**Tennessee Aviation System Plan (TASP) and Economic Impact Study**

TASP Modal Integration Working Group Meeting

Thursday, December 3, 2020

**Attendees**

* Evan Lester, TDOT Aeronautics Division
* Michelle Frazier, TDOT Aeronautics Division
* John Paul (JP) Saalwaechter, TDOT Aeronautics Division
* Jacob Brooks, TDOT Aeronautics Division
* Steve Upshaw, TDOT Aeronautics Division
* Anna Walker, TDOT Aeronautics Division
* John Briggs, TDOT Aeronautics Division
* David Lee, TDOT Long Range Planning
* Amy Kosanovic, TDOT Freight Planning
* Danielle Hagewood, TDOT Strategic Transportation Investments
* Daniel McDonell, TDOT Multimodal
* Zach DeVeau, Kimley-Horn
* Taylor Filaroski, Kimley-Horn

**Meeting Introduction**

Due to stay-at-home orders and travel restrictions as a result of COVID-19, the second Modal Integration Working Group meeting was held virtually through Microsoft Teams. Thirteen people were in attendance, as provided in the attendance list above.

The meeting began with an introduction by Evan Lester, the TDOT Aeronautics Division Project Manager. He thanked the Modal Integration Working Group for meeting and noted that the Intermodal Integration and Airport Access Chapter is available on the project website ([www.tasp2040.com](http://www.tasp2040.com)). Michelle Frazier, TDOT Aeronautics Division, also provided a brief introduction. She thanked the group for meeting and noted that she was excited to hear everyone’s thoughts on the project’s progression.

**Presentation**

Following the introduction of the Modal Integration Working Group, Zach DeVeau, the Kimley-Horn Project Manager, presented a PowerPoint that provided an update on the TASP and Economic Impact Study and delved into aspects of the projects that most related to modal integration. An outline of the presentation is provided below.

* TASP Overview
* Project Update: Intermodal Connectivity
* Project Update: Existing System Performance
* Project Update: Air Cargo
* Next Steps

Members of the Modal Integration Working Group asked questions and provided feedback throughout the presentation. These questions, comments, and responses are organized by agenda item in the following sections.

**TASP Overview**

Zach DeVeau, Kimley-Horn Project Manager, noted that the presentation would focus primarily on aspects of the TASP and Economic Impact Study that related to modal integration. Since members of the Modal Integration Working Group are also a part of the TASP Advisory Committee, aspects of the study not as related to modal integration were kept brief. It was also noted that the new PowerPoint template was part of an overall TASP and Economic Impact Study deliverables branding effort. The branding of the PowerPoint is similar to the Economic Impact Study Executive Summary brochure, which is currently being developed, and other external deliverables.

**Project Update: Intermodal Connectivity**

This portion of the presentation focused on providing an overview of the Intermodal Integration and Airport Access Chapter. The Modal Integration Working Group was given the opportunity for any questions or comments about this section.

Michelle Frazier, TDOT Aeronautics Division, noted that the section concerning highway connectivity to airports was very interesting. She asked how Tennessee compared to other states with regards to highway connectivity. Zach DeVeau, Kimley-Horn Project Manager, answered that while we do not have that analysis handy, it is something that we could examine as part of this effort. Comparison to other states is an important aspect of many of the TASP tasks.

JP Saalwaechter, TDOT Aeronautics Division, commented on the fact that about 80 percent of airports are within 20 miles or less of a highway. He stated that this speaks volumes about the beneficial access Tennessee’s airports have to the highways. Zach DeVeau, Kimley-Horn Project Manager, added that access issues were incorporated into the TASP performance measures (PMs) and system indicators (SIs), as explored in Chapter 1: System Goals and Performance Measures and Chapter 2: Inventory and Existing System Performance. Potential gaps in the system with regards to access will be addressed in Chapter 8: Analysis of System Alternatives and potentially Chapter 10: Policy and Investigation Recommendations.

Evan Lester, TDOT Aeronautics Division, noted that in addition to the intermodal access of courtesy cars, rideshare, buses, and other traditional forms of transportation, two airports in the TASP system offer courtesy bikes. These airports are Lafayette Municipal Airport (3M7) and Franklin County Airport (UOS).

**Project Update: Existing System Performance**

This portion of the presentation focused on findings from Chapter 2: Inventory and Existing System Performance that relate to modal integration. The Modal Integration Working Group was given the opportunity for any questions or comments about this section.

**Project Update: Air Cargo**

This portion of the presentation focused on findings from the Economic Impacts of Tennessee Air Cargo draft, which has yet to be provided to the Group. The Modal Integration Working Group was given the opportunity for any questions or comments about this section.

Amy Kosanovic, TDOT Freight Planning, noted that Daniel Pallme (the Freight and Logistics Director), may have feedback about the overall economic impact of air cargo being $19.3 billion. Zach DeVeau, Kimley-Horn Project Manager, responded that when the draft chapter was provided, we would be happy to send it to Daniel Pallme and to invite him to the next Modal Integration Working Group Meeting to discuss.

JP Saalwaechter, TDOT Aeronautics Division, noted that a lot of the information from this Chapter affects and is impacted by other TASP and Economic Impact Study tasks. He asked what additional analysis or recommendations were incorporated into the air cargo analysis, and how the air cargo findings will impact other tasks. Zach DeVeau, Kimley-Horn Project Manager, answered that the project team has just completed a lot of data collection and analysis, much of which has gone into Chapter 2: Inventory and Existing System Performance and the Economic Impact Study findings. An upcoming task, Analysis of System Alternatives, will examine the gaps in services and facilities discovered through this data collection and translate those into project suggestions. A further analysis will be done to consider whether these project suggestions make sense for TDOT Aeronautics Division to pursue. An additional task, Policy and Investigation Recommendations, will also evaluate gaps in services and facilities and determine if a local or state policy recommendation is warranted to address certain gaps.

**Next Steps**

The primary focus of the project team has been the Economic Impact Study, to provide results to the state Legislature on January 12. However, the project team has still been progressing on other tasks. Chapter 2: Inventory and Existing System Performance is currently being completed and is anticipated to be sent out in January 2021. The Air Cargo draft is also being finalized and will be provided to the Modal Integration Working Group once done. It is projected that the next Modal Integration Working Group meeting will be late in the first quarter of 2021.

**Closing Comments**

Evan Lester, TDOT Aeronautics Division, thanked everyone for their participation in the second Modal Integration Working Group Meeting. He noted that they would be sending out the Economic Impacts of Tennessee Air Cargo draft shortly, and that the Economic Impact Study Executive Summary brochure would be published before the next meeting. He stated that if members of the Group noticed anything in the brochure that they needed more information on, they could feel free to reach out with any questions. Michelle Frazier, TDOT Aeronautics Division, noted that they always welcome additional input from TDOT partners.

* Note: a copy of the presentation and recording of the meeting can be found here: <https://www.tasp2040.com/public-outreach/>.