

IASP Modal Manager Meeting

June 18, 2020





Who's on the call?



Agenda

- IDOT's Role in Aviation
- IASP Overview
 - Process
 - Goals
- Review of Existing Modal Plans
- Modal Trends Discussion
- Wrap-Up

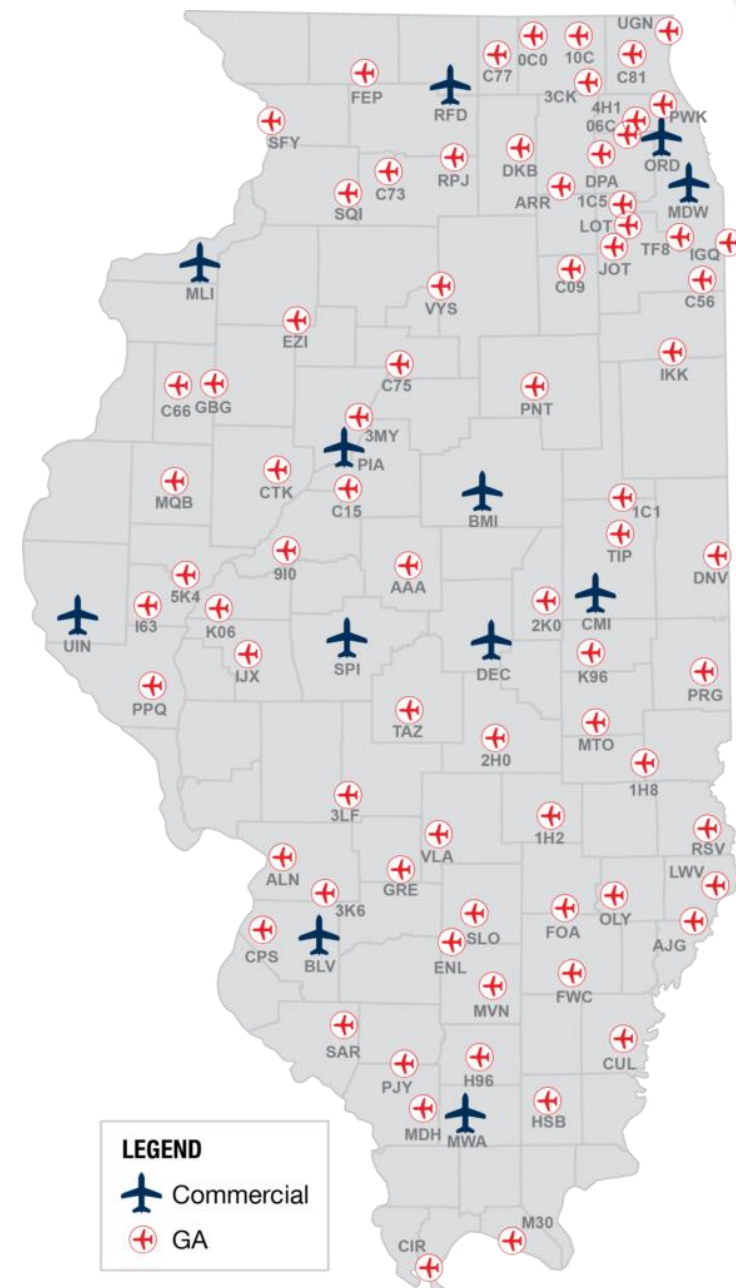




1 IDOT's Role in Aviation

IDOT's Role in Aviation

- Provide support and resources to Illinois' public-use airports
- Implement the block grant program on behalf of the FAA
- Provide information and outreach to state and federal agencies as well as local governments





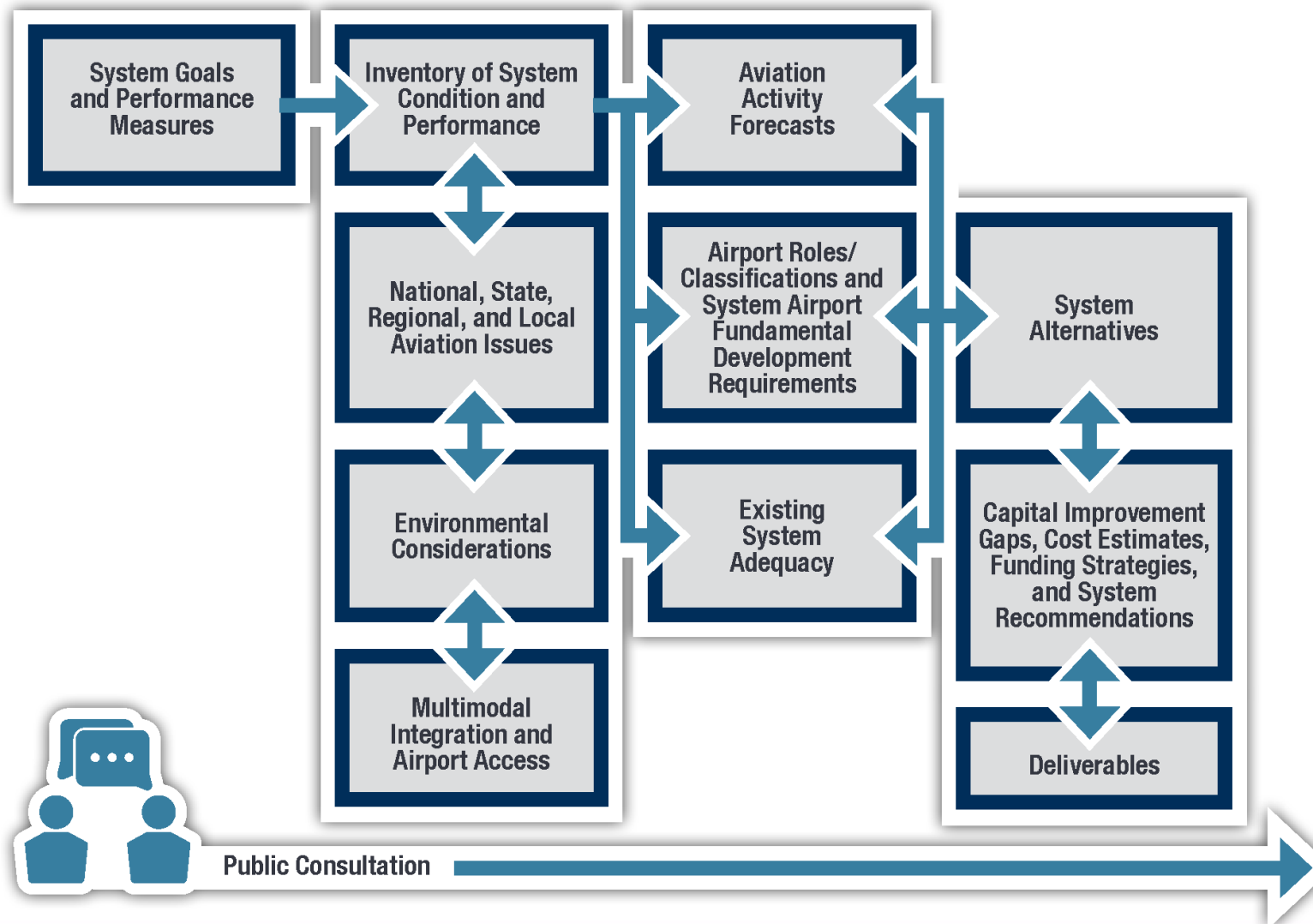
2 IASP Overview

Why Develop the IASP?

- Develop a viable, balanced system through integrated planning
- Identify system needs (infrastructure, services, and facilities) locally, regionally, statewide, and nationally
- Develop performance measures – track them
- Examine interrelationship and interaction between airports
- Determine development needs to meet current and future demand




IASP Process



We're in the (virtual) field!

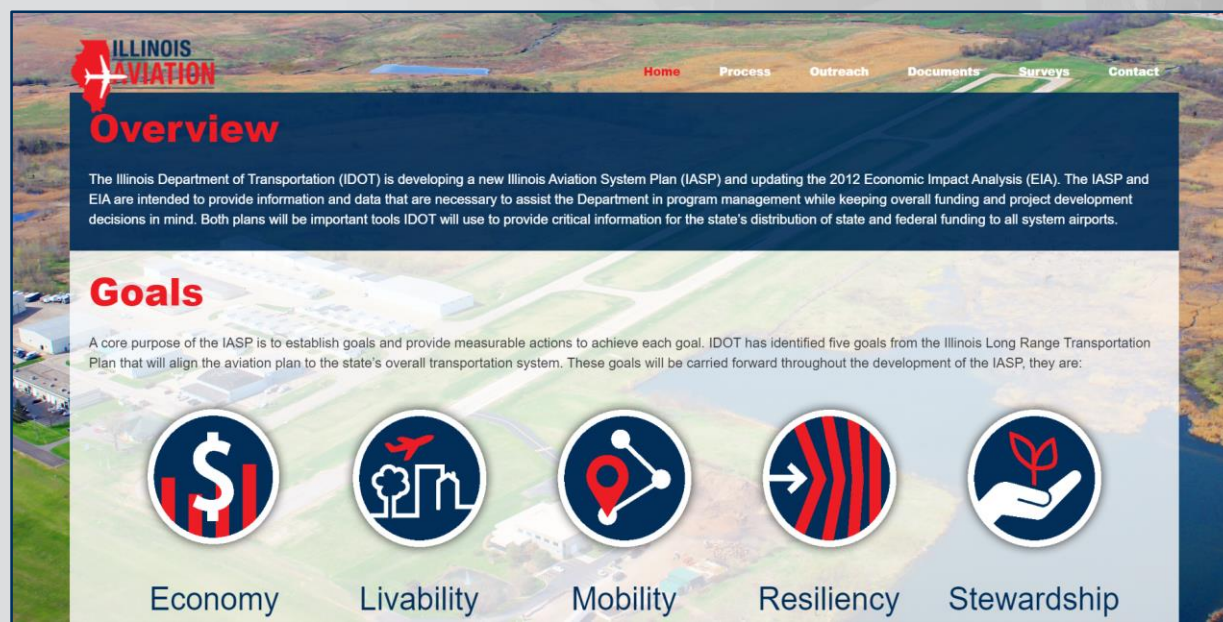
Illinois To Update Its Aviation Systems Plan & Economic Impact Report

Posted on March 25, 2020 by mwflyer

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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

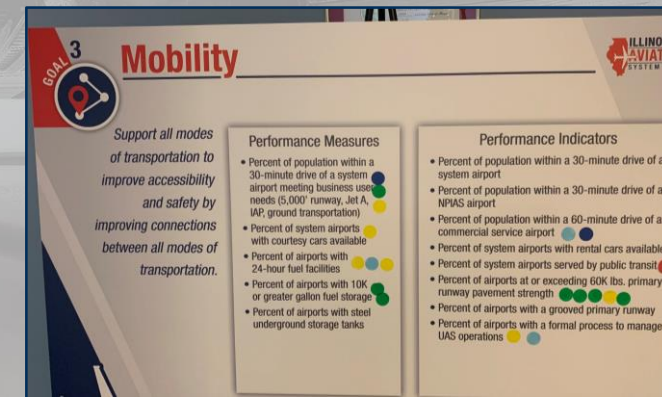
Overview

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

- Percent of population within a 30-minute drive of a system airport meeting business needs (5,000' runway, Jet A, IAP, ground transportation)
- Percent of system airports with courtesy cars available
- Percent of airports with 24-hour fuel facilities
- Percent of airports with 10K or greater gallon fuel storage
- Percent of airports with steel underground storage tanks

Performance Indicators

- Percent of population within a 30-minute drive of a system airport
- Percent of population within a 30-minute drive of a NPAS airport
- Percent of population within a 60-minute drive of a commercial service airport
- Percent of system airports with rental cars available
- Percent of system airports served by public transit
- Percent of airports at or exceeding 60K lbs. primary runway pavement strength
- Percent of airports with a grooved primary runway
- Percent of airports with a formal process to manage UAS operations

L RTP Goals



IASP Goals Aligned with LRTP Goals



Economy



Livability



Mobility



Resiliency



Stewardship

Mobility: Support all modes of transportation to improve accessibility and safety by improving connections

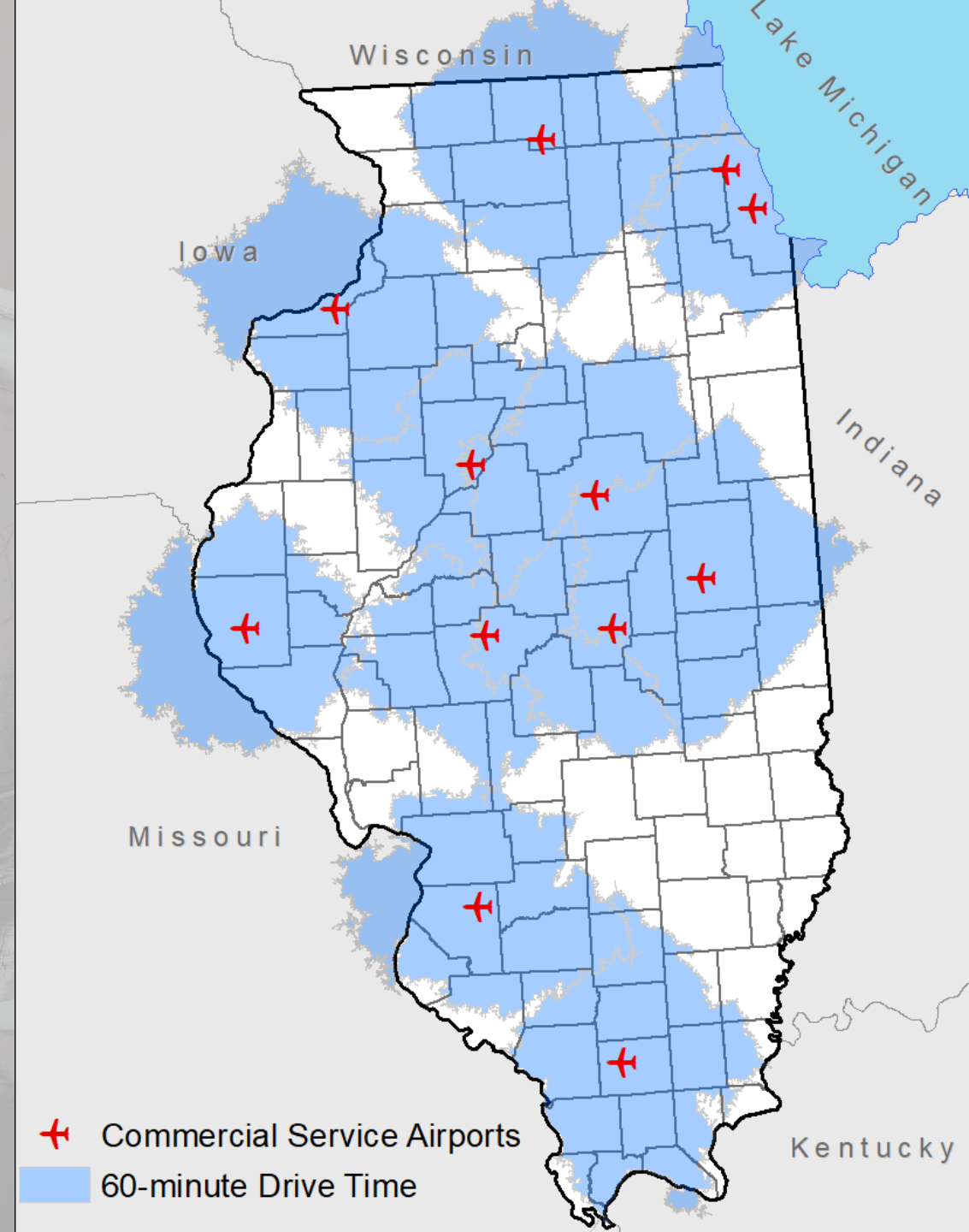
- Percent of population within a 30-minute drive time of a system airport meeting business user needs (5,000' runway, Jet A, Instrument Approach Procedure [IAP], ground transportation)
- Percent of system airports that have courtesy cars available
- Percent of system airports with rental cars available
- Percent of system airports served by public transit
- Drive time access to the airport system
- Percent of airports included in local/ regional comprehensive plans




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%

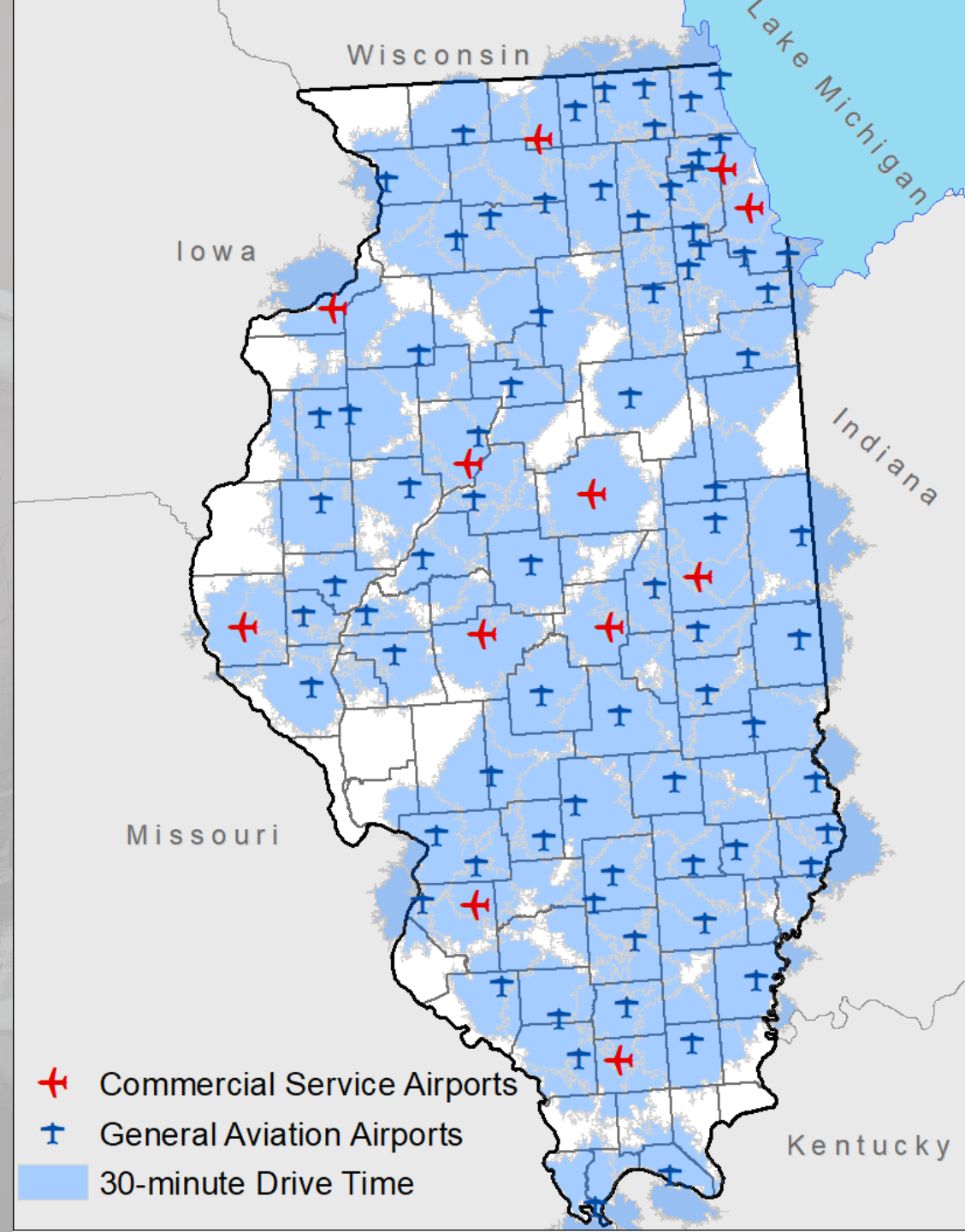




Findings

Population within a 30-Minute Drive of IASP Airports

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



IASP Modal Analysis

- Review existing connections at airports
 - Modal access
 - Infrastructure access
 - Identify planned infrastructure improvements
- Identify aviation's integration into modal documents
- Better coordinate planning efforts across organizations

www.gettingaroundillinois.com/MapView/?config=MYPconfig.json





3

Existing Documents

IDOT LRTP

- Economy
- Livability
- Mobility
- Resiliency
- Stewardship
- A. Public Outreach
- B. Transportation System Update
- C. Fund and Financing
- D. Other Funding
- E. Implementation Matrix
- F. Performance Management Report



Importance of Modal Connections

- Over 7,945 miles of highway; only Texas, California and Florida have more
- Over 15,968 miles of roadways and 8,135 bridges
- 45 railroads and nearly 10,000 miles of tracks. Includes the largest intermodal system in the nation and the third largest in the world
- 78 airports in Illinois that are publicly owned and eligible for public funding
- Maritime network includes Lake Michigan, 1,095 miles of navigable inland waterways, 29 river locks, and 350 active ports
- 63 public transit operators/providers
- Two-thirds of Illinois state and local roads provide bicycle accommodations, and approximately 1,875 miles of dedicated multi-use trails

Existing IDOT Plans

Illinois State Freight Plan
Executive Summary
JUNE 2018

Illinois serves as one of the nation's premier logistics hubs because of its strategic location and access to multimodal transportation infrastructure.

| | | | | | |
|------------------|-----------------|-------------------------------------|----------|--------------------------------------|---------------------------|
| 15,968 | 10,000 | 1,095 | 116 | 1.23 | \$2.97 |
| Miles of Roadway | Miles of Tracks | Miles of Navigable Inland Waterways | Airports | Billion Tons Combined Total Freight* | Trillion in Freight Value |

Illinois ranked third in truck freight tonnage even though its truck mode share of 54 percent is well below a national average closer to 80 percent due to large volumes of freight also being moved by rail, water, and air. Illinois is the third largest state in the nation for volume of freight, whether measured by tonnage or by value of goods.¹

- CHAPTER 1 Freight Flows
- CHAPTER 2 Freight Trends Affecting the Illinois Multimodal System
- CHAPTER 3 Illinois Truck Bottlenecks
- CHAPTER 4 Freight Strategies
- CHAPTER 5 Goals and Performance Measures
- CHAPTER 6 Freight Investment Plan and Priority Projects

Full plan available at http://www.idot.illinois.gov/Asset/Uploads/Files/Transportation-System/Reports/OP&P/IL_FreightPlan_FINAL.pdf

¹ Rankings are based on U.S. Department of Transportation Freight Analysis Framework (FAF) data, excluding volumes by pipeline and unidentified modes. *Considering just freight that originates or terminates in the state as of 2014.

Executive Summary

Access Choices
Collaboration Safety Connectivity

Illinois Bike Transportation Plan
Transforming Transportation for Tomorrow
2014

Chicago Area Waterway Canal System

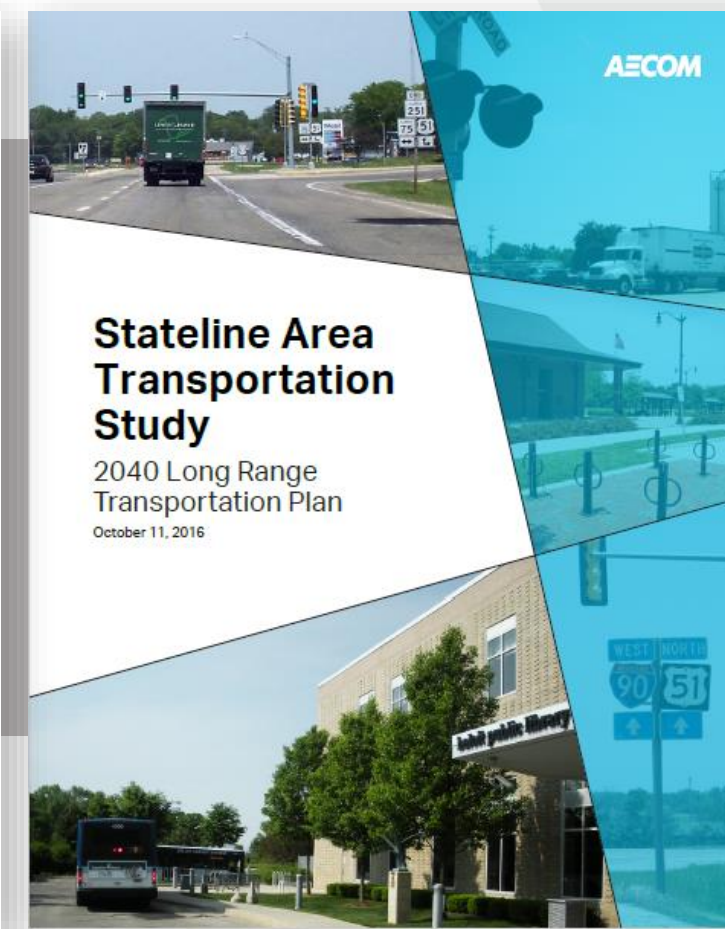
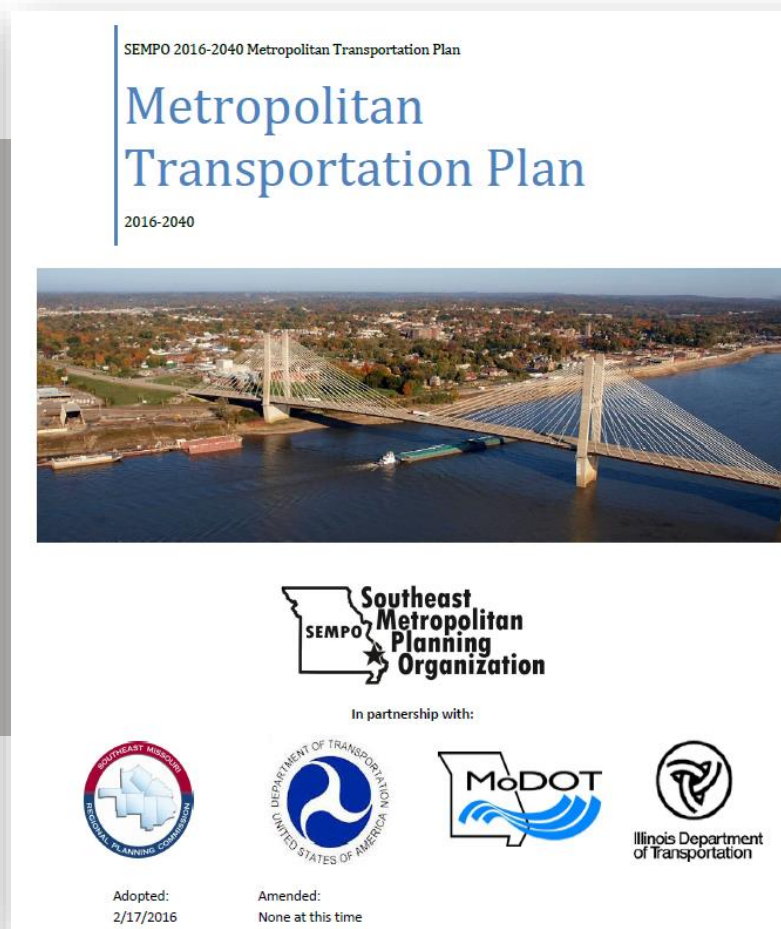
Illinois River

IMTS
WATERWAYS

Illinois Marine Transportation System Plan

Status Briefing for IL State Freight Advisory Committee

Regional Documents





4 Modal Trends Discussion

Modal Discussion

How can the planning efforts of modal offices (as well as MPOs) and airports be better aligned/coordinated?

What does the IASP (or IDOT) need to consider from your perspective?

Trends affecting your mode/office?
Obstacles to development or growth?
Best practices for consideration?

Examples:

Passenger/cargo flows

Data needs

CIP funding

Performance measurement



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ILLINOIS AVIATION SYSTEM PLAN


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Economy

Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.




Livability

Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.




Mobility

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



Resiliency

Proactively assess, plan, and invest in the state's transportation system to ensure our infrastructure is prepared to sustain and recover from extreme events and other disruptions.




Stewardship

Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.

Purpose

The purpose of the IASP is to evaluate the performance and interaction of Illinois airports to understand their interrelationship and to identify the overall state airport system needs. The IASP is intended to identify facility needs and compare existing IDOT funding structure to help guide



Questions?

Thank you for your participation!

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