

Technical Advisory Committee (TAC)

Meeting #2 | May 19, 2020



Introductions

- IDOT Bureau of Planning
- IDOT Aeronautics
- TAC Members
- Illinois Airports
- Consultant team
 - Kimley-Horn
 - CMT
 - Hanson
 - EBP US
 - Kaplan & Mello



Kimley»Horn

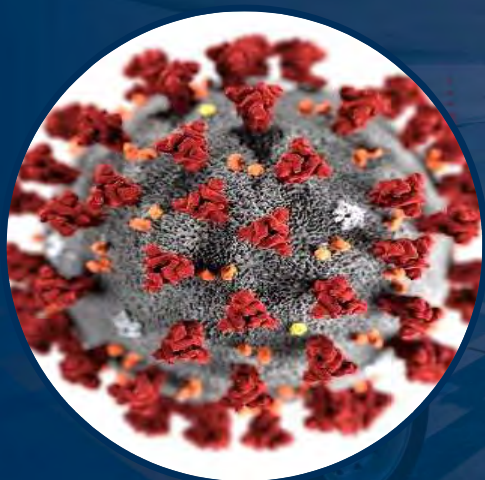


Agenda

1. Since we last met...
2. Project update
3. IASP findings & EIA data collection
4. Additional tasks
5. Next steps



1 Since We Last Met...



Since We Last Met

January 24 Illinois health officials announced the first case of Coronavirus in the State

March 9 Governor Pritzker declared a State of Emergency

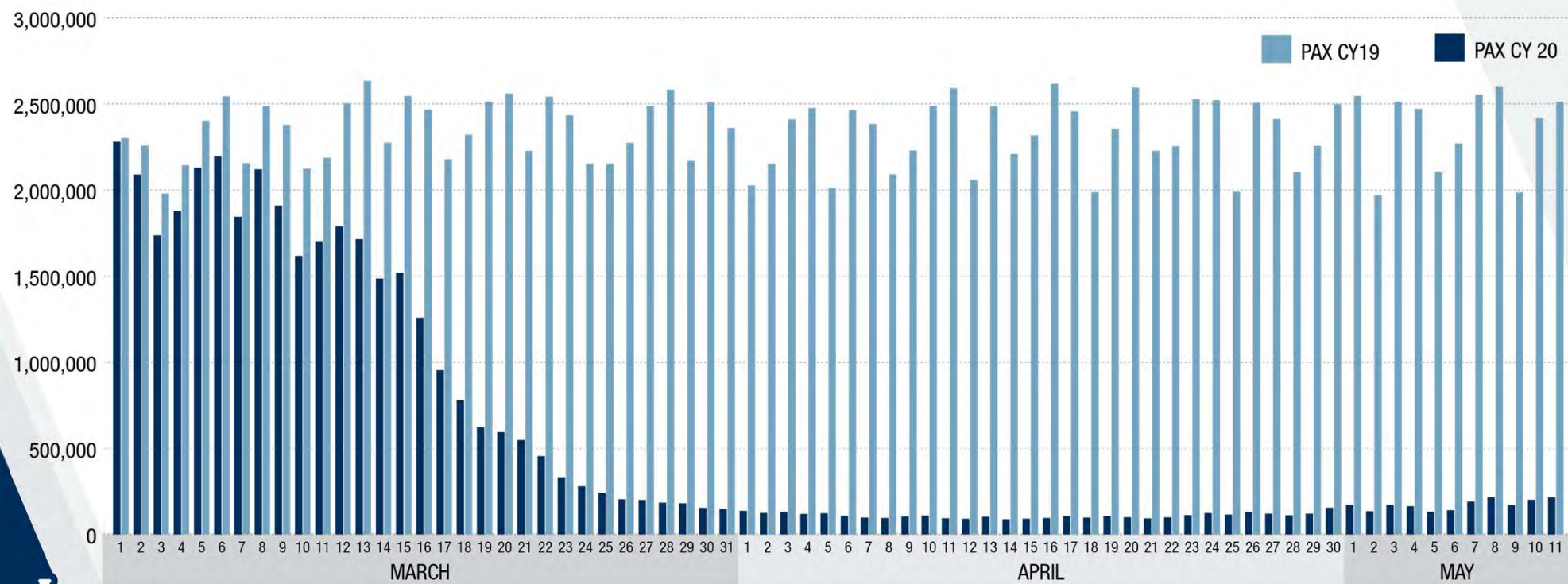
May 5 Governor Pritzker announces five step reopening plan

In the past month, there has been a fundamental shift in the way we interact, work, and participate in daily activities

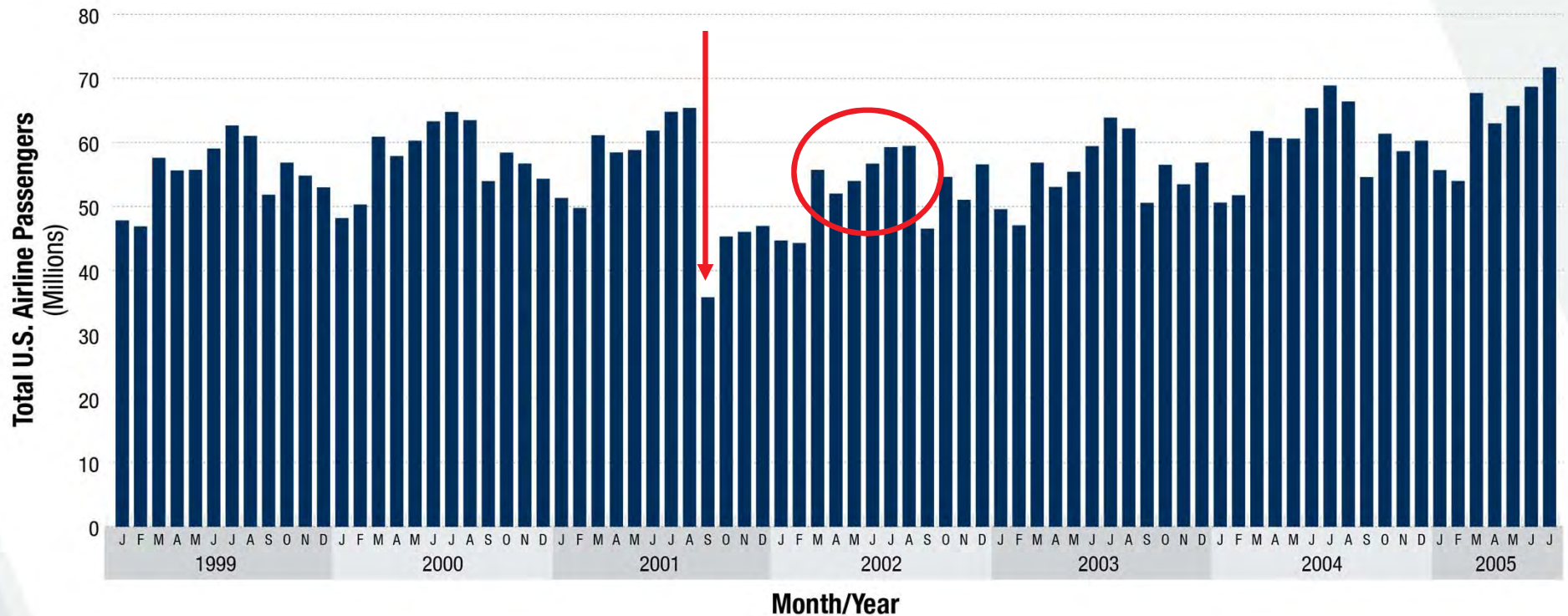
Aviation has been one of the fields most affected by COVID-19



Ongoing Changes



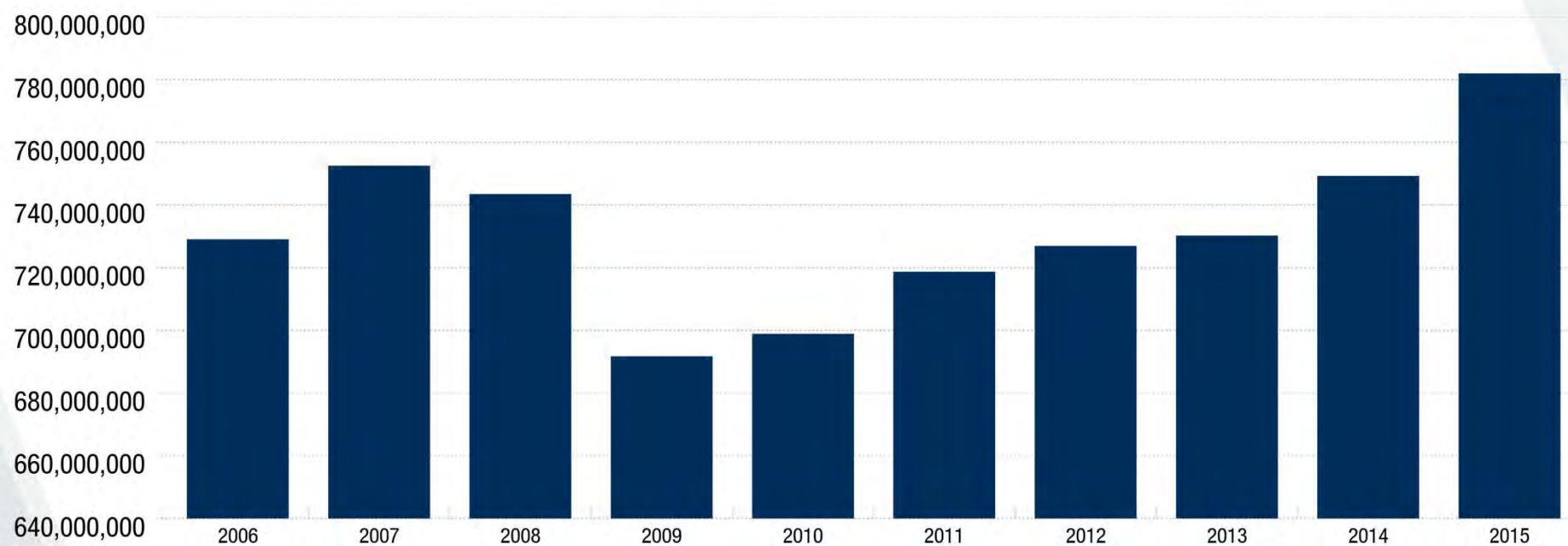
Historical Perspective: 9/11



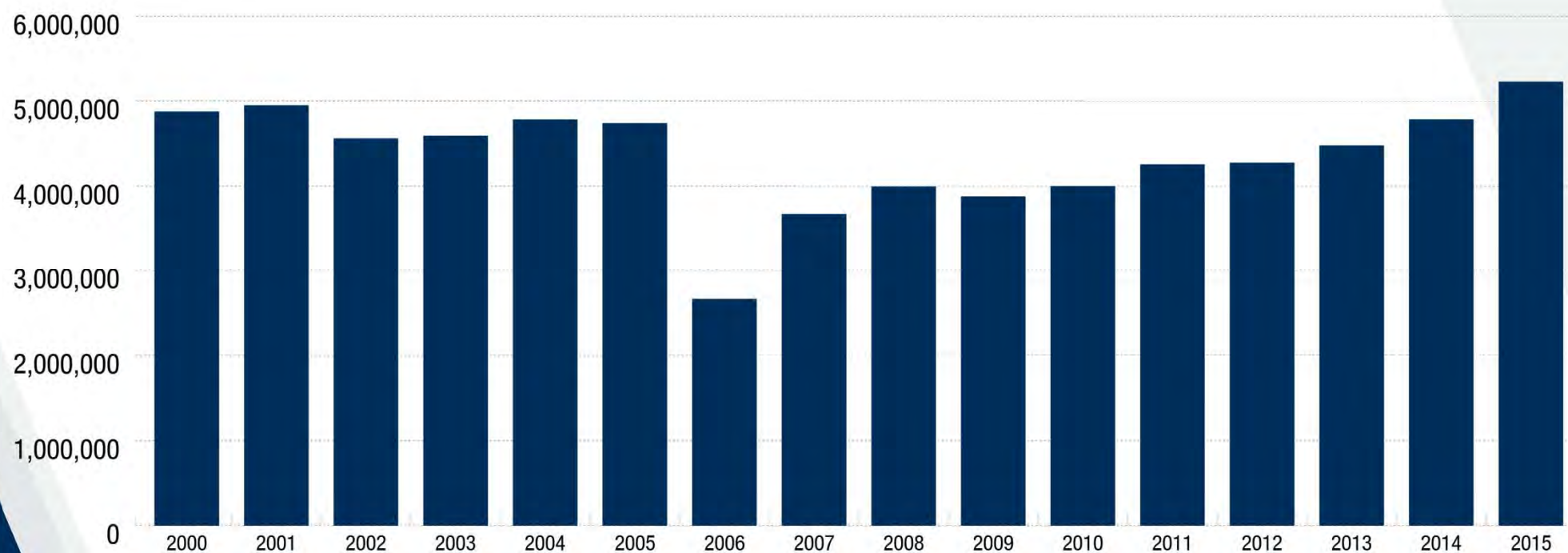
Note: These graphs present both actual data, and data that have been seasonally adjusted in order to clarify the trends over time. The data cited in the text represent actual (unadjusted) values.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Nov. 21, 2005.

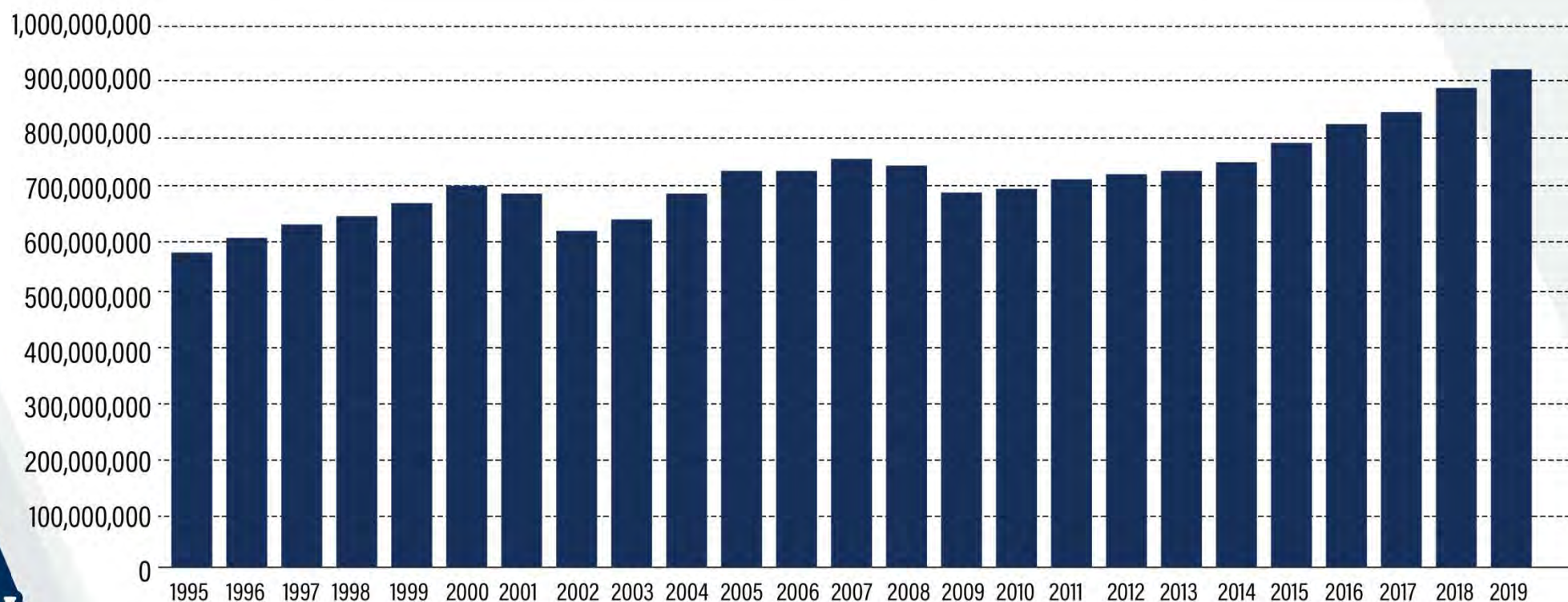
Historical Perspective: Great Recession



Historical Perspective: Katrina



Historical Perspective



CARES Funding

Chicago O'Hare	\$294,441,928
Chicago Midway	\$82,301,882
Chicago Rockford	\$18,629,312
Decatur	\$17,494,522
Quad City	\$8,063,175
Peoria	\$6,177,124
Abraham Lincoln Capital	\$4,661,086
Central IL Regional Airport at Bloomington-Normal	\$4,632,066
Scott AFB/MidAmerica St Louis Airport	\$3,658,446
University of Illinois-Willard	\$1,838,071
Veterans Airport of Southern Illinois	\$1,133,703
Quincy Regional-Baldwin Field	\$1,047,865
Total	\$444,079,180

All Other Airports	
4 Airports	\$157,000
10 Airports	\$69,000
34 Airports	\$30,000
16 Airports	\$20,000
2 Airports	\$1,000
Total	\$2,660,000

The background of the slide is a photograph of a propeller-driven aircraft, likely a military trainer or transport plane, with a white fuselage and yellow and black stripes. The plane is shown from a low angle, looking up at the wing and propeller. The image is partially obscured by a dark blue overlay on the left side.

Comments from the TAC



2 Project Update

**Illinois Aviation System Plan
Economic Impact Analysis**

We're in the (virtual) field!

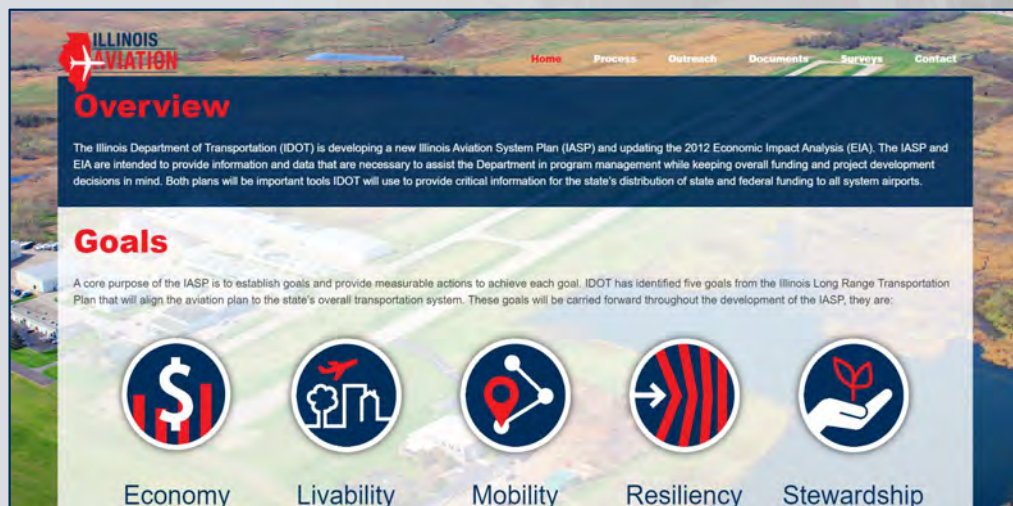
Illinois To Update Its Aviation Systems Plan & Economic Impact Report

Posted on March 25, 2020 by mdflyer

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by Clayton Stambaugh, James Bildilli & Zach DeVeau
Published in Midwest Flyer – April/May 2020 issue

After nearly 25 years, the Illinois Department of Transportation (IDOT) has embarked on a project to analyze the current Illinois Aviation System Plan (IASP) to determine where changes need to be made to remain competitive with today's aviation environment. As we all try to keep abreast of the numerous changes to flying by attending recurrent training sessions, the aviation system itself needs to be periodically assessed to ensure that it truly reflects changes that have occurred. Since its last publication, there have been many: the adoption of GPS for navigation, the introduction of Light Sport Aircraft, electrically-powered flight and a myriad of technological changes to aircraft, airports and how those systems are utilized. In short, today's aviation environment is no longer your "father's" system.

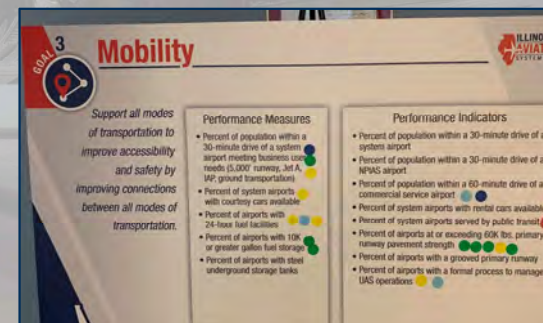
ILLINOIS AVIATION Overview

The Illinois Department of Transportation (IDOT) is developing a new Illinois Aviation System Plan (IASP) and updating the 2012 Economic Impact Analysis (EIA). The IASP and EIA are intended to provide information and data that are necessary to assist the Department in program management while keeping overall funding and project development decisions in mind. Both plans will be important tools IDOT will use to provide critical information for the state's distribution of state and federal funding to all system airports.

Goals

A core purpose of the IASP is to establish goals and provide measurable actions to achieve each goal. IDOT has identified five goals from the Illinois Long Range Transportation Plan that will align the aviation plan to the state's overall transportation system. These goals will be carried forward throughout the development of the IASP, they are:

- Economy**
- Livability**
- Mobility**
- Resiliency**
- Stewardship**

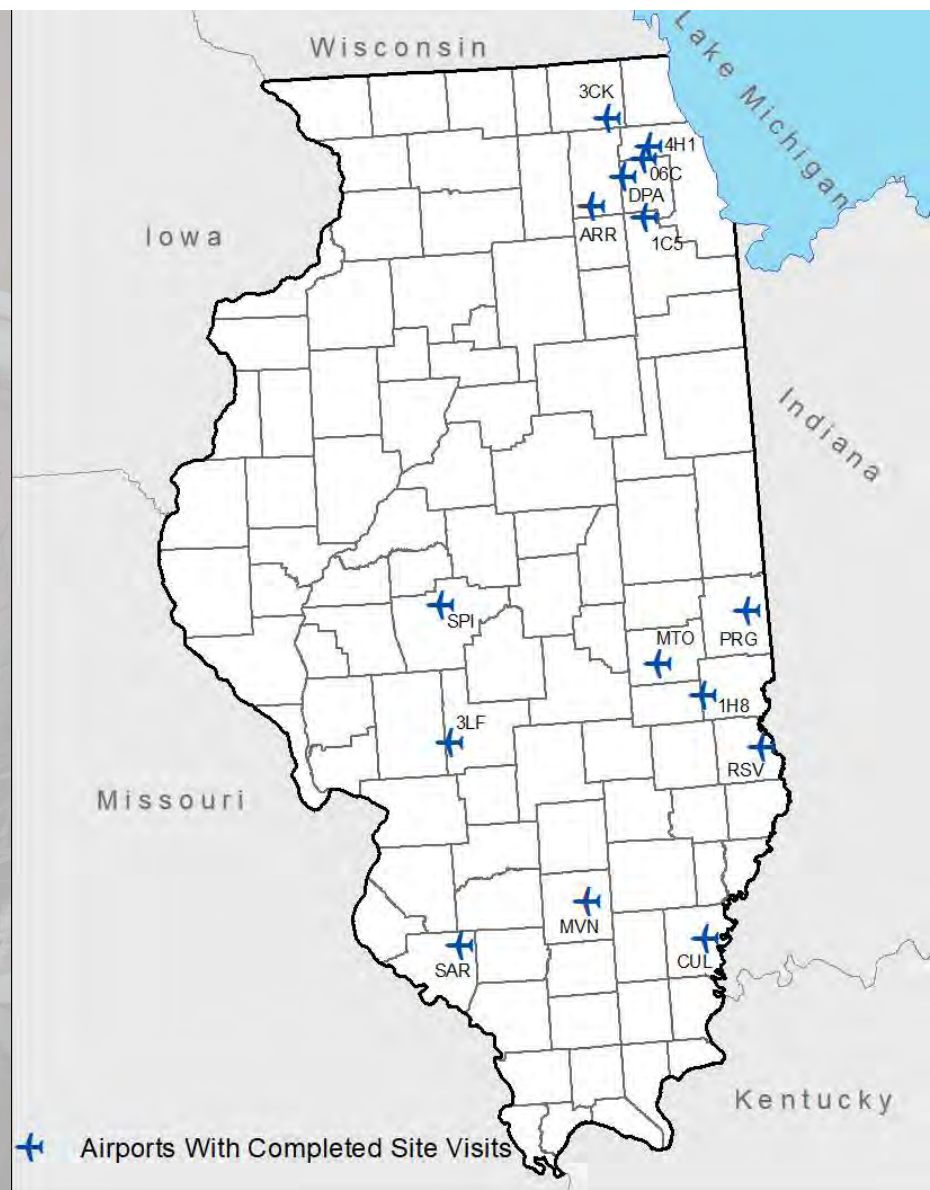



GOAL 3 Mobility

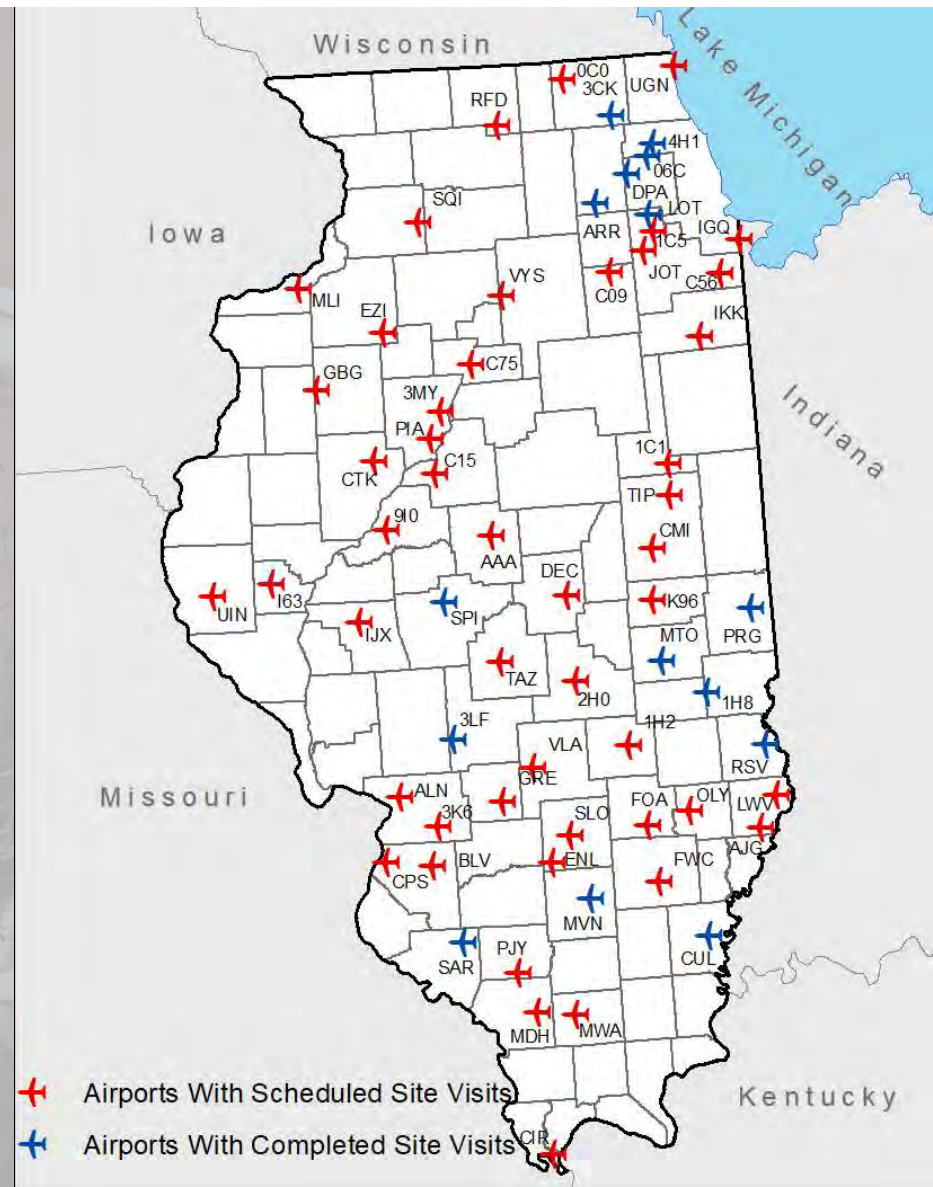
Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.

Performance Measures	Performance Indicators
Percent of population within a 30-minute drive of a system airport meeting business needs (5,000+ runway, Jet A, 100+ ground transportation)	Percent of population within a 30-minute drive of a system airport
Percent of system airports with courtesy cars available	Percent of population within a 30-minute drive of a NPAS airport
Percent of airports with 24-hour fuel facilities	Percent of population within a 60-minute drive of a commercial service airport
Percent of airports with 100+ or greater gallois fuel storage	Percent of system airports served by public transit
Percent of airports with steel underground storage tanks	Percent of airports at or exceeding 600 lbs. primary runway pavement strength
	Percent of airports with a groomed primary runway
	Percent of airports with a formal process to manage IAS operations

15 Completed Site Visits



48 Scheduled Site Visits



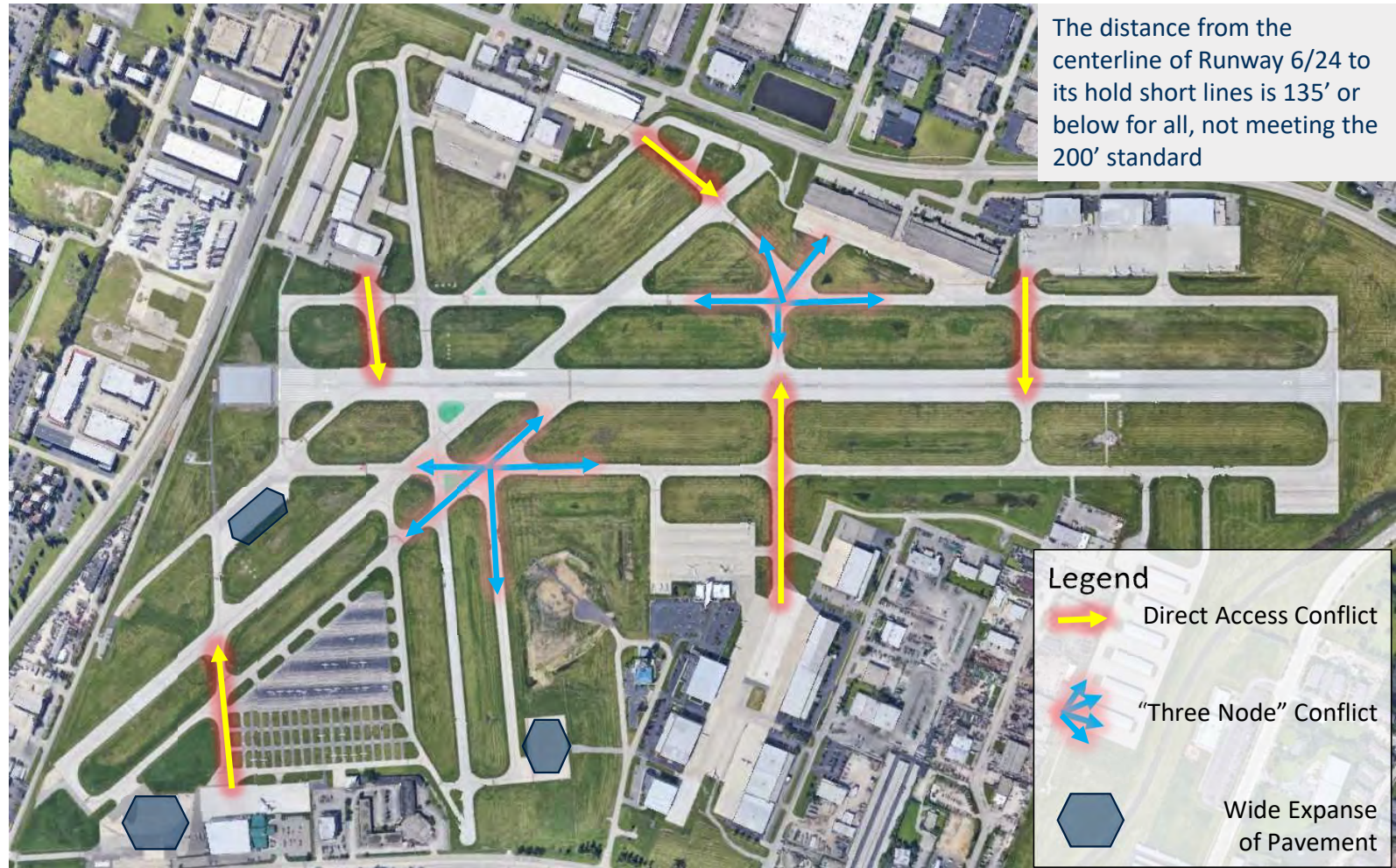
Input from Managers



3 IASP Findings & EIA Data Collection



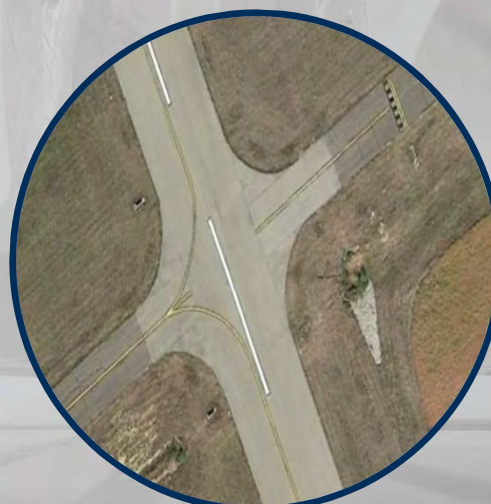
Airport Design



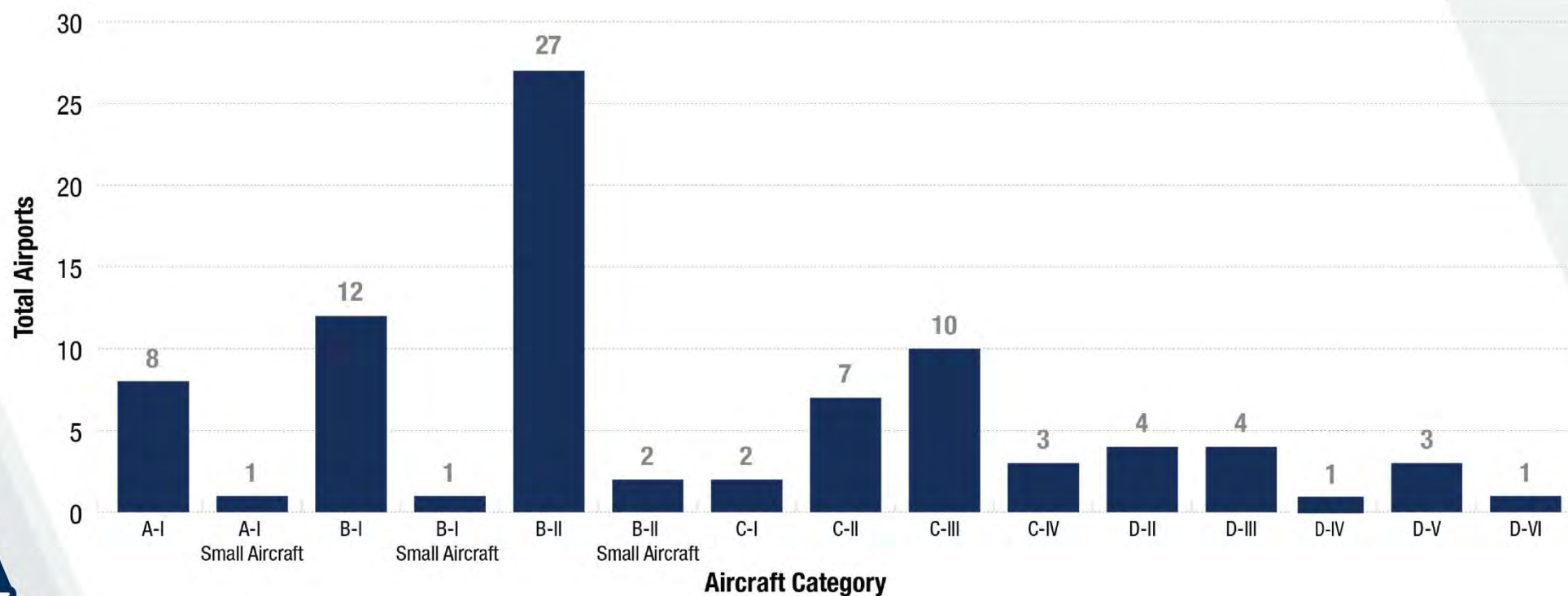
State Wide Findings


Airfield Geometry

85 Airports Analyzed | 10 Have No Issues



ARC Analysis

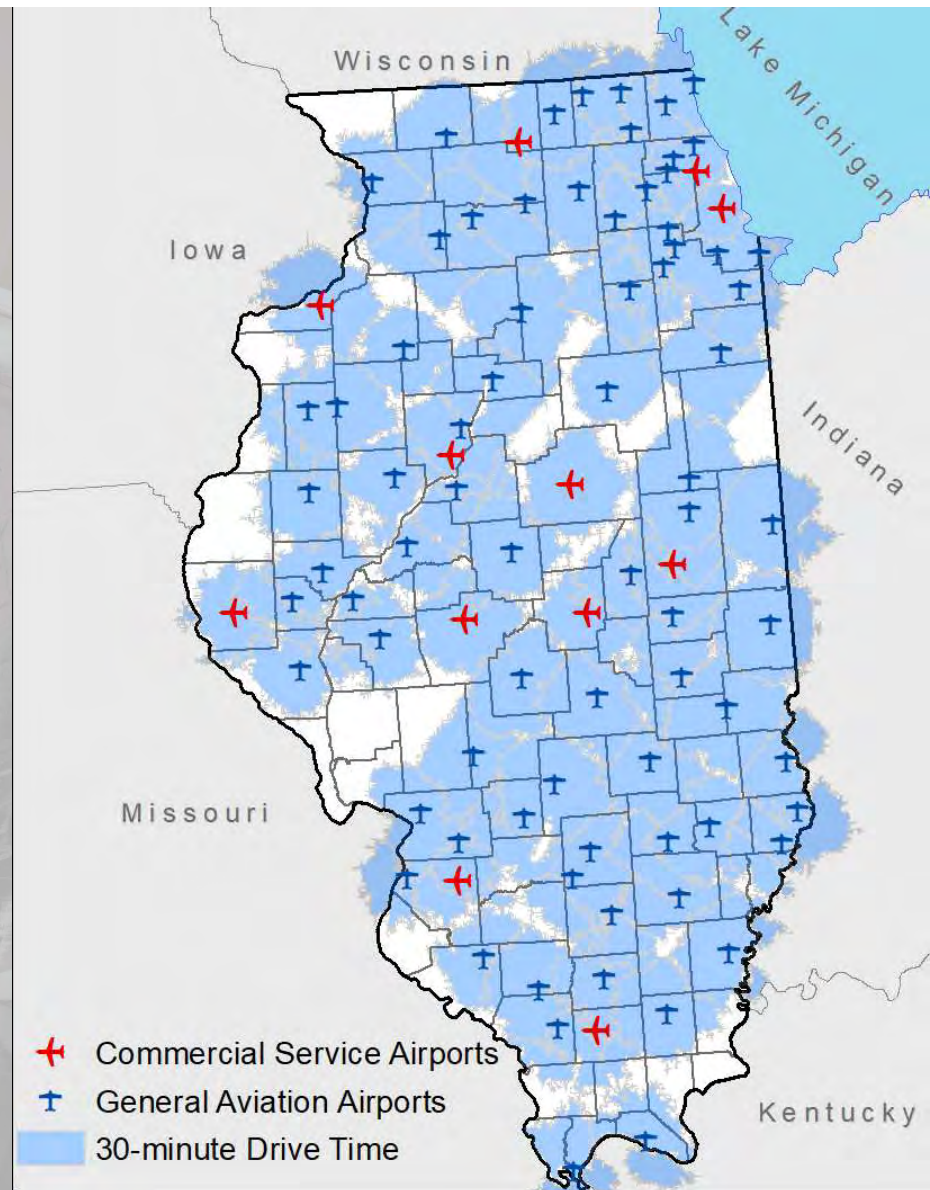




Findings

Population within a 30-Minute Drive of IASP Airports

- Population – 12,066,002
- Total Population – 12,915,181
- Percent of Population – 93%

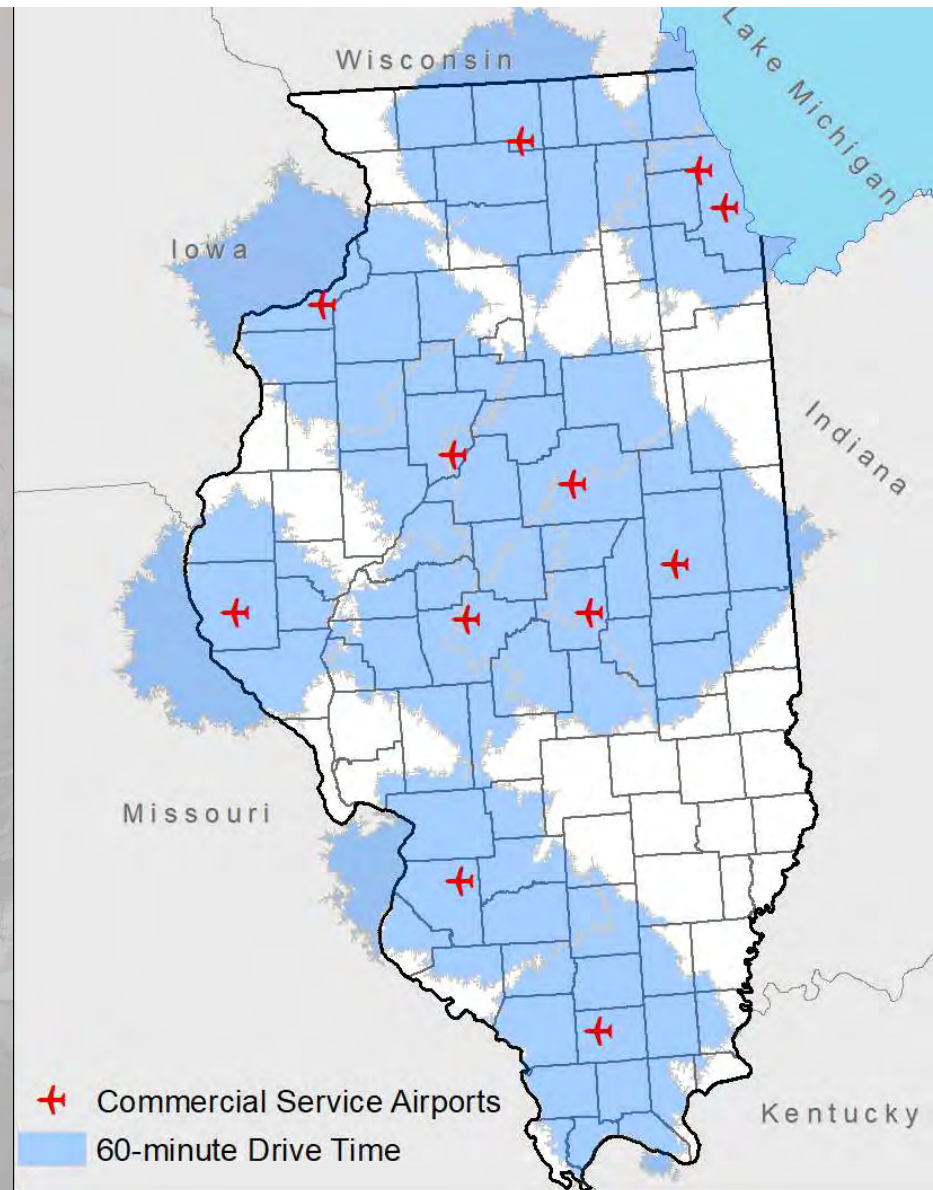




Findings

Population within a 60-Minute Drive of a Commercial Service Airport

- Population – 12,081,862
- Total Population – 12,915,181
- Percent of Population – 94%

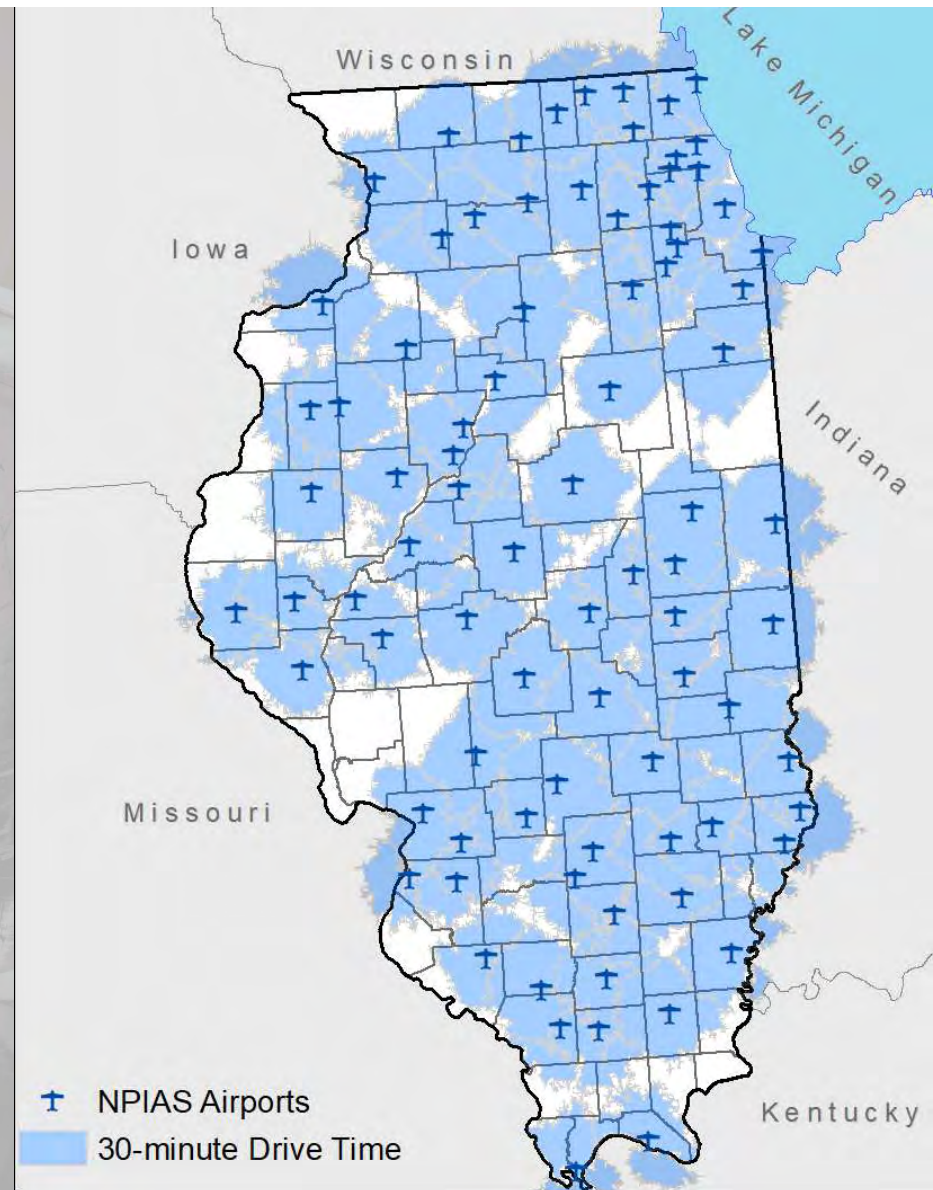




Findings

Population within a 30-Minute Drive of a NPIAS Airport

- Population – 12,008,479
- Total Population – 12,915,181
- Percent of Population – 93%





EIA Data Collection



Surveys

Surveys have been sent out to gather economic data



Manager's Survey

- Used to determine general information about the airport including financial information



Tenant Survey

- Used to determine the type, size, and financial impact of business located at airports

Surveys



Commercial Service Passenger Survey

- Used to determine where travelers are going, duration and purpose of the trip, and the amount of money they plan to spend



General Aviation Passenger Survey

- Used to determine same information as Commercial Service Survey



Rates and Charges

- Used to determine how much airports charge for various services such as gas, tie downs, rent etc.



4 Additional Tasks



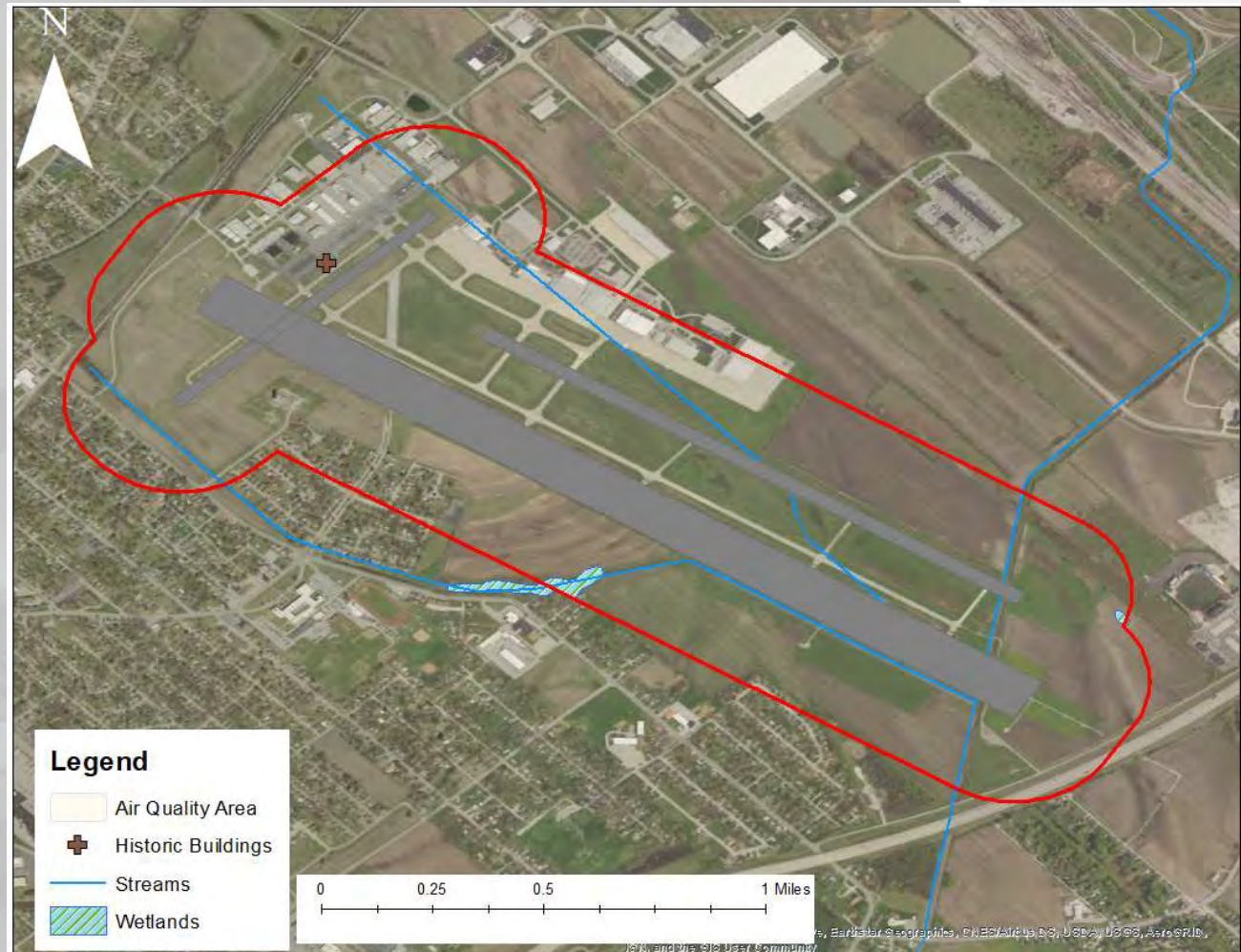
Issues

- 24-hour fuel availability
- Shortage of aviation careers
- Flight and mechanic training
- Airspace compatibility
- Taxation causing people and businesses to leave Illinois
- Growth of E-Commerce and supporting distribution hubs

Forecasts

- **General Aviation**
 - Based Aircraft
 - Operations
- **Data collected from**
 - Inventory
 - 5010s
 - Basedaircraft.com
 - TAF
- **Data validated across sources**
 - Selected with input from IDOT and FAA
- **Commercial Service**
 - Taken directly from recent airport master plan forecasts
 - If no recent forecast, taken directly from TAF
- **Factoring will be applied to account for 'new baseline' for COVID**

Environmental



Environmental



Intermodal

- Evaluate existing modal connections at airports
- Research planned enhancements
- Provide a platform for coordination with MPOs and RPCs
- Integration of airports within the greater transportation system!



1.1 PURPOSE OF THE STATEWIDE LONG-RANGE TRANSPORTATION PLAN

The primary purpose of the Illinois Long-Range Transportation Plan (LRTP) is to provide strategic direction for the development of the Illinois transportation system. The LRTP vision for transportation in Illinois is to provide innovative, sustainable and multimodal transportation solutions that support local goals and grow Illinois' economy. This vision was established in conjunction with thousands of stakeholders who participated in outreach activities throughout the planning process, as outlined in Appendix A, Public Involvement Activities.

The LRTP is designed to provide the overarching framework for the development of Illinois Department of Transportation (IDOT) programs and specific modal plans. It establishes a set of policies to guide future system development, rather than specific improvements, which are programmed separately and released annually as part of IDOT's Multi-Year Highway Improvement and Multi-Year Multimodal Improvement Programs (MYIP). The LRTP is also designed to act as the parent policy umbrella for other relevant policy and mode-specific plans developed by IDOT as part of a *Series of Plans*. As depicted in the graphic on the following page, this suite of interrelated plans includes the Strategic Highway Safety Plan, Rail Plan, Freight Plan, Transportation Asset Management Plan, Intelligent Transportation Systems (ITS) Architecture, Bike Plan and Transit Plan, each of which are part of the appendices to this plan.



5 Next Steps



Next Steps

- Incorporate TAC feedback
- Compile IASP/EIA Inventory Data
- Draft Inventory Chapter
- Draft Environmental, Issues, and Intermodal Access Chapters
- Finalize economic survey effort to determine direct airport impacts
- Develop state airport classifications including facility and service objectives
- Draft Illinois Airport Classifications Chapter

Questions?

Thank you for your participation!

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