

Stakeholder Committee Meeting # 1

December 15, 2010 11:00 AM

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Buffalo Niagara International Airport Sustainable Master Plan Update

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Sustainability Charrette

December 15, 2010 2:00 PM

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Buffalo Niagara International Airport Sustainable Master Plan Update

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MEMORANDUM

TO: BNIA - Stakeholder Committee Members

FROM: Chad Nixon

DATE: January 6, 2011

SUBJECT: Minutes of the First Stakeholder Committee Meeting

PROJECT NO.: 17493.00

The first Stakeholder Committee meeting for the Buffalo Niagara International Airport Sustainable Master Plan Update (SMPU) convened on Wednesday, December 15, 2010. The Stakeholder Committee assembled in the conference room in the Mercy Flight facility located at 100 Amherst Villa Rd, Buffalo, NY. The meeting started at approximately 11:00 a.m. and the presentation portion of the meeting concluded at approximately 12:00 p.m.. Lunch was served and a question and answer session was held during the meal and concluded at approximately 1:00 p.m. The following members attended the meeting:

<u>Name</u>	<u>Affiliation</u>
Paul Gavin	NYS DOT Region 5
Chris Chiodo	NFTA/Transit Police Department
William Pugh	Town of Cheektowaga
Tom Dames	NFTA
Rocky Brunstad	FAA
Rick Russo	NFTA
Johnathan Worden	DNC – THS
David Boldt	DNC
Timothy Vaeth	Ciminelli Development
Chris Putney	NFTA ARFF
Karen Renna	NFTA
Ariel Swensen	Southwest Airlines
Dave Mittlefehldt	Prior Aviation
Rick Cumbo	Standard Parking
Kim Minkel	NFTA
Lee Weitz	NFTA
John Diebold	NFTA
Tom Koch	TSA
Matt Grabau	GBNRTC
Gary Black	Town of Amherst
Bob Giza	Town of Lancaster

Rick Gillert	Town of Amherst
Dan Ulatowski	Town of Cheektowaga
Mark Clark	BNIA
Bill Vanecek	BNIA
Chad Nixon	McFarland-Johnson
Jeff Wood	McFarland-Johnson
Rick Lucas	McFarland-Johnson
Jorge Panteli	McFarland-Johnson
Randal Wiedemann	RA Wiedemann
Steve Howards	CAP
Howard Klein	URS
Eric Huefner	Urban Engineers
Garret Meal	Urban Engineers

The following Stakeholder Committee members or designated representatives were unable to attend:

<u>Name</u>	<u>Affiliation</u>
Larry A’Hearn	FAA
Michael Basile	EPA
Bruce Wagner	NYSDEC

William Vanecek, Director of Buffalo-Niagara International Airport (BNIA) opened the meeting, explained the purpose of the Master Plan and had committee members introduce themselves. He then handed the presentation over to Mr. Chad Nixon, the Project Manager for McFarland Johnson Engineers, the prime consultant for this project.

Mr. Nixon introduced the project team and gave an overview of committee participation, project deliverables and schedule. He stressed the importance of the committee and that their input was key to the process. He also noted that the workbooks provided to the committee membership at the meeting serve to maintain all of the information in one place, but noted members could “opt-out” of paper copies if they choose. Future interim reports will be delivered via email, with paper copies for insertion into the workbook handed out at the meeting.

Mr. Nixon handed the presentation over to Mr. Rick Lucas of McFarland Johnson to discuss the inventory section. He discussed the current airside and landside facilities, activity levels, airline service and highlighted key findings from the inventory. He noted that the inventory provides a snapshot of facilities and services provided by BNIA and that this data will serve as the basis for remaining report analyses. Mr. Lucas then handed the presentation over to Mr. Randal Wiedemann of R.A. Wiedemann and Associates who discussed the aviation forecasting effort.

Mr. Wiedemann summarized how forecasts of aviation activity are developed and noted that with all the various forecast methodologies that the consensus forecast method was the recommended forecast chosen for BNIA. A key reason for selecting this forecast was that it was below market share, but higher than the FAA Terminal Area Forecast (TAF). Mr. Clark noted that 2010 activity levels were not lower than 2009 and were in fact better. Mr. Wiedemann indicated that data available at the time the forecasts were developed covered 8 months of data and that it was adjusted based on seasonal activity levels. The difference between the adjusted

numbers and the total 12 month data for 2010 was about a one percent difference and that this difference would not have a significant affect on the overall forecasting effort. Mr. Wiedemann went on to note that after the TAF was updated to reflect accurate 2010 enplanement/operations data, the SMPU forecast would only exceed TAF forecasts by 12% ± in the 10 year timeframe, which is within the FAA headquarters' range that independent forecast not exceed 15%.

Mr. Wiedemann discussed the impact of Canadian passenger demand. Because of Buffalo's proximity to Canada and Toronto Pearson International Airport and differences in available price and destinations, Canadian demand was about 38% of the passengers flying from Buffalo and thus, is an important aspect of Buffalo's service. It was determined from the analysis that the Rochester area, which is the largest population base near Buffalo, represented only at 14% of the passenger traffic. Mr. Wiedemann also completed a comparison analysis assuming that Canadian demand decreases due to restrictive access/congested access crossing into the United States, which showed the impact on activity levels if this were to occur. Mr. Wiedemann concluded the discussion and handed the presentation over to Mr. Steve Howards of Clean Air Partnership (CAP).

Mr. Howards provided a brief summary of the sustainability effort of the master plan. In particular, he briefed the group regarding the goals of the ongoing sustainability effort, what would be assessed, and the ultimate product produced as part of this effort. He noted incorporating building efficiency and the ongoing NORESCO energy audit should result in significant environmental and cost improvements for BNIA and the environment. He also went over exterior air quality, waste management and recycling, and water use, which are the major focus areas of the sustainability element. Mr. Howards turned the meeting over to Mr. Jorge Panteli of McFarland Johnson to discuss the Environmental Overview.

Mr. Panteli discussed the focus and importance of integrating the SMPU planning process and the National Environmental Policy Act (NEPA) at the outset of the project. This has been a recent initiative between the FAA and the Environmental Protection Agency (EPA) to streamline the planning and environmental process. Mr. Panteli noted that Mr. Mark Clark of the NFTA is the Chairman of the Airport Council International North America's (ACI-NA) Environmental Committee and asked him to briefly discuss the role of this committee and their goals. Mr. Clark went on to explain the committee's efforts to integrate planning and the environmental process which would ultimately reduce overall project costs, minimize environmental impacts, and expedite development. Mr. Panteli continued the discussion of environmental overview by illustrating all 21 areas to be covered and highlighted the key areas relevant to BNIA. Mr. Vanecek noted that the cumulative impacts element was an important element. He went on to state that the environmental process must take into account the overall environmental impact of a recommended actions needs to be taken into account, not just the impact on one project. BNIA is sensitive to this and works diligently to ensure that airport development minimizes impacts on both the environment and the surrounding community.

A question was asked as to what the environmental justice category entailed. Mr. Jeffery Wood of McFarland Johnson responded to the question indicating that it was intended to address potential negative impacts directed at underprivileged groups. He indicated that this was not a major area of concern for the airport due to the airport's current infrastructure that is already built. Mr. Wood clarified that statement providing an example that if a new airport or major expansion was proposed, the impact on potential underprivileged groups would be assessed.

Mr. Vaeth of Ciminelli Development made a statement that indicated wetlands developed at the approach end of Runway 23 were inadvertently created due to mining of land for the runway extension. Ciminelli doesn't need the land if the Airport could use it for something, they would be available to further discussion.

Mr. Panteli concluded the Environmental Overview Discussion and went over the next steps. He discussed the next sections that would be developed and a tentative timeframe for the next committee meeting. He noted that lunch was available and that the question and answer session would be done as a working lunch.

During the questions and answer session, there were a number of questions asked by Committee members, below is a listing of the questions asked the responses to those questions:

- Mr. Gavin of NYSDOT wanted to know how the limits of vertical building construction are taken into account. Mr. Panteli noted Federal Aviation Regulation Part 77 and other operational surfaces govern the vertical height of buildings on and around the airport and that any development would be assessed using these surfaces.
- Mr. Gillert, Town of Amherst Planner, wanted to know how the approach areas will be studied. Mr. Panteli noted that the areas under the approaches are evaluated. Mr. Gillert also wondered how specific the SMPU will be with regards to zoning. Both Mr. Vanecek and Mr. Nixon noted that zoning is assessed in terms of compatible land uses, but that it does not define zoning. However, further discussions with the Towns can be initiated outside of the master planning process and that FAA has guidelines for Cities and Towns to use in regards to developing land use and zoning regulations.
- Mr. Ulatowski, Town of Cheektowaga Planner, asked if the SMPU will recommend and prioritize land acquisition. It was noted that it was premature at this point to say what we will do in this regard. Mr. Vanecek said that NFTA is not presently intending to purchase properties at this time.
- Mr. Ulatowski also asked if the SMPU will be looking at mass transit and parking. Parking will be assessed as part of the Facility Requirements analysis. Mr. Vanecek indicated that the building a parking structure is very expensive, but will be looked at as part of this analysis. He also noted that if there are synergies to incorporate car rental facilities, which are currently undersized, will also be looked at. Mr. Vanecek noted that light rail to downtown is likely to be too costly to justify based on airport use alone, but will be looked at as part of the project.
- Mr. Gavin of NYSDOT asked what is the optimal growth for existing tenants and GA facilities. Mr. Panteli stated that we would be researching how to illustrate development nodes for smart growth.
- Mr. Ulatowski of the Town of Amherst noted there are non aviation uses on fringes of airport property and wondered if there would be uses for aviation. Mr. Nixon stated it was a possibility, but it will be dependent on demand.

- Mr. Gavin of NYSDOT asked if there was an analysis of tarmac delay and consumer demand for air travel. Mr. Wiedemann noted this was considered mainly as a function of the historic data and said that from that perspective, it is included.
- Mr. Ulatowski of the Town of Amherst asked if Niagara Falls International Airport (NFIA) was factored into the forecast. Mr. Vanecek stated it was, but noted that the market for NFIA is limited and that the use of NFIA was for international airline activity and niche airlines.
- Mr. Pugh of the Town of Cheektowaga asked to look at the base map for parking inventory and noted the photo looked 3 to 4 years old, stating that there is a new lot (Palladino) that isn't included. Mr. Nixon noted that new mapping will be available and data will be updated as we get that new information.

Mr. Mittlefehldt of Prior Aviation asked if the number of operations and enplanements are separate forecasts, and if the fleet mix were separate. Mr. Wiedemann stated that they were separate forecasts, but based on operational data available from NFTA and the airlines. With regard to fleet mix, the use of aircraft order data was used as indicators of future fleet mix.

Mr. Vanecek closed the meeting and thanked the committee members for their time and their input. The meeting was adjourned at 1:00 PM

Stakeholder Committee Meeting # 2

May 5, 2011 11:00 AM

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MEMORANDUM

TO: BNIA - Stakeholder Committee Members

FROM: Rick Lucas

DATE: June 1, 2011

SUBJECT: Minutes of the Second Stakeholder Committee Meeting

PROJECT NO.: 17493.00

The second Stakeholder Committee meeting for the Buffalo Niagara International Airport Sustainable Master Plan Update (SMPU) was convened on Thursday, May 5, 2011. The Stakeholder Committee assembled in the conference room at the Mercy Flight facility located at 100 Amherst Villa Rd, Buffalo, NY. The meeting started at approximately 11:00 a.m. and concluded at approximately 1:30 p.m. Questions were asked periodically during the presentation and are summarized in these meeting minutes.

The following Stakeholder members attended the meeting:

<u>Name</u>	<u>Affiliation</u>
Paul Gavin	NYS DOT Region 5
William Pugh	Town of Cheektowaga
Bob Corrao	Ciminelli Development
Bill Major	NFTA - ARFF
Karen Renna	NFTA
Ariel Swensen	Southwest Airlines
Robert Steinfeld	USAirways
Ron Yager	Prior Aviation
Rick Cumbo	Standard Parking
Lee Weitz	NFTA
Tom Koch	TSA
Matt Grabau	GBNRTC
Bruce Wager	NYSDEC
Mark Clark	BNIA
Bill Vanecek	BNIA
Rick Lucas	McFarland-Johnson
Jorge Panteli	McFarland-Johnson
Howard Klein	URS
Ben Tompkins	URS
Duane Stark	URS

The following Stakeholder Committee members or designated representatives were unable to attend:

<u>Name</u>	<u>Affiliation</u>
Larry A’Hearn	FAA
Michael Basile	EPA
Tom Dames	NFTA
Jeff Lynch/Rocky Brunstad	FAA - Tower
Rick Russo	NFTA
David Boldt	DNC
Gary Black	Town of Amherst
Bob Giza	Town of Lancaster
Dan Ulatowski	Town of Cheektowaga
Rick Gillert	Town of Amherst
Kim Minkel	NFTA
John Diebold	NFTA

Lee Weitz, Assistant Director of Buffalo-Niagara International Airport (BNIA) opened the meeting, and welcomed committee members. He then handed the presentation over to Mr. Jorge Panteli, of McFarland Johnson, the lead consultant for this project.

Mr. Panteli introduced the project team and gave an overview of the project’s progress, deliverables and schedule as well as a recap of goals and objectives for the Sustainable Master Plan at BNIA. Mr. Panteli handed the presentation over to Mr. Rick Lucas of McFarland Johnson who summarized the primary goals of the sustainability component of the project and a recap of the Sustainability Charrette held December 2010. Mr. Lucas also provided a brief discussion describing a collaboration with the Architecture Department at Erie Community College and NFTA. This unique collaboration between the College and NFTA focused on providing the students with a “real world” experience by conducting a sustainability charrette with the class based upon the charrette completed for the project. The charrette was a success and the students provided relevant solutions while also identifying some non-traditional sustainable concepts for airports. Mr. Lucas then handed the presentation over to Mr. Howard Klein of URS Inc. who initiated the facility requirements presentation.

Mr. Klein introduced the facility requirements segment with a discussion on airport capacity. The analysis presented concluded that the airfield would not exceed capacity during the planning period; however by 2030, some capacity enhancements may be necessary to avoid delays. The critical aircraft, which is used to determine the airport design standards, will remain unchanged. The Airbus A300-600, having an Airport Reference Code of D-IV, is the design aircraft.

Overall the existing runway lengths are sufficient for future requirements, though the alternatives chapter will explore ways to increase the declared distances for Runway 14-32 without expanding pavement. Taxiway improvements are needed for both the general aviation and air cargo areas to minimize runway crossings and improve operational flexibility.

Air cargo facilities were discussed with the current facilities being sufficient for future demand. General Aviation facilities including apron space and parking were deemed sufficient, though

additional hangar space will be required during the planning period. Fuel storage is projected to be adequate for the planning period, partly due to achievements in fuel efficiency with newer aircraft entering the marketplace and the retirement of older, less efficient aircraft. A key facility requirement need was identified as the replacement of both the Airport Rescue and Fire Fighting (ARFF) station as well as a consolidated airfield maintenance facility, both of which are old and inadequate to serve the current needs of fire rescue and maintenance.

The meeting continued with a working lunch session where the facility requirements discussion proceeded to the passenger terminal area of the airport. The terminal facility requirements discussion included passenger processing functions such as ticketing, security screening, concessions, holdrooms, restrooms as well as inbound and outbound baggage systems. The following was discussed:

- The dynamic and varied airline check-in procedures were discussed as it related to each airline. It was noted that this element will continue to change with newer technology such as mobile phones as well as with mergers between airlines.
- Airline Ticket Office (ATO) space was noted to be sufficient for the planning period and that it could be advantageous to assess the potential for common use office spaces due to lower demand from increased automation and on-line ticketing and check-in practices.
- For the security screening checkpoint, calculations for existing practices show some deficiencies in the future however it was noted that external factors such as staffing and changes in nationwide TSA screening procedures are beyond the control of the NFTA.
- Within the concourse area, it was noted that passenger holdrooms would become deficient at some gates as aircraft sizes increase. The number of gates in the terminal, however, is expected to remain sufficient with an overall demand for 23 gates.
- Concession space would be needed later in the planning period, though additional support space for concessions was identified as a shorter term need.
- The need to have airport administration space pre-security was identified, suggesting a conference room for the short term and eventually moving office space pre-security in the long term.

Mr. Ben Tompkins of URS spoke about the baggage system within the terminal building. The new automated in-line baggage screening and outbound baggage system was noted to be sufficient through the planning period. Mr. Tompkins indicated that the inbound baggage system has multiple deficiencies in addition to operational and layout complications, which are discussed shortly. Operationally the biggest issue was the disproportionate use of carousel three due to the location of the Southwest, Delta and US Airways baggage offices, which make up three of the largest four carriers at BNIA. Additional operational improvements were also discussed including the request by BNIA that airline ground handling staff ensure flight information gets displayed on the proper baggage carousel prior to unloading bags onto the conveyor system. Though not operational, it was noted by Mr. Bill Vanecek, Airport Director, that the passenger crowding around carousel three is further compounded by the location of the

down escalator. He also noted that original terminal plans allow for a third escalator that would face the opposite side of the baggage area, however, that escalator was not installed.

Deficiencies within the inbound baggage system identified by Mr. Tompkins was the number of carousels, as well as the type of carousel and related security concerns with the recalculating bags moving from the secure to non-secure areas. Mr. Tompkins then handed the presentation over to Mr. Lucas who discussed the landside facility requirements presentation.

Mr. Lucas discussed the unique parking demand characteristics that were identified for BNIA. Parking data reveals little constraint on an annualized basis; however, during certain months of the year, demand approaches or exceeds capacity. It was explained at an 80% planning threshold was applied to the 8,150 total (on site and off site), meaning that parking lots would become insufficient when occupancy exceeds 80% and planning/construction for additional spaces should be considered.

To balance out the peak demand and accounting for a financial payback for constructing the lots, the average of the busiest three months of the year was used to define the *Peak Season*. The analysis showed that parking lots will become deficient by 2015, with a total of over 3,200 additional spaces needed by 2030. An additional analysis into covered/garage parking at comparable airports suggested up to 4,400 covered/garage spaces would be required for BNIA, compared to the 754 existing today. It was also noted that a parking management system that directs customers to open spaces would enhance both customer service and sustainability by reducing vehicle circulation within the lots. It was noted that rental cars currently occupy space in the garage; however, a detailed analysis for the rental needs will be conducted as part of the alternatives analysis including a potential consolidated rental car facility. Mr. Lucas then handed the presentation over to Mr. Panteli to discuss the terminal roadway system.

Mr. Panteli presented the loop roadway and traffic analysis completed for the facility requirements. He explained that the analysis was completed to address the unique loop roadway system and focused on entrance and exit points. A key assessment was updating traffic data along Genesee Street. The roadway was upgraded after the 2002 Master Plan and was completed about the 2007 timeframe. Besides roadway and intersection improvements, significant development has occurred along the southerly side of the road. The traffic counts were done to update traffic improvements and growth in traffic associated with the southerly roadside development, which provided a “current day picture” of traffic.

The analysis evaluated four intersections, including the east and west entrances to the airport. It was noted that excluding future airport growth, there was a 3% annual background traffic growth incorporated into the assessment based upon previous traffic studies. Mr. Panteli described the current traffic levels for each intersection for the AM and PM peaks. He also discussed the future traffic levels incorporating growth in passengers for 2030.

The analysis suggested that the East Entrance provides a very good level of service today as well as in the future. The West Entrance, however, does have a lower level of service (traffic congestion/delay) than the East Entrance. In 2030, the intersection showed a reduced level of service and it is expected to become significantly congested with higher levels of delay. Mr. Panteli concluded the presentation and said the loop road will be assessed in the alternatives analysis and issues identified by this analysis will be addressed at that time.

During the course of the meeting, questions from committee members were taken. Below are summaries of questions and responses provided during the presentation:

Lee Weitz – what percentage of the Regional Jets (RJs) fall under the A and B categories for airport capacity. Mr. Klein indicated that category A and B were aircraft at or under 12,500 lbs. RJ aircraft fall within a C category.

Howard Klein – Mr. Klein asked the airlines present if they experienced any issues with capacity, they indicated there were no issues. He also asked if there were any issues with runway length, they also indicated there were no issues.

Runway Safety Areas – A question was asked if EMAS had been considered for the Runway Safety Areas (RSAs). Mr. Klein explained that EMAS had been considered, however the cost was very expensive. The ultimate determination was to use Declared Distance as the preferred method to address RSA's. However, he did note that EMAS may be looked at again to potentially increase overall runway length.

Mark Clark - Mr. Clark noted an issue with the triturator freezing during the winter. USAir indicated that the issue was resolved and is no longer an issue. However, from that discussion, some of the airline Ground Service Equipment (GSE) has frozen up in the past. USAirways indicated they use a chemical in their lavatory GSE while Southwest indicated they store their GSE in the bag hold rooms when temperatures require. The issue for Southwest is that the equipment leaks, has deicing chemicals on them, and brings in snow that makes the floor area slippery. However, they don't have anywhere else to store the equipment in order for it to function properly, especially during the early morning hours. It was concluded that some consideration for GSE storage will be assessed.

Self Check Baggage - A question was raised if there was a potential for self checked bags at Buffalo. Mr. Stark of URS indicated that it is possible and that it would be looked at as part of the alternatives analysis.

Common Use Areas within the Terminal – Mr. Klein and Mr. Stark noted that common use areas can be incorporated into the terminal and will be considered. There may also be options for use in the Garage. At other airports, curbside has had common use areas; however, curbside seems to be languishing at other airports and may disappear due to cost issues.

Baggage Claim – There were a number of issues related to the Bag Claim area. URS Staff spent an evening at Bag Claim to view operations. The main issue is congestion, bag claim usage by the airlines, and signage issues. Mr. Vanecek explained the issues related to the problems in the bag claim area.

Mr. Vanecek indicated that there are no assigned bag drops and that tug drivers typically use the carousel closest to the airline's baggage service office, which for three of the four largest carriers at BNIA is carousel 3. This setup can cause congestion both with baggage tugs/carts on the secure side, and passenger congregation on the public side. Once they do

get to a bag claim device, there is an input pad that the drivers need to enter information on to indicate which flight the bags on the belt will be from. However, not all drivers input the flight information before they start unloading bags, thus, passengers do not know which bag claim device to use. This creates a lot of confusion when this occurs.

Another issue is that the down escalator ends at bag claim number 3 and there is little signage providing direction. This, in combination with human nature, causes some of the congestion. Mr. Vanecek noted that terminal plans showed another down escalator, totaling three, between the existing escalator and the elevator, that would have taken people down to bag claim number 1, but it was not installed. He noted that currently, the flow of passenger coming out from security tend to stay left and do not cross in front of the elevator.

Another suggestion would be to replace the existing plate carousels with angled carousels, however it was noted that these types of carousels take up more space. It was also noted that angled carousels seem to make it difficult for elderly passengers to “lift off” baggage. The consulting team indicated that these issues would be assessed as part of the alternatives analysis.

Gate Usage - A question was asked if other gates are available if all airlines gates were full. There can be a negative passenger perception if they see open gates while waiting. Mr. Vanecek noted that airlines tend to want to use their gates as going to other gates can be inefficient if located away from the airline’s gates. Mr. Vanecek said that if the airline has limited options, NFTA will not always charge for the use of the gate to ensure there is a minimal wait for passengers on the aircraft, but it is the airline’s decision ultimately to go to a non-lease gate.

Parking Peak Season Methodology - Mr. Vanecek asked a question on the methodology used to develop the parking peak season calculations. Mr. Lucas explained the methodology and indicated he would recheck the data and confirm the methodology for Mr. Vanecek.

Mr. Vanecek asked if the curb was assessed as part of the traffic analysis. Mr. Panteli indicated it was not, but that we could do so as part of the alternatives analysis.

Mr. Panteli concluded the discussion with brief overview of the next steps in the project. Once comments have been received on the facility requirements section, the next phase will be airport development alternatives. Like facility requirements, the alternatives chapter will also include meetings with most users. A draft of airport alternatives is expected to be complete by late summer.

Several questions were taken (included above) and the meeting was adjourned at 1:30.

Stakeholder Committee Meeting # 3

September 28, 2011 9:00 AM

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Rick Russo	NFTA	richard_russo@nfta.com	632-4910
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Bob Dalfonso	NYS DOT	BobDalfonso@dot.state.ny.us	716 847-3265
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BILL VANETEK			

Buffalo Niagara International Airport Sustainable Master Plan Update

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Mark Clark	NFTA - BN/A	MARK-CLARK@NFTA.COM	630-6133
Mike Bykowski	NFTA	Michael.Bykowski@NFTA.com	716/855-7389
BEN TOMPKINS	URS	ben.tompkins@urs.com	410/891-9325
KIM MINGIL	NFTA		
Pick Lucas	MS		
CHAS NIXON	MS		
Jorge Parteli	MS		
Scott Faulkner	MS		
HARVEY KLEIN	URS		
Deane Stark	URS		



MEMORANDUM

TO: BNIA - Stakeholder Committee Members

FROM: Rick Lucas

DATE: October 12, 2011

SUBJECT: Minutes of the Third Stakeholder Committee Meeting

PROJECT NO.: 17493.00

The third Stakeholder Committee meeting for the Buffalo Niagara International Airport Sustainable Master Plan Update (SMPU) convened on Wednesday, September 28, 2011. The Stakeholder Committee assembled in the conference room in the Mercy Flight facility located at 100 Amherst Villa Rd, Buffalo, NY. The meeting started at approximately 9:00 a.m. Lunch was served and the presentation concluded at approximately 1:00 p.m. The following people attended the meeting:

<u>Name</u>	<u>Affiliation</u>
Paul Gavin	NYSDOT Region 5
Bob Dalfonso	NYSDOT
Chris Chiodo	NFTA/Transit Police Department
William Pugh	Town of Cheektowaga
Tom Dames	NFTA
Rocky Brunstad	FAA
Rick Russo	NFTA
Jeremiah Collins	DNC
Chris Putney	NFTA ARFF
Karen Renna	NFTA
Ariel Swensen	Southwest Airlines
John Marschner	US Airways
Roy Yager	Prior Aviation
Rick Cumbo	Standard Parking
Bruce Wagner	NYSDEC
Mark Clark	BNIA
Bill Vanecek	BNIA
Kim Minkel	NFTA
Lee Weitz	NFTA
Seth Piccirillo	NFTA
Marcela Hernandez	NFTA
Tom Koch	TSA

Matt Grabau	GBNRTC
Gary Black	Town of Amherst
Rick Gillert	Town of Amherst
Dan Ulatowski	Town of Cheektowaga
Chad Nixon	McFarland-Johnson
Rick Lucas	McFarland-Johnson
Jorge Panteli	McFarland-Johnson
Scott Faulkner	McFarland-Johnson
Howard Klein	URS
Duane Stark	URS
Ben Tompkins	URS
Gary Palumbo	URS

The following Stakeholder Committee members or designated representatives were unable to attend:

<u>Name</u>	<u>Affiliation</u>
Larry A'Hearn	FAA
Michael Basile	EPA

William Vanecek, Director of Buffalo-Niagara International Airport (BNIA) opened the meeting. The meeting started promptly at 9:05 AM. Mr. Vanecek, introduced Chad Nixon, Vice President of McFarland Johnson, who welcomed the group and led introductions. Mr. Nixon discussed the overall meeting agenda, the project schedule and a recap of the project to date. He noted that the intent of the meeting was to obtain input from the committee members and to obtain concurrence on recommended airside and landside alternatives. Mr. Nixon then reviewed the alternatives process and the evaluation criteria to be used for the assessment.

Mr. Nixon then turned the meeting over to Howard Klein of URS to discuss Airside alternatives at 9:25. Mr. Klein summarized the airside assessment starting with a discussion of the Category II approach analysis for Runway 23. He indicated that the major component of upgrading the approach was the need for extensive fill to create an area for the Glide Slope antenna signal. The cost of the total project was estimated at \$10-\$12 million. The project would potentially affect a wetland area at the bottom of the existing slope. Another benefit of the proposed project would allow the relocation of the Glide Slope antenna that would result in about 300' gain of usable runway length. With that said, however, he noted that the amount of Category II minimum (height above runway and forward visibility) weather occurs less than 1% of the time. Committee members agreed with this assessment and further noted that these weather conditions resulted in few aircraft diversions. He recommended that this project should remain in the overall plan but would be a low priority project in the plan; committee members agreed with this recommendation.

Mr. Klein went over several options to regain runway length by assessing threshold siting surfaces and the use of Engineered Materials Arresting System (EMAS) beds at the ends of the runways. The use of EMAS would not appreciably regain runway length and in the instances where it would, the cost to do so was extremely expensive and not likely a viable option for the

airport. The threshold siting surfaces were assessed for each runway end and it was found that surfaces to Runway 14 could regain about 300' of runway length through the removal of several obstructions within the surface. It was determined that the incremental runway lengthening and that Runway 14/32 has a small percentage of annual operations, the cost and limited benefit of regained length would not have a significant benefit to the airport. As such, it was recommended to retain the runway ends at their current locations.

Mr. Klein went on to discuss taxiway options. A parallel taxiway was proposed for the east side of Runway 14/32. He explained how this taxiway could be phased to provide short term sections that would provide immediate benefits and remaining sections could be built at later dates to provide a full parallel taxiway to the runway. The primary benefit of this taxiway would reduce the overall taxi distances to each runway end and reduce the overall number of runway crossings that are currently required, thus enhancing safety. Mr Rocky Brunstadt who was representing, the Federal Aviation Administration (FAA) Tower Manager indicated that if the parallel taxiway could tie into Taxiway C, it would be ideal and reduce taxi times and also allow general aviation aircraft operating under Part 91 to do runway intersection departures more effectively. A committee member asked if new parallel taxiway would encourage additional operations on Runway 14/32. Mr. Klein said that it would not encourage additional operations on Runway 14/32, but would result in improved operations and safety.

Mr. Klein the discussed Remain Overnight (RON) parking. He showed the committee the current area used for RON parking. He showed two new layouts for this area and another potential location to the west of the terminal and terminal apron. The eastern location was discussed at length with the committee. A committee member asked if we could deice at the proposed eastern area and it was determined deicing could occur, however there was concern for overspray contaminating the adjacent turf area. Mr. Weitz, Assistant Director for BNIA, noted that deicing could be an option when expansion of the underground wetlands occurs. Currently the drains run out to Long-Term A parking. Another consideration was if the terminal were to be expanded in this area in the future, significant RON space would likely have to be located on the eastern side of Runway 14/32.

The second RON area located immediately west of the terminal and terminal apron was then discussed. Mr. Klein noted that parking and aircraft size were limited due to the proximity of the Runway 5 end. Mr. Vanecek said that the glycol tanks in this area are moveable, so not an issue. Also the auto parking in this area could be relocated to allow for expanded parking of larger/more aircraft. Overall this alternative is favorable.

Mr. Klein wrapped up the discussion on airside at 10:15. The group took a break for 5 minutes and during the brief break, it was mentioned that the Air Traffic Control Tower wants ASDE-X here. When weather is poor this would speed up taxiing and increase safety. Mr. Vanecek says that the airport is going to meet with FAA and will discuss this.

Mr. Rick Lucas of McFarland Johnson resumed with a discussion of the Landside alternatives at 10:20. Mr. Lucas explained the approach to the roadway and parking needs for Buffalo. He described the targeted improvement areas based on the current roadway and key considerations in developing the alternatives. There were a number of alternatives reviewed, but not considered and each project was noted. He describe the expansion of Lot B, indicating that expansion

would allow for the redevelopment of the main parking areas when they were to be redesigned and beyond that, the area would be available for additional overflow parking and other uses.

During the discussion on parking, the Cheektowaga Town Planner said there is a large brownfield area they have targeted for potential use, including parking and that area could be tied to offsite parking with light rail/BRT to the airport. Mr. Vanecek indicated that there was a tremendous need for covered parking at the airport today. Ms. Minkel, NFTA Executive Director noted that NFTA is still interested in pursuing something related to rail or similar mass transit to the airport and that site would be considered as part of those potential options.

Mr. Lucas then had Scott Faulkner of McFarland Johnson talk about the roadway alternatives at 9:35. He went over the internal roadway layouts as well as discussed improvements to both the East entrance to the airport and the West entrance to the airport. In each alternative, there was a significant option to address the West entrance, including a realignment of the intersection with Genesee Street and the Kensington Highway or using flyovers to access the Kensington.

New York State Department of Transportation (NYSDOT) personnel mentioned that Alt 1 does not appear to tie in Buell Road. He said that this obviously has significant impacts on the local roadways. Mr. Faulkner agreed and said that the details would have to be worked out on any of these options. NYSDOT personnel also indicated that a parallel roadway was proposed in the 90s as an option for Genesee Street traffic along the abandoned railroad. This was ultimately dropped due to the significant public concern related to the proximity to homes south of the abandoned railroad bed.

With regard to Alternative 2, NYSDOT personnel indicate that part of the flyover shown was the long term solution in a 1992 study, but they believe that the cost of this structure removed it from near-term consideration. The 1992 study had a full flyover with airport traffic not being able to exit onto Genesee at the Kensington at the at-grade intersection. Traffic would have to exit at the east side. NYSDOT personnel said that they can look at the timing of the signals at the Genesee/Kensington intersection to see if adjustments would improve service.

Mr. Faulkner recommended Alternative 2 and indicated that we can look at the idea of a dual-flyover with all traffic at east end. Mr. Nixon noted that there are significantly higher volumes of traffic at the airport as opposed to the 1992 study and the siting of a flyover closer to the approach end of Runway 5 will likely make that alternative not feasible. Given that, we will focus on Alternative 2 unless the stakeholder's disagree with that approach. The stakeholders did not have an issue with that approach.

At 11:05, Mr. Faulkner handed the presentation off to Ben Tompkins from URS to discuss baggage alternatives within the Terminal. Mr. Tompkins reviewed all baggage alternatives without any comment from the stakeholders. After a break for lunch, Mr. Tompkins handed the presentation off to Duane Stark of URS to discuss the Terminal Alternatives at 11:40.

Mr. Stark reviewed the terminal alternatives, noting that each could be made to meet the facility needs. Based on the various options, Mr. Stark recommended Option 3 for the short term and Option 4A for the long term on Level 1 and Option 1A for the short term and 2B for the longer term for Level 2.

Mr. Stark went on to discuss hold room options for the airlines and noted that several hold rooms could be expanded to meet future needs. One of the airline committee members asked about storage of ground service equipment (GSE). He noted that the possibility of storing Ground Service Equipment (GSE) in the holdrooms was a possibility. He went on to note that covered parking for the tugs could be built close to the baggage makeup area or in the gate areas. If its further than that, it probably wouldn't be used. Another option would be to build an awning so that the airlines could park the tugs under the holdroom expansion area. This would work for diesel tugs but new electric tugs would require fully enclosed (climate controlled) areas. Mr. Klein noted that URS will look at potential areas that could be considered in the final recommendations. The airline committee member went on to note that GSE are immediate needs where holdroom expansion is more of a long-term need and he said for his airline, there were probably around about 60 pieces of equipment. The NFTA Fire Chief indicated that a large number of diesel tugs in one area was a fire concern and would not want to have that occur. He did mention, however, that storing electric tugs was not a problem.

Mr. Stark turned over the meeting at 12:10 to Mr. Lucas who continued with a presentation on the Airport Rescue and Fire Fighting (ARFF) facility. He went over the four areas that were considered and the two that were ultimately assessed. Mr. Lucas identified the preferred alternative and how it could be built to maximize solar heating as well as access to the taxiway/runway system. With regard to access for the preferred alternative, the FAA Tower Manager mentioned that direct access to Taxiway Kilo would be the best option to maximize ARFF response times. No further comments were received from stakeholders.

Mr. Lucas went on to discuss the Airfield Maintenance facility options. As with ARFF, there were four possible locations that were looked at and two that were ultimately assessed. The recommended option would be to place the new facility along the internal access road on the northeasterly side of the runway intersection. This provided both public as well as private access on land that could not be used for other aviation purposes. Mr. Lucas also noted that the parallel taxiway discussed earlier would be built near the site. Mr. Vanecek asked about access to the runways. Rick mentioned that the new taxiway would need to be developed in conjunction with this alternative to provide the best access to runways/taxiways.

At 12:25, Mr. Lucas handed the discussion over to Jorge Panteli of McFarland Johnson who began a discussion of General Aviation (GA) alternatives. He noted that there was adequate area to meet future needs and that additional area was available to future develop GA based on future "business decisions" by the Fixed Based Operator (FBO). He showed how the GA area could be developed. He asked if there were any comments on the proposed development; no comments were received from the stakeholders.

Mr. Panteli continued with the air cargo facilities and noted as with GA, the existing area was adequate for future needs. However, as with GA, additional area was identified should unexpected growth occur. He showed how this could be accomplished. Mark Clark, Senior Aviation Planner for BNIA, asked about the 'S' curve taxiway and whether it should be straightened. Mr. Panteli indicated that we dealt with that issue under taxiway alternatives and determined that straightening the taxiway was not warranted.

Mr. Panteli continued with the fueling facilities. Future fueling needs indicated that the existing facility was adequate to meet future fueling needs. There is additional area that can be

developed should additional facilities be warranted. A member of the committee commented that the fuel trucks currently enter the site from Williamsville and wanted to know if we looked at alternate location. Tractor trailers take Union to Wherle to get there. He noted we could potentially look at options to request the trucks to use different roads or perhaps the town could look at weight restrictions. He noted that the master plan can note the concern but not necessarily make a recommendation.

With that, Mr. Panteli concluded the overall presentation and asked if there were any further questions. Some additional discussion on covered parking ensued. The Cheektowaga Town Planner suggested building the garage structure in long-term B so not to block the terminal building. Mr. Lucas reiterated that the cost of parking garages was high and thus, would need to be located near the terminal in order to be financially successful. Mr. Vanecek noted the issue and went to provide Albany Airport's garage as an example of a very nice parking structure and also noted the garage in Washington DC utilized plantings/green areas on the actual garage to address visually pleasing aesthetics. All noted that the main reason for the location of the garage directly in front of the terminal is for customer service and revenue production.

With no further comments/suggestions, the meeting was concluded at 12:45.

Stakeholder Committee Meeting # 4

November 17, 2011 2:00 PM

NAME	ORGANIZATION	E-MAIL	PHONE
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Rick Lucas			
CHAD NIXON			

Buffalo Niagara International Airport Sustainable Master Plan Update

NAME	ORGANIZATION	E-MAIL	PHONE
JOE PANTOLI			
BILL VANDECK			



MEMORANDUM

TO: BNIA - Stakeholder Committee Members

FROM: Rick Lucas

DATE: November 21, 2011

SUBJECT: Minutes of the Fourth Stakeholder Committee Meeting

PROJECT NO.: 17493.00

The fourth and final Stakeholder Committed meeting for the Buffalo Niagara International Airport Sustainable Master Plan Update (SMPU) was held Thursday, November 17, 2011 at the Mercy Flight Facility. The meeting started promptly at 2:05 PM and the purpose of this meeting was to present the Airport Layout Plan and Capital Improvement Plan for the SMPU. Committee members included the following:

<u>Name</u>	<u>Affiliation</u>
Bob Dalfonso	NYSDOT
Dipak Shasti	NYSDOT
Joe Buffamonte	NYSDOT
Jeremiah Collins	DNC
Ariel Swensen	Southwest Airlines
Kathy Rice	Airtran
Roy Yager	Prior Aviation
Rick Cumbo	Standard Parking
Mark Clark	NFTA
Bill Vanecek	NFTA
Lee Weitz	NFTA
Karen Renner	NFTA
Pascal Cohen	NFTA
Tom Koch	TSA
Matt Grabau	GBNRTC
Chad Nixon	McFarland-Johnson
Rick Lucas	McFarland-Johnson
Jorge Panteli	McFarland-Johnson
Jeff Wood	McFarland-Johnson
Howard Klein	URS
Joe Crestuk	URS

The meeting was opened by Mr. Chad Nixon of McFarland Johnson. He discussed the agenda for the meeting which was focused on the remaining master plan elements that included the Airport Layout Plan (ALP) and Capital Improvement Plan (CIP). He briefly presented the current status of the schedule and master plan elements that have been completed to date. He then turned the meeting over to Mr. Rick Lucas to discuss the ALP.

Mr. Lucas described the transition from the recommended plan presented at the previous Stakeholder meeting into the Airport Layout Plan. He noted that the ALP is the official document used by Federal Aviation Administration (FAA) to identify future projects for the airport and program them in the FAA's Capital Improvement Program. He then presented a list of the drawings that comprise the Airport Layout Plan set.

He went through each sheet, describing the purpose of each sheet and highlighting key points on each. He detailed the Airport Layout Plan sheet and described the projects shown on the sheet. He explained the various tables on this sheet and the information contained in them, including data on runways, taxiways and other important airport facility information. He then went on to discuss the terminal area plan, which provides a more detailed view of the terminal area and highlighted the projects shown on this plan.

He next discussed several airspace plans and described their primary purpose which was to identify potential obstructions to the Federal Aviation Regulation Part 77 surfaces as well as various Runway End Siting Surfaces. He noted that the outer portions of the Part 77 surfaces were clear while there were a number of obstructions affecting the inner portions of several surfaces. He went on to discuss what could be done to address the obstructions stating that they could be removed or lighted depending upon the location of the obstruction.

He discussed the remaining plans that included the Exhibit A property plan and the environmental conditions plan. He then turned the meeting over to Jorge Panteli to discuss the Capital Improvement Plan.

Mr. Panteli summarized the development plan stating that projects identified on the ALP will be phased over three periods, the short (5 years), mid-term (10 years) and long term (20 years). Projects in the short term address safety, capacity and efficiency needs while the mid and long term projects represented demand oriented projects that would be built if demand for those facilities were generated. He then detailed the projects in each of the three terms.

Mr. Panteli went on to discuss the funding aspect of the projects. Most of the projects will be funded with a mix of federal, state and airport funding (local share). Projects eligible for federal grants would be funded at 75%, the remaining amount shared equally between the state and the airport at 12.5% each. He then discussed the funding breakdown summary for each term and the funding breakdown.

Mr. Panteli finished his presentation and asked if there were any questions from the Committee members. There were none and Mr. Panteli discussed next steps and then wrapped up the meeting thanking the Stakeholder Committee members for their input over the course of the project. He said that Committee members would receive copies of Draft Chapter 6 and 7 and when the ALP is approved, a complete final report. With no further comments/suggestions, the meeting was concluded at 2:45.



Buffalo Niagara International Airport **Sustainable Master Plan Update**

BNIA Sustainable Master Plan ECC Partnership:

Program Summary

Spring 2011



- **Our (NFTA/MJ) Goals for Sustainable Master Plan**
 - Obtain Innovative Ideas
 - Create Sustainable Results
 - Enhance Master Plan Product
 - Engage Public in Planning Efforts
 - Improve Airport Operational and Financial Efficiency
 - Investigate Opportunities for Environmentally Sustainable Development

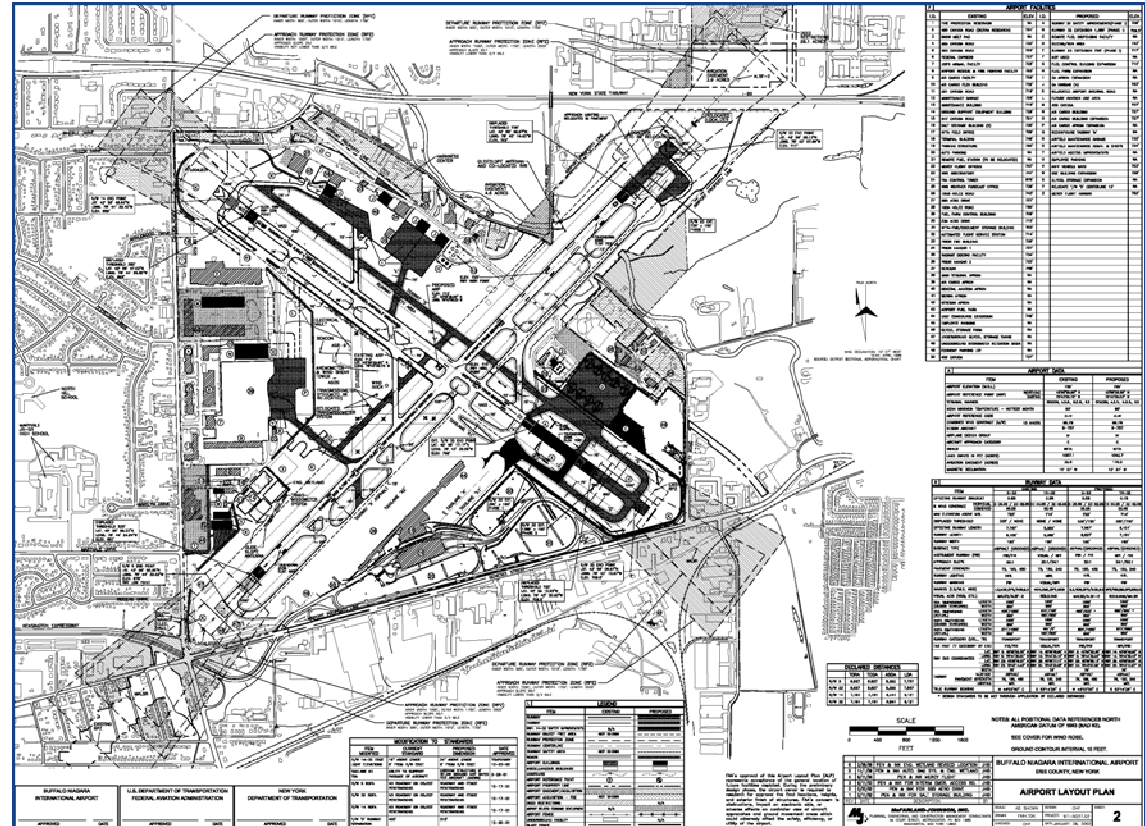
- **Your (ECC) Goals From February 16 Meeting**
 - Effective Contribution
 - Financial
 - Customer Satisfaction
 - Experience – Real World Project
 - How Airports Fit into Everything
 - Coordination Issues



What is a Master Plan?



- Official FAA and NYSDOT Airport Planning Document
- Reflects Sponsor's Goals for the Airport
- Depicts Future Airport Development Covering 10-20 Years
- Future Projects Contingent on FAA Funding & Environmental Approval



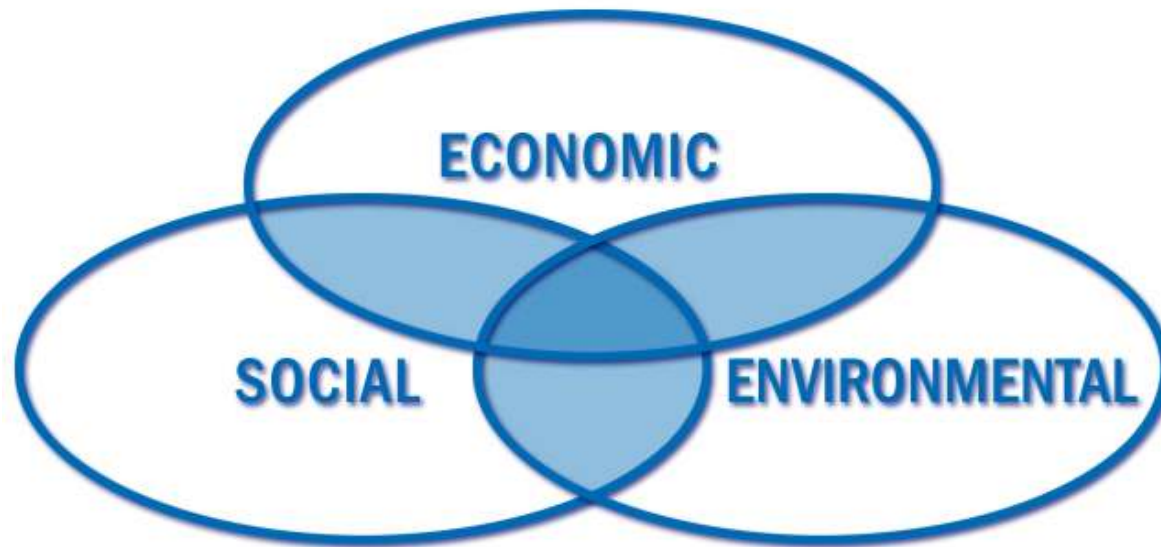
What is “Sustainability” to ECC?



- **Renewable Energy**
- **Natural Resources**
- **Conservation of Natural Resources**
- **Conservation of Energy**
- **Recycling**
- **Reusing Materials**
- **Stormwater Runoff**
- **Minimize Waste**



Sustainable Development: *Meets present needs without compromising the ability of future generations to meet their needs.* 1987 World Commission on Environment and Development



“Do unto future generations as you would have them do unto you.”

Source: Unknown

Sustainable Master Plan Goals:

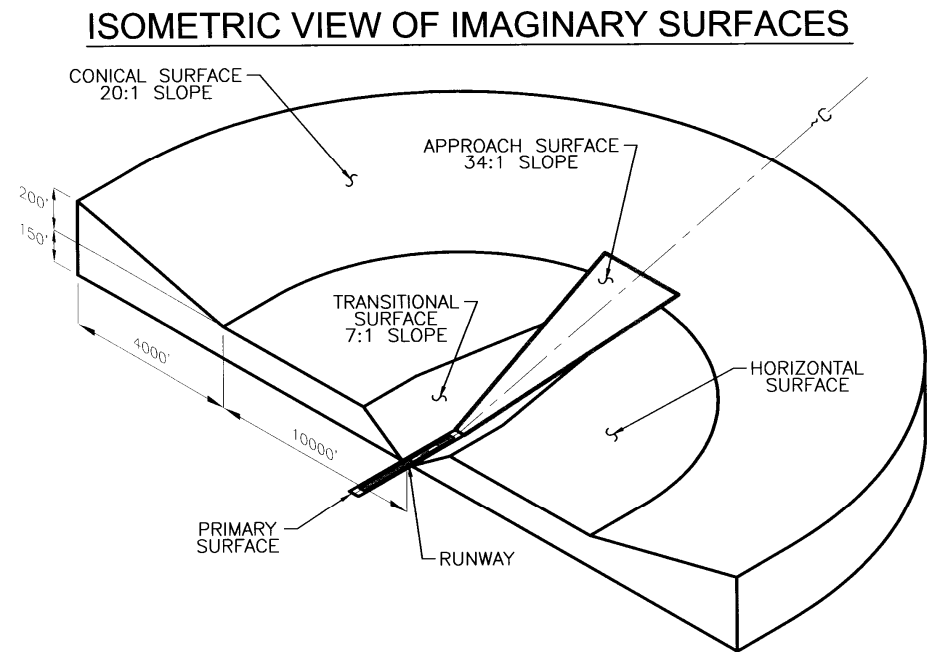
- **Provide Framework for Sustainable Development**
 - Incorporate Sustainability into Alternatives Analysis
- **Identify Opportunities to Shrink Environmental Footprint**
- **Maintain Financial Sustainability**
 - Revenue Neutral
 - Return on Investment
 - Identify Funding Source or Justify Desirable Projects (May not be Cost Effective)
- **Provide Industry Leadership on Sustainability**



Airport Constraints



- **Airspace (FAR Part 77)**
 - Wind Turbines/Tall Objects
- **Financial**
 - Low Cost Carriers (Airlines)
 - Customer Appeal
- **Federal Regulations**
 - Revenue Diversion
 - Exclusive Rights/Competition
- **Design Standards**
 - Runway Safety Area
 - Runway Object Free Area



Opportunities – Non-Terminal



- **Airfield**

- Aircraft Operations
- Stormwater and Runoff

- **Operations/Maintenance**

- Vehicle Fleet
- Practices and Procedures

- **General Aviation**

- Operating Practices

- **Air Cargo**

- Support Equipment/Vehicles



Opportunities – Landside



- **Roadway System**
 - Traffic/Congestion
 - Reducing Traffic

- **Auto Parking Lots**
 - Alternative Fuel Vehicles
 - Shuttle Operations

- **Ground Transportation**
 - Multimodal Access
 - Trip Reduction

- **Rental Cars**
 - Shuttle Operations
 - Vehicle Cleaning
 - Fleet Types(s)



Opportunities – Terminal



■ Passenger Terminal – Departing Flow

- Ticketing and Check-in
- Security
- Concessions
- De-icing Operations (at Gate)



■ Passenger Terminal – Arrival Flow

- Ground Support Equipment
- Restrooms
- Inbound Baggage Operations



Airport Overview



The McFarland Johnson Team

SUMMARY



- **ECC Architectural Technology Program**
 - 14 Students
- **Introduction to Airports, Master Planning and Sustainability**
 - NFTA and MJ Presentation at ECC
- **Airport Tour**
 - Terminal, Fire Station, Maintenance, Control Tower
- **Sustainability Charrette**
 - NFTA, MJ and ECC



ECC Coordination



- **BNIA Tour**



- **Sustainability Charrette**



ECC Ideas Last Time....



- **How aircraft carriers manage operations/sustainability**
- **Address heat loss (e.g. hangar doors, baggage handling secure side, jet bridge heating, garage door entrances, baggage room heat reuse, heat curtain)**
- **Shuttles to Cell Phone lots, electric shuttles**
- **Lighting airside and landside (energy redux)**
- **Radiant systems (snow melt, heating, etc.)**
- **Water reuse (gray water, waterless toilets)**
- **Visibility of sustainability and understanding how it is accomplished (public understanding and buy-in)**



McFarland Johnson Staff Said:



- **Building Efficiency Opportunities**
 - Green Policies/Procedures, Lighting Efficiency/Placement, Gate Check Chutes (Heat Loss), Outlets/Charging Improvements
- **Airfield Operations**
 - LED Lighting, Visual Aid Energy Management, Efficient Taxi Routes
- **Aircraft Ground Servicing**
 - Gate Power, Alt Fuel Ground Equipment
- **Landside Vehicles/Parking**
 - Solar Panels in Parking Lots, Public Transportation
- **Waste Management/Recycling**
 - Recycling Program, Improve Food Product Delivery, Composting
- **Water Use/Quality**
 - Restroom Fixtures, Gray Water
- **Social Responsibility/Environmental Stewardship**
 - Use Local Resources



BNIA Stakeholder Committee Said:



- **Building Efficiency Opportunities**
 - Heating, Cooling, Reusing Hot Air, Lighting Sensors/Redundancy, Billing Procedures, Green Building Practices
- **Airfield Operations**
 - Single Engine Taxi, Taxiway Expansion, Bio Fuels
- **Aircraft Ground Servicing**
 - Electric Tugs, Gate Power Units, Preconditioned Air
- **Landside Vehicles**
 - Trip Reduction, Cleaner Technology Vehicles and Incentives, Consolidate Shuttles, Light Rail, Improve Bus Service, Parking Availability Signs
- **Waste Management/Recycling**
 - Pay-as-you-Throw, Product Purchase Policies, Compost/Recycle Food Products, Integrated Program with Tenants
- **Water Use/Quality**
 - Gray Water, Upgrade Bathroom Fixtures



ECC Sustainability Charrette Results



- **Building Efficiency Opportunities**
 - Motion Activated Moving Sidewalks, Terminal Door Improvements, Energy Efficient Appliances, Solar Walls, Daylight Sensors, Geothermal
- **Airfield Operations**
 - LED Lighting, Taxiway Efficiency Improvements, NextGEN
- **Landside Vehicles/Parking**
 - Electric Vehicle Charging, Solar Panels on Garage, Cell Phone Lot Improvements, Preferential Parking for Clean Vehicles, Parking Mgmt
- **Waste Management/Recycling**
 - Use of Holograms in Recycling Effort, Operational Energy Plan, Composting, Recycled Rubber Sidewalks, Bio Fuel
- **Water Use/Quality**
 - Bathroom Fixtures, Gray Water, Re-Use Wetland/Stormwater Discharge
- **Social Responsibility/Environmental Stewardship**
 - Green Policies and Procedures, Collaborative Initiatives



Any Questions?

Project Contacts:

Rick Lucas – McFarland Johnson
RLucas@MJinc.com 607-723-9421

Chad Nixon – McFarland Johnson
CNixon@MJinc.com 607-723-9421

Jeff Wood – McFarland Johnson
JWood@MJinc.com 607-723-9421

Mark Clark – NFTA
Mark_Clark@nfta.com 718-630-6133



Buffalo Niagara International Airport - Sustainable Master Plan Update Public Information Meeting – November 17, 2011

Welcome and thank you for joining us for the Sustainable Master Plan Public Information Meeting. The information presented tonight takes you through the development of the Sustainable Master Planning Process from beginning to end. You will learn:

- What a Master Plan is and its purpose
- What information is collected and how it is used for the project
- How that information was assessed to generate recommended development; and
- How the master plan is used by the airport and what it means for the surrounding area

ROOM FORMAT

The format of the room ([see the map on the back](#)) is presented with seven stations that represent the steps taken to develop an airport master plan. Airport and McFarland Johnson staff will describe the process to you and answer any questions you have at each station. At the end of the stations, we invite you for refreshments and an opportunity [to provide us with your thoughts via the survey you received](#) with this information. Again, we thank you for joining us this evening and look forward to speaking with you.

MASTER PLAN INFORMATION STATIONS

Background: Highlights the Goals and Objectives used to guide this process sets the direction and guiding principles for the plan.

Inventory and Forecasts: Inventory documents and reviews all existing facilities and conditions on the airport which serves as the baseline going forward. The forecast assesses historical data and industry trends to create projections of future aviation demand.

Facility Requirements: Facility Requirements compares the existing conditions with projected aviation demand to determine the requirements for the various elements of the airport. These elements are grouped into airside, terminal, landside and support facilities.

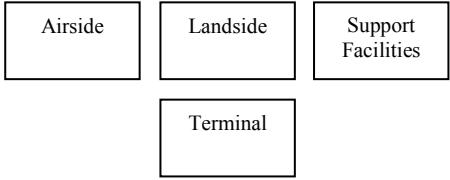
Alternatives: Alternatives Analysis reviews the various options in which the future facility requirements can be achieved; like facility requirements, these elements are grouped into airside, terminal, landside and support facilities.

Recommended Development: The preferred development alternative is depicted on an overall blueprint for airport development referred to as the Airport Layout Plan and representative plans are presented. This is the official plan used by the Airport and the Federal Aviation Administration to program and fund future projects.

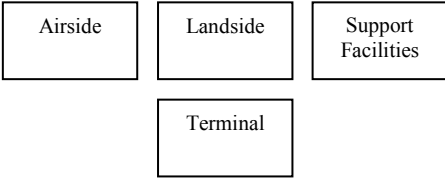
Sustainability: A unique component was included by the NFTA to have this master plan to take a sustainable approach with regards to future development with the goal of improving the airports social, economic and environmental standing in the community.

Environmental Overview: Environmental conditions were identified at the beginning of the process with the goal of minimizing the environmental effects of the Airport's operation and growth on the surrounding environment and community.

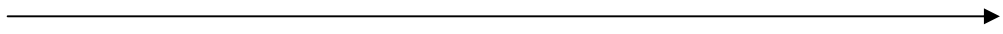
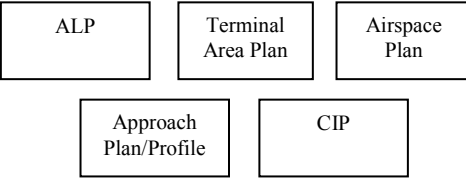
Facility Requirements



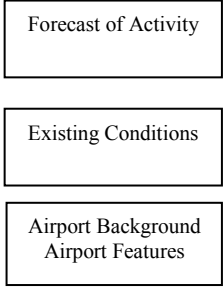
Alternatives



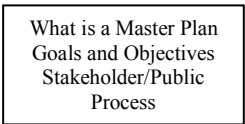
Recommended Plan/ALP



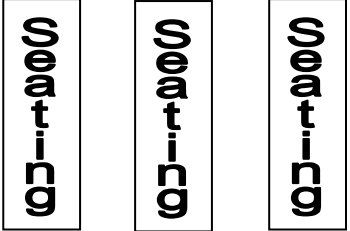
Inventory and Forecast



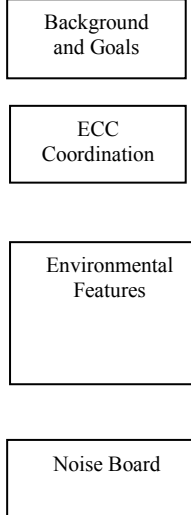
Background



Refreshments



Survey Drop



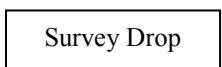
Sustainability

Environmental Overview



Entrance

**Buffalo Niagara International Airport
Public Meeting MAP**



Exit

Public Information Workshop

November 17, 2011 7:00 PM

NAME	COMPANY/RESIDENCE	E-MAIL	PHONE
MATT GRABAU	GENETC	mgrabau@genetc.org	716-856-2026 x 316
Mindy Grose	Peered-Stock Assemblywoman		716-897-9714
Matt Krueger	Cheektowake Bee	mkrueger@bee.news.com	716-204-4915
Mark Molner	MJ	mmolner@njinc.com	716-220-3243
Tim Schnawfer	ERIE COMMUNITY COLLEGE	schnawfer@ec.edu	716-270-5116
Thomas W. Frank	Bilateral Niagara Project	tfrank@niagara.com	716-634-3690
Samantha Neal	North Tonawanda Project	sneal@buffalo.edu	716-930-0098
James Kennedy	Sen. Tim Kennedy's LANCASTER RESIDENT	jkennedy@nyssenator.gov	716-826-2683
PAUL SPRADA	RENCE BRIDGE	KSPRADA3@AOL.COM	716-684-9039
Dewb Tucker	Town of Amherst		716-631-7014
Jeffrey Cook	Alexport / City of	jbash1@aol.com	677-4971

Buffalo Niagara International Airport Sustainable Master Plan Update

Public Information Workshop Survey

In your opinion, what should the airport's greatest focus be going forward?

Customer Service

Good Neighbor

Safety and Standards

Fiscal Responsibility

What is your primary concern related to airport development?

Noise

Vehicle Traffic

Inconvenience when traveling

Loss of tax base

In your opinion, what is the greatest benefit of airport development?

Added jobs

Business community benefit

Tourism boost

Additional travel options

What service would you like to see added/enhanced at the airport in the future?

More non-stop flights

Covered/structured parking close to the terminal

Improved baggage claim area

Better ground transportation options

How many times per year do you utilize the airport (including picking up friends/relatives)?

Zero

1-2

3-4

5 or more

What are your thoughts or comments on the proposed master plan?

side 1

That that correspondence regarding 'Binational Niagara Bicentennial Project; Northern Border (Great Lakes) Protection ... and Historic Preservation information section 106 of the National Historic Preservation Act regulations 36 CFR Part 800 given to William R. Yanecek and Jorge E. Panteli, Senior Project Manager be responded to; Thomas W. Frank.

That 50 year cumulative negative impact on the Village Williamsville/Town of Amherst address the War of 1812 National Historic Landmark and EAST TRACK removal of the Williamsville Thruway Toll Barrier Removal Plan to

Include Airport access & egress from Youngs Road and Transit Road Aero Drive.

(over)

side 2

Consistent with ① New York State Thruway Authority
Mohawk-Erie Transportation (Heritage) Corridor Study's
Intended Outcomes ② the Niagara River Watershed
Study and ③ New York State Consolidated Funding
application 2585 ~~and~~ the Western New York Regional Council
(CFA) ④ Greater Buffalo-Niagara Regional Council
Metropolitan Transportation Plan www.Buffaloniagara2050.com

Please advise ASAP

Sincerely

Thomas W. Frank
Bi N Bi Project

Buffalo Niagara International Airport Sustainable Master Plan Update

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- Customer Service
- Good Neighbor
- Safety and Standards
- Fiscal Responsibility

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- Vehicle Traffic
- Inconvenience when traveling
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- Zero
- 1-2
- 3-4
- 5 or more

What are your thoughts or comments on the proposed master plan?

Very Nice -
 Do more to attract Canadian market.
 Thank you -

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1-2

3-4

5 or more

What are your thoughts or comments on the proposed master plan?

Great airport - not overwhelming
Quick in & out
Economical Parking

(Canadian travellers)
2 Couples

Buffalo Niagara International Airport Sustainable Master Plan Update

Public Information Workshop Survey

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Customer Service

Good Neighbor

Safety and Standards

Fiscal Responsibility

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← BOTH →

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Zero

1-2

3-4

5 or more

What are your thoughts or comments on the proposed master plan?

I LIVE SOUTHEAST OF AIRPORT OFF TRANSIT RD IN THE VILLAGE OF DEPEW & TOWN OF LANCASTER. MY CONCERN IS ADDITIONAL AIRCRAFT NOISE IF RUNWAYS ARE TO BE EXTENDED. I LIVE ON A LANDING PATTERN STRIP OF THE SECONDARY RUNWAY. I WOULD NOT LIKE TO SEE THAT BECOME BUSIER & MORE NOISY. BEFORE THE EXPANSION A FEW YEARS AGO, THERE WAS VIRTUALLY NO NOISE. I'VE WITNESSED THAT USE EXPAND TO THE PRESENT LEVEL WHICH I FEEL IS NOW MAXIMIZED. THE FORSIGHT OF ALL YOUR CHARTS & PROPOSAL DIAGRAMS SHOW ME THAT MUCH THOUGHT IN NUMEROUS AREAS OF EXPANSION ARE LOGICAL



McFarland Johnson

& PERTANENT TO THE NEXT GENERATION OF TRAVELERS TO & FROM BUFFALO.

Buffalo Niagara International Airport Sustainable Master Plan Update

Public Information Workshop Survey

In your opinion, what should the airport's greatest focus be going forward?

- 3) Customer Service
- 4) Good Neighbor
- 1) Safety and Standards
- 2) Fiscal Responsibility

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- Noise
- Vehicle Traffic
- Inconvenience when traveling
- Loss of tax base

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- 1-2
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- 5 or more

What are your thoughts or comments on the proposed master plan?

The master plan was very thought out considering small details of every day passenger travel.

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