



# PLANNING ADVISORY COMMITTEE (PAC) MEETING #3 NOTES

JULY 19, 2007 9:00 A.M.

## PARTICIPANTS

Tom Rule	Kansas City Area Transportation Authority
Ray Olsen	Chamber of Commerce
Mark McHenry	KCMO Parks and Recreation, Director
Dennis Fisher	Park Hill School District, Superintendent
Jim Rice	Northland Neighborhoods Inc, Executive Director
Daniel Erickson	Platte County
Keith Moody	Platte City
Jim Hubbell	MARC
Steve Jack	Leavenworth County Development Corporation
Chris Byrd	Northland Regional Chamber of Commerce
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Mark VanLoh	Aviation Department, Director
Phil Muncy	Aviation Department
David Long	Aviation Department
Tom McKenna	Aviation Department
Joe McBride	Aviation Department
Kyle Elliott	City Planning and Development
Dave Rickerson	Landrum & Brown
Bruce Anderson	Landrum & Brown
Shane Wirth	Landrum & Brown
Jon Woodward	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Laura Whitener	Patti Banks Associates
Sara Clark	TranSystems
Emmet Morris	Phillips West

## Introductions & KCI Airport Planning Study Process

- Dave Rickerson, Landrum and Brown, opened up the session.

### **Current Status of Each Study**

- Bruce Anderson and Shane Wirth presented the status of the KCI Airport Master Plan terminal alternatives and evaluation criteria.
- Jon Woodward and Lisa Briscoe presented the status of the FAR Part 150 Noise Compatibility Plan, results of the Land Use Management Technical Conferences, and assessment of noise mitigation alternatives.
- Lisa Briscoe and Lynn Jameson presented the status of the Area Plan Study, reviewed results of the Capacity, Demand & Environmental Vulnerability Analysis, reviewed the results from TAC meeting #3, and lead an open discussion of land use "What if Scenarios".

## **COMMITTEE COMMENTS & QUESTIONS**

### **AIRPORT MASTER PLAN**

- ***Question: Will there need to be more runway length for larger and international flights?***

**Answer:**

- › Based on the analysis that was conducted in the Facilities Requirements the existing runway lengths at KCI are sufficient to meet the forecast aircraft fleet mix. However, recognizing the often rapid changes that can occur in the aviation industry and in individual markets, the master plan will continue to depict the potential to provide a runway of 12,000 feet in length, as currently depicted on the approved Airport Layout Plan for KCI, to ensure the flexibility to respond to demand for added runway length should it occur.

- ***Question: Passenger orientation is important, what factors are going into it? Is our current airport favorable to passenger orientation?***

**Answer:**

- › The existing airport terminal is convenient, especially for origin and destination (O&D) travelers. For first time users of KCI it is some times more difficult for them to find their departing flight as an originating passenger or especially if connecting to another flight, with three separate terminals as compared to a single, centralized facility. A single terminal consolidates all airlines into one location making it easier for passengers to find their originating flight and can more easily accommodate and quicken passenger and baggage connections. A single terminal location typically offers the convenience of a larger array of greater concession choices and more security screening positions in consolidated locations, that can better accommodate peak passenger demands providing less passenger waiting and queues when appropriately staffed by the TSA
- › Within the current geometry of these three unit terminals it is difficult for an airline to establish a significant hubbing operation because this configuration makes it difficult to have all of their gates in a single location easily accessible to their passenger and staff.

Connecting between unit terminals using buses is not convenient or a high level of service for passengers.

• ***Question: How can airline operations (flights) increase but the number of gates go down?***

**Answer:**

- › The current per gate utilization at KCI is somewhat low on average. While some carriers like Southwest Airlines have very active gate usage, there are several carriers only averaging 3 or 4 turns (a turn equals one aircraft arrival and departure) per gate. For the Master Plan gate projections it is anticipated that the turn per gate utilization rate will increase from today's 4.8 turns per gate to about 5.6. Using a higher gate utilization rate when projecting future requirements results in a lower number of gates even with future passenger demands projected to grow at an annual rate of 2.8%. Today only about 46 (2007) gates out of 62 available at the three terminals are being used. A new consolidated terminal has the potential to allow more gate sharing and is therefore more efficient in its gate and building requirements.

• ***Question: How long would 3 terminals exist before being replaced? Users prefer the travel to gate concept. Must keep the perspective of the "customers" standpoint in mind. This is the best airport from the "customer" position in the nation. Balance decision-making with security issues.***

**Answer:**

- › Forecast demand is currently projected to exceed the capacity of the existing terminals around 2020. This represents a rough estimate of when additional terminal capacity would need to be in place. Exactly when existing terminal facilities will be replaced will be linked to the actual realization of passenger and operations activity when demand volume exceeds capacity thresholds or "trigger points". Crossing a capacity threshold triggers the need to begin the planning, design and construction process to replace facilities in time to meet the growing passenger demand. New facilities can also be triggered by the need to replace the aging infrastructure of the three terminals and their growing functional obsolescence.
- › It appears from the projection of the square footage required for new terminal facilities that when a new terminal is constructed it will not need to be much bigger than the combined size of the existing three terminals.
- › While the current terminals are certainly convenient for O & D (origin and destination) passengers, for future terminal facilities the "drive-to-gate" feature of minimized walking distances will need to be combined with the operational advantages of a consolidated terminal that better facilitates security operations, concession variety and shortened connections for passengers/baggage with the potential for increased air service by hubbing airlines. .
- › Government is paying for security now. Security is relatively expensive compared to other airports given the three-terminal configuration. If and when the federal

government stops paying for security, either the airlines or aviation will have to take over. Also recently did surface remodeling of the terminals, but not real infrastructure remodeling.

- › Hope to get 15 years more, but security and cost of security could be issue. Just don't know what changes in security requirements might occur.

• **Question: What is incremental cost?**

**Answer:**

- › Estimated costs for any incremental improvements have not yet been determined but will be as part of the Master Plan and terminal concept evaluation.

• **Question: If a hub airline comes through the door tomorrow where would it go?**

**Answer:**

There are currently about 16 aircraft gate positions available amongst KCI's existing three terminals. Some consolidation of carriers would be necessary and the ability to meet the needs of a hubbing airline would depend upon the total number of gates they would require.

• **Question: Could we put 10-15 gates together in a separate terminal somewhere near the existing terminals?**

**Answer:**

- › Yes, an additional 10-15 gate terminal could be constructed as an initial phase of Concept B. Alternatively, in the eastern portion of the current central terminal area a fourth unit terminal could be constructed. A fourth terminal however perpetuates the inefficiencies inherent in the "drive-to-gate", unit terminal configuration relative to inefficient security operations, way-finding complications, limited concessions and barriers to the ability for airlines to establish significant hubbing operations.

• **Question: Could you add a linear terminal 4<sup>th</sup> terminal with 15 gates?**

**Answer:**

- › Yes. Concept B provides one way in which to begin building a 15-gate linear terminal at KCI without initially impacting existing Terminals A, B and C. The ultimate configuration of Concept B eventually replaces the capacity of all three terminals by utilizing the area currently occupied by Terminal A.

• **Question: What is driving the South access point? Did you look at traffic counts?**

**Answer:**

- › A large majority of customers come from the south while 50% of customers coming from Kansas and the majority of these from areas in Kansas City, KS, and Johnson County.
- › Difficulty of keeping all 3 existing terminals open while constructing a future replacement terminal could be eased by changes in access.
- › Could save 5 miles of driving and 10-15 minutes of driving time.
- › Provides a second means of access to the terminal complex should something (major accident or incident, construction closures) impact the northern access roadway

• **Question: Are you going to look at traffic modeling?**

**Answer:**

- › Yes. Will look at it.
- › Converting passengers to traffic volumes and how it splits if you have the southern roadway connection is hard to figure out. Adding light rail to the mix also makes it difficult to estimate.

• **Question: How do you predict economics for the airline industry?**

**Answer:**

- › It is difficult to predict. Assume there will be continuance in trends of making travel economical as opposed to more of a luxury. Base planning on projecting how the airport operations should be growing if certain trigger events occur. Employing trend data covering a long historic period as was done for KCI incorporates a wide range of impacts and influences that have shaped demand. The historic period data used in the forecasts, included the impact of the Persian Gulf War, emergence of regional jets, post deregulation expansion and contractions of airlines, three major recessions, the longest period of economic expansion in U.S. history, multiple terrorist incidents (World Trade Center bombing 1993, Pan Am 103, TWA 847 hijacking, 9/11, et. al.), airline failures (Vanguard, Braniff, Eastern, TWA, Midway, Pan AM) and the low cost carrier expansion to name a few.

• **Question: Current configuration has two problems – security and connectibility. Now few of the gates are internally connected, why?**

**Answer:**

- › Need to provide convenience for connecting flights. As an example, Southwest Airlines is very concerned about this because they have 20% of their flights as connecting flights at KCI. They are thinking of constructing and paying for internal connection themselves to eliminate the need for passengers to go through 2 security checks.

• **Question: Is there a tunnel under Terminal B?**

**Answer:**

- › Yes.

• **Question: Would old terminals have value for other airport services such as Freight?**

**Answer:**

- › There are potentially reuses of the existing terminals for other types of facilities but the apron areas are probably the most valuable asset. Potential uses for the existing aprons may include air cargo, corporate jet facilities and Remote Over Night (RON) parking positions. The existing Airport opened in 1972 and while the terminals have been generally updated in appearance the underlying infrastructure is now 35 years old and relative to some functions like security screening and concessions are considered by today's industry standards as functionally obsolete. The physical design and limited dimensional depth of each terminal are not flexible enough to respond to current functional demands.

• **Question: Is Concept C the preferred concept?**

**Answer:**

- › There are aspects of Concept C which are favorable such as the ease of construction on a "greenfield" site and southern access but the evaluation process still needs to be undertaken including level of magnitude cost estimations. It is premature to consider any Concept as preferred or as the Master Plan team's recommendation.

• **Question: Does this airport have more options for expansion than other airports?**

**Answer:**

- › Yes. KCI has more options for expansion than most U.S. airports since the Airport has land and development sites unoccupied by other facilities. This land area provides the opportunity to construct new facilities like a new terminal without interfering with existing operations. Building a new terminal provides the option for expansion of revenue and concessions opportunities.

**Question: How would the Trammel Crow project work with South Concept C?**

**Answer:**

- › It would work well and could also offer more space for Trammel Crow type industry in existing terminals, less than 1 mile away.

• **Question: Where is parking? Also where are rental car facilities?**

**Answer:**

- › Would have to be via a tunnel but would be less than one mile away.

• **Question: Could the runway design handle international flights?**

**Answer:**

- › Nothing precludes expansion of runways for international flights (i.e. 12,000 foot runways) Many international flights can be handled by aircraft requiring runway length less than that now available (10,000 feet).

• **Comment: Light Rail**

- › Glad you are taking light rail into account. Light rail may be far in the future, but 80% of light rail travelers are employees. Right now most of the employees are east of Amity. Light rail should go to Amity if that's where employers are.

**NOISE COMPATIBILITY**

• **Question: Have you talked to any stakeholders, investors, and land owners with a lot of property north of I-29?**

**Answer:**

- › Not individually, but we have had public meetings which are open and available to stakeholders in all areas surrounding the airport.

• **Question: How receptive were commissions/councils about proactive land control?**

**Answer:**

- › Haven't talked to councils/commissions yet. Have talked to staff and they are willing to put ideas forward to their councils/commissions.

**AREA PLAN**

• **Question: How intense should the area south of Tiffany Springs Parkway and west of Amity become?**

**Answer:**

- › Less density/more green
  - › Development pressure will continue, holdings uses such as industrial/commercial uses would be appropriate, however, the existing topography and lack of sewer is today and will remain a substantial constraint to development that is very expensive.
  - › Holding uses such as parks and green space are more cost effective.
- **Question: What are the implications of the South Terminal Option to Scenarios A, B or C?**

**Answer:**

- › Establish access at either –Tiffany Springs Parkway, M-152. I-435, or Amity
    - Investigate Childress entrance from M-152
    - I- 435 access good for south commute—keep options open
  - › Scenarios selection criteria and goals must be balanced among travel time, cost, etc....
  - › Tiffany Springs Parkway should not be limited access
  - › Tiffany Springs Parkway is not appropriate for industrial traffic associated with airport
  - › Economic Development potential is at I-435 to open those interchanges and leverage community development.
  - › The I-435 interchange is already graded
  - › Hunt Midwest activity is currently pending on (orange) parcels
  - › Reserve land for airport uses—hotels, signature development to serve airport
- **Question: Which scenario do you prefer?**

**Answer:**

- › Scenarios are all similar in that they perpetuate use of highways and major roads. Unfortunately, the City can't build new roads therefore the scenarios are constrained by reality.
  - The area south of Tiffany Springs Parkway east of I-29 should contain new development and infill development
  - Development along Cookingham Drive could perpetuate sprawl, development as a planned community is appropriate.
  - Concentrate development at the southern end of the study area along major roads, not out at the fringes.
- › Generally, the majority present said Scenario C makes more sense.

The meeting concluded at 12:30 PM.