

Technical Advisory Committee (TAC)

Meeting #4 | June 10, 2021



Introductions

- IDOT Bureau of Planning
- IDOT Aeronautics
- TAC Members
- Consultant team
 - Kimley-Horn
 - CMT
 - Hanson
 - EBP US



Kimley»»Horn



Agenda

1. Since we Last Met...
2. Project Update: Future System Performance
3. Project Update: Recommendations
4. Project Update: Economic Impact Update
5. Next Steps

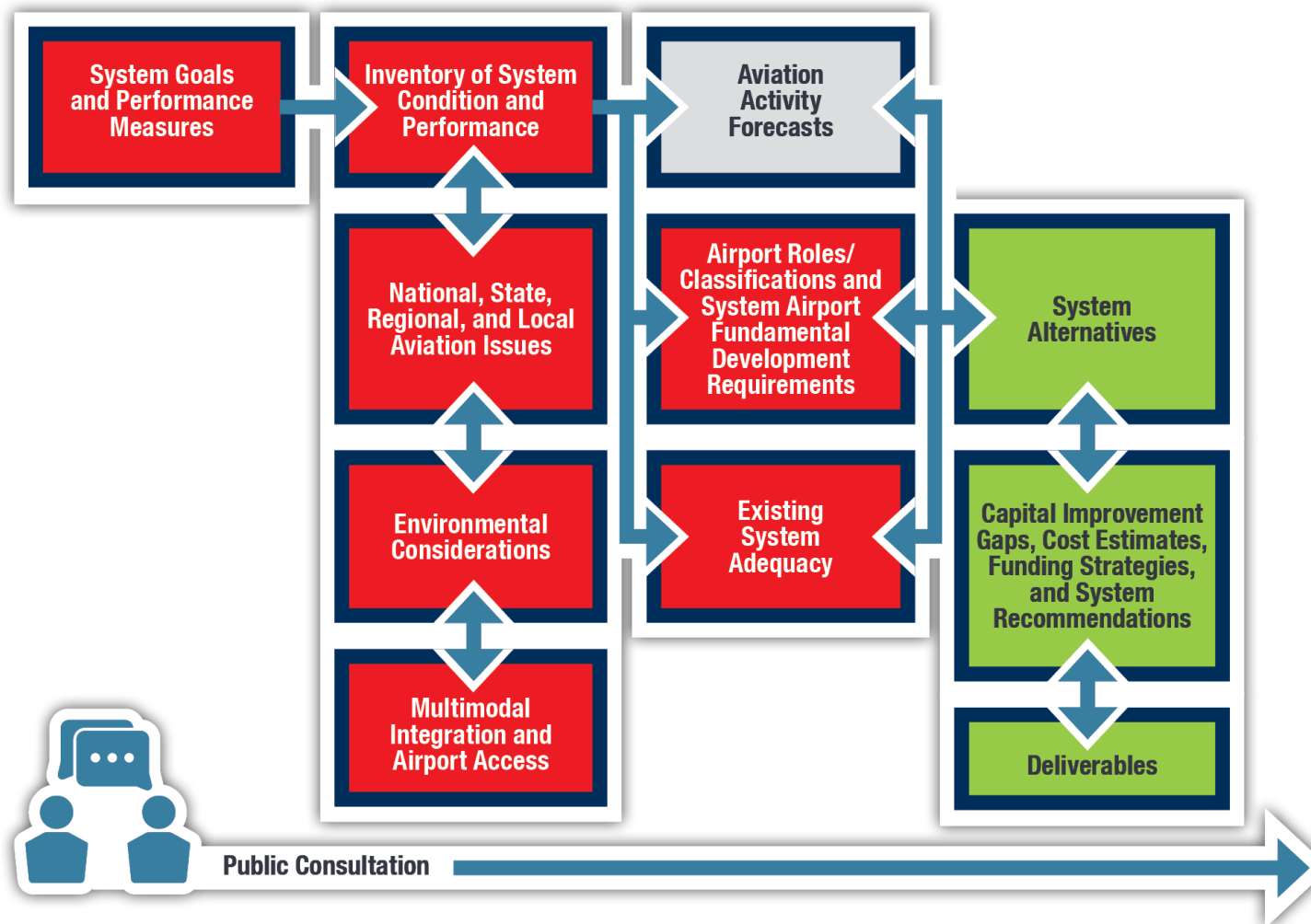




1 Since We Last Met...



IASP Progress



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

Check out

www.ilaviation.com/draftdocuments/
to review these documents!





2 Project Update

Future System Performance

Establishing Future Performance Targets

- Important for measuring improvements over time
- Identifies the ultimate performance level
- Identifies gaps or deficiencies in performance
- Contributes to recommendation development
- Informs decision-making about resource allocation

We look forward to sharing **Chapter 8. Future System Performance** with you all soon!



Chapter 8. Future System Adequacy

8.1. Introduction

The Illinois Aviation System Plan (IASP) System Goals and Performance Measures (PMs) were first established in Chapter 1 and then evaluated in Chapter 3. **Inventory and Existing System Adequacy**. This chapter, **Future System Adequacy**, identified targets for the future system which resulted in the identification of gaps and deficiencies at Illinois system airports based on the previously established Goals and PMs. Targets, as well as the resulting gaps and deficiencies, are presented by IASP goal category. As documented previously, the five IASP Goals were derived from the Illinois Long Range Transportation Plan (LRTP) presented in Chapter 1. For reference, these Goals are provided below:

- **Goal #1 – Economy:** Improve Illinois's economy by providing transportation infrastructure that supports the efficient movement of people and goods
- **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
- **Goal #3 – Mobility:** Support all modes of transportation to improve accessibility and safety by improving connections
- **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
- **Goal #5 – Stewardship:** Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois's transportation system

8.2. Future System Adequacy

The following sections are organized by IASP Goal, then by PM, and include a brief explanation of the PM and the future performance targets established for each PM. The future performance targets evaluation consists of a statewide examination and a breakdown of airports by airport classification by goal and their associated PMs. Identifying the future system performance by airport classification on a statewide level supports informed decision-making about resource allocation to ensure state transportation goals are met in an efficient manner. Airport classifications were established in Chapter 2. **Airport Classifications** using a methodology based on NPIAS Report classifications, type of airport operations, and number of annual jet operations. The six airport classifications include:

- Commercial Service
- Illinois National
- Illinois Regional
- Illinois Local
- Illinois Basic
- Illinois Unclassified

Please note, for all subsequent evaluation of Future System Adequacy, data is reported using 2019 as the base year and is current as of the time the data was collected.

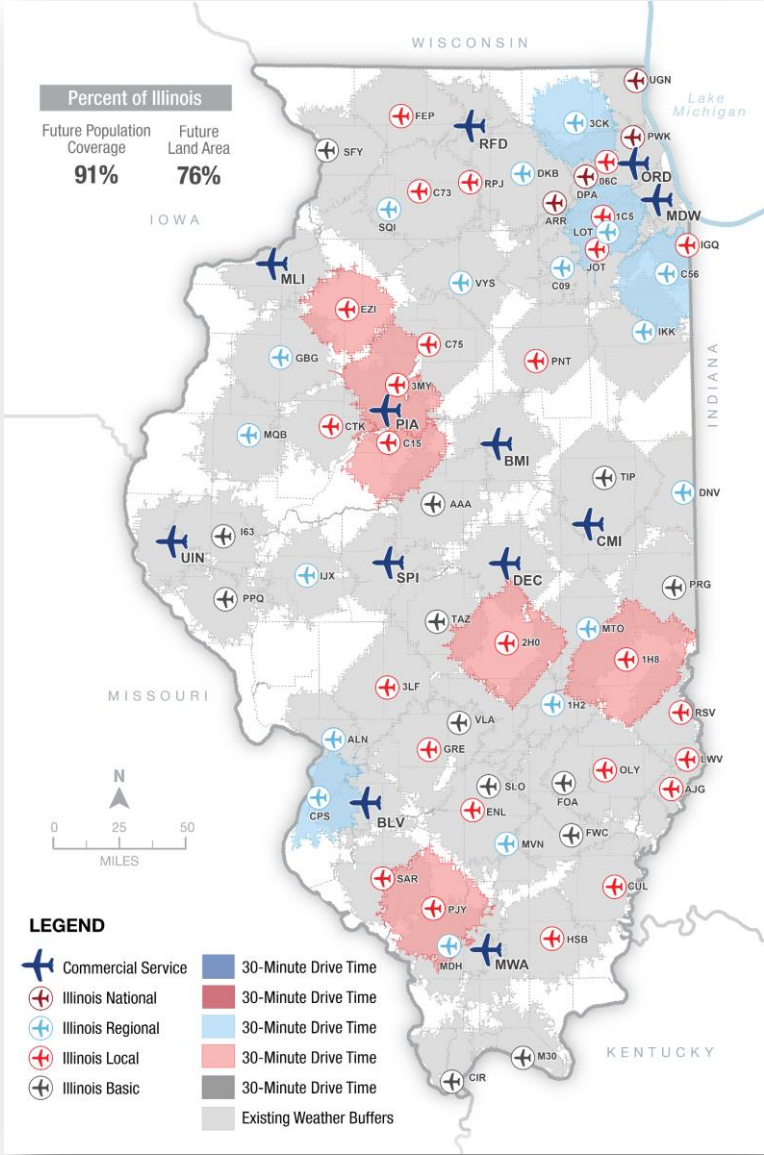
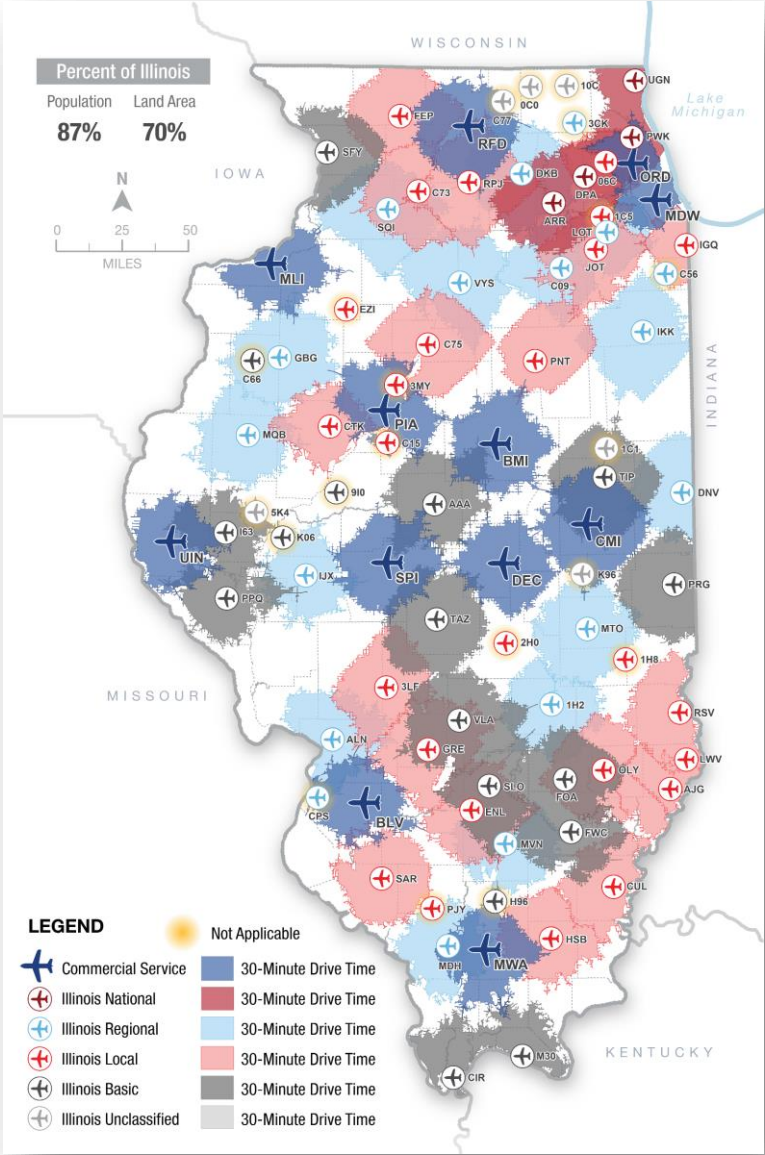
Goal #1 Economy

Performance Measure	Current Systemwide Performance	Future Systemwide Performance Target
Percent of Airports that have Completed Master Plan/ALP in the Last 10 Years (2010 or Newer)	43%	100%
Percent of Airports with Primary Runway Approaches Negatively Impacted by Obstructions	27%	0%
Percent of Airports Meeting FAA Taxiway Geometry Standards Including Direct Access Taxiways	22%	100%
Percent of Airports that Meet FAA Runway Safety Area (RSA) Standards	80%	100%
Percent of Airports with On-Site Weather Reporting	76%	88%*

*Illinois Basic and Illinois Unclassified airports are not receiving a recommendation for on-site weather reporting and therefore are not factored into the future performance target.



Future Population Served by Airports with Weather Reporting



Goal #2 Livability

Performance Measure	Current Systemwide Performance	Future Systemwide Performance Target
Percent of Airports that have Adopted Appropriate Land Use Controls	60%	100%
Percent of Airports that have Fully Controlled RPZs (fee simple or avigation easement)	23%	100%
Percent of Airports with an Adopted Wildlife Management Plan	42%	19%*
Percent of Airports with an Up-to-Date Drainage Analysis	27%	100%
Percent of Airports with Storm Water Pollution Prevention Plans (SWPPPs)	42%	100%

*Illinois Regional, Illinois Local, Illinois Basic, and Illinois Unclassified airports are not receiving a recommendation to adopt a wildlife management plan and therefore are not factored into the future performance target.

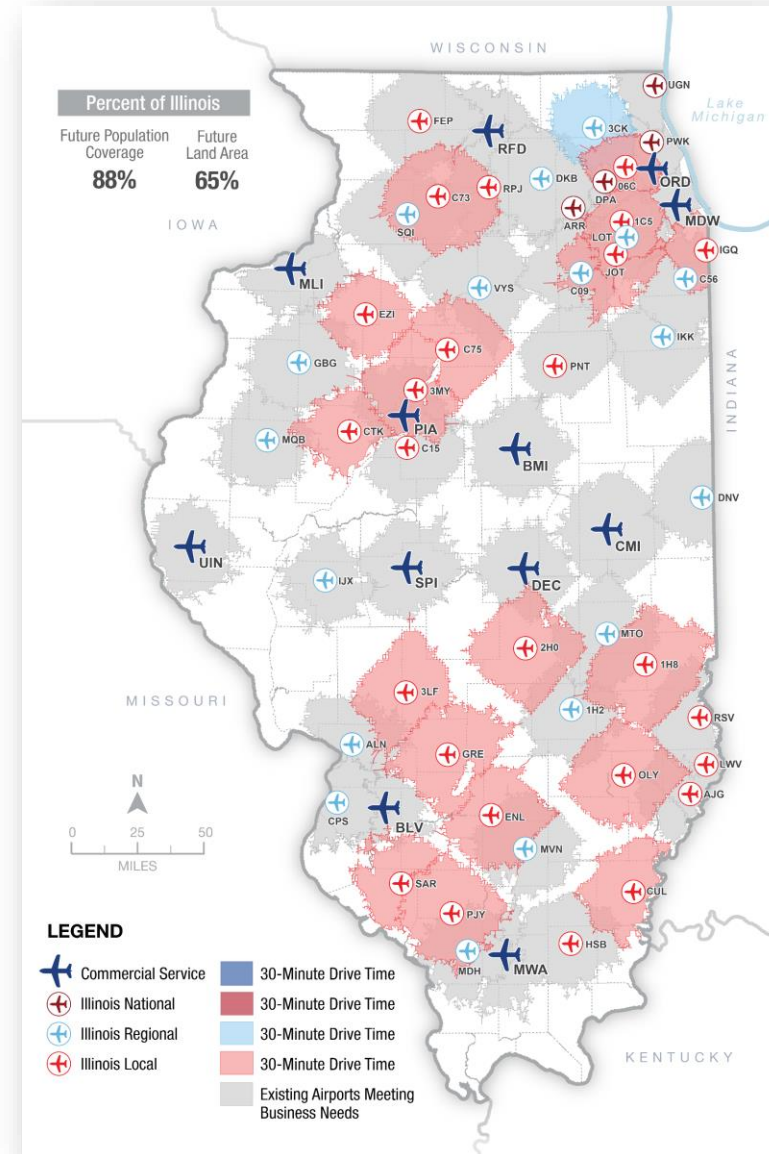
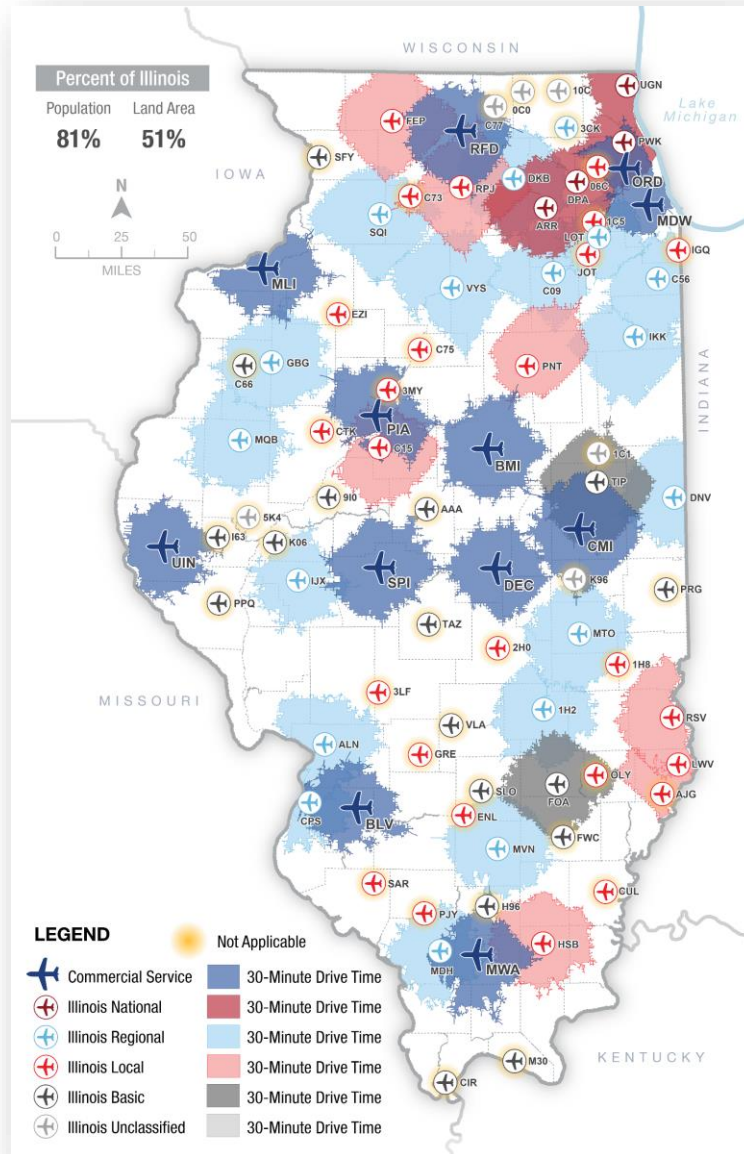


Goal #3 Mobility

Performance Measure	Current Systemwide Performance	Future Systemwide Performance Target
Percent of Population within a 30-Minute Drive Time of a System Airport Meeting Business User Needs	51%	75%
Percent of Airports that have Courtesy Cars Available	84%	98%*
Percent of Airports with 24-Hour Fuel Facilities	51%	94%
Percent of Airports with 10,000 or Greater Gallon Fuel Storage	82%	100%
Percent of Airports that have Steel, Underground Fuel Storage Tanks	25%	0%

*Commercial Service airports are not receiving a recommendation to acquire a courtesy car and therefore are not factored into the future performance target.

Future Population Served by Business User Airports



Goal #4 Resiliency

Performance Measure	Current Systemwide Performance	Future Systemwide Performance Target
Percent of Airports that have Adopted and Maintain an Emergency Response Plan	58%	100%
Percent of Airports with Emergency Response Equipment or Mutual Aid Agreement Including In-Kind with Sponsor	47%	100%
Percent of Airports with Dedicated Snow Removal Equipment (SRE), a Storage Building for the SRE, or Mutual Aid Agreement – Including In-Kind from Sponsor for Snow Removal	61%	100%
Percent of Airports with Up-to-Date Spill Prevention Plans	41%	100%

Goal #5 Stewardship

Performance Measure	Current Systemwide Performance	Future Systemwide Performance Target
Percent of Airports with a Primary Runway PCI of 70 or Greater	61%	98%*
Percent of Airports with a Primary Taxiway PCI of 70 or Greater	58%	98%*
Percent of Airports with Strategic Plans and/or Business Plans	20%	As needed**
Percent of Airports with Current Rules, Regulations, and Minimum Standards	58%	100%

*Airports with turf runways and taxiways were excluded from the future system performance target.

** A future performance target was not established because no airports will receive a recommendation to develop a strategic plan or business plan.



3 Project Update

Recommendations



IASP Recommendations

- Recommendations come from multiple sources:
 - Performance Measures (PM)
 - Policy
 - Follow-On Studies
 - TAC Feedback



Sample PM Recommendations

Performance Measure	Recommendation
Percent of Airports by Classification that Have Adopted Appropriate Land Use Controls	<p>Airports can work with local zoning authorities to adopt and enforce appropriate land use controls.</p> <p>IDOT could also conduct a session at an Illinois airport conference on effective tools and lessons learned from a case study airport. IDOT could also conduct a GIS program to look at zoning and Part 77 for each airport.</p>
Percent of Airports that have Steel, Underground Fuel Storage Tanks	IDOT should work with IASP airports to remove steel underground fuel storage tanks and, where feasible, should be coupled with projects to install card readers (another IASP PM). IDOT could develop a statewide program to remove steel underground storage tanks as it would promote sustainability initiatives and could gain higher priority.
Percent of Airports by Classification with Primary Runway PCI of 70 or Greater	IDOT should continue to fund and prioritize runway pavement maintenance and rehabilitation projects. IDOT could also implement a statewide program to enhance pavement management and maintenance.
Percent of Airports with a Primary Taxiway PCI of 70 or Greater	

Other Recommendations

- Policy Recommendations
 - Vertical Structures
 - Funding for POW/MIA flags
- Follow-On Studies/Projects
 - Statewide Facility Directory
 - Procedures Manual
 - Web-Based Grant Management Program
- TAC Recommendations?



Feedback?

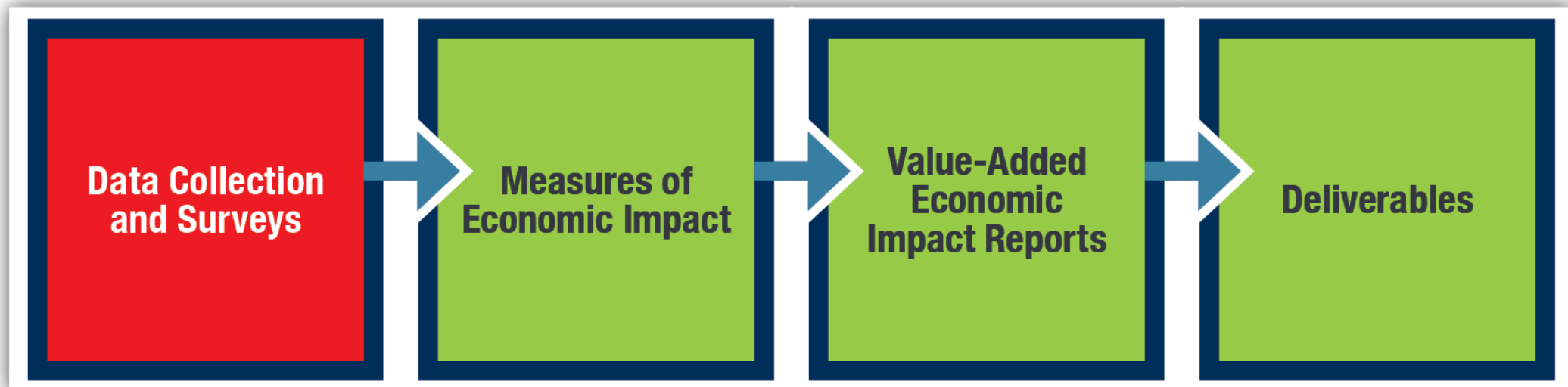


4 Project Update

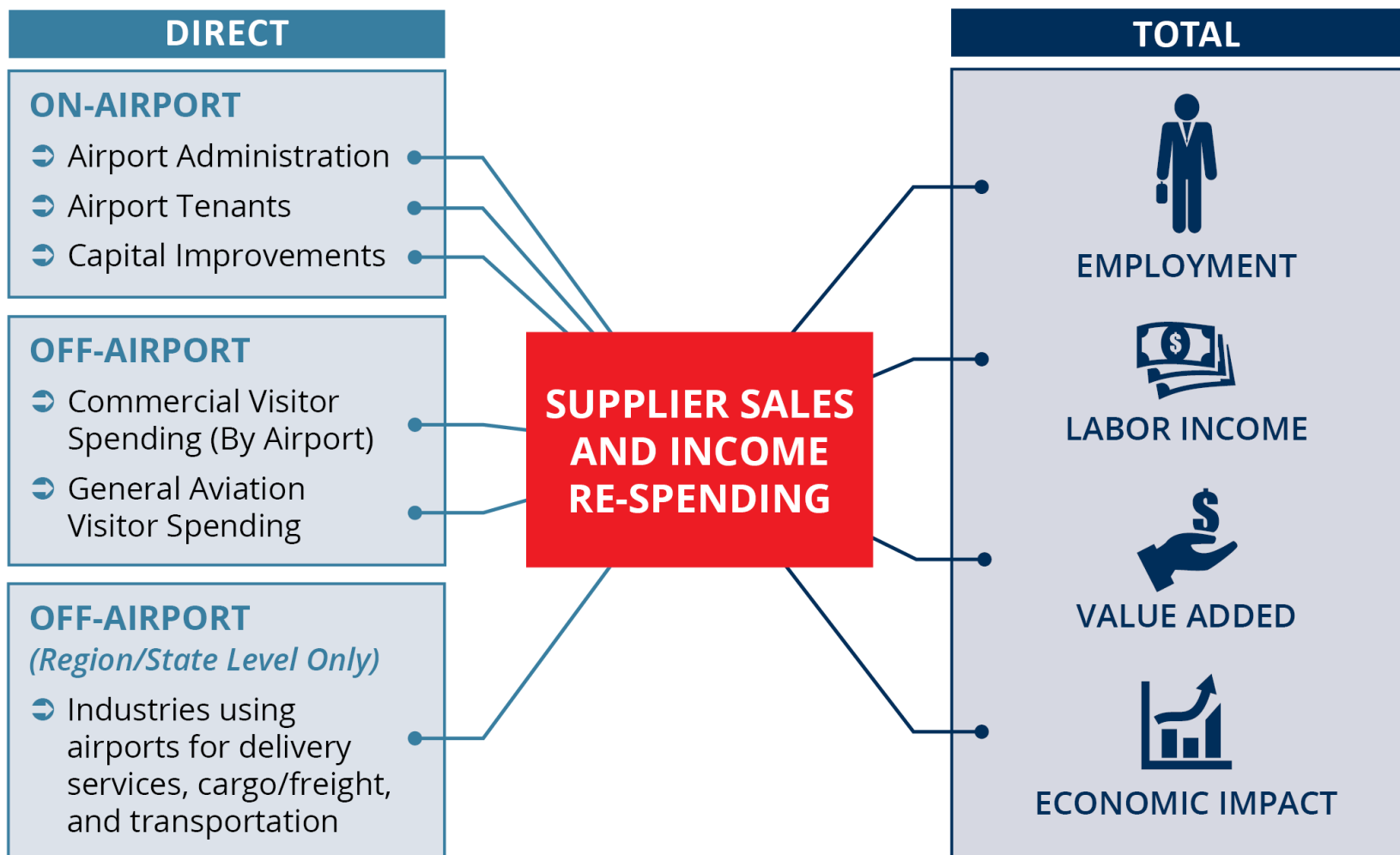
Economic Impact Update



EIA Progress






Calculating Total Impacts







Definition Refresher

Economic Impact Types:

	Direct: Initial effects that occur on- and off-airport, including airport operations, construction, airport tenants, spending from visitors, and companies using air transportation services to ship goods to market
	Supplier Sales: Portions of direct revenues used to purchase goods and services from Illinois businesses
	Income Re-spending: Income earned by workers from direct and supplier sales transactions that are then spent in Illinois

Economic Impact Indicators:

	Employment: The number of employed people
	Labor Income: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income
	Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to Illinois's Gross Domestic Product (GDP)
	Economic Impact: Total aviation-supported output including the sum of business sales and budget expenditures

What You've All Been Waiting For...



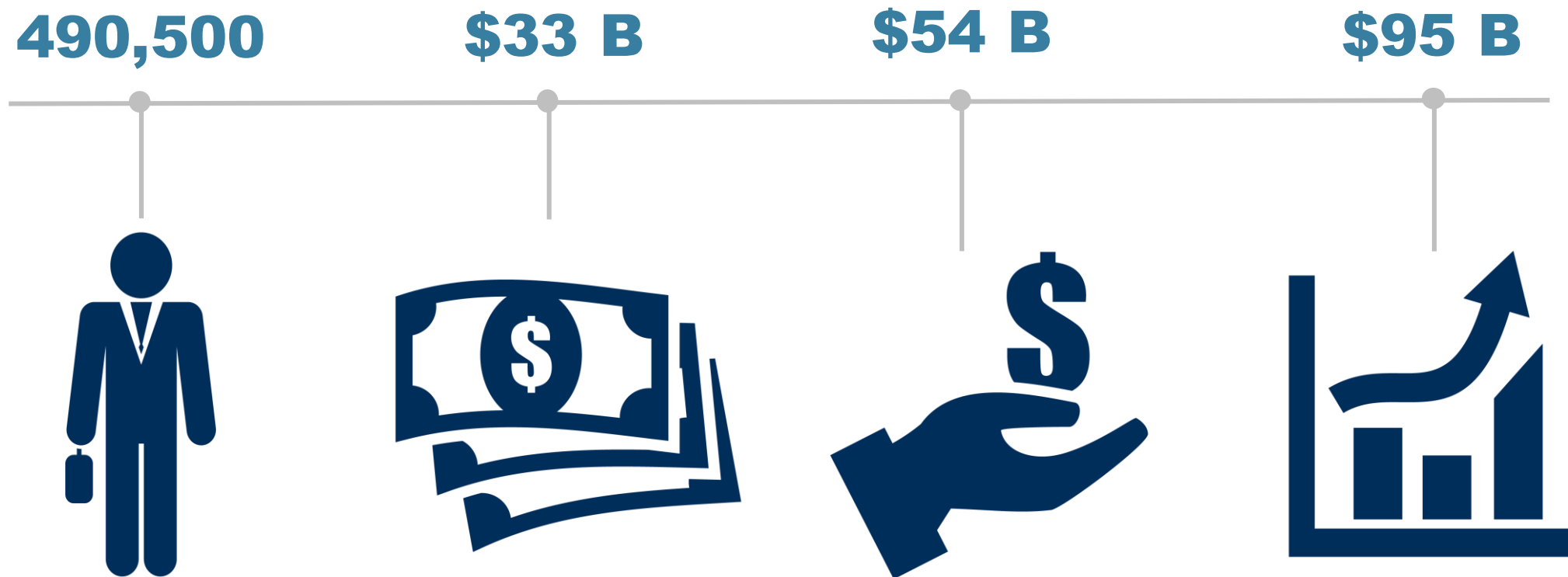
Drumroll....

\$95 Billion!

**Including off-airport air cargo impacts of \$36 Billion*

***Economic impacts are in draft form and subject to change*

TOTAL Statewide Aviation Impacts



**Including off-airport air cargo impacts of \$36 Billion*

***Economic impacts are in draft form and subject to change*

Comparison of 2012 to 2019

	2012	2019	Change (#)	Change (%)
Employment	337,419	348,542	↑ 11,123	↑ 3.3%
Labor Income	\$14.5 B	\$21.9 B	↑ \$7.4 B	↑ 51.0%
Value Added	N/A	\$34.9 B	N/A	N/A
Total Economic Impact	\$46.5B	\$59.3 B	↑ \$12.8 B	↑ 27.5%

**Does not include off-airport air cargo impacts of \$36 Billion
2012 impacts adjusted to 2019 dollars*

***Economic impacts are in draft form and subject to change*



Total Statewide Off-Airport Cargo Impacts

- Documents the 2019 economic contributions from industries in Illinois that receive or ship air cargo through Illinois airports



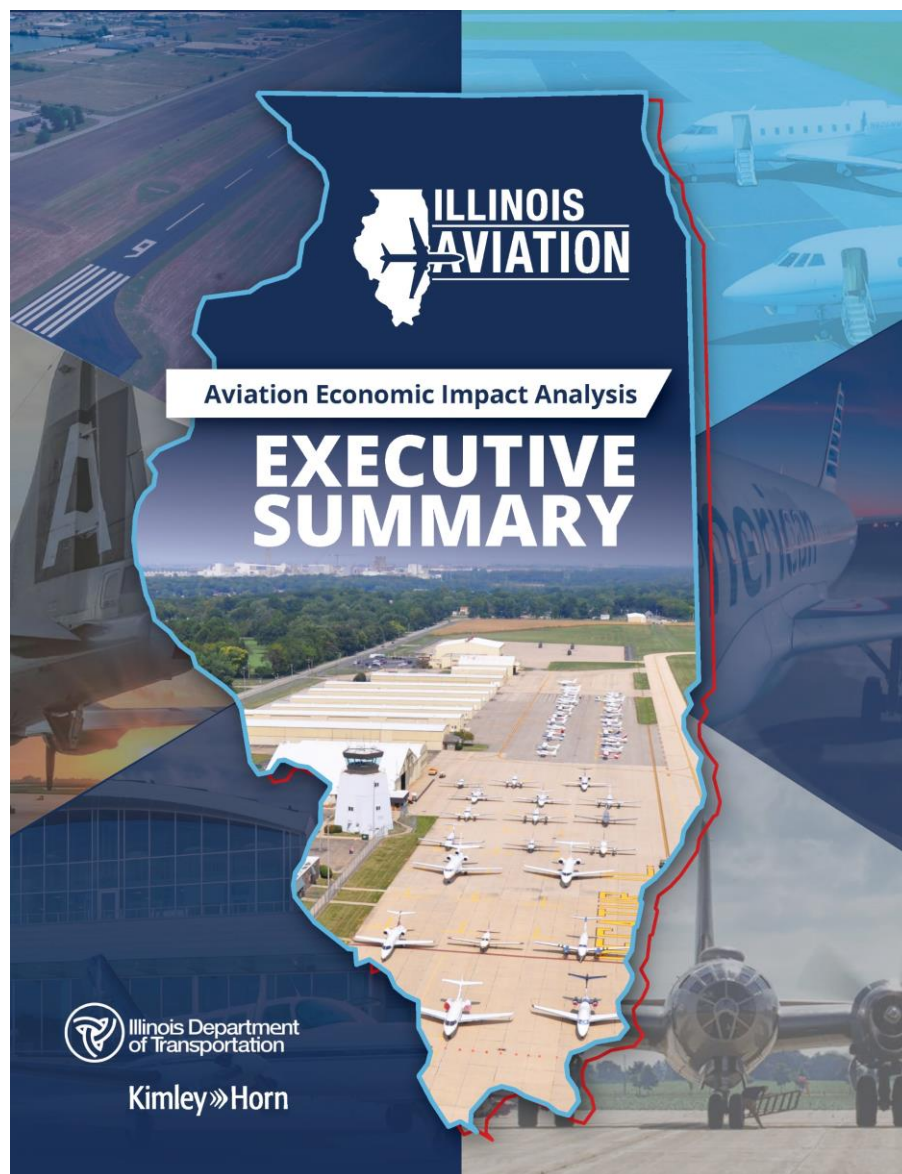
Cargo (in tons)	Value of Cargo	Employment	Total Economic Impact
506,000	\$56 Billion	142,500	\$36 Billion

**Economic impacts are in draft form and subject to change*



Economic Impacts

- Statewide ✓
- Regional – *to be provided*
- Airport-by-Airport – *to be provided*
 - On-Airport
 - Off-Airport (Visitor Spending)



ALN



ST. LOUIS REGIONAL AIRPORT

Aviation Moves Illinois

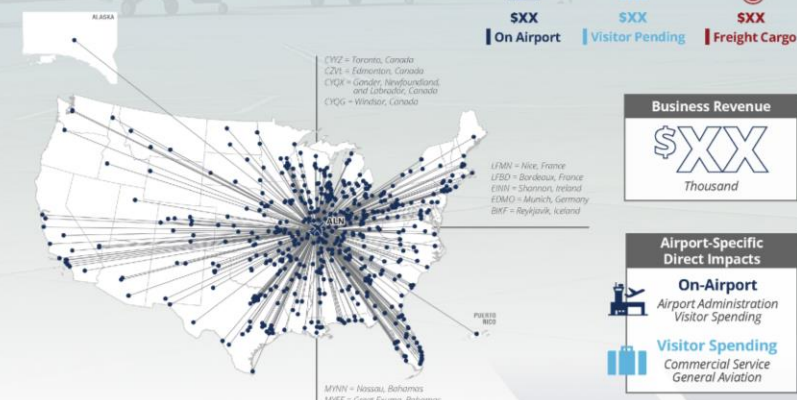
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ALN Route Map



Airport economic impact terms are defined on the second page. Source: TFMSC, 2019



5 Next Steps



Next Steps

- 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

Questions?

Thank you for your participation!

- **Clayton Stambaugh, MPA**
IDOT Aeronautics
 - P: 217.785.8481
 - E: Clayton.Stambaugh@Illinois.gov
- **BJ Murray**
IDOT Office of Planning & Programming
 - P: 217.782.4118
 - E: BJ.Murray@Illinois.gov
- **Zach DeVeau, AICP**
Kimley-Horn Project Manager
 - P: 850.553.3530
 - E: Zach.Deveau@kimley-horn.com