



# Illinois Aviation System Plan (IASP) and Economic Impact Analysis (EIA) Technical Advisory Committee (TAC) Meeting #1 Summary

Wednesday, December 4, 2019

## Attendees (In-Person)

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- |   |  |
|---|--|
| ◆ Douglas House (IDOT - Deputy Secretary)                             | ◆ Ben Leischner (Quad City International Airport)            |
| ◆ Clayton Stambaugh (IDOT)  | ◆ Jeff Olson (Hutchinson Engineering, Inc.)                  |
| ◆ BJ Murray (IDOT)  | ◆ Gary Shafer (Southern Illinois Airport)                    |
| ◆ Rhonda Baskett (IDOT)   | ◆ Chris Trone (Schuy-Rush Airport)                           |
| ◆ Holly Bieneman (IDOT)   | ◆ Jeff Schnobrich (Chicago Metropolitan Agency for Planning) |
| ◆ Richard Borus (IDOT)  | ◆ Kyle Lewis (Aircraft Owners and Pilots Association)        |
| ◆ Robert Hahn (IDOT)  | ◆ Whitney Barnes (Illinois Chamber of Commerce)              |
| ◆ Alan Mlacnik (IDOT)   | ◆ Zach DeVeau (Kimley-Horn)                                  |
| ◆ Linda Schumm (IDOT)   | ◆ Tom Gibson (Kimley-Horn)                                   |
| ◆ James Bildilli (Illinois Aviation)                                  | ◆ Chris Bratton (Kimley-Horn)                                |
| ◆ Ken Bro (Southern Illinois University)                              | ◆ Junaid Yahya (Kimley-Horn)                                 |
| ◆ Samuel Cain (Illinois Association of Air & Critical Care Transport) | ◆ Douglas Gregory (CMT)                                      |
| ◆ Julian Federle (United Airlines)                                    | ◆ Melissa Kaplan (Kaplan & Mello Planning)                   |
| ◆ Rob French (Illinois Aviation Trades Association)                   |  |

## Attendees (Via Phone)

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- |   |  |
|---|--|
| ◆ Mike Brown (Federal Aviation Administration)            | ◆ Jamie Rhee (Chicago Department of Aviation)                          |
| ◆ Mike Cruce (Illinois Agricultural Aviation Association) | ◆ Tim Wright (Decatur Airport)   |
| ◆ Mark Doles (DuPage Airport)                             | ◆ Phillip Woolpert (Illinois Aviation Trades Association/Jet Air Inc.) |

## Meeting Overview

The Kimley-Horn Project Manager, Zach DeVeau, presented a PowerPoint that provided an outline of the presentation. The outline is provided below and will be summarized by section:

- ◆ Purpose and Role of the TAC
- ◆ Project Overview
  - Illinois Aviation System Plan (IASP)
  - Economic Impact Analysis
- ◆ Project Goals, Performance Measures (PMs)\* and Performance Indicators (PIs)\*
- ◆ Facility and Service Objectives\*
- ◆ Current Issues and Trends\*
- ◆ Inventory

*Note: \* Indicates an interactive exercise was completed for this section. A summary of these exercises is provided on the following pages.*

- ◆ Next Steps

### **1. Purpose and Role of TAC**

The Kimley-Horn Project Manager asked members of the TAC to introduce themselves and provide a goal of what they wanted to see from the IASP/EIA. TAC members identified the following:

- ◆ Growth in providing services to expand aviation agriculture business operations
- ◆ Support growth for flight training
- ◆ Growth and development at small and non-hub airports
- ◆ Generate aviation interest
- ◆ Know and understand airport needs
- ◆ Educate the public on aviation

### **2. Project Overview (IASP)**

The Kimley-Horn Project Manager noted that the IASP will evaluate projects as well as policy and procedures. A TAC member asked the following question regarding the intentions of the IASP and if the IASP would be a 'snapshot' or if it would be developed to be a 'continuous' system plan. It was noted that some of the data is presented as a snapshot in time, but that core metrics (PMs) that are important to IDOT would be developed to be updateable so that data could be tracked and monitored on a more continuous timeline. Another TAC member asked how the overall timeline of the project would line up with the state's cycle for funding decisions. IDOT staff noted that while the two-year state update is on-going, it will be a longer plan and the findings from the IASP will not be left out.

### **3. Project Overview (EIA)**

The Kimley-Horn Project Manager introduced the EIA and noted that is a way to tell airport stories, which can be used to advocate for local funding matches, educate the public, and justify the airport and its needs to support the public. A discussion was had regarding the purpose of the EIA and how there are two ways to present this information (qualitative and quantitative). A TAC member expressed interest in having coordination done with the Multimodal Planning Organizations (MPOs) through the process of the EIA. A TAC member also suggested using local and regional sources (i.e., Chamber or City) to help get more accurate information related to economic impact related to visitor spending.

### **4. Project Goals, Performance Measures (PMs), and Performance Indicators (PIs)**

The IASP and EIA are developed around the five goals identified in Illinois' Long-Range Transportation Plan (LRTP). These goals are Economy, Livability, Mobility, Resiliency, and Stewardship (ELMRS).

For each of the five ELMRS goals, a set of PMs and PIs were established to help support the development of the IASP. The key differentiation between PMs and PIs is that PMs are elements of the system that IDOT would like to focus funding efforts on (actionable), while PIs are simply informational. 'Other Data' are included and represent suggestions added by TAC members during the exercise that the planning team will consider classifying into a PM or PI.

Because of their importance to the overall IASP project, the PMs and PIs must be evaluated for consensus by the TAC. To support this, an exercise was completed that allowed TAC members to identify the PMs and PIs that were most important to them. This was conducted by having TAC members attach stickers adjacent to the PMs and PIs that were most important to them or their

organization. Additional recommendations ('Other Data') could also be made for the addition of new PMs or PIs as well as recommendations for current PIs to be reclassified as PMs and vice versa. The findings from the exercise by goal category are as follows:

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*Goal 1: Economy - Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.*

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◆ PMs:

- ◆ Percent of airports that have completed a master plan/ALP in the last 10 years (2010) (received two votes)
- ◆ Percent of airports with primary runway approaches negatively impacted by obstructions (received four votes)
- ◆ Percent of airports meeting FAA taxiway geometry standards, including direct access taxiway fixes (received one vote)
- ◆ Percent of airports meeting FAA RSA standards (received three votes)
- ◆ Percent of population within a 30-minute drive of an airport with weather reporting capabilities

◆ PIs:

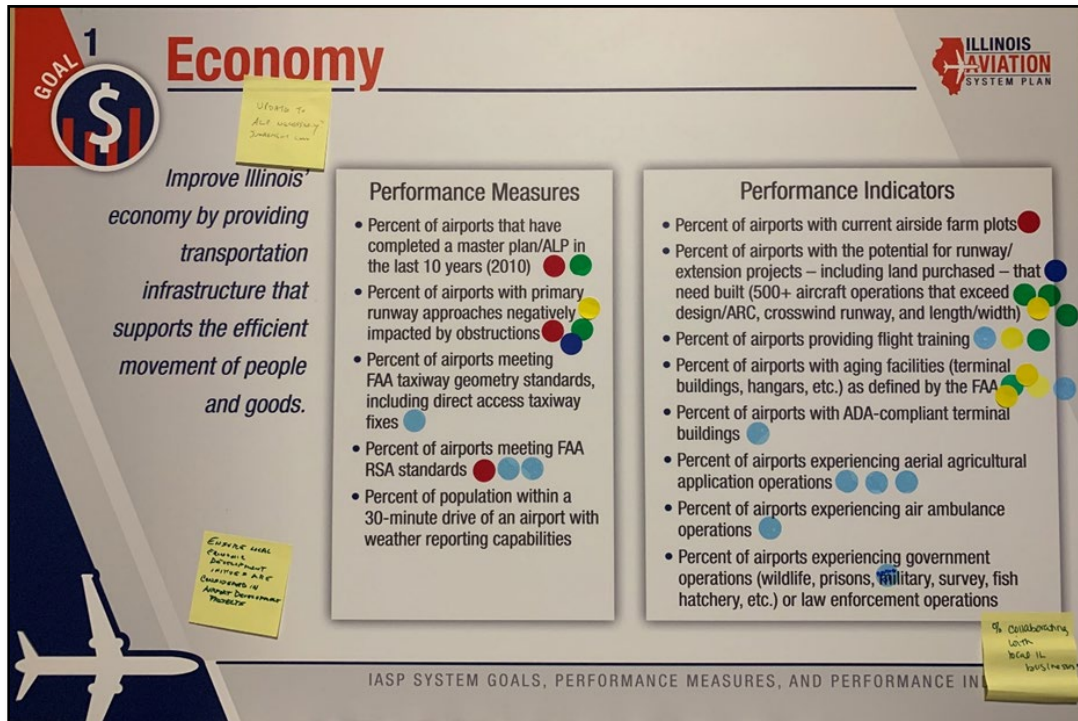
- ◆ Percent of airports with current airside farm plots (received one vote)
- ◆ Percent of airports with the potential for runway/extension projects - including land purchased - that need built (500+ aircraft operations that exceed design/ARC, crosswind runway, and length/width) (received five votes)
- ◆ Percent of airports providing flight training (received three votes)
- ◆ Percent of airports with aging facilities (terminal buildings, hangars, etc.) as defined by the FAA (received five votes)
- ◆ Percent of airports with ADA-compliant terminal buildings (received one vote)
- ◆ Percent of airports experiencing aerial agricultural application operations (received three votes)
- ◆ Percent of airports experiencing air ambulance operations (received one vote)
- ◆ Percent of airports experiencing government operations (wildlife, prisons, military, survey, fish hatchery, etc.) or law enforcement operations

◆ Other Data:

- ◆ Suggested PI - Percent of airports collaborating with local Illinois businesses
- ◆ TAC member comment - "Update to ALP necessary? Judgment call."
- ◆ TAC member comment - "Ensure local development initiatives are considered in airport development projects."

As shown in the narrative and in **Figure 1**, there was strong support for many of the PMs and PIs associated with this Goal, as well as a suggested addition of a new PI.

Figure 1. Results from the Exercise on Goal #1

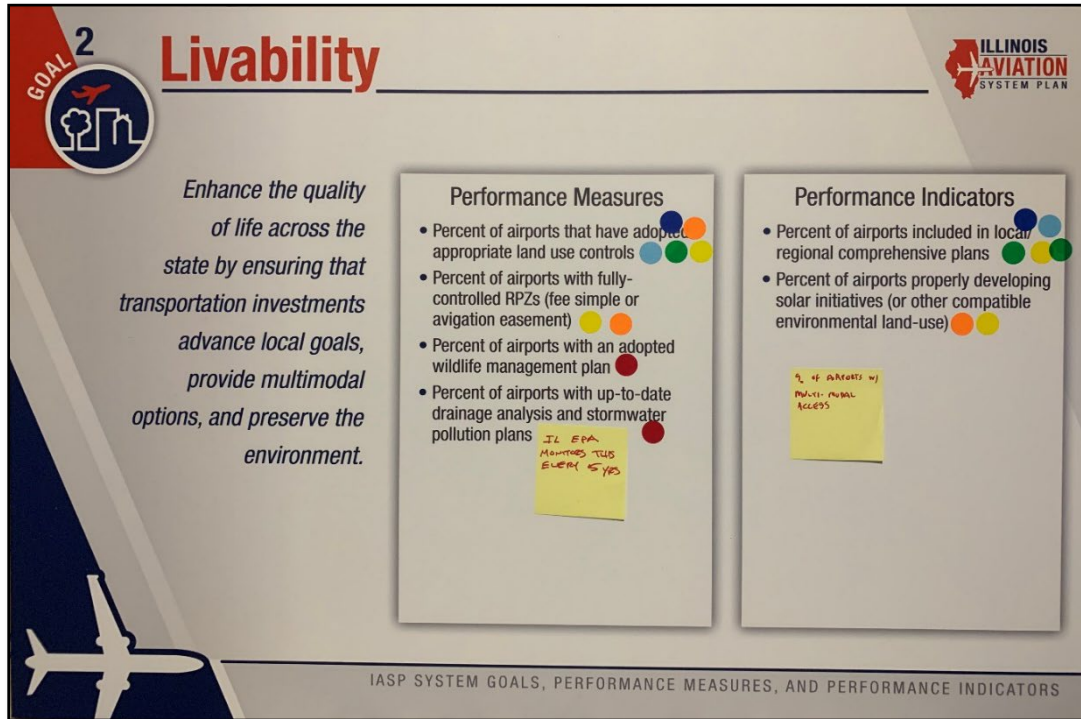


*Goal 2: Livability - Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.*

- ◆ PMs:
  - ◆ Percent of airports that have adopted appropriate land use controls (received five votes)
  - ◆ Percent of airports with fully-controlled RPZs (fee simple or aviation easement) (received two votes)
  - ◆ Percent of airports with an adopted wildlife management plan (received one vote)
  - ◆ Percent of airports with up-to-date drainage analysis and stormwater pollution plans (received one vote)
- ◆ Pls:
  - ◆ Percent of airports included in local/regional comprehensive plans (received five votes)
  - ◆ Percent of airports properly developing solar initiatives (or other compatible environmental land-use) (received two votes)
- ◆ Other Data:
  - ◆ Suggested PI - Percent of airports with multimodal access
  - ◆ TAC member comment - "IL EPA monitors these every five years."

As shown in the narrative and in **Figure 2**, there was strong support for the PMs and PIs associated with this Goal, as well as a suggested addition of a new PI.

**Figure 2. Results from the Exercise on Goal 2**



*Goal 3: Mobility - Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.*

◆ PMs:

- ◆ Percent of population within a 30-minute drive of a system airport meeting business user needs (5,000' runway, Jet A, IAP, ground transportation) (received three votes)
- ◆ Percent of system airports with courtesy cars available (received two votes)
- ◆ Percent of airports with 24-hour fuel facilities (received five votes)
- ◆ Percent of airports with 10K or greater gallon fuel storage (received two votes)
- ◆ Percent of airports with steel underground storage tanks

◆ PIs:

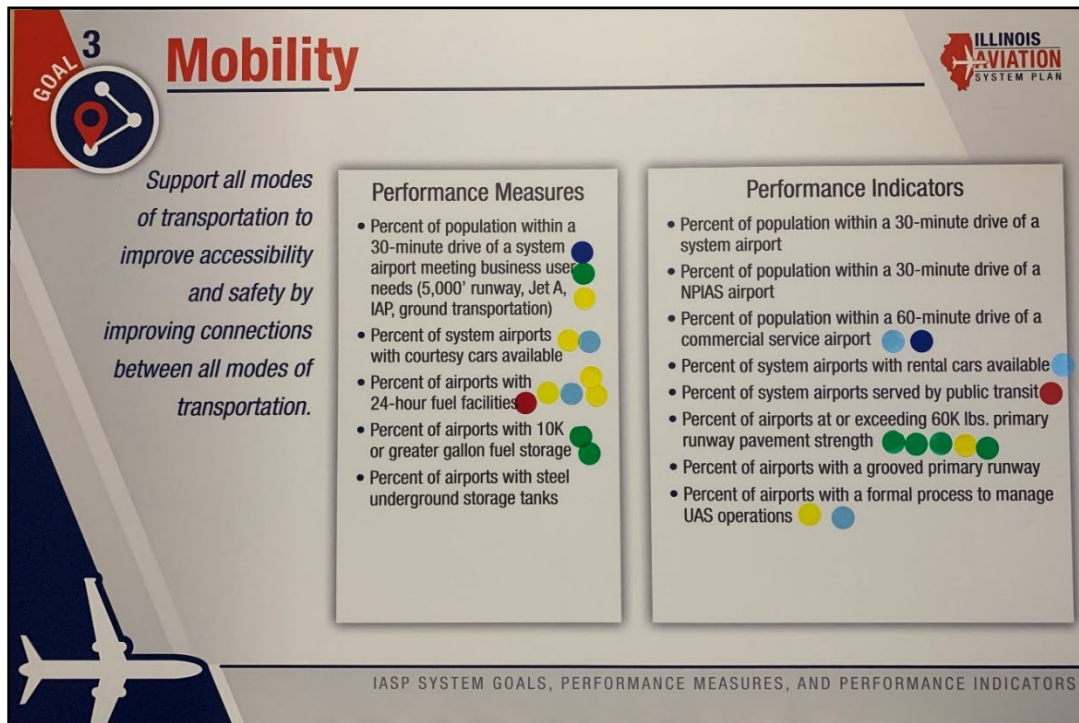
- ◆ Percent of population within a 30-minute drive of a system airport
- ◆ Percent of population within a 30-minute drive of a NPIAS airport
- ◆ Percent of population within a 60-minute drive of a commercial service airport (received two votes)
- ◆ Percent of system airports with rental cars available (received one vote)
- ◆ Percent of system airports served by public transit (received one vote)



- ♦ Percent of airports at or exceeding 60K lbs. primary runway pavement strength (received five votes)
- ♦ Percent of airports with a grooved primary runway
- ♦ Percent of airports with a formal process to manage UAS operations (received two votes)

As shown in the narrative and in **Figure 3**, there was moderate support for the PMs and Pls associated with this Goal. No additional comments or suggestions were provided for this Goal.

**Figure 3. Results from the Exercise on Goal 3**




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*Goal 4: Resiliency - Proactively assess, plan, and invest in the state's transportation system to ensure our infrastructure is prepared to sustain and recover from extreme events and other disruptions.*

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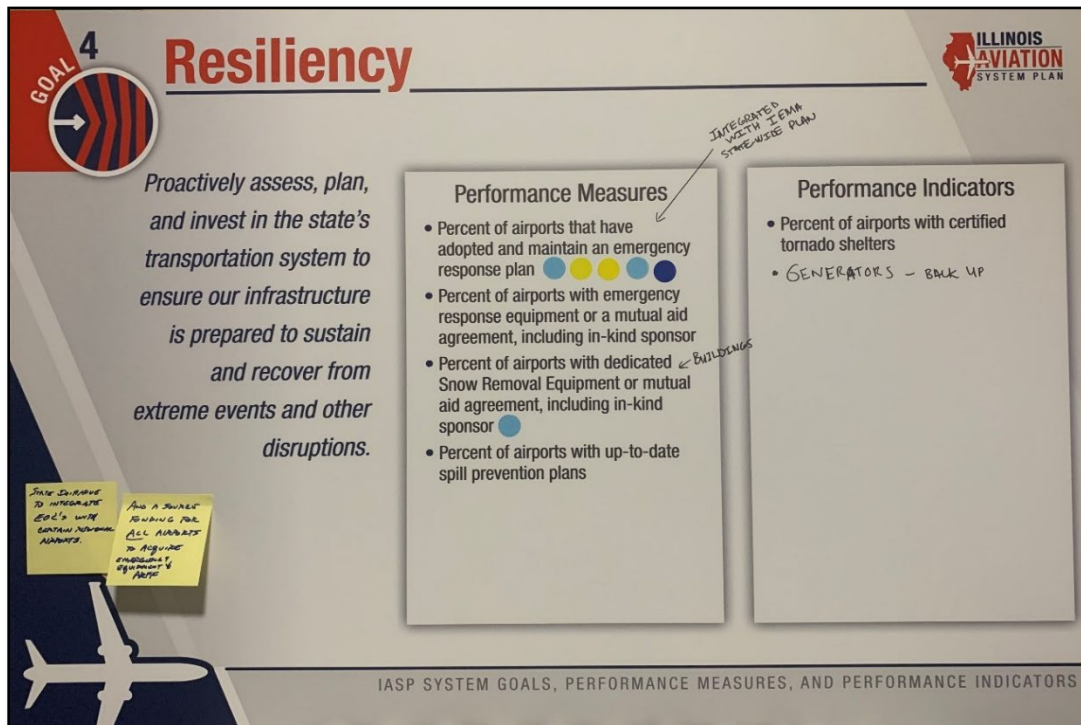
♦ PMs:

- ♦ Percent of airports that have adopted and maintain an emergency response plan (received five votes)
- ♦ Percent of airports with emergency response equipment or a mutual aid agreement, including in-kind sponsor
- ♦ Percent of airports with dedicated Snow Removal Equipment or mutual aid agreement, including in-kind sponsor (received one vote)
- ♦ Percent of airports with up-to-date spill prevention plans

- ◆ Pls:
  - ◆ Percent of airports with certified tornado shelters
- ◆ Other Data:
  - ◆ Suggested PI - Generators/Back-up Power
  - ◆ TAC member comment - Pointing to the first PM, “Integrated with IEMA Statewide Plan.”
  - ◆ TAC member comment - Add “Buildings” to the PM regarding Snow Removal Equipment
  - ◆ TAC member comment - “State Initiative to integrate EOC’s with certain regional airports.”
  - ◆ TAC member comment - “And a source funding for all airports to acquire emergency equipment and ARFF.”

As shown in the narrative and in **Figure 4**, there was limited support for most of the PMs and Pls associated with this Goal, with two PMs receiving no votes at all. However, the first PM did have significant votes (five) to show strong support for emergency response plans.

**Figure 4. Results from the Exercise on Goal 4**



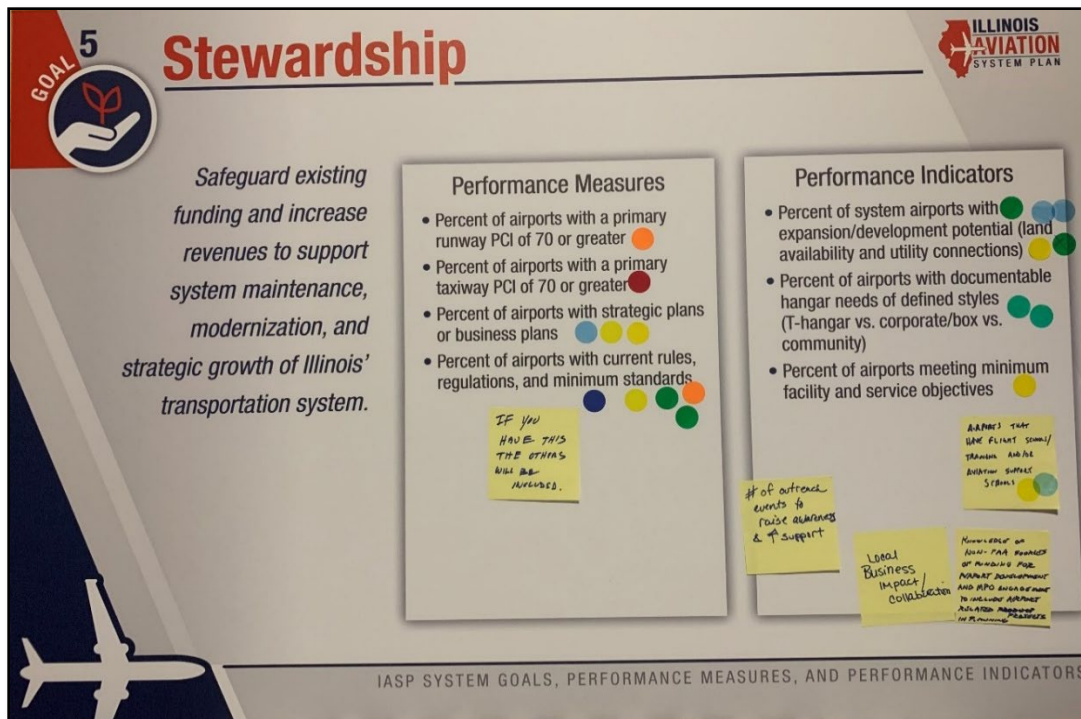
**Goal 5: Stewardship - Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.**

- ◆ PMs:
  - ◆ Percent of airports with a primary runway PCI of 70 or greater (received one vote)

- ◆ Percent of airports with a primary taxiway PCI of 70 or greater (received one vote)
- ◆ Percent of airports with strategic plans or business plans (received one vote)
- ◆ Percent of airports with current rules, regulations, and minimum standards (received five votes)
- ◆ Pls:
  - ◆ Percent of system airports with expansion/development potential (land availability and utility connections) (received five votes)
  - ◆ Percent of airports with documentable hangar needs of defined styles (T-hangar vs. corporate/box vs. community) (received two votes)
  - ◆ Percent of airports meeting minimum facility and service objectives (received one vote)
- ◆ Other Data:
  - ◆ TAC member comment - "If you have this (referring to the fourth PM), the others will be included."
  - ◆ Suggested PI - Airports that have flight schools/training and/or aviation support schools (received two additional votes)
  - ◆ Suggested PI - Number of events to raise awareness and support
  - ◆ Suggested PI - Local business impact/collaboration
  - ◆ Suggested PI - Knowledge of non-FAA sources of funding for airport development and MPO engagement to include airport-related projects in planning

As shown in the narrative and in **Figure 5**, there was strong support for the PMs and Pls associated with this Goal. Four additional Pls were suggested with one of them receiving two additional votes.

**Figure 5. Results from the Exercise on Goal 5**





## 5. Facility and Service Objectives

An additional element that is critical in the development of the IASP are Facility and Service Objectives, which assist in classifying the state's airports depending on the facilities and services they provide. The Objectives help IDOT make funding decisions by providing context on what *'is vs. what should be'* available at an airport, based on its classification.

To allow for input on the Facility and Service Objectives, attendees were asked to provide input on the Objectives they felt were most important, as well as provide recommendations for any additional/new Objectives that should be considered. State airport classifications have not yet been determined but may be similar to the FAA's General Aviation Airports: A National Asset (ASSET) study categories which include:

- ◆ National
- ◆ Regional
- ◆ Local
- ◆ Basic

The following Objectives were identified and evaluated:

### ◆ Airside Facilities

- |                                |  |
|--------------------------------|--|
| ◆ Airport Reference Code (ARC) | ◆ Primary Airfield Pavement PCI (not including runway) |
| ◆ Primary Runway Length        | ◆ Wind Cone/Velocity Indicator                         |
| ◆ Primary Runway Width         | ◆ Taxiway Lighting                                     |
| ◆ Primary Runway Surface       | ◆ Apron Tie-Downs                                      |
| ◆ Primary Runway Strength      | ◆ Box Hangars  |
| ◆ Taxiway                      | ◆ Shade Hangars  |
| ◆ Runway Markings              | ◆ T-Hangars  |
| ◆ Approach                     | ◆ Crosswind Runway                                     |
| ◆ Runway Visual Aids           | ◆ Secondary Runway                                     |
| ◆ Airport Visual Aids          | ◆ Airport Diagram Charting for GA                      |
| ◆ Runway Lighting              | ( <a href="#"><u>suggested addition</u></a> )          |
| ◆ Weather Reporting            |  |
| ◆ Primary Runway PCI           |  |

### ◆ Landside Facilities

- |   |  |
|---|--|
| ◆ Terminal (GA)   | ◆ ATCT   |
| ◆ Classroom/Conference Room   | ◆ Paved Entry Road   |
| ◆ Administrative Facilities   | ◆ Segmented Circle Marker Where Non-standard Traffic is Used |
| ◆ Dedicated Maintenance/Snow Removal Equipment (SRE) Storage Building | ◆ Terminal Parking   |
| ◆ Electric Vehicle Charging Stations                                  |  |

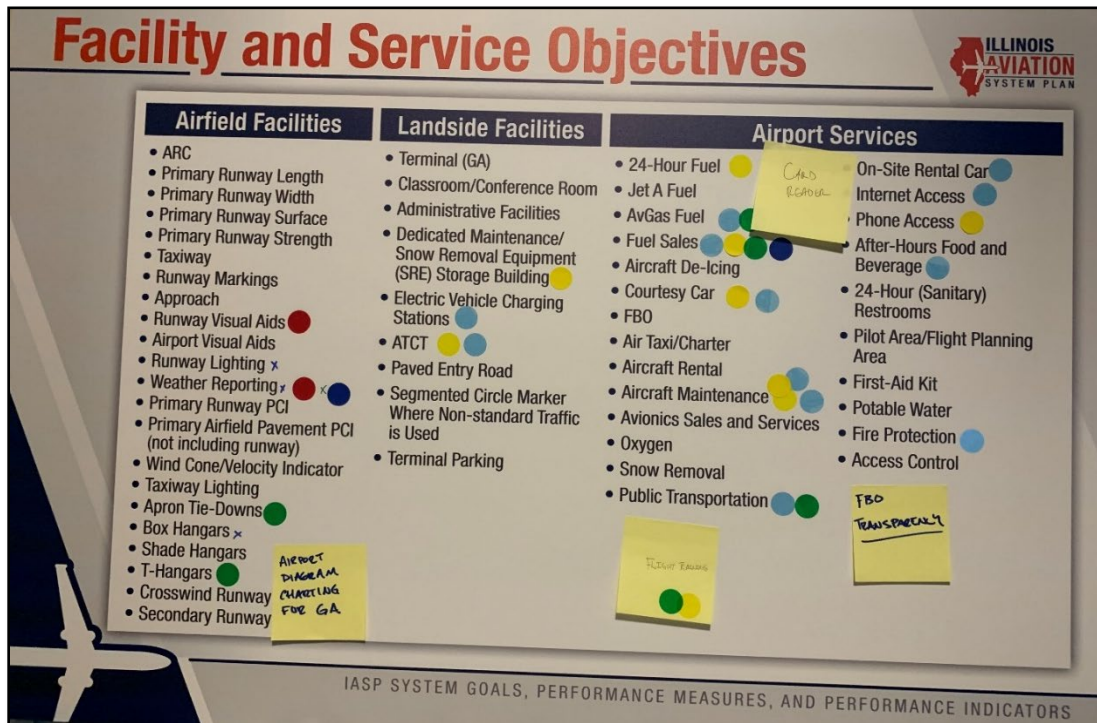
### ◆ Airport Services

- |                |                     |
|----------------|---------------------|
| ◆ 24-Hour Fuel | ◆ Fuel Sales        |
| ◆ Jet A Fuel   | ◆ Aircraft De-Icing |
| ◆ AvGas Fuel   | ◆ Courtesy Car      |

- ♦ FBO
- ♦ Air Taxi/Charter
- ♦ Aircraft Rental
- ♦ Aircraft Maintenance
- ♦ Avionics Sales and Services
- ♦ Oxygen
- ♦ Snow Removal
- ♦ Public Transportation
- ♦ On-Site Rental Car
- ♦ Internet Access
- ♦ Phone Access
- ♦ After-Hours Food and Beverage
- ♦ 24-Hour (Sanitary) Restrooms
- ♦ Pilot Area/Flight Planning Area
- ♦ First-Aid Kit
- ♦ Potable Water
- ♦ Fire Protection
- ♦ Access Control
- ♦ Card Reader (suggested addition)
- ♦ Flight Training (suggested addition)
- ♦ FBO Transparency (suggested addition)

As shown in the narrative and in **Figure 6**, there were four additional targets suggested and overall moderate support for numerous targets.

**Figure 6. Facility and Service Objectives Summary**



## 6. Current Issues and Trends

The next portion of the meeting focused on gathering input from the TAC regarding trends and issues impacting aviation in Illinois, as well as the ‘magnitude’ (most/moderate/limited) of the impact. These trends can be used inform aviation demand forecasting as well as provide local flavor in the IASP Issues chapter. The items identified include:

- ◆ Most
  - ◆ 24-Hour fuel
  - ◆ Overall shortage in aviation-related career fields (pilots, mechanics)
  - ◆ Flight training and Aircraft Mechanic training
  - ◆ Airspace compatibility
- ◆ Moderate
  - ◆ Taxation - growing concern with people leaving Illinois to do business in other states
  - ◆ Growth of e-commerce and having distribution hubs to support
- ◆ Limited
  - ◆ FBO fees and the need for transparency
  - ◆ Commercial Spaceports - vertical and horizontal
  - ◆ ATC operational hours

A summary of this exercise is highlighted in **Figure 7**.

**Figure 7. TAC Impact Rating of Issues Affecting Illinois**



## 7. Inventory

The Kimley-Horn Project Manager noted that airport site visits and EIA surveys are expected to begin in the April 2020 timeframe. Each airport will be contacted at least a month prior to the planned visit. They will also be sent a pre-populated copy of the survey shortly after the scheduling of the visits to provide ample time to review and potentially begin the survey. Airports will have a single point of contact for the scheduling of the visit and any questions, concerns or objections they may have throughout the survey process. The TAC members and IDOT staff will have an opportunity to review, comment, and provide input on the survey questions before they are finalized.

## 8. Next Steps

- ◆ Incorporate TAC feedback
- ◆ Finalize Goals, PMs, and Pls
- ◆ Develop EIA surveys
- ◆ Airport on-site visits

## Project Team Action Items

Action items completed since the last call remain on the list. Those identified as complete in prior summary will be removed and moved to the bullet items below.

Task	Team Member	Status	Notes and Priority
Draft white paper from TAC meeting	KH	Complete	High
Determine list of stakeholders for future outreach	KH/IDOT	In Progress	High
Develop draft airport surveys and transmittal letters	KH	In Progress	High
Upload TAC PowerPoint to project website	KH	In Progress	High