



Economic Impact Analysis

TECHNICAL REPORT

www.ilaviation.com



**Illinois Department
of Transportation**

Kimley»»Horn

Expect More. Experience Better.

In association with EBP US



Prepared for



2300 S. Dirksen Parkway
Springfield, IL 62764

Final Report

2022

Prepared by

Kimley»»Horn

*in association with
EBP US*

www.kimley-horn.com

2619 Centennial Boulevard, Suite 200
Tallahassee, FL 32308

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of IDOT, which is responsible for the facts and the accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

Table of Contents

Chapter 1. Introduction.....	5
1.1. Purpose of the Study	5
1.2. Overview of the Illinois Airport System.....	5
1.3. Terminology.....	8
1.4. Components of Economic Impacts Covered in this Study	11
Chapter 2. District Approach	12
Chapter 3. Data Sources and Modeling	13
3.1. Surveys.....	13
3.2. IMPLAN	13
3.2.1. Uses of IMPLAN	14
3.3. vFreight.....	16
Chapter 4. Economic Assessment.....	17
4.1. On-Airport Impacts	17
4.1.1. Airport Administration and Construction Impacts	17
4.1.2. Airport Tenants	19
4.2. Visitor Spending	20
4.2.1. Commercial Service Visitor Spending	21
4.2.2. GA Visitor Spending	26
4.3. Air Cargo	29
4.3.1. Air Cargo Volume and Value	30
Chapter 5. Systemwide Impacts	37
5.1. Direct Impacts.....	37
5.2. Total Impacts	38
5.2.1. On-Airport and Off-Airport Impacts.....	39
5.2.2. Multiplier Impacts.....	41
Chapter 6. Economic Impact Matrices	45

List of Figures

Figure 1.1. Circulation of Business Revenues	11
Figure 2.1. IDOT Regions and Districts	12
Figure 4.1. Visitor Spending from the Two Surveys and with BEA Adjustment for 2019 Accommodations	23
Figure 4.2. Categories of Visitor Spending of Commercial Travelers by Percent of Total Spending	26
Figure 4.3. Number and Percent of GA Visitors by Airport Classification	27
Figure 4.4. Spending Categories of GA Visitors by Percent of Total Spending	29
Figure 4.5. Total Value of International Air Cargo Imports (in Millions of Dollars).....	32
Figure 4.6. Total Value of International Air Cargo Exports (in Millions of Dollars).....	32
Figure 4.7. Total Value of Domestic Air Cargo Imports (in Millions of Dollars).....	34
Figure 4.8. Total Value of Domestic Air Cargo Exports (in Millions of Dollars)	34
Figure 4.9. Origins of Domestic Air Cargo Bound for Illinois by Value (in Millions of Dollars).....	35
Figure 4.10. Destinations of Outbound Domestic Air Cargo from Illinois by Value (in Millions of Dollars) 36	
Figure 5.1. Direct Jobs per Million Dollars of Business Revenues	38
Figure 5.2. Split of Direct Impacts of All Measures Generated On and Off Airports, including Air Cargo ..	39
Figure 5.3. The split between economic impacts off-airports and on-airports in Illinois, including the air cargo analysis	40
Figure 5.4. The Split Between Economic Impacts Off-airports and On-airports in Illinois, excluding the Air Cargo Analysis	41
Figure 5.5. Relationship of Direct Effects and Ensuing Supplier Sales and Income Re-spending Effects for Different Categories of Economic Impacts.....	42

List of Tables

Table 1.1. EIA System Airports	6
Table 1.2. Presentation of Economic Impacts	8
Table 1.3. Key Economic Impact Terms	9
Table 1.4. Economic Impact Measure Definitions	10
Table 1.5. Components and Elements of the EIA.....	11
Table 4.1. Total On-Airport Impacts.....	17
Table 4.2. Total Statewide Economic Impacts of Administration of Illinois Airports	18
Table 4.3. Total Statewide Airport Construction Impacts.....	19
Table 4.4. Total Statewide Airport Tenant Economic Impacts.....	20
Table 4.5. Total Statewide Contribution of Commercial Service and GA Visitor Spending in Illinois.....	21
Table 4.6. Visitors Arriving in Illinois Through Commercial Airline Service	22
Table 4.7. Final 2019 Commercial Service Visitor Spending Estimates for ORD and MDW with Adjustments for Lodging Expenditures and International Visitors	24
Table 4.8. Total Commercial Service Visitor Spending by Airport.....	25
Table 4.9. Economic Impacts of Commercial Service Visitor Spending	26
Table 4.10. Economic Impacts of GA Visitor Spending	29
Table 4.11. 2019 Economic Contributions from Industries in Illinois that Receive or Ship Air Cargo Through Illinois Airports	30
Table 4.12. Volumes of Air Cargo Used by Illinois Industries: Top Five International Air Commodities by Value of Exports and Imports.....	31
Table 4.13. Volume of Air Cargo Used by Illinois Industries: Top Five Domestic Air Commodities by Value of Exports and Imports	33
Table 5.1. Total Direct Impacts by Component and Measurement	37
Table 5.2. Total Economic Contribution of Illinois Airports to the State Economy by Component, Including Multiplier Effects	38
Table 5.3. Percent of Impacts Generated On-Airport and by Visitor Spending	40
Table 5.4. Industries Across Illinois Supported by Supplier Sales (Business Revenues Greater than \$200 Million).....	43
Table 5.5. Industries Across Illinois Supported by Income Re-Spending (Business Revenues Greater than \$200 Million).....	44
Table 6.1. Direct On-Airport Impacts	46

Table 6.2. Direct Visitor Spending Impacts.....	50
Table 6.3. District Impacts by Airport.....	54
Table 6.4. District Impacts by Airport Using Multi-Regional Input/Output (MRIO) Analysis	59
Table 6.5. Region Impacts by Airport.....	62
Table 6.6. Total Impacts by Airport.....	64

Chapter 1. Introduction

1.1. Purpose of the Study

The Illinois Department of Transportation conducted a study to **assess the economic and social contributions of Illinois airports to the state economy**. The study, referred to as the Illinois Aviation Economic Impact Analysis (EIA), captures both quantitative economic impacts and community benefits through qualitative case studies that describe real life examples of how the aviation industry impacts Illinois' businesses and communities. This study complements the Illinois Aviation System Plan (IASP) that describes the role of each airport in the state, inventories the condition of facilities, and identifies needed investments to ensure that appropriate aviation services are available to communities and businesses across Illinois. Economic impacts are generated by Illinois airports in the state because aviation:

- ◆ Provides for personal travel of state residents across the U.S. and to international destinations
- ◆ Facilitates visitor arrivals into Illinois who, in turn, support hospitality sectors in the state
- ◆ Support Illinois-based companies by enabling efficient long-distance business travel and the transporting of air cargo

Airports are job centers that host airlines and general aviation (GA) facilities, along with services that support aircraft maintenance and operations and provide amenities to passengers and crews. Airports are employers as well, providing management and maintenance services of the facilities to ensure the safety and efficiency of aviation activity.

This study focuses on the ways that Illinois airports expand the state economy, and measures:

- ◆ Jobs and business revenues generated on-airport properties, including capital expenditures
- ◆ Dollars brought into the state from out-of-state visitors who arrive using one of Illinois' airports
- ◆ Support given to state industries from air cargo services provided at Illinois airports
- ◆ The contribution of aviation to the Illinois gross domestic product (GDP)

This study does not count spending by Illinois residents who travel by air from one part of the state to another. Also, while air cargo is specified as commodities used and produced by Illinois businesses that are located off-airport, the labor of loading, unloading, transporting, and storing all cargo flying in and out of Illinois airports is captured in the analysis of airport tenants (including commodities trucked to/from other states).

1.2. Overview of the Illinois Airport System

The 2019 Illinois Aviation EIA includes 85 airports, 12 that offer commercial service and 73 that are focused solely on GA. **Table 1.1** lists the 85 airports in the system which comprise 12 commercial service airports and 73 GA airports. It should be noted that the 12 airports classified as commercial service also support GA activity.

Table 1.1. EIA System Airports

Associated City	Airport Name	FAA ID	Airport Classification
Commercial Service			
Belleville	MidAmerica St. Louis	BLV	Commercial Service
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	Commercial Service
Champaign/Urbana	University of Illinois-Willard	CMI	Commercial Service
Chicago	Chicago Midway International	MDW	Commercial Service
Chicago	Chicago O'Hare International	ORD	Commercial Service
Chicago/Rockford	Chicago/Rockford International	RFD	Commercial Service
Decatur	Decatur	DEC	Commercial Service
Marion	Veterans Airport of Southern Illinois	MWA	Commercial Service
Moline	Quad City International	MLI	Commercial Service
Peoria	General Downing-Peoria International	PIA	Commercial Service
Quincy	Quincy Regional-Baldwin Field	UIN	Commercial Service
Springfield	Abraham Lincoln Capital	SPI	Commercial Service
General Aviation			
Alton/St. Louis	St. Louis Regional	ALN	Illinois Regional
Beardstown	Greater Beardstown	K06	Illinois Basic
Benton	Benton Municipal	H96	Illinois Basic
Bolingbrook	Bolingbrook's Clow International	1C5	Illinois Local
Cahokia/St. Louis	St. Louis Downtown	CPS	Illinois Regional
Cairo	Cairo Regional	CIR	Illinois Basic
Canton	Ingersoll	CTK	Illinois Local
Carbondale/Murphysboro	Southern Illinois	MDH	Illinois Regional
Carmi	Carmi Municipal	CUL	Illinois Local
Casey	Casey Municipal	1H8	Illinois Local
Centralia	Centralia Municipal	ENL	Illinois Local
Chicago	Lansing Municipal	IGQ	Illinois Local
Chicago/Aurora	Aurora Municipal	ARR	Illinois National
Chicago/Lake in the Hills	Lake in the Hills	3CK	Illinois Regional
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	Illinois National
Chicago/Romeoville	Lewis University	LOT	Illinois Regional
Chicago/Schaumburg	Schaumburg Regional	06C	Illinois Local
Chicago/Schaumburg	Schaumburg Municipal Helistop	4H1	N/A
Chicago/Tinley Park	Tinley Park Helistop	TF8	N/A
Chicago/Waukegan	Waukegan National	UGN	Illinois National
Chicago/West Chicago	DuPage	DPA	Illinois National
Danville	Vermilion Regional	DNV	Illinois Regional
DeKalb	DeKalb Taylor Municipal	DKB	Illinois Regional

Associated City	Airport Name	FAA ID	Airport Classification
Dixon	Dixon Municipal-Charles R. Walgreen Field	C73	Illinois Local
Effingham	Effingham County Memorial	1H2	Illinois Regional
Fairfield	Fairfield Municipal	FWC	Illinois Basic
Flora	Flora Municipal	FOA	Illinois Basic
Freeport	Albertus	FEP	Illinois Local
Galesburg	Galesburg Municipal	GBG	Illinois Regional
Greenville	Greenville	GRE	Illinois Local
Greenwood/Wonder Lake	Galt Field	10C	Illinois Unclassified
Harrisburg	Harrisburg-Raleigh	HSB	Illinois Local
Harvard	Dacy	0C0	Illinois Unclassified
Havana	Havana Regional	9I0	Illinois Basic
Jacksonville	Jacksonville Municipal	IJX	Illinois Regional
Joliet	Joliet Regional	JOT	Illinois Local
Kankakee	Greater Kankakee	IKK	Illinois Regional
Kewanee	Kewanee Municipal	EZI	Illinois Local
Lacon	Marshall County	C75	Illinois Local
Lawrenceville	Lawrenceville-Vincennes International	LWV	Illinois Local
Lincoln	Logan County	AAA	Illinois Basic
Litchfield	Litchfield Municipal	3LF	Illinois Local
Macomb	Macomb Municipal	MQB	Illinois Regional
Mattoon/Charleston	Coles County Memorial	MTO	Illinois Regional
Metropolis	Metropolis Municipal	M30	Illinois Basic
Monee	Bult Field	C56	Illinois Regional
Monmouth	Monmouth Municipal	C66	Illinois Basic
Morris	Morris Municipal-James R. Washburn Field	C09	Illinois Regional
Mount Carmel	Mount Carmel Municipal	AJG	Illinois Local
Mount Sterling	Mount Sterling Municipal	I63	Illinois Basic
Mount Vernon	Mount Vernon Outland	MVN	Illinois Regional
Olney-Noble	Olney-Noble	OLY	Illinois Local
Paris	Edgar County	PRG	Illinois Basic
Paxton	Paxton	1C1	Illinois Unclassified
Pekin	Pekin Municipal	C15	Illinois Local
Peoria	Mount Hawley Auxiliary	3MY	Illinois Local
Peru	Illinois Valley Regional-Walter A. Duncan Field	VYS	Illinois Regional
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	Illinois Local
Pittsfield	Pittsfield Penstone Municipal	PPQ	Illinois Basic
Pontiac	Pontiac Municipal	PNT	Illinois Local
Poplar Grove	Poplar Grove	C77	Illinois Unclassified

Associated City	Airport Name	FAA ID	Airport Classification
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	Illinois Basic
Robinson	Crawford County	RSV	Illinois Local
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	Illinois Local
Rushville	Schuy-Rush	5K4	Illinois Unclassified
Salem	Salem-Leckrone	SLO	Illinois Basic
Savanna	Tri-Township	SFY	Illinois Basic
Shelbyville	Shelby County	2H0	Illinois Local
Sparta	Sparta Community-Hunter Field	SAR	Illinois Local
Sterling/Rockfalls	Whiteside County-Jos H. Bittorf Field	SQI	Illinois Regional
Taylorville	Taylorville Municipal	TAZ	Illinois Basic
Tuscola	Tuscola	K96	Illinois Unclassified
Vandalia	Vandalia Municipal	VLA	Illinois Basic

Source: Kimley-Horn, 2021

1.3. Terminology

This study accounts for three classifications of impacts (direct, supplier sales, and income re-spending) and four measures of economic impacts (employment, labor income, value added, and business revenues). The multiple dimensions of this economic impact analysis are illustrated by **Table 1.2**.

Table 1.2. Presentation of Economic Impacts

Impact Type		Employment	Labor Income	Value Added	Business Revenues
Direct Impacts		[Value]	[Value]	[Value]	[Value]
Supplier Sales	"Multiplier Impacts"	[Value]	[Value]	[Value]	[Value]
Income Re-spending		[Value]	[Value]	[Value]	[Value]
Total Impacts		[Value]	[Value]	[Value]	[Value]

Source: EBP US, 2021

The 2019 EIA used a specific set of terms and are defined in **Table 1.3**. Additionally, corresponding terms that may be used in other economic studies are provided for purposes of comparison.

Table 1.3. Key Economic Impact Terms

Term used in the 2020 Economic Impact Study	Meaning	Corresponding Economic Term
Direct	Initial effects that occur on-airport by spending from airport management, business tenants and due to capital expenditures; spending by visitors, and support to companies that use air cargo services at Illinois' airports.	Direct
Supplier Sales	Portions of direct revenues that are used to purchase goods and services from Illinois businesses.	Indirect
Income Re-spending	Income earned by workers from direct and supplier sales transactions that are then re-spent in Illinois. This is also referred to as household spending.	Induced

Source: EBP US, 2021

Supplier sales and income re-spending are the two parts of what is commonly referred to as multiplier effects, where dollars from initial transactions are spent to generate sales across Illinois. For example, portions of a fee paid to a fixed-base operator (FBO) for an aircraft repair job may be used by the FBO to buy the tools and metal sheeting required for the repair, retain accounting services, and pay wages to its employees. For the tool supplier, metal factory, and accounting firm, these purchases represent new (indirect) business sales. In addition, wages paid to employees are used to purchase groceries, pay rent, maintain cars, buy furniture, hire home renovation contractors, and engage in entertainment, among many types of spending. These purchases account for additional (induced) business sales in the Illinois economy. **Table 1.4** defines the four measures of economic impact used in this study.

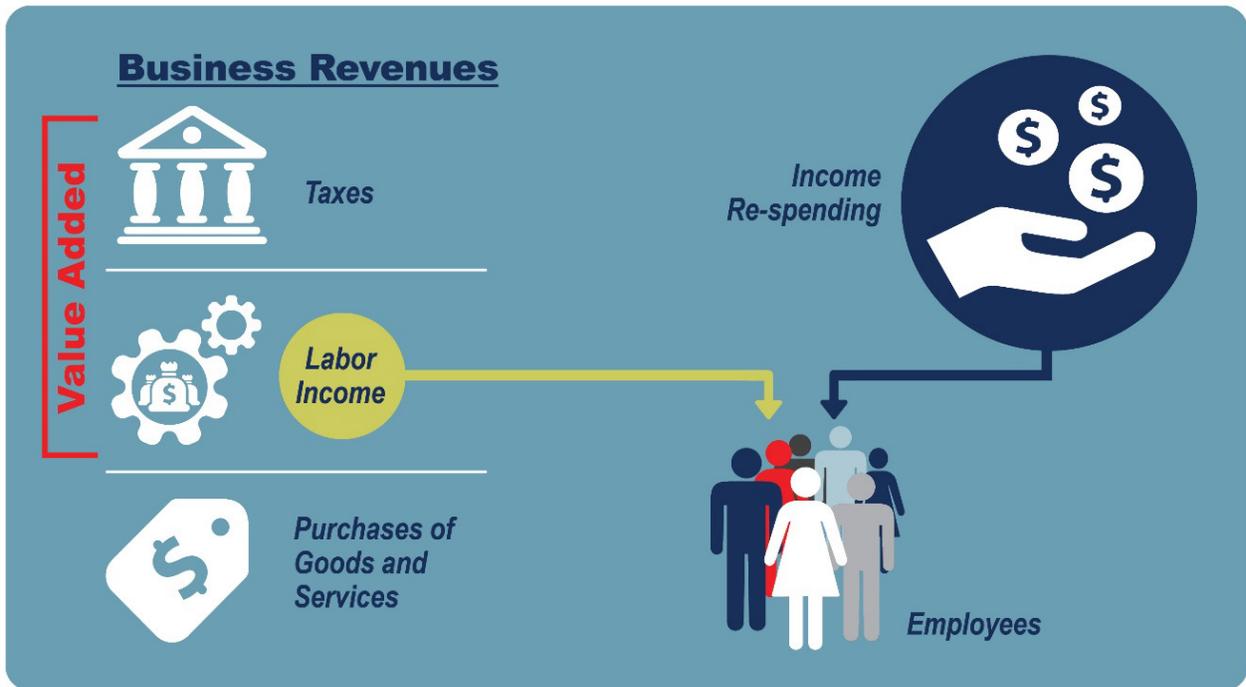
Table 1.4. Economic Impact Measure Definitions

Measure	Definition
Employment	Employment represents a headcount, the sum of full- and part-time workers. This is the same definition used by the U.S. Bureau of Labor Statistics (BLS) and the U.S. Bureau of Economic Analysis (BEA).
Labor Income	Labor income is total employment compensation, including wages and other benefits (e.g., health care insurance payments, retirement contributions, etc.) paid to employees as well as to proprietors.
Value Added	Value added refers to the level of added economic value contributed by each on-airport and off-airport business analyzed in this study. Not included is the value of goods and services that are purchased from other businesses within or outside Illinois. Value added accounts for the components of gross business revenues used to pay workers and taxes, and accounts for profits and other income streams, such as dividends and rents. Value added also accounts for the contribution of businesses and industries to the Illinois Gross State Product (GSP) and the U.S. Gross Domestic Product (GDP).
Business Revenues	Business revenues include expenditures needed to operate airports, sales of goods and services by airport tenants, budget expenditures by public sector agencies located at airports, the cost of capital expenditures, visitor spending in Illinois' hospitality-related sectors and the contribution of air cargo services at Illinois airports to industries across the state. Business revenues measure the accrual of prices paid by customers and total budget expenditures by public/non-profit entities. In economic terminology, this level of impact is referred to as "output."

Source: EBP US, 2021

Labor income is part of value added and value added is a portion of total business revenues. Therefore, the dollar measures listed in **Table 1.3** cannot be added to each other. **Figure 1.1** illustrates the relationships among business revenues, value added, labor income, and employment. Note, **Figure 1.1** depicts direct effects, the cycles are the same from business revenues generated from the sales of goods and services and income re-spending.

Figure 1.1. Circulation of Business Revenues



Sources: EBP US, Kimley-Horn 2021

1.4. Components of Economic Impacts Covered in this Study

The economic impact analysis of Illinois airports is measured in this study using three components associated with airport operations, off-airport visitor spending, and off-airport business support provided by air cargo services at Illinois airports. The components and seven elements linked with these components are shown in **Table 1.5**.

Table 1.5. Components and Elements of the EIA

Component	Elements
On-Airport	<ul style="list-style-type: none"> ◆ Airport administration and operation ◆ Business tenants on-airport premises ◆ On-airport construction/capital investment
Off-Airport Visitor Spending	<ul style="list-style-type: none"> ◆ Visitors from out of state using commercial air transportation ◆ Visitors from out of state using GA transportation
Air Cargo (arriving and departing through Illinois airports)	<ul style="list-style-type: none"> ◆ Contributions to Illinois businesses from incoming domestic and international shipments ◆ Proportions of value added attributable to outgoing domestic and international destinations

Source: EBP US, 2021

Chapter 2. District Approach

Illinois covers 58,000 square miles and is made up of almost 13-million residents and 320,000 establishments that employ 5.5 million people and generated a 2019 GSP of \$886 billion. However, densities and economic development are not uniformly spread out across the state. Across Illinois' 102 counties, the population ranges from 3,800 to more than five million, and GSP per capita stretches from about \$16,000 to \$108,000 per county.

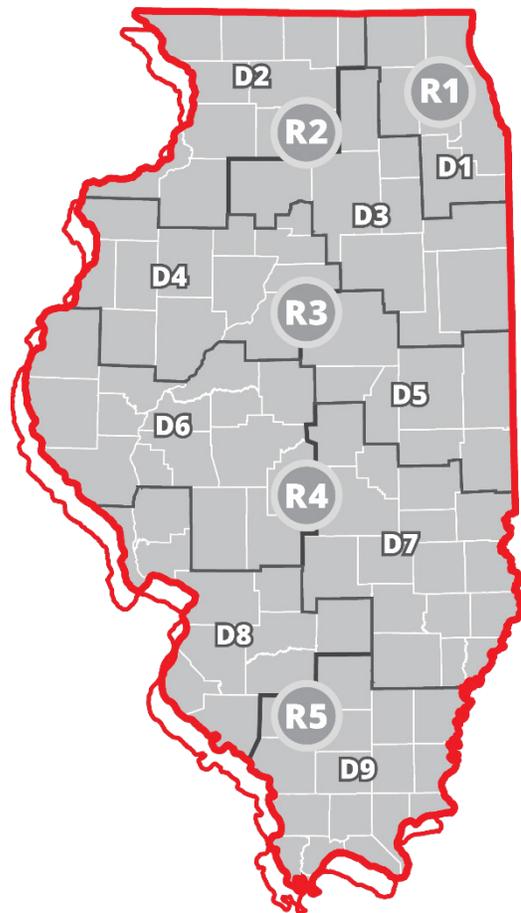
To cast the economic analysis of Illinois airports in the context of local labor markets and economies, the study was approached through nine districts, each comprised of six to sixteen adjoining counties as defined by IDOT. A map of district geographies is presented in **Figure 2.1**.

The analysis is based on industry specific relationships of employment, labor income, value added, and business revenues at the district level. As data obtained at airports and visitor spending often has one or more missing variables, district-specific, not homogeneous state averages, are used to account for missing direct variables of employment, labor income, value added, and business revenues based on industry ratios. By employing district-level averages, analyses of airports reflect localized economic conditions to account for the missing direct impact factors. For example, construction spending provided by airports and visitor spending data are often reported as total expenditures without identifying employment and labor income generated from these activities. Similarly, while the EIA Inventory Form asked for employment and labor income from business tenants, most tenants provided employment numbers without labor income. Business revenues from private-sector tenants were never requested because these data are generally considered proprietary by business owners and value added is always calculated from labor income and output.

This statewide and multi-regional study presents airport impacts for the Illinois economy using statewide multiplier effects and total state economic impacts. It also describes the total impacts of Illinois aviation to each of the nine DOT districts and impacts for each airport when using only district-level multipliers.

Chapter 6 of this report includes the impacts of each Illinois airport within their respective districts, as well as a detailed multi-regional report that accounts for spillovers of supplier sales and income re-spending effects across district boundaries within the state.

Figure 2.1. IDOT Regions and Districts



Source: IDOT

Chapter 3. Data Sources and Modeling

The key data sources for this study include airport site visits and the completion of the EIA Inventory Form for each airport, visitor spending surveys, and the data set that is behind the IMPLAN model. Models used are IMPLAN (V3, 2018) and vFreight, which includes the Freight Analysis Framework of the U.S. Department of Transportation and the U.S. Department of Commerce Foreign Trade Database assembled by WISERTrade.

3.1. Surveys

To quantify each airport's individual economic impact, each region's economic impact, as well as the total statewide economic impact, direct impacts had to be determined. Direct impacts were generated from data associated with airport administration, on-airport tenants, and capital improvement spending. Additional off-airport impacts were also quantified, including commercial service and GA visitor spending. 2019 direct data were gathered through surveys completed by airport managers, on-airport tenants, commercial-service passengers, and transient GA pilots and passengers. Both electronic and hard-copy surveys were distributed to each of the 85 airports. Additionally, a project website (ilaviation.com) was developed to disseminate information and updates about the project, as well as to facilitate survey distribution. Quick-response (QR) codes were included on most surveys giving access to a digital/online version of the survey in SurveyMonkey. The following sections describe the various surveys deployed to gather direct data for the 2019 Illinois Aviation Economic Impact Analysis.

3.2. IMPLAN

The IMPLAN (Version 3, 2018) economic model system was used to help gain insight into each airport's multiple contributions to both its district and the Illinois economy.¹ IMPLAN is the most widely used input-output model in the United States with data derived from the U.S. BEA, BLS, U.S. Census Bureau, and U.S. Department of Commerce. The model reflects current economic measures (e.g., employment, labor income, value added, and business revenues) for 546 industry classifications, which roughly corresponds to two- to five-digit groups in the North American Industry Classification System (NAICS).

IMPLAN was calibrated for each Illinois district and for the rest of the state. The economies of each district vary between industry mix, productivity of industries, and average labor income per job by industry. Therefore, the relationships of employment, labor income, value added, and business revenue effects for each of the 546 industries will differ among the nine districts. Supplier sales and income re-spending or "multiplier" effects were calculated for each IDOT district and the rest of Illinois to produce both IDOT district-specific and statewide effects. For example, the economic impacts of airports in each IDOT district include:

- ◆ Direct impacts on-airport in a district and direct visitor spending facilitated by those airports (presumed to be within the district of each airport)
- ◆ Supplier sales and income re-spending multiplier effects within the district
- ◆ Supplier sales and income re-spending effects in the rest of Illinois

¹ All dollars were adjusted to 2019 values. The 2019 IMPLAN model was not available at the time that this analysis was conducted.

Data at these different spatial scales enables each airport to be profiled by its state impact (a + b + c), and the economic impacts of Illinois aviation within each district, including a + b, but also separately to reflect the supplier sales and income re-spending that spills over from airports located in other districts.

The multiplier effects of supplier sales and income re-spending vary by the combination of counties that constitute districts and the size and industry mixes of economies in each district. A larger district means that the marketplace for supplier sales and worker re-spending is larger, and the opposite is true for a smaller district. For example, an airplane repair company at a rural-district airport needing to buy a manufactured product may have to make the purchase in a neighboring urbanized county because the industry is not present in enough scale in its home district, in which case the dollars would spill over to other districts in Illinois or out of state. Similarly, workers may shop for goods and services in that more urbanized county. However, if that airport (and airplane repair company) were part of a larger district that included the urbanized county, then more of these household purchases would likely remain in an airport's home district.

3.2.1. Uses of IMPLAN

The IMPLAN modeling system was used to:

- ◆ Fill in data gaps to estimate direct impacts (Mentioned above and more fully described below)
- ◆ Calculate value added as part of direct, supplier sales, and income re-spending effects
- ◆ Apply retail margining to isolate only the economic activity associated with the retail industry (retail margining is explained below)
- ◆ Derive multiplier impacts by estimating the additional economic activity associated with supplier purchases and worker re-spending

Fill in Data Gaps to Estimate Direct Impacts. Direct impacts were collected from business tenant surveys and recognized data sets (for air cargo, for example), and IMPLAN was used to estimate missing direct values based on the direct data collected as part of this study. For example, when a tenant returned a survey with employment data, the IMPLAN model from the appropriate district was used to calculate labor income, value added, and business revenues based on the number of jobs and industry reported in the survey by that tenant. Conversely, visitor surveys collected spending levels and consequently IMPLAN was used to estimate jobs, as well as value added and labor income derived from that spending. District-level values were used over the statewide averages, as the districts are more reflective of the local economies in which these airports operate and where visitors spend their money. Importantly, all direct impacts are based on primary data collected specifically for this study. For any business or economic activity entry that could not be filled in with survey or other existing economic data, IMPLAN was used to estimate the subsequent missing direct jobs, labor income, or business revenues.

Adjustments required to fill in the missing direct impacts and aggregate industries for the IMPLAN modeling are described below. At a minimum, the project team was able to obtain employment estimates for all tenants and airport sponsors. Note, value added was not requested or collected during the survey process, primarily because business owners and travelers would likely not know how to respond; accordingly, the IMPLAN model was used to calculate all value-added impacts.

- ◆ **Employment and Labor Income Data Provided.** Labor income information reported as part of tenant or airport manager surveys (along with jobs information also provided) were used for the direct labor income impacts. The industry-specific default district ratio of labor income to business revenues

from IMPLAN was applied to the survey-derived labor income data to estimate business revenues.

- ◆ **Employment Provided, but not Labor Income.** When labor income information was not reported through tenant or airport manager surveys, district labor income to job and business revenues to job ratios from IMPLAN were applied to the number of reported jobs.
- ◆ **Only Revenue Data Provided.** For construction expenditures and visitor spending, the only data collected were spending (which equates to total business revenues) without employment or labor income. Airport managers and tenants were asked to provide capital expenditures over a four-year period (2016-2019) by airport, including FAA and state grants. Visitors were asked how much money they spent while in Illinois either when using commercial airline service and/or GA. This method of determining jobs and labor income by using spending to work backward was used because typically airport managers, tenants, and visitors are unable to quantify anything other than spending. Using IMPLAN, spending or business revenues were used to drive district and state models to generate jobs, labor income, and value added.

The IMPLAN model is also used to margin retail sales and derive multiplier impacts. In both cases, these uses of IMPLAN enable calculation and reporting of the true economic impacts of Illinois airports on the state economy. Margining and multiplier effects are described below.

- ◆ **Retail Margining.** While spending on retail reflects the value of the item sold, only a portion of the sale is actual revenue for the retail store. This portion, referred to as margin costs, reflects the “mark-up” value that retail stores add to the price of goods to cover their operating costs and profit. Only the mark-up produces revenue and economic activity for local retailers. Revenue generated by that mark-up supports employee labor income and operating costs of the business (e.g., rent, utilities, capital, and other business expenses)—not gross revenue collected by the retail business or industry. To isolate the revenues that accrue to retailers, the margin percentage was applied to the value of all retail goods sold. For example, if retail sales total \$1 million, only \$300,000 of the sales may be the mark-up earned by retail establishments, since it may have cost the stores \$700,000 to purchase the items for sale from wholesalers or distributors. The retail margin rates from the BEA range from 31 percent to 37 percent across IDOT districts. This approach was used to accurately reflect the economic impacts of retail spending. Margining was done when working with retail sales data to estimate jobs and labor income. When jobs were provided for retail establishments on airports, the jobs represented direct effects after margining has occurred, meaning additional margining was not required.
- ◆ **Multiplier Impacts.** IMPLAN is an Input/Output (I/O) model widely used in economic impact analysis. I/O models trace the flows of money in an economy of varying sizes by the patterns of industry purchases and sales with other industries (for supplier sales effects) and household spending (used to calculate income re-spending effects), which help explain how revenues earned in direct transactions have additional impacts in an economy. For this study, the economic geographies were determined to be nine multi-county districts and statewide. At each geographic level, IMPLAN was used to trace the circulation of business revenues to calculate the extent that supplier purchases and income re-spending support jobs and labor income for the people of Illinois, additional revenues for businesses, and additional value added, adding to Illinois’ GSP. Multiplier effects begin with on-airport businesses or those engaged directly with visitors that use part of their gross revenues to purchase goods and services from other businesses. For example, a restaurant may buy produce from farmers, dry goods from wholesalers, office equipment at stores or manufacturers, and utilize and pay for accounting services. To the extent that these purchases stay in Illinois, they provide business revenues to other businesses in an airport’s home district or to the rest of the state. These revenues are then used by businesses in the supply chain to hire and pay workers and to purchase additional business supplies. Successive rounds of supplier sales occur until the dollars are expelled from

Illinois. In instances where airport tenants or hospitality businesses initially purchase goods or services from outside the state, the dollars are lost to Illinois and are not part of the multiplier effects. Similarly, workers at directly affected businesses or part of the supply chain of the direct businesses use their wages to purchase goods and services (also known as household spending) in Illinois. Purchases run the full gamut of consumer spending, ranging from furniture to health care and groceries, providing business revenues from income re-spending if the dollars used for the purchases stay in the state.

3.3. vFreight

vFreight™ is a data product developed by EBP to calculate the economic impacts of domestic and international freight on county, regional, and state economies.² In addition to the above, vFreight™ overlays freight data sets from WISERTrade, the Freight Analysis Framework (FAF),³ and county-level economic data aggregated by IMPLAN⁴ to spatially allocate freight flows to industries that produce and consume each commodity. Industry data includes total employment, labor income, value added, and sales (output) by industry per Illinois county, as well as the structure of each industry (the value of commodity inputs that are used per industry). Commodities are reported using the two-digit Standard Classification of Transported Goods (SCTG) classifications, which is consistent with county detail for domestic freight flows. This level of detail is essential for estimating economic impacts at a customized regional level, such as the nine multi-county districts defined by IDOT.⁵

vFreight™ is used to estimate the interaction of air cargo flows among Illinois airports and Illinois-based industries. Linkages of freight flows with economic impact models identify the portion of industry activities in Illinois that rely on air cargo by overlaying commodity flows, economic geography, and industries' production processes, which together provide an assessment of the reliance of the state economy on air cargo. These techniques are discussed in Section 4.3 of this report.

Note that the volumes of air cargo calculated using vFreight™ differ from T-100 data (the BTS Air Carrier Statistics database). T-100 data show reports from certified U.S. air carriers on monthly air carrier traffic information and can be used to determine the total volume of cargo handled at specific airports. However, T-100 does not provide any detailed information about the cargo, such as value, the true origin, or the final destination of carried commodities. Therefore, it cannot be used to determine how air cargo interacts with the multiple segments of the Illinois economy.

² Additional information can be found at: <http://tredis.com/products/tredis-freight>

³ Wiser Trade packages international trade data by commodity weights and values from the U.S. Census Bureau Foreign Trade Division. FAF is the Freight Analysis Framework published by the U.S. Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA); it integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation, starting with data from the 2017 Commodity Flow Survey (CFS).

⁴ IMPLAN is the most widely used input-output software system in the United States, and maps buyer-seller relationships for up to 546 industries and 538 commodities in every county in the nation. The main data sources used in IMPLAN are the U.S. Bureau of Economic Analysis, U.S. Department of Agriculture, U.S. Bureau of Labor Statistics, and U.S. Census Bureau.

⁵ Illinois' 102 counties are divided into nine IDOT districts, as shown in **Figure 2.1**.

Chapter 4. Economic Assessment

The three components of the economic impact analysis are presented in this section:

- ◆ On-airport
- ◆ Visitor spending (including commercial service and GA)
- ◆ Air cargo

Each component includes a review of how data were collected and assembled and a summary of associated economic impacts.

4.1. On-Airport Impacts

On-airport impacts are the sum of airport management, construction spending, and the commercial activities of business tenants located on airport grounds and were collected using surveys of airport managers and airport tenants.

Direct impacts of Illinois airport administration, tenants, and construction effects account for almost \$20 billion in business revenue in the state, sustaining 84,000 jobs paying workers \$7.8 billion in collective labor income. Impacts do not stop at airport fences, as the purchase of goods and services and re-spending of worker income across Illinois contributes an additional \$16 billion that, in turn, support more than 91,000 added jobs through these multiplier effects.

When including multiplier effects as presented in **Table 4.1**, on-airport activities generate more than \$38 billion of business revenues across Illinois and support more than 190,000 jobs and \$14 billion in labor income for those workers. Moreover, on-airport activities and related multiplier effects produce nearly \$22.5 billion in value added, which represents a contribution to the Illinois GSP.

Table 4.1. Total On-Airport Impacts

Impact Type	Employment	Labor Income	Value Added	Business Revenues
Direct	91,611	\$8,507,662,000	\$13,356,529,000	\$21,047,647,000
Supplier Sales	36,412	\$2,329,984,000	\$3,836,505,000	\$7,185,897,000
Income Re-Spending	62,247	\$3,250,794,000	\$5,262,650,000	\$10,138,527,000
Total Impact	190,269	\$14,088,442,000	\$22,455,685,000	\$38,372,071,000

Sources: Airport Tenants Survey, Airport Managers Survey, Illinois Department of Transportation, ESRI, Chicago Department of Aviation and The Economic and Fiscal Impacts of Chicago Executive Airport and Associated Activities on the Cook County Economy, April 2019. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

The approaches used to develop and calculate the economic impacts associated with the administration and operation of Illinois airports, including the impact of capital expenditures and public- and private-sector tenants at each airport are reported in sections 5.1.1 and 5.1.2, respectively.

4.1.1. Airport Administration and Construction Impacts

Working with IDOT, airport managers were surveyed to assemble the annual outlays and jobs required to operate Illinois airports and to obtain the levels of annual capital investment at each airport. The Airport Manager Surveys were deployed by way of virtual site visits that were facilitated by members of the Crawford, Murphy, and Tilly (CMT) and Hanson Professional Services teams. The virtual site visits were

conducted in the first half of 2020, requesting data from airports for calendar year 2019. Questions on the Airport Manager Survey included:

- ◆ General airport information
- ◆ Economic impacts (CY 2019)
 - ◆ Airport sponsor employment
 - ◆ Number of outsourced or on-contract individuals and/or firms
 - ◆ Expenditures (operating expenses, capital improvements [2016-2019], and annual wages and benefits)
 - ◆ Airport visitor estimates
- ◆ Contact information and employment estimates for each on-airport tenant

Direct airport administration and construction impacts were obtained from the Airport Manager Survey and were validated with the airports prior to modeling the data in IMPLAN. Emails were sent to each airport after all direct impacts were obtained and reviewed by the project team. The emails asked airport managers to confirm the data that the airports provided giving them one final chance to make changes prior to modeling.

Economic Impacts of Airport Administration. Almost \$434 million is spent and 2,400 people are directly employed to operate Illinois airports. These jobs and business revenues⁶ are required for overall facility management and include finance and administration, building maintenance, landscaping, and other tasks necessary to ensure smooth functioning of large and small airports. Including multiplier impacts, the operation of Illinois airport facilities generates more than \$967 million in business revenues (Table 4.2). In turn, these gross revenues include almost \$500 million in labor income paid to nearly 5,500 workers and add \$648 million in value added to Illinois GSP.

Table 4.2. Total Statewide Economic Impacts of Administration of Illinois Airports

Impact Type	Employment	Labor Income	Value Added	Business Revenues
Direct	2,381	\$309,644,000	\$360,258,000	\$433,908,000
Supplier Sales	1,496	\$98,674,000	\$144,576,000	\$264,667,000
Income Re-Spending	1,595	\$88,530,000	\$143,025,000	\$268,783,000
Total Impact	5,473	\$496,848,000	\$647,859,000	\$967,358,000

Source: Airport Managers Survey. Notes: Columns may not add due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

Economic Impacts of Airport Construction. In a typical year, as documented by the Airport Managers Survey and IDOT records, about \$856 million (in 2019 dollars) is invested in capital improvements at Illinois airports for runways and aprons, lighting, terminal buildings, internal circulation systems, and other critical airport infrastructure.⁷ These investment dollars come from the FAA, state, and local sources, as well as airport revenues, including passenger facility charges. In addition, responses to the airport tenants survey documented an additional \$4 million invested by airport tenants for improvements, such as build out of terminal concession space, construction, and renovation of hangars and industrial space.

⁶ Business revenues include expenditures needed to operate airports.

⁷ \$856 million includes ORD and MDW. Approximately \$130 million is invested annually into the remaining airports.

The total of \$860 million in direct construction spending leads to spending across the Illinois economy on materials, machinery, other durable goods, petroleum products, engineering and other business services, transportation and warehousing services, and other sectors. Moreover, wages earned by construction workers and by workers benefitting from indirect purchases of goods and services in Illinois are spent on household purchases across the state.

Including multiplier effects, construction at Illinois airports generates \$1.7 billion of business revenues in the state (**Table 4.3**). These revenues include \$656 million in labor income that supports more than 10,000 jobs. Moreover, as demonstrated in value added, airport construction provides almost \$1 billion to the Illinois GSP.

Table 4.3. Total Statewide Airport Construction Impacts

Impact Type	Employment	Labor Income	Value Added	Business Revenues
Direct	5,664	\$379,756,000	\$508,164,000	\$860,616,000
Supplier Sales	1,432	\$109,563,000	\$190,405,000	\$345,347,000
Income Re-Spending	2,981	\$166,813,000	\$268,980,000	\$504,045,000
Total Impact	10,077	\$656,134,000	\$967,549,000	\$1,710,008,000

Sources: Airport Managers Survey and Illinois Department of Transportation. Notes: Columns may not add due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

4.1.2. Airport Tenants

Airport tenants (also referred to as on-airport businesses to differentiate from those that only have based aircraft but no employees) typically provide the greatest economic impact at airports. IDOT and the consultant team recognize that some of the data requested is confidential and/or many tenants are not interested in providing certain details to ensure their privacy; however, specific individual business information is necessary to quantify economic impact at each airport. To honor the privacy of individual business owners, certain information is not presented in this report, summary brochure, or individual airport brochures. Rather, an aggregated airport total is presented to summarize the economic impacts of each airport and for the system.

Airport tenants were initially identified during the airport manager survey portion of the data collection process. Airport managers provided general information about each tenant to the best of their ability (contact information including email address and full-time versus part-time employment estimates). Once all airport site visits were complete, tenant contact information was compiled by airport into a single tenant database. Once the contact list was compiled, the project team emailed a tenant survey attachment to each tenant identified at each airport.

Employment numbers and type of business were the largest factor in quantifying the economic impact of each tenant. While the plan was for every tenant to complete a full tenant survey, there were many who did not respond after multiple attempts to reach them via email and phone. If tenants were unresponsive, full-time and part-time employment numbers were obtained from airport manager estimates. It should be noted that for all commercial service airports, badge counts were obtained and used to estimate on-airport employment rather than surveying each business tenant. This method was used due to the number of business tenants at commercial service airports, especially at ORD and MDW.

Overall, 690 tenants (defined as businesses with employees at the airport) were identified on 80 airports across Illinois. Data for three major Illinois airports were collected outside of the survey process. Badge employment totals by industry were provided by the Chicago Department of Aviation for Chicago O’Hare International (ORD) and Chicago Midway International (MDW) airports. In addition, data from a recently completed study by Chicago Executive Airport (PWK) was used in lieu of data collection for this study.

Airport tenants represent a wide array of industries, including:

- ◆ Air transportation services (such as airlines and aircraft charter services)
- ◆ Air support (such as fixed-base operators)
- ◆ Aerospace manufacturing and repair
- ◆ Flight instruction
- ◆ Retail and restaurant concessions
- ◆ State, local, and federal government agencies
- ◆ Military
- ◆ Air cargo services
- ◆ Landscape and pavement companies
- ◆ Financial services and medical services including med-evac
- ◆ Aerial application companies that support the state agriculture industry
- ◆ Other sectors of the Illinois economy

As shown in **Table 4.4**, tenants of state airports, including ORD, MDW, and PWK, are responsible for \$20 billion in direct business revenues that support almost 84,000 jobs providing almost \$8 billion in labor income. Across Illinois and including the multiplier effects of supplier sales and income re-spending, airport tenants account for almost \$36 billion in total business revenues and 175,000 jobs. These workers earn almost \$13 billion in labor income. Moreover, tenants, through direct and multiplier effects, generate nearly \$21 billion in Illinois GSP through value added. Overall, tenants account for more than 90 percent of on-airport direct and total effects generated for all measures of economic impacts (employment, labor income, value added, and business revenues).

Table 4.4. Total Statewide Airport Tenant Economic Impacts

Impact Type	Employment	Labor Income	Value Added	Business Revenues
Direct	83,566	\$7,818,262,000	\$12,488,107,000	\$19,753,123,000
Supplier Sales	33,484	\$2,121,747,000	\$3,501,524,000	\$6,575,883,000
Income Re-Spending	57,670	\$2,995,451,000	\$4,850,645,000	\$9,365,699,000
Total Impact	174,720	\$12,935,460,000	\$20,840,277,000	\$35,694,705,000

Sources: Airport Tenants Survey, ESRI, Chicago Department Aviation and The Economic and Fiscal Impacts of Chicago Executive Airport and Associated Activities on the Cook County Economy, April 2019. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

4.2. Visitor Spending

In 2019, more than 15.5 million visitors who live outside Illinois traveled to the state by air. About 93 percent of air visitors to Illinois arrived in the state on a commercial airline, and seven percent arrived on a private GA airplane.

Visitors were attracted to the state for a variety of reasons. Some traveled to Illinois to conduct business, others came to visit family and friends, and others are tourists who came to enjoy the state’s urban and rural attractions, forests, golf resorts, waterways, and many other amenities.

While staying in Illinois, visiting air travelers spent \$11.6 billion on items, such as lodging, food and drink, retail purchases, local transportation, and entertainment, and they directly supported nearly 107,000 jobs throughout Illinois in these sectors. The total business revenues generated by visiting air travelers on the Illinois economy—including multiplier effects—was \$21.2 billion, which supported 160,000 jobs in the state and added \$12.6 billion to the GSP. The contribution of visitor spending to the Illinois economy is summarized in **Table 4.5**.

Table 4.5. Total Statewide Contribution of Commercial Service and GA Visitor Spending in Illinois

Effect	Employment	Labor Income	Value Added	Business Revenues
Direct	106,694	\$4,564,161,000	\$7,240,136,000	\$11,602,644,000
Supplier Sales	20,737	\$1,456,860,000	\$2,325,620,000	\$3,992,637,000
Income Re-Spending	32,486	\$1,854,284,000	\$2,991,046,000	\$5,558,837,000
Total Impact	159,916	\$7,875,305,000	\$12,556,803,000	\$21,154,117,000

Sources: Visitor Spending Survey conducted at ORD and MDW, Airline Data, Inc., U.S. Bureau of Economic Analysis, U.S. Department of Commerce and National Trade and Tourism Office, U.S. Department of Commerce, 2012 Illinois Airport Study, Multiple studies of GA visitor impacts in other states, 2021 GA visitor spending surveys conducted for this study. Note: Columns may not add due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v.3 2018 model.

4.2.1. Commercial Service Visitor Spending

Commercial air passenger surveys were first deployed in the form of passive surveys at the 12 commercial service airports in Illinois. During the virtual airport manager site visit, members from the project team coordinated with the airports to post an online version of the commercial passenger survey to the airport’s WiFi launch page and website. This method prompted passengers with a passenger survey to get access to the airport’s WiFi. This method was unsuccessful in Illinois, likely due to the timing of the surveys and the COVID-19 pandemic. As a result, members of the project team were deployed to ORD and MDW to conduct in-person passenger surveys. Staff from the consultant team were stationed near the ticketing counters pre-security and surveyed departing passengers who were visiting from out-of-state using tablets and hard-copy surveys. Adjustments were made to the survey data obtained at ORD and MDW to account for spending levels before the onset of COVID-19 for international visitation and lodging expenditures using data published by the U.S. Department of Commerce. The pandemic prevented the undertaking of visitor intercept surveys outside of Chicago’s international airports. Therefore, the earlier 2012 study was used as a benchmark to account for the rest of the state. Spending by passengers at each airport for 2019 was assumed to be equivalent to the 2012 ratios of spending from other commercial airports against the adjusted blended spending rate of ORD and MDW.

Visitor spending is calculated by multiplying the total number of visitors by an average spending per visitor. Counts of 2019 domestic and international visitors who arrived in Illinois through the state’s commercial service airports were provided by Airline Data, Inc. based on FAA reported data. In total, Illinois airports facilitated the arrival of nearly 14.5 million visitors from out-of-state who brought dollars that were spent in the state economy on lodging, restaurants, local transportation services, retail

purchases, and entertainment. Of these visitors, 12 million were from other U.S. states and almost 2.5 million were international guests. Chicago’s O’Hare International Airport (ORD) and Midway International Airport (MDW) accounted for 97 percent of all commercial airline visitors to Illinois, including 96 percent of domestic travelers and 99.5 percent of international arrivals. **Table 4.6** reports the number of domestic and international visitors to Illinois by commercial service airport.

Table 4.6. Visitors Arriving in Illinois Through Commercial Airline Service

Associated City	Airport	FAA ID	Domestic Visitors	International Visitors	Total Visitors
Belleville	MidAmerica St. Louis	BLV	35,790	0	35,790
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	68,274	838	69,112
Champaign/Urbana	University of Illinois-Willard	CMI	33,842	1,561	35,403
Chicago	Chicago Midway International	MDW	2,901,006	149,145	3,050,151
Chicago	Chicago O’Hare International	ORD	8,686,531	2,307,664	10,994,195
Chicago/Rockford	Chicago/Rockford International	RFD	31,066	0	31,066
Decatur	Decatur	DEC	4,016	35	4,051
Marion	Veterans Airport of Southern Illinois	MWA	4,633	19	4,652
Moline	Quad City International	MLI	127,490	5,075	132,565
Peoria	General Downing-Peoria International	PIA	105,464	4,670	110,134
Quincy	Quincy Regional-Baldwin Field	UIN	3,929	302	4,231
Springfield	Abraham Lincoln Capital	SPI	24,003	1,001	25,004
TOTALS			12,026,044	2,470,310	14,496,354

Source: Airline Data, Inc.

4.2.1.1. Survey Findings and Adjustments

Commercial service visitor spending for Illinois airports is based on the intercept surveys conducted at ORD and MDW and the 2012 Illinois Statewide Aviation Economic Impact Study that estimated visitor spending for each of the state’s commercial service airports.

Surveys of ORD and MDW conducted in March 2021 returned spending data for 685 visiting passengers, 372 at ORD and 313 at MDW. Amid the COVID-19 pandemic, average spending recorded was \$373 per visitor at ORD and \$660 per passenger at MDW, and the weighted finding for the two Chicago airports was \$435 per visitor. Note that survey respondents were domestic visitors due to restrictions on international travel. An explanation of this limitation and how it was addressed is provided subsequently.

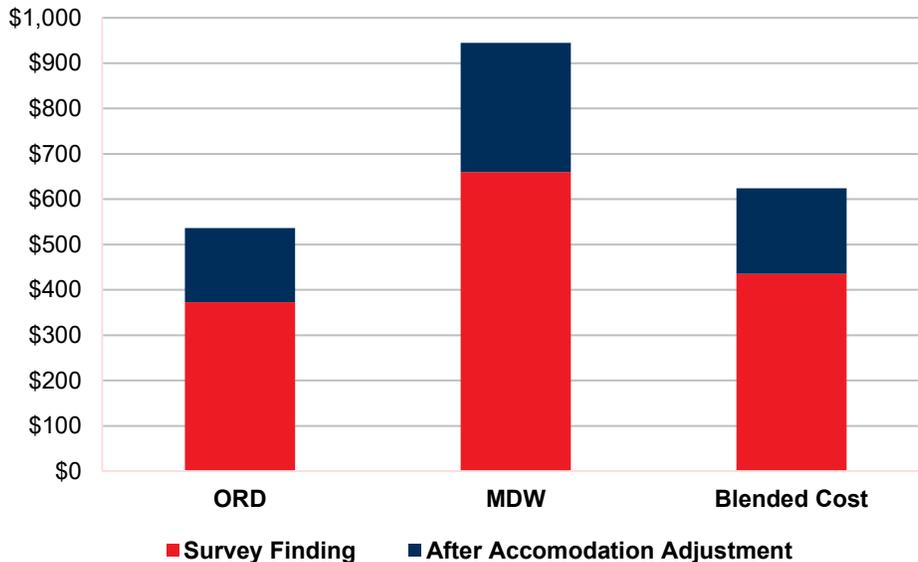
Given the pallor cast on personal and business travel and hospitality industries by the COVID-19 pandemic, two factors were critical for adjusting findings to the pre-pandemic economy of 2019:

1. Lodging spending was adjusted to estimate 2019 levels. Using national data from the U.S. BEA, “Accommodation” output from Quarters 2 and 3 in 2019 was compared to “Accommodation” output in Quarter 1 and Quarter 2 of 2020, which were the most current data available at the time

of analysis.⁸ The data show that “Accommodation” output had declined almost 51 percent from 2nd and 3rd quarter 2019 to 2nd and 3rd quarter 2020. In other words, national output in accommodations in 2020 was 49 percent of the 2019 total.

The surveys conducted for these two Chicago airports reported lodging expenditures of \$159 from ORD visitors and \$278 from MDW visitors. These findings were expanded by the factor of “1/0.494” to account for likely 2019 visitor spending in Chicago. As displayed in **Figure 4.1**, after lodging was adjusted, estimated 2019 spending per visitor at ORD was \$536, and was \$945 at MDW, while the weighted average of the two airports was \$624. Note that this spending accounts only for domestic visitors who were surveyed due to the pandemic’s restrictions on international travel.

Figure 4.1. Visitor Spending from the Two Surveys and with BEA Adjustment for 2019 Accommodations



Sources: Visitor Spending Survey conducted at ORD and MDW;
U.S. Bureau of Economic Analysis; EBP US 2021

- As shown above in **Table 4.6**, the 2019 visitor data provided by Airline Data, Inc. included almost 2.5 million international visitors. Approximately 21 percent of visitors through ORD and five percent of visitors through MDW were international arrivals in 2019, while 0.3 percent of visitors through the remaining commercial service airports originated internationally. Generally in aviation, visitor spending studies conducted across the U.S. show that spending by international visitors per trip is significantly higher than that of domestic spending as visits are typically lengthier due to the longer distances traveled. According to data from the National Trade and Tourism Office of the U.S. Department of Commerce, international arrivals spent \$1,514 per visit in 2019, which was applied to the ORD and MDW international visitors shown in Table 4.6.

⁸ U.S. Bureau of Economic Analysis, U.S. Chain-Type Quantity Indexes for Gross Output by Industry. Revised March 25, 2021.

The final 2019 spending estimates for ORD and MDW are \$741 and \$973, respectively, and a weighted average of \$792 per visitor through the two large hub Chicago airports (see **Table 4.7**). These estimates incorporate international spending from U.S. Department of Commerce data and the lodging adjustments to domestic visitors, as well as survey findings for food and beverage, retail, entertainment, and local transportation for domestic visitors.

In the previous 2012 Illinois Statewide Aviation Economic Impact Study, the average visitor spending for the two Chicago airports was \$640, or \$714 when adjusted to 2019 dollars. Thus, an 11 percent real increase in commercial service visitor spending is assumed from the last study to 2019, which is modest compared to a real 20 percent increase of U.S. GDP and real increases in personal consumption expenditures of 20 percent in nondurable goods and 15 percent in services over the same timeframe.⁹

Table 4.7. Final 2019 Commercial Service Visitor Spending Estimates for ORD and MDW with Adjustments for Lodging Expenditures and International Visitors

Category of 2019 Visitors	Number of 2019 Visitors	Estimated 2019 Spending by Visitor	Average 2019 Spending All Visitors (Domestic and International)	Total 2019 Visitor Spending
ORD				
Domestic	8,686,531	\$536	\$741	\$8,149,783,912
International	2,307,664	\$1,514		
Total ORD	10,994,195			
MDW				
Domestic	2,901,006	\$945	\$973	\$2,967,256,200
International	149,145	\$1,514		
Total MDW	3,050,151			
Weighted Average ORD & MDW: All Visitors			\$792	\$11,117,040,112

Sources: 2021 Visitor spending Intercept Survey, Airline Data, Inc., U.S. Bureau of Economic Analysis, U.S. Department of Commerce and National Trade and Tourism Office, U.S. Department of Commerce. Notes: Calculations by EBP using IMPLAN v3 2018 model.

4.2.1.2. Chicago Visitor Spending Applied to Other Commercial Service Airports

The COVID-19 pandemic prevented the undertaking of commercial service visitor intercept surveys outside of Chicago’s two international airports. An attempt was made to survey passengers through airports’ Wi-Fi systems, but that effort attracted many surveys of regional residents and not visitors to the state. In total, surveys were posted on the Wi-Fi sites of Abraham Lincoln Capital Airport (SPI), Quad City International Airport (MLI), and Veterans Airport of Southern Illinois (MVA), returning a total of 123 visitors for these three airports. The response rates were not sufficient to develop estimates of visitor spending for these airports.

The 2012 study was used as a benchmark to estimate visitor spending from nine of the 10 commercial service airports in Illinois, in addition to the previously described process for ORD and MDW. Spending for these nine airports reported in the 2012 study were calculated as a percentage of the blended

⁹ Source is the Bureau of Economic Analysis, Real Gross Domestic Product, Quantity Indexes, last revised on July 29, 2021. Note that the time frame calculated is from 2011 to 2019, based on when data were developed for the Illinois airport study published in 2012.

ORD/MDW spending rate also reported in that study. As displayed by **Table 4.8**, spending by passengers at each airport for 2019 was assumed as the equivalent percentage of spending against the 2019 blended spending rate of ORD/MDW. For example, the 2012 study reported per commercial service visitor spending of \$250 for Central Illinois Regional Airport, which was 39.1 percent of the \$640 blended visitor spending rate of ORD/MDW. For the 2019 study, spending was assumed to be \$309, or 39.1 percent of the \$792 blended rate for ORD and MDW. An exception to this approach included MidAmerica Airport (BLV) in St. Clair County, due to commercial operations not reported in 2012. For BLV, visitor spending was calculated as the ratio of GDP for St. Clair County/GDP for Cook County.

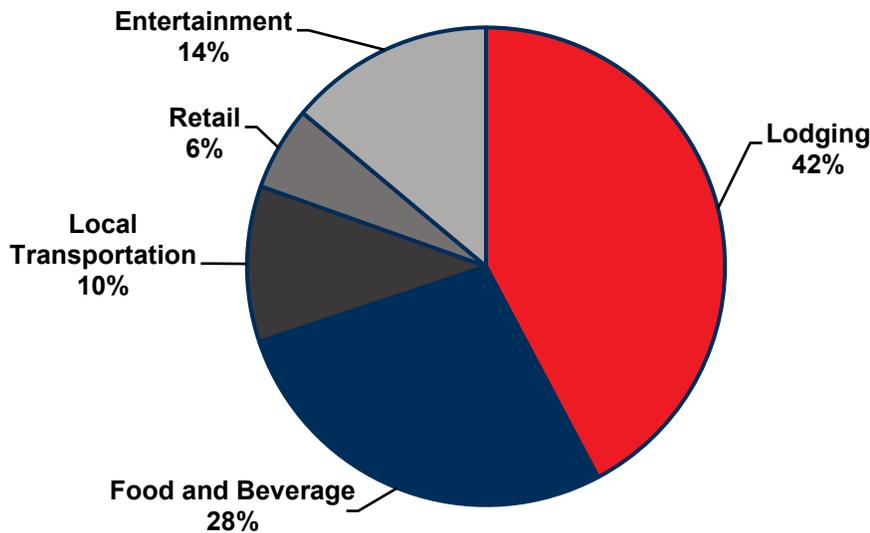
Table 4.8. Total Commercial Service Visitor Spending by Airport

Airport	Percent Direct Spending Based on ORD & MDW from 2012 Study	2012 Study	Calculated 2019 Commercial Service Average Visitor Spend	2019 Visitors	2019 Total Commercial Service Visitor Spending
ORD/MDW Combined	N/A	\$640	\$792	14,044,346	\$11,117,040,000
Central Illinois Regional Airport at Bloomington-Normal	39.1%	\$250	\$309	69,112	\$21,379,000
University of Illinois-Willard	59.4%	\$380	\$470	35,403	\$16,646,000
Chicago/Rockford international	72.7%	\$465	\$575	31,066	\$17,874,000
Decatur	72.7%	\$465	\$575	4,051	\$2,331,000
Williamson County Regional	72.7%	\$465	\$575	4,652	\$2,677,000
Quad City International	62.5%	\$400	\$495	132,565	\$65,611,000
Gen. Wayne A. Downing-Peoria International	68.8%	\$440	\$544	110,134	\$59,960,000
Quincy Regional-Baldwin Field	72.7%	\$465	\$575	4,231	\$2,434,000
Abraham Lincoln Capital	59.4%	\$380	\$470	25,004	\$11,757,000
Scott/MidAmerica	N/A	N/A	\$392	35,790	\$14,030,000
Subtotal Commercial Service Airports other than ORD & MDW				452,008	\$214,698,000
Total All Illinois Commercial Service Airports				14,496,354	\$11,331,738,000

Sources: 2021 Visitor Spending Intercept Survey, Airline Data, Inc., U.S. Bureau of Economic Analysis, U.S. Department of Commerce and National Trade and Tourism Office, U.S. Department of Commerce, 2012 Illinois Airport Study. Notes: Total spending rounded to the nearest thousand. Column may not add due to rounding. Calculations by EBP.

For the purposes of modeling economic impacts, total spending was divided into five distinct categories: lodging, food and beverage, local transportation, entertainment, and retail. Direct impacts generated by visitor spending vary according to the hospitality sector, in which dollars are spent and multiplier impacts also vary by industry. All valid visitor surveys collected from ORD, MDW, MLI, MWA, and SPI, representing a sample of 808 visitors, were used to estimate the categories of spending. As illustrated by **Figure 4.2**, lodging and food and beverage account for 70 percent of spending, while entertainment, transportation, and retail account for 30 percent.

Figure 4.2. Categories of Visitor Spending of Commercial Travelers by Percent of Total Spending



Sources: Visitor spending intercept and Wi-Fi surveys conducted for this study. Note: Calculations by EBP.

In 2019, the 14.5 million travelers who used commercial airlines to visit Illinois spent an estimated \$11.3 billion in the state, or an average of about \$782 per visitor trip. This direct spending in turn supported more than 100,000 hospitality jobs and almost \$4.5 billion in labor income. As reflected in **Table 4.9**, after accounting for statewide multiplier impacts, commercial service visitor spending generates almost 156,000 jobs in Illinois and adds more than \$12 billion to the GSP (value added) from close to \$21 billion in total business revenues.

Table 4.9. Economic Impacts of Commercial Service Visitor Spending

Effect	Employment	Labor Income	Value Added	Business Revenues
Direct	103,945	\$4,472,002,000	\$7,090,799,000	\$11,331,738,000
Supplier Sales	20,198	\$1,425,024,000	\$2,274,289,000	\$3,897,938,000
Income Re-Spending	31,717	\$1,815,129,000	\$2,927,626,000	\$5,435,397,000
Total Impact	155,860	\$7,712,155,000	\$12,292,714,000	\$20,665,073,000

Sources: 2021 Visitor Spending Intercept Survey and Wi-Fi surveys conducted for this study, Airline Data, Inc., U.S. Bureau of Economic Analysis, U.S. Department of Commerce and National Trade and Tourism Office, U.S. Department of Commerce, 2012 Illinois Airport Study. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

4.2.2. GA Visitor Spending

All 85 Illinois airports in this study provide GA services, spanning 69 counties across the state. GA enables trips from out-of-state visitors to rural and urban areas, ranging from quickly held business meetings to less hurried and multi-day trips for business, recreational, and other personal travel. GA connects communities in large cities, small cities, and rural counties with state and national economies. Moreover, from a visitor spending perspective, GA directly supports hospitality industries in large and small communities across Illinois.

Similar to the examination of commercial service visitor spending, the objective of GA analysis is to estimate the dollars brought into Illinois and spent by out-of-state visitors as a result of utilizing GA aircraft to reach the state. The three steps for this segment of the economic impact analysis required:

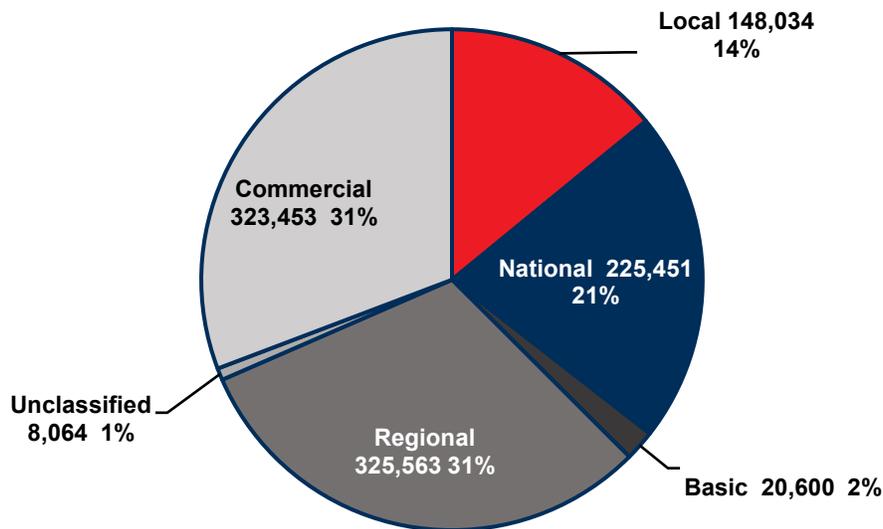
- ◆ Estimating the number of GA visitors per airport
- ◆ Estimating off-airport spending by visitors
- ◆ Calculating visitor spending (number of visitors multiplied by spending per visitor by airport)

4.2.2.1. Number of GA Visitors

Airports are classified by the FAA as Primary and Nonprimary, with Primary airports categorized by hub size and consisting of commercial service airports. Nonprimary airports classifications include national, regional, local, and basic, with others unclassified. Note that Decatur (DEC) is classified as a Nonprimary regional airport that has commercial service but has less than 10,000 annual enplanements.

Across all 85 Illinois airports, 1,051,000 out-of-state visitors are estimated to have arrived in the state using GA aircraft in 2019. Commercial service airports accounted for 31 percent of Illinois GA visitors in 2019 and airports that offer only GA service accounted for 69 percent. **Figure 4.3** displays the number and percent of GA visitors by airport classification.

Figure 4.3. Number and Percent of GA Visitors by Airport Classification



Source: Kimley-Horn, 2021

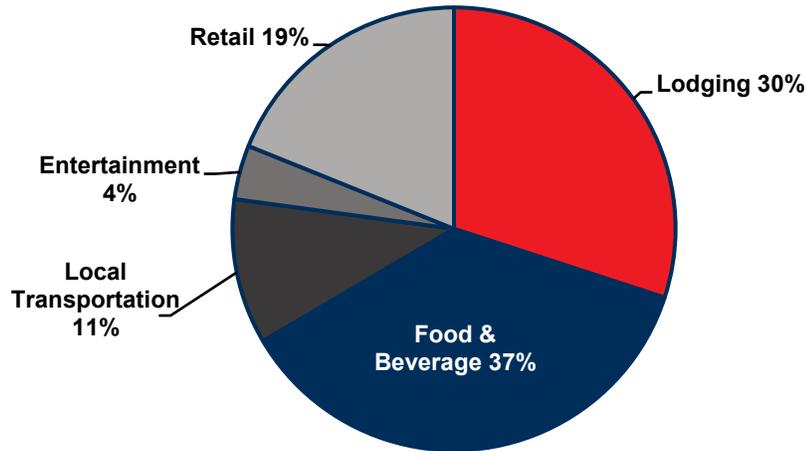
4.2.2.2. Estimates of Spending by GA Visitors

With effective survey efforts precluded by COVID-19, estimates were developed by a meta-analysis of studies in other states and application of Illinois county-level data. While the meta-analysis was the cornerstone of estimating GA visitor spending impacts, local knowledge was also applied to ensure that the estimated levels of visitor spending accurately reflected the characteristics of each airport.

The estimates of spending per GA out-of-state visitor for this study were developed by the following eight steps:

1. **Collect relevant studies of GA visitor spending.** GA visitor spending from recent studies in Florida, Montana, Texas, Virginia, Washington, and Colorado were collected and sorted by airport classification (Primary commercial service, national, regional, local, basic, and unclassified).
2. **Adjust values from these studies to 2019 dollars.**
3. **Remove outliers.** For example, if a state showed an exceptionally high or low value for an airport type compared with other states, that value was removed from the analysis. However, other classes of airports remained in the sample if the values of these classes were consistent with those in the other states.
4. **Make adjustment for Illinois.** To establish an Illinois-specific baseline by type of airport, the average spending for each airport classification (Steps 1 and 2) was adjusted by the ratio of per-capita GDP [Illinois/GDP of other states].
5. **Estimate average spending by airport type.** After adjustments, GA visitor spending by each airport classification for Illinois was estimated based on the average of the adjusted values from steps 1 through 4.
6. **Make adjustments by county and airport.** The ratios of per capita GDP for each county in Illinois to the statewide average GDP were calculated. For each airport, the estimated spending baseline (Step 5) according to classification was adjusted up or down based on the ratio of the GDP of the county where the airport is located to the state average GDP. For example, if a county's GDP per capita is 120 percent of the state average, the level of spending by airports in that county are assumed to be 20 percent higher than the average for that type of airport (Step 5). Similarly, if a county's GDP per capita is 70 percent of the state average, the level of spending by airports in that county are assumed to be 30 percent lower than the state average.
7. **Apply Illinois expertise.** The airport-specific estimates that came out of Step 6 were reviewed by Illinois DOT staff who applied their knowledge about specific airports and the locations of airports within counties for final adjustments.
8. **Break out GA visitor spending by spending type.** The GA visitor surveys conducted in Illinois accounted for 54 out-of-state visitors. The survey findings were used to determine spending for lodging, entertainment, food and beverage, retail, and ground transportation (Figure 8), but not total spending. The spending pattern that emerged from the Illinois GA visitor surveys was compared to the studies listed in Step 1 to ensure that the shares of spending from the Illinois sample were reasonable.

Figure 4.4. Spending Categories of GA Visitors by Percent of Total Spending



Sources: GA visitors survey. Note: Calculations by EBP.

As shown in **Table 4.10**, GA visitors spent an estimated \$271 million in Illinois in 2019 (shown as direct business revenues). This spending supported more than 2,700 direct jobs and provided workers with more than \$92 million in labor income. When including supplier sales and the re-spending of workers' wages (household spending) across Illinois, the total revenues generated by GA visitors was approximately \$489 million. The revenues added more that \$264 million to Illinois' GSP and supported more than 4,000 jobs and \$163 million in total labor income.

Table 4.10. Economic Impacts of GA Visitor Spending

Effect	Employment	Labor Income	Value Added	Business Revenues
Direct	2,749	\$92,159,000	\$149,337,000	\$270,906,000
Supplier Sales	539	\$31,836,000	\$51,331,000	\$94,699,000
Income Re-Spending	769	\$39,155,000	\$63,420,000	\$123,440,000
Total Impact	4,056	\$163,150,000	\$264,089,000	\$489,044,000

Sources: Multiple studies of airport impacts in other states, 2021 GA visitor spending surveys conducted for this study, U.S. Bureau of Economic Analysis. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

4.3. Air Cargo

Beyond the economic contribution airports provide from businesses, employees, and visitors who use the airports, Illinois airports also support businesses in the state by transporting commodities and finished goods both from suppliers and to customers. These businesses, who may never otherwise use an airport for their business, rely on the efficient transfer of goods to import raw materials for development and shipping final goods to their customers.

This chapter evaluates how air cargo services provided by Illinois' airports support industries across the state by effectively providing Illinois companies with connectivity to both long-distance domestic and

international markets. This connectivity is important because it enables companies in Illinois to expand customer markets and acquire commodities used for production from anywhere across the globe.

Expanding access to customer markets through outgoing air cargo generates increased business sales, which brings dollars from other states and/or nations into Illinois. Additionally, having the ability to acquire goods from around the globe enables Illinois companies to shop for the best prices for commodities in the world marketplace. Without support provided by these air cargo services, the markets available to Illinois companies would be curtailed due to the increased time required for transportation and higher prices paid for goods.

This analysis assessed the reliance of off-airport industries in Illinois on cargo services that are transported through Illinois airports and calculated the economic contributions of the air cargo to businesses across the state. It is important to note that jobs and economic activity associated with cargo airlines located on airports are included in the airport economic impact analysis and not in this section. It is also important to note that cargo that arrives and departs Illinois airports but does not otherwise interact with the state economy and is not considered in this analysis. For example, goods that arrive at Illinois airports, such as ORD, RFD, or others and are flown to other states are excluded because they do not contribute to the economy other than jobs of cargo handlers on airport. The cargo handlers are counted in the airport tenant evaluation of the Economic Impact Analysis. Therefore, the air cargo volumes shown in this assessment may differ from other estimates of cargo volumes that count all tonnage flowing through Illinois airports.

As shown in **Table 4.11**, In 2019, a total of 506,000 tons of air cargo, valued at roughly \$56 billion, flowed through Illinois airports. The results of the analysis show that air cargo services at Illinois airports, overall, support over 142,000 jobs in the state and more than \$35.9 billion in business revenues (economic impact) annually.

Table 4.11. 2019 Economic Contributions from Industries in Illinois that Receive or Ship Air Cargo Through Illinois Airports

Cargo (in tons)	Value of Cargo	Jobs	Total Economic Impact
506,000	\$56 billion	142,000	\$35.9 billion

Source: EBP US, 2021

The following sections present the international and domestic flows of commodities that are transported through Illinois airports and support businesses across the state:

- ◆ Air Cargo Volume and Value
- ◆ Off-Airport Economic Impact of Illinois Air Cargo

4.3.1. Air Cargo Volume and Value

The following section details air cargo volume and value at both the International and Domestic levels.

4.3.1.1. International Air Cargo

Approximately 349,000 tons of international air cargo valued at \$45 billion flows to and from Illinois businesses through airports in the state. **Table 4.12** displays the major commodities that are internationally imported and exported in order of 2019 value. Electronics and Other Electrical Equipment (e.g., electrical cooking appliances, televisions, computers, and electrical components) are the most

valuable commodities exported from and imported to Illinois. This commodity group alone accounts for over 70 percent of the total value of imported goods included in this analysis. The next most common commodity group for both imports and exports is Pharmaceutical Products, of which almost \$5 billion worth are imported to Illinois annually. This same group accounts for 20 percent of the total value of exported air cargo goods.

Table 4.12. Volumes of Air Cargo Used by Illinois Industries: Top Five International Air Commodities by Value of Exports and Imports

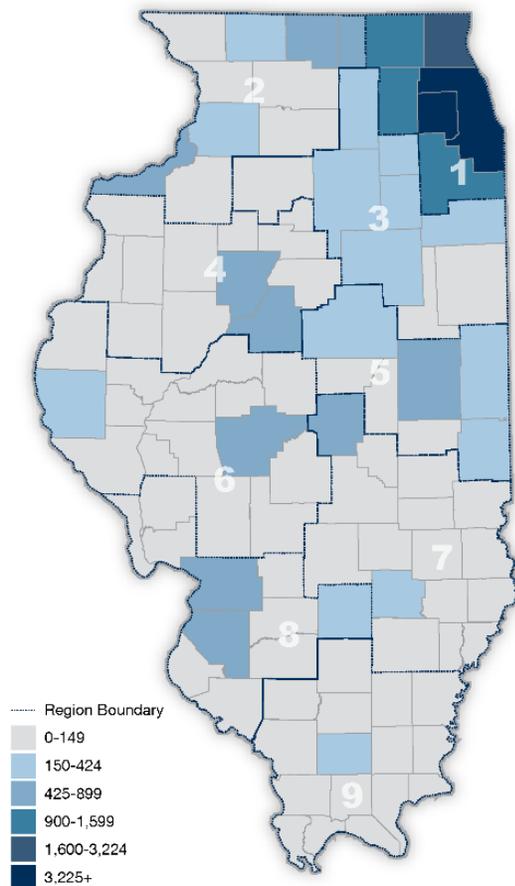
Commodity Exported Internationally	Tons	Value in millions (2019\$)	Share of Value	Commodities Imported Internationally	Tons	Value in millions (2019\$)	Share of Value
Electronics and Other Electrical Equipment	17,232	\$3,009	30%	Electronics and Other Electrical Equipment	112,264	\$25,411	72%
Pharmaceutical Products	2,515	\$1,982	20%	Pharmaceutical Products	2,192	\$4,875	14%
Precision Instruments and Apparatus	9,041	\$1,429	14%	Machinery	35,869	\$1,358	4%
Machinery	27,407	\$1,378	14%	Precision Instruments and Apparatus	7,936	\$1,199	3%
Transportation Equipment	1,452	\$551	6%	Basic Chemicals	3,570	\$354	1%
Other	58,394	\$1,530	16%	Other	71,578	\$2,007	6%
All Commodities	116,041	\$9,879	100%	All Commodities	233,409	\$35,204	100%

Source: EBP using vFreight™

Figure 4.5 and **Figure 4.6** illustrate the total value of international air cargo imports and exports, respectively, estimated to be produced and consumed within Illinois counties. Industries based in Cook County, including the City of Chicago and ORD, receive and send the greatest value of air cargo among all counties in the state. Industries based in other counties in the Chicago metropolitan area, such as DuPage and Lake counties, also consume and produce much more air cargo than many other counties in Illinois.

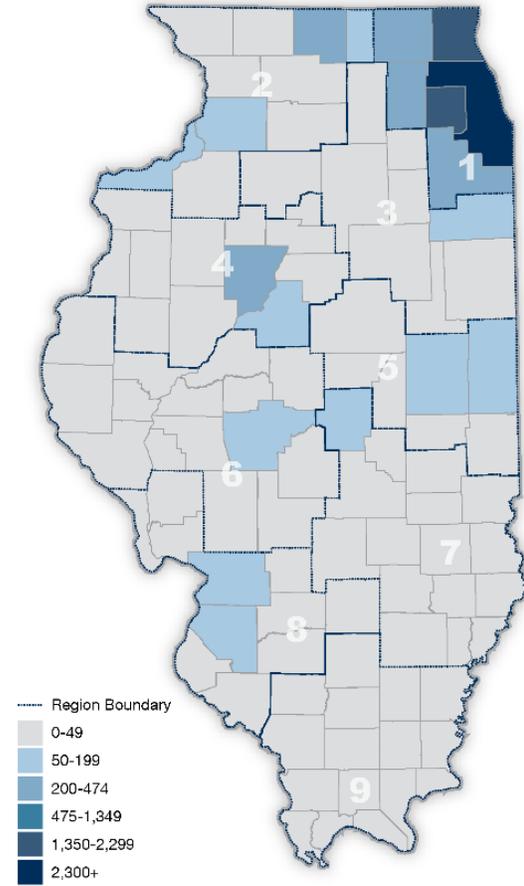
Additional counties with economies that depend on air cargo facilitated by Illinois airports include Champaign County (home of the University of Illinois Willard Airport [CMI]), and St. Clair County, which contains the MidAmerica St. Louis Airport (BLV). This is one of two passenger airports serving the St. Louis, Missouri area and is collocated with Scott Air Force Base, which employs over 13,000 people.

Figure 4.5. Total Value of International Air Cargo Imports (in Millions of Dollars)



Sources: EBP using vFreight™

Figure 4.6. Total Value of International Air Cargo Exports (in Millions of Dollars)



Sources: EBP using vFreight™

4.3.1.2. Domestic Air Cargo

Table 4.13 documents the major commodities moving domestically in or out of Illinois in order of 2019 value. In total, Illinois exports more than 100,000 tons of goods to other states in the U.S., with a total value of almost \$7 billion each year. The major outbound air cargo commodities of Illinois include pharmaceutical products, wood products, and electronics. These three commodity groups account for more than two-thirds of the total value of all domestic exports from Illinois.

Illinois receives almost half as much volume from other states as it exports (reflected as outbound) domestically, with less than 50,000 tons of air-bound cargo being received from other states each year. Almost half of the total value of domestic imports or inbound cargo is from the 11,000 tons of Electronics and Precision instruments that are received each year.

Table 4.13. Volume of Air Cargo Used by Illinois Industries: Top Five Domestic Air Commodities by Value of Exports and Imports

Commodities Outbound Domestically	Tons	Value in millions (2019\$)	Share of Value	Commodities Inbound Domestically	Tons	Value in millions (2019\$)	Share of Value
Pharmaceutical Products	1,966	\$1,711	25%	Electronics and Other Electrical Equipment	6,641	\$1,187	28%
Wood Products	12,841	\$1,695	24%	Precision Instruments and Apparatus	4,405	\$891	21%
Electronics and Other Electrical Equipment	1,723	\$1,165	17%	Pharmaceutical Products	2,553	\$591	14%
Transportation Equipment	4,686	\$641	9%	Transportation Equipment	1,760	\$349	8%
Machinery	14,502	\$551	8%	Textiles and Leather	6,684	\$330	8%
Other	72,009	\$1,177	17%	Other	27,389	\$866	21%
All Commodities	107,727	\$6,940	100%	All Commodities	49,432	\$4,214	100%

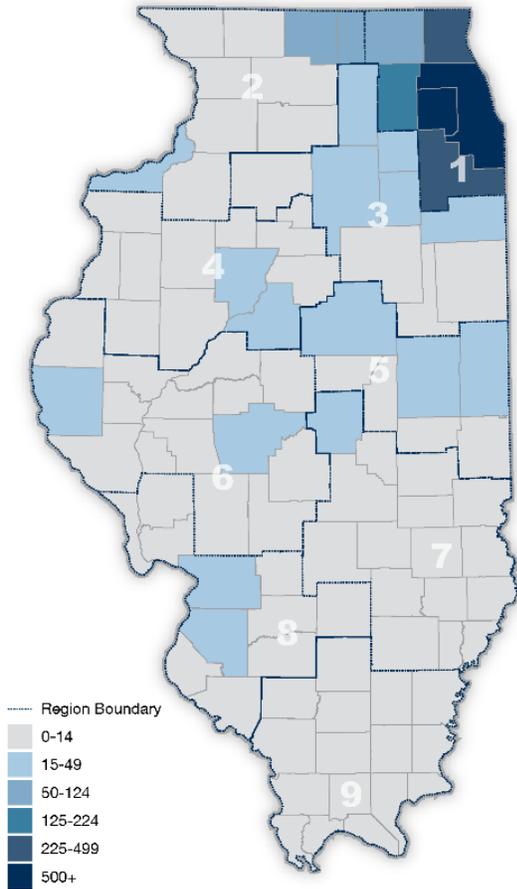
Sources: EBP using vFreight™

Figure 4.7 and

Figure 4.8 display the estimated value of domestic air cargo shipments traveling in or out of Illinois airports that carry goods produced and consumed by industries in Illinois. As with the international cargo maps, these figures reveal the relative dominance of the two airports in Cook County, including ORD, MDW, and the rest of the Chicago metropolitan area. Measured by value, these airports consume and produce the vast majority of Illinois domestic air cargo. Outside the Chicago region, Peoria County in the

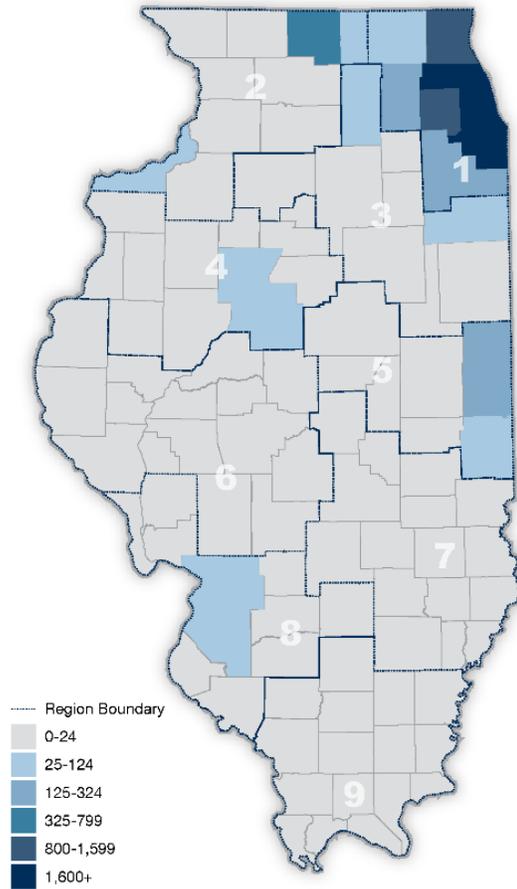
central part of the state and the location of Peoria International Airport (PIA) stands out as one of the notable hubs for domestic exports, in addition to St. Clair and Champaign counties.

Figure 4.7. Total Value of Domestic Air Cargo Imports (in Millions of Dollars)



Sources: EBP using vFreight™

Figure 4.8. Total Value of Domestic Air Cargo Exports (in Millions of Dollars)

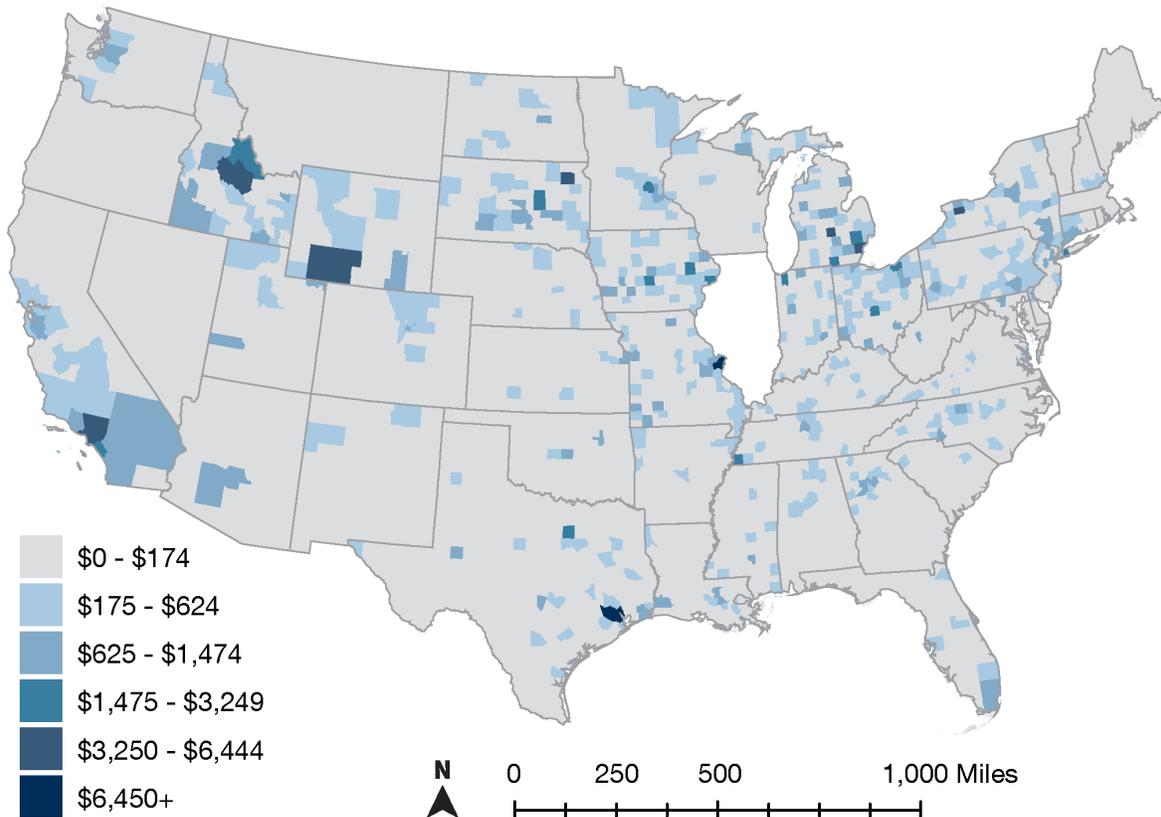


Sources: EBP using vFreight™

Figure 4.9 illustrates the domestic origins of air cargo received in Illinois. This reveals that the state has several strong ties to other Midwestern states. Most notably, over \$5 billion of motorized vehicles or their parts are received from Wayne and Oakland counties in Michigan, signaling the strong interaction among automotive industry assembly planning and suppliers located in Illinois and other states in the Midwest.

Additionally, Illinois also receives goods from states all over the country, including major hubs, such as Southern California’s Orange and Los Angeles counties, which each ship around a billion dollars in value of electronics to Illinois by air annually. Another billion dollars of electronics are received from Dallas County, Texas annually.

Figure 4.9. Origins of Domestic Air Cargo Bound for Illinois by Value (in Millions of Dollars)

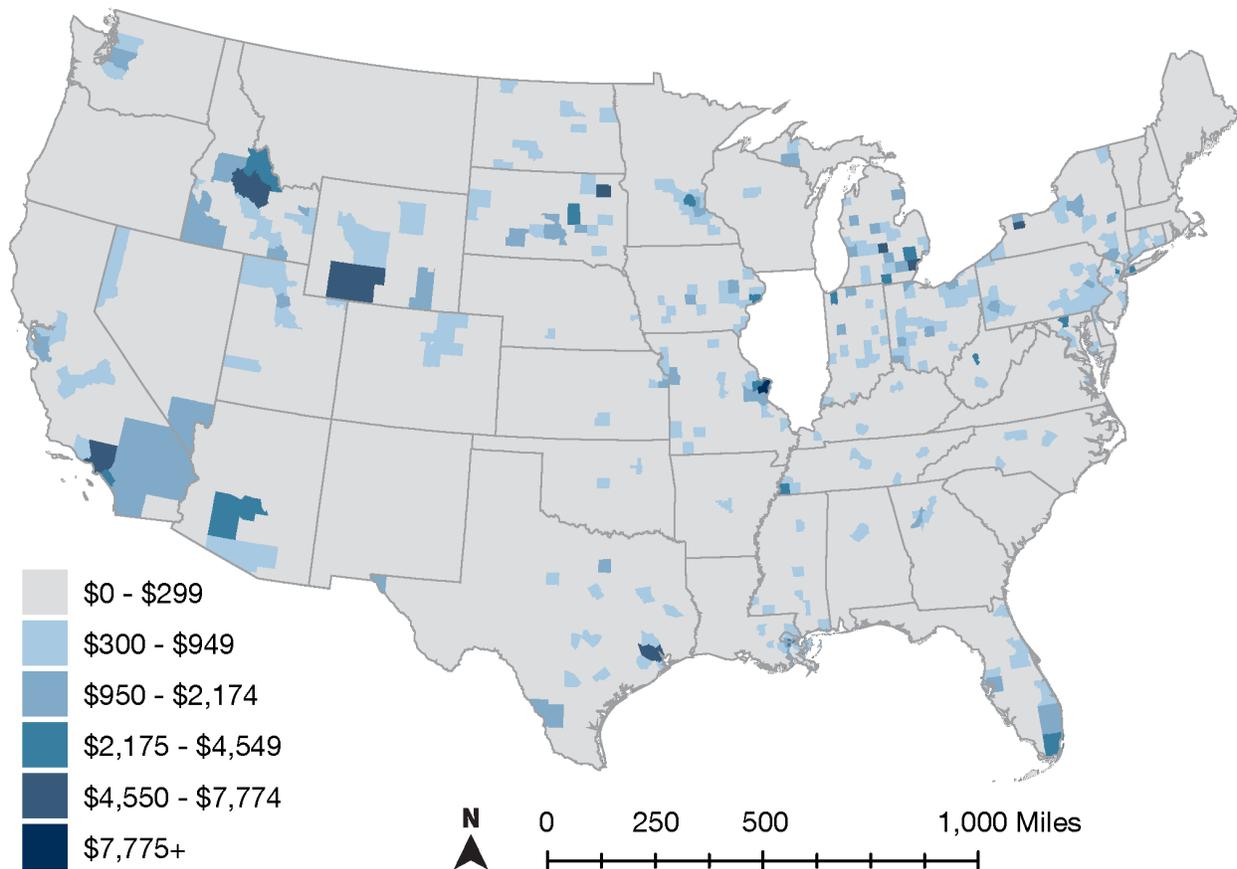


Source: EBP using vFreight™

The significance of Illinois' midwestern regional partnerships are once again shown in **Figure 4.10**, which illustrates the domestic destinations of air cargo originating in Illinois. Around \$2.5 billion worth of motor vehicles or parts are shipped to Wayne County, Michigan, each year (home of Detroit). These likely include products from the Ford Motor Company Chicago Assembly Plant or the Fiat Chrysler USA Belvidere Plant, which produces both complete Jeep Cherokees and sheet metal parts for other vehicles.

Illinois also sends \$2.1 billion of 'mixed freight' to Lake County, Indiana (home of Gary). Mixed freight commonly includes food and other grocery and convenience store items, as well as items such as office supplies. The high value of these kinds of shipments likely reflects the importance of the food manufacturing industry in Illinois to the greater Midwestern regional economy.

Figure 4.10. Destinations of Outbound Domestic Air Cargo from Illinois by Value (in Millions of Dollars)



Source: EBP using vFreight™

Chapter 5. Systemwide Impacts

Across Illinois, public-use airports contribute more than \$95.5 billion to the state economy in terms of gross business revenues, including almost \$54 billion in value added and a total of nearly 493,000 jobs. Depending on the measure, direct impacts account for 52 to 56 percent of the total contribution of airports to the Illinois economy, while multiplier effects account for 44 to 48 percent of all impacts.

5.1. Direct Impacts

The direct economic contribution of Illinois public-use airports impacts total \$52.5 billion, including about \$30 billion in value added, which supports nearly 256,000 jobs and \$18 billion in total labor income (**Table 5.1**). By component, the three leading drivers of these economic impacts are airport tenants, commercial service visitor spending, and on-airport construction. Note that the rank of impacts varies by impact type among these components.

Table 5.1. Total Direct Impacts by Component and Measurement

Component	Employment	Labor Income	Value Added	Business Revenues
Airport Administration	2,381	\$309,644,000	\$360,258,000	\$433,908,000
Airport and Tenant Construction	5,664	\$379,756,000	\$508,164,000	\$860,616,000
Airport Tenants	83,566	\$7,818,262,000	\$12,488,107,000	\$19,753,123,000
Commercial Service Visitor Spending	103,945	\$4,472,002,000	\$7,090,799,000	\$11,331,738,000
GA Visitor Spending	2,749	\$92,159,000	\$149,337,000	\$270,906,000
Air Cargo	57,630	\$5,251,342,000	\$9,380,328,000	\$19,862,677,000
Total Direct Effects	255,935	\$18,323,165,000	\$29,976,993,000	\$52,512,968,000

Sources: Previously presented analyses of on-airport, visitor spending and air cargo. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

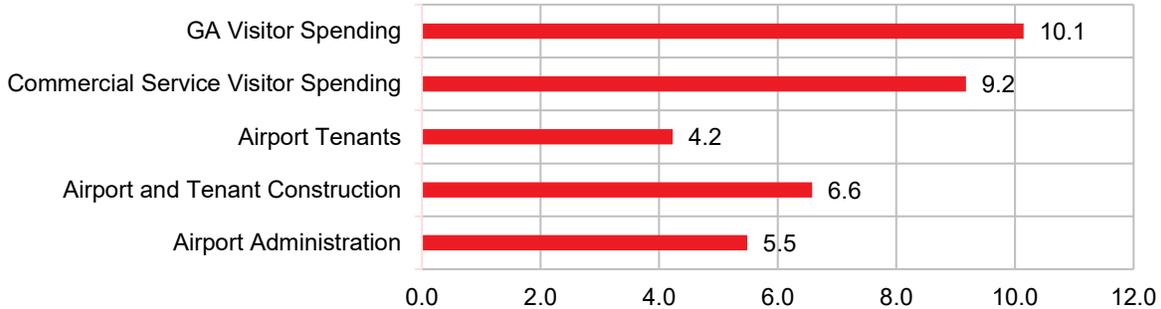
Generally, labor intensive industries generate higher ratios of jobs per dollar of business revenues, while technology-based industries generate fewer jobs (but at higher rates of labor income). This is clearly visible among the three major components of economic impacts; visitor spending (hospitality industries) includes the most labor-intensive sectors in this analysis, and industries that utilize air cargo represent the most capital-intensive component of this analysis. Airport tenants account for a hybrid of capital-intensive industries (e.g., aeronautics and airlines) and labor-intensive industries (e.g., terminal concessions and aircraft cleaning).

As shown in **Table 5.1**, the cumulative direct-business revenues of airport tenants and for Illinois industries that utilize air cargo services at state airports are roughly equivalent at \$19.8 and \$19.9 billion, respectively. However, many more jobs are created from airport tenants than by cargo-related industries. Moreover, more jobs are developed due to visitor spending than either of the other two sectors even though total output from commercial service visitor spending is less than 60 percent of tenants or off-airport cargo industries.

Figure 5.1 displays direct jobs generated per million dollars of direct business revenues of each sector of this study. While air cargo industries yield about three jobs per million dollars, GA visitor spending supports 10 jobs and commercial service visitor spending supports nine jobs. Airport administration and

construction generate about seven and six jobs per million dollars, respectively, and airport tenants across multiple industries support about four jobs per each million dollars of business revenue.

Figure 5.1. Direct Jobs per Million Dollars of Business Revenues



Sources: Previously presented analyses of on-airport, visitor spending and air cargo. Note: Jobs are based on 2019-dollar value. Calculations by EBP using IMPLAN v3 2018 model.

5.2. Total Impacts

Table 5.2 shows the total 2019 impacts of the Illinois airport system displayed by component, including multiplier effects, in the order of total business revenues. Note that among the largest three components, business revenues generated by off-airport air cargo and airport tenants are equivalent, but tenants are responsible for substantially more jobs and labor income than off-airport air cargo. Moreover, while business revenues resulting from commercial service visitor spending are much lower than revenues from airport tenants or air cargo, total jobs are roughly 13,000 more than those generated by air cargo and almost 20,000 fewer than from airport tenants. However, labor income produced by retail, restaurant, and other hospitality industries is substantially lower than labor income earned from the cargo impacts or airport tenants.

Table 5.2. Total Economic Contribution of Illinois Airports to the State Economy by Component, Including Multiplier Effects

Component	Employment	Labor Income	Value Added	Business Revenues
Off-Airport Air Cargo	142,582	\$10,590,143,000	\$18,755,323,000	\$35,942,803,000
Airport Tenants	174,719	\$12,935,460,000	\$20,840,277,000	\$35,694,705,000
Off-Airport Commercial Service Visitor Spending	155,860	\$7,712,155,000	\$12,292,714,000	\$20,665,073,000
On-Airport Construction	10,077	\$656,134,000	\$967,549,000	\$1,710,008,000
Airport Administration	5,473	\$496,848,000	\$647,859,000	\$967,358,000
Off-Airport GA Visitor Spending	4,056	\$163,150,000	\$264,089,000	\$489,044,000
TOTAL	492,768	\$32,553,889,000	\$53,767,811,000	\$95,468,992,000

Sources: Previously presented analyses of on-airport, visitor spending and air cargo. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

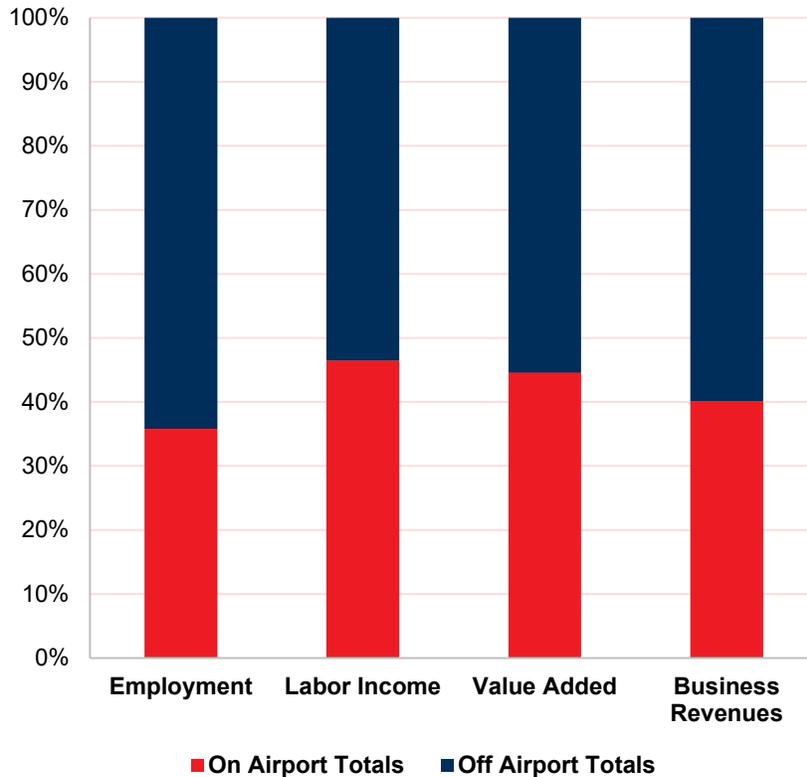
5.2.1. On-Airport and Off-Airport Impacts

As discussed in previous sections of this report, Illinois airports contribute to the economy in multiple ways. Direct impacts are on airport in the form of airport administration, construction, and airport tenants. However, direct economic impacts are also realized through the facilitation of off-airport visitor spending and in the reliance of Illinois companies on air cargo that flows through state airports. These latter effects represent commerce that is conducted off-airport. Add in multiplier effects, which are supplier sales and household spending in businesses located off airports, and the “economic footprint” of Illinois public-use airports affects communities across the state, including those that do not contain airports.

5.2.1.1. Direct Effects

Including the contribution of air cargo, about 64 percent of direct jobs and 60 percent of direct business revenue are generated off-airport, along with 54 percent of labor income and 55 percent of value added (Figure 5.2).

Figure 5.2. Split of Direct Impacts of All Measures Generated On and Off Airports, including Air Cargo



Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Notes: On-airport components include airport administration, construction, and airport tenants. Off-airport components are visitor spending and Illinois businesses that use air cargo commodities in production processes and to facilitate sales. Calculations by EBP using IMPLAN v3 2018 model.

Even without considering Illinois businesses that benefit from air cargo services at state airports, more than 50 percent of job impacts and more than one-third of dollar impacts (business revenues, value added, and labor income) are generated off-airport from visitor spending. This is shown in **Table 5.3**.

Table 5.3. Percent of Impacts Generated On-Airport and by Visitor Spending

Impacts	Employment	Labor Income	Value Added	Business Revenues
On-airport	46%	65%	65%	64%
Off-airport visitor spending	54%	35%	35%	36%

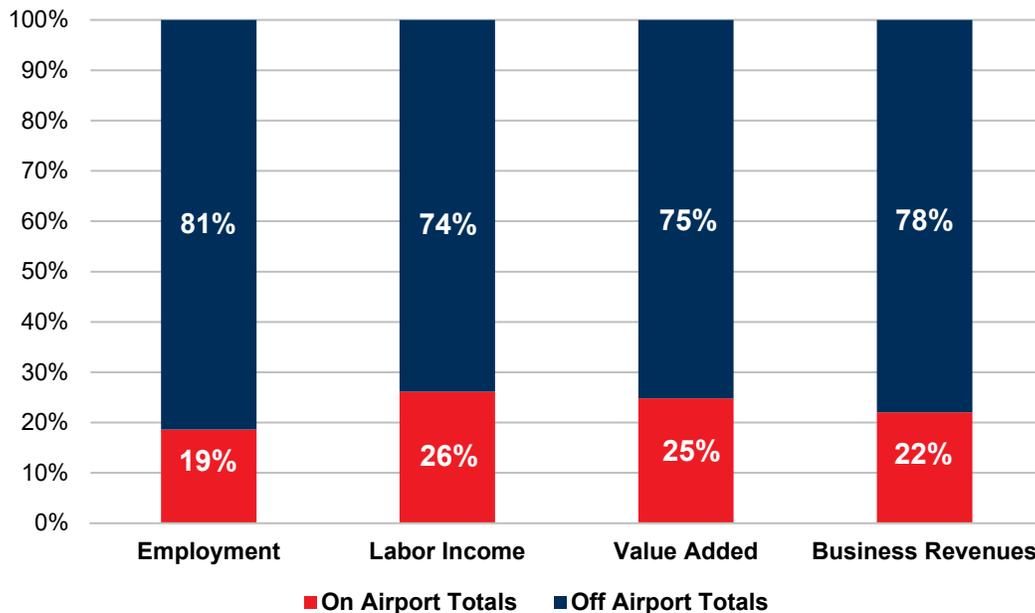
Sources: Previously presented analyses of on-airport, visitor spending and air cargo. Notes: Calculations by EBP using IMPLAN v3 2018 model.

5.2.1.2. Total Effects

In this study, the supplier sales and income re-spending are presumed to be off-airport, as on-airport hospitality businesses that sell services and retail items to visitors, and industries that leverage air cargo services at Illinois airports, purchase goods and services from businesses that are located across the state. Moreover, households that benefit from labor income earned by these direct and supplier activities use wages earned to purchase additional goods and services. These multiplier impacts support economic and community development across Illinois.

As discussed in Section 6.2.1, airports are economic engines for the state of Illinois, and this economic footprint is not limited to inside the fences of Illinois’ public use airports. This widespread contribution is made more prominent when including off-airport multiplier effects. Including the contribution of air cargo transported through Illinois airports to/from Illinois industries, about 80 percent of business revenues and jobs attributed to Illinois airports are found off-airport, and about three-quarters of value added and labor income calculated in this study is off-airport (**Figure 5.3**).

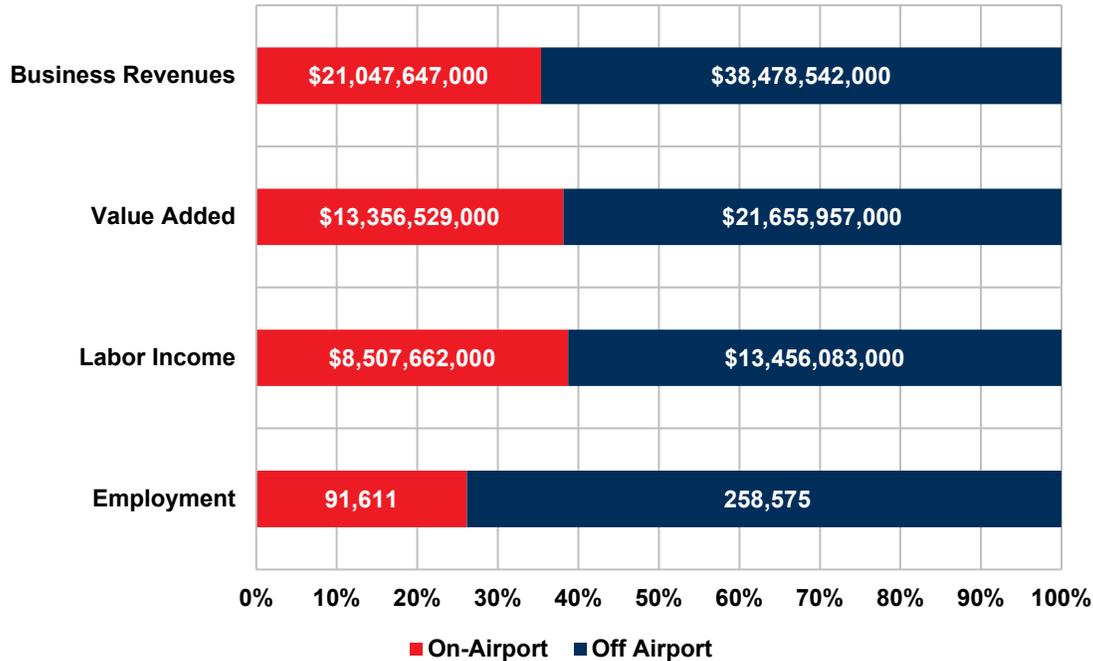
Figure 5.3. The split between economic impacts off-airports and on-airports in Illinois, including the air cargo analysis



Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Notes: Calculations by EBP using IMPLAN v3 2018 model.

Excluding the impacts associated with air cargo flows through Illinois airports, 61 to 65 percent of all business revenues, value added, and labor income generated from airports, and 74 percent of all jobs, are off airport in communities across Illinois (Figure 5.4).

Figure 5.4. The Split Between Economic Impacts Off-airports and On-airports in Illinois, excluding the Air Cargo Analysis



Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Notes: All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

5.2.2. Multiplier Impacts

Almost \$43 billion of business sales are from multiplier effects in Illinois (supplier sales and income re-spending) due to direct impacts generated on-airport, from visitor spending, and due to industry reliance on air cargo from Illinois airports. These business sales support \$14 billion of labor income and more than 236,000 jobs across Illinois and contribute almost \$24 billion to the GSP as value added. Overall, supplier sales plus income re-spending account for 44 to 48 percent of the total contribution of airports to the Illinois economy, depending on the measure used.

As mentioned previously, the direct impacts of off-airport air cargo services represent the contribution of commodities transported through Illinois airports to the production and sales of in-state companies located off-airport that rely on incoming and outgoing cargo shipments. By itself, the direct effects of off-airport impacts on air cargo services account for 40 percent of employment, 50 percent of labor income and value added, and 55 percent of business revenues, with multiplier effects accounting for 45 percent. The low ratio of direct-to-multiplier effects for employment reflects the capital intensity of many of the industries that utilize air cargo services, in which higher ratios of business revenues are invested in machinery rather than labor when compared to airport concessions and management and visitor spending.

Excluding air cargo effects, multiplier effects account for 40 to 45 percent of total impacts of on-airport administration, construction, tenants, and off-airport visitor spending, while direct impacts account for 55 to 60 percent of employment, labor income, value added, and business revenues. **Figure 5.5** illustrates the proportions of direct effects, supplier sales, and income re-spending multiplier effects for all four economic impact measures.

Figure 5.5. Relationship of Direct Effects and Ensuing Supplier Sales and Income Re-spending Effects for Different Categories of Economic Impacts



Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Note: Calculations by EBP using IMPLAN v3 2018 model.

Table 5.4 and **Table 5.5** list industries in Illinois that benefit the most from multiplier effects generated from on-airport and visitor spending establishments, excluding companies that profit from Illinois airports’ air cargo services. The tables show industries that grossed over \$200 million in business revenues due to supplier sales (**Table 5.4**) and income re-spending (**Table 5.5**) and are presented in declining order of total business revenues. Note the differences among the two streams of multiplier effects. While six industries are in both tables, health care and retail trade are major sectors from income re-spending and transportation support services, petroleum and coal, and products manufacturing are major sectors that benefit from supplying directly impacted businesses.

Table 5.4. Industries Across Illinois Supported by Supplier Sales (Business Revenues Greater than \$200 Million)

Industry	Employment	Labor Income	Value Added	Business Revenues
Transport Support	8,073	\$542,846,000	\$631,999,000	\$1,295,943,000
Real Estate, Rental & Leasing	4,613	\$258,073,000	\$728,675,000	\$1,250,849,000
Petroleum and Coal Products Manufacturing	129	\$25,777,000	\$243,506,000	\$959,387,000
Professional, Scientific & Technical	5,355	\$530,780,000	\$652,128,000	\$934,185,000
Finance & Insurance	2,658	\$277,392,000	\$492,073,000	\$862,345,000
Business Services (Admin, Support, Waste)	9,436	\$403,700,000	\$520,365,000	\$837,956,000
Wholesale Trade	1,672	\$174,109,000	\$469,148,000	\$670,123,000
Media & Information	1,163	\$127,412,000	\$327,463,000	\$668,841,000
Management Services	2,631	\$371,602,000	\$427,876,000	\$593,837,000
Restaurants & Drinking Establishments	8,416	\$285,203,000	\$389,838,000	\$575,000,000
Utilities	491	\$84,121,000	\$262,742,000	\$574,086,000
Other Services	2,132	\$125,624,000	\$161,048,000	\$233,025,000
Truck Transportation	1,246	\$86,819,000	\$100,901,000	\$211,544,000
Other Sectors	9,134	\$493,385,000	\$754,361,000	\$1,511,410,000
TOTALS	57,149	\$3,786,843,000	\$6,162,123,000	\$11,178,531,000

Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

Table 5.5. Industries Across Illinois Supported by Income Re-Spending (Business Revenues Greater than \$200 Million)

Industry	Employment	Labor Income	Value Added	Business Revenues
Real Estate, Rental & Leasing	4,180	\$179,201,000	\$754,389,000	\$2,796,944,000
Health Care and Social Assistance	20,032	\$1,253,190,000	\$1,484,651,000	\$2,405,028,000
Finance & Insurance	7,068	\$593,309,000	\$1,112,006,000	\$2,123,820,000
Retail Trade	13,735	\$464,596,000	\$776,145,000	\$1,255,602,000
Other Services	9,876	\$426,389,000	\$579,007,000	\$894,399,000
Professional, Scientific & Technical	4,891	\$466,150,000	\$610,569,000	\$887,637,000
Restaurants & Drinking Establishments	11,438	\$307,313,000	\$479,705,000	\$833,997,000
Media & Information	1,513	\$147,150,000	\$404,137,000	\$805,021,000
Wholesale Trade	1,869	\$192,961,000	\$450,474,000	\$716,042,000
Business Services (Admin, Support, Waste)	5,285	\$228,590,000	\$297,872,000	\$475,806,000
Utilities	324	\$50,432,000	\$155,560,000	\$346,216,000
Education Services	3,943	\$177,596,000	\$215,533,000	\$299,678,000
Arts, Entertainment & Recreation	3,207	\$116,572,000	\$192,407,000	\$288,860,000
Other Sectors	7,369	\$501,623,000	\$741,238,000	\$1,568,313,000
TOTALS	94,730	\$5,105,072,000	\$8,253,693,000	\$15,697,363,000

Sources: Previously presented analyses of on-airport, visitor spending, and air cargo. Notes: Columns may not add to total due to rounding. All dollars are in 2019 value and rounded to the nearest thousand. Calculations by EBP using IMPLAN v3 2018 model.

Chapter 6. Economic Impact Matrices

This chapter includes the following six tables.

Table 6.1. Direct On-Airport Impacts. Displays the sum of direct on-airport effects from airport administration, construction, and tenants impacts in terms of jobs, labor income, value added, and business revenues at each Illinois airport.

Table 6.2. Direct Visitor Spending Impacts. Displays the impacts of direct spending by visitors to Illinois who arrive using commercial airline and general aviation service. Impacts of direct visitor spending are reported by jobs, labor income, value added, and visitor spending (business revenues).

Table 6.3. District Impacts by Airport. Displays the impacts of each airport within its home District as defined by the Illinois DOT in terms of jobs, labor income, value added, and business revenues generated, including district multiplier effects due to supplier sales and income re-spending. Note the difference between district and state impacts is that spillover impacts are not counted if supplier sales or income re-spending occur in another Illinois district. This table is useful for displaying a localized impact of an airport, not the airport's impact on the statewide economy.

Table 6.4. District Impacts by Airport Using Multi-Regional Input/Output (MRIO) Analysis. Displays total impacts by District. The MRIO analysis includes the effects of supplier sales and income re-spending that spill over from one Illinois district to another, unlike Table A2, which is limited to each airport's impact in its home district and does not include multiplier effects that cross district boundaries.

Table 6.5. Region Impacts by Airport. Displays total impacts by Region. Regional impacts were developed based on the nine IDOT districts. IDOT regions are the combination of districts. Region 1 = District 1. Region 2 is the sum of Districts 2 and 3. Region 3 is the sum of Districts 4 and 5. Region 4 is the sum of Districts 5 and 6. Region 5 is the sum of Districts 8 and 9.

Table 6.6. Total Impacts by Airport. Displays the jobs, labor income, value added, and business revenues generated by each airport in Illinois, including statewide multiplier effects due to supplier sales and income re-spending.

Notes:

Impacts shown in these tables do not include Illinois industry reliance on air cargo services at Illinois airports. This analysis of air cargo was conducted on a commodity and industry level in state and regional economies and are not associated by airport.

Chicago Executive Airport (PWK) asked that "Economic and Fiscal Impact the Chicago Executive Airport and Associated Activities on the Cook County Economy" (2019), an economic impact study that it commissioned, be used for quantifying tenant impacts. As a result, PWK's on-airport tenant impacts are drawn from that study and incorporated in state, regional, and on-airport coverage.

All dollars are rounded to the closest \$1,000. As a result, totals may not add or match from table to table.

Jobs from construction expenditures and visitor spending are derived from direct business revenues and then rounded to the closest full job. Therefore, totals may not add due to rounding.



Table 6.1. Direct On-Airport Impacts

Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Commercial Service						
Belleville	MidAmerica St. Louis	BLV	13,500	\$1,441,713,000	\$1,490,984,000	\$1,630,491,000
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	413	\$30,631,000	\$50,203,000	\$88,389,000
Champaign/Urbana	University of Illinois-Willard	CMI	396	\$24,269,000	\$31,656,000	\$65,731,000
Chicago	Chicago Midway International	MDW	7,099	\$693,735,000	\$1,118,201,000	\$1,659,078,000
Chicago	Chicago O'Hare International	ORD	49,083	\$4,574,161,000	\$7,658,520,000	\$11,916,497,000
Chicago/Rockford	Chicago/Rockford International	RFD	8,324	\$816,382,000	\$1,574,508,000	\$2,630,504,000
Decatur	Decatur	DEC	385	\$18,982,000	\$21,728,000	\$29,191,000
Marion	Veterans Airport of Southern Illinois	MWA	320	\$16,320,000	\$22,800,000	\$38,991,000
Moline	Quad City International	MLI	1,523	\$106,239,000	\$156,116,000	\$262,013,000
Peoria	General Downing-Peoria International	PIA	1,733	\$102,197,000	\$128,103,000	\$222,272,000
Quincy	Quincy Regional-Baldwin Field	UIN	47	\$3,762,000	\$4,895,000	\$9,957,000
Springfield	Abraham Lincoln Capital	SPI	1,647	\$94,725,000	\$122,362,000	\$234,496,000
General Aviation						
Alton/St. Louis	St. Louis Regional	ALN	682	\$75,633,000	\$127,255,000	\$345,702,000
Beardstown	Greater Beardstown	K06	4	\$162,000	\$194,000	\$399,000
Benton	Benton Municipal	H96	1	\$16,000	\$19,000	\$38,000
Bolingbrook	Bolingbrook's Clow International	1C5	89	\$5,977,000	\$8,698,000	\$15,890,000
Cahokia/St. Louis	St. Louis Downtown	CPS	639	\$65,386,000	\$112,862,000	\$288,605,000
Cairo	Cairo Regional	CIR	7	\$135,000	\$251,000	\$525,000
Canton	Ingersoll	CTK	13	\$299,000	\$344,000	\$484,000
Carbondale/Murphysboro	Southern Illinois	MDH	394	\$24,212,000	\$35,336,000	\$101,854,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Carmi	Carmi Municipal	CUL	11	\$437,000	\$465,000	\$682,000
Casey	Casey Municipal	1H8	8	\$922,000	\$1,014,000	\$1,774,000
Centralia	Centralia Municipal	ENL	25	\$1,747,000	\$2,028,000	\$3,411,000
Chicago	Lansing Municipal	IGQ	59	\$3,441,000	\$5,710,000	\$9,656,000
Chicago/Aurora	Aurora Municipal	ARR	273	\$23,285,000	\$34,271,000	\$60,881,000
Chicago/Lake in the Hills	Lake in the Hills	3CK	59	\$4,336,000	\$5,490,000	\$11,636,000
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	591	\$61,178,000	\$120,042,000	\$190,404,000
Chicago/Romeoville	Lewis University	LOT	204	\$19,619,000	\$27,817,000	\$42,261,000
Chicago/ Schaumburg	Schaumburg Regional	06C	83	\$5,672,000	\$8,881,000	\$14,498,000
Chicago/ Schaumburg	Schaumburg Municipal Helistop	4H1	1	\$72,000	\$84,000	\$168,000
Chicago/Tinley Park	Tinley Park Helistop	TF8	1	\$72,000	\$84,000	\$168,000
Chicago/Waukegan	Waukegan National	UGN	306	\$29,041,000	\$50,834,000	\$81,617,000
Chicago/West Chicago	DuPage	DPA	2,005	\$179,596,000	\$312,118,000	\$823,569,000
Danville	Vermilion Regional	DNV	34	\$2,099,000	\$2,691,000	\$4,589,000
DeKalb	DeKalb Taylor Municipal	DKB	44	\$2,502,000	\$3,192,000	\$8,746,000
Dixon	Dixon Municipal-Charles R. Walgreen Field	C73	9	\$193,000	\$220,000	\$492,000
Effingham	Effingham County Memorial	1H2	17	\$735,000	\$878,000	\$2,105,000
Fairfield	Fairfield Municipal	FWC	4	\$277,000	\$407,000	\$1,198,000
Flora	Flora Municipal	FOA	6	\$507,000	\$562,000	\$876,000
Freeport	Albertus	FEP	9	\$421,000	\$542,000	\$897,000
Galesburg	Galesburg Municipal	GBG	32	\$1,086,000	\$1,277,000	\$2,889,000
Greenville	Greenville	GRE	46	\$1,139,000	\$1,448,000	\$2,497,000
Greenwood/Wonder Lake	Galt Field	10C	5	\$371,000	\$433,000	\$860,000
Harrisburg	Harrisburg-Raleigh	HSB	3	\$173,000	\$221,000	\$439,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Harvard	Dacy	0C0	6	\$433,000	\$541,000	\$927,000
Havana	Havana Regional	9I0	2	\$201,000	\$320,000	\$1,083,000
Jacksonville	Jacksonville Municipal	IJX	23	\$1,218,000	\$1,841,000	\$5,775,000
Joliet	Joliet Regional	JOT	34	\$2,489,000	\$4,265,000	\$6,982,000
Kankakee	Greater Kankakee	IKK	284	\$10,633,000	\$11,742,000	\$15,013,000
Kewanee	Kewanee Municipal	EZI	8	\$379,000	\$479,000	\$937,000
Lacon	Marshall County	C75	11	\$561,000	\$673,000	\$1,379,000
Lawrenceville	Lawrenceville-Vincennes International	LWV	245	\$10,231,000	\$23,681,000	\$57,549,000
Lincoln	Logan County	AAA	25	\$1,045,000	\$1,447,000	\$2,857,000
Litchfield	Litchfield Municipal	3LF	10	\$597,000	\$793,000	\$1,816,000
Macomb	Macomb Municipal	MQB	12	\$657,000	\$774,000	\$2,551,000
Mattoon/Charleston	Coles County Memorial	MTO	114	\$5,730,000	\$6,693,000	\$11,421,000
Metropolis	Metropolis Municipal	M30	2	\$62,000	\$78,000	\$103,000
Monee	Bult Field	C56	26	\$1,723,000	\$2,037,000	\$4,262,000
Monmouth	Monmouth Municipal	C66	2	\$120,000	\$149,000	\$206,000
Morris	Morris Municipal-James R. Washburn Field	C09	27	\$1,453,000	\$2,006,000	\$3,218,000
Mount Carmel	Mount Carmel Municipal	AJG	10	\$244,000	\$323,000	\$545,000
Mount Sterling	Mount Sterling Municipal	I63	15	\$1,273,000	\$1,710,000	\$2,878,000
Mount Vernon	Mount Vernon	MVN	139	\$6,124,000	\$8,886,000	\$21,317,000
Olney-Noble	Olney-Noble	OLY	8	\$406,000	\$474,000	\$959,000
Paris	Edgar County	PRG	7	\$332,000	\$377,000	\$495,000
Paxton	Paxton	1C1	2	\$78,000	\$82,000	\$150,000
Pekin	Pekin Municipal	C15	28	\$1,940,000	\$2,706,000	\$6,659,000
Peoria	Mount Hawley Auxiliary	3MY	6	\$248,000	\$330,000	\$931,000
Peru	Illinois Valley Regional-Walter A. Duncan Field	VYS	60	\$3,173,000	\$4,518,000	\$10,654,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	4	\$219,000	\$274,000	\$581,000
Pittsfield	Pittsfield Penstone Municipal	PPQ	8	\$1,007,000	\$1,350,000	\$2,141,000
Pontiac	Pontiac Municipal	PNT	25	\$1,427,000	\$1,737,000	\$2,983,000
Poplar Grove	Poplar Grove	C77	65	\$3,260,000	\$4,111,000	\$10,040,000
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	118	\$7,238,000	\$11,296,000	\$30,978,000
Robinson	Crawford County	RSV	6	\$343,000	\$419,000	\$856,000
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	51	\$3,138,000	\$5,765,000	\$9,193,000
Rushville	Schuy-Rush	5K4	0	\$0	\$0	\$1,000
Salem	Salem-Leckrone	SLO	4	\$288,000	\$355,000	\$616,000
Savanna	Tri-Township	SFY	4	\$143,000	\$185,000	\$286,000
Shelbyville	Shelby County	2H0	2	\$96,000	\$117,000	\$255,000
Sparta	Sparta Community-Hunter Field	SAR	19	\$1,224,000	\$1,415,000	\$2,620,000
Sterling/Rockfalls	Whiteside County-Jos H. Bittorf Field	SQI	25	\$1,255,000	\$2,174,000	\$6,116,000
Taylorville	Taylorville Municipal	TAZ	24	\$1,748,000	\$3,124,000	\$8,400,000
Tuscola	Tuscola	K96	2	\$141,000	\$151,000	\$242,000
Vandalia	Vandalia Municipal	VLA	13	\$930,000	\$1,387,000	\$4,252,000

Sources: EBP US, 2021; Kimley-Horn, 2021



Table 6.2. Direct Visitor Spending Impacts

Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Commercial Service						
Belleville	MidAmerica St. Louis	BLV	188	\$5,185,000	\$9,089,000	\$17,538,000
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	343	\$9,753,000	\$16,558,000	\$31,512,000
Champaign/Urbana	University of Illinois-Willard	CMI	250	\$7,130,000	\$12,113,000	\$23,036,000
Chicago	Chicago Midway International	MDW	25,911	\$1,157,233,000	\$1,829,506,000	\$3,001,645,000
Chicago	Chicago O'Hare International	ORD	76,110	\$3,265,683,000	\$5,173,364,000	\$8,154,863,000
Chicago/Rockford	Chicago/Rockford International	RFD	347	\$9,309,000	\$16,096,000	\$31,763,000
Decatur	Decatur	DEC	112	\$2,665,000	\$4,715,000	\$9,595,000
Marion	Veterans Airport of Southern Illinois	MWA	46	\$1,217,000	\$2,140,000	\$4,228,000
Moline	Quad City International	MLI	787	\$21,292,000	\$37,050,000	\$72,937,000
Peoria	General Downing-Peoria International	PIA	745	\$21,302,000	\$36,860,000	\$70,621,000
Quincy	Quincy Regional-Baldwin Field	UIN	39	\$1,023,000	\$1,817,000	\$3,559,000
Springfield	Abraham Lincoln Capital	SPI	205	\$5,297,000	\$9,406,000	\$18,438,000
General Aviation						
Alton/St. Louis	St. Louis Regional	ALN	23	\$621,000	\$1,071,000	\$2,108,000
Beardstown	Greater Beardstown	K06	1	\$8,000	\$13,000	\$26,000
Benton	Benton Municipal	H96	1	\$14,000	\$24,000	\$48,000
Bolingbrook	Bolingbrook's Clow International	1C5	21	\$845,000	\$1,320,000	\$2,257,000
Cahokia/St. Louis	St. Louis Downtown	CPS	84	\$2,214,000	\$3,818,000	\$7,518,000
Cairo	Cairo Regional	CIR	1	\$12,000	\$20,000	\$41,000
Canton	Ingersoll	CTK	1	\$25,000	\$42,000	\$82,000
Carbondale/Murphysboro	Southern Illinois	MDH	14	\$365,000	\$632,000	\$1,265,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Carmi	Carmi Municipal	CUL	2	\$54,000	\$94,000	\$189,000
Casey	Casey Municipal	1H8	2	\$41,000	\$73,000	\$149,000
Centralia	Centralia Municipal	ENL	3	\$75,000	\$130,000	\$256,000
Chicago	Lansing Municipal	IGQ	28	\$1,128,000	\$1,763,000	\$3,014,000
Chicago/Aurora	Aurora Municipal	ARR	93	\$3,764,000	\$5,882,000	\$10,057,000
Chicago/Lake in the Hills	Lake in the Hills	3CK	32	\$1,294,000	\$2,022,000	\$3,458,000
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	240	\$9,675,000	\$15,116,000	\$25,847,000
Chicago/Romeoville	Lewis University	LOT	87	\$3,504,000	\$5,474,000	\$9,360,000
Chicago/ Schaumburg	Schaumburg Regional	06C	30	\$1,206,000	\$1,884,000	\$3,222,000
Chicago/ Schaumburg	Schaumburg Municipal Helistop	4H1	1	\$8,000	\$13,000	\$22,000
Chicago/Tinley Park	Tinley Park Helistop	TF8	0	\$0	\$0	\$0
Chicago/Waukegan	Waukegan National	UGN	168	\$6,775,000	\$10,585,000	\$18,098,000
Chicago/West Chicago	DuPage	DPA	342	\$13,788,000	\$21,543,000	\$36,834,000
Danville	Vermilion Regional	DNV	9	\$244,000	\$410,000	\$790,000
DeKalb	DeKalb Taylor Municipal	DKB	41	\$1,056,000	\$1,810,000	\$3,585,000
Dixon	Dixon Municipal-Charles R. Walgreen Field	C73	28	\$736,000	\$1,259,000	\$2,494,000
Effingham	Effingham County Memorial	1H2	33	\$775,000	\$1,364,000	\$2,783,000
Fairfield	Fairfield Municipal	FWC	1	\$10,000	\$18,000	\$36,000
Flora	Flora Municipal	FOA	1	\$24,000	\$42,000	\$86,000
Freeport	Albertus	FEP	6	\$153,000	\$262,000	\$519,000
Galesburg	Galesburg Municipal	GBG	15	\$413,000	\$705,000	\$1,374,000
Greenville	Greenville	GRE	1	\$30,000	\$52,000	\$103,000
Greenwood/Wonder Lake	Galt Field	10C	2	\$78,000	\$122,000	\$208,000
Harrisburg	Harrisburg-Raleigh	HSB	3	\$90,000	\$156,000	\$311,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Harvard	Dacy	0C0	1	\$31,000	\$49,000	\$83,000
Havana	Havana Regional	9I0	1	\$2,000	\$3,000	\$7,000
Jacksonville	Jacksonville Municipal	IJX	10	\$255,000	\$450,000	\$890,000
Joliet	Joliet Regional	JOT	10	\$400,000	\$625,000	\$1,068,000
Kankakee	Greater Kankakee	IKK	50	\$1,287,000	\$2,205,000	\$4,368,000
Kewanee	Kewanee Municipal	EZI	3	\$90,000	\$154,000	\$305,000
Lacon	Marshall County	C75	3	\$73,000	\$124,000	\$242,000
Lawrenceville	Lawrenceville-Vincennes International	LWV	7	\$156,000	\$274,000	\$560,000
Lincoln	Logan County	AAA	1	\$16,000	\$28,000	\$55,000
Litchfield	Litchfield Municipal	3LF	2	\$60,000	\$106,000	\$209,000
Macomb	Macomb Municipal	MQB	6	\$165,000	\$281,000	\$548,000
Mattoon/Charleston	Coles County Memorial	MTO	26	\$601,000	\$1,058,000	\$2,158,000
Metropolis	Metropolis Municipal	M30	1	\$15,000	\$26,000	\$53,000
Monee	Bult Field	C56	16	\$636,000	\$994,000	\$1,700,000
Monmouth	Monmouth Municipal	C66	1	\$14,000	\$23,000	\$45,000
Morris	Morris Municipal-James R. Washburn Field	C09	57	\$1,466,000	\$2,511,000	\$4,975,000
Mount Carmel	Mount Carmel Municipal	AJG	2	\$58,000	\$102,000	\$207,000
Mount Sterling	Mount Sterling Municipal	I63	1	\$10,000	\$17,000	\$35,000
Mount Vernon	Mount Vernon	MVN	24	\$620,000	\$1,074,000	\$2,148,000
Olney-Noble	Olney-Noble	OLY	2	\$38,000	\$67,000	\$137,000
Paris	Edgar County	PRG	1	\$27,000	\$45,000	\$86,000
Paxton	Paxton	1C1	1	\$2,000	\$3,000	\$6,000
Pekin	Pekin Municipal	C15	3	\$86,000	\$147,000	\$287,000
Peoria	Mount Hawley Auxiliary	3MY	9	\$244,000	\$416,000	\$810,000
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	13	\$325,000	\$558,000	\$1,105,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	2	\$47,000	\$81,000	\$162,000
Pittsfield	Pittsfield Penstone Municipal	PPQ	1	\$11,000	\$19,000	\$38,000
Pontiac	Pontiac Municipal	PNT	3	\$67,000	\$114,000	\$226,000
Poplar Grove	Poplar Grove	C77	2	\$44,000	\$76,000	\$150,000
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	4	\$103,000	\$174,000	\$334,000
Robinson	Crawford County	RSV	3	\$75,000	\$132,000	\$270,000
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	3	\$71,000	\$122,000	\$241,000
Rushville	Schuy-Rush	5K4	0	\$0	\$0	\$1,000
Salem	Salem-Leckrone	SLO	2	\$50,000	\$86,000	\$170,000
Savanna	Tri-Township	SFY	1	\$14,000	\$24,000	\$48,000
Shelbyville	Shelby County	2H0	4	\$83,000	\$146,000	\$297,000
Sparta	Sparta Community-Hunter Field	SAR	10	\$273,000	\$471,000	\$927,000
Sterling/Rockfalls	Whiteside County-Jos H. Bittorf Field	SQI	19	\$510,000	\$873,000	\$1,729,000
Taylorville	Taylorville Municipal	TAZ	1	\$16,000	\$28,000	\$55,000
Tuscola	Tuscola	K96	1	\$3,000	\$5,000	\$9,000
Vandalia	Vandalia Municipal	VLA	1	\$8,000	\$14,000	\$28,000

Sources: EBP US, 2021; Kimley-Horn, 2021



Table 6.3. District Impacts by Airport

Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Commercial Service						
Belleville	MidAmerica St. Louis	BLV	20,213	\$1,696,534,000	\$1,897,424,000	\$2,549,743,000
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	1,159	\$58,006,000	\$95,776,000	\$180,832,000
Champaign/Urbana	University of Illinois-Willard	CMI	1,000	\$47,136,000	\$68,930,000	\$141,340,000
Chicago	Chicago Midway International	MDW	52,473	\$3,088,383,000	\$4,928,884,000	\$8,192,892,000
Chicago	Chicago O'Hare International	ORD	211,178	\$13,307,077,000	\$21,626,176,000	\$35,892,965,000
Chicago/Rockford	Chicago/Rockford International	RFD	16,194	\$1,144,990,000	\$2,098,882,000	\$3,731,997,000
Decatur	Decatur	DEC	631	\$26,697,000	\$34,828,000	\$57,762,000
Marion	Veterans Airport of Southern Illinois	MWA	541	\$24,047,000	\$35,148,000	\$66,400,000
Moline	Quad City International	MLI	3,522	\$179,822,000	\$273,824,000	\$503,532,000
Peoria	General Downing-Peoria International	PIA	3,702	\$179,083,000	\$252,999,000	\$471,157,000
Quincy	Quincy Regional-Baldwin Field	UIN	130	\$6,634,000	\$9,686,000	\$19,902,000
Springfield	Abraham Lincoln Capital	SPI	2,376	\$122,141,000	\$167,562,000	\$328,757,000
General Aviation						
Alton/St. Louis	St. Louis Regional	ALN	1,207	\$97,534,000	\$162,044,000	\$419,992,000
Beardstown	Greater Beardstown	K06	6	\$255,000	\$342,000	\$706,000
Benton	Benton Municipal	H96	2	\$43,000	\$64,000	\$132,000
Bolingbrook	Bolingbrook's Clow International	1C5	188	\$11,899,000	\$18,196,000	\$32,785,000
Cahokia/St. Louis	St. Louis Downtown	CPS	1,206	\$88,410,000	\$149,507,000	\$365,896,000
Cairo	Cairo Regional	CIR	10	\$225,000	\$391,000	\$837,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Canton	Ingersoll	CTK	17	\$439,000	\$570,000	\$948,000
Carbondale/ Murphysboro	Southern Illinois	MDH	487	\$27,624,000	\$40,711,000	\$113,886,000
Carmi	Carmi Municipal	CUL	17	\$641,000	\$795,000	\$1,411,000
Casey	Casey Municipal	1H8	17	\$1,254,000	\$1,562,000	\$2,976,000
Centralia	Centralia Municipal	ENL	45	\$2,662,000	\$3,425,000	\$6,349,000
Chicago	Lansing Municipal	IGQ	141	\$8,035,000	\$13,005,000	\$22,520,000
Chicago/Aurora	Aurora Municipal	ARR	723	\$49,736,000	\$75,755,000	\$135,659,000
Chicago/Lake in the Hills	Lake in the Hills	3CK	165	\$10,351,000	\$14,955,000	\$28,460,000
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	2,189	\$145,290,000	\$251,819,000	\$427,330,000
Chicago/Romeoville	Lewis University	LOT	502	\$36,428,000	\$54,731,000	\$90,019,000
Chicago/ Schaumburg	Schaumburg Regional	06C	196	\$12,164,000	\$19,170,000	\$32,910,000
Chicago/ Schaumburg	Schaumburg Municipal Helistop	4H1	2	\$156,000	\$213,000	\$400,000
Chicago/Tinley Park	Tinley Park Helistop	TF8	2	\$143,000	\$191,000	\$363,000
Chicago/Waukegan	Waukegan National	UGN	888	\$62,035,000	\$103,653,000	\$176,362,000
Chicago/West Chicago	DuPage	DPA	5,191	\$388,512,000	\$649,253,000	\$1,432,595,000
Danville	Vermilion Regional	DNV	63	\$3,256,000	\$4,590,000	\$8,523,000
DeKalb	DeKalb Taylor Municipal	DKB	115	\$4,730,000	\$6,845,000	\$16,437,000
Dixon	Dixon Municipal-Charles R Walgreen Field	C73	47	\$1,348,000	\$2,138,000	\$4,369,000
Effingham	Effingham County Memorial	1H2	66	\$2,114,000	\$3,235,000	\$7,103,000
Fairfield	Fairfield Municipal	FWC	5	\$316,000	\$471,000	\$1,339,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Flora	Flora Municipal	FOA	12	\$719,000	\$887,000	\$1,492,000
Freeport	Albertus	FEP	20	\$793,000	\$1,153,000	\$2,143,000
Galesburg	Galesburg Municipal	GBG	67	\$2,458,000	\$3,438,000	\$7,246,000
Greenville	Greenville	GRE	57	\$1,593,000	\$2,197,000	\$4,117,000
Greenwood/Wonder Lake	Galt Field	10C	13	\$861,000	\$1,189,000	\$2,216,000
Harrisburg	Harrisburg-Raleigh	HSB	9	\$373,000	\$550,000	\$1,141,000
Harvard	Dacy	0C0	11	\$701,000	\$965,000	\$1,679,000
Havana	Havana Regional	9I0	3	\$229,000	\$355,000	\$1,127,000
Jacksonville	Jacksonville Municipal	IJX	39	\$1,719,000	\$2,682,000	\$7,485,000
Joliet	Joliet Regional	JOT	79	\$5,115,000	\$8,463,000	\$14,571,000
Kankakee	Greater Kankakee	IKK	398	\$14,287,000	\$17,726,000	\$28,076,000
Kewanee	Kewanee Municipal	EZI	16	\$679,000	\$960,000	\$1,927,000
Lacon	Marshall County	C75	22	\$1,006,000	\$1,367,000	\$2,789,000
Lawrenceville	Lawrenceville-Vincennes International	LWV	413	\$16,755,000	\$34,505,000	\$81,621,000
Lincoln	Logan County	AAA	33	\$1,390,000	\$2,013,000	\$4,049,000
Litchfield	Litchfield Municipal	3LF	16	\$826,000	\$1,179,000	\$2,613,000
Macomb	Macomb Municipal	MQB	34	\$1,563,000	\$2,174,000	\$5,394,000
Mattoon/Charleston	Coles County Memorial	MTO	189	\$8,165,000	\$10,805,000	\$20,453,000
Metropolis	Metropolis Municipal	M30	3	\$101,000	\$141,000	\$238,000
Monee	Bult Field	C56	72	\$4,356,000	\$6,069,000	\$11,098,000
Monmouth	Monmouth Municipal	C66	4	\$183,000	\$250,000	\$411,000
Morris	Morris Municipal-James R Washburn Field	C09	107	\$3,813,000	\$5,945,000	\$11,371,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Mount Carmel	Mount Carmel Municipal	AJG	15	\$396,000	\$584,000	\$1,105,000
Mount Sterling	Mount Sterling Municipal	I63	26	\$1,728,000	\$2,459,000	\$4,401,000
Mount Vernon	Mount Vernon	MVN	230	\$9,254,000	\$13,894,000	\$32,516,000
Olney-Noble	Olney-Noble	OLY	14	\$627,000	\$824,000	\$1,651,000
Paris	Edgar County	PRG	10	\$460,000	\$590,000	\$931,000
Paxton	Paxton	1C1	4	\$132,000	\$169,000	\$348,000
Pekin	Pekin Municipal	C15	40	\$2,472,000	\$3,570,000	\$8,427,000
Peoria	Mount Hawley Auxiliary	3MY	20	\$720,000	\$1,100,000	\$2,469,000
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	103	\$4,697,000	\$7,006,000	\$16,058,000
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	9	\$401,000	\$559,000	\$1,178,000
Pittsfield	Pittsfield Penstone Municipal	PPQ	16	\$1,344,000	\$1,903,000	\$3,263,000
Pontiac	Pontiac Municipal	PNT	38	\$1,940,000	\$2,574,000	\$4,798,000
Poplar Grove	Poplar Grove	C77	116	\$5,528,000	\$7,420,000	\$16,596,000
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	227	\$12,163,000	\$20,152,000	\$49,127,000
Robinson	Crawford County	RSV	13	\$568,000	\$802,000	\$1,683,000
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	81	\$4,408,000	\$7,803,000	\$13,466,000
Rushville	Schuy-Rush	5K4	1	\$1,000	\$1,000	\$2,000
Salem	Salem-Leckrone	SLO	9	\$479,000	\$666,000	\$1,267,000
Savanna	Tri-Township	SFY	6	\$211,000	\$295,000	\$514,000
Shelbyville	Shelby County	2H0	7	\$247,000	\$376,000	\$804,000
Sparta	Sparta Community-Hunter Field	SAR	45	\$2,185,000	\$2,941,000	\$5,720,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Sterling/Rockfalls	Whiteside County-Jos H Bittorf Field	SQI	67	\$2,755,000	\$4,497,000	\$10,593,000
Taylorville	Taylorville Municipal	TAZ	32	\$2,107,000	\$3,686,000	\$9,557,000
Tuscola	Tuscola	K96	3	\$196,000	\$238,000	\$425,000
Vandalia	Vandalia Municipal	VLA	16	\$1,031,000	\$1,558,000	\$4,631,000

Sources: EBP US, 2021; Kimley-Horn, 2021



Table 6.4. District Impacts by Airport Using Multi-Regional Input/Output (MRIO) Analysis

District	Component	Impact Type	Employment	Labor Income	Value Added	Business Revenues
1	On-Airport	Direct	59,925	\$5,605,201,000	\$9,358,027,000	\$14,839,355,000
		Supplier Sales	26,367	\$1,849,754,000	\$3,007,082,000	\$5,440,133,000
		Income Re-Spending	39,150	\$2,322,101,000	\$3,747,084,000	\$6,838,536,000
		Total Impact	125,442	\$9,777,056,000	\$16,112,192,000	\$27,118,024,000
	Visitor Spending	Direct	103,091	\$4,466,048,000	\$7,070,261,000	\$11,271,736,000
		Supplier Sales	18,616	\$1,356,482,000	\$2,146,420,000	\$3,596,554,000
		Income Re-Spending	29,465	\$1,729,404,000	\$2,781,923,000	\$5,104,521,000
		Total Impact	151,173	\$7,551,934,000	\$11,998,604,000	\$19,972,811,000
2	On-Airport	Direct	10,019	\$931,409,000	\$1,744,100,000	\$2,920,480,000
		Supplier Sales	3,989	\$185,437,000	\$306,096,000	\$615,117,000
		Income Re-Spending	5,788	\$239,725,000	\$377,832,000	\$823,733,000
		Total Impact	19,795	\$1,356,571,000	\$2,428,027,000	\$4,359,330,000
	Visitor Spending	Direct	1,195	\$32,219,000	\$55,914,000	\$110,186,000
		Supplier Sales	346	\$18,443,000	\$32,598,000	\$68,015,000
		Income Re-Spending	477	\$20,522,000	\$33,861,000	\$73,186,000
		Total Impact	2,019	\$71,185,000	\$122,374,000	\$251,387,000
3	On-Airport	Direct	441	\$19,266,000	\$23,277,000	\$40,764,000
		Supplier Sales	717	\$36,355,000	\$69,984,000	\$158,391,000
		Income Re-Spending	1,320	\$50,982,000	\$87,119,000	\$191,918,000
		Total Impact	2,478	\$106,604,000	\$180,381,000	\$391,073,000
	Visitor Spending	Direct	162	\$4,203,000	\$7,201,000	\$14,265,000
		Supplier Sales	253	\$13,945,000	\$26,971,000	\$61,093,000
		Income Re-Spending	351	\$14,624,000	\$25,534,000	\$56,993,000
		Total Impact	767	\$32,772,000	\$59,707,000	\$132,350,000
4	On-Airport	Direct	1,837	\$107,108,000	\$134,356,000	\$237,370,000
		Supplier Sales	1,034	\$52,897,000	\$88,335,000	\$176,466,000
		Income Re-Spending	1,892	\$84,219,000	\$139,697,000	\$286,784,000



District	Component	Impact Type	Employment	Labor Income	Value Added	Business Revenues
		Total Impact	4,762	\$244,223,000	\$362,388,000	\$700,620,000
	Visitor Spending	Direct	782	\$22,321,000	\$38,598,000	\$74,008,000
		Supplier Sales	303	\$14,987,000	\$25,279,000	\$53,263,000
		Income Re-Spending	438	\$18,797,000	\$31,148,000	\$66,068,000
		Total Impact	1,523	\$56,105,000	\$95,026,000	\$193,339,000
5	On-Airport	Direct	969	\$64,710,000	\$96,374,000	\$190,423,000
		Supplier Sales	955	\$47,762,000	\$85,302,000	\$185,692,000
		Income Re-Spending	1,587	\$71,610,000	\$123,925,000	\$248,393,000
		Total Impact	3,511	\$184,081,000	\$305,602,000	\$624,508,000
	Visitor Spending	Direct	607	\$17,259,000	\$29,304,000	\$55,767,000
		Supplier Sales	269	\$13,587,000	\$24,052,000	\$50,559,000
		Income Re-Spending	388	\$17,305,000	\$28,932,000	\$60,506,000
Total Impact		1,264	\$48,152,000	\$82,288,000	\$166,832,000	
6	On-Airport	Direct	1,804	\$105,737,000	\$138,035,000	\$269,803,000
		Supplier Sales	727	\$35,700,000	\$62,080,000	\$128,172,000
		Income Re-Spending	1,720	\$74,380,000	\$124,758,000	\$258,301,000
		Total Impact	4,251	\$215,817,000	\$324,874,000	\$656,276,000
	Visitor Spending	Direct	259	\$6,697,000	\$11,888,000	\$23,312,000
		Supplier Sales	235	\$10,625,000	\$18,608,000	\$41,491,000
		Income Re-Spending	346	\$14,572,000	\$24,221,000	\$51,816,000
Total Impact		839	\$31,894,000	\$54,718,000	\$116,619,000	
7	On-Airport	Direct	820	\$39,404,000	\$57,684,000	\$110,979,000
		Supplier Sales	763	\$31,792,000	\$60,459,000	\$143,408,000
		Income Re-Spending	1,418	\$53,486,000	\$90,501,000	\$198,691,000
		Total Impact	3,001	\$124,682,000	\$208,643,000	\$453,078,000
	Visitor Spending	Direct	192	\$4,533,000	\$8,004,000	\$16,307,000
		Supplier Sales	239	\$9,338,000	\$16,866,000	\$41,675,000
		Income Re-Spending	335	\$12,725,000	\$21,347,000	\$48,018,000



District	Component	Impact Type	Employment	Labor Income	Value Added	Business Revenues
		Total Impact	765	\$26,596,000	\$46,217,000	\$105,999,000
8	On-Airport	Direct	14,915	\$1,587,130,000	\$1,736,347,000	\$2,273,942,000
		Supplier Sales	1,058	\$57,045,000	\$99,982,000	\$209,595,000
		Income Re-Spending	7,892	\$300,476,000	\$481,740,000	\$1,089,923,000
		Total Impact	23,865	\$1,944,650,000	\$2,318,069,000	\$3,573,460,000
	Visitor Spending	Direct	312	\$8,449,000	\$14,718,000	\$28,620,000
		Supplier Sales	240	\$10,642,000	\$18,936,000	\$41,905,000
		Income Re-Spending	349	\$13,947,000	\$23,306,000	\$50,843,000
		Total Impact	901	\$33,038,000	\$56,960,000	\$121,368,000
9	On-Airport	Direct	881	\$47,698,000	\$68,330,000	\$164,531,000
		Supplier Sales	804	\$33,243,000	\$57,185,000	\$128,922,000
		Income Re-Spending	1,479	\$53,816,000	\$89,993,000	\$202,248,000
		Total Impact	3,164	\$134,758,000	\$215,509,000	\$495,701,000
	Visitor Spending	Direct	93	\$2,433,000	\$4,248,000	\$8,444,000
		Supplier Sales	237	\$8,810,000	\$15,890,000	\$38,081,000
		Income Re-Spending	336	\$12,387,000	\$20,773,000	\$46,887,000
		Total Impact	665	\$23,630,000	\$40,910,000	\$93,412,000

Sources: EBP US, 2021; Kimley-Horn, 2021



Table 6.5. Region Impacts by Airport

Region	Component	Impact Type	Employment	Labor Income	Value Added	Business Revenues
1	On-Airport	Direct	59,925	\$5,605,201,000	\$9,358,027,000	\$14,839,355,000
		Supplier Sales	26,367	\$1,849,754,000	\$3,007,082,000	\$5,440,133,000
		Income Re-Spending	39,150	\$2,322,101,000	\$3,747,084,000	\$6,838,536,000
		Total Impact	125,442	\$9,777,056,000	\$16,112,192,000	\$27,118,024,000
	Visitor Spending	Direct	103,091	\$4,466,048,000	\$7,070,261,000	\$11,271,736,000
		Supplier Sales	18,616	\$1,356,482,000	\$2,146,420,000	\$3,596,554,000
		Income Re-Spending	29,465	\$1,729,404,000	\$2,781,923,000	\$5,104,521,000
		Total Impact	151,173	\$7,551,934,000	\$11,998,604,000	\$19,972,811,000
2	On-Airport	Direct	10,460	950,675,000	1,767,377,000	2,961,244,000
		Supplier Sales	4,706	221,792,000	376,080,000	773,508,000
		Income Re-Spending	7,108	290,707,000	464,951,000	1,015,651,000
		Total Impact	22,273	1,463,175,000	2,608,408,000	4,750,403,000
	Visitor Spending	Direct	1,357	36,422,000	63,115,000	124,451,000
		Supplier Sales	599	32,388,000	59,569,000	129,108,000
		Income Re-Spending	828	35,146,000	59,395,000	130,179,000
		Total Impact	2,786	103,957,000	182,081,000	383,737,000
3	On-Airport	Direct	2,806	171,818,000	230,730,000	427,793,000
		Supplier Sales	1,989	100,659,000	173,637,000	362,158,000
		Income Re-Spending	3,479	155,829,000	263,622,000	535,177,000
		Total Impact	8,273	428,304,000	667,990,000	1,325,128,000
	Visitor Spending	Direct	1,389	39,580,000	67,902,000	129,775,000
		Supplier Sales	572	28,574,000	49,331,000	103,822,000
		Income Re-Spending	826	36,102,000	60,080,000	126,574,000
		Total Impact	2,787	104,257,000	177,314,000	360,171,000
4	On-Airport	Direct	2,624	145,141,000	195,719,000	380,782,000
		Supplier Sales	1,490	67,492,000	122,539,000	271,580,000
		Income Re-Spending	3,138	127,866,000	215,259,000	456,992,000



Region	Component	Impact Type	Employment	Labor Income	Value Added	Business Revenues
		Total Impact	7,252	340,499,000	533,517,000	1,109,354,000
	Visitor Spending	Direct	451	11,230,000	19,892,000	39,619,000
		Supplier Sales	474	19,963,000	35,474,000	83,166,000
		Income Re-Spending	681	27,297,000	45,568,000	99,834,000
		Total Impact	1,604	58,490,000	100,935,000	222,618,000
5	On-Airport	Direct	15,796	1,634,828,000	1,804,677,000	2,438,473,000
		Supplier Sales	1,862	90,288,000	157,167,000	338,517,000
		Income Re-Spending	9,371	354,292,000	571,733,000	1,292,171,000
		Total Impact	27,029	2,079,408,000	2,533,578,000	4,069,161,000
	Visitor Spending	Direct	405	10,882,000	18,966,000	37,064,000
		Supplier Sales	477	19,452,000	34,826,000	79,986,000
		Income Re-Spending	685	26,334,000	44,079,000	97,730,000
		Total Impact	1,566	56,668,000	97,870,000	214,780,000

Sources: EBP US, 2021; Kimley-Horn, 2021



Table 6.6. Total Impacts by Airport

Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Belleville	MidAmerica St. Louis	BLV	23,442	\$1,861,954,000	\$2,179,631,000	\$3,084,006,000
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	1,383	\$69,307,000	\$114,116,000	\$217,792,000
Champaign/Urbana	University of Illinois-Willard	CMI	1,238	\$59,118,000	\$88,026,000	\$179,957,000
Chicago	Chicago Midway International	MDW	53,945	\$3,154,778,000	\$5,047,599,000	\$8,453,628,000
Chicago	Chicago O'Hare International	ORD	217,660	\$13,601,074,000	\$22,156,930,000	\$37,054,860,000
Chicago/Rockford	Chicago/Rockford International	RFD	21,476	\$1,408,853,000	\$2,561,300,000	\$4,686,123,000
Decatur	Decatur	DEC	739	\$32,075,000	\$43,394,000	\$74,618,000
Marion	Veterans Airport of Southern Illinois	MWA	652	\$29,424,000	\$44,321,000	\$84,674,000
Moline	Quad City International	MLI	4,386	\$222,768,000	\$345,666,000	\$647,283,000
Peoria	General Downing-Peoria International	PIA	4,333	\$207,877,000	\$303,593,000	\$575,731,000
Quincy	Quincy Regional-Baldwin Field	UIN	158	\$8,008,000	\$11,964,000	\$24,704,000
Springfield	Abraham Lincoln Capital	SPI	2,630	\$134,316,000	\$187,899,000	\$370,808,000
Alton/St. Louis	St. Louis Regional	ALN	1,533	\$115,717,000	\$191,507,000	\$479,468,000
Beardstown	Greater Beardstown	K06	7	\$319,000	\$443,000	\$915,000
Benton	Benton Municipal	H96	2	\$54,000	\$82,000	\$169,000
Bolingbrook	Bolingbrook's Clow International	1C5	194	\$12,197,000	\$18,725,000	\$34,000,000
Cahokia/St. Louis	St. Louis Downtown	CPS	1,522	\$105,842,000	\$177,673,000	\$422,055,000
Cairo	Cairo Regional	CIR	11	\$297,000	\$511,000	\$1,077,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Canton	Ingersoll	CTK	18	\$500,000	\$678,000	\$1,170,000
Carbondale/ Murphysboro	Southern Illinois	MDH	538	\$30,104,000	\$44,935,000	\$122,348,000
Carmi	Carmi Municipal	CUL	20	\$753,000	\$986,000	\$1,793,000
Casey	Casey Municipal	1H8	25	\$1,617,000	\$2,126,000	\$4,095,000
Centralia	Centralia Municipal	ENL	55	\$3,181,000	\$4,277,000	\$7,990,000
Chicago	Lansing Municipal	IGQ	145	\$8,211,000	\$13,310,000	\$23,190,000
Chicago/Aurora	Aurora Municipal	ARR	748	\$50,870,000	\$77,717,000	\$139,872,000
Chicago/Lake In The Hills	Lake In The Hills	3CK	170	\$10,600,000	\$15,385,000	\$29,394,000
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	2,199	\$145,742,000	\$252,613,000	\$429,087,000
Chicago/Romeoville	Lewis University	LOT	518	\$37,147,000	\$55,991,000	\$92,814,000
Chicago/ Schaumburg	Schaumburg Regional	06C	202	\$12,427,000	\$19,632,000	\$33,914,000
Chicago/ Schaumburg	Schaumburg Municipal Helistop	4H1	2	\$160,000	\$219,000	\$414,000
Chicago/Tinley Park	Tinley Park Helistop	TF8	2	\$146,000	\$197,000	\$375,000
Chicago/Waukegan	Waukegan National	UGN	918	\$63,386,000	\$106,061,000	\$181,620,000
Chicago/West Chicago	DuPage	DPA	5,524	\$403,007,000	\$676,083,000	\$1,501,194,000
Danville	Vermilion Regional	DNV	75	\$3,855,000	\$5,559,000	\$10,475,000
DeKalb	DeKalb Taylor Municipal	DKB	148	\$6,460,000	\$9,670,000	\$22,012,000
Dixon	Dixon Municipal-Charles R Walgreen Field	C73	54	\$1,710,000	\$2,753,000	\$5,608,000
Effingham	Effingham County Memorial	1H2	82	\$2,921,000	\$4,507,000	\$9,638,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Fairfield	Fairfield Municipal	FWC	6	\$358,000	\$535,000	\$1,466,000
Flora	Flora Municipal	FOA	15	\$866,000	\$1,125,000	\$1,960,000
Freeport	Albertus	FEP	24	\$968,000	\$1,453,000	\$2,750,000
Galesburg	Galesburg Municipal	GBG	77	\$2,928,000	\$4,236,000	\$8,904,000
Greenville	Greenville	GRE	64	\$1,929,000	\$2,767,000	\$5,234,000
Greenwood/Wonder Lake	Galt Field	10C	14	\$881,000	\$1,224,000	\$2,290,000
Harrisburg	Harrisburg-Raleigh	HSB	11	\$468,000	\$712,000	\$1,466,000
Harvard	Dacy	0C0	11	\$714,000	\$987,000	\$1,728,000
Havana	Havana Regional	9I0	3	\$237,000	\$369,000	\$1,155,000
Jacksonville	Jacksonville Municipal	IJX	43	\$1,901,000	\$2,977,000	\$8,093,000
Joliet	Joliet Regional	JOT	82	\$5,230,000	\$8,667,000	\$15,013,000
Kankakee	Greater Kankakee	IKK	455	\$17,185,000	\$22,643,000	\$37,638,000
Kewanee	Kewanee Municipal	EZI	19	\$849,000	\$1,248,000	\$2,509,000
Lacon	Marshall County	C75	25	\$1,190,000	\$1,680,000	\$3,439,000
Lawrenceville	Lawrenceville-Vincennes International	LWV	583	\$25,351,000	\$48,972,000	\$110,641,000
Lincoln	Logan County	AAA	38	\$1,616,000	\$2,390,000	\$4,821,000
Litchfield	Litchfield Municipal	3LF	19	\$945,000	\$1,377,000	\$3,022,000
Macomb	Macomb Municipal	MQB	42	\$1,922,000	\$2,783,000	\$6,659,000
Mattoon/Charleston	Coles County Memorial	MTO	231	\$10,279,000	\$14,238,000	\$27,226,000
Metropolis	Metropolis Municipal	M30	3	\$121,000	\$175,000	\$307,000
Monee	Bult Field	C56	75	\$4,450,000	\$6,230,000	\$11,450,000
Monmouth	Monmouth Municipal	C66	4	\$208,000	\$294,000	\$503,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Morris	Morris Municipal-James R Washburn Field	C09	130	\$4,967,000	\$7,882,000	\$15,230,000
Mount Carmel	Mount Carmel Municipal	AJG	18	\$514,000	\$774,000	\$1,482,000
Mount Sterling	Mount Sterling Municipal	I63	30	\$1,949,000	\$2,845,000	\$5,263,000
Mount Vernon	Mount Vernon	MVN	278	\$11,575,000	\$17,720,000	\$40,167,000
Olney-Noble	Olney-Noble	OLY	18	\$813,000	\$1,124,000	\$2,246,000
Paris	Edgar County	PRG	12	\$528,000	\$702,000	\$1,159,000
Paxton	Paxton	1C1	4	\$162,000	\$220,000	\$447,000
Pekin	Pekin Municipal	C15	45	\$2,702,000	\$3,974,000	\$9,256,000
Peoria	Mount Hawley Auxiliary	3MY	23	\$845,000	\$1,316,000	\$2,916,000
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	134	\$6,290,000	\$9,668,000	\$21,402,000
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	11	\$502,000	\$729,000	\$1,523,000
Pittsfield	Pittsfield Penstone Municipal	PPQ	19	\$1,495,000	\$2,170,000	\$3,869,000
Pontiac	Pontiac Municipal	PNT	48	\$2,477,000	\$3,462,000	\$6,561,000
Poplar Grove	Poplar Grove	C77	150	\$7,262,000	\$10,238,000	\$22,310,000
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	326	\$17,011,000	\$28,478,000	\$66,174,000
Robinson	Crawford County	RSV	17	\$772,000	\$1,120,000	\$2,317,000
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	101	\$5,407,000	\$9,553,000	\$17,073,000
Rushville	Schuy-Rush	5K4	1	\$1,000	\$1,000	\$3,000
Salem	Salem-Leckrone	SLO	11	\$581,000	\$834,000	\$1,595,000
Savanna	Tri-Township	SFY	6	\$253,000	\$368,000	\$661,000
Shelbyville	Shelby County	2H0	9	\$336,000	\$517,000	\$1,086,000
Sparta	Sparta Community-Hunter Field	SAR	55	\$2,677,000	\$3,761,000	\$7,318,000



Associated City	Airport Name	FAA ID	Employment	Labor Income	Value Added	Business Revenues
Sterling/Rockfalls	Whiteside County-Jos H Bittorf Field	SQI	81	\$3,478,000	\$5,690,000	\$12,968,000
Taylorville	Taylorville Municipal	TAZ	38	\$2,387,000	\$4,130,000	\$10,457,000
Tuscola	Tuscola	K96	4	\$231,000	\$294,000	\$539,000
Vandalia	Vandalia Municipal	VLA	18	\$1,159,000	\$1,757,000	\$5,025,000

Sources: EBP US, 2021; Kimley-Horn, 2021



ILLINOIS AVIATION

ECONOMIC IMPACT
ANALYSIS



Illinois Department
of Transportation

Kimley»Horn

Expect More. Experience Better.

In association with EBP US

www.ilaviation.com