



# Illinois Aviation System Plan (IASP) and Economic Impact Analysis (EIA) Technical Advisory Committee (TAC) Meeting #3 Summary

Thursday, November 19, 2020

## Attendees

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- ◆ Douglas House (IDOT - Deputy Secretary)
- ◆ Clayton Stambaugh (IDOT)
- ◆ BJ Murray (IDOT)
- ◆ Alan Mlacnik (IDOT)
- ◆ Holly Bieneman (IDOT)
- ◆ Troy Reiser (IDOT)
- ◆ Clark Kaericher (Illinois Chamber of Commerce)
- ◆ John Hadley (NBAA)
- ◆ Jeff Olson (Hutchison Engineering)
- ◆ Kyle Lewis (AOPA)
- ◆ Ken Bro (Southern Illinois University)
- ◆ Tom Cleveland (DuPage Airport)
- ◆ Mike Brown (FAA)
- ◆ Ben Leischner (Quad City International Airport)
- ◆ Robert French (Illinois Aviation Trades Association)
- ◆ Gary Shafer (Southern Illinois Airport)
- ◆ Tim Wright (Decatur Airport)
- ◆ Chris Trone (Schuy-Rush Airport)
- ◆ Stacy Meyers (Open Lands)
- ◆ Thomas Murtha (CMAP)
- ◆ Julian Federle (United Airlines)
- ◆ Phillip Wolford (Jet Air Inc)
- ◆ Malika Hainer (CDA)
- ◆ Zach DeVeau (Kimley-Horn)
- ◆ Pam Keidel-Adams (Kimley-Horn)
- ◆ Tom Gibson (Kimley-Horn)
- ◆ Georgia Twyerould (Kimley-Horn)
- ◆ Steve Landau (EBP)
- ◆ Derek Snyder (CMT)
- ◆ Terry Schaddel (CMT)
- ◆ Trent Holder (Hanson)
- ◆ Susan Zellers (Hanson)
- ◆ Bruce Payton (Hanson)

## Meeting Overview

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The Kimley-Horn Project Manager, Zach DeVeau, presented the agenda for the meeting. The agenda is provided below:

- ◆ Since We Last Met
- ◆ Project Update
  - ◆ Airport Roles
  - ◆ System Performance
  - ◆ Issues
  - ◆ Economic Impact Study

- ◆ Next Steps

1. **Since We Last Met**

This portion of the presentation focused on the progress made on the project since the last TAC #2 Meeting (May 19, 2020). Highlights of this section included:

- ◆ Update on IASP and EIA progress

- System Goals and Performance Measures task was completed (shown in red in PPT graphic)
- Several other tasks are underway (shown in green in PPT graphic). Those tasks include:
  - o Inventory of System Condition
  - o National, State, and Local Aviation Issues
  - o Environmental Considerations
  - o Multimodal Integration and Airport Access
  - o Airport Roles
  - o Existing System Adequacy
- ◆ Finalized Inventory Data Collection
  - Tom Leischner of Quad City International Airport noted that he uploaded the commercial service passenger survey to the airport's Wi-Fi login. When airport users try to login to use Wi-Fi, it re-directs them to the Commercial Service Visitor Survey.
- ◆ Multimodal Integration and Access and Environmental Considerations chapters are in final draft form and were distributed to the TAC for review and comment prior to the meeting. TAC members were asked to share their thoughts and feedback during the TAC meeting. Feedback from TAC members is documented below:
  - Stacy Meyers noted that there is a need to be cognizant of the relationship between multimodal integration and environmental considerations. There is significant crossover between the two and a siloed approach may not be most effective. An example of this crossover contributing to social justice issues pertains to the South Joliet area where land uses and trucking routes have caused transportation nightmares.
  - Thomas Murtha noted that there is a stronger connection or linkage between aviation and trucking as opposed to aviation and rail.
  - Another TAC member noted that there is strong connection between compatible land uses and economic development, particularly where airports can lease land for certain compatible developments.
  - Robert French noted he has a variety of professional contacts working in different transportation modes and economic development organizations in the state and he would share those contacts with Kimley-Horn.

## 2. Project Update: Airport Roles

Tom Gibson of Kimley-Horn (KH) presented the process of identifying state airport roles, including the review of the NPIAS and review of the Flow Chart methodology developed with IDOT to identify state airport classifications.

The methodology that was presented to the TAC included using the NPIAS classifications, except in the following instances:

- ◆ If an airport provides scheduled commercial service, its' state classification would be "Commercial Service"
- ◆ If an airport is classified as "Local" within the NPIAS but experiences over 100 annual jet operations, it moves up into the "Illinois Regional" classification

- ◆ Non-NPIAS airports in the system get combined with Unclassified NPIAS airports, named “Illinois Unclassified”

The proposed state role methodology is available on Slide 14 of the presentation. Feedback from the TAC included:

- ◆ Chris Trone thought the methodology sounded reasonable and had no issues.
- ◆ Mike Brown with the FAA advised that as long as the rationale behind identifying these roles is explained in the technical report, the FAA won’t object. Mike Brown said the proposed state airport roles seemed reasonable.

### **3. Project Update: Existing System Adequacy**

Tom Gibson presented an overview of the different metrics being used to assess system adequacy (PMs, PIs, FSOs) and how these metrics are analyzed. KH presented an example PM associated with the Economy Goal. Tom noted that the information obtained from system performance analyses (i.e. identified gaps and deficiencies) result in policy and project recommendations that will be documented in future chapters.

The Inventory of System Condition and System Adequacy chapters are being combined into one chapter. The chapter is being drafted and will be available for TAC review and comment soon.

- ◆ No feedback provided

### **4. Project Update: Aviation Issues**

Zach DeVeau presented an overview of how the aviation issues facing Illinois were identified and evaluated, which included industry research, TAC input, stakeholder interviews, and airport manager feedback. The Aviation Issues chapter is in the process of being drafted.

- ◆ No feedback provided

### **5. Project Update: Economic Impact Study**

Zach DeVeau provided updates on the data collection process as well as high-level summaries of the number of airport tenants, the number of airport-sponsor employees, and the number of full- and part-time on-airport employment. Findings from the EIA will be presented on the airport level, as well as at the regional and statewide level. Data collection for this task continues.

- ◆ Doug House recommended that KH develop a process for monitoring economic impact after the study so that there is a way to measure future changes based on the current conditions. KH offered the idea of identifying economic impact targets to allow for monitoring of progress/changes.

### **6. Next Steps**

This portion focused on the next steps the project team will complete:

- ◆ Finalize Inventory and System Adequacy Chapter
- ◆ Finalize Airport Roles and Prepare Draft Chapter
- ◆ Prepare Draft Issues Chapter
- ◆ Develop Aviation Forecasts and Prepare Draft Forecast Chapter
- ◆ Continue Economic Impact Surveying

- ◆ Begin Economic Impact Modeling

### Final Questions and Comments

- ◆ Stacy Meyers asked when comments were due back to KH for the Multimodal and Environmental chapters. KH responded that comments are due back on December 4<sup>th</sup>.
- ◆ Julian Federle noted that there has been a significant commercial service shift/decrease in business and international travel since COVID, with international travel being essentially zero. Julian would like to see some discussion integrated into the 2020 IASP and EIA that discusses post-COVID recovery. Zach noted that the project team will be conducting a thorough and thoughtful analysis that will include COVID-19 data and projected recovery forecasts.
- ◆ IDOT and KH thanked the attendees for joining the call and for providing comments/feedback throughout the presentation.