



Illinois Aviation System Plan (IASP) and Economic Impact Analysis (EIA) Intermodal Working Group Meeting #1 Summary

Thursday, June 18, 2020

Attendees

- ◆ Clayton Stambaugh (IDOT)
- ◆ BJ Murray (IDOT)
- ◆ Holly Bieneman (IDOT)
- ◆ Carrie Nelsen (IDOT)
- ◆ Mackenzie Thiessen (IDOT)
- ◆ Rebecca Marruffo (IDOT)
- ◆ Keith Roberts (IDOT)
- ◆ Todd Popish (IDOT)
- ◆ Tom Kelso (IDOT)
- ◆ Brian Carlson (IDOT)
- ◆ Gwen Lagemann (IDOT)
- ◆ Sal Madonia (IDOT)
- ◆ Karen Dvorsky (IDOT)
- ◆ Shannan Karrick (IDOT)
- ◆ Mike Vanderhoof (IDOT)
- ◆ Kensil Garnett (IDOT)
- ◆ Scott Neihart (IDOT)
- ◆ Joe Zdankiewicz (Southern Illinois Metropolitan Planning Office)
- ◆ Erin Aleman (Chicago Metropolitan Agency for Planning)
- ◆ Jeff Schnobrich (Chicago Metropolitan Agency for Planning)
- ◆ Pam Keidel-Adams (Kimley-Horn)
- ◆ Zach DeVeau (Kimley-Horn)
- ◆ Tom Gibson (Kimley-Horn)
- ◆ Brady Davis (Kimley-Horn)

Meeting Overview

Due to stay-at-home orders and travel restrictions as a result of COVID-19, the first Modal Integration Working Group meeting was held virtually through Go-To Meeting.

The meeting began by having members of the Intermodal Working Group introduce themselves. Members include representatives from several IDOT offices, including Long Range Planning, Engineering, and Transit as well as representatives from Metropolitan Planning Organizations (MPOs) including Southern Illinois Metropolitan Planning Office and Chicago Metropolitan Agency for Planning.

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:

- ◆ IDOT's Role in Aviation
- ◆ IASP Overview
- ◆ Review of Existing Modal Plans
- ◆ Modal Trends Discussion

1. IDOT's Role in Aviation

This portion of the presentation primarily focused on the overall role IDOT plays in the state aviation system:

- ◆ An overview of the role and responsibility of IDOT in aviation was presented
- ◆ Illinois's status as a block grant state for funding and the unique aspects of that were discussed
- ◆ IDOT's role in collaborating with both federal, state, and local agencies was highlighted

- ◆ Zach DeVeau (Kimley-Horn) highlighted the fact that travelers rely on other modes of transportation to get from the airport to the community, which is why it is imperative modes work together and communicate
- ◆ Zach DeVeau (Kimley-Horn) noted that airports differ from other modes in Illinois because IDOT doesn't own or operate any of the airports, airports are owned and operated by local municipalities

2. IASP Overview

This portion of the presentation focused on providing an overview of what the IASP consists of, including why it is being developed, the overall project process, the goals of the system plan, and where the work of the Intermodal Working Group fits in with IASP goals.

The purpose of this section was to provide the Intermodal Working Group with context and perspective as to where and how their input would be used as part of the overall IASP. The linking of the IASP goals to those of IDOT's Long Range Transportation Plan (LRTP) was also discussed - highlighting the importance of a coordinated planning effort across IDOT offices, different modes, and regional planning organizations.

3. Review of Existing Modal Plans

This portion of the presentation focused on the interrelationships between the IASP, IDOT's LRTP, other modal system plans (ex: IDOT Bike and Pedestrian Plan), and regional/local planning organizations. As part of this discussion, Zach DeVeau (Kimley-Horn) outlined a three-part plan to ensure proper coordination with the Intermodal Working Group:

1. Coordinate the IASP up with the IDOT LRTP - ensuring that at the highest level, the goals and recommendations of the IASP are aligned and coordinated with the LRTP
2. Coordinate the IASP across with other IDOT modal planning documents - ensuring that different modal planning documents are developed with sensitivity to each of the modes, accommodate intermodal access, better understand connections, and account for users across the overall transportation system
3. Coordinate the IASP down to individual MPO long range planning documents - ensuring that local initiative and plans are accommodated and understood during the development of the IASP

To support this, Zach DeVeau (Kimley-Horn) noted that the project team will review regional Capital Improvement Plans (CIPs) and planned projects to gain insight on planned projects across various modes in and around airports.

Additionally, it was noted that this process is also seeking to open lines of communication for all the different modes to allow for idea/information sharing.

4. Modal Trends Discussion

This portion focused on the trends that Intermodal Working Group representatives are seeing as well as best practices to improve upon the IASP:

- ◆ Brian Carlson (IDOT) shared a recent intermodal collaboration success story on the I-195 project into O'Hare

- ◆ Jeff Schnobrich (Chicago Metropolitan Agency for Planning) noted that there can be incompatibilities when roadway (and other) development goes in around an airport - he indicated that perhaps a tool could be developed to identify where issues may arise for a development
 - Clayton Stambaugh (IDOT) reiterated the importance of early intermodal coordination to ensure incompatible land use issues are resolved in the infancy of a project
- ◆ Todd Popish (IDOT) discussed how improving last mile connections is a key focus for passenger rail and making the last mile connection between rail and airports is critical as that determines whether a passenger can access the airport
- ◆ Holly Bieneman (IDOT) emphasized the need to make data more available between modes and thinks that the IASP will be a great example of modes working together
- ◆ Carrie Nelsen (IDOT) mentioned that environmental standards and processes for airports and roads are different which often leads to issues with projects - better aligning these environmental processes would allow for a more streamline project implementation process
- ◆ Jeff Schnobrich (Chicago Metropolitan Agency for Planning) noted that the forecasts that are developed as part of the IASP may not truly account for future activity and that Federal Aviation Administration (FAA) forecasts have been overly optimistic in the past - he requested that we look to past forecasts to evaluate their accuracy over time in predicting true activity
 - Zach DeVeau (Kimley-Horn) emphasized that the accuracy of forecasting data is more important than ever due to COVID, so looking at prior projections is beneficial, and having adaptable projections can help alleviate concerns over ever changing data
- ◆ Carrie Nelsen (IDOT) indicated that IDOT had received a request to remove obstructions for an airport and mentioned creating that a plan that shows where obstructions exist could save IDOT money on obstruction removal projects
- ◆ Erin Aleman (IDOT) stated a multi-tiered strategy is best for public outreach, such as virtual chats and social media, especially during the pandemic. It was also noted that they have had success with brief surveys instead of long surveys trying to get all info at once
- ◆ Holly Bieneman (IDOT) stated that IDOT developed an app for the LRTP that allowed the public to rank project objectives and provide feedback directly to the project team in real-time

5. Final Questions and Comments

- ◆ Clayton Stambaugh (IDOT) mentioned that advanced air mobility, and UAS will be used in a variety of enterprises in the future and will impact a wide variety of modes so planners need to start thinking about it now
- ◆ The project team thanked everyone for their time and participation