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

TDOT Aeronautics Division Advisory Committee Meeting

Wednesday, June 30, 2021

**Attendees**

* Michelle Frazier, TDOT Aeronautics Division
* Evan Lester, TDOT Aeronautics Division
* John Paul Saalwaechter, P.E., TDOT Aeronautics Division
* Jacob Brooks, P.E., TDOT Aeronautics Division
* Anna Walker, TDOT Aeronautics Division
* Alexandria Lundberg, TDOT Aeronautics Division
* Kabrina Webb, TDOT Aeronautics Division
* Erin Mcdougal, TDOT Aeronautics Division
* Stephanie Saloom, TDOT Aeronautics Division
* John Briggs, TDOT Aeronautics Division
* Jamal Stovall, FAA\*
* Kirk Huddleston, Tennessee Aeronautics Commission\*
* George Huddleston, Tennessee Aeronautics Commission\*
* Patrick Wilson, McGhee Tyson Airport\*
* Roy Remington, Millington – Memphis Airport\*
* Doug Kibbey, Clifton-Hassell Field\*
* John Black, Smyrna Airport
* Robert Ramsey, Metropolitan Nashville Airport Authority
* Dean Selby, Upper Cumberland Regional Airport
* Dan Cogan, Elizabethton Municipal Airport\*
* Pragati Srivastava, Memphis Metropolitan Planning Organization\*
* Amy Kosanovic, TDOT Freight Planning\*
* David Lee, TDOT Long Range Planning\*
* Danielle Hagewood, TDOT Strategic Transportation Investments\*
* Daniel McDonell, TDOT Multimodal Planning
* Zach DeVeau, Kimley-Horn
* Taylor Filaroski, Kimley-Horn

\*=participant attended virtually   
 **Meeting Introduction**

Due to travel restrictions as a result of COVID-19, the fifth TASP AC meeting was a joint-option meeting. Half of the attendees attended in person and half attended virtually via Webex.

Evan Lester, TDOT Aeronautics Division, kicked off the meeting and thanked everyone for attending and for their continued support of the project. Michelle Frazier, TDOT Aeronautics Division, reiterated this sentiment and encouraged everyone to participate, including those calling in.

**Presentation Overview**

Following these introductory remarks, Zach DeVeau and Taylor Filaroski, Kimley-Horn, presented a PowerPoint that provided an update for the TASP and Economic Impact Study. An outline of the presentation includes:.

* Since we last met…
* Project Update: Economic Impact Study
* Project Update: Future System Performance
* Project Update: Analysis of System Alternatives
* Project Update: System-Wide Cost Estimates
* Project Update: Policy and Investigation Recommendations
* Project Update: Rates & Charges
* Next Steps

Members of the TASP AC asked questions and provided feedback throughout the presentation. These questions, comments, and responses are organized by agenda item in the following sections.

**Since we last met…**

This portion of the presentation focused on general project updates since March. Zach DeVeau, Kimley-Horn, noted that all TASP tasks are either complete or underway. There were no questions or comments during this portion.

**Project Update: Economic Impact Study**

This portion of the presentation provided an overview of the completion of the Economic Impact Study. Zach DeVeau, Kimley-Horn, stated that final deliverables are complete and posted to the project website, including individual airport deliverables such as brochures and PowerPoints. John Black, Smyrna Airport, stated that the individual airport deliverables for Smyrna Airport have been very helpful. He further stated that he has already used the findings from the study to secure a local grant for $750,000 and encouraged other airports to use the findings as well. Amy Kosanovic, TDOT Freight Planning, also noted that she has used the findings from the Economic Impact Study in internal and external outreach meetings.

**Project Update: Future System Performance**

This portion of the presentation provided an overview of Chapter 8: Future System Performance, which had previously been provided to the TASP AC. Zach DeVeau, Kimley-Horn, provided example findings from Goal #1 Performance Measure (PM), “Percent of airports meeting the airport pavement management system (APMS) objective – Runways > 65,” and Goal #2 PM “Percent   
of area and population within a 45-minute drive to any Tennessee commercial service airport.” There were no questions or comments during this portion.

**Project Update: Analysis of System Alternatives**

This portion of the presentation provided an overview of Chapter 9: Analysis of System Alternatives, which is forthcoming to the TASP AC. Zach DeVeau, Kimley-Horn, provided an overview of the Chapter’s “What-If” Scenarios, as well as the perspectives from which these scenarios would be considered. Example What-If Scenarios include “What if the number of commercial service passengers continue to grow at a steady pace?” and “What if airports that need to expand their facilities to meet growing aviation demand are constrained by surrounding land uses?” There were no questions or comments during this portion.

**Project Update: System-Wide Cost Estimates**

This portion of the presentation provided an overview of Chapter 10: System-Wide Cost Estimate and Implementation Plan, which is forthcoming to the TASP AC. Zach DeVeau, Kimley-Horn, provided an overview of the Chapter, including how the cost estimates were developed. Projects were suggested on an airport-by-airport basis, based on future system performance and facility and service objective (F&SO) performance, with duplicates removed for system-wide cost estimates. TASP cost estimates are *not* based on statewide and individual ACIPs and are developed entirely independently of the ACIP process.

John Black, Smyrna Airport, requested additional clarification on how individual airport ACIPs were incorporated into the Chapter. Other TASP AC airport representatives echoed this question. Zach DeVeau, Kimley-Horn, clarified that cost estimates as developed for this Chapter are based only on the findings of the TASP, not airport ACIPs. Michelle Frazier, TDOT Aeronautics Division, stated that additional clarification regarding this topic could be provided in the Chapter.

**Project Update: Policy and Investigation Recommendations**

This portion of the presentation provided an overview of Chapter 11: Policy and Investigation Recommendations, which is forthcoming to the TASP AC. Taylor Filaroski, Kimley-Horn, provided an overview of the Chapter, including the policies that were analyzed and the comparison states from which recommendations were developed. There were no questions or comments during this portion.

**Project Update: Rates & Charges**

This portion of the presentation provided an overview of the Rates & Charges Chapter, which is forthcoming to the TASP AC. Taylor Filaroski, Kimley-Horn, provided an overview of the Chapter, including the Rates & Charges Survey, sections of rates and charges that were analyzed for the Chapter, and some initial findings.

George Huddleston, Tennessee Aeronautics Commission, asked if individual airport comparisons were made or are provided in the Chapter. Dean Selby, Upper Cumberland Regional Airport, echoed this sentiment and stated that it would be helpful to know what the nearest airport is charging for different facilities and services. Taylor Filaroski, Kimley-Horn, replied that only three sections (land leases, through-the-fence operations, and temporary use and special events) provide individual airport rates and charges, and that is only because the response rate in many categories was too low to summarize coherently. Rather, the Chapter is intended for an individual airport to be able to review their rates and charges compared to other airports located in the TDOT region or of a similar classification.

George Huddleston, Tennessee Aeronautics Commission, also asked if comparisons were made to other, surrounding states. Taylor Filaroski, Kimley-Horn, stated that they were not. Evan Lester, TDOT Aeronautics Division, noted that this information is not readily available. John Black, Smyrna Airport, asked if Regional boundaries could be added to the maps in the Chapter. Taylor Filaroski, Kimley-Horn, stated that these would be added.

**Next Steps**

Zach DeVeau, Kimley-Horn, provided an overview of what drafts would be provided next to the TASP AC. Chapter 9: Analysis of System Alternatives, Chapter 10: System-Wide Cost Estimate and Implementation Plan, and Chapter 11: Policy and Investigation Recommendations are all forthcoming

Note: a copy of the presentation provided at the meeting can be found here: [www.tasp2040.com/public-outreach/](http://www.tasp2040.com/public-outreach/).