

AIRPORT STUDY TASKFORCE MINUTES

August 7, 2008 @ 3:30 PM

**2ND Floor Conference Room
County Administration Building
189 E. Court Street, Kankakee, IL**

IN ATTENDANCE:

Members – Mr. Kenneth Hearn, Ms. Loretto Cowhig, Mr. Mike Van Mill, Mr. Jeff Jarvis, Mr. George Hawker, Mr. Jason Licon

Staff – Mr. Mike Lammey, Mr. Michael Martin, Mr. Delbert Skimerhorn, Mr. Ryan DeYoung

Consultants – Mr. Brad Hamilton-CMT Inc., Mr. Bill James-Camiros Ltd., Mr. Eric Canada-Blane Canada Ltd.

Others – Mr. Leo Whitten, Mr. Tim Schmidt, Pat Langland, Aimee McSparin

CALL TO ORDER:

Chairman Van Mill called the meeting to order at 3:30 P.M.

PUBLIC COMMENT PERIOD:

None

APPROVAL OF MINUTES:

Minutes of the June 26, 2008 meeting were presented. A motion to accept the minutes was made by Mr. Hawker, seconded by Mr. Licon. The motion passed unanimously.

CONSULTANT PRESENTATION:

Mr. Hamilton of CMT Inc. gave a presentation of the consultant team progress thus far. The meeting agenda included the following items. 1.) Purpose of Study 2.) Study Area 3.) Airport Role 4.) Airport Compatibility 5.) Opportunities and Constraints 6.) Generalized Land Use Concepts and 7.) Economic Development.

Mr. Hamilton stated that work items recently conducted included: over twenty individual interviews of stakeholders, independent assessment of land use and economic baseline conditions, exhibits of physical and regulatory features, development of baseline conditions and development of conceptual land use alternatives and economic strategies. Primary influences upon the airports future role include facilities, competition and demand.

Mr. Hamilton stated that the airport is currently considered “general aviation” per the FAA in the NPIAS. The Greater Kankakee Airport Authority (IKK) has 135 based aircraft and 50,000 operations per year. The airport contributes over \$22 million to the local economy per the economic impact study performed in 2000. Facilities include two paved runways, Instrument Landing System, TVOR/AWOS, Class B airspace, flight service station which employs approximately 35 people, full service FBO, municipal water and sewer, I 57 access and development property nearby.

Mr. Hamilton stated that airports with runways of 5000 feet or longer in competition with Greater Kankakee Airport Authority (IKK) include the following: Monee(20nm N), Lansing (31nmNE), Morris

(34nmNW), Merriville (34nm NE), Lewis University(34nmN) and Pontiac (36nm W). Greater Kankakee area population is projected to grow at the National Average in the next 10 years up to 115,000 by year 2020 and 121,000 by year 2030. Commercial service market demand is expecting modest growth. Air cargo demand is expecting consolidation and greater reliance upon trucks along with significant airfield competition and large development and investment strategies.

Mr. Hamilton stated that business and general aviation demand is expecting significant growth, however recreational aviation expecting downturn due to the cost of fuel. Future airport demand anticipates IKK to play an exclusive role to serve business aviation demand and offers excellent facilities and real estate for corporate aviation development. Kankakee Greater Airport could possibly see some return of cargo related demands but may be more in the form of user specific shipments and not necessarily additional airport development.

Mr. James of Camiros Ltd. then discussed opportunities and constraints of nearby jurisdictional boundaries (Kankakee, Aroma Park and Sammons Point), existing land uses, roads and utilities and environmental considerations. He then went on to discuss potential land use concepts (zoning) and roadway infrastructure concepts. The Task Force discussed some of the potential land use concepts, and determined that a staging of development is preferable to assuming full development of the entire Study Area.

Mr. Canada of Blane Canada Ltd. then discussed the economic development environment in Kankakee. Chicago's regional growth path is moving south on I-55 near the NW corner of Kankakee County. The I-55 corridor is Chicago's most active submarket for new industrial development. The corridor has approximately 29 million sq. ft. of industrial space of over half of which was built after 1995. Will County is among the fastest growing areas in Chicago. I-57 growth is slowly moving south.

Mr. Canada went on to say that Kankakee County Economic Development has had a brief history and was happy to acknowledge the one year anniversary of the Economic Alliance. The economic efforts are largely volunteer driven with limited outreach. Assets include: being one hour south of Chicago, I-57 & I-80 proximity, Dan Ryan Expressway improvements, minimal congestion etc.

Mr. Canada stated that challenges include the Alliances' low funding and staffing levels. Implications for Kankakee County and airport development include competition focused on big box distribution. He stated that northern I-57 interchanges drawing development are filling in forcing development to move further south, and smaller manufacturing and distribution companies are being forced south due to rising costs and growth.

PUBLIC MEETING:

Mr. Lammey gave a brief discussion of the public meeting that is coming up. The date of the public meeting will be September 25, 2008 at the Hilton in Kankakee. Letter will be sent to the property owners notifying them of the public meeting. All task force members were requested their presence that night. There are approximately 700 land parcels in the study area. It is still intended to have three stations 1) airport power point presentation, 2) Consultant presentation on findings, and 3) displays that allow for discussions with individuals.

QUESTIONS FROM THE NEWS MEDIA:

None

MEETING SCHEDULE:

Next meetings are scheduled for:

August 28, 2008 @ 3:30 PM
September 18, 2008 @ 3:30 P.M.
September 25, 2008 @ 4:00 P.M. – Public Meeting
October 30, 2008 @ 3:30 P.M.
Subsequent meetings if required

ADJOURNMENT

A motion was made by Hawker and seconded by Hearn to adjourn the meeting at 5:11 PM.