



**UNIVERSITY PARK AIRPORT
SUSTAINABLE MASTER PLAN
ADVISORY COMMITTEE MEETING SUMMARY**

April 16, 2013 - 7:30 AM

Project: University Park Airport Sustainable Master Plan

Location: General Aviation Terminal Building, University Park Airport, State College, Pennsylvania

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarifications.

Attendees:

Chip Aikens, Helen Alters, Sam Bertolino, Cecelia Bradford, Adam Brumbaugh, Nate Campbell, Doug Erickson, Bob Finley, Chris Groshel, Gail Hurley, Bob Jacobs, Trish Meek, Jim Meyer, Kate Ombalski, Ralph Stewart, Tom Tomczyk, Gordon Turow, Bryan Rodgers, Ed Foster, Brad Eichler, Ben Siwinski, Marianne Iarossi, Mark Breukink, Zachary Puchacz

Items:

- Bryan Rodgers welcomed all in attendance, gave a brief background about the project, and began the self-introductions of the master plan advisory committee and project team.
- Mark Breukink welcomed all in attendance and provided a brief background of the firms that will be participating in the sustainable master plan project.
- Mark discussed the purpose of the project is to update the existing 2003 Airport master plan and Airport Layout Plan (ALP) drawing set which is ten years old. Mark discussed that this master plan effort is part of an FAA program that focuses on incorporating sustainability principles as a part of the planning process to guide future design, project implementation, and financial decisions so that the Airport can reduce energy consumption, environmental impacts, and carbon footprint.
- The responsibilities of the stakeholder advisory committee was reviewed by Mark that included:
 - Providing technical input to the project team
 - Acting as a sounding board on proposed development alternatives
 - Representing the interests of Airport stakeholders and the community
 - Assists and collaborates with the project team on sharing information
 - Reviewing and providing comments on project progress
- Mark reviewed the existing layout of the Airport and identified the locations of infrastructure elements such as Runway 6/24, taxiways, aprons, hangars, passenger terminal building, general aviation terminal building, maintenance building, Aircraft Rescue and Fire Fighting (ARFF)

building, Fed Ex cargo facility, passenger parking lot, and landside roadways.

- Mark reviewed the elements that comprise the master planning process which includes:
 - Data collection / inventory
 - Projections of aviation demand
 - Determination of facility needs
 - Development, analysis, and selection of preferred alternatives
 - Overview of potential environmental issues
 - Sustainability planning
 - Financial analysis and development of capital improvement plan
 - Update to the Airport Layout Plan drawing set

In addition, Mark explained the public involvement, education, and outreach process which will include two public informational workshops, a project website, and meetings with local business groups. The first public informational meeting will be scheduled for the fall.

- Ben Siwinski explained that sustainability is comprised of economic viability, operational efficiency, natural resource conservation, and social responsibility. Ben also identified the airports that are a part of the FAA's program and explained the sustainability planning process which includes:
 - Sustainability baseline assessment
 - Goals & objectives and performance targets
 - Identify and evaluate candidate initiatives
 - Developing an implementation and monitoring program
- Ben compared the similarities and differences between traditional and sustainable master plans and discussed the specialized evaluations that will be conducted as a part of this project which will include a greenhouse gas inventory, energy efficiency assessment, renewable energy feasibility analysis, waste management evaluation, and recycling evaluation.
- Ben explained how committee members can participate in the planning process and encouraged them to attend the master plan advisory committee meetings so that ideas can be shared about items such as sustainability goals, innovative sustainability initiatives, local funding sources, and collaboration efforts to capitalize on project goals.
- Mark engaged the master plan advisory committee about their vision for the future of Airport facilities and asked them what items they would like to see included as a part of the sustainable master plan process. Master plan advisory committee members provided the following comments:

- A discussion and explanation of the relationship between the Centre County Airport Authority and Penn State University, the sponsor, owner, and operator of University Park Airport, should be included as a part of the sustainable master plan.
- Incorporation of the findings from the terminal master plan should also be included into the sustainable master plan. Ed Foster explained the project team has already visited the passenger terminal building and began collection of sustainable inventory items in addition to the inventory items that were identified as a part of the terminal master plan.
- A question was asked if an analysis of the community's transportation infrastructure and its correlation with local, regional, national, and global economies would be conducted as a part of this project similar to the effort that was completed by Michael Gallis & Associates for the previous master plan update. Bryan explained the FAA was not willing to include this task as a part of the project's funding; however, a minor analysis will be included as a part of the sustainable master planning process. Mark explained socioeconomic elements will be included as a part of the project's passenger demand analysis. The master plan advisory committee commented on how the community economic and transportation infrastructure analysis as a part of the previous master plan was very beneficial for the Airport and the community. Bryan encouraged the advisory committee members to inform the FAA about the benefits of including this task as a part of the master planning process.
- A request was made for a detailed inventory of Airport facilities and review of industry trends to be presented at the next master plan advisory committee meeting.
- It was mentioned that the sustainability institute at Penn State could be a beneficial team member as a part of the planning process. Mark explained that Erik Foley, Director of Penn State's Campus Sustainability Office, would be contacted as a part of the project to collect information on Penn State's sustainability efforts and how they could be incorporated as a part of the airport sustainable master planning process.
- It was noted that the local community views the Airport differently. Descriptions, explanations, and clarification of importance of Airport facilities and their contribution to the air transportation needs of the local community should be explained in layman's terms in the master plan document.
- A request was made for an explanation of possible federal, state, and local funding sources that would be available to finance projects identified through the planning process.
- Interest was expressed on how local communities can work together for the Airport's best interest. Mark explained that zoning ordinances enacted by surrounding municipalities have helped preserve airspace around the Airport and have help prevented incompatible land uses.
- A suggestion was made for the Airport to equip its fleet with compressed and liquefied natural gas vehicles. It was noted that the Central Pennsylvania Institute of Science and Technology offers fire training for natural gas vehicles.

- It was mentioned that consideration should be given for the protection of natural resources, the Big Hollow biological diversity area, groundwater recharge, and source water protection.
 - It was suggested that the sustainable master planning process look at how the Airport could attract low-cost commercial airline carriers for non-stop origin and destination flights from State College.
 - Fox Hill Road was identified as a controlling factor that could impact landside development to the northwest such as hangar development and expansion of parking.
 - Mark asked how the local community would support a possible runway extension, if it was found to be needed as a part of the planning process. The overall consensus from advisory committee members is that the community would support a runway extension.
 - Weaknesses that were identified about existing facilities were a lack of landside access to I-99 and signage throughout the local community directing traffic to and from the Airport. Mark explained landside access would be reviewed as a part of the master planning process.
 - An evaluation was requested of the findings from the existing master plan and how the recommended development actions were implemented.
 - It was encourage that the Airport work with the College of Agriculture to make sure agricultural activity and airport operations remain compatible with each other. It was recommended that the Airport encourage the College of Agriculture to purchase a digester to control manure and other waste products that result from agricultural activity.
- Mark thanked all for their attendance. The next master plan advisory committee meeting will be held in the summer. Details on the date, time, and location will be provided to committee members when details have been finalized. It is anticipated that the next meeting will be scheduled for late morning/early afternoon so that representatives from the FAA can participate.
 - Bryan, as a parting remark, notified all in attendance that the FAA wants to close a number of control towers. With the President's new budget, the control tower at the Airport could be closed due to funding cuts. Bryan requested all in attendance to reach out to legislators to inform them of how important the control tower is to the Airport and the local community.

Respectfully submitted,
MEAD & HUNT, Inc.

Zachary Puchacz
Aviation Planner