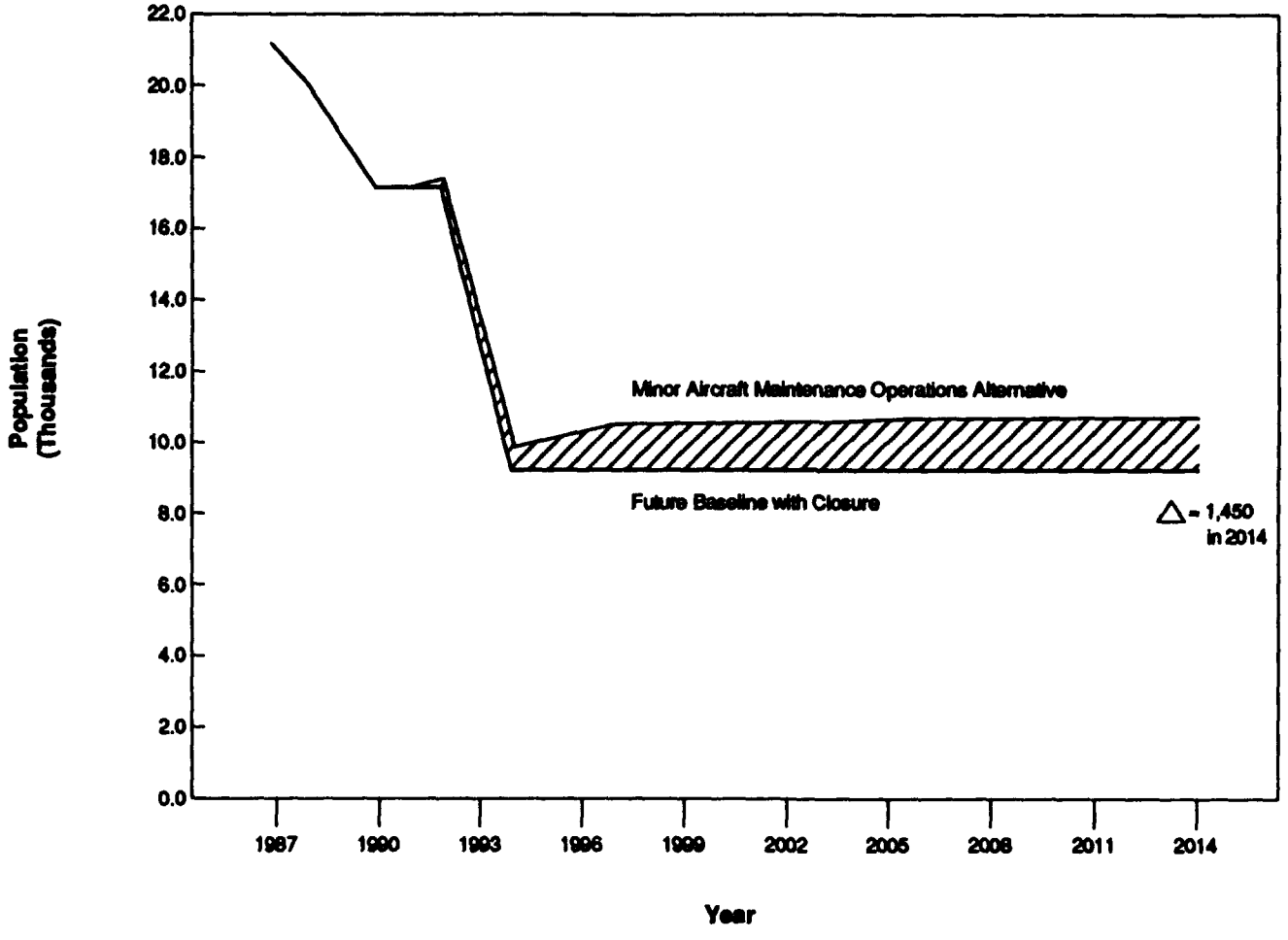
Regional Population Projections- Minor Aircraft Maintenance Operations Alternative

Chanute AFB Rantoul, Illinois

EXPLANATION

Population impact, difference between Future Baseline with Closure and the Minor Aircraft Maintenance Operations Alternative

Figure 4.2-1



Village of Rantoul Population Projections- Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

EXPLANATION

Population Impact, difference between Future Baseline with Closure and the Minor Aircraft Maintenance Operations Alternative

Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990a; 1991.

Figure 4.2-2

increase of about 1,400 persons above the future baseline if the Minor Aircraft Maintenance Operations Alternative is implemented.

Champaign and Ford counties would each experience net in-migration under the Minor Aircraft Maintenance Operations Alternative. Population impacts would effectively occur in both counties by 1994, with nearly 1,400 persons moving to Champaign County and 175 persons to Ford County. By the year 2014, long-term impacts would be almost 3,400 persons in Champaign County and more than 400 persons in Ford County.

Approximately 3,530 students likely would in-migrate to the region to attend classes at educational/training facilities planned under the Minor Aircraft Maintenance Operations Alternative.

4.2.2.2 Housing. The future housing demand in Champaign County as a result of implementation of the Minor Aircraft Maintenance Operations Alternative is expected to increase to nearly 500 units in 1994, and to a long-term level of more than 900 units by 2014 (Table 4.2-4). When combined with the future baseline, site-related housing demand impacts would peak at 2,200 in 1993.

Rantoul would experience most of the housing demand within the county. Short-term housing demand impacts would top 100 units in 1993, swelling to 1,500 in combination with the future baseline. Long-term housing demand impacts in Rantoul would total nearly 500 units by 2014.

In Ford County, housing demand effects under the Minor Aircraft Maintenance Operations Alternative would reach 60 units in 1994, doubling to 120 units in 2014. Paxton would experience most of the housing demand effects in Ford County.

4.2.3 Public Services

On the whole, demand for public services under the Minor Aircraft Maintenance Operations Alternative would be lower than that arising from development of the Proposed Action. The Village of Rantoul, however, would still be required to provide increased service levels because of the additional service area under its jurisdiction.

4.2.3.1 Local Government. Because the project area is contained within the limits of the Village of Rantoul, municipal administration of that area would become the responsibility of the Village upon disposition of any parcel. Services such as public safety, public works, utilities, building code inspection and enforcement, and recreation would need to be extended to cover this area, nearly doubling the service area. Approximately 20 additional staff would be required to service this additional area.

Table 4.2-4. Site-Related Housing Projections - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Aircraft Maintenance							
Champaign County							
Rantoul	10	52	127	243	466	487	496
Champaign	4	20	37	59	104	108	103
Urbana	2	11	22	35	62	63	61
Rest of County	6	35	76	137	255	264	266
County Total	22	118	262	475	888	919	929
Ford County							
Paxton	2	6	19	37	70	73	75
Rest of County	1	6	14	24	44	45	45
County Total	3	14	32	60	114	118	120
Minor Aircraft Maintenance Plus Future Baseline							
Champaign County							
Rantoul	1,575	1,617	1,508	243	466	487	496
Champaign	184	200	127	59	104	108	103
Urbana	103	112	72	35	62	63	61
Rest of County	781	809	464	137	255	264	266
County Total	2,643	2,738	2,171	475	888	919	929
Ford County							
Paxton	129	135	83	37	70	73	75
Rest of County	72	77	49	24	44	45	45
County Total	201	212	131	60	114	118	120

Note: Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

Existing public service levels in the Champaign County government are 3.0 employees per 1,000 people. Projected county staffing levels required for the Minor Aircraft Maintenance Operations Alternative would be four personnel by 1994; to maintain the current level of service, staffing would have to increase to eight personnel by 1999, remaining constant through 2014.

Municipal employment related to operations at Chanute AFB historically has been low in both Champaign and Urbana, and would continue to remain so under the Minor Aircraft Maintenance Operations Alternative.

4.2.3.2 Public Education. Potential impacts to public school enrollments and teaching staff strength arising from implementation of the Minor Aircraft Maintenance Operations Alternative are presented in Tables 4.2-5 and 4.2-6. Under this alternative, regional public school enrollments related to operations at the Chanute AFB site would be about 250 in 1994 and increase slowly thereafter to 480 students in 2014. The greatest effects to public school enrollments are anticipated in Rantoul Township High School District No. 193 and Rantoul City School District No. 137.

Corresponding changes in teaching strength and facility use likely would accompany these projected enrollment changes. Slowly increasing enrollments through 2014 would result in demand for 6 teachers in Rantoul Township High School District No. 193 and 14 teachers in Rantoul City School District No. 137.

4.2.3.3 Police Protection. Potential impacts resulting from changes in demand for police protection services reflect the pattern of project-related population changes and area served in the Village of Rantoul, Champaign, and Urbana.

Because the project area lies completely within the limits of the Village of Rantoul, the Rantoul Police Department would assume law enforcement responsibilities for those parcels as they are conveyed, including police patrolling, responding to emergencies, and detaining suspects. This increased area of responsibility would result in a jurisdiction nearly twice the current size. Up to 10 additional patrol officers are projected to be required under this alternative.

The Champaign County Sheriff's Office also could experience changes in staffing as a result of changes in activity at Chanute AFB. Projected changes in county population could enable staffing levels associated with population at the project site to be one in 1994. The number of Sheriff's Officers could rise to three by 1999, remaining at that level through 2014 to maintain existing public service levels of 1.0 sworn officer per 1,000 people.

Police protection services directly related to operations at Chanute AFB in Champaign and Urbana usually have been low largely because these

Table 4.2-5. Site-Related Enrollments - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Aircraft Maintenance							
Rantoul #193	2	8	19	36	70	73	74
Rantoul #137	4	21	53	100	193	201	206
Thomasboro #130	0	2	4	7	13	14	14
Ludlow #142	0	0	2	3	7	7	7
Gifford #188	0	0	2	4	7	8	8
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	2	10	17	28	50	50	49
Urbana #116	1	5	11	17	30	30	30
Other Champaign Co.	1	7	13	20	36	36	36
Paxton #2	1	5	13	24	45	47	48
Other Ford Co.	0	1	2	4	7	7	6
Total	11	60	135	245	457	474	479
Minor Aircraft Maintenance Plus Future Baseline							
Rantoul #193	377	383	207	36	70	73	74
Rantoul #137	1,147	1,164	624	100	193	201	206
Thomasboro #130	22	24	15	7	13	14	14
Ludlow #142	13	13	8	3	7	7	7
Gifford #188	11	11	7	4	7	8	8
Prairieview #192	1	1	0	0	0	0	0
Champaign #4	87	95	60	28	50	50	49
Urbana #116	50	54	35	17	30	30	30
Other Champaign Co.	47	53	36	20	36	36	36
Paxton #2	84	88	54	24	45	47	48
Other Ford Co.	8	9	6	4	7	7	6
Total	1,846	1,895	1,052	245	457	474	479

Note: Columns may not sum to totals because of rounding.

Table 4.2-6. Site-Related Teacher Employment - Minor Aircraft Maintenance Operations Alternative

	1991	1992	1993	1994	1999	2004	2014
Minor Aircraft Maintenance							
Rantoul #193	0	0	2	3	6	6	6
Rantoul #137	0	1	3	7	13	14	14
Thomasboro #130	0	0	0	0	1	1	1
Ludlow #142	0	0	0	0	1	1	1
Gifford #188	0	0	1	0	1	1	1
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	0	1	1	2	4	4	4
Urbana #116	0	0	1	1	2	2	2
Other Champaign Co.	1	1	1	2	3	3	3
Paxton #2	0	1	0	2	3	3	3
Other Ford Co.	0	0	0	0	0	0	0
Total	1	4	10	18	34	35	36
Minor Aircraft Maintenance Plus Future Baseline							
Rantoul #193	31	31	17	3	6	6	6
Rantoul #137	78	79	42	7	13	14	14
Thomasboro #130	2	2	1	0	1	1	1
Ludlow #142	1	1	1	0	1	1	1
Gifford #188	1	1	1	0	1	1	1
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	6	7	4	2	4	4	4
Urbana #116	4	4	3	1	2	2	2
Other Champaign Co.	4	4	3	2	3	3	3
Paxton #2	5	6	3	2	3	3	3
Other Ford Co.	1	1	0	0	0	0	0
Total	137	140	78	18	34	35	36

Note: Columns may not sum to totals because of rounding.

communities are not close to the base. Police protection attributable to operations at the project site over the long term under the Minor Aircraft Maintenance Operations Alternative in Champaign and Urbana would be negligible.

4.2.3.4 Fire Protection. As with municipal and law enforcement services, once a portion of the base is conveyed, the responsibility for fire protection services at the site would revert to local providers, in this case the volunteer-supported Rantoul Fire Department. The Rantoul Fire Department would lose mutual aid support of the 3345th Civil Engineering Squadron/DEF under the Minor Aircraft Maintenance Operations Alternative. With the exception of crash trucks with foam and water carrying capability, the on-base squadron maintains no major, specialized equipment that Rantoul does not maintain or have access to.

Impacts to the volunteer-supported fire departments are difficult to quantify because the force of firefighters varies over time based on their availability; therefore, no fixed per capita measure can be determined to describe available fire protection services. Because the Rantoul Fire Department relies exclusively on a pool of volunteers, implementation of the Minor Aircraft Maintenance Operations Alternative would not affect the call-up procedure but may affect the number of volunteers on whom the fire department relies. The Village of Rantoul has indicated that up to 12 additional volunteer and 12 paid fire fighters would be required as development of the base occurs.

Fire protection in other communities in the ROI is provided predominantly by departments relying on volunteer firefighters, with the exception of fire departments in the Champaign-Urbana area. Fire protection services directly related to operations at Chanute AFB in Champaign and Urbana have been low in the past, and impacts related to this alternative there would be minimal.

4.2.3.5 Health Care Services. Health care effects resulting from changes brought about by the implementation of the Minor Aircraft Maintenance Operations Alternative are identical to those presented for the Proposed Action (see Section 4.1.3.5).

4.2.3.6. Recreation. The effects on recreation services resulting from implementation of the Minor Aircraft Maintenance Operations Alternative are identical to those presented for the Proposed Action (see Section 4.1.3.6).

4.2.4 Public Finances

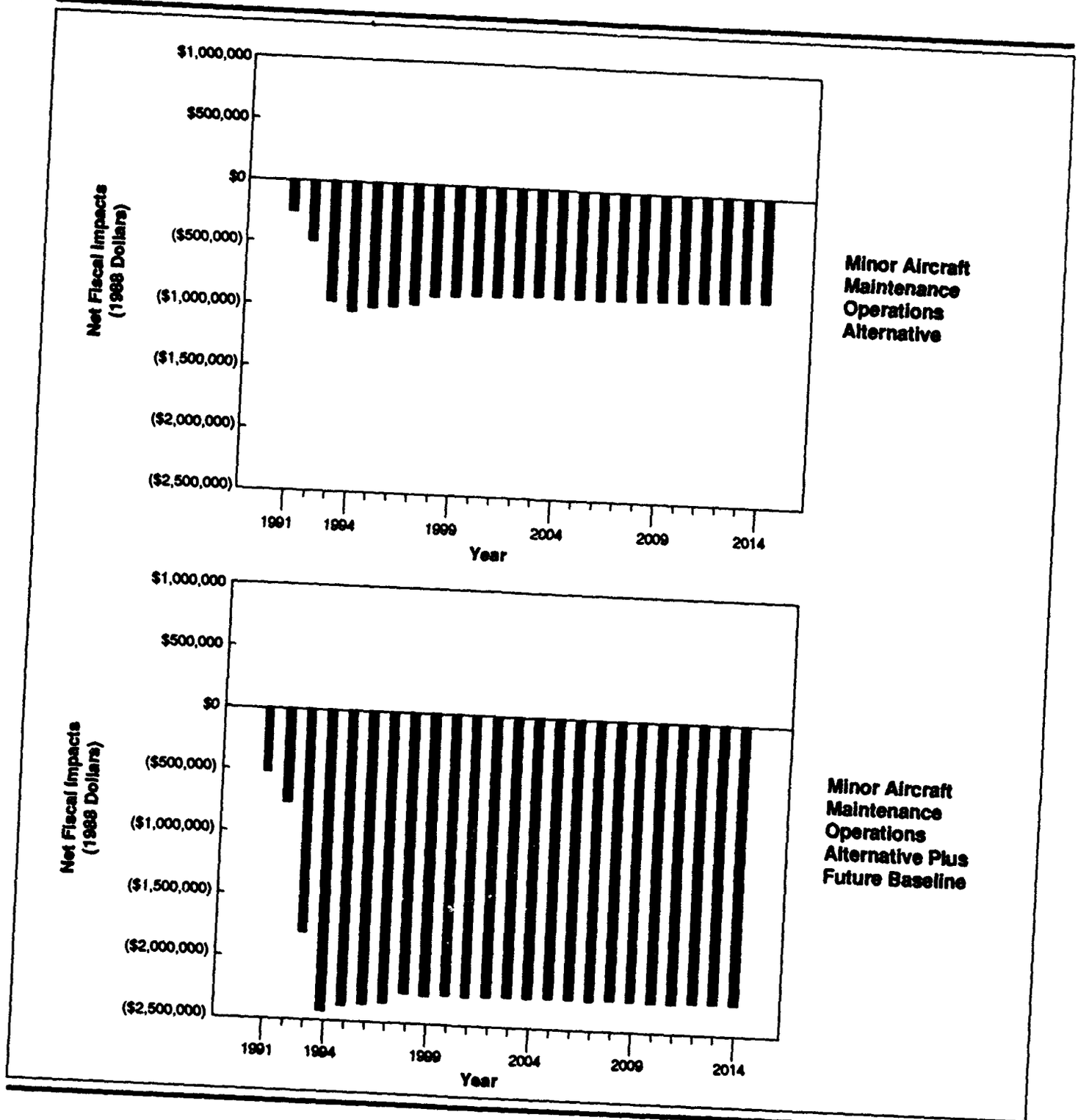
The fiscal impacts to potentially affected jurisdictions under the Minor Aircraft Maintenance Operations Alternative are presented in this subsection. The results represent the net effects of the alternative after accounting for the out-migration of the direct and indirect military and civilian jobs resulting from phasing out the Chanute AFB military mission.

Village of Rantoul. Although similar to the Proposed Action, this alternative represents a scaled-down version of the aircraft maintenance operations component with resultant smaller effects on employment, earnings, population, and tax levels in the potentially affected jurisdictions. Although slightly lower sales and property tax collections are also expected under this alternative, the Village of Rantoul would still be required to provide additional services to the area. The results, for the alternative by itself, would be revenue shortfalls in all years of the project (ranging up to $1.1 million in FY 1994; [Figure 4.2-3]). During the out-years, continuing shortfalls of about $900,000 are projected. Coupled with shortfalls estimated under the closed based scenario, total shortfalls are estimated to peak at about $2.4 million in the short-term and be about $2.3 million annually in the long-term. Shortfalls over the first 5 years of project development would increase by about $150,000 in each year if a 50 percent tax break is implemented.

Rantoul City Schools District No. 137. The net fiscal effects of this alternative to the Rantoul City Schools District No. 137 are presented in Figure 4.2-4. Under this alternative, enrollment levels are estimated to be further reduced to about 1,100 pupils by buildout. State educational aid program revenues are calculated in a similar manner as discussed under the Proposed Action. State aid payments are projected to be reduced to about $700,000 by buildout. Because this alternative provides for a lower level of development compared to the Proposed Action, increased local property tax revenue is not projected to be sufficient to offset both the lost state aid payments and P.L. 81-874 program revenues. For the alternative by itself, shortfalls of approximately $200,000 annually at buildout are estimated. Coupled with projected future baseline deficits, shortfalls are projected to reach $1.9 million at buildout. Assuming a 50-percent tax break is implemented over the first 5 years of project development, shortfalls in these years could increase by as much as an additional $250,000 annually.

Rantoul Township High School District No. 193. Fiscal effects to the high school district are presented in Figure 4.2-5. Under this alternative, enrollment levels are estimated to be further reduced to about 800 pupils by buildout. Analysis of the alternative by itself indicates that sufficient revenues would be available to offset expenditure demands. However, when evaluated with the effects associated with the projected future baseline conditions, these revenue increases would not be sufficient to offset both the reduced state educational aid payments (projected to be reduced to about $260,000 at buildout) and the lost P.L. 81-874 program revenues. Shortfalls of approximately $50,000 annually are projected in the out-years. If a 50-percent tax break is provided over the first 5 years of project development, revenue losses would be about $280,000 in each year.

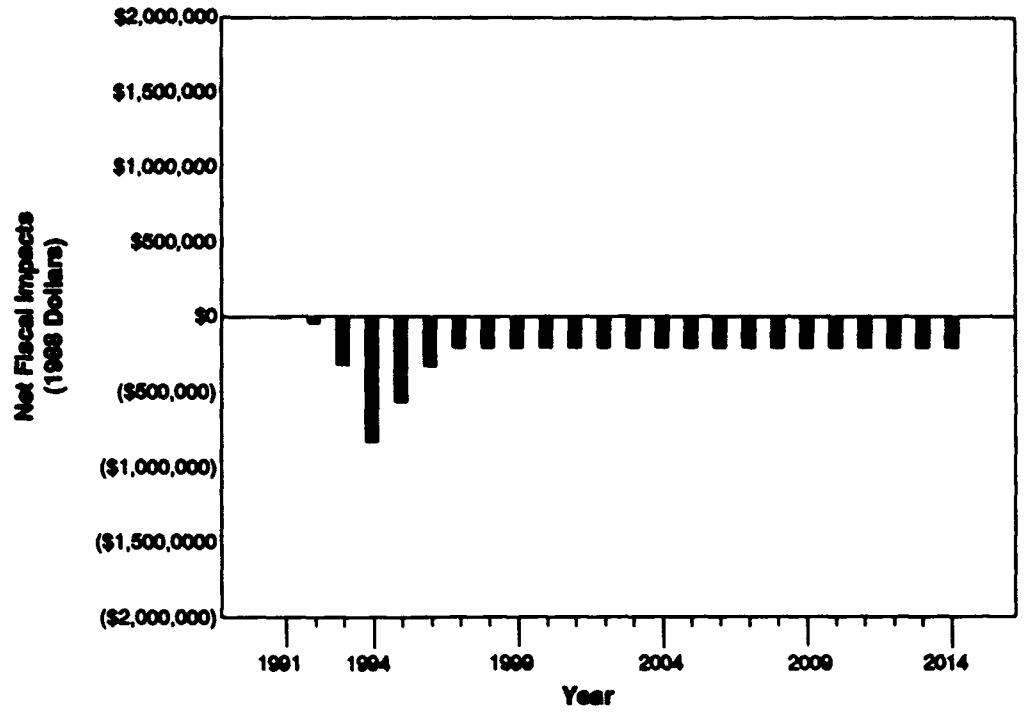
The cumulative effect of this alternative on the district's fund balances, along with projected future baseline effects, is presented in Figure 4.2-6. Under the



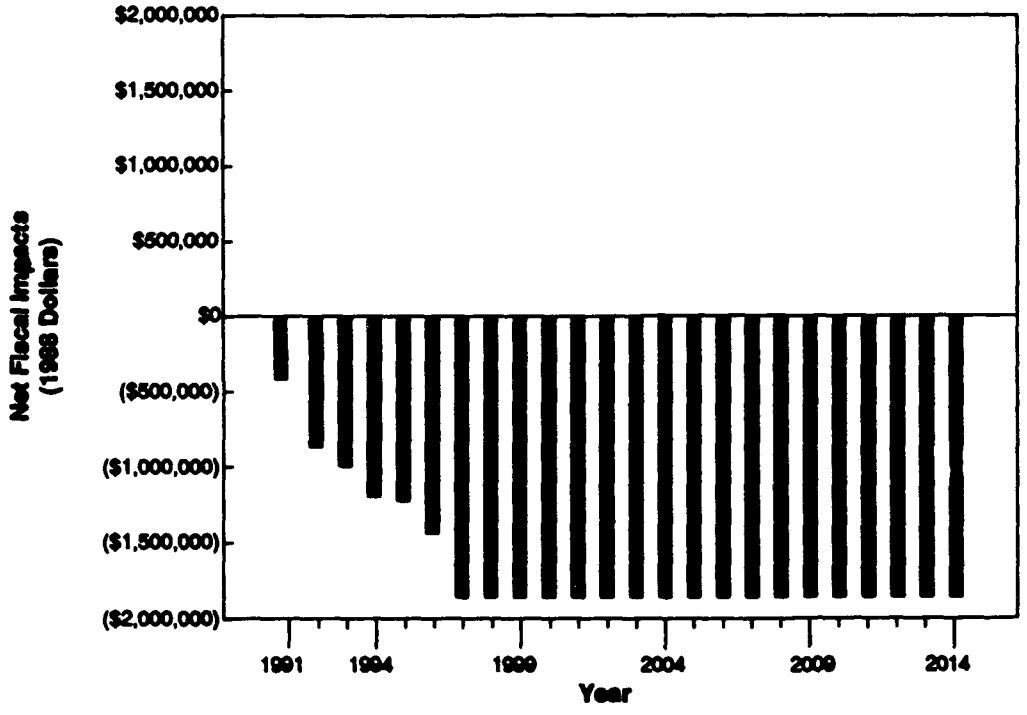
Village of Rantoul Net Fiscal Projections 1991-2014- Minor Aircraft Maintenance Operations Alternative

Chanute AFB Rantoul, Illinois

Figure 4.2-3



Minor Aircraft Maintenance Operations Alternative

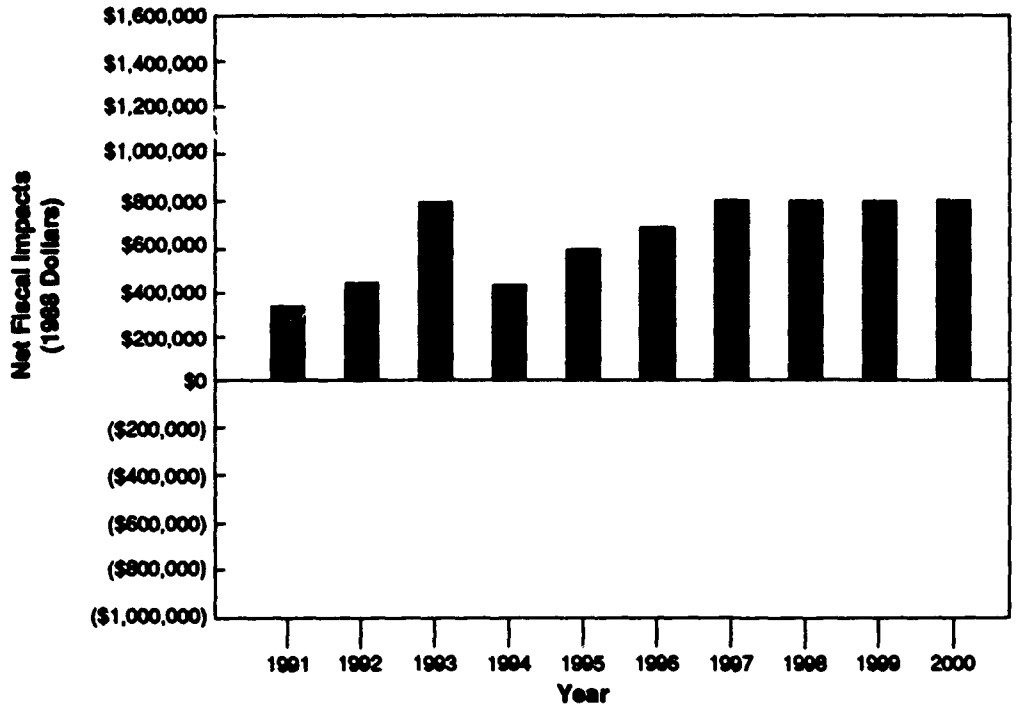


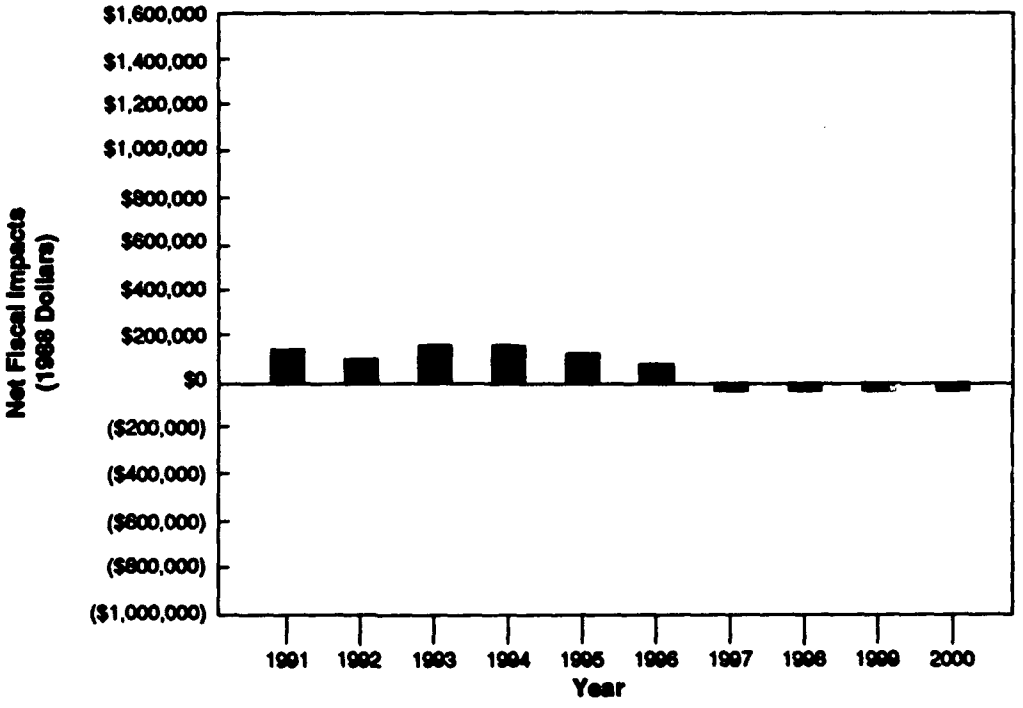
Minor Aircraft Maintenance Operations Alternative Plus Future Baseline

Rantoul City School District No. 137 Net Fiscal Projections: 1991-2014 Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.2-4

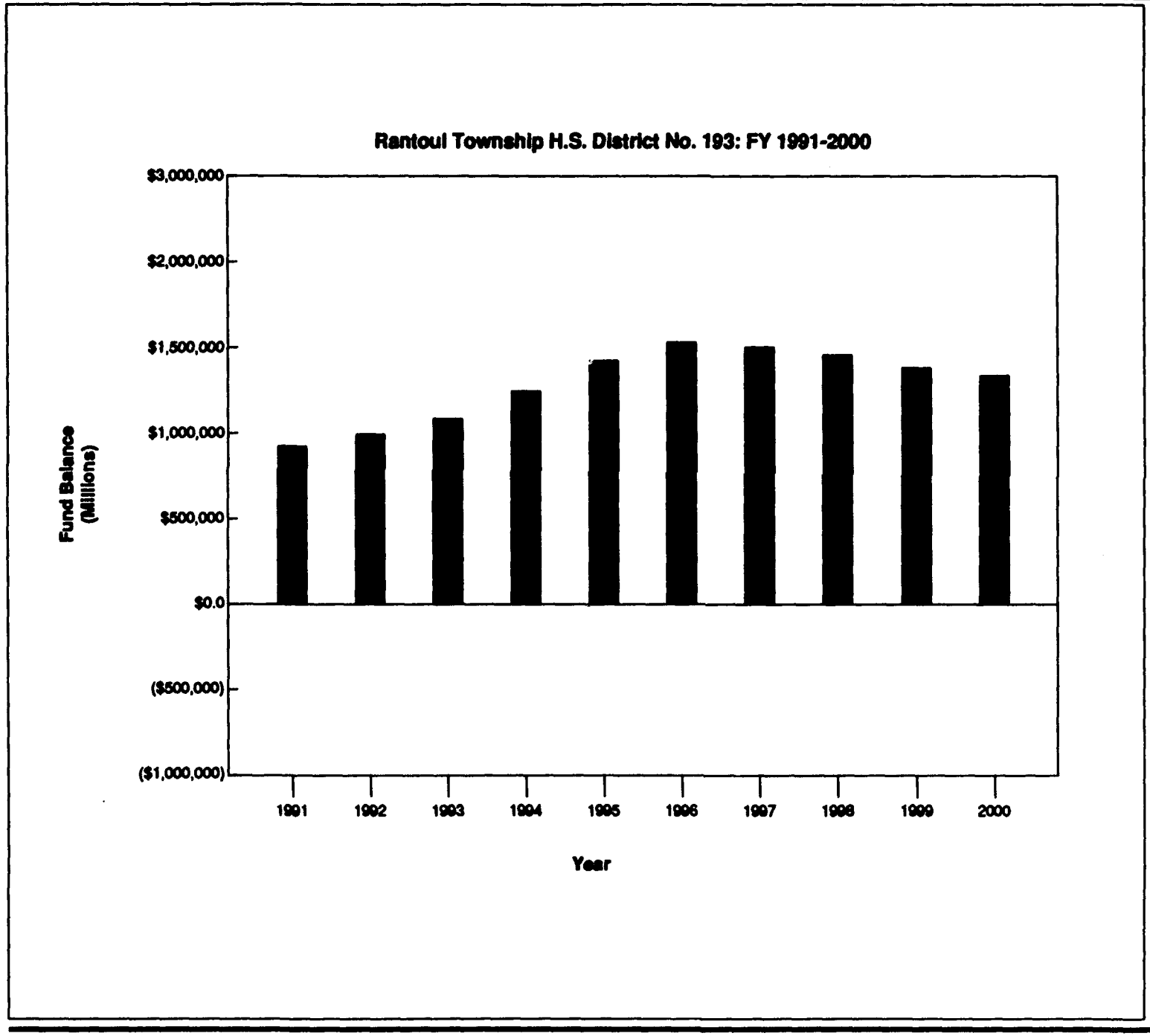




Rantoul Township High School District No. 193 Net Fiscal Projections: 1991-2000 Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.2-5



Rantoul Township High School District No. 193 Cumulative Net Fiscal Impacts to Fund Balances, FY 1991-2000 Minor Aircraft Maintenance Operations Alternative Plus Future Baseline

Chanute AFB Rantoul, Illinois

Figure 4.2-6

closed base scenario, the district's cumulative fund balance is projected to show a deficit of about $2.5 million by FY 1997. The surpluses estimated under this alternative by itself will tend to reverse the cumulative negative effects on the district's fund balances estimated under the closed base scenario. By FY 2000, the cumulative fund balance of the district would amount to about $1.4 million.

Champaign County. Fiscal effects to Champaign County are presented in Figure 4.2-7. The lower sales and property tax collections under this alternative would result in slightly lower surpluses than under the Proposed Action ($500,000 annually in the out-years, compared to $600,000 under the Proposed Action). The $500,000 surplus under this alternative compares to a shortfall of about $200,000 under the post-closure baseline. Net effects would be about a $300,000 surplus in the out-years (Figure 4.2-7). Tax incentives would reduce revenues in the first 5 years of the project by about $100,000 annually but would not appreciably affect the net fiscal balance in the county.

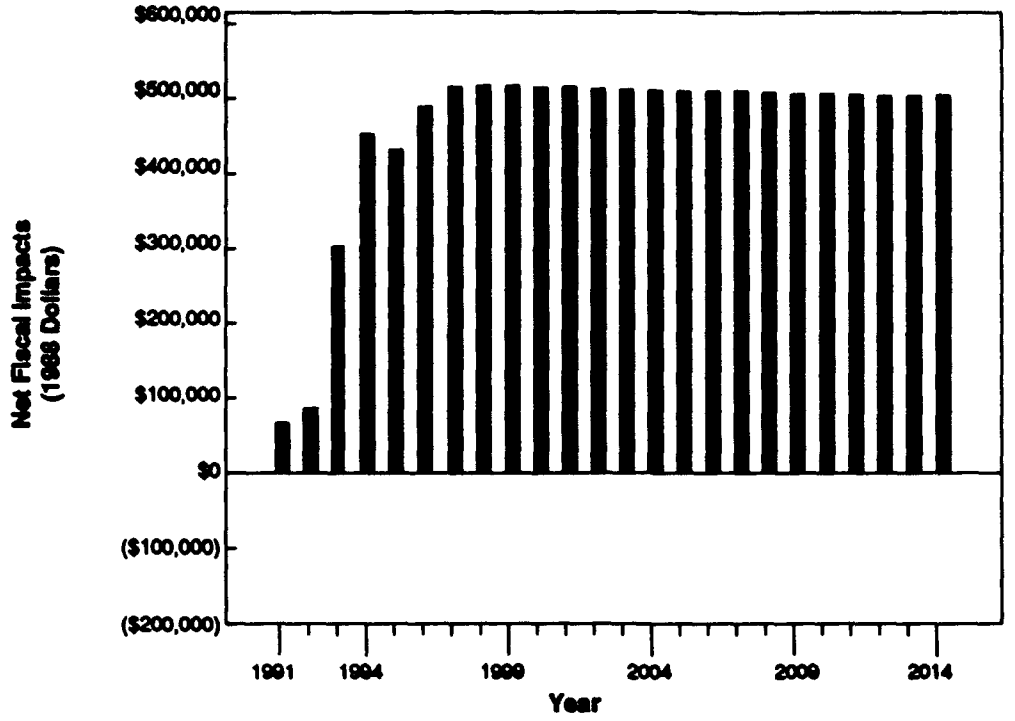
Other Jurisdictions. Employment, earnings, and population changes in other communities in the ROI are not projected to appreciably affect local government finances in the jurisdictions serving these communities. Under the Minor Aircraft Maintenance Operations Alternative, population changes of under 300 persons per community are projected for Champaign, Urbana, and Paxton. Changes of these magnitudes are not expected to affect the fiscal balance of the jurisdictions.

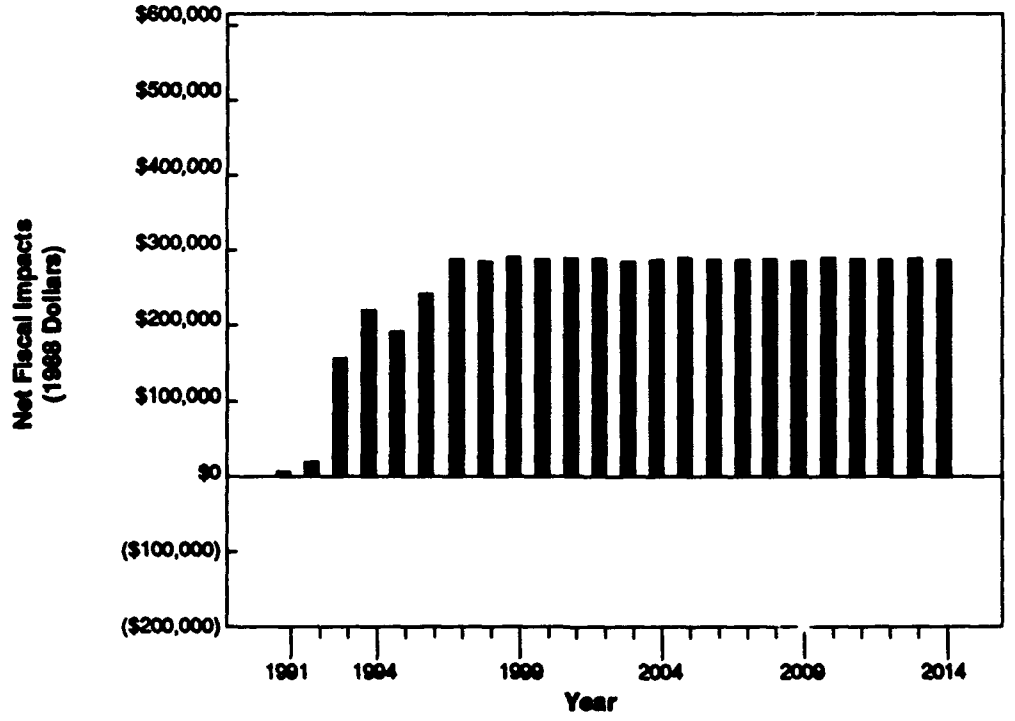
4.2.5 Transportation

4.2.5.1 Roadways.

On-Site Direct Effects on Key Community Roads. During construction and renovation of facilities, some roadway effects resulting from on-site activities would occur throughout the Rantoul-Chanute AFB area. During the peak year of construction and renovation of the on-site facilities, several key road segments would experience increased use resulting from reuse-generated construction traffic. These roads would include U.S. 45 North, U.S. 45 South, Maplewood Drive, Chandler Road, and to some extent, U.S. 136. About 400 construction workers (in the 1992-1993 peak years) could be expected to use U.S. 45 North, U.S. 45 South, Maplewood Drive, and Chandler Road. The LOS on each of these three roads is projected to be A in the 1993 closure year. Although volumes would increase, construction period traffic would not affect these roads substantially enough to change LOS ratings. The most obvious effects on U.S. 136 would be in the form of some additional heavy truck traffic, which would further congest that road in central Rantoul.

A trip generation analysis was prepared that estimated the number of trips generated by each type of proposed land use, based upon projections for





Champaign County Net Fiscal Projections: FY1991-2014- Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.2-7

employees, students, and hospital patients. Figure 4.2-8 shows the distribution of the AADT generated by the Minor Aircraft Maintenance Operations Alternative for the year 2014, for each of the five key roads that would be affected. The maximum number of trips generated by direct land uses is projected to be about 12,900 in that year. U.S. 45 North would continue to be the major traffic carrier for on-site activities, with about 6,460 AADT. Maplewood Drive would experience about 3,230 AADT from this alternative. It is assumed that Township Road 1800 East would not be affected by this alternative because no access road would be provided from the project site.

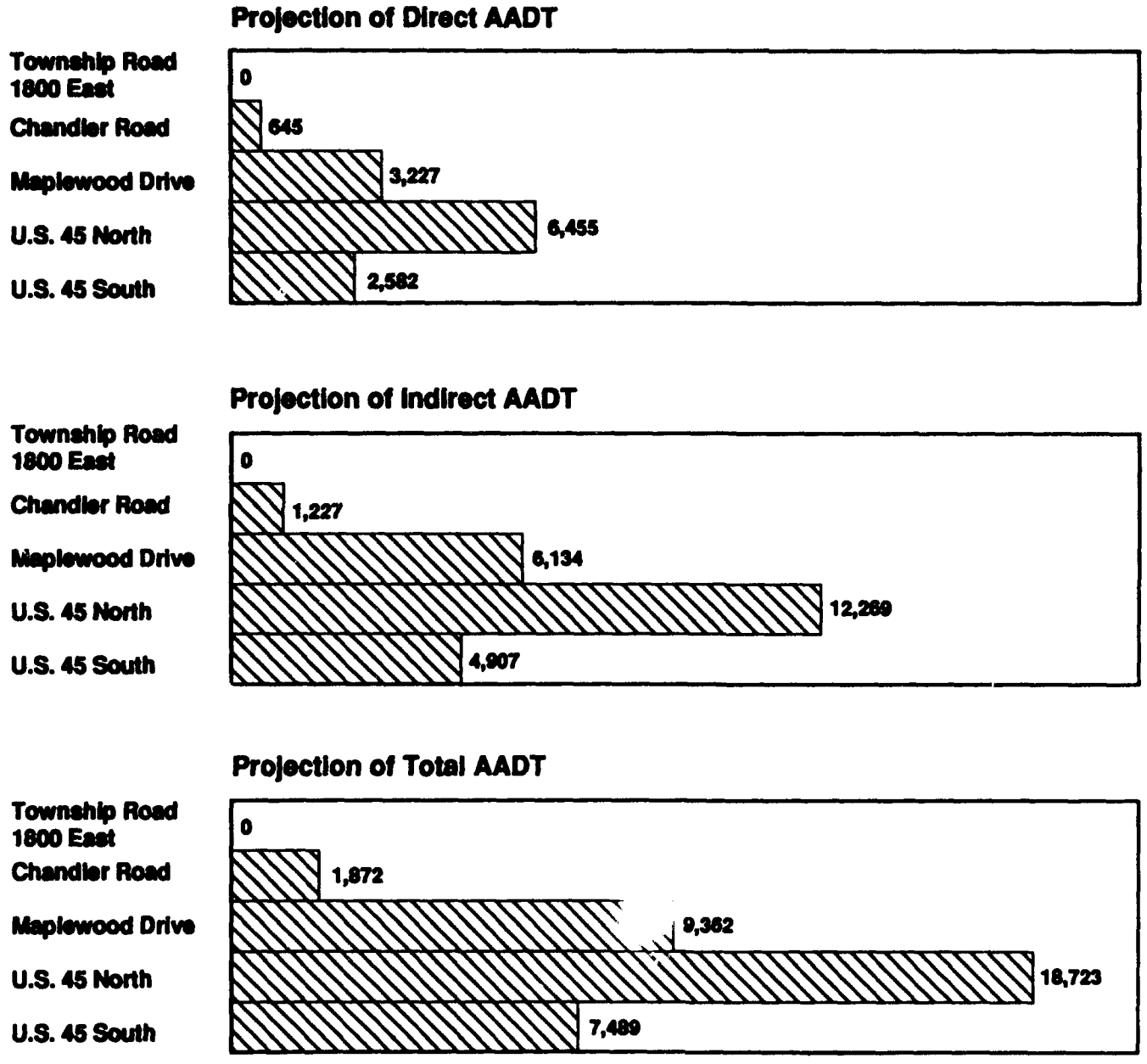
On-Site Indirect Effects on Key Community Roads. On-site indirect effects from this alternative would generate about 24,500 trips. Figure 4.2-8 shows how these trips would be distributed onto key community roadways. U.S. 45 North would receive the greatest share of the indirect trips, ranging up to about 12,300 AADT by the year 2014. Maplewood Drive would receive about 6,100 AADT from the activities of this alternative; U.S. 45 South, about 4,900; and Chandler Road, about 1,200.

Summary of On-Site Effects on Key Community Roads. Together, both direct and indirect trips would total about 37,400 by the year 2014. This represents a very large increase over the 180 trips generated by the maintenance crews upon closure in 1993. The distribution to the five key community roads is shown on Figure 4.2-8. U.S. 45 North would carry about 18,700 trips, or about 50 percent of the total.

Figure 4.2-9 shows peak-hour traffic and LOS for preclosure, closure, and the years 1994, 1999, 2004, and 2014 for each of the five key roads, including non-project-generated traffic. The effects of this alternative would create no LOS degradation on U.S. 45 South and only slight degradation on Chandler Road and U.S. 45 North. However, without an increase in capacity, peak-hour traffic loads on Maplewood Drive would result in a marginally acceptable LOS of D by the year 2014.

Off-Site Effects. Changes in the magnitude of off-site traffic resulting from direct and indirect effects of the Minor Aircraft Maintenance Operations Alternative would be proportional to projected changes in population in the Village of Rantoul. A gain of about 7 percent in Rantoul's population is projected during the 20-year period between 1994 and 2014. Traffic volumes in the Village would increase by that same amount during that period.

Consequently, this alternative should have no negative effects on off-site Rantoul and ROI traffic conditions. Some reductions in traffic could be achieved using ride-sharing and other transportation demand management techniques. LOS reductions could be avoided through expansion of road capacities, particularly through road widening and signalization. The only roadway that would require improvement would be Maplewood Drive, for which the

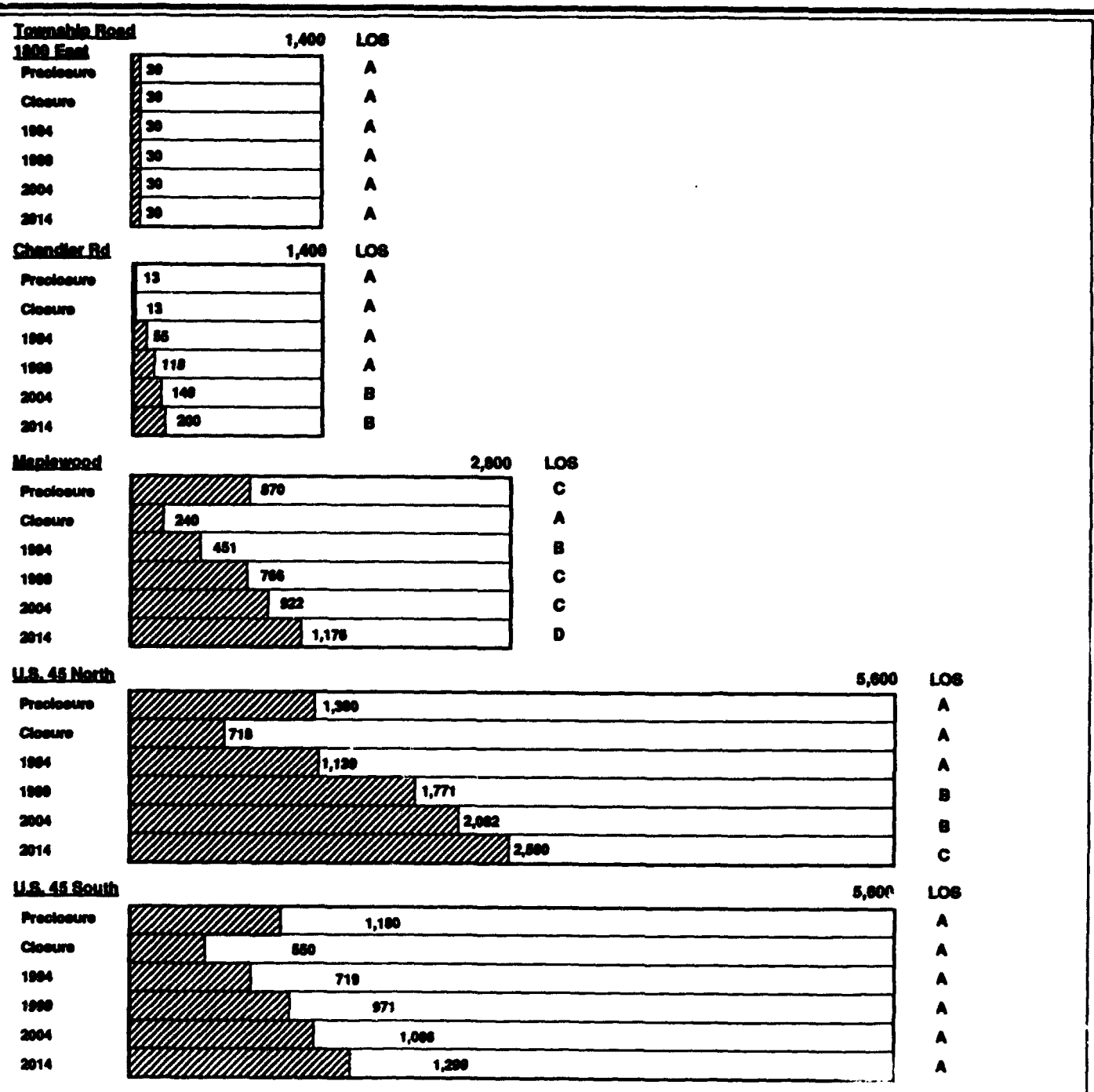


Source: Projections developed for this study, 1991.

Traffic Distribution on Key Community Roads (2014) - Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.2-8



Peak-Hour Traffic Volumes on Key Community Roads-Minor Aircraft Maintenance Operations Alternative

Chanute AFB
Rantoul, Illinois

EXPLANATION

Peak-Hour Traffic Volume (passenger cars per hour)

Peak-Hour Traffic Capacity (passenger cars per hour)

LOS Level of Service

Figure 4.2-9

peak-hour LOS would drop to D by the year 2014. This could be mitigated by widening and providing signalization and other improvements.

Effects on Key On-Site Roads. Figure 4.1-10 presents data on peak-hour traffic and the LOS that would result from the Minor Aircraft Maintenance Operations Alternative for the six key on-base roads. All roads on base have a peak-hour capacity of 2,800 pcph. Eagle Drive would be widened to four lanes as part of this alternative; however, due to side frictions from driveway and closely spaced intersections, its capacity would not be improved significantly above 2,800. Based upon projections for land use acreage, employees, students, and hospital beds, distribution is similar to that found on base in the 1987 Military Traffic Management Command study (Transportation Engineering Agency, 1987) for the five on-base roads. Heritage Drive, which is proposed for a future access into the project area, is assumed to have 10 percent of the total. None of the on-base roads would have an LOS lower than D, an acceptable level.

4.2.5.2 Air Transportation. The effects of the Minor Aircraft Maintenance Operations Alternative on Willard Airport would be the result of the action's contribution to the overall population gain in the ROI. By 2014, when the projected population in the ROI would be about 180,200, the airport would handle about 164,500 passengers. This is nearly 12,500 fewer passengers than in 1988.

4.2.5.3 Railroad Transportation. Effects on railroad service would be similar to those on air traffic: an increase of about 9 percent in the 20 years after base closure.

4.2.6 Utilities

4.2.6.1 Water Supply. The Minor Aircraft Maintenance Operations Alternative would require somewhat less water than would the Proposed Action, but effects would otherwise be similar. Average annual water consumption would peak in 1992 at a rate of 2.8 MGD, then decline to 1.1 MGD by 1994, and subsequently increase to an average of about 2.2 MGD by 2014. No adverse impacts on this resource are expected.

4.2.6.2 Wastewater Treatment. A more extensive and more protracted reduction in wastewater flows would occur under this alternative than under the Proposed Action, and the long-term volume in 2014 would be appreciably less. Average annual wastewater flows would peak in 1992 at a rate of 3.1 MGD, then decline to 2.0 MGD in 1994, and subsequently increase to an average rate of about 2.4 MGD by 2014. Effluent discharged from the plant should continue to meet regulated discharge standards.

The reduced flow will require modifications to the wastewater collection system on base and the Rantoul WWTP, and a higher degree of maintenance than is commonly necessary. It is unlikely that any modifications, adjustments, or increased maintenance to the Rantoul WWTP would be eligible for federal funds under the Airport Improvement Program.

4.2.6.3 Solid Waste. This alternative would result in a somewhat lower rate of waste disposal to the Village of Rantoul landfill than was projected for the Proposed Action. If a new county landfill is not available at the time of closure of the Rantoul landfill, Rantoul's wastes would likely be transported to the H&L landfill facility in adjacent Vermilion County. The estimated volume of waste generated from the Rantoul service area under the Minor Aircraft Maintenance Operations Alternative in 1995 would be about 58,000 cubic yards per year and would represent approximately 0.9 percent of the 1990 remaining capacity of the H&L landfill and a 8.5 percent increase over its 1990 disposal rate. On-site demolition, with the attendant requirement for disposal of wastes (see Section 4.1.6.3), would be approximately the same as for the Proposed Action and the associated impacts would be essentially equivalent. However, the waste disposal of demolition materials would likely occur at a slower rate and over a longer period.

4.2.6.4 Energy. Energy demands for the Minor Aircraft Maintenance Operations Alternative would be less than those for the Proposed Action. Electric, natural gas, and coal consumption would peak in 1992 (390 MWh/day, 28,000 therms/day, and 78 coal tons/ day), decline to a minimum in 1994 (174 MWh/day, 16,000 therms/day, and 21 tons coal/day [in 1995 for coal]), and subsequently increase by 2014 (272 MWh/day, 19,000 therms/day, and 61 tons coal/day). The right-of-way requirements for currently off-base areas would no longer apply, but the need for right-of-way acquisition on base would remain (see Section 4.1.6.4). No appreciable impacts on energy resources are projected.

4.3 NON-AVIATION ALTERNATIVE

4.3.1 Economic Activity

Job opportunities associated with construction and operation of the various activities planned under this alternative would be fewer than under the Minor Aircraft Maintenance Operations Alternative. Components of this alternative include industrial areas with capabilities to support storage and truck maintenance activities; education and training areas; agricultural areas; medical; commercial; recreation; and residential areas. Site-related employment is projected to begin the end of 1993 (Table 4.3-1). Peak earnings and employment levels from the Non-Aviation Alternative would not occur until 2014, with minor construction-related employment of about 30 jobs out of a total employment of approximately 1,400.

Table 4.3-1. Site-Related Employment and Earnings Projections - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation Alternative							
Construction							
Employment	0	0	86	40	64	64	30
Direct	0	0	47	21	35	35	16
Secondary	0	0	40	19	29	29	13
Earnings ($000)	0	0	2,093	963	1,539	1,546	707
Direct	0	0	1,413	639	1,050	1,055	491
Secondary	0	0	680	324	489	492	215
Operations							
Employment	0	0	98	41	428	839	1,413
Direct	0	0	63	37	389	756	1,265
Secondary	0	0	36	4	38	83	148
Earnings ($000)	0	0	1,862	778	8,721	17,136	29,130
Residual Base Operations							
Employment	7,766	7,766	3,883	0	0	0	0
Direct	6,216	6,216	3,108	0	0	0	0
Secondary	1,550	1,550	775	0	0	0	0
Earnings ($000)	131,470	131,470	65,735	0	0	0	0
Direct	101,534	101,534	50,767	0	0	0	0
Secondary	29,936	29,936	14,968	0	0	0	0
Total Employment							
Non-Aviation Alternative	7,766	7,766	3,917	81	491	903	1,443
Future Baseline	7,766	7,766	3,883	69	69	69	69
Change from Future Baseline	0	0	34	12	422	834	1,374
Earnings ($000, 1990 Dollars)							
Non-Aviation Alternative and Residual Base Operations	131,470	131,470	66,565	1,741	10,259	18,683	29,837
Future Baseline	131,470	131,470	65,735	1,842	1,842	1,842	1,842
Change from Future Baseline	0	0	830	-101	8,417	16,841	27,995

Note: Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

Construction and preoperation associated with the $75 million airfield resurfacing, extension, and related airfield development (planned for both the Proposed Action and the Minor Aircraft Maintenance Operations Alternative) and the $400-million, 1.5 million-square foot aircraft maintenance facility (planned for the Proposed Action) would not occur. The phasing and scope of the other construction work conceptually planned under the Proposed Action and the Minor Aircraft Maintenance Operations Alternative would change, and some facilities and buildings would have different land use designations.

4.3.2 Population and Housing

4.3.2.1 Population. The Non-Aviation Alternative would result in a short-term population impact in the ROI of 90 persons beginning in 1994 and reaching nearly 2,300 in 2014 (Table 4.3-2). These numbers represent newcomers to the region, and their dependents, who would not be local residents without the implementation of the Non-Aviation Alternative.

The future baseline projects long-term out-migration of about 800 persons (Figure 4.3-1). The total long-term impact of the Non-Aviation Alternative, in combination with the future baseline, would be a net increase of about 1,500 persons.

Of the communities in the ROI, the greatest share of population impacts is projected for Rantoul (Table 4.3-3 and Figure 4.3-2). Under this alternative, Rantoul's population would increase by 1,100 persons by 2014. Combined with the future baseline, Rantoul would see an increase of about 800 persons above the future baseline if the Non-Aviation Alternative is implemented.

Champaign and Ford counties would both experience net in-migration under this alternative. Population impacts would occur in both counties by 1994, with 80 persons relocating to Champaign County and about 10 persons moving to Ford County. By the year 2014, long-term impacts would be about 2,000 persons in Champaign County and more than 200 persons in Ford County. In addition, roughly 2,500 post-secondary students are expected to migrate to attend classes at educational/training facilities planned under the Non-Aviation Alternative.

4.3.2.2 Housing. Future housing demand in Champaign County resulting from the Non-Aviation Alternative is projected to increase by nearly 30 units in 1994, rising to a long-term level of more than 400 units by 2014 (Table 4.3-4). When combined with the future baseline, site-related housing demand impacts would drop in 1994, gradually rising to over 400 units in 2014.

Within the county, Rantoul would experience the greatest housing demand. Short-term housing demand impacts associated only with the Non-Aviation Alternative would be just 2 units in 1993, growing to over 1,300 when combined

Table 4.3-2. Site-Related Regional Population Projections - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation							
Civilian							
Direct	0	0	11	84	692	1,315	2,221
Indirect	0	0	5	7	22	38	56
Military	0	0	0	0	0	0	0
TOTAL	0	0	15	91	714	1,352	2,277
Non-Aviation Plus Future Baseline							
Civilian							
Direct	2,574	2,574	1,298	84	535	1,001	1,593
Indirect	458	458	233	7	(13)	(33)	(85)
Military	8,758	8,758	4,379	0	0	0	0
TOTAL	11,790	11,790	5,910	91	522	968	1,509

Note: These population effects are meant to be interpreted as those persons residing in the region in a given year that would not reside in the region if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.

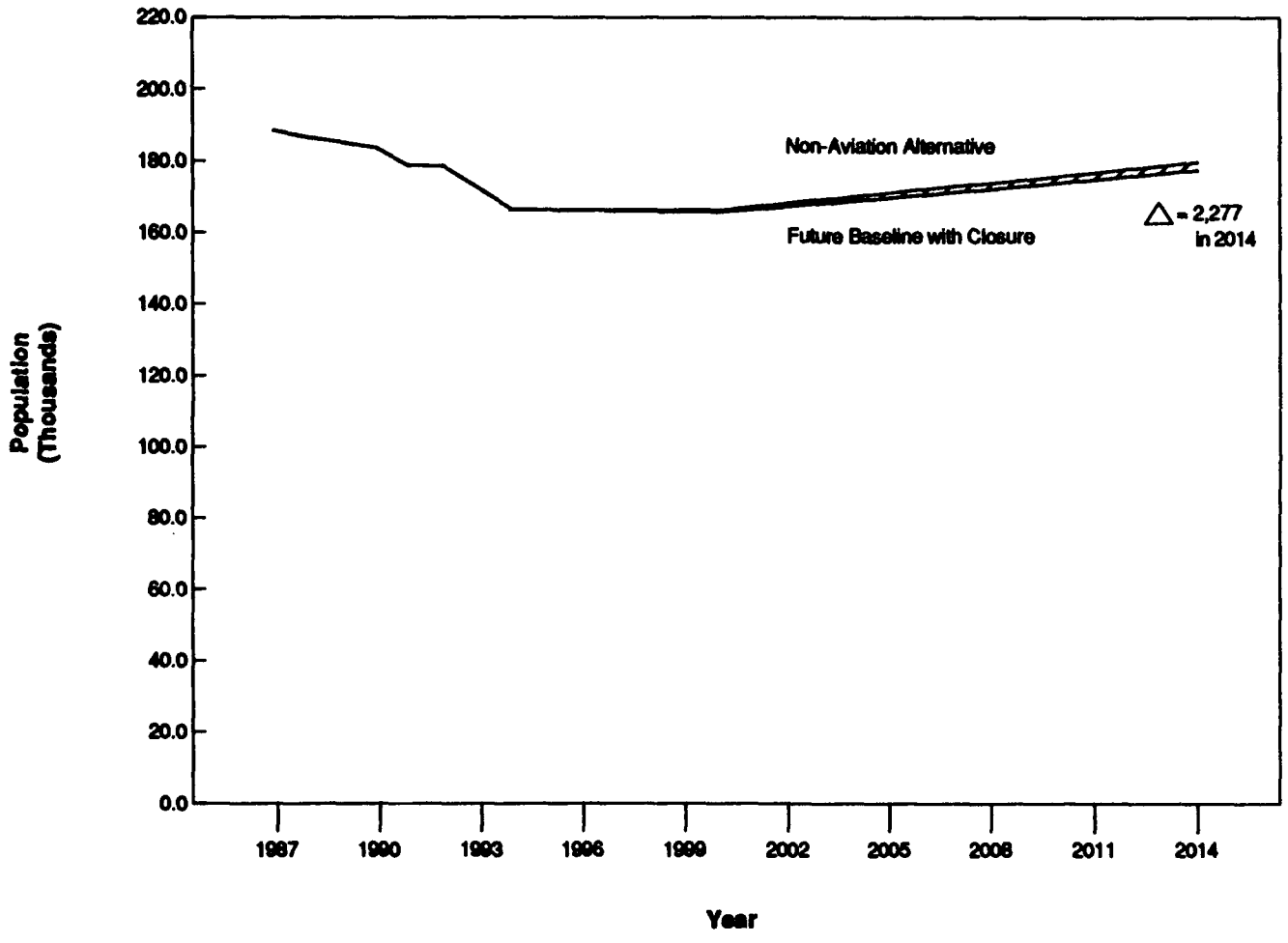
Source: Projections developed for this study, January 1991.

Table 4.3-3. Site-Related Population Projections - Counties and Selected Cities - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation							
Champaign County							
Rantoul	0	0	6	45	364	691	1,166
Champaign	0	0	2	8	56	105	174
Urbana	0	0	1	5	33	62	104
Rest of County	0	0	4	23	177	335	564
County Total	0	0	14	81	630	1,193	2,008
Ford County							
Paxton	0	0	1	7	54	102	173
Rest of County	0	0	1	4	30	57	96
County Total	0	0	2	11	84	159	269
Non-Aviation Plus Future Baseline							
Champaign County							
Rantoul	8,038	8,038	4,025	45	278	519	823
Champaign	525	525	264	8	34	60	85
Urbana	293	293	148	5	20	36	51
Rest of County	2,252	2,252	1,131	23	128	237	366
County Total	11,108	11,108	5,568	81	460	852	1,326
Ford County							
Paxton	371	371	186	7	41	77	121
Rest of County	206	206	104	4	22	40	62
County Total	577	577	290	11	63	117	183

Note: These population effects are meant to be interpreted as those persons residing in each local area in a given year that would not reside in the local area if not for the activities at Chanute AFB.
Columns may not sum to totals because of rounding.

Source: Projections developed for this study, January 1991.



Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990a; 1991 and State of Illinois Bureau of the Budget, 1987.

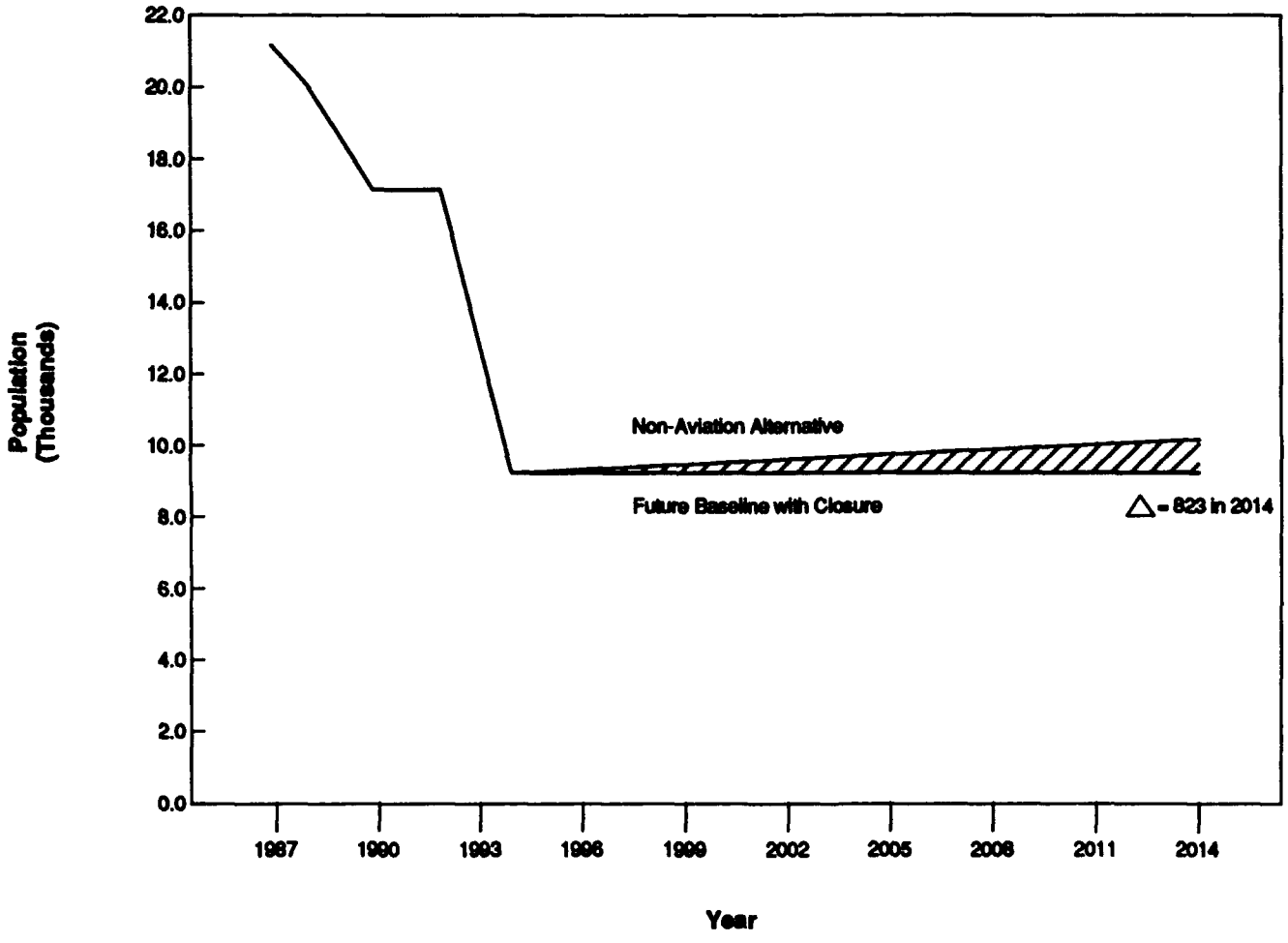
Regional Population Projections- Non-Aviation Alternative

Chanute AFB Rantoul, Illinois

EXPLANATION

Population impact, difference between Future Baseline with Closure and the Non-Aviation Alternative

Figure 4.3-1



Village of Rantoul Population Projections- Non-Aviation Alternative

Chanute AFB Rantoul, Illinois

EXPLANATION

▨ Population Impact, difference between Future Baseline with Closure and the Non-Aviation Alternative

Source: Projections developed for this study, 1991.
Based on U.S. Bureau of Census, 1990a; 1991.

Figure 4.3-2

Chanute/337

Table 4.3-4. Site-Related Housing Projections - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation Alternative							
Champaign County							
Rantoul	0	0	2	15	96	178	283
Champaign	0	0	1	3	12	21	29
Urbana	0	0	1	2	7	12	18
Rest of County	0	0	0	8	44	81	126
County Total	0	0	4	28	158	293	456
		0					
Ford County							
Paxton	0	0	0	2	14	28	42
Rest of County	0	0	1	2	7	14	21
County Total	0	0	1	4	22	40	63
Non-Aviation Alternative Plus Future Baseline							
Champaign County							
Rantoul	1,565	1,565	1,383	15	96	178	283
Champaign	180	180	91	3	12	21	29
Urbana	101	101	51	2	7	12	18
Rest of County	774	774	388	8	44	81	126
County Total	2,620	2,620	1,913	28	158	293	456
Ford County							
Paxton	127	127	64	2	14	28	42
Rest of County	71	71	36	2	7	14	21
County Total	198	198	100	4	22	40	63

Note: Columns may not sum to totals because of rounding.
Source: Projections developed for this study, January 1991.

with the future baseline for the same year. Long-term housing demand impacts in Rantoul would total nearly 300 units by 2014.

In Ford County, housing demand effects under the Non-Aviation Alternative would reach just 4 units in 1994, increasing to 63 units in 2014. Most of these Ford County effects would be in Paxton.

4.3.3 Public Services

Under the Non-Aviation Alternative, potential demand for public services in the ROI would be less than that arising from development of either the Proposed Action or the Minor Aircraft Maintenance Operations Alternative. The Village of Rantoul, however, would still be required to provide increased service levels because of the additional service area under its jurisdiction.

4.3.3.1 Local Government. Impacts arising from changes in demand for local government services follow the pattern of project-related population changes, and focus on the communities of Rantoul, Champaign, and Urbana.

Based on current staffing per 1,000 people, municipal staffing in the Village of Rantoul related to operations at the site would be less than one full-time employee by 1994; to maintain a comparable level of service, staffing would need to increase to five employees by 2014.

Because the project area is contained within the limits of the Village of Rantoul, municipal administration of that area would become the responsibility of the Village as the property is disposed. Services such as public safety, public works, utilities, building code inspection and enforcement, and recreation would need to be extended to cover this area, nearly doubling the service area. Based on consultation with the Village of Rantoul, about 15 additional staff would be required to service the additional area.

Staffing in the Champaign County government could experience small effects as a result of changes in operations at Chanute AFB. Projected county staffing levels associated with reuse activities at Chanute would be negligible in 1994. The level could rise gradually to four by 2014 and retain existing public service levels of 3.0 employees per 1,000 people.

Municipal employment related to operations at Chanute AFB historically has been low in both Champaign and Urbana, and would continue to remain so under the Non-Aviation Alternative.

4.3.3.2 Public Education. Potential impacts to public school enrollments and teaching staff strength arising from implementation of the Non-Aviation Alternative are presented in Tables 4.3-5 and 4.3-6. Under this alternative, public school enrollments related to operations at the Chanute AFB site would be less than 15 in 1994, and increase slowly thereafter to about 240 in

Table 4.3-5. Site-Related Enrollments - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation Alternative							
Rantoul #193	0	0	0	2	14	27	42
Rantoul #137	0	0	1	6	40	74	117
Thomasboro #130	0	0	0	0	3	5	8
Ludlow #142	0	0	0	0	1	2	4
Gifford #188	0	0	0	0	1	3	4
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	0	0	0	1	5	10	14
Urbana #116	0	0	1	1	3	6	8
Other Champaign Co.	0	0	0	1	4	7	11
Paxton #2	0	0	1	1	9	17	27
Other Ford Co.	0	0	0	0	1	1	2
Total	0	0	3	14	82	152	237
Non-Aviation Alternative Plus Future Baseline							
Rantoul #193	375	375	188	2	14	27	42
Rantoul #137	1,143	1,143	572	6	40	74	117
Thomasboro #130	22	22	11	0	3	5	8
Ludlow #142	13	13	6	0	1	2	4
Gifford #188	11	11	5	0	1	3	4
Prairieview #192	1	1	0	0	0	0	0
Champaign #4	86	86	43	1	5	10	14
Urbana #116	49	49	25	1	3	6	8
Other Champaign Co.	46	46	23	1	4	7	11
Paxton #2	83	83	42	1	9	17	27
Other Ford Co.	8	8	4	0	1	1	2
Total	1,836	1,836	920	14	82	152	237

Note: Columns may not sum to totals because of rounding.

Table 4.3-6. Site-Related Teacher Employment - Non-Aviation Alternative

	1991	1992	1993	1994	1999	2004	2014
Non-Aviation Alternative							
Rantoul #193	0	0	0	0	1	2	3
Rantoul #137	0	0	0	1	3	5	8
Thomasboro #130	0	0	0	0	0	0	1
Ludlow #142	0	0	0	0	0	0	0
Gifford #188	0	0	0	0	0	0	0
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	0	0	0	0	0	1	1
Urbana #116	0	0	0	0	0	0	1
Other Champaign Co.	0	0	0	0	0	1	1
Paxton #2	0	0	0	0	1	1	2
Other Ford Co.	0	0	0	0	0	0	0
Total	0	0	0	1	6	11	18
Non-Aviation Alternative Plus Future Baseline							
Rantoul #193	31	31	15	0	1	2	3
Rantoul #137	78	78	39	1	3	5	8
Thomasboro #130	2	2	1	0	0	0	1
Ludlow #142	1	1	1	0	0	0	0
Gifford #188	1	1	0	0	0	0	0
Prairieview #192	0	0	0	0	0	0	0
Champaign #4	6	6	3	0	0	1	1
Urbana #116	4	4	2	0	0	0	1
Other Champaign Co.	3	3	2	0	0	1	1
Paxton #2	5	5	3	0	1	1	2
Other Ford Co.	1	1	0	0	0	0	0
Total	136	136	68	1	6	11	18

Note: Columns may not sum to totals because of rounding.

2014. The greatest effects in public school enrollments are anticipated in Rantoul Township High School District No. 193 and Rantoul City School District No. 137. Corresponding changes in teaching strength and facility use likely would accompany these projected enrollment changes. Slowly increasing enrollments through 2014 would result in demand for three teachers in Rantoul Township High School District No. 193 and eight teachers in Rantoul City School District No. 137.

4.3.3.3 Police Protection. Potential impacts resulting from changes in demand for police protection services reflect the pattern of project-related population changes and the area served in the Village of Rantoul, Champaign, and Urbana.

Because the project area lies completely within the limits of the Village of Rantoul, the Rantoul Police Department would assume law enforcement responsibilities for any parcel that is conveyed, including police patrolling, responding to emergencies, and detaining suspects. This increased area of responsibility would result in a jurisdiction nearly twice the current size. It is projected that up to five additional patrol officers would be required under this alternative.

The Champaign County Sheriff's Office could experience minimal long-term changes in staffing resulting from changes in activity at Chanute AFB. Projected county population levels associated with reuse activities under this alternative imply the need for only one sworn officer by 2004.

Police protection services directly related to operations at Chanute AFB in Champaign and Urbana usually have been low, largely because these communities are farther from the base than Rantoul. Police protection attributable to operations at the project site over the long term under the Non-Aviation Alternative in both cities would be negligible.

4.3.3.4 Fire Protection. As with municipal and law enforcement services, upon disposition of the property, the responsibility for fire protection services at the site would revert to local providers, in this case the volunteer-supported Rantoul Fire Department.

Considerations regarding the effect of the Non-Aviation Alternative upon fire departments within the ROI are identical to those presented for the Minor Aircraft Maintenance Operations Alternative (see Section 4.2.3.4).

4.3.3.5 Health Care Services. Health care effects resulting from changes brought about by the implementation of the Non-Aviation Alternative are identical to those presented for the Proposed Action (see Section 4.1.3.5).

4.3.3.6 Recreation. The effects on recreational services as a result of implementation of the Non-Aviation Alternative are identical to those presented for the Proposed Action (see Section 4.1.3.6).

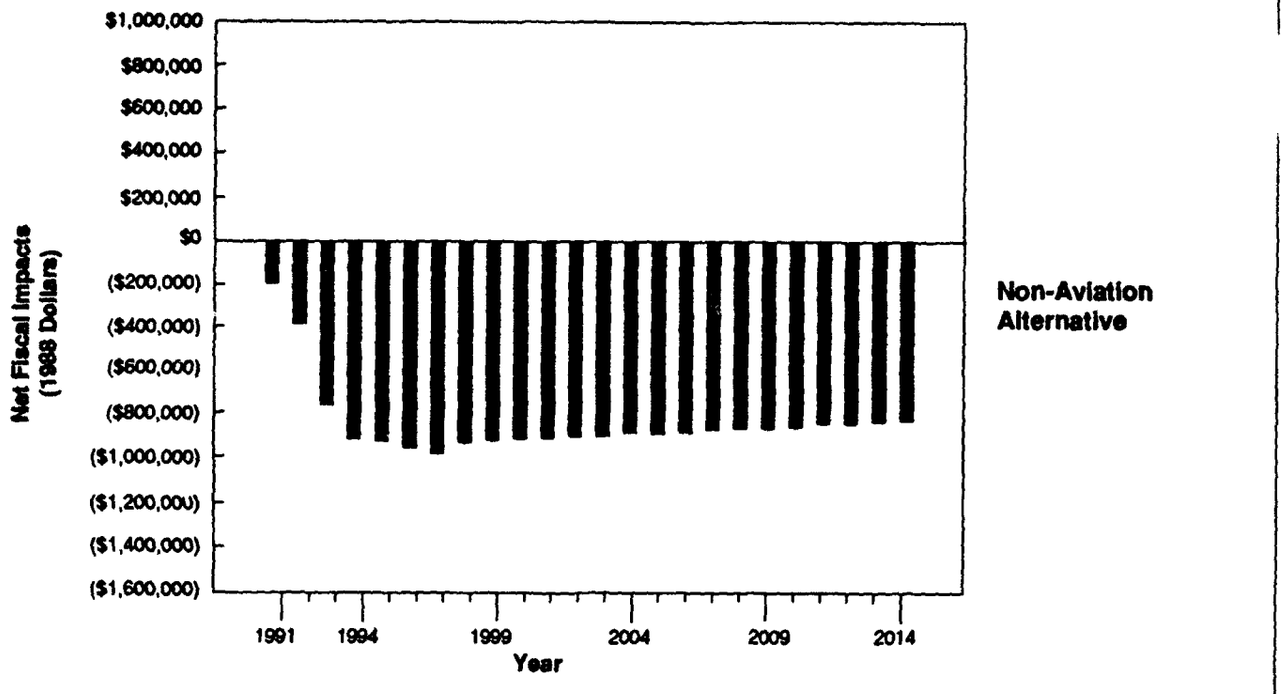
4.3.4 Public Finances

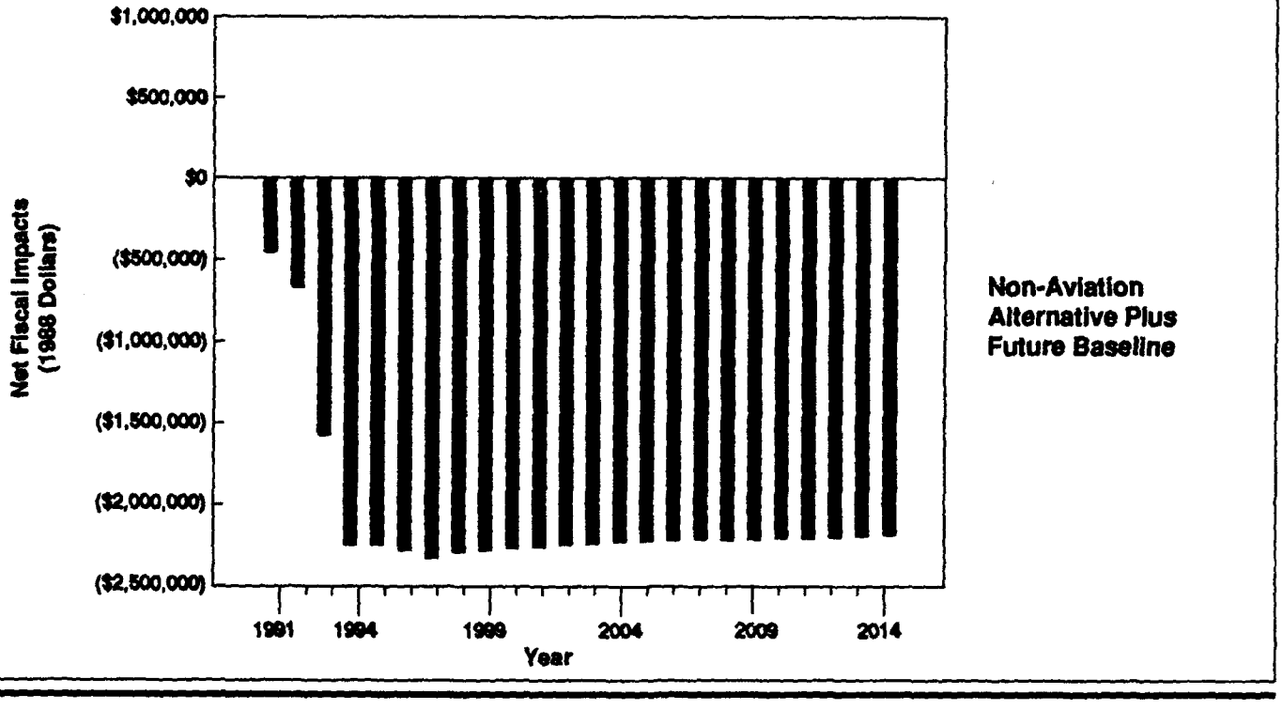
The fiscal impacts to potentially affected jurisdictions under the Non-Aviation Alternative are presented in this subsection. The results represent the net effects of the alternative after accounting for the out-migration of the direct and indirect military and civilian jobs resulting from phasing out the Chanute AFB military mission.

Village of Rantoul. This alternative provides even fewer employment opportunities than either the Proposed Action or the Minor Aircraft Maintenance Operations Alternative but would still require that services be provided to the new area. For the alternative by itself, revenue shortfalls ranging up to about $1.0 million in the short term and about $800,000 in the long term are projected (Figure 4.3-3). Coupled with shortfalls estimated under the future baseline, total shortfalls are estimated to peak at $2.3 million in the short-term and be about $2.2 million in the long-term. Shortfalls would increase by about $100,000 annually over the first 5 years of project development if proposed tax incentives are provided.

Rantoul City Schools District No. 137. The net fiscal effects of this alternative to the Rantoul City Schools District No. 137 are presented in Figure 4.3-4. Under this alternative, enrollment levels are projected to decline to about 900 pupils. Net fiscal impacts under this alternative are similar to those under other alternatives, although increasing revenue shortfalls in the out-years are projected as a result of the further reduced scale of the improvements under this alternative. For the alternative by itself, shortfalls of about $200,000 annually are projected in the out-years. Coupled with deficits estimated for the future baseline, total shortfalls are estimated at about $2.0 million. Depending upon the degree of facility consolidation required because of reduced enrollment, additional transportation costs also may be expected. If property tax incentives are provided over the first 5 years of project development, these shortfalls would be increased by about $125,000 annually.

Rantoul Township High School District No. 193. Fiscal effects to the high school district are presented in Figure 4.3-5. Under this alternative, enrollment levels are projected to decline to about 750 students. State educational aid program revenues are projected to decline to about $200,000 at buildout. Analysis of the alternative itself shows that revenues generated by project activities would not be sufficient to offset expenditure demands. Coupled with projected future baseline deficits, shortfalls in the out-years are estimated to be about $300,000 annually. Assuming a 50-percent tax break over the first 5 years

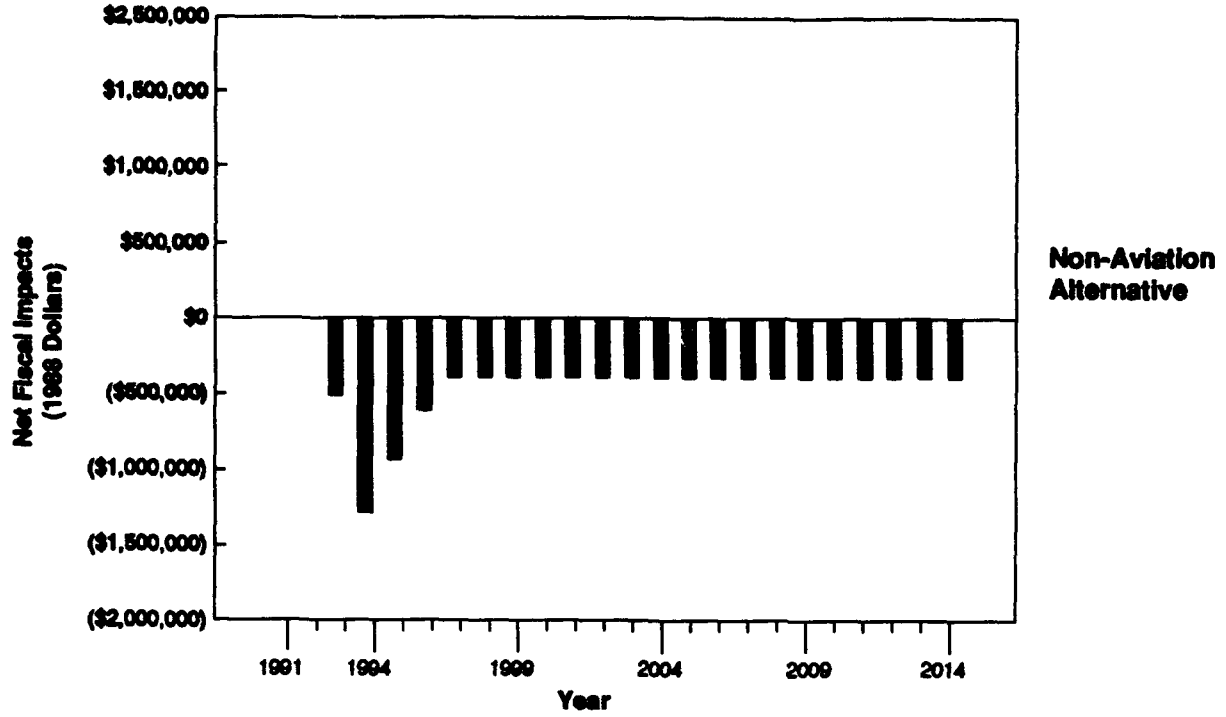


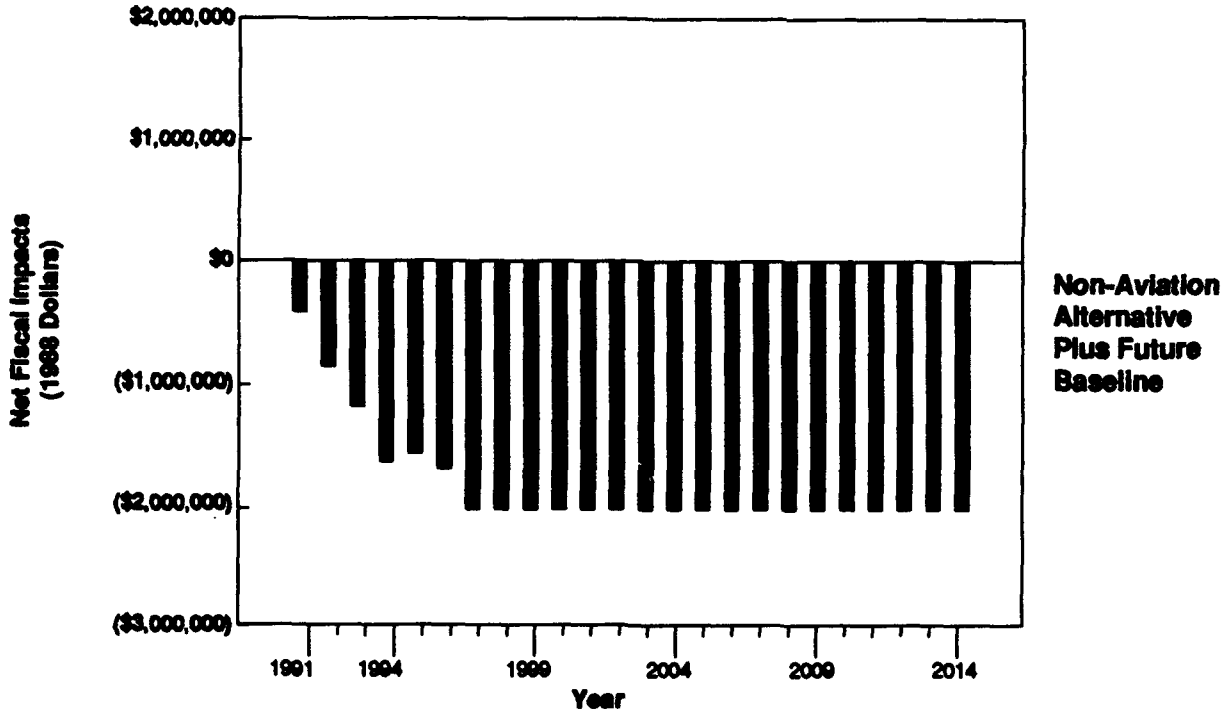


Village of Rantoul
Net Fiscal Projections:
1991-2014
Non-Aviation Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.3-3

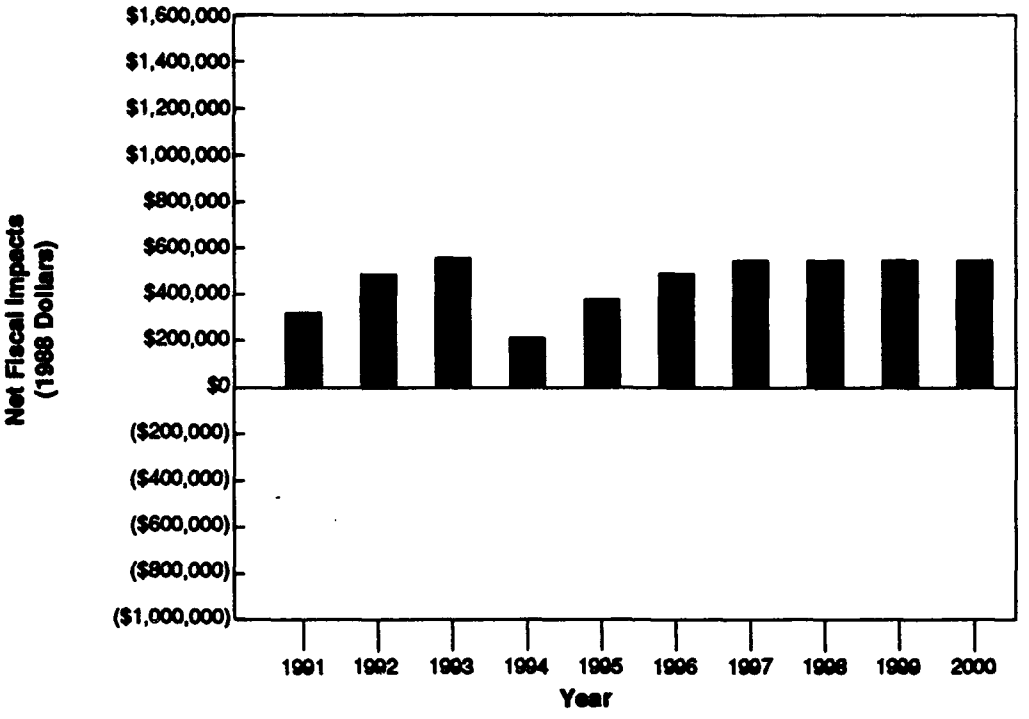


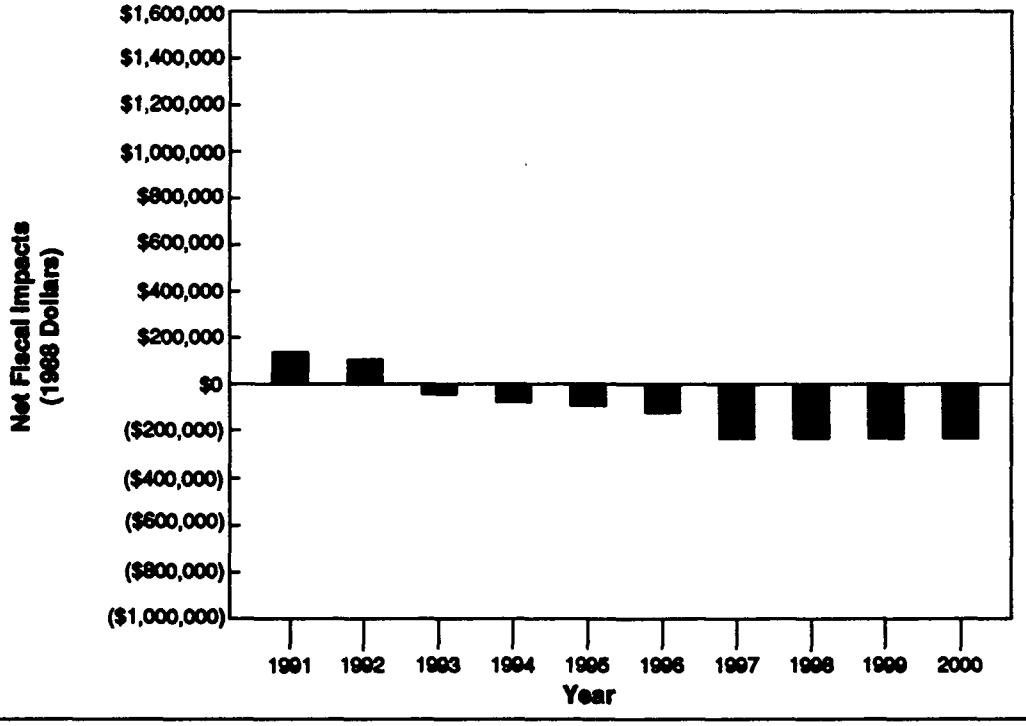


Rantoul City Schools District No. 137 Net Fiscal Projections: 1991-2014- Non-Aviation Alternative

Chanute AFB Rantoul, Illinois

Figure 4.3-4





Rantoul Township High School District No.193 Net Fiscal Projections: 1991-2000 Non-Aviation Alternative

Chanute AFB Rantoul, Illinois

Figure 4.3-5

of project development are provided, shortfalls in these years would increase by about $170,000 annually.

The cumulative effect of this alternative on the district's fund balances, along with projected future baseline effects, is presented in Figure 4.3-6. The annual deficits projected under this alternative will tend to erode fund balances so that by FY 1999 the cumulative fund balances of the district would drop to below zero.

Champaign County. Fiscal effects to Champaign County are presented in Figure 4.3-7. Similar to the Minor Aircraft Maintenance Operations Alternative, lower sales and property tax collections would result in slightly lower surpluses than under the Proposed Action ($400,000 annually in the out-years compared to $600,000 under the Proposed Action). The $400,000 surpluses under this alternative compare to about $200,000 in shortfalls under the future baseline. Net effects would be about $200,000 surpluses in the out-years (Figure 4.3-7). Tax incentives would reduce revenues by about $60,000 annually over the first 5 years of project development.

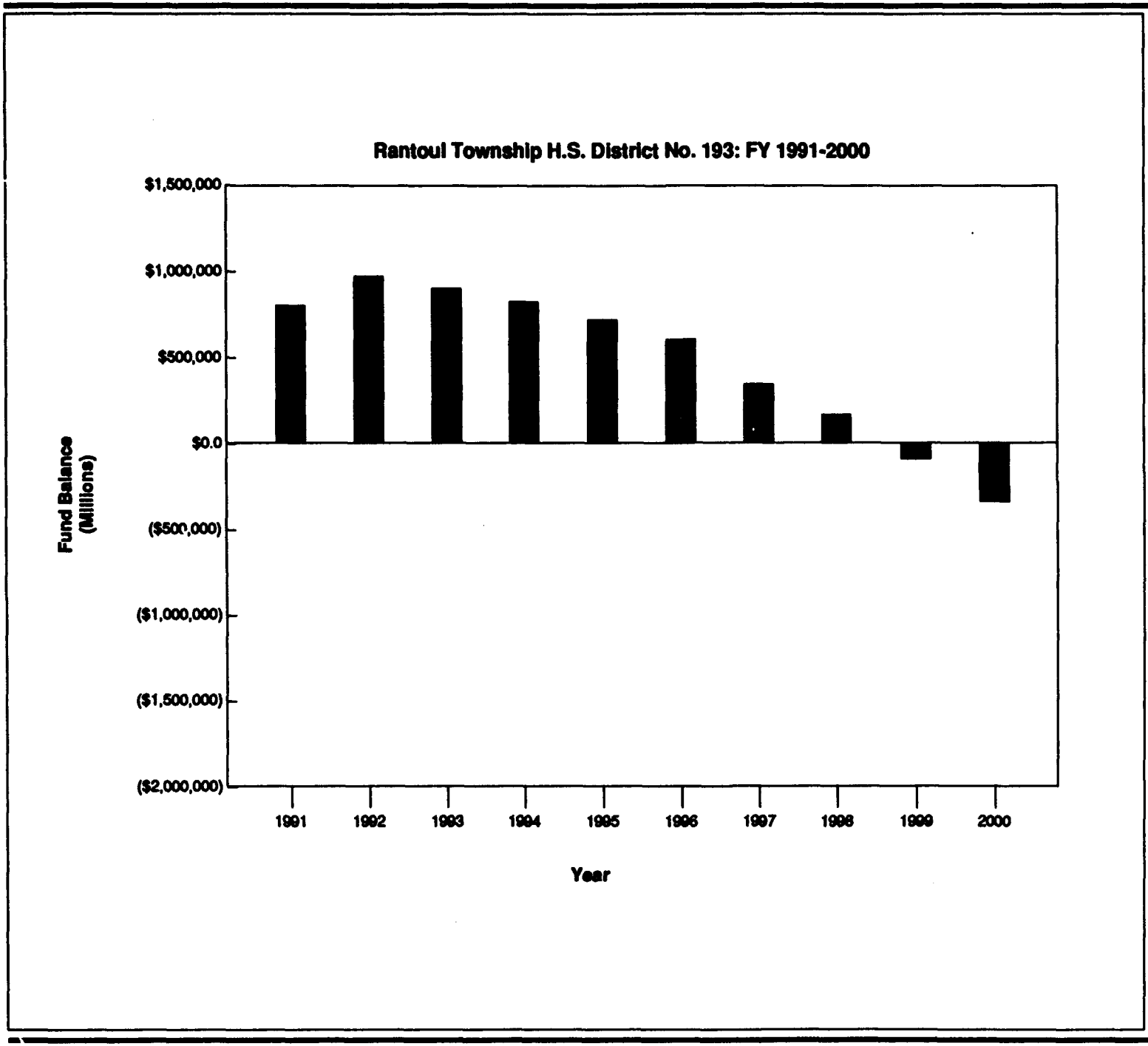
Other Jurisdictions. Employment, earnings, and population changes in other communities in the ROI are not projected to affect local government finances appreciably in the jurisdictions serving these communities. Under this alternative, population changes are estimated at under 200 persons in the City of Champaign, about 100 persons in Urbana, and less than 200 in Paxton. Changes in population of these magnitudes are not expected to affect the fiscal balance of the jurisdictions.

4.3.5 Transportation

4.3.5.1 Roadways

On-Site Direct Effects on Key Community Roads. The effects of Non-Aviation alternative construction workers on key community roads would be negligible because during the late 1990s peak construction years there are projected to be no more than about 35 construction workers.

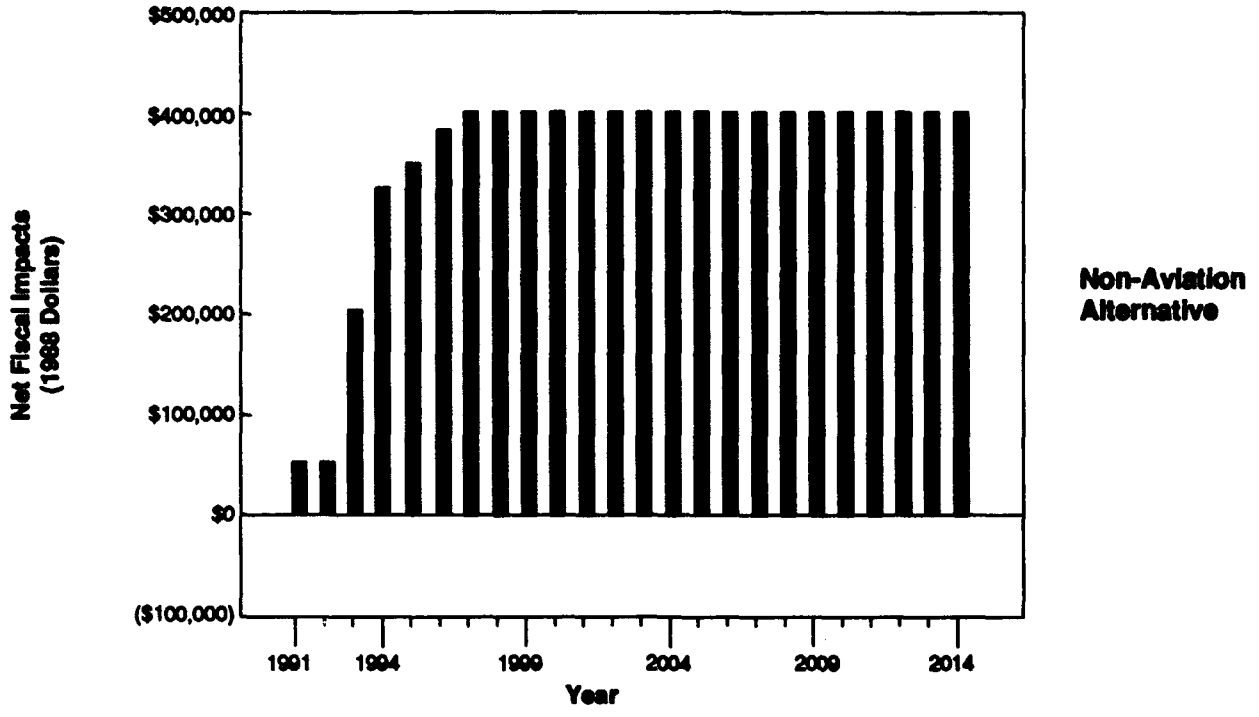
A trip generation analysis based upon projections for employees, students, and hospital patients estimated the number of trips generated by each type of proposed land use for the operations period. Figure 4.3-8 shows a summary of the AADT generated by the Non-Aviation Alternative for the year 2014, for each of the five key community roads that would be affected. The maximum number of trips generated by direct effect land uses is projected to be about 9,100 in that year. U.S. 45 North would continue to be the major traffic carrier for on-site activities, with about 4,600 AADT. Maplewood Drive would experience about 2,300 AADT under this alternative, and U.S. 45 South about 1,800.

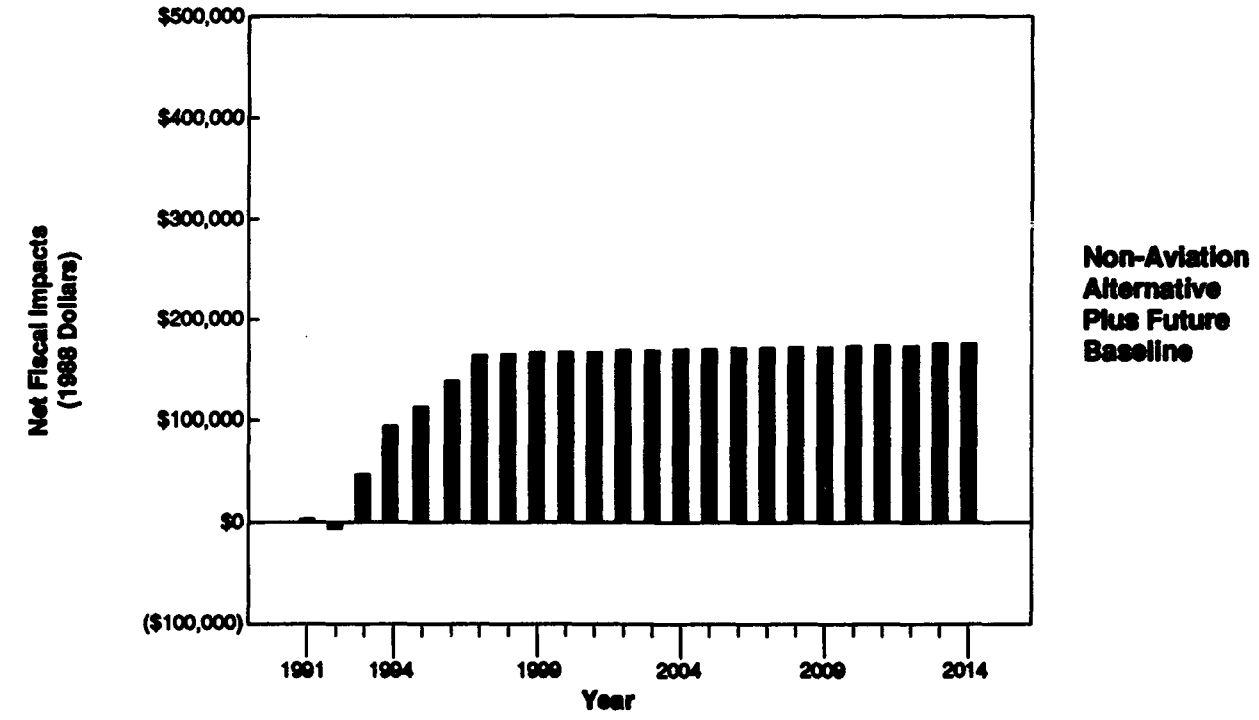


Rantoul Township High School District No. 193, Cumulative Net Fiscal Impacts to Fund Balances, FY 1991-2000 Non-Aviation Alternative Plus Future Baseline

Chanute AFB
Rantoul, Illinois

Figure 4.3-6



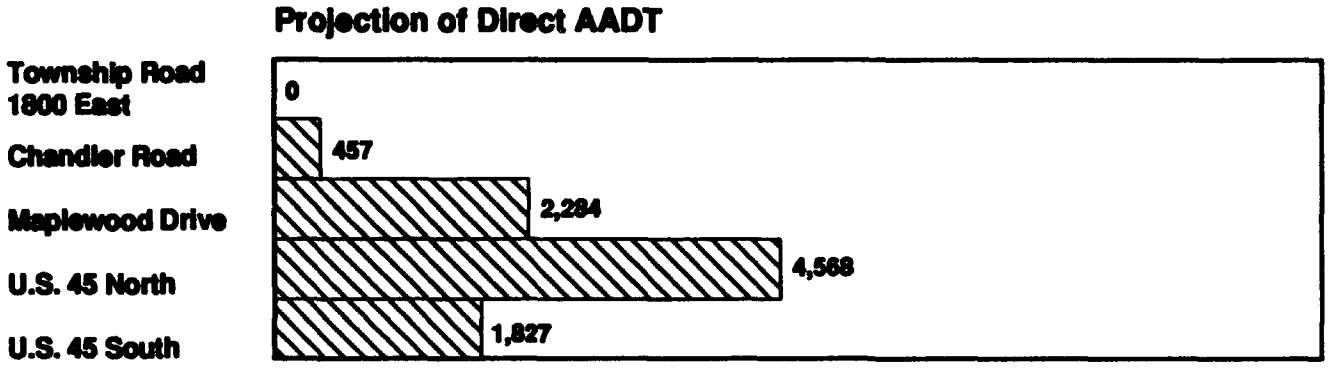


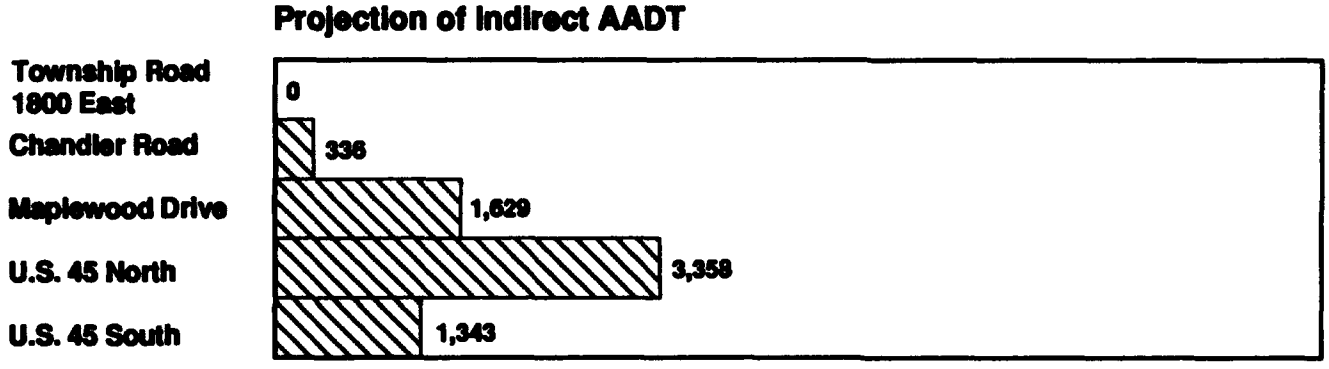
Note: Projections assume continuation of current revenue and spending patterns.

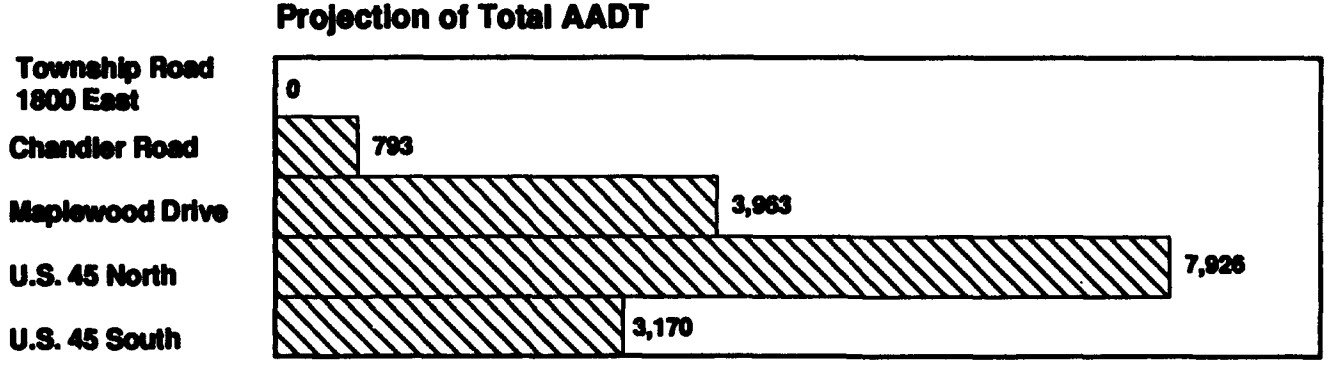
Champaign County Net Fiscal Projections: 1991-2014- Non-Aviation Alternative

Chanute AFB Rantoul, Illinois

Figure 4.3-7







Source: Projections for this study, 1991.

Traffic Distribution on Key Community Roads (2014) - Non-Aviation Alternative

Chanute AFB
Rantoul, Illinois

Figure 4.3-8

Chanute/165-5

On-Site Indirect Effects on Key Community Roads. Indirect effects of this alternative would generate about 6,700 on-site trips. Figure 4.3-8 shows how these trips would be distributed onto key community roadways. U.S. 45 North would receive the greatest share of the indirect trips, ranging up to about 3,400 AADT by the year 2014. Maplewood Drive would receive about 1,700 AADT from the activities of this alternative; U.S. 45 South, about 1,300; and Chandler Road, about 340.

Summary of On-Site Impacts on Key Community Roads. Together, both direct and indirect trips would total about 15,900 by the year 2014. This number represents about 64 percent of the 25,000 trips generated by the base in the 1987-1988 period. The distribution to the five key community roads is shown on Figure 4.3-8. U.S. 45 South would carry about 7,900 trips, or about 50 percent of the total.

Figure 4.3-9 shows peak-hour traffic and LOS for preclosure, closure, and the years 1994, 1999, 2004, and 2014 for each of the five key roads, including the non-project-generated traffic. The effects of this alternative would create no LOS degradation on any of the key community roads except Maplewood Drive. Without a change in present capacity, the LOS on Maplewood Drive would change from A during the post-closure period to B in the year 1994. This change, however, is not considered to be a serious degradation of service.

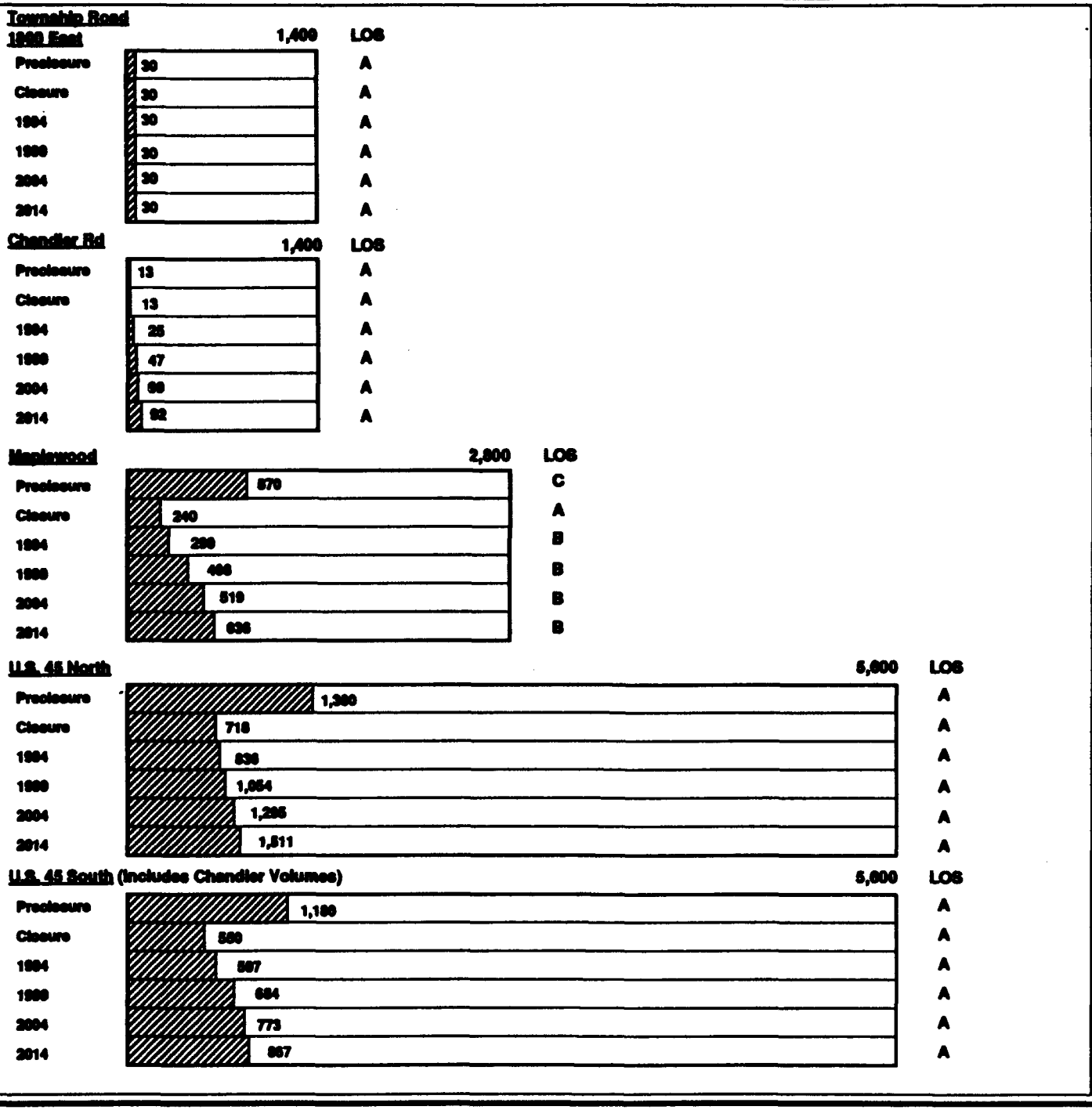
Off-Site Effects. Changes in the magnitude of off-site traffic resulting from direct and indirect effects of the Non-Aviation Alternative would be proportional to projected changes in population in the Village of Rantoul. A gain of about 7 percent in Rantoul's population is projected during the 20 year period between base closure and 2014. Traffic would increase by the same amount during that period. Consequently, this alternative should have no noticeable negative effects on off-site ROI traffic conditions. No mitigation measures are required.

4.3.5.2 Air Transportation. The effects of the Non-Aviation Alternative on Willard Airport would be the result of the alternative's contribution to the overall population gain in the ROI. By 2014, when the projected population would be about 178,600, the airport would handle about 163,100 passengers. This is nearly 13,900 fewer passengers than in 1988.

4.3.5.3 Railroad Transportation. Effects on railroad service in the ROI expected from this alternative would be similar to those on airport traffic: an increase of about 8.2 percent over 20 years.

4.3.6 Utilities

4.3.6.1 Water Supply. The Non-Aviation Alternative would require substantially less water than the Proposed Action and slightly less water than the Minor



Peak-Hour Traffic Volumes on Key Community Roads-Non-Aviation Alternative

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Peak-Hour Traffic Volume (passenger cars per hour)
- Peak-Hour Traffic Capacity (passenger cars per hour)
- LOS Level of Service

Figure 4.3-9

Chanute168-4

Aircraft Maintenance Operations Alternative. Average annual water consumption would reach a minimum rate in 1994 of about 0.8 MGD. By 2014, this average rate would reach about 1.5 MGD. No adverse impacts on this resource are expected.

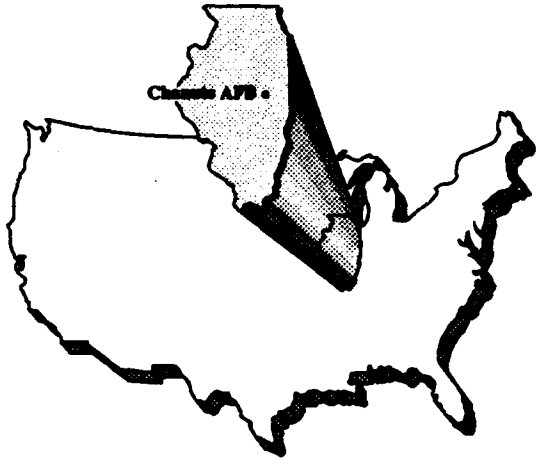
4.3.6.2 Wastewater Treatment. The Non-Aviation Alternative would result in a more extensive and more protracted reduction in wastewater flows than either the Proposed Action or the Minor Aircraft Maintenance Operations Alternative, and the long-term demand in 2014 would also be lower. Average annual wastewater flows would reach a minimum rate of about 1.8 MGD in 1994. By 2014, this average rate would increase to about 2.2 MGD. It is likely that modifications to the wastewater collection system and a higher degree of maintenance than is commonly necessary may be required. Effluent discharged from the plant should continue to meet regulated discharge standards.

4.3.6.3 Solid Waste. The Non-Aviation Alternative would result in an even lower rate of waste disposal to the Rantoul landfill than was projected for the Minor Aircraft Maintenance Operations Alternative. If a new county landfill is not available at the time of closure of the Rantoul landfill, Rantoul's wastes would likely be transported to the H&L landfill facility in adjacent Vermilion County. The estimated volume of waste generated from the Rantoul service area under the Non-Aviation Alternative in 1995 would be about 52,000 cubic yards per year and would represent approximately 0.8 percent of the 1990 remaining capacity of the H&L landfill and a 8.0 percent increase over its 1990 disposal rate. On-site demolition, with the attendant requirement for disposal of wastes, would be less than for the Proposed Action or the Minor Aircraft Maintenance Operation Alternative.

4.3.6.4 Energy. Energy demands for the Non-Aviation Alternative would be lower than for the Minor Aircraft Maintenance Operations Alternative. Electric, natural gas, and coal consumption would reach minimum levels in 1994 (142 MWH/day, 14,000 therms/day, and 17 tons coal/day [1995 minimum year for coal]). By 2014, these rates of consumption were projected to increase (214 MWH/day, 16,000 therms/day, and 36 tons/coal day). The need for right-of-way acquisition on base would remain. No appreciable impacts on energy resources are projected.

4.4 NO-ACTION ALTERNATIVE

Under the No-Action Alternative, the U.S. Government would retain ownership of the Chanute AFB property. A caretaker contractor would maintain the facilities and grounds. Socioeconomic conditions for the No-Action Alternative would be those described in Section 3.4 as baseline conditions.



CHAPTER 5
COMPARATIVE ANALYSIS OF PROPOSED ACTION AND ALTERNATIVES

5.0 COMPARATIVE ANALYSIS OF PROPOSED ACTION AND ALTERNATIVES

This chapter provides a direct comparison of the effects of the Proposed Action and alternative reuse plans on the key socioeconomic issue areas evaluated in this study (economic activity, population and housing, public services, public finance, transportation, and utilities). For each issue area, this chapter presents narrative, tabular, and graphic comparisons of the effects of the Proposed Action and reuse alternatives.

Table 5.1-1 summarizes the comparative findings of this study for each issue area and each alternative. The table also displays findings for the No-Action Alternative or Projected Future Baseline, to provide a benchmark for assessing the effects of a particular alternative relative to baseline conditions.

5.1 ECONOMIC ACTIVITY

The Proposed Action would provide the greatest stimulus to the community and regional economies, providing new job opportunities as early as 1991. The two reuse alternatives would also provide economic growth to the area, although the magnitude of this growth would not be as substantial as the Proposed Action (Table 5.1-1 and Figures 5.1-1 and 5.1-2).

Under the Proposed Action, employment would peak during 1992 and 1993 at approximately 13,200 direct and secondary jobs, respectively (these estimates do not include about 3,900 direct and secondary jobs associated with the concurrent residual operation of Chanute AFB). Most of the jobs would be created during these years as a result of construction and preoperations associated with the $75-million airfield resurfacing, extension, and related airfield development, and the $400-million, 1.5 million square-foot aircraft maintenance facility. Following the peak employment period, direct and secondary employment would drop off substantially during late 1993 and 1994 as most of the major construction and renovation work is completed and Chanute AFB operations cease. Between 1994 and 1997, employment levels would rebound as the aircraft maintenance facility operation increases to 100 percent of planned capacity. By 1998, long-term employment levels from the Proposed Action would be about 12,000 direct and secondary jobs. Long-term earnings levels beginning in 1998 and continuing through 2014 would be in the range of $260 million. None of the other alternatives would show peak impacts prior to full operation, and all would result in smaller economic benefits than the Proposed Action.

In the long term, the Proposed Action would create 12,000 jobs, equal to 102 percent of the 1987 value of 11,900 civilian and military jobs lost as a result of closure of the base. The Minor Aircraft Maintenance Operations Alternative

Table 5.1-1. Comparison of Reuse Alternatives

	No-Action (Residual Base Operations and Caretaker Status)	Proposed Action	Minor Aircraft Maintenance Operations Alternative	Non-Aviation Alternative
Economic Activity				
Short-term effects (through 1994)				
Employment	No change from residual base operations: from 11,900 persons in 1987 to 3,900 persons in 1993 and less than 100 in 1994	Increase in employment: from 0 in 1987 to 13,200 jobs in 1993 and 10,200 jobs in 1994.	Increase in employment: from 0 in 1987 to 1,300 jobs in 1993 and 1,700 jobs in 1994.	Increase in employment: from 0 in 1987 to 200 jobs in 1993 and 100 jobs in 1994.
Earnings ($1990)	No change from residual base operations: from $192 million in 1987 to $66 million in 1993 and less than $2 million in 1994.	Increase - Peak of $229 million in 1993.	Increase - From $20 million in 1992 to over $80 million by 1997.	Increase - Minimal increase in earnings.
Long-term effects (2014)				
Employment	No change from caretaker status - less than 100 jobs..	12,100 jobs.	3,300 jobs.	1,400 jobs.
Earnings ($1990)	No change from caretaker status - less than $2 million.	$261 million.	$68 million.	$28 million.
Population				
Short-term effects (through 1994)				
Military	No change from residual base operations: from 12,000 persons in 1987 to 4,400 persons in 1993 and 0 in 1994.	N/A	N/A	N/A
Civilian	No change from residual base operations: from 3,800 persons in 1987 to 1,500 persons in 1993 and less than 100 in 1994.	Increase in population: from 0 in 1987 to 9,600 persons in 1993 and 8,800 persons in 1994.	Increase in population: from 0 in 1987 to 900 persons in 1993 and 1,600 persons in 1994.	Increase in population: from 0 in 1987 to 20 persons in 1993 and 100 person in 1994.
Long-term effects (2014)				
Civilian	No change from caretaker status - slight out-migration.	12,800 people.	3,800 people.	2,300 people.
Students	N/A	3,500 post-secondary students.	3,500 post-secondary students.	2,500 post-secondary students.
Housing				
Short-term effects (through 1994)	No change from residual base operations: from 5,400 units in 1987 to 2,000 units in 1993 and 0 in 1994.	Demand of 3,000 units by 1994.	Demand of 550 units by 1994.	Demand - minimal.
Long-term effects (2014)	No change from caretaker status - minimal demand.	Demand of 4,100 units.	Demand of 1,050 units.	Demand of 500 units.

Table 5.1-1. Comparison of Reuse Alternatives

	No-Action (Residual Base Operations and Caretaker Status)	Proposed Action	Minor Aircraft Maintenance Operations Alternative	Non-Aviation Alternative
Public Services				
Short-term effects (through 1994)				
General Government, Police, and Fire				
Village of Rantoul	No change from residual base operations: site-related population served changes from 11,000 in 1987 to 0 in 1994.	Population served: 3,900 by 1994. Need for up to 20 additional staff.	Population served: 700 by 1994. Need for up to 20 additional staff.	Population served: 50 by 1994. Need for up to 15 additional staff.
Champaign County	No change from residual base operations: site-related populations served changes from 15,000 in 1987 to 0 in 1994.	Population served: 7,800 by 1994.	Population served: 1,400 by 1994.	Population served: 80 by 1994.
Education	No change from residual base operations: site-related regional enrollments change from 2,500 students in 1987 to 0 in 1994	1,400 students by 1994.	245 students by 1994.	14 students by 1994.
Health	No change from residual base operations: Chanute AFB Hospital closed.	Increased costs for military retirees.	Increased costs for military retirees.	Increased costs for military retirees.
Long-term effects (2014)				
General Government, Police, and Fire				
Village of Rantoul	No change from caretaker status: minimal site-related demand for services.	Population served: 5,400. Need for up to 20 additional staff.	Population served: 1,450. Need for up to 20 additional staff.	Population served: 800. Need for up to 15 additional staff.
Champaign County	No change from caretaker status: minimal site-related demand for services.	Population served: 10,600	Population served: 2,700.	Population served: 1,300.
Education	No change from caretaker status: minimal site-related demand for education.	1,900 students.	480 students.	240 students.
Health	No change from caretaker status: Chanute AFB Hospital remains closed.	Same as short-term.	Same as short-term.	Same as short-term.
Public Finances				
Short-term effects (through 1994)				
Village of Rantoul	No change from residual base operations: shortfalls to $1.4 million.	Shortfalls to $1.7 million.	Shortfalls to $2.4 million.	Shortfalls to $2.3 million.
Rantoul Elementary School District No 137	No change from residual base operations: shortfalls to $600,000.	Shortfalls to $1.6 million.	Shortfalls to $1.2 million.	Shortfalls to $1.6 million.
Rantoul High School District No 193	No change from residual base operations: shortfalls to $600,000.	Shortfalls to $200,000.	Positive.	Shortfalls to $50,000.
Champaign County	No change from residual base operations: shortfalls to $250,000.	Positive.	Positive.	Positive.

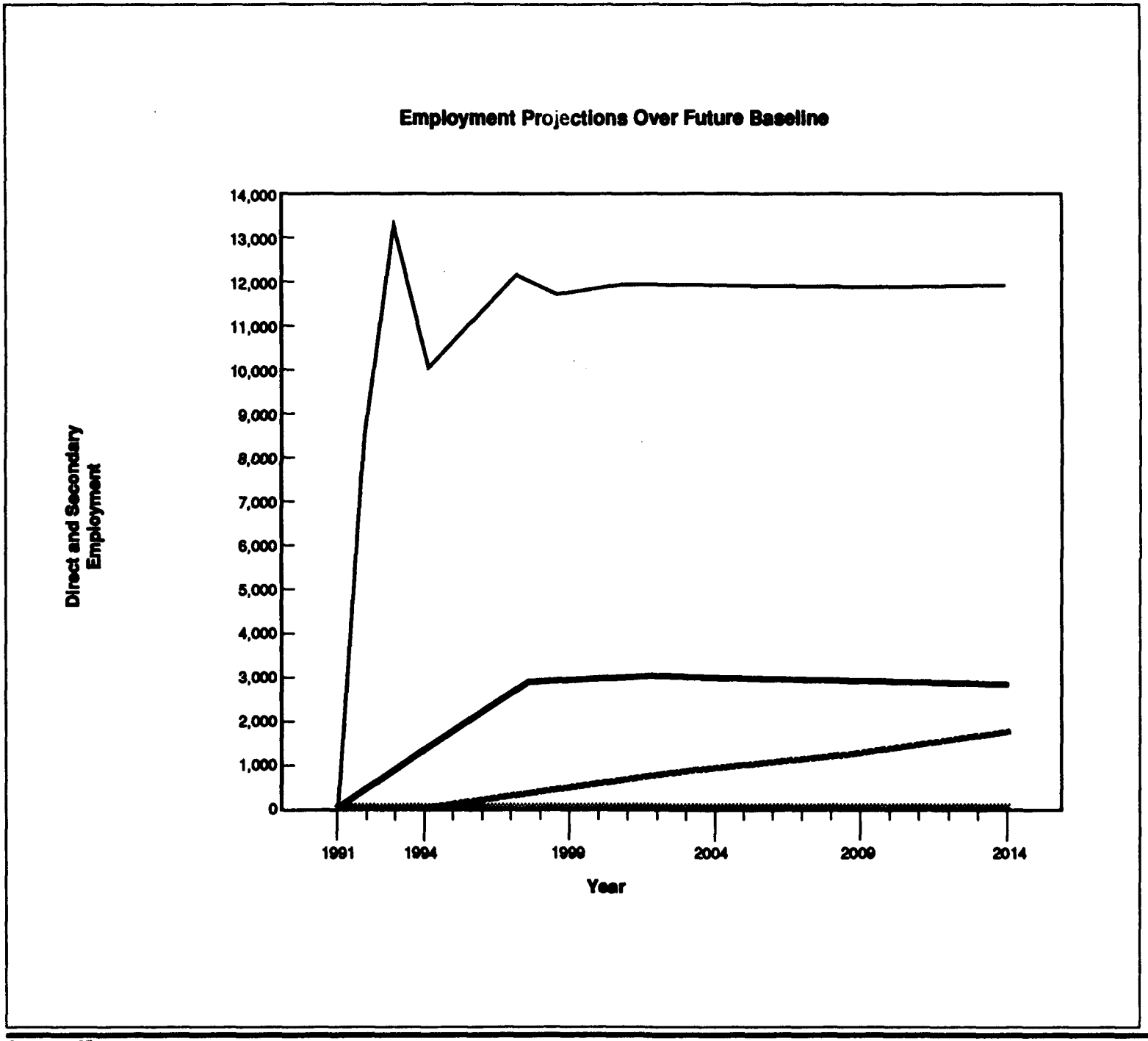
Table 5.1-1. Comparison of Reuse Alternatives

	No-Action (Residual Base Operations and Caretaker Status)	Proposed Action	Minor Aircraft Maintenance Operations Alternative	Non-Aviation Alternative
Long-term effects (2014)				
Village of Rantoul	No change from caretaker status: shortfalls to $1.4 million.	Shortfalls to $1.5 million.	Shortfalls to $2.3 million.	Shortfalls to $2.2 million.
Rantoul Elementary School District No 137	No change from caretaker status: shortfalls to $1.6 million.	Shortfalls to $1.9 million.	Shortfalls to 1.9 million.	Shortfalls to $2.1 million.
Rantoul High School District No 193	No change from caretaker status: Shortfalls to $800,000.	Revenues and Expenditures in balance.	Shortfalls to $50,000.	Shortfalls to $200,000.
Champaign County	No change from caretaker status: shortfalls to $250,000.	Positive.	Positive.	Positive.
Roadways (LOS)				
Short-term (through 1994)				
US 45 North	No change from residual base operations - LOS A	A	A	A
US 45 South	No change from residual base operations - LOS A	A	A	A
Township Road 1800 East	No change from residual base operations - LOS A	A	A	A
Chandler Road	No change from residual base operations - LOS A	C	A	A
Maplewood Drive	No change from residual base operations - LOS A	C	B	B
Long-term (2014)				
US 45 North	No change from caretaker status - LOS A	B	C	A
US 45 South	No change from caretaker status - LOS A	A	A	A
Township Road 1800 East	No change from caretaker status - LOS A	A	A	A
Chandler Road	No change from caretaker status - LOS A	D	B	A
Maplewood Drive	No change from caretaker status - LOS A	E	D	B
Utilities				
Short-term effects (through 1994)				
Water	No change from residual base operations: production decreases to 0.7 MGD in 1994.	Increase to 2.1 MGD in 1994.	Increase to 1.1 MGD in 1994.	Increase to 0.8 MGD in 1994.
Wastewater	No change from residual base operations: production decreases to 1.8 MGD in 1994.	Increase to 2.6 MGD in 1994.	Increase to 2.0 MGD in 1994.	Same as No Action/Baseline.

Table 5.1-1. Comparison of Reuse Alternatives

	No-Action (Residual Base Operations and Caretaker Status)	Proposed Action	Minor Aircraft Maintenance Operations Alternative	Non-Aviation Alternative
Solid Waste	No change from residual base operations: waste generated decreases to 51,000 cubic yards/year in 1995, the year the Rantoul landfill is due to close.	Increase to 74,000 cubic yards/year in 1995.	Increase to 58,000 cubic yards/year in 1995.	Increase to 52,000 cubic yards/year in 1995.
Electricity	No change from residual base operations: usage decreases to 136 MWh/day in 1994.	Increase to 283 MWh/day in 1994.	Increase to 174 MWh/day in 1994.	Increase to 142 MWh/day in 1994.
Natural Gas	No change from residual base operations: usage decreases to 14,000 therms/day in 1994.	Increase to 22,000 therms/day in 1994.	Increase to 16,000 therms/day in 1994.	Same as No Action/Baseline.
Coal	No change from residual base operations: usage decreases to 17 tons/day in 1994.	Increase to 58 tons/day in 1995.	Increase to 21 tons/day in 1995.	Same as No Action/Baseline.
Long-term effects (2014)				
Water	No change from caretaker status: 0.7 MGD.	3.3 MGD.	2.2 MGD	1.5 MGD
Wastewater	No change from caretaker status: 1.8 MGD	3.1 MGD.	2.4 MGD	2.2 MGD
Solid Waste	No change from caretaker status: 50,000 cubic yards/year.	86,000 cubic yards/year.	69,000 cubic yards/year.	61,000 cubic yards/year.
Electricity	No change from caretaker status: 131 MWL/day.	396 MWh/day.	272 MWh/day.	214 MWh/day.
Natural Gas	No change from caretaker status: 12,000 therm/day.	26,000 therms/day.	19,000 therms/day.	16,000 therms/day.
Coal	No change from caretaker status: 17 tons/day.	99 tons/day.	61 tons/day.	36 tons/day.

* No-Action alternative discussed in Chapter 3.



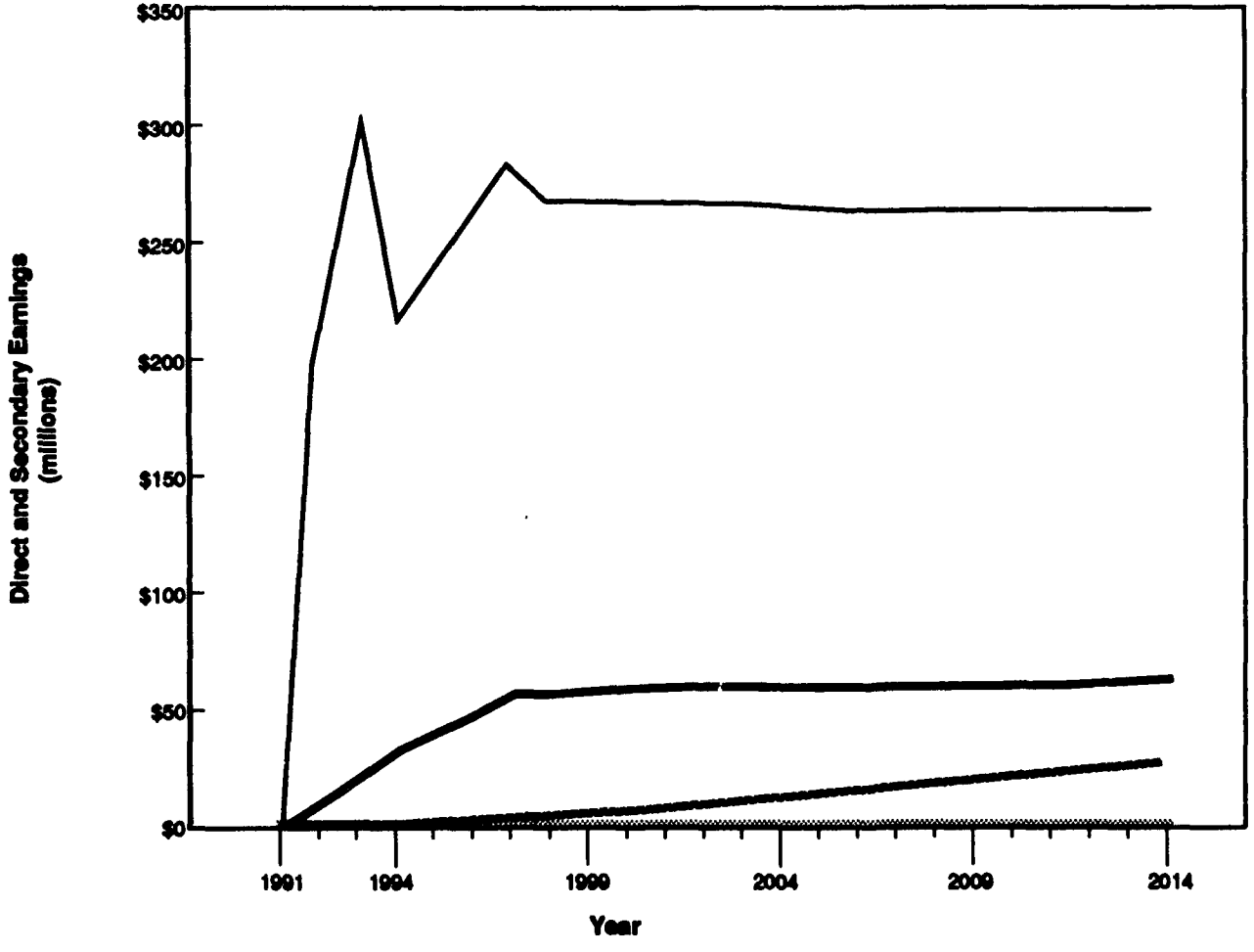
Regional Employment Projections - All Alternatives

Chanute AFB Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations
- Non-Aviation
- No-Action/Future Baseline

Figure 5.1-1



Regional Earnings Projections - All Alternatives

Chanute AFB Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations
- Non-Aviation
- No-Action/Future Baseline

Figure 5.1-2

Chanute/159 SE-4

would, in the long run, create about 3,300 jobs, or 28 percent of jobs lost as a result of base closure. The Non-Aviation Alternative would generate approximately 1,400 jobs, about 12 percent of the jobs lost as a result of base closure.

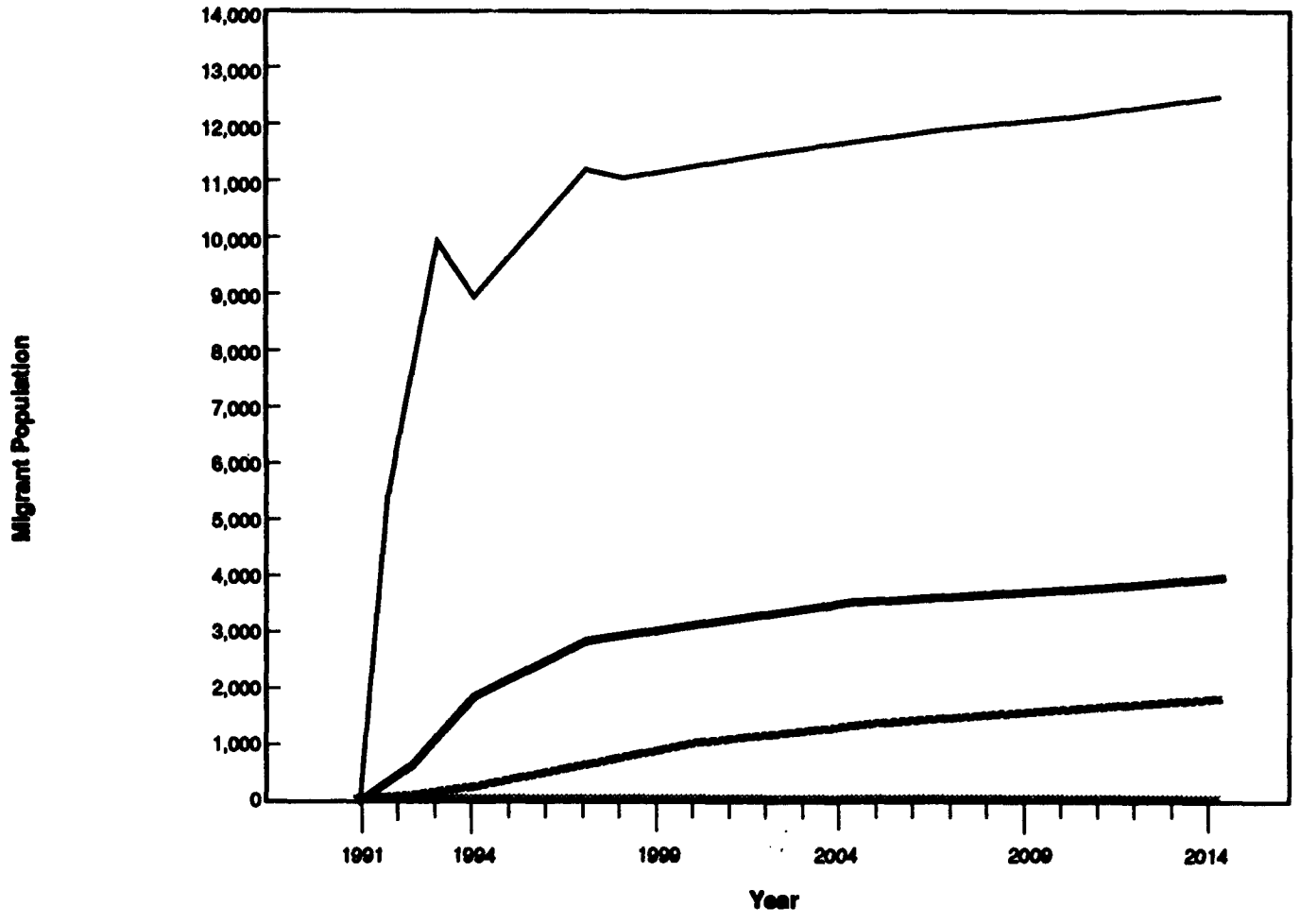
5.2 POPULATION AND HOUSING

The Proposed Action would initially have a major population in-migration period during 1992 and 1993 as a result of construction activities planned at the base. Under the Proposed Action, in 1994, population would decline from those peak levels, but the overall change from the closure baseline would be a net gain of 8,800 people in the region during the short term. A long-term population gain of 12,800 people plus 3,500 students would occur in the region by 2014 (Table 5.1-1). Most of the total population impacts are projected for Champaign County, although Ford County would also experience increases in population as a result of the Proposed Action.

The Minor Aircraft Maintenance Operations Alternative and the Non-Aviation Alternative also would have population gains during the short and long term, but not as substantial as those projected for the Proposed Action (Figure 5.2-1).

The long-term population increase resulting from the Proposed Action in Champaign County (11,300 persons by the year 2014) would be approximately 75 percent of the population residing in the county and associated with full operation of the base (15,000 persons in 1987). Long-term population effects of the Minor Aircraft Maintenance Operations Alternative (3,400 person in Champaign County in year 2014) would be 23 percent of 1987 base operations population. Non-Aviation Alternative long-term population effects in Champaign County (2,000 persons in 2014) would be 13 percent of 1987 base operations population. Non-Aviation Alternative long-term population effects in Champaign County (2,000 persons in 2014) would be 13 percent of 1987 base operations population.

For the three reuse alternatives, increases in housing demand follow the trend projected for the civilian population effects. Long-term demand of about 4,100 units is projected under the Proposed Action; substantially less demand is anticipated under the two reuse alternatives. The excess housing supply created by base closure would be used more quickly and more intensively for the Proposed Action than under the two other alternatives. In-migrating students would be expected to be housed in existing on-base dormitories and family housing areas.



Regional Population Projections - All Alternatives

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations
- Non-Aviation
- No-Action/Future Baseline

Figure 5.2-1

Chanute/188 SE-5

5.3 PUBLIC SERVICES

Public service demands are expected to follow the trend and distribution of site-related population and area served. Local public service demands are accurately reflected in requirements for local government personnel.

For the Village of Rantoul, the additional area under its jurisdiction resulting from transfer of base property to private ownership, as well as the Village's decisions to maintain current staff and program levels, would require from 27 additional municipal staff under the Non-Aviation alternative to up to 32 additional staff under the Proposed Action. Up to 5 additional law enforcement personnel would be required under the Non-Aviation Alternative. This number could double under the Proposed Action. For all alternatives, four additional street and highway workers, 12 paid firefighters, and six utility workers also could be required.

Staffing effects for other jurisdictions in the ROI including Champaign County, would be minimal. For Champaign County under the Proposed Action, staff requirements would increase by about 10 positions while in the cities of Champaign and Urbana, staff requirements would increase by about 7 positions. These requirements would drop to about 4 positions for Champaign County under the Non-Aviation alternative and be negligible in the cities of Champaign and Urbana.

5.4 PUBLIC FINANCES

Although generally positive effects are projected when evaluating the effects of the reuse alternatives by themselves, these benefits in most instances would not be sufficient to offset projected shortfalls estimated under future baseline conditions. For the Village of Rantoul, because of the additional land area under its jurisdiction and the associated increase in service demands, as well as the Village's decision to maintain current levels of service, long-term shortfalls ranging from $1.5 million under the Proposed Action to $2.3 million under the Minor Aircraft Maintenance Operations Alternative are projected.

For Rantoul Elementary School District No. 137, loss of P.L. 81-874 program revenues and reduced state educational aid program revenues would result in shortfalls ranging from $1.9 million under the Proposed Action to $2.1 million under the Non-Aviation alternative. Impacts to the Rantoul High School District, however, would be less severe. Under the Proposed Action, sufficient revenues would be generated to offset projected baseline deficits while under the Non-Aviation alternative shortfalls of about $200,000 are projected.

For Champaign County, effects under all alternatives would be beneficial. Conveyance of base property to private ownership would not require a substantial response by county agencies while the increased tax base and

increased local income would result in increased county revenues. Annual surpluses, ranging from about $150,000 annually under the Non-Aviation alternative to $400,000 annually under the Proposed Action, are projected.

5.5 TRANSPORTATION

Five key community roadways will provide direct access onto the present airbase upon reuse for the Proposed Action. These roadways are U.S. 45 North (north of the Tanner Street intersection), U.S. 45 South (south of the Tanner Street intersection), Township Road 1800 East , Chandler Road, and Maplewood Drive. All of these roadways except Township Road 1800 East would provide access for the Minor Aircraft Maintenance Operations Alternative and the Non-Aviation Alternative.

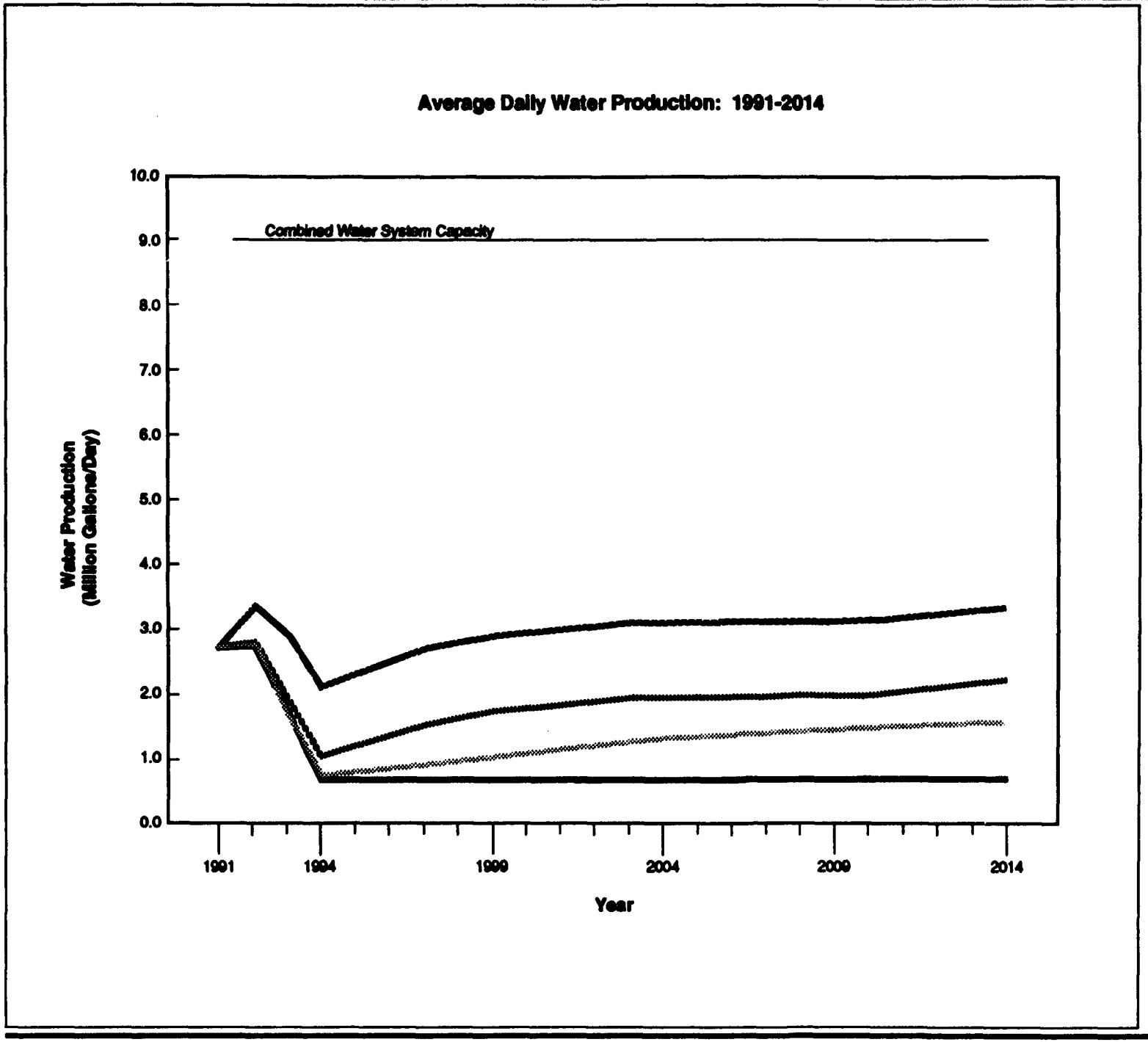
U.S. 45 North, U.S. 45 South, and Township Road 1800 East would have an LOS A, B, or C no matter which alternative is developed (Table 5.1-1). The LOS of Chandler Road would drop to level D in 1999 under the Proposed Action but would remain at levels A or B under the two reuse alternatives. The LOS of Maplewood Drive would drop to level E in 2014 under the Proposed Action, to level D under the Minor Aircraft Maintenance Operations Alternative, and to level B under the Non-Aviation Alternative.

None of the alternatives would have a substantial effect on either air transportation or railroad transportation in the ROI. The use of those transportation systems would follow the general trend of population changes in the region.

5.6 UTILITIES

Under the Proposed Action, average unit cost increases would occur in the short term, but as utility consumption levels increase in the long term, average unit costs would decrease from short-term levels (Table 5.1-1 and Figures 5.6-1, 5.6-2, 5.6-3, 5.6-4, 5.6-5, and 5.6-6). Infrastructure changes associated with the reduced flows of wastewater will be required.

Under the two other reuse alternatives, average unit cost increases would be more substantial and occur for a longer period of time than the Proposed Action. Infrastructure changes associated with reduced flows will also be required under these alternatives.



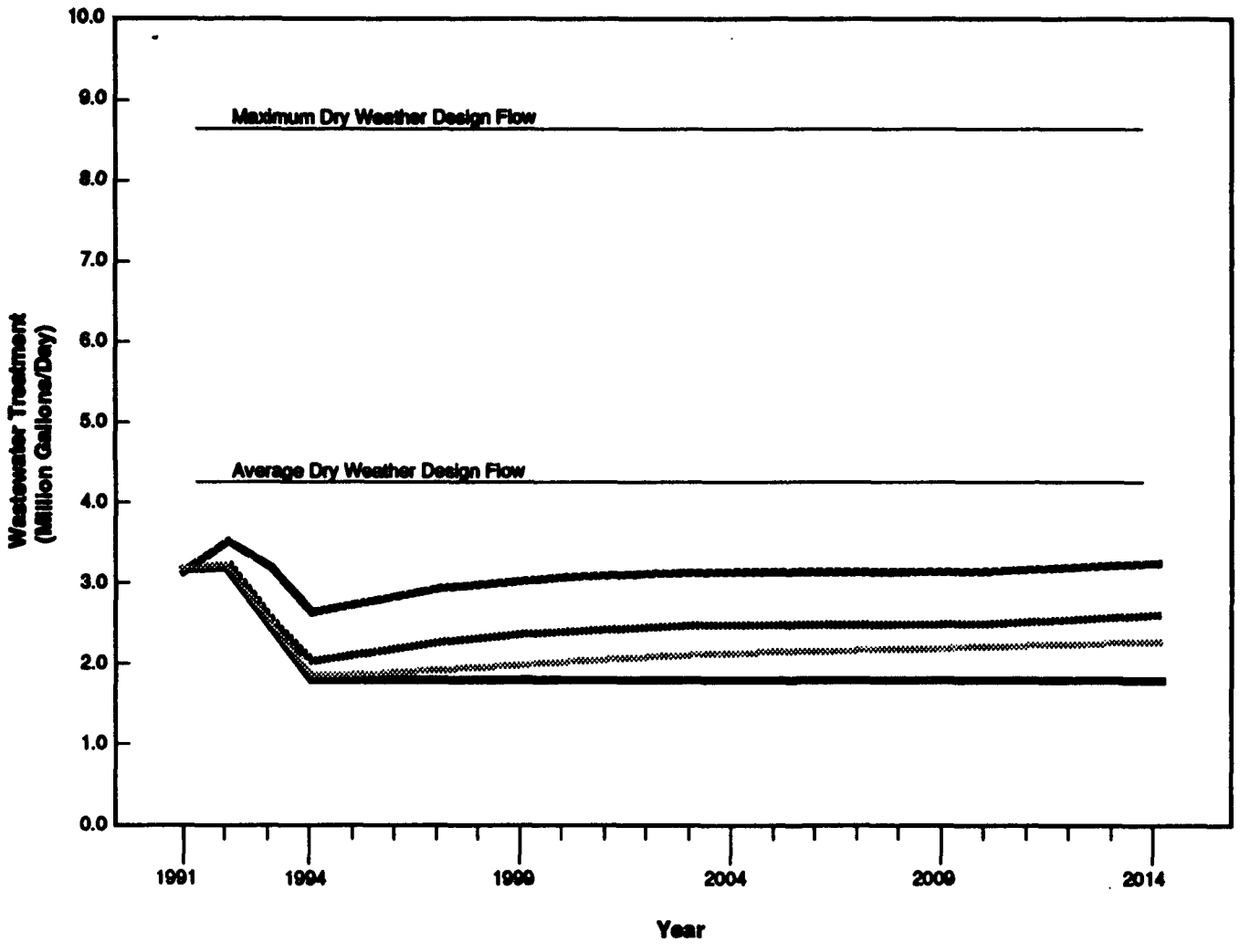
Rantoul and Chanute AFB Treated Water Production- All Alternatives

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/ Future Baseline

Figure 5.6-1



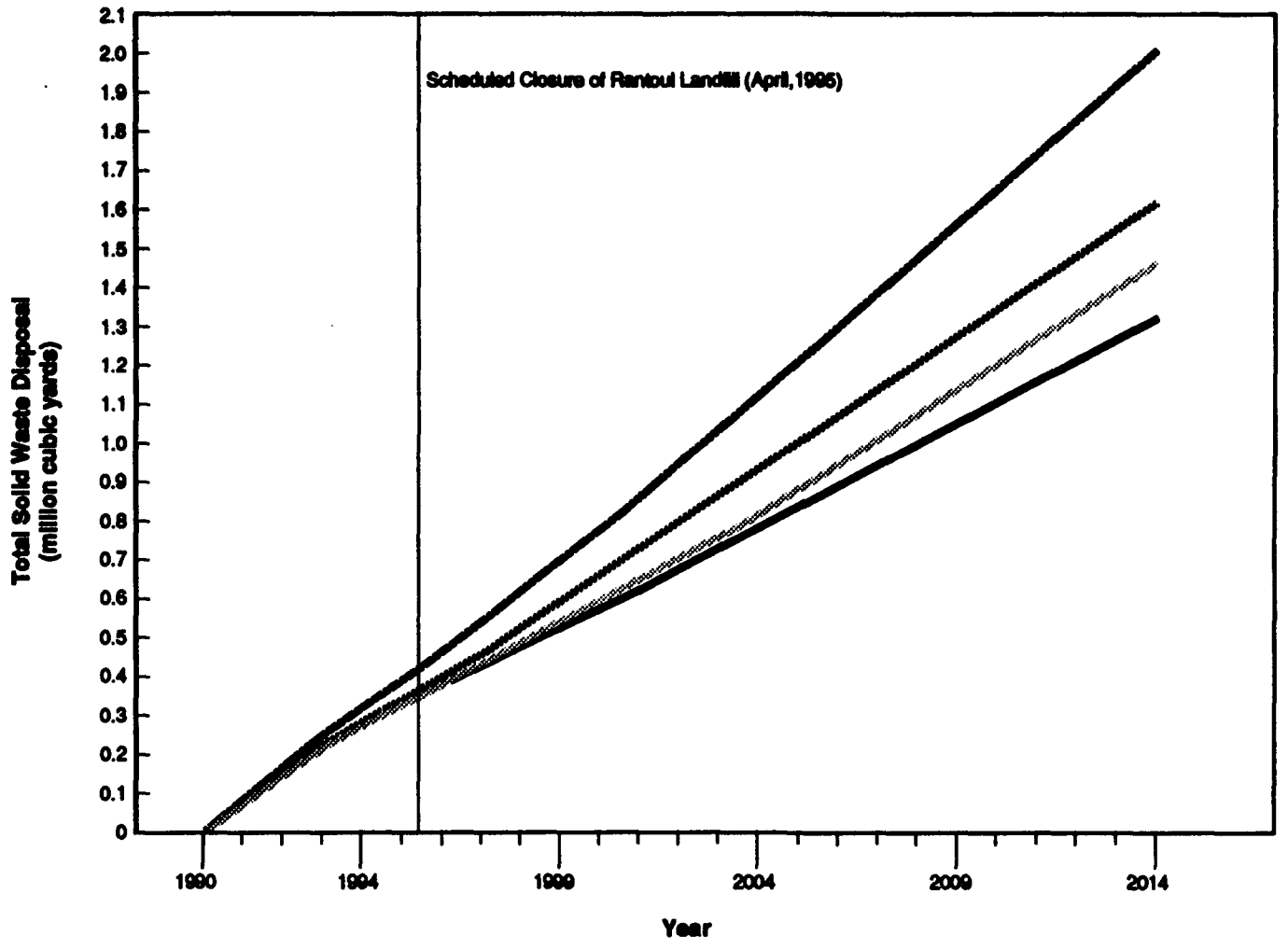
Rantoul and Chanute AFB Wastewater Treatment- All Alternatives

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/Future Baseline

Figure 5.6-2



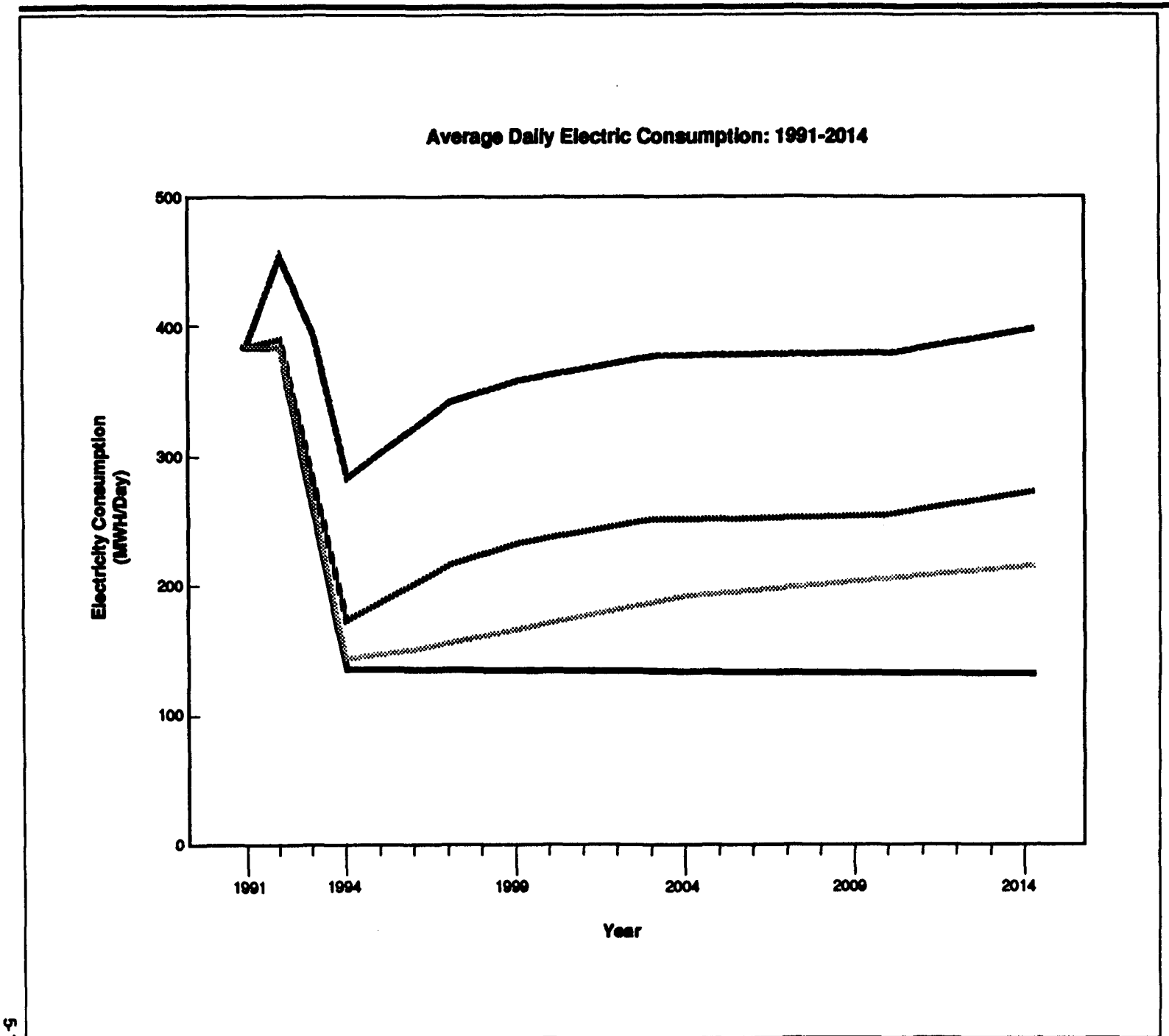
Rantoul and Chanute AFB Solid Waste Disposal- All Alternatives

Chanute AFB Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/Future Baseline

Figure 5.6-3



Rantoul and Chanute AFB Electricity Consumption- All Alternatives

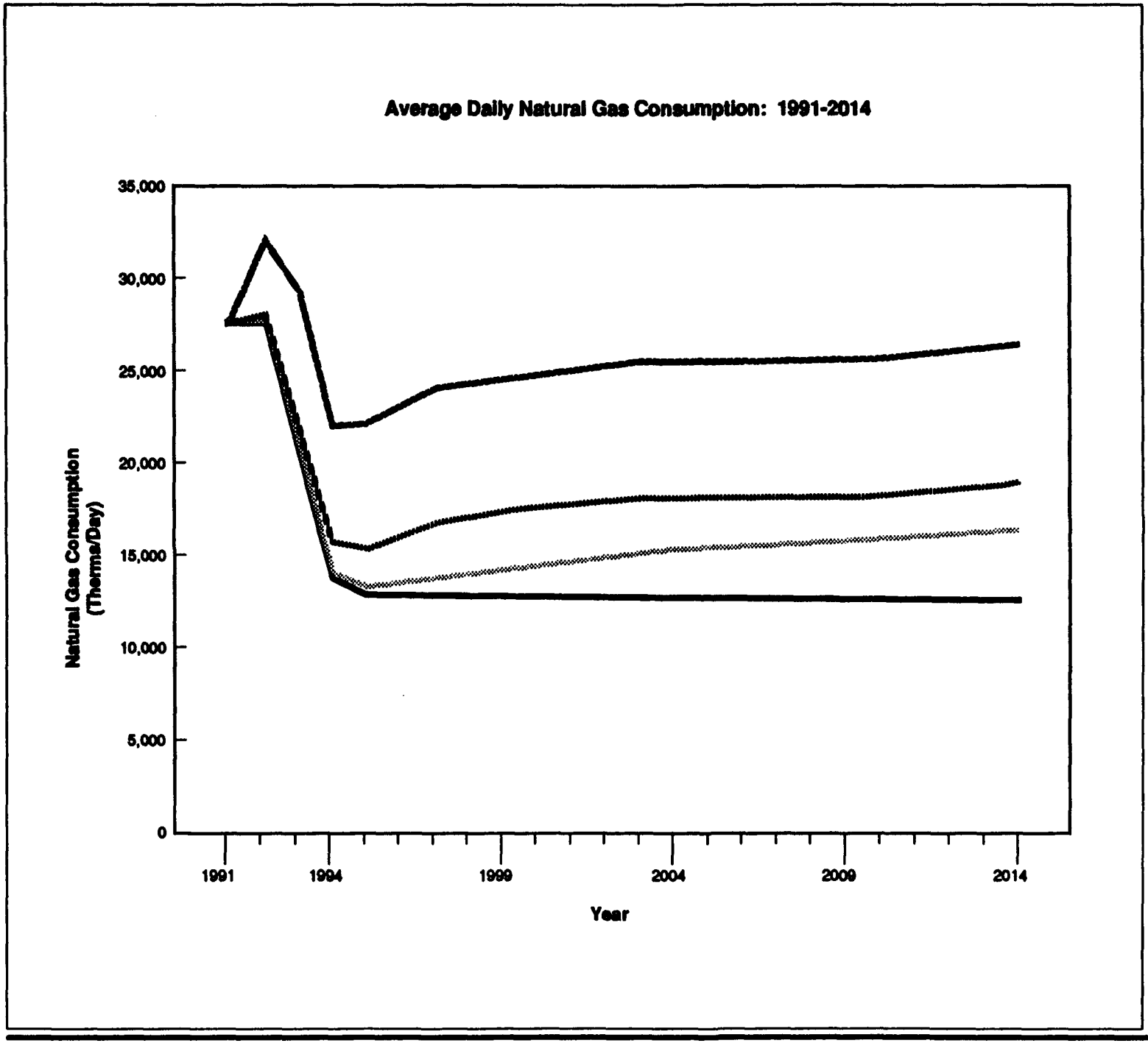
Chanute AFB
Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/Future Baseline

Figure 5.6-4

Chanute 155-10



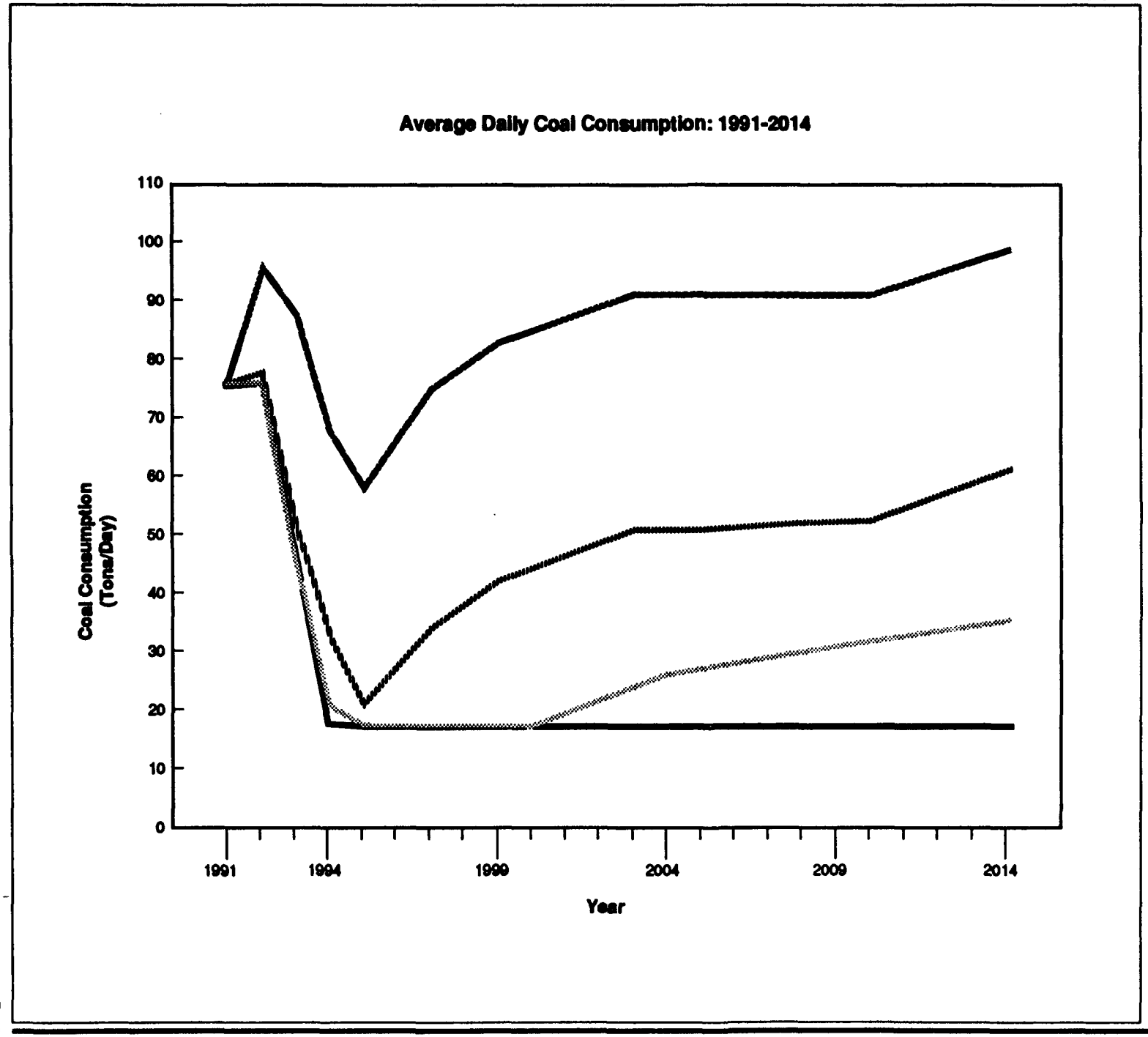
Rantoul and Chanute AFB Natural Gas Consumption- All Alternatives

Chanute AFB
Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/Future Baseline

Figure 5.6-5



Chanute AFB Coal Consumption- All Alternatives

Chanute AFB Rantoul, Illinois

EXPLANATION

- Proposed Action
- Minor Aircraft Maintenance Operations Alternative
- Non-Aviation Alternative
- No-Action/Future Baseline

Figure 5.6-6

Chanute 157-11

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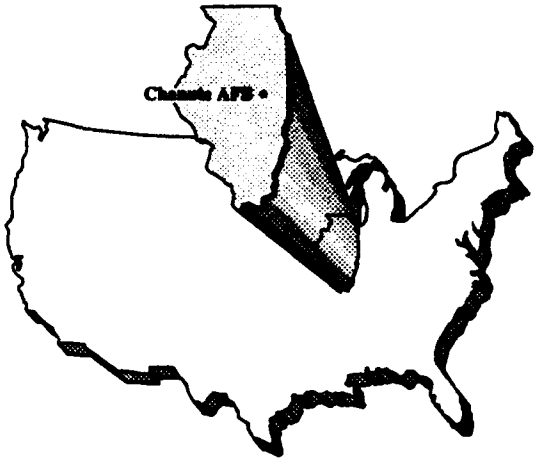

CHAPTER 6
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6.0 REFERENCES

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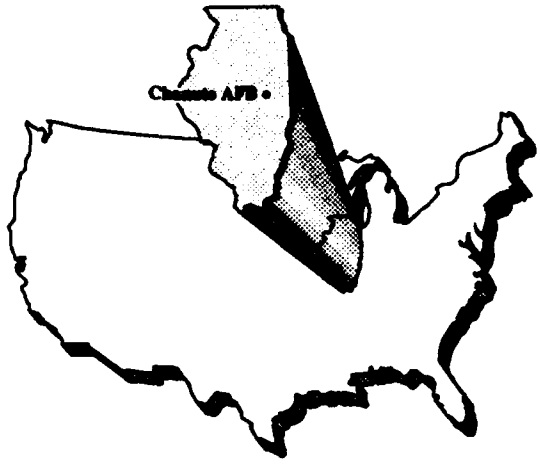


CHAPTER 7
CONSULTATION AND COORDINATION

7.0 CONSULTATION AND COORDINATION

The federal, state and local agencies and private agencies/organizations that were contacted during the course of preparing this Socioeconomic Impact Analysis Study are listed below.

7.1 FEDERAL AGENCIES

Federal Aviation Administration

United States Air Force, Chanute AFB

U.S. Air Force - Randolph AFB

U.S. Air Force - Scott AFB

Veterans Administration

National Solid Waste Management Association

7.2 STATE AGENCIES

Illinois Department of Commerce and Community Affairs

Illinois Department of Transportation

Illinois Natural History Survey

Illinois State Board of Education

Illinois State Fire Marshall Office

Illinois State Police, District 10

University of Illinois Police Department

7.3 LOCAL/REGIONAL AGENCIES

City of Champaign

- Champaign Police Department
- City of Champaign

County of Champaign

- Board Office
- Regional Planning Commission
- Assessor's Offices
- Sheriff's Department
- Regional Superintendent of Schools of Champaign/Ford Counties

City of Paxton

- City Clerk's Office

Village of Rantoul

- Mayor K. Podagrosi
- K. Modglin, Comptroller
- S. Brandin, Deputy Comptroller, Comptroller's Office
- Department of Recreation
- Rantoul Township High School Dist. #193
- Rantoul City Schools District #137
- Rantoul Police Department
- Rantoul Fire Department

Village of Thomasboro

- Thomasboro Fire Protection District

City of Urbana

- City of Urbana
- Police Department

7.4 PRIVATE ORGANIZATIONS

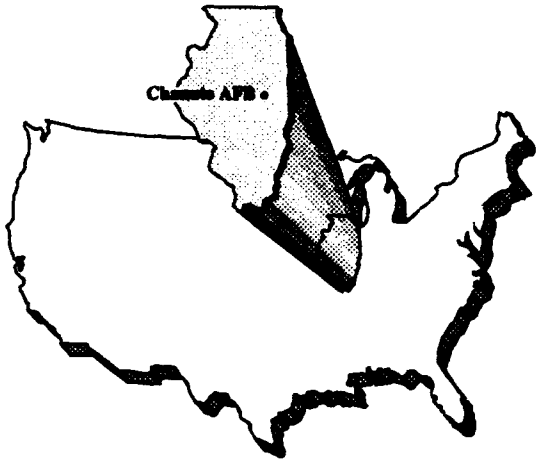
Sodemann and Associates

Northern Illinois Gas Company

Engineering Science

HMC Architects

Black Beauty Coal Company



CHAPTER 8
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