

# Illinois Aviation System Plan & Economic Impact Analysis

**2020 IPAA Annual Meeting**

# Introductions

- IDOT Aeronautics
- Consultant team
  - Kimley-Horn
    - CMT
    - Hanson
    - EBP US
    - Kaplan & Mello



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Kimley»»Horn

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# Agenda

- 1. Project Overview**
- 2. IASP Data Collection**
- 3. Additional Tasks**
- 4. Next Steps**





# 1 Project Overview



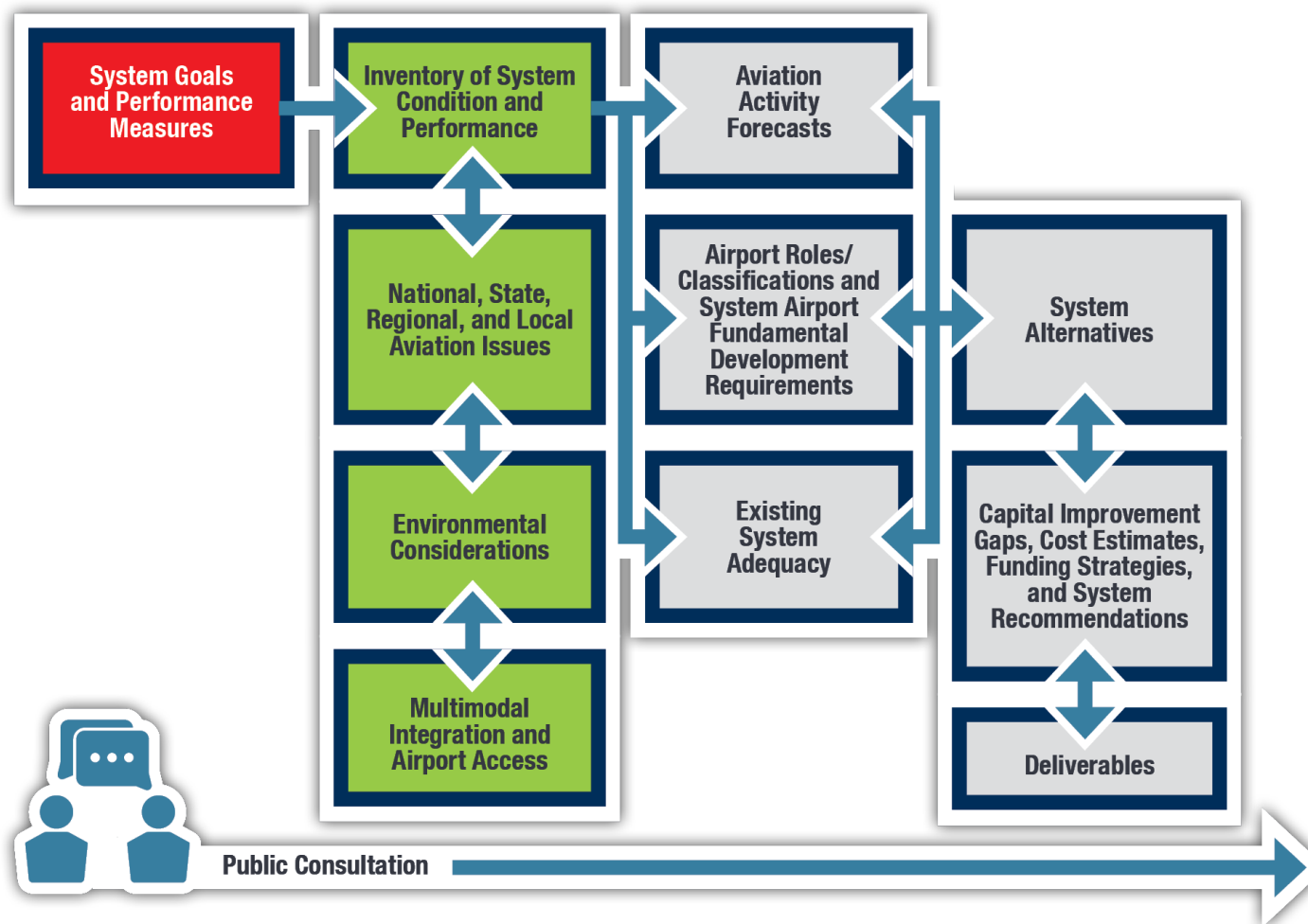


# Illinois System Airports

ILLINOIS  
AVIATION  
SYSTEM PLAN



# IASP Process








# EIA Process





# Example Performance Measures/Indicators

Goal	Example Performance Measure	Example Performance Indicator
 <b>Economy</b>	Percent of airports that have completed a master plan/ALP in the last 10 years	Percent of airports with aging facilities
 <b>Livability</b>	Percent of airports that have adopted appropriate height/land use controls	Percent of airports properly developing solar and farming initiatives
 <b>Mobility</b>	Percent of population within a 30-minute drive time of a system airport meeting business user needs	Percent of population within a 30-minute drive time of a NPIAS airport
 <b>Resiliency</b>	Percent of airports that have adopted and maintain an emergency response plan	Percent of airports with certified tornado shelters
 <b>Stewardship</b>	Percent of airports with strategic plans or business plans	Percent of system airports with expansion/development potential



# 2 IASP & EIA Data Collection






# We were in the (virtual) field!

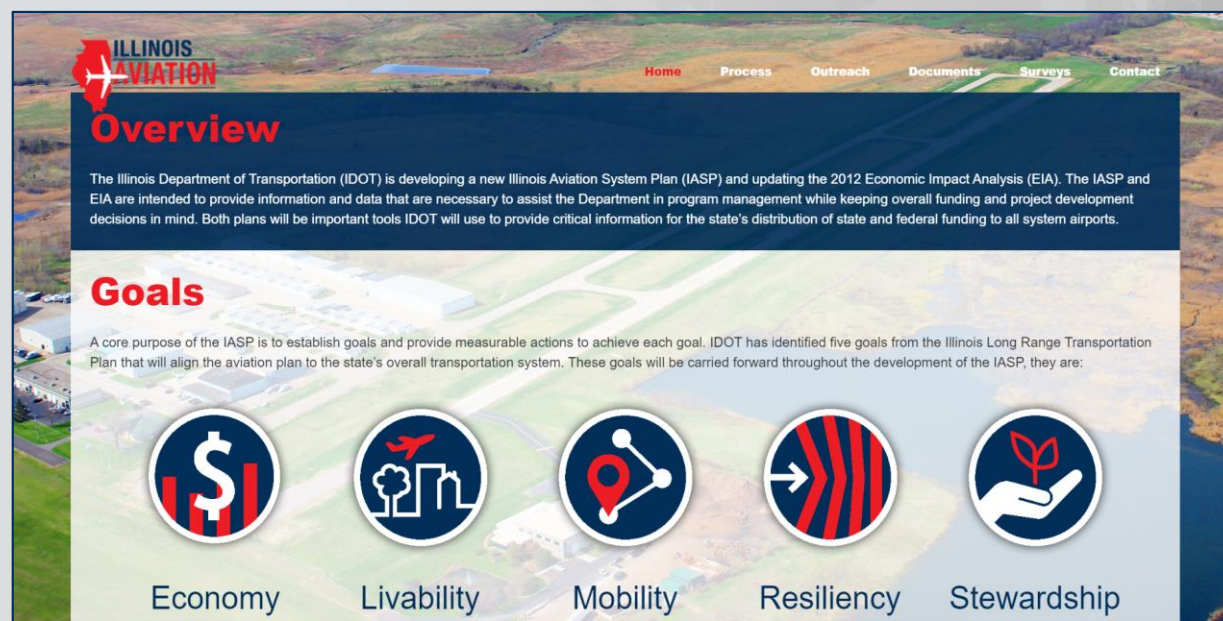
## Illinois To Update Its Aviation Systems Plan & Economic Impact Report

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**

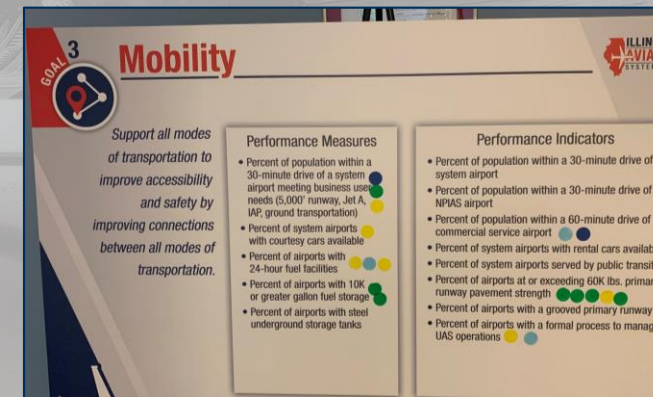
**Overview**

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 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

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



## Rates and Charges

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

# Stakeholder Interviews

Key Aviation  
Stakeholders

Cross-section of  
Individuals,  
Organizations,  
Industries

Qualitative  
Discussions,  
Open-ended  
Questions

# Airport Tenant Employment

## Preliminary Findings\*

- 20,320 Full Time Employees
- 2,977 Part Time Employees
- 570 Airport Tenants

*\*Does not include ORD, MDW, RFD, or PIA*





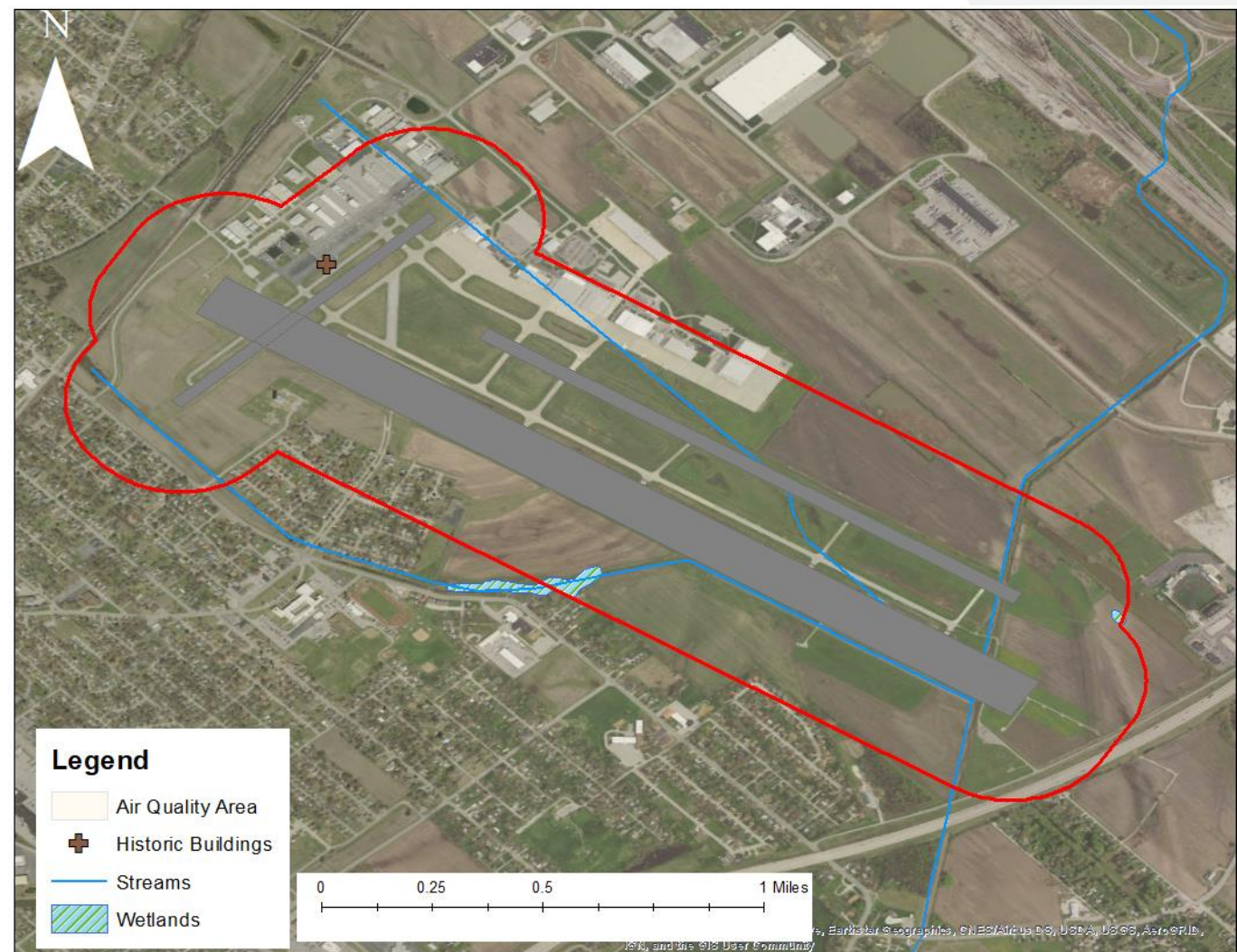
# 3 Additional Tasks





# Environmental Considerations

- NHPA Resources
- Threatened or Endangered Species
- Wetlands and Other Waters of the U.S.
- Floodplains
- Farmland
- Air Quality
- Water Quality
- Hazardous Materials



# RSA Environmental Findings

NPIAS Category	NHPA Resources	Threatened or Endangered Species	Streams/ Wetlands	Floodplains	Farmland	Air Quality	Water Quality	Hazardous Materials
<b>Commercial</b>	25%	0%	83% / 92%	50%	75%	25%	83%	0%
<b>National</b>	0%	0%	75% / 100%	100%	50%	100%	100%	0%
<b>Regional</b>	20%	10%	100% / 100%	60%	100%	40%	90%	0%
<b>Local</b>	3%	0%	61% / 85%	30%	91%	12%	52%	6%
<b>Basic</b>	0%	0%	59% / 76%	12%	100%	0%	53%	0%
<b>Unclassified</b>	0%	0%	67% / 44%	44%	100%	22%	78%	0%
<b>Statewide</b>	<b>7%</b>	<b>1%</b>	<b>69% / 82%</b>	<b>38%</b>	<b>91%</b>	<b>20%</b>	<b>66%</b>	<b>2%</b>



# Intermodal



## Multimodal Transportation Network

- 15,000+ miles of interstates, US highways, and state routes
- Over 200 intermodal rail freight facilities
- 1,095 miles of navigable waterways and 19 port districts
- 85 IASP airports



## Freight Network Incorporates Rail, Maritime, Roadway Freight, and Air Cargo

- Second-largest rail system in available track mileage.
- Chicago region handles
  - *25% of all US domestic rail traffic*
  - *44% of all US domestic intermodal cargo*



## Major Improvement Efforts

- Rebuild Illinois program
  - *\$33.2 billion in additional state funding towards transportation projects*
- Highway Improvements
  - *\$21.26 billion appropriated from FY2021-2026*
- CREATE program
  - *\$1.4 billion in rail infrastructure upgrades throughout Chicago metropolitan area*

# 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





# 4 Next Steps



# Next Steps

- ➔ Draft Inventory and System Performance Chapter
- ➔ Finalize economic survey data collection effort and begin economic modeling process
- ➔ Develop state airport classifications including facility and service objectives
- ➔ Draft Illinois Airport Classifications Chapter

# Questions?

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