



Illinois Aviation System Plan (IASP) and Economic Impact Analysis (EIA) Technical Advisory Committee (TAC) Meeting #4 Summary Thursday, June 10, 2021

Attendees

- ◆ Douglas House (IDOT - Deputy Secretary)
- ◆ Clayton Stambaugh (IDOT)
- ◆ BJ Murray (IDOT)
- ◆ Alan Mlacnik (IDOT)
- ◆ Holly Bieneman (IDOT)
- ◆ Troy Reiser (IDOT)
- ◆ Clark Kaericher (Illinois Chamber of Commerce)
- ◆ Kyle Lewis (AOPA)
- ◆ Ken Bro (Southern Illinois University)
- ◆ Tom Cleveland (DuPage Airport)
- ◆ Mark Doles (DuPage Airport)
- ◆ Mike Brown (FAA)
- ◆ Ben Leischner (Quad City International Airport)
- ◆ Gary Shafer (Southern Illinois Airport)
- ◆ Tim Wright (Decatur Airport)
- ◆ Chris Trone (Schuy-Rush Airport)
- ◆ Thomas Murtha (CMAP)
- ◆ Julian Federle (United Airlines)
- ◆ Phillip Wolford (Jet Air Inc)
- ◆ Malika Hainer (CDA)
- ◆ Steve Hadley (NBAA)
- ◆ Mark Jackson (Boeing)
- ◆ Kevin Brubaker (ELPC)
- ◆ Zach DeVeau (Kimley-Horn)
- ◆ Pam Keidel-Adams (Kimley-Horn)
- ◆ Tom Gibson (Kimley-Horn)
- ◆ Steve Landau (EBP)
- ◆ Derek Snyder (CMT)
- ◆ Terry Schaddel (CMT)
- ◆ Susan Zellers (Hanson)
- ◆ Jeff Olson (Hanson)

Meeting Overview

The Kimley-Horn Project Manager, Zach DeVeau, presented the agenda for the meeting. The agenda is provided below:

- ◆ Since We Last Met
- ◆ Project Update
 - ◆ Future System Performance
 - ◆ Recommendations
 - ◆ Economic Impact Update
- ◆ Next Steps

1. Since We Last Met

This portion of the presentation focused on the progress made on the project since the last TAC Meeting (Nov 19, 2020). Highlights of this section included:

- ◆ Update on IASP progress
 - Complete tasks shown in **red** (System Goals and Performance Measures; Inventory of System Condition and Performance; National, State, and Local Aviation Issues; Environmental Conditions; Multimodal Integration and Airport Access; Airport Roles/Classifications and System Airport Fundamental Development Requirements; Existing System Adequacy)
 - Tasks underway shown in **green** (System Alternatives; Capital Improvement Gaps, Cost Estimates, Funding Strategies, and System Recommendations; Deliverables)

- ◆ Finalized several IASP chapters
 - Chapter 2. Airport Classifications
 - Chapter 3. Inventory and Existing System Adequacy
 - Chapter 4. Aviation System Issues
 - Appendix A. Airport Report Cards

2. Project Update: Future System Performance

Zach DeVeau and Tom Gibson of Kimley-Horn (Kimley-Horn) presented proposed future performance targets for each Performance Measure (PM) associated with each goal category. The project team explained that some future performance targets are directly linked to facility and service objectives while others are based on airport need and classification.

- ◆ Kevin Brubaker (ELPC) asked how the project team determined the future performance target (19%) for Wildlife Hazard Management Plans (WHMPs).
 - Zach noted that WHMPs are developed as needed from Wildlife Hazard Assessments (WHAs). Since WHAs are required at part 139 airports, all commercial service and Illinois National airports were assigned a target. All remaining airports were not. Some airports within the Illinois Regional to Illinois Unclassified classifications have WHMPs currently which explains why existing performance outpaces the future target.
- ◆ Malika Hainer (CDA) mentioned freight trucking and land use, specifically as it relates to parking and staging on and near airports. Tom Murtha (CMAP) agreed and requested to meet with CDA on this topic.
- ◆ Kevin Brubaker (ELPC) asked if population coverage analyses extended into bordering states. Ben Leischner (Quad Cities International) noted that 60 percent of Quad City International's demand is from Iowa.
 - Zach noted that the population analyses are currently mapped and trimmed to population within the state of Illinois only.
- ◆ Malika Hainer (CDA) asked if the electrification of vehicles was included (ground transportation, aircraft, etc.)
 - Zach mention that EV is mentioned the IASP Aviation System Issues chapter (4), however, it is not a specific analysis that is accompanied by the identification of gaps/deficiencies or recommendations.

3. Project Update: Recommendations

Tom Gibson and Zach DeVeau (Kimley-Horn) presented IASP recommendations from PMs, policy decisions, follow-on studies, and also requested TAC feedback related to what recommendations should be considered in the 2021 IASP and/or future SASPs.

Tom Gibson presented a handful of sample PM recommendations to begin the IASP recommendations conversation. Recommendations were developed to provide a level of direction to IDOT and system airports to close some of the gaps as determined through the system plan analyses.

- ◆ Malika Hainer (CDA) requested that the project team consider Electric Vehicles in the 2021 IASP and/or the next SASP.

- ◆ Ben Leischner (Quad Cities International) would like the group to set a goal to meet with Illinois aviation stakeholders on a semi-annual or annual basis to maintain awareness.
- ◆ Doug House (IDOT Deputy Secretary) mentioned that IDOT aims to be sustainable and that issues should be viewed collaboratively by airports and IDOT.
- ◆ Tom Murtha (CMAP) suggested that IDOT develop a study that specifically identifies and documents alternate revenue streams outside of legislation. He also mentioned a heliport/vertiport system plan to include commercial space.

4. Project Update: Economic Impact Update

Zach DeVeau presented the project team's progress related to the Economic Impact Analysis. To date, the project team has completed the Data Collection and Surveys task and is underway quantifying economic impact at the individual airport, regional, and statewide levels. The team is also preparing value added reports in the form of Case Studies (10) and has begun developing final deliverables.

Zach presented some of the EIA definitions and terms prior to presenting preliminary statewide economic impact findings (\$95 billion in 2019).

Zach presented a quick comparison between 2012 economic impact and the preliminary statewide findings of 2019.

- ◆ Kevin Brubaker questioned how employment can increase only 3.3 percent but labor income increased 51 percent. Steve Landau (EBP) noted that there are a handful of reasons which include:
 - The airport system in 2019 is smaller than in 2012. 30 airports from 2012 were not included in 2019, many of which were rural airports whose labor income per job was likely low.
 - Visitor spending assumptions in 2019 are different than 2012.
 - The economy in 2019 is much different than 2012. Automation has increased substantially, so the worker in 2019 who knows how to program a machine gets paid more than the worker whose job was taken by the machine (e.g., ticket kiosks vs. ticket counter agents)

Zach DeVeau presented Air Cargo impacts and noted that individual airport and regional impacts will be provided to the TAC in the near future, after all data has been reviewed and confirmed.

Zach DeVeau also provided a sneak peak into what to expect in terms of IASP deliverables.

5. Next Steps

This portion focused on the next steps the project team will complete:

- ◆ Finalize Future System Performance Chapter
- ◆ Prepare IASP Costs and Needs Assessment
- ◆ Finalize Economic Impact Analysis and Documentation
- ◆ Prepare Executive Summaries
- ◆ Prepare Individual Airport Brochures
- ◆ Prepare for FINAL TAC Meeting