



IASP Model Integration Working Group

March 23, 2021

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)
- ◆ Zach DeVeau (Kimley-Horn)
- ◆ Pam Keidel-Adams (Kimley-Horn)
- ◆ Tom Gibson (Kimley-Horn)

Meeting Overview

Stay-at-home orders and travel restrictions were still in place due to COVID-19 so this Modal Integration Working Group meeting was held virtually through Go-To-Meeting. This was the second and final Modal Integration Working Group Meeting for the IASP project.

To start the meeting, attendees on the call were asked to briefly state their name for the record. After brief introductions, Kimley-Horn Project Manager, Zach DeVeau, presented the PowerPoint for the meeting and went over the agenda. The agenda included the following sections:

- ◆ IASP Overview
- ◆ Project Update: Multimodal Integration and Airport Access
- ◆ Project Update: Existing System Adequacy
- ◆ Project Update: Economic Impact of Air Cargo

1. IASP Overview

This portion of the presentation provided an overview of the IASP and EIA process by presenting two flow charts (one for each project) that indicated the tasks that have been completed to date.

Completed IASP tasks include:

- ◆ System Goals and Performance Measures
- ◆ Environmental Considerations
- ◆ Multimodal Integration and Airport Access
- ◆ Airport Roles/Classifications

Completed EIA tasks include:

- ◆ Data collection and surveys

In progress IASP tasks include:

- ◆ Inventory of System Condition and Performance
- ◆ National, State, Regional, and Local Aviation Issues
- ◆ Existing System Adequacy
- ◆ System Alternatives

In progress EIA tasks include:

- ◆ Measures of Economic Impact
- ◆ Value-Added Economic Impact Reports
- ◆ Deliverables

2. Project Update: Multimodal Integration and Airport Access

This portion of the meeting focused on providing an overview of the progress made to date in the Multimodal Integration and Airport Access task. The Project Team presented findings from a variety of assessments related to this task. These assessments are summarized below.

The Project Team presented some preliminary findings from the roadway connectivity assessment that was conducted. According to this assessment, 49 percent of system airports are more than eight miles away from the nearest U.S. interstate, with 27 percent of system airports being less than three miles, 13 percent being five to eight miles, and 11 percent being three to five miles from the nearest U.S. Interstate. When looking at other major roadways (U.S. Highways or State Routes), 12 percent of airports are more than two miles from the nearest major roadway, 22 percent are between one and two miles away from the nearest major roadway, and 16 percent are less than one mile from the nearest major roadway. Half of system airports are directly adjacent to a major roadway and were considered zero miles from these roadways.

The project team also presented findings regarding ground transportation options that contribute to multimodal integration at system airports. Eighty-four percent of airports have courtesy cars available, 67 percent provide taxi services, and 66 percent offer either on-site or off-site rental car services.

Some high-level information regarding the Illinois Freight Network was also provided for additional context. The freight network in Illinois includes railways, waterways and ports, roadways, and airports. The Project Team also discussed the areas of transportation concern that are specific to airports, which include:

- ◆ Rideshare
- ◆ Deficient Roadway Infrastructure and Traffic Congestion
- ◆ Bottlenecks with Chicago Rail Network

The Project Team concluded this section by discussing the suite of plans that make up the Illinois Long Range Transportation Plan (LRTP). The suite of plans in the LRTP address: Transit, State Highways, Rail, Freight, Transportation Asset Management, ITS Architecture, Bike Transportation, and Aviation.

Members of the Modal Working Group had no additional comments, remarks, or questions throughout this section of the presentation.

3. Project Update: Existing System Adequacy

The Project Team also provided the group with an update regarding system adequacy analyses conducted to measure multimodal integration and airport access. The performance measures and

performance indicators related to multimodal integration and airport access are associated with IASP Goal #3 Mobility. A summary of the findings is shown in the table below.

Performance Measure or Indicator	Systemwide Findings (Percent of Airports)
Percent of Airports within a 30-Minute Drive of a System Airport Meeting Business User Needs	49%
Percent of Airports that have Courtesy Cars Available	84%
Percent of Airports with 24-Hour Self-Serve Fuel Facilities	43%
Percent of Airports that have Rental Cars Available	24%
Percent of Airports that are Served by Public Transit	27%

Members of the Modal Working Group had no additional comments, remarks, or questions throughout this section of the presentation.

4. Economic Impact of Air Cargo

To conclude this meeting the Project Team presented the initial findings of the economic impact of air cargo in Illinois. The findings estimate that air cargo activity supports approximately 142,000 jobs which generates approximately \$10.6 billion in labor income, \$18.8 billion in value added, and contributes to almost \$36 billion in economic impact to the state’s economy. The Project Team briefly discussed the geographic pattern related to domestic and international air cargo important exports. Unsurprisingly, much of these impacts were concentrated in the Chicago metropolitan area.

Members of the Modal Working Group had no additional comments, remarks, or questions throughout this section of the presentation.

5. Final Questions and Comments

The Project Team opened up the floor for any last comments, questions, or remarks, and hearing none, concluded the meeting.