

# Illinois Aviation System Plan & Economic Impact Analysis

**IASP MODAL INTEGRATION WORKING GROUP | March 23, 2021**

# Agenda

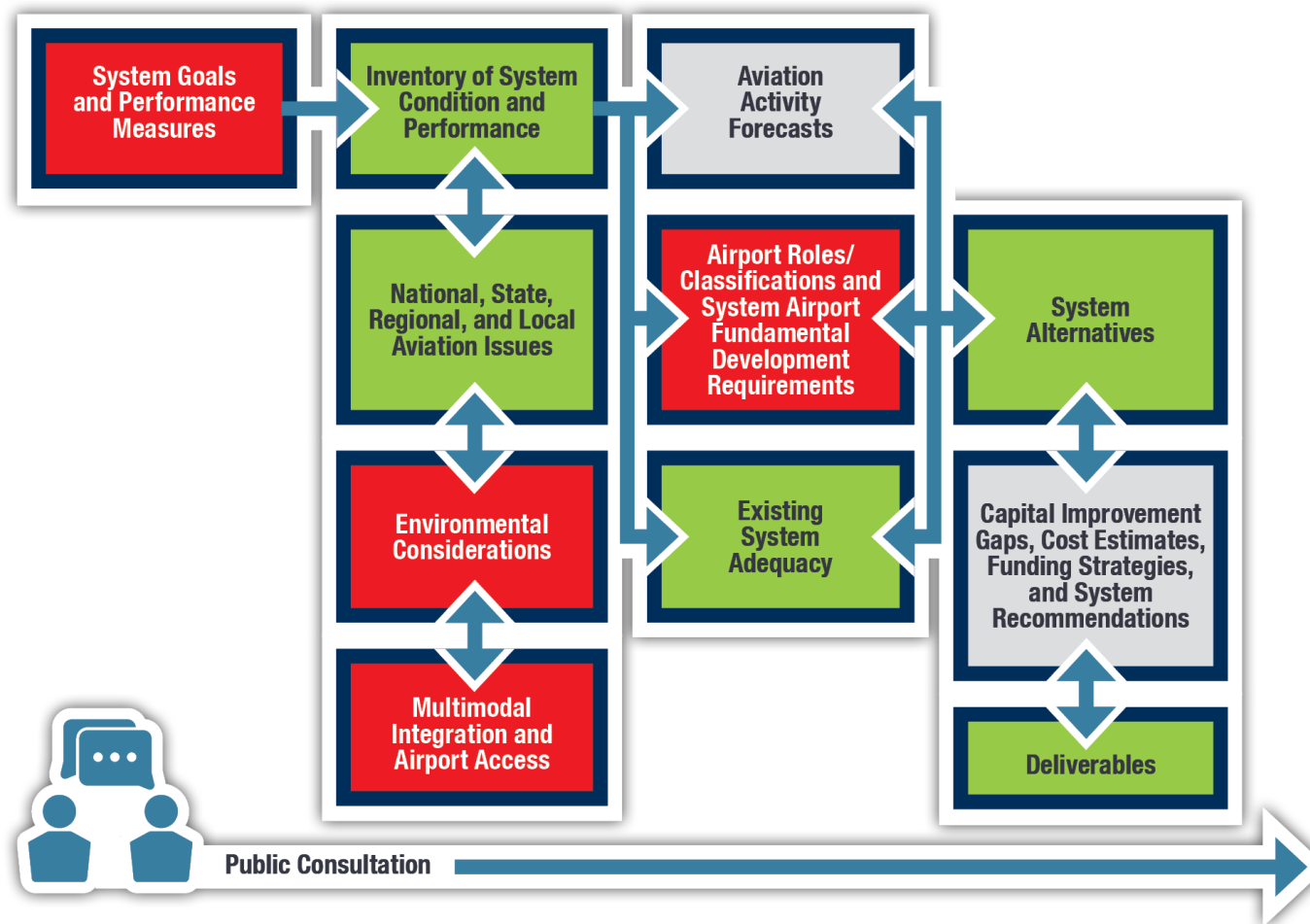
- IASP Overview
- Projects Update: Multimodal Integration and Airport Access
- Project Update: Existing System Adequacy
- Project Update: Economic Impact of Air Cargo
- Next Steps



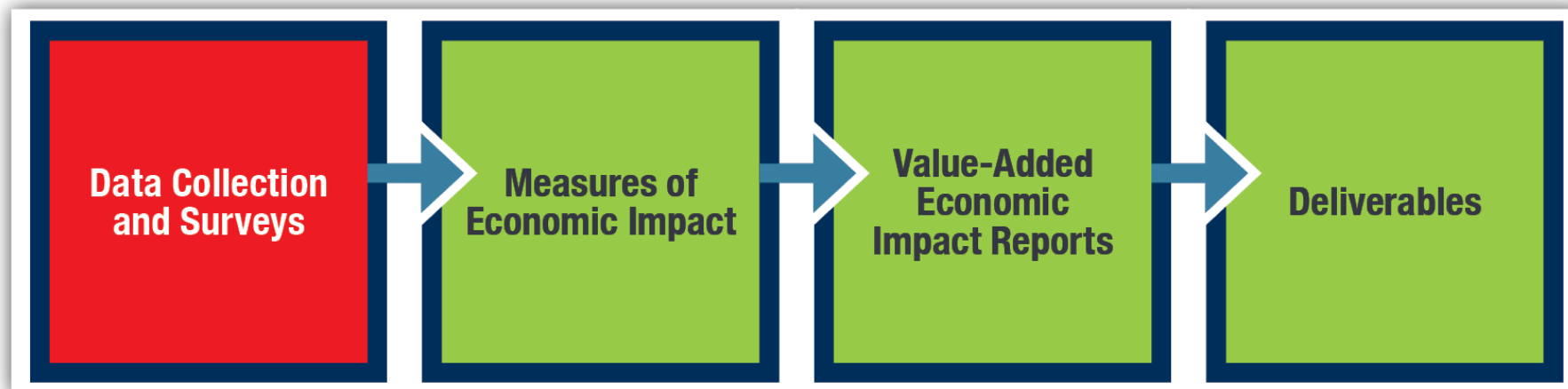


# 1 IASP Overview

# IASP Process



# EIA Process







# 2 Project Update: Multimodal Integration and Airport Access

# Review of Multimodal Integration and Airport Access

## What was Evaluated?

- Roadway Connectivity
- Multimodal Integration
- Illinois Freight Network
- Areas of Transportation Concern Specific to Airports
- Long-Range Planning and Transportation Improvements



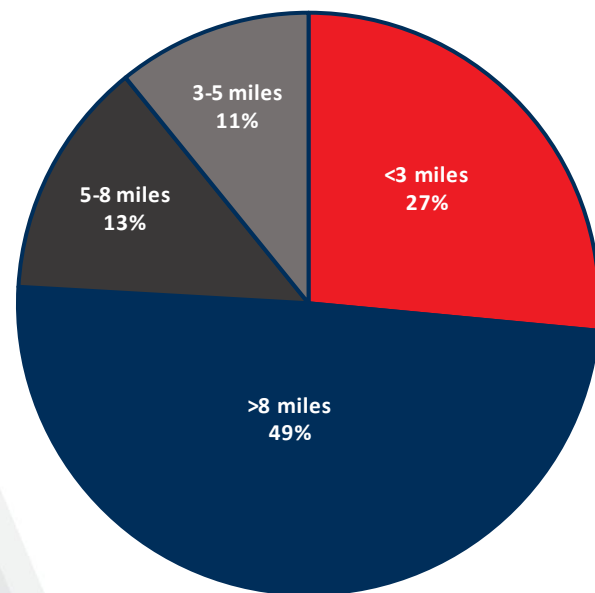
## Why is it Important?

- Intermodal access is crucial to the development of the state's transportation network
- Greater context for modal connections at Illinois's airports

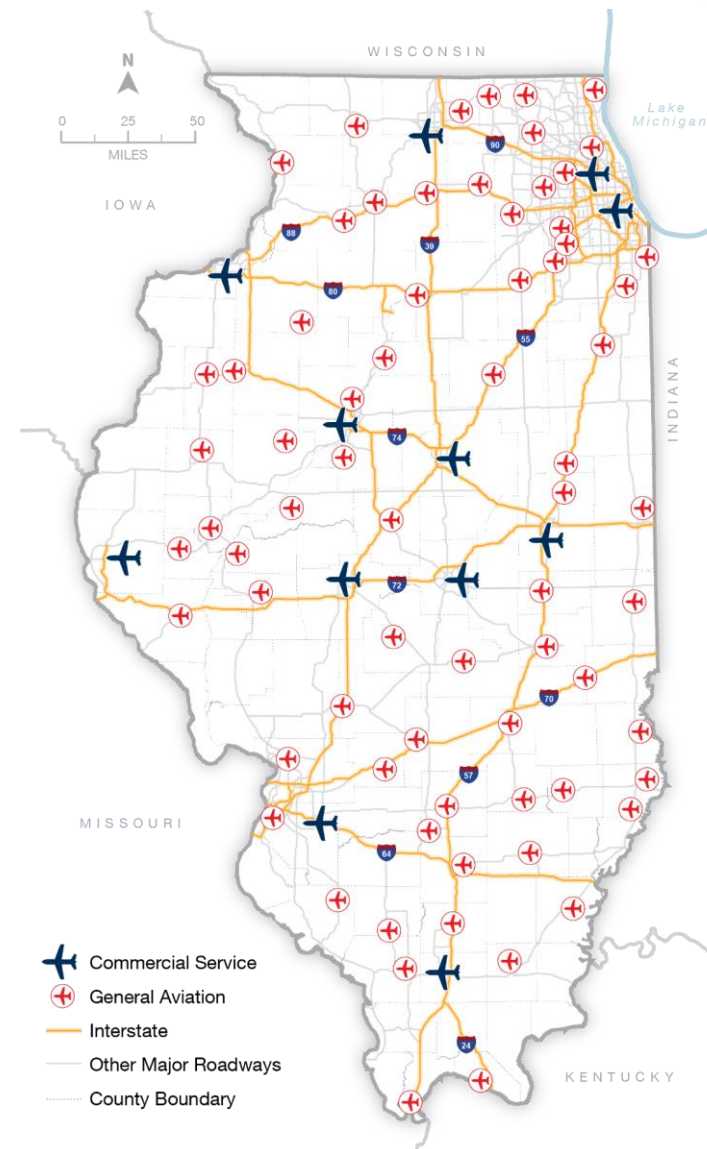
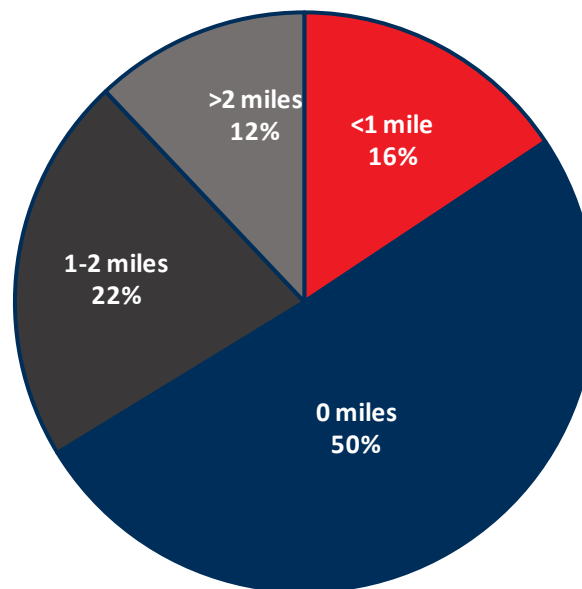


# Roadway Connectivity

Distance to Nearest U.S. Interstate



Distance to the Nearest Major Roadway (Interstate, U.S. Highway, or State Route)





# Multimodal Integration

Percent of Airports With...	
On-site Rental Car	24%
Off-site Rental Car	66%
Courtesy Car	84%
Taxi Service	67%
Ride Share (TNC)	29%
Light/Commuter Rail	7%
Heavy Rail/Train	4%
Bus	22%
Shuttle	24%



# Illinois Freight Network

- **Freight Rail**
  - Carries over 105 million tons annually, valued at over \$1.3 trillion
- **Waterways and Ports**
  - 1,118 miles of navigable waterways
  - 90.6 million tons of freight (9 percent of total freight moved in the state)
- **Roadway Freight Network**
  - 664 million tons of cargo which accounts for half the state's freight tonnage
  - \$1 trillion worth of goods and materials
- **Air Cargo Connectivity**
  - Over 2.3 million tons through the commercial airports system, annually

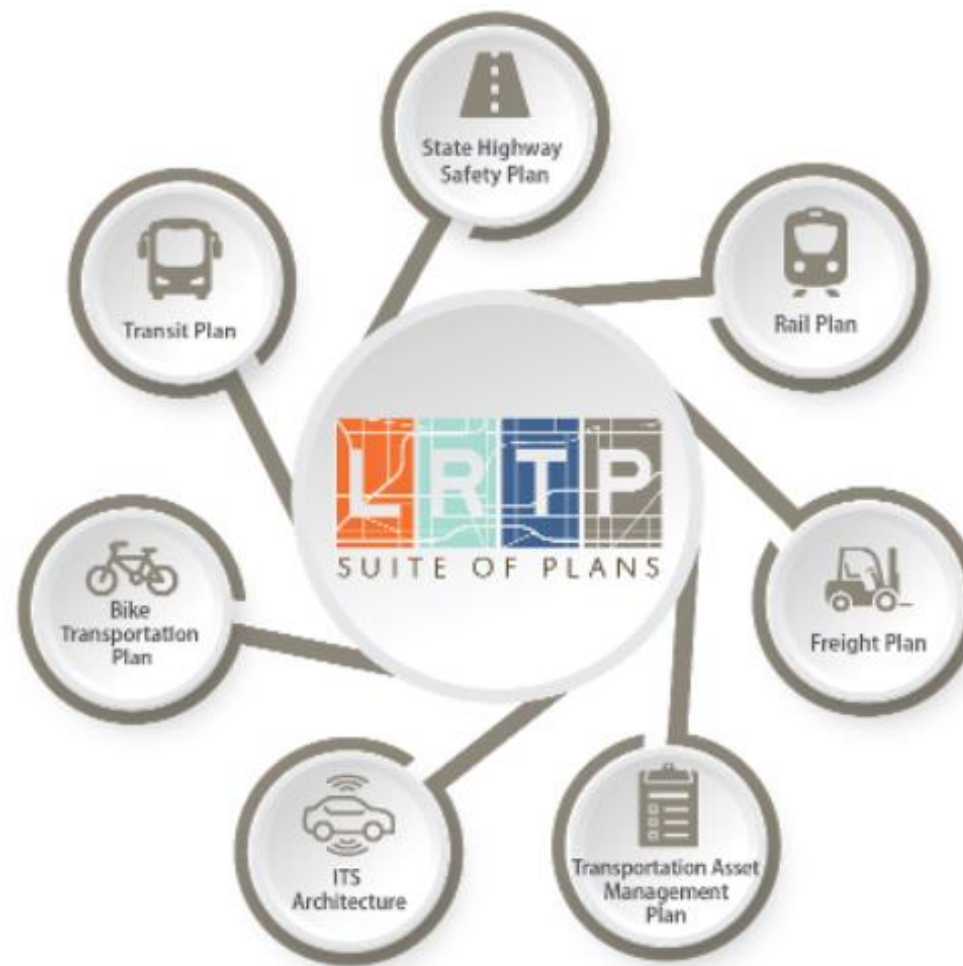


# Areas of Transportation Concern Specific to Airports

- Rideshare
- Deficient Roadway Infrastructure and Traffic Congestion
- Bottlenecks within Chicago Rail Network



# Long-Range Planning and Transportation Improvements





# 3 Project Update: Existing System Adequacy



# IASP Goals



Economy



Livability



**Mobility**

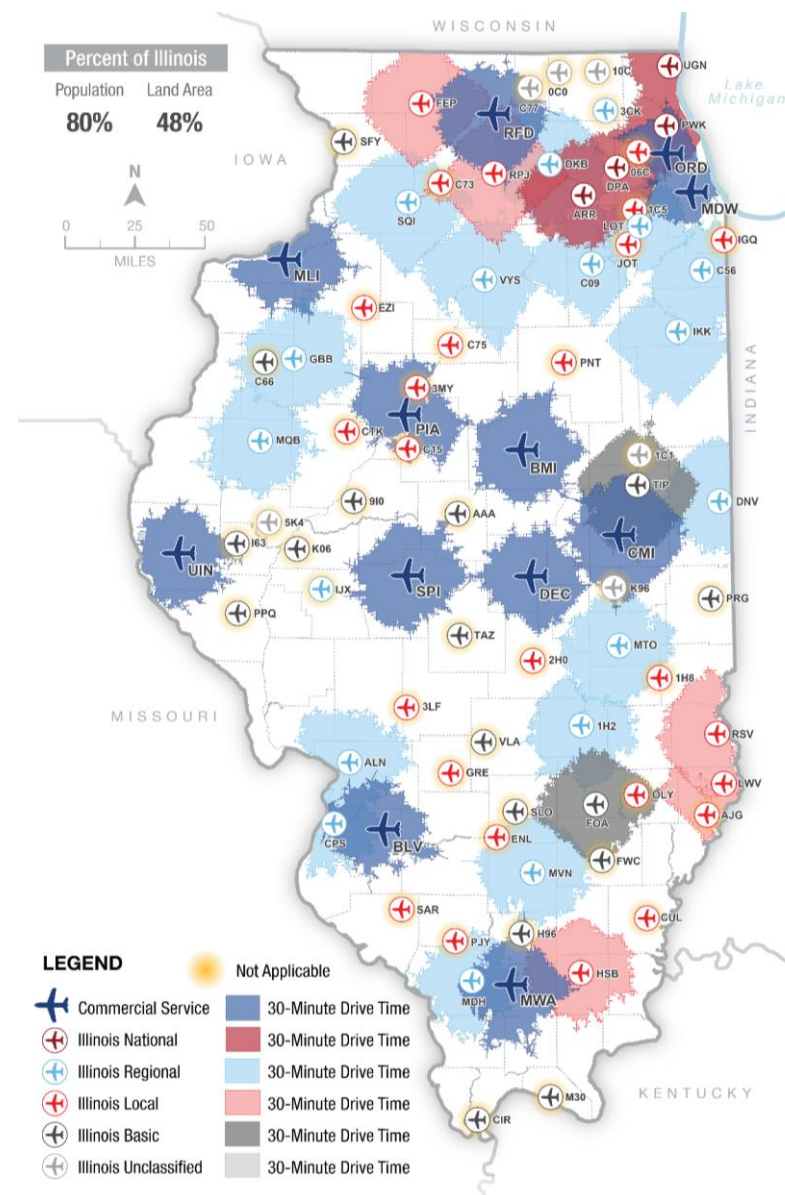


Resiliency

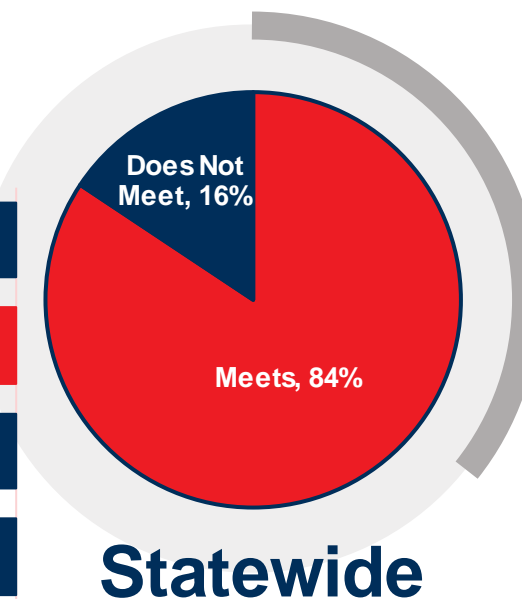
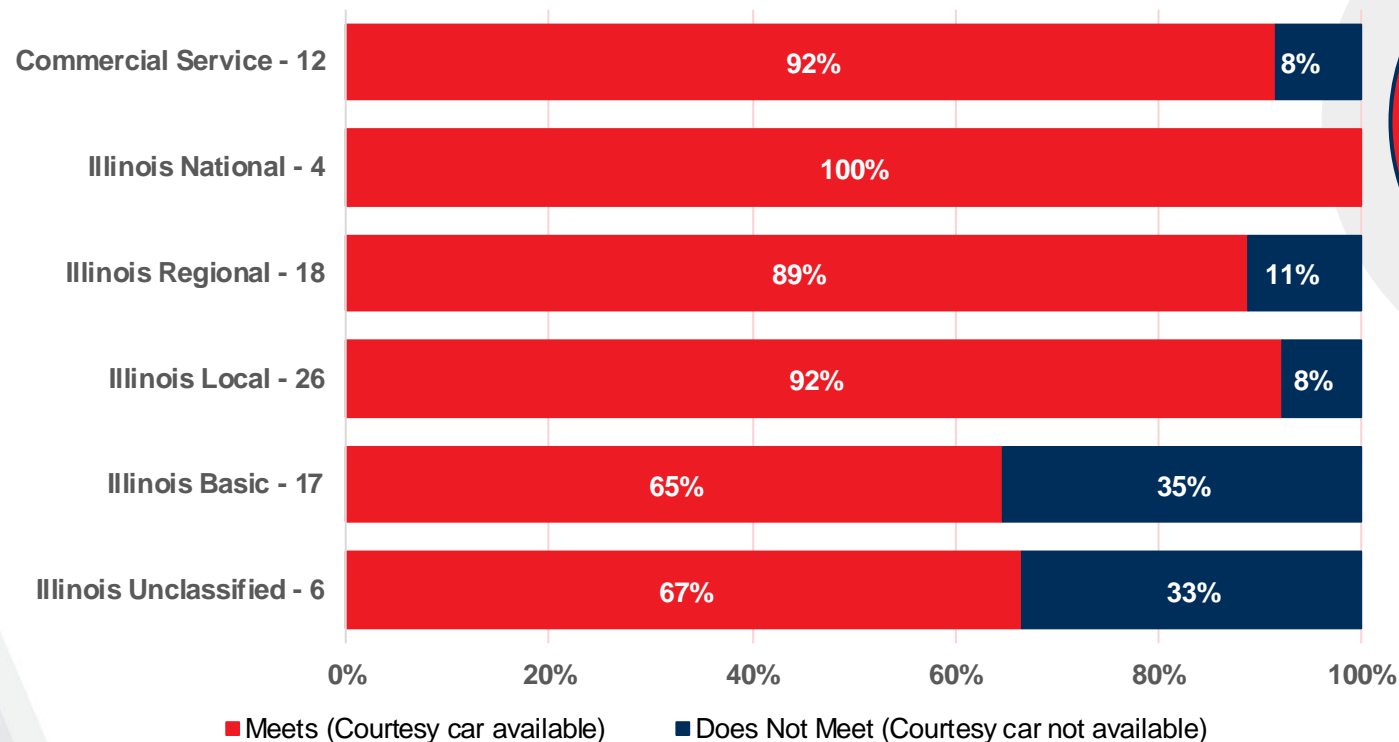


Stewardship

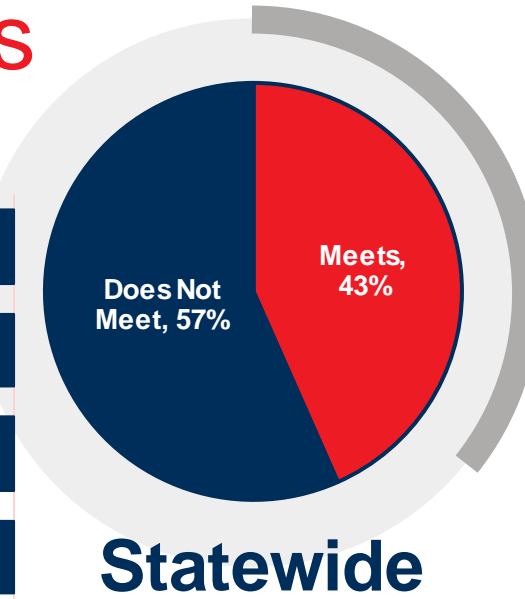
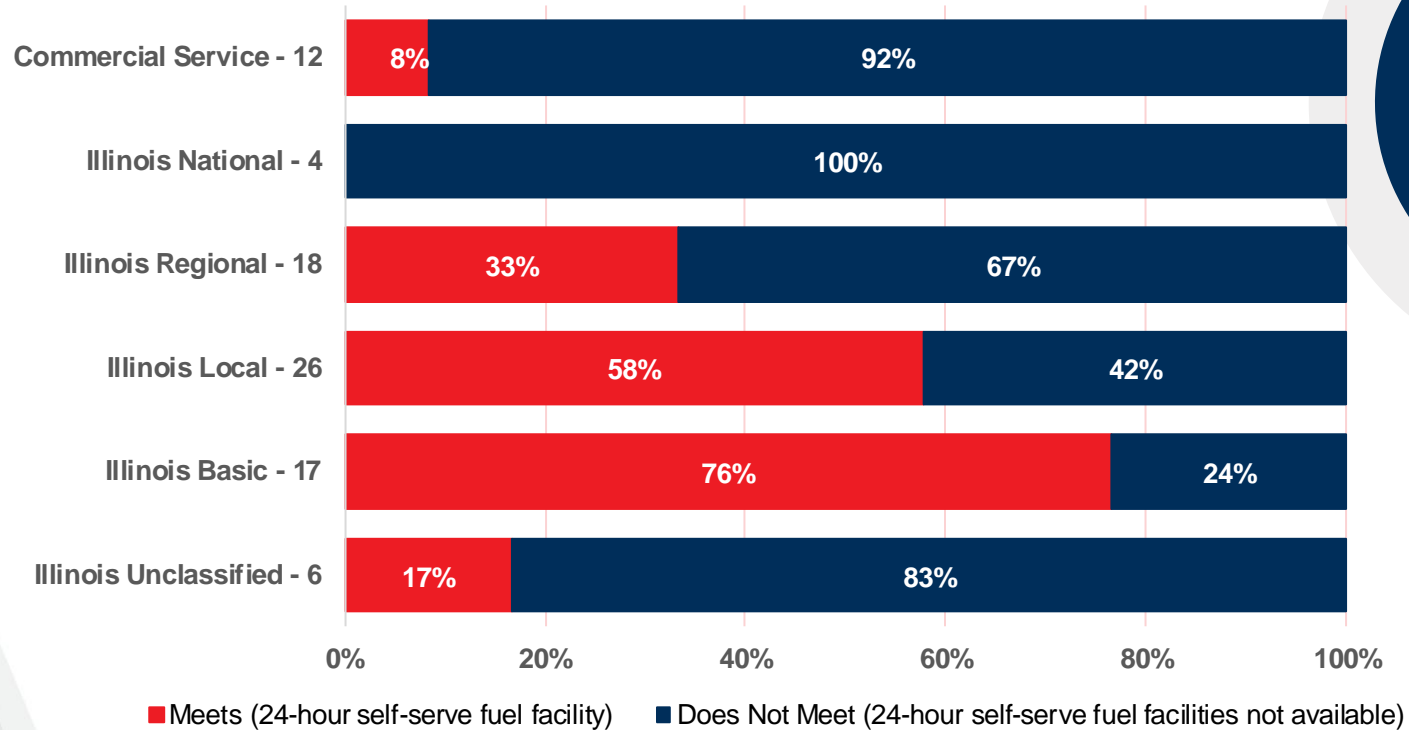
# Percent of Airports within a 30-Minute Drive Time of A System Airport Meeting Business User Needs



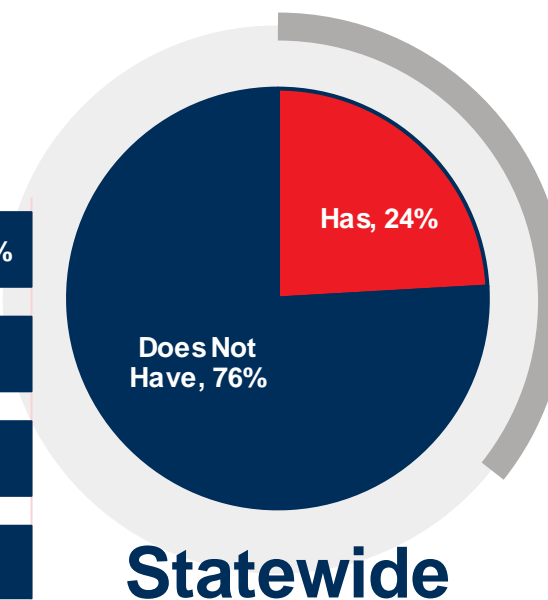
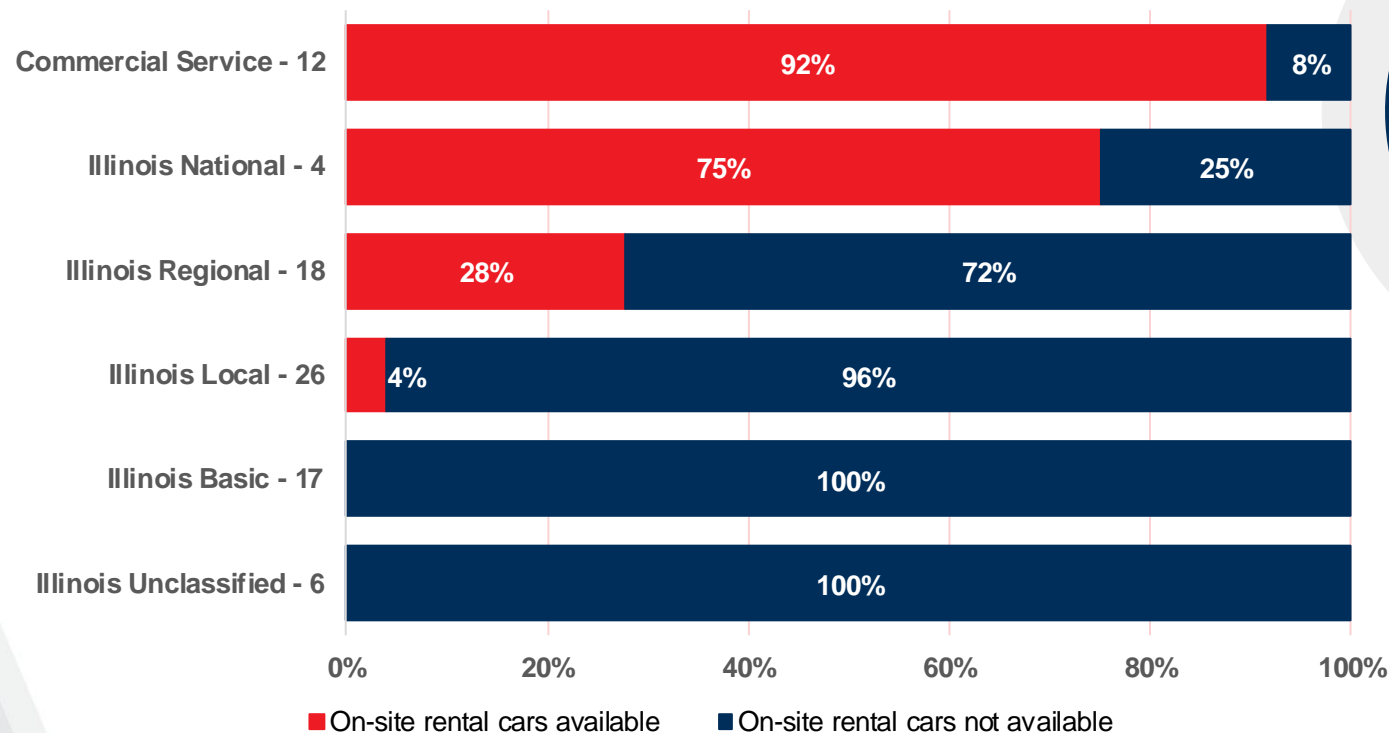
# Percent of Airports that have Courtesy Cars Available



# Percent of Airports with 24-Hour Self-Serve Fuel Facilities

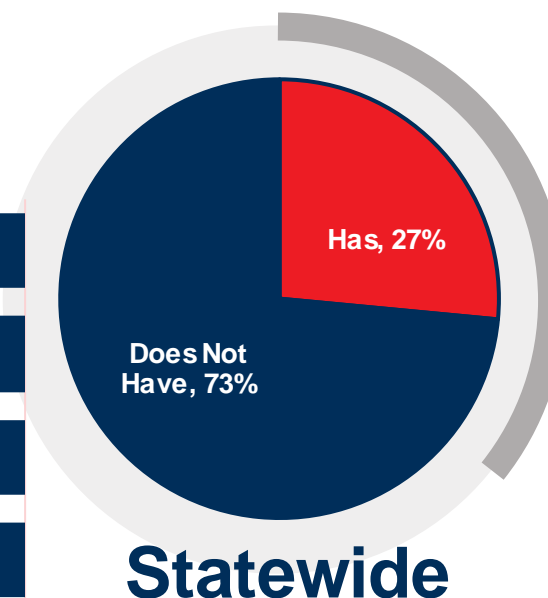
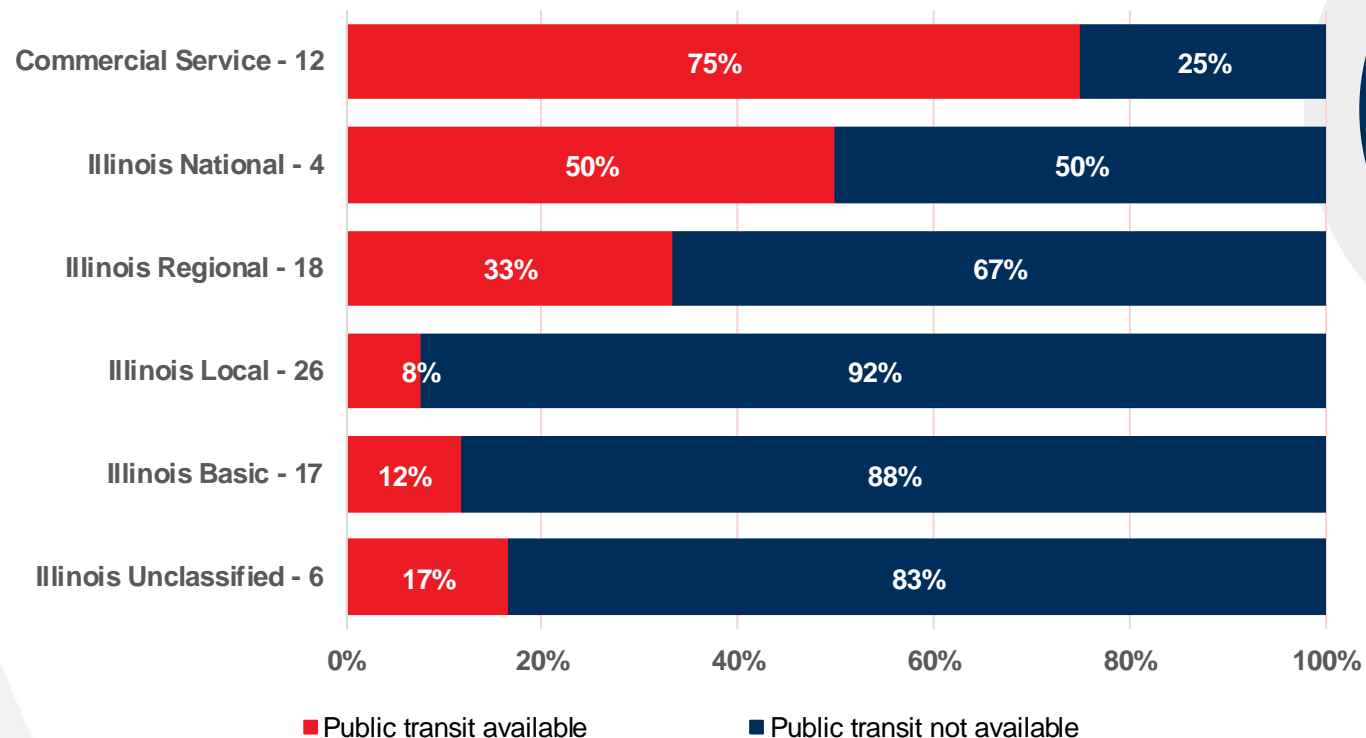


# Percent of Airports that have Rental Cars Available





# Percent of Airports that are Served by Public Transit





# 4 Economic Impact of Air Cargo

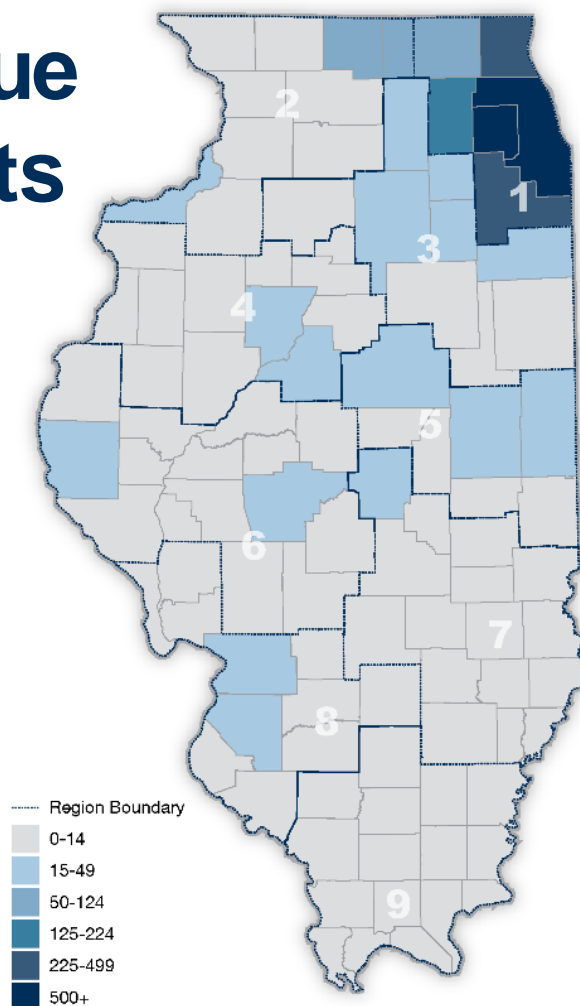


# Statewide Air Cargo Findings

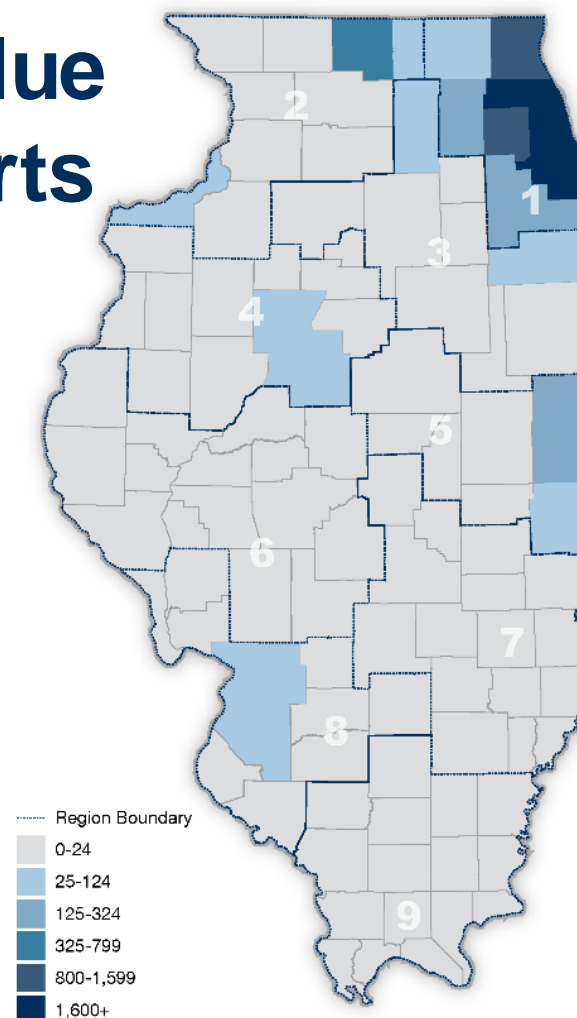
Impact	Employment	Labor Income	Value Added	Economic Impact
Direct	57,630	\$5,251,000,000	\$9,380,000,000	\$19,863,000,000
Indirect	37,640	\$2,789,000,000	\$4,564,000,000	\$8,141,000,000
Induced	47,312	\$2,550,000,000	\$4,811,000,000	\$7,935,000,000
<b>Total Economic Impact</b>	<b>142,582</b>	<b>\$10,590,000,000</b>	<b>\$18,755,000,000</b>	<b>\$35,940,000,000</b>

# Domestic Air Cargo Impacts

## Total Value of Imports

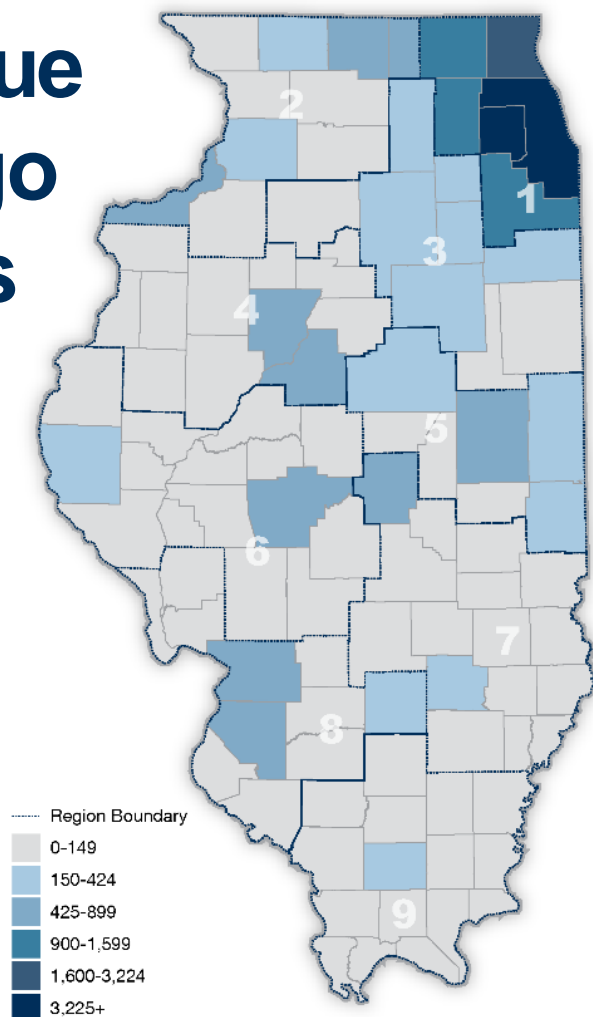


## Total Value of Exports

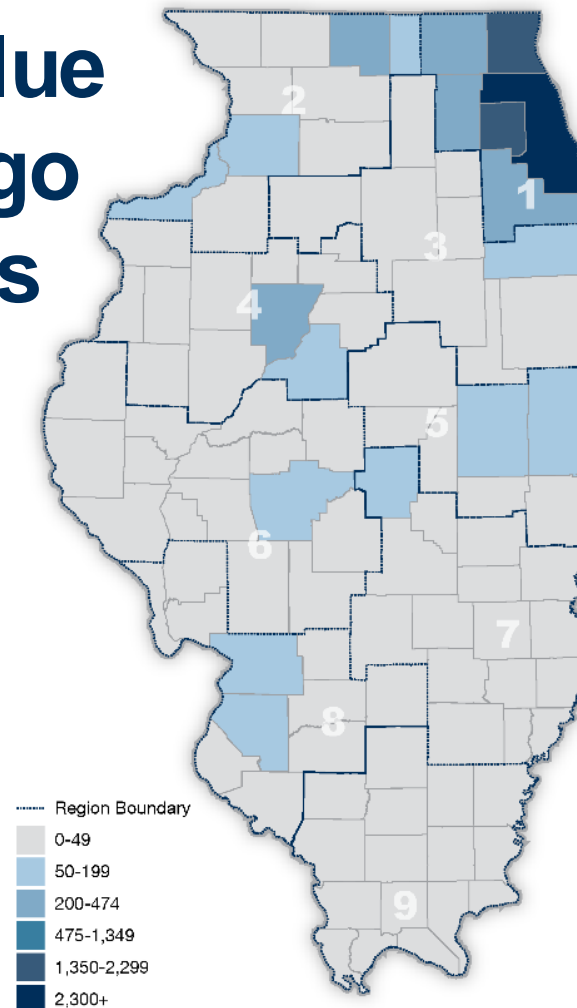


# International Air Cargo Impacts

## Total Value Air Cargo Imports



## Total Value Air Cargo Exports





# Questions?

Thank you for your participation!

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