

**NIAGARA FRONTIER TRANSPORTATION AUTHORITY
NIAGARA FRONTIER TRANSIT METRO SYSTEM, INC.
AVIATION COMMITTEE
OCTOBER 25, 2023 10:30 AM
AGENDA**

1. AIP Update (John Schaefer)
2. Aviation Initiatives (Tom George)
3. Discussion Items (Commissioner Adam Perry and Lee Weitz)
4. Financial - Business Update (Lee Weitz)

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AIP Status Report

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AIP STATUS REPORT

October 25, 2023

Buffalo Niagara International Airport

Runway 05-23 Rehabilitation

Scope: This project rehabilitates 5,192 linear feet by 200 wide of the Buffalo Niagara International Airport's primary runway, Runway 05-23, between Taxiway E and the Runway 23 end. The project also includes pavement markings, lighting modernization and drainage systems.

The NFTA, together with the FAA, is reviewing available funding and scope of work for the remainder of the runway rehabilitation (Runway 05) as a second project.

Status: Final pavement markings installation is in progress. The contractor began the runway weather information system (RWIS) installation.

DiDonato's design for Phase 2 & 3 is in progress and is approximately 70% complete.

Schedule:

July 2020	Advertise RFP for Design
January 2021	Board Design Contract Approval (Phase 1)
February 2021	NTP for Design (Phase 1)
December 2021	Advertise for Construction Bids (Phase 1)
March 2022	Board Construction Contract Approval (Phase 1)
November 2023	Construction Complete (Phase 1)
January 2024	Project Close-out Complete (Phase 1)
June 2023	Board Design Contract Approval (Phase 2&3)
July 2023	NTP for Design (Phase 2&3)
December 2023	Advertise for Construction Bids (Phase 2&3)
January 2024	Board Construction Contract Approval (Phase 2&3)
November 2025	Construction Complete (Phase 2&3)
January 2026	Project Close-out Complete (Phase 2&3)

Buell Avenue Parking Lot

Scope: In June 2016, the NFTA purchased the vacant field on Buell Avenue that backs up to the Kensington Expressway's exit ramp and Genesee Street. The property was purchased from New York State for \$1.00, as a public benefit conveyance.

The Buffalo Niagara International Airport (BNIA) is working to improve its parking experience by the addition of 373 parking spaces for its park and ride, cell phone waiting area and TNC staging. By moving these uses to the remote location at Buell Avenue, BNIA will be able to add more revenue spaces to its campus.

Status: All paving, stripping, and signage is complete. The fencing installation is expected to be complete by the third week in October. Turn over to BNIA will take place by the end of the month.

AIP STATUS REPORT

October 25, 2023

Schedule:

September 2022	Board Drainage Construction Contract Approval
October 2022	NTP for Drainage Construction
January 2023	Drainage Construction Complete
March 2023	Advertise for Pavement Construction Bids
April 2023	Board Pavement Construction Contract Approval
June 2023	NTP Pavement Construction
October 2023	Pavement Construction Complete
December 2023	Project Close-out Complete

Passenger Boarding Bridge Replacements

Scope: This project will replace (14) Passenger Boarding Bridges (PBBs) at BNIA and associated ground power units and pre-conditioned air units. These NFTA owned PBBs are approximately 20 years old and frequently experience operational and maintenance issues. The NFTA is planning for 2-3 PBB installations per year over a 6-year period to suit available project funding.

Status: Proposals were received and are in the evaluation process.

Schedule:

June 2022	Advertise RFP for Design
October 2022	Board Design Contract Approval
December 2022	NTP for Design
August 2023	Advertise for Construction Bids
December 2023	Board Construction Contract Approval
February 2023	NTP for Construction
March 2030	Construction Complete
June 2030	Project Close-out Complete

Electric Vehicle (EV) Charging Infrastructure Study

Scope: This study is to determine the airport's electrical infrastructure required for EV charging for all stakeholders. This includes determining the airport's existing electrical capacity, EV charging power demands, necessary equipment & distribution, power grid availability and cost estimating.

Status:

The draft final report was reviewed by the NFTA.

Schedule:

June 2022	Board Approval - Consultant Services
July 2022	NTP Consultant Services
January 2023	Draft (30%) Study Report Complete
March 2023	Draft (60%) Study Report Complete
August 2023	Final Study Report Complete

AIP STATUS REPORT

October 25, 2023

General Aviation Apron Rehabilitation

Scope: This project addresses pavement deterioration at BNIA's general aviation apron and its associated taxiway connectors (Taxiways P,P1,P2 & Q). Rehabilitation measures will reduce the risk of aircraft damage due to foreign object debris and bring the pavement surface into compliance with current FAA design standards. Damaged storm drainage structures and glycol collection pan inserts on the general aviation ramp require replacement. All associated pavement markings, airfield guidance signs and taxiway edge lights will be replaced.

Status: C&S is working on the project's Design Rationale Report.

Schedule:

November 2022	Advertise RFP for Design
February 2023	Board Design Contract Approval
June 2023	NTP for Design
January 2024	Advertise for Construction Bids
February 2024	Board Construction Contract Approval
April 2024	NTP for Construction
November 2024	Construction Complete
January 2025	Project Close-out Complete

Security Fence Replacement

Scope: This project replaces approximately 2,300 linear feet of existing security fence near the 05 end of Runway 05-23. The new fence will be designed and constructed in compliance with FAA standards.

Status: The design is complete, and the FAA is reviewing any potential impacts to runway navigational aids.

Schedule:

February 2023	Executive Director Design Contract Approval
March 2023	NTP for Design
September 2023	Advertise for Construction Bids
December 2023	Board Construction Contract Approval
February 2024	NTP for Construction
October 2024	Construction Complete
December 2024	Project Close-out Complete

Luiz Kahl Way (Circulatory Road) Rehabilitation

Scope: Luiz Kahl Way is the landside circulatory road serving the terminal at Buffalo Niagara International Airport (BNIA). The existing asphalt pavement is nearing the end of its useful life and exhibits cracking and potholing.

AIP STATUS REPORT

October 25, 2023

This project will rehabilitate the entire Luiz Kahl Way pavement, approximately 2.6 miles long and 30 feet wide, and provide pavement markings. The project also includes investigating the design and application of wireless battery electric vehicle charging along Luiz Kahl Way for charging the NFTA's future battery electric parking lot shuttles.

Status: In October 2023, Staff requested the Board award the design services contract to AECOM.

Schedule:

October 2023	Board Design Contract Approval
December 2023	NTP for Design
May 2024	Advertise for Construction Bids
June 2024	Board Construction Contract Approval
August 2024	NTP for Construction
June 2026	Construction Complete
September 2026	Project Close-out Complete

Terminal HVAC Replacement

Scope: This project replaces four roof top units (RTU) that provide heating, cooling, and filtration to portions of the terminal. The base work includes RTU No. 11 and No.14 and add alternates for RTU No. 13 and No. 30.

Status: In September 2023, Staff requested the Board award Parise Mechanical the construction contract.

Schedule:

August 2023	Advertise for Construction Bids
September 2023	Board Construction Contract Approval
December 2023	NTP for Construction
September 2025	Construction Complete
December 2025	Project Close-out Complete

Niagara Falls International Airport

Airfield Illuminated Signage

Scope: This project replaces airfield incandescent lit signs with LED signs. Along with each sign, work includes replacing cables, conduit, foundations, and power supply equipment. The existing signs are not compliant with the latest FAA standards and this replacement work will bring the signage into compliance. The project will also facilitate the permanent closure of Runway 10R-28L.

Status: The design is complete and is being advertised for construction.

Schedule:

January 2023	Board Approval - Consultant Services
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AIP STATUS REPORT

October 25, 2023

March 2023	NTP Consultant Services
October 2023	Advertise for Construction Bids
December 2023	Board Construction Contract Approval
February 2024	NTP for Construction
December 2024	Construction Complete
February 2025	Project Close-out Complete

**SEPTEMBER 30, 2023
AIP PROGRAM SUMMARY**

		(A) CURRENT PROGRAM BUDGET ² Includes Contingency	(B) ACTUAL & ENCUMBRD COSTS TO DATE Includes Approved Change Orders	(C) ESTIMATED COSTS TO COMPLETE	(D) BUDGET VARIANCE A-(B+C) Includes Contingency	UNALLOC FUNDS	
STATUS ¹							
	BNIA - Buell Ave Parking Lot	P	\$4,536,078	\$3,666,220	\$869,858	\$0	\$0
	BNIA - Airport Economic Devel (Terminal HVAC Repl - Design)	A	\$1,639,800	\$1,328,376	\$311,424	\$0	\$0
	BNIA - Rehab & Reconstruct R/W 5-23 (Construction)	A	\$36,085,985	\$33,711,565	\$2,374,420	\$0	\$0
	BNIA - Passenger Boarding Bridge Replacement Program (Design)	A	\$1,567,665	\$920,865	\$646,800	\$0	\$0
	BNIA - EV Charging Infrastructure Study	P	\$120,000	\$110,559	\$9,441	\$0	\$0
	BNIA - Install Perimeter Fencing (Design)	A	\$97,922	\$72,344	\$25,578	\$0	\$0
	BNIA - GA Apron & Taxiway P & Q Rehab & Reconstruct (Design)	A	\$1,063,907	\$857,947	\$205,960	\$0	\$0
	NFIA - Airfield Illuminated Signage Upgrade (Design)	A	\$211,373	\$182,423	\$28,950	\$0	\$0
AIP TOTALS			\$45,322,730	\$40,850,299	\$4,472,431	\$0	\$0

1.) Status:

- A = Active Approved Contract
- P = Pending Close-out (Substantially Completed)
- C = Completed & Closed Out
- F = Future Project

2.) Funding Sources:

FAA	\$36,453,783
NYS DOT	\$482,483
NYS Air 99 Program	\$1,466,999
ARL	\$1,567,665
PFC	\$11,484
ADF	\$3,989,078
DUE TO ADF - PERM FINCG PEND	\$37,500
PFC Pending Approval	<u>\$473,937</u>
TOTAL ORIGINAL FUNDING	\$45,322,729

Aviation Initiatives

Aviation Initiatives Status Report

October 2023

Service and Revenue Development

- **Airline Service Development**

Efforts to identify and advance service expansion including both domestic and international are underway. American Airlines has introduced new Saturday-only service to Miami from November 11, 2023, through March 30, 2024.

- **Parking Structure Study**

The study is intended to review the existing parking structure operations and identify opportunities for expansion of capacity and evaluation of rental car operations. The parking structure provides significant revenue and is the most convenient parking for our customers. The study is intended to identify opportunities within the existing structure and the area surrounding to increase revenue and improve the customer experience. This may include structure expansion and rental car operation enhancements. The study is included as one of the first elements of the Master Plan to be completed that is being advanced for approval as outlined below.

Planning and Programming

- **BNIA Master Plan Update**

A comprehensive update of the Master Plan is supported by FAA to address upcoming needs and initiatives at BNIA. The Master Plan will be updated to retain support and funding from FAA in the future. Some of the elements will include an updated Airport Layout Plan with Capital Improvement Plan, updated pavement study and a review of the snow removal equipment facility siting and scoping plan, and parking structure and rental car expansion analysis.

Terminal and Landside Projects

- **BNIA Passenger Bridge Replacement**

Existing passenger boarding bridges are experiencing operational, maintenance and aesthetic issues. A program to systematically replace 14 of the bridges is being advanced. Completion of the project is planned to be phased with several bridges replaced yearly. Total replacement is anticipated to take up to seven years depending upon bridge lead times, funding, and the contract environment. The construction contract is currently out for bidding, with results anticipated in October 2023 with the first bridge replacement anticipated in 2024.

- **BNIA Economic Development and Revitalization Project**

A project to advance improvements at BNIA to include air handling equipment, departure roadway covering, terminal enhancements and parking technology was developed to pursue previous grant opportunities. A \$7.0M grant has been announced for the replacement of HVAC equipment for which a contract has been authorized for replacement of a portion of the system previously identified. The remaining HVAC system components and other individual elements included in the comprehensive project will be evaluated for advancement on a project basis in a manner to be competitive for future grant opportunities or formula funds.

- **BNIA Circulatory Road and Surface Parking Rehabilitation**

The consultant selection process for design is underway with a recommendation for award of design contract presented for consideration at this month's Board of Commissioners meeting.

The design of the parking area improvements is pending advancement of the Master Plan and an assessment of eligibility for FAA funding. Phasing of the parking lot rehabilitation is anticipated over a period of years to be determined based on pavement condition funding availability and parking availability limitations.

- **BNIA Terminal Enhancements**

Elements of the terminal hold rooms need rehabilitation or replacement. Enhancement of these areas will continue our efforts to maintain a state-of-the-art facility focusing on the customer experience. The development of a Reflection Room has been advancing to enhance the experience of airport patrons with completion anticipated by the end of 2023.

Airfield Projects

- **BNIA 05-23 Runway Improvements**

Rehabilitation of runway 05-23 and associated centerline lighting and taxiway improvements are ongoing. The first phase of the project is from the 23 end (east) through the intersection of the crosswinds runway (14-23) is substantially complete with final runway painting completion dependent upon the weather.

The design of the second phase to include the remainder of the western end of the runway and taxiway alpha is ongoing with final design criteria and construction pending FAA approvals and funding. Construction of Phase 2 will follow completion of Phase 1 and is being evaluated for implementation in two separate years to address funding limitations.

- **NFIA Tower Replacement**

The control tower at NFIA has exceeded its useful life, has accessibility challenges and is in poor condition. The tower also has sightline restrictions for viewing the entire airfield. Challenges with this facility necessitate the need to advance replacement. The FAA has been authorized to advance the siting study on behalf of the NFTA. The siting study is the first step in the efforts to advance a new tower at this facility with construction dependent upon additional grant funds for physical construction.

Environmental Initiatives

- **BNIA Electrification Study for Vehicles and Equipment**

The need to accommodate electric vehicles and equipment is an emerging issue that could fundamentally change the vehicle mix and facility requirement across the airport. A study to address the future needs of NFTA fleet and shuttle buses, airline equipment, rental car and public vehicles is being advanced to develop a strategic approach for advancing the technology across the property. A final draft of the study will be presented at this month's Board of Commissioners meeting.

- **Aviation Electrification**

Advancement of charging infrastructure to support electric propulsion conventional and vertical take-off and landing (CTOL & VTOL) aircraft will establish our facilities in a network of airports supporting this emerging technology. Planning efforts to advance the charging infrastructure are underway at both BNIA and NFIA to identify an approach, scope, cost, and schedule to deploy charging facilities.

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Discussion Items



Niagara Frontier Transportation Authority
Serving Buffalo Niagara

**Niagara Frontier Transportation Authority
Buffalo Niagara International Airport (BNIA) Electric Vehicle (EV) Charging Infrastructure Study
Project No. 30BL2227
John Schaefer
October 2023**

Why the study?

- NYS requirements
- BNIA and Tenant EV interest
- Implications to BNIA
- Strategy and Planning

Outline

- Definitions
- NYS Climate Act (CLCPA)/Executive Order 22
- EV Transition Inventory
- EV Transition Power Demand
- BNIA Infrastructure and Utility Cost Estimate
- Inventory Locations
- Known Challenges
- Next Steps

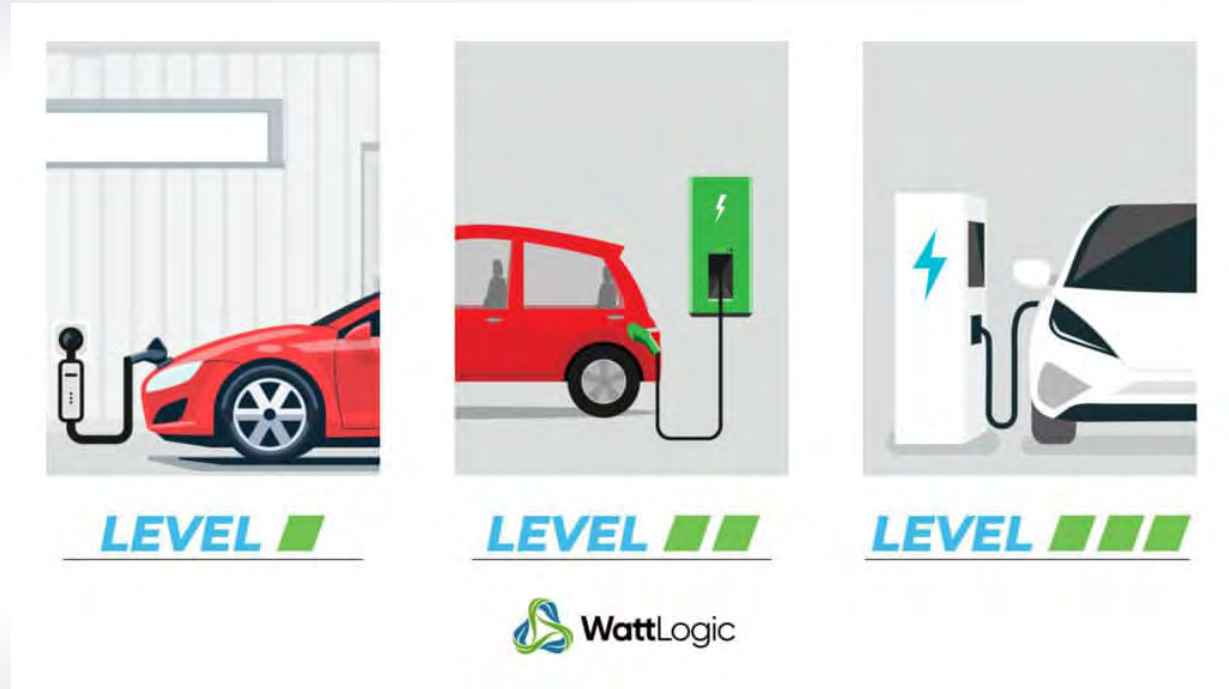
Definitions

Vehicle Category	Description <i>Example</i>
Light Duty	<p>Avg weight < 8500 lbs; min L1 Charging <i>Examples: Registered Vehicles (Tesla, Bolt, Mustang, etc.), Small Maintenance Equipment</i></p>
Medium Duty	<p>Avg weight > 8500 lbs; min L2 Charging <i>Examples: Trucks, Small Tractors, Super Duty Pick-Up</i></p>
Heavy Duty	<p>Avg weight > 8500 lbs; min L3 Charging <i>Examples: Large Truck, Tractor, Shuttle Bus, Transit Bus</i></p>
Airside Ground Support Equipment	<p>Aircraft/Airport Ground Support & Maintenance Equipment <i>Examples: Belt Loader, Pushback, Tug, Baggage Tractor, Mobile Stairs</i></p>
No EV Replacements (EXEMPT)	<p>Emergency/Critical Systems Equipment <i>Examples: Fire Trucks, Snow Removal, Misc. Aircraft/Airline Operations</i></p>

Definitions

- Level 1 (L1):
 - Electric Service: 120-volt (120VAC) outlet.
 - Charging time of BEV from empty: 40-50 hours
- Level 2 (L2): provides charging through
 - Electric Service: 208-240VAC
 - Charging time of BEV from empty: 4-10 hours
- Level 3 (L3):
 - Electric Service: 480VAC
 - Charging time of BEV from empty: 15 min – 1.5 hours

**Specific charging times vary based on battery capacity and charger power ratings. Values above are based on standard sized registered vehicles (light duty)*

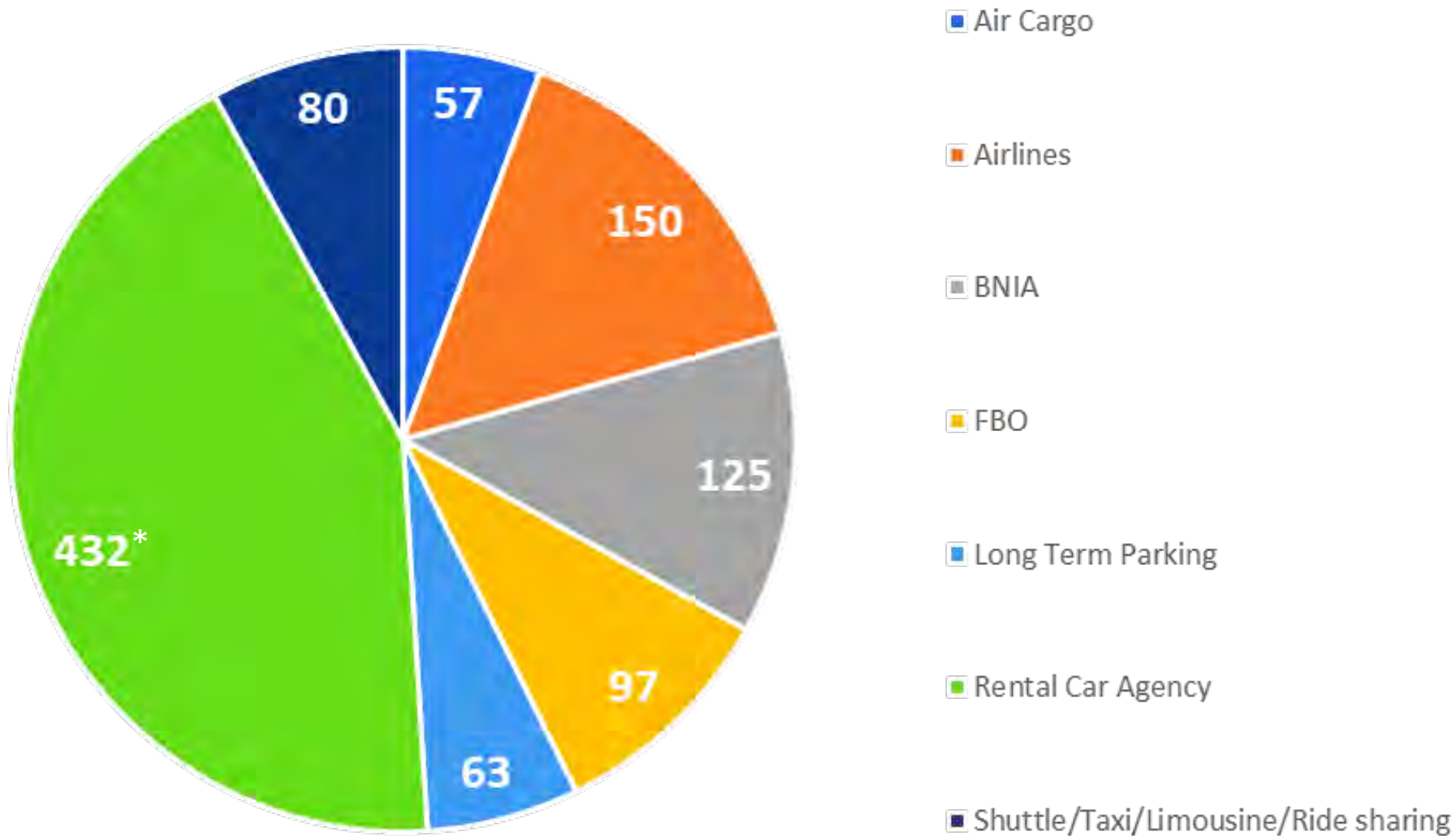


The Climate Act (CLCPA) of 2019 Summary/Executive Order 22

- New York State issued Executive Order 22 on September 20th, 2022, with the goal of directing state agencies to adopt a sustainability and decarbonization program.
 - 2023 - Light-Duty Vehicle (LDV) Conversion Plan w/updates every 3 years
 - 2025 - Medium- and Heavy-Duty vehicle (MHD) Conversion Plan w/updates every 3 years
 - 2030 - Nearly 100% of LDV and 40% of MHD sales must be zero-emission
 - 2035 - Converting 100% of LDV fleet to ZEV
 - 2040 - 100% of MHD sales and 100% of MHD fleet to ZEV, where technically feasible
 - 2050 - Retire and replace all fossil-fuel burning vehicles and equipment as they reach the end of their useful life

*Emergency vehicles are exempt

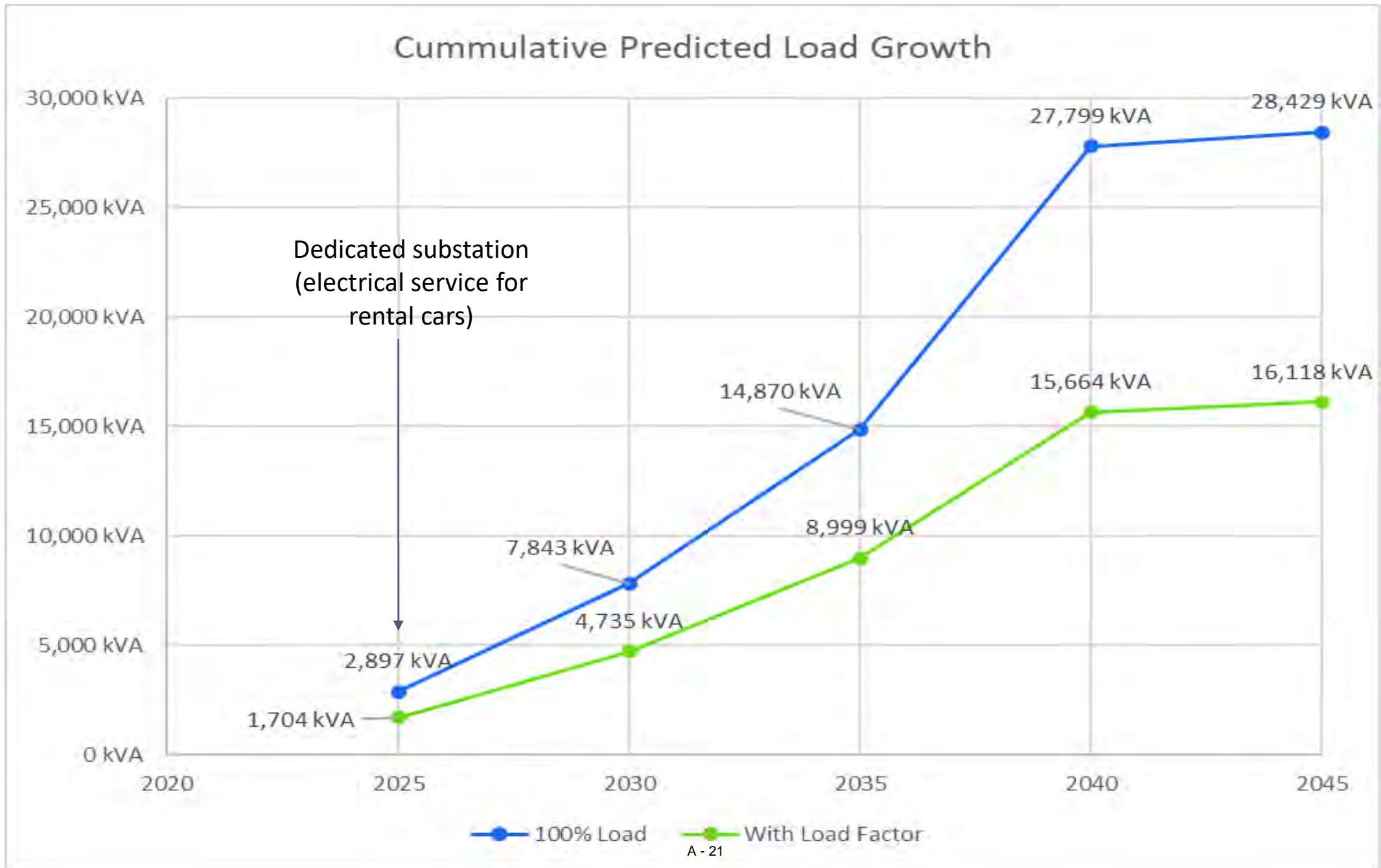
Total Quantity of Vehicles by Stakeholder Type



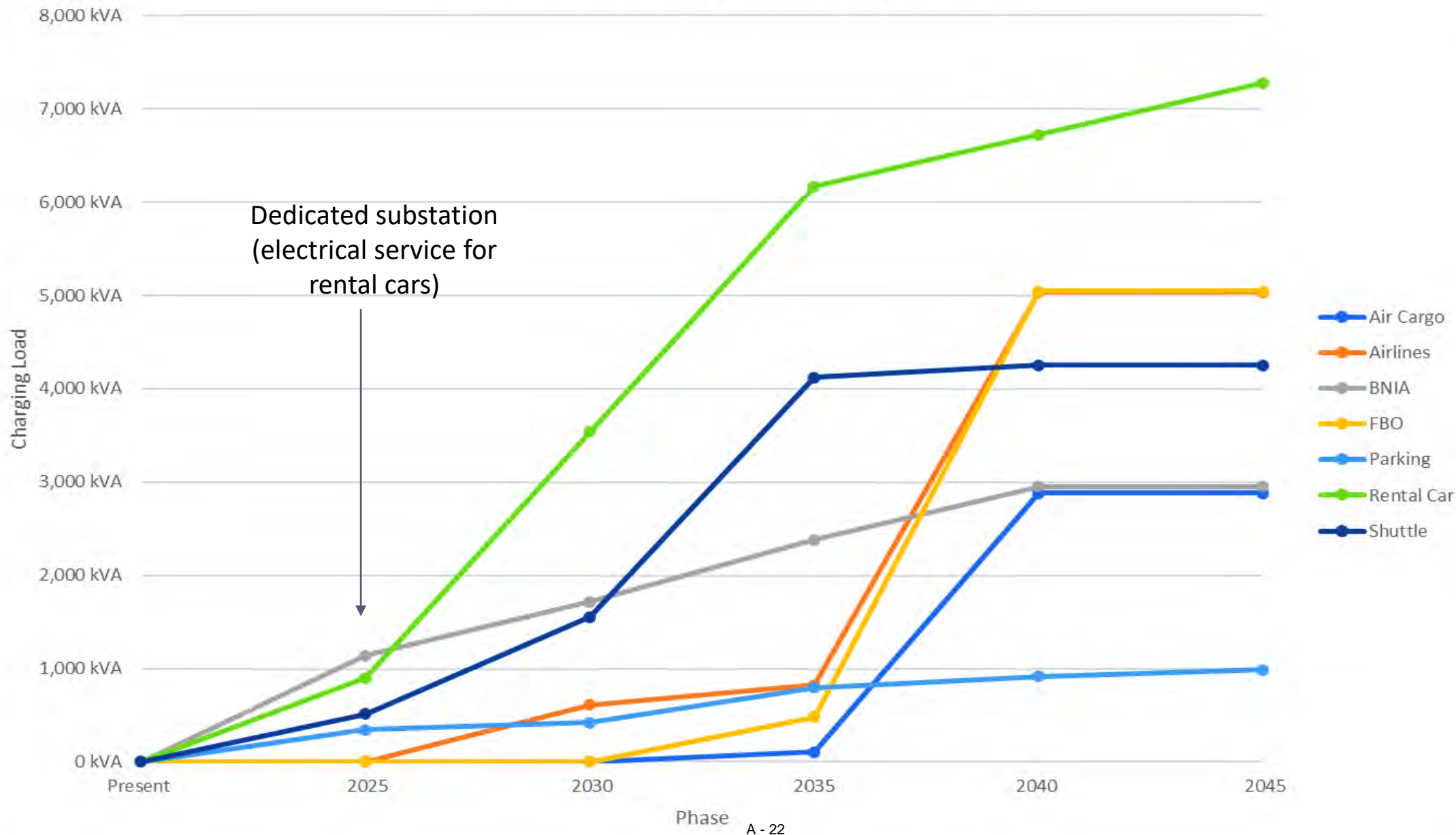
EV Transition Inventory

*Rental Car Agency's Number of Parking Spaces

EV Transition Power Demand

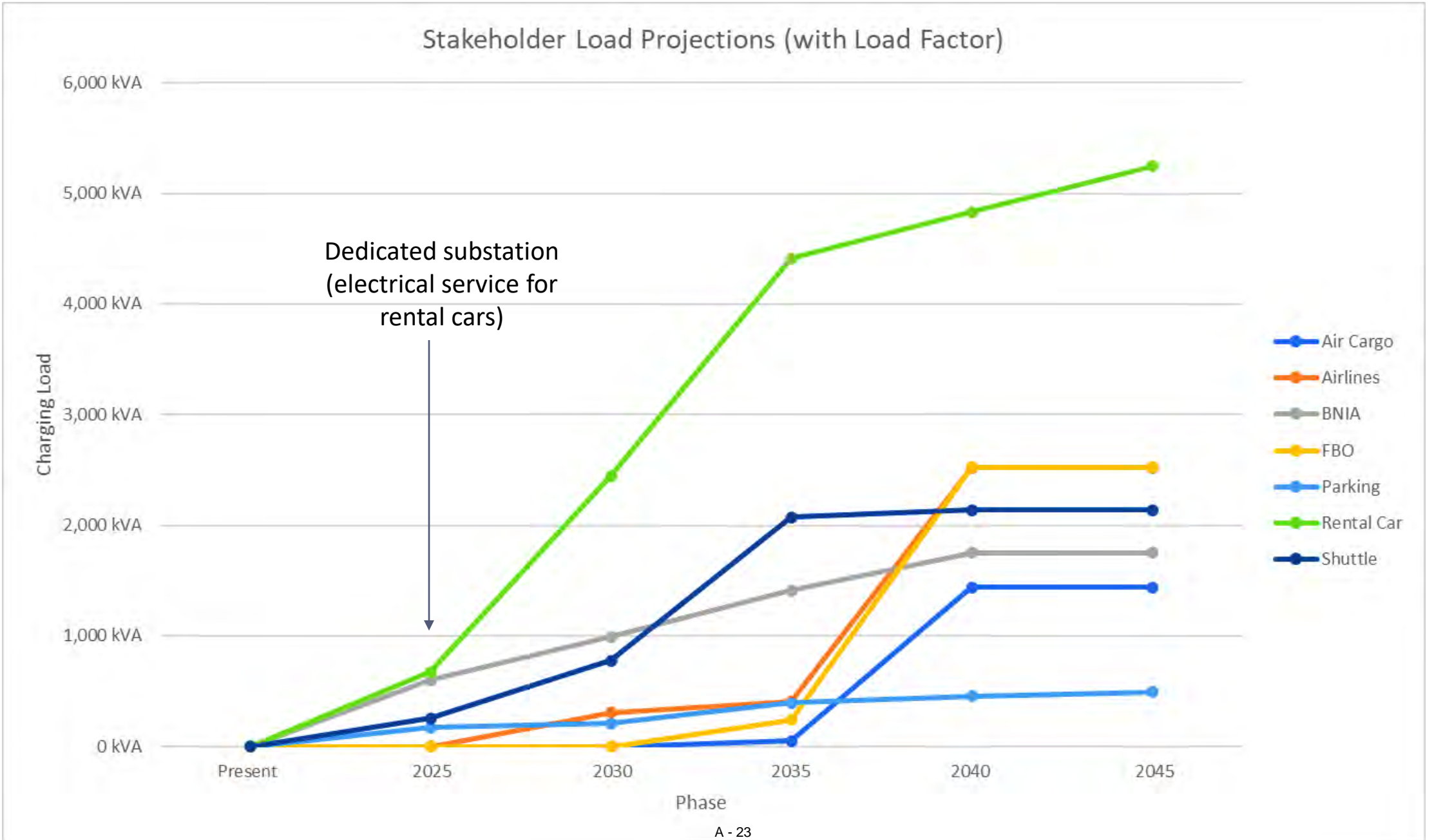


Stakeholder Load Projections (Fully Loaded)



EV Transition Power Demand

EV Transition Power Demand



BNIA Infrastructure and Utility Cost Estimates

Investment **2025 through 2030:**

\$30-40 Million

INFRASTRUCTURE

\$20-25 million

Rental Cars

\$8-11 million

Airport Operation Upgrades
*Shuttles, BNIA Ops, Parking,
Airlines*

UTILITIES

\$1-2 million

Rental cars

\$1-2 million

Airport Operation Upgrades
*Shuttles, BNIA Ops, Parking,
Airlines*

Investment **2031 through 2040:**

\$50-60 Million

INFRASTRUCTURE

\$15-20 million

Rental Cars

\$34-38 million

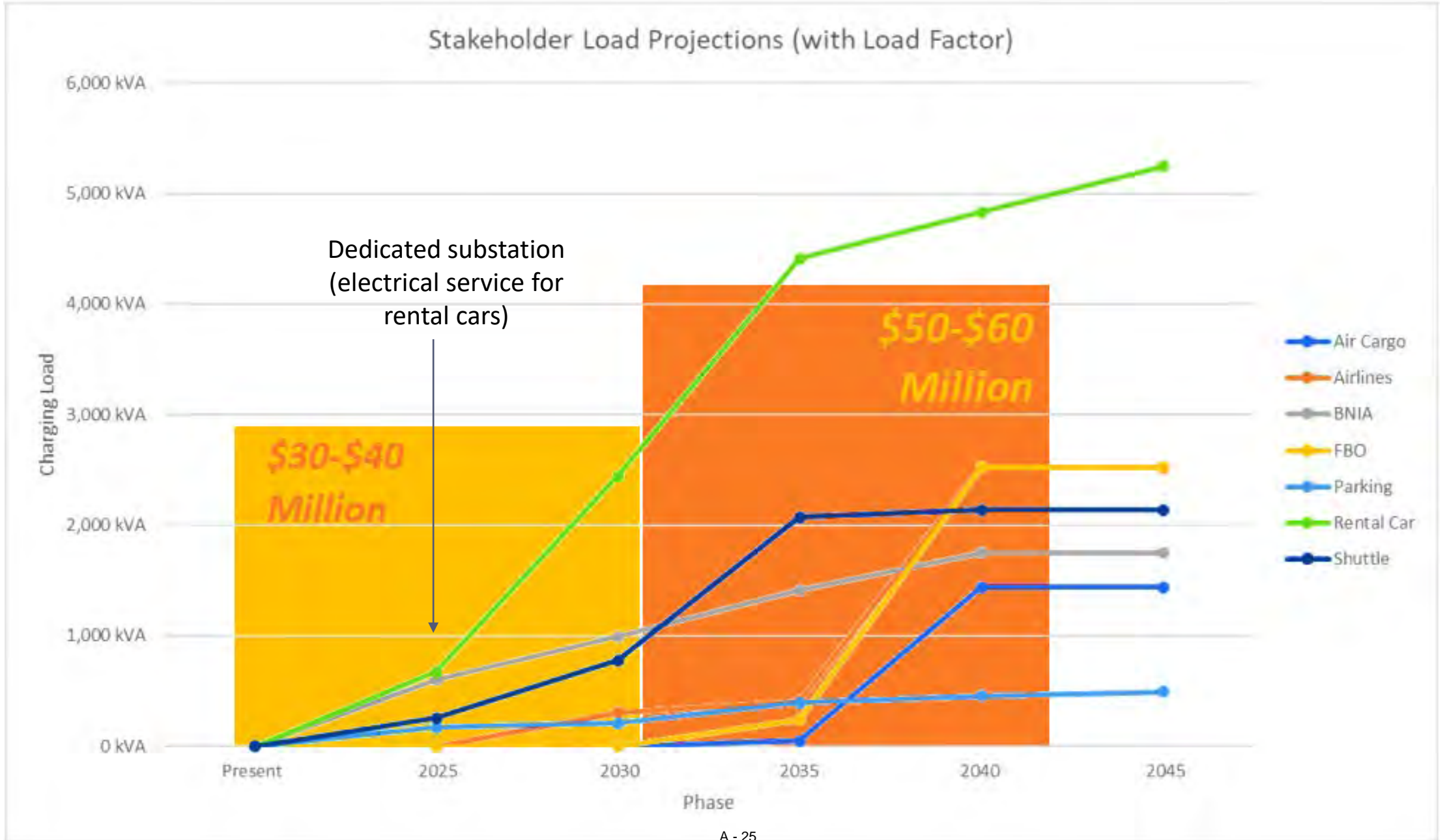
Airport Operation Upgrades
*Shuttles, BNIA Ops, Parking, Airlines,
Cargo, FBO*

UTILITIES

\$1-2 million

Airport Operation Upgrades
*Shuttles, BNIA Ops, Parking, Airlines,
Cargo, FBO*

EV Transition Power Demand



BUFFALO NIAGARA INTERNATIONAL AIRPORT

ELECTRICAL LOADS BASED ON PEAK KILOWATT USAGE

ELECTRIC METERS - NATIONAL GRID (NG) SERVICE

LOC. TAG	PEAK ELECTRICAL LOADS (KVA)		LOCATION DESCRIPTION
	EXISTING	PROPOSED*	
ML-04	25	164	Facilities Maintenance Department
ML-05	645	883	485 Cayuga Road
ML-07	175	186	Fuel Farm
ML-08	98	267	TAPD
ML-10	53	561	Signature Hangar 3
ML-11	125	200	Signature Hangar 1
ML-12	63	1244	Signature Hangar 2
ML-13	53	53	Signature FBO Building 3

ELECTRIC METERS - NEW YORK STATE ELECTRIC & GAS (NYSEG) SERVICE

LOC. TAG	PEAK ELECTRICAL LOADS (KVA)		LOCATION DESCRIPTION
	EXISTING	PROPOSED*	
ML-01	308	413	FAA
ML-02	41	75	BNIA Maintenance Garage
ML-03	110	140	Fire Department
ML-06	14	100	Operations Building #3
ML-09	128	1152	Economy Lot
ML-14	60	162	Mercy Flight Hangar
ML-15	11	11	Operations Building #4
ML-16	33	142	Operations Building 251C
ML-17	4	4	Operations Building A
ML-18	255	255	IDS Main Meter
ML-19	61	182	IDS CA1 Meter
ML-20	1131	3881	Dick Rd Sub Feed
ML-21	3197	5312	Rein Rd Sub Feed
ML-22	0	1866	New Parking Garage Sub Feed
ML-23	0	5456	New Air Cargo Apron Service



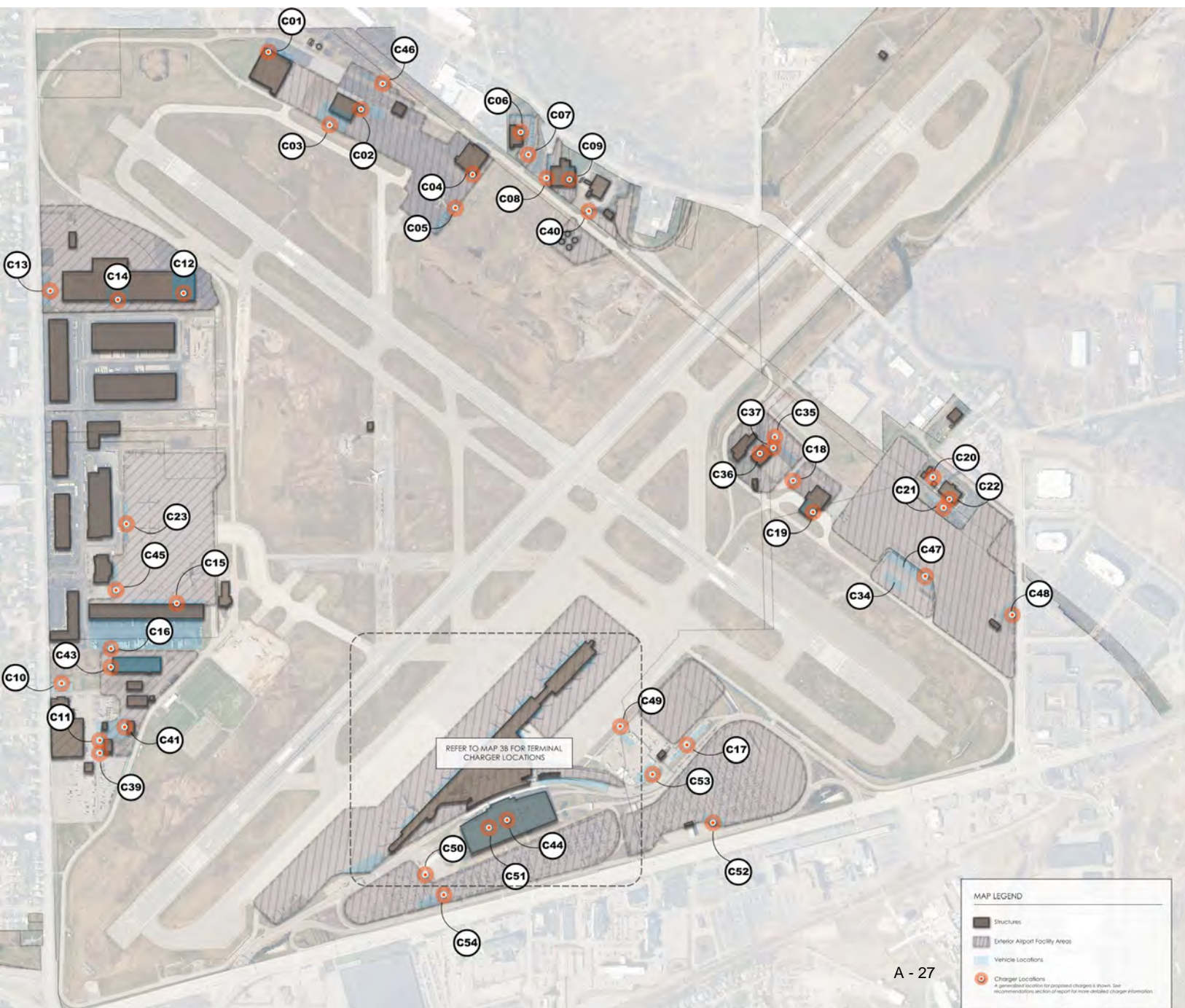
EV Transition Power Demand

BUFFALO NIAGARA INTERNATIONAL AIRPORT

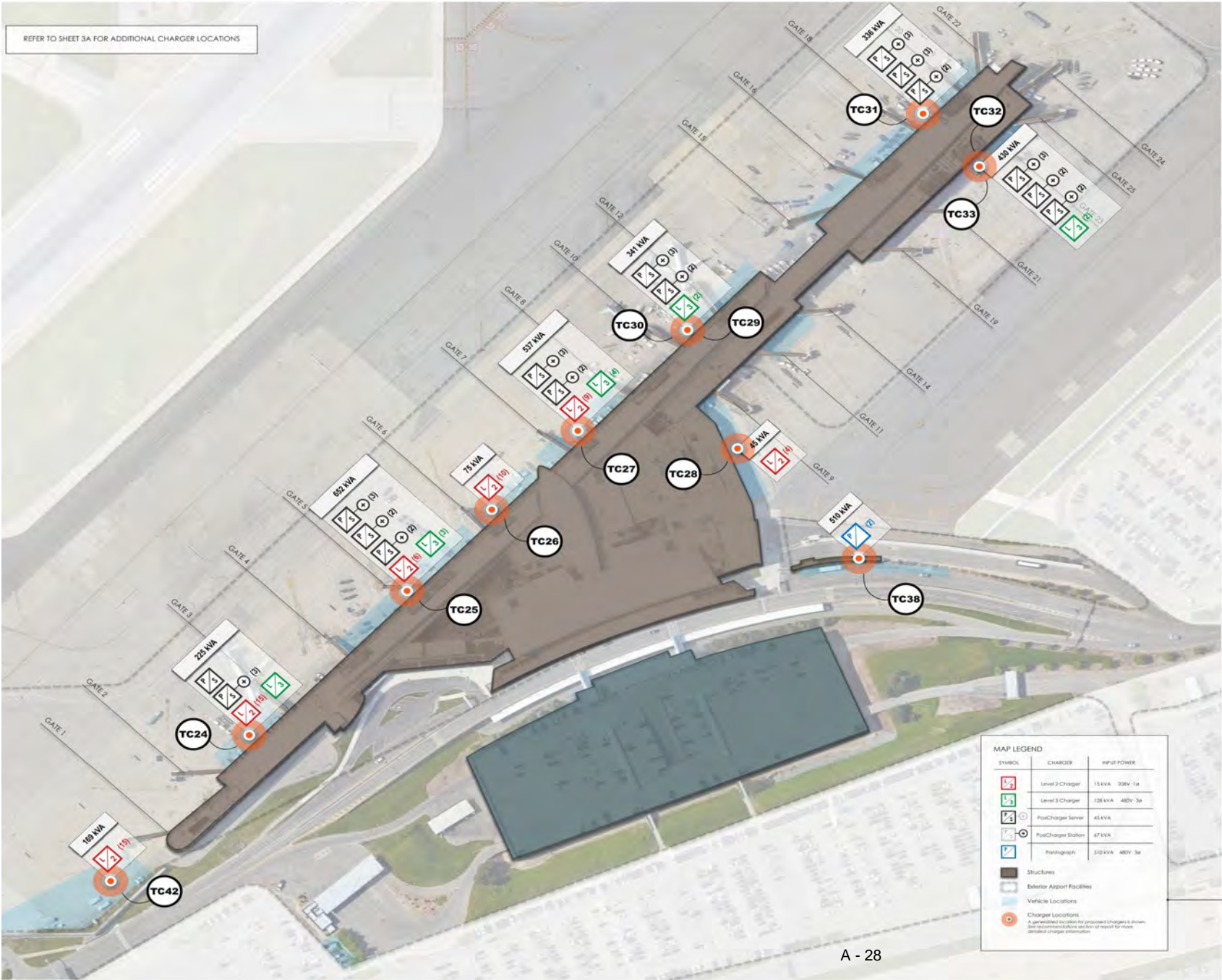
PROPOSED CHARGER LOCATIONS

VEHICLE LOCATION REFERENCE POINTS

- C-01 50 N. Airport Dr. - Signature - Hangar 1
- C-02 50 N. Airport Dr. - Signature - Hangar 2 - East Lot
- C-03 50 N. Airport Dr. - Signature - Hangar 2 - South Lot
- C-04 50 N. Airport Dr. - Signature - Hangar 4 - Aircraft Maintenance
- C-05 50 N. Airport Dr. - Signature - Hangar 4 - South Lot
- C-06 175 Aero Drive - Transit Police
- C-07 175 Aero Drive - Transit Police - Employee
- C-08 199 Aero Drive - Facilities Maintenance Department - Employee
- C-09 199 Aero Drive - Facilities Maintenance Department - Garage
- C-10 241 Cayuga Rd - IDS
- C-11 251 Cayuga Road - Engineering
- C-12 485 Cayuga - Airshare Bays 6-7
- C-13 485 Cayuga - Employee
- C-14 485 Cayuga - Maintenance Bay
- C-15 Air Cargo Apron South
- C-16 Air Cargo Facility Lot
- C-17 Airport Taxi
- C-18 ARFF - Employee
- C-19 ARFF Building
- C-20 FAA - East Lot
- C-21 FAA - Employee
- C-22 FAA - South Lot
- C-23 FedEx - Air Cargo Apron East
- See Map 3B TC-24 Gate 3: Frontier
- See Map 3B TC-25 Gate 4-6: American
- See Map 3B TC-26 Gate 7: Transit Police
- See Map 3B TC-27 Gate 7-8: Jet Blue
- See Map 3B TC-28 Gate 9: Operations - Admin
- See Map 3B TC-29 Gate 10-12: United
- See Map 3B TC-30 Gate 14: United
- See Map 3B TC-31 Gate 15-18: Southwest
- See Map 3B TC-32 Gate 20-22: Delta
- See Map 3B TC-33 Gate 23-25: Delta
- C-34 IDS - Remote Fuel Dispensing Facility, No Proposed Charging
- C-35 Mercy Flight - Employee
- C-36 Mercy Flight - Hangar
- C-37 Mercy Flight - North Lot
- See Map 3B TC-38 NFTA Metro
- C-39 Operations - Employee
- C-40 Operations - Fuel Farm
- C-41 Operations - General Aviation / Field Office
- See Map 3B TC-42 Operations - Landing
- C-43 Operations - Maintenance Garage
- C-44 Short Term Garage Lower Level
- C-45 Signature - Air Cargo Apron
- C-46 Signature - Employee
- C-47 Signature - Remote Fuel Dispensing Facility
- C-48 SP Plus - Economy Lot
- C-49 SP Plus - Long Term Lot
- C-50 SP Plus - Maintenance
- C-51 Parking Garage Level 2 & 3
- C-52 Long Term South Lot
- C-53 Long Term North Lot
- C-54 Preferred Long Term Lot



REFER TO SHEET 3A FOR ADDITIONAL CHARGER LOCATIONS



BUFFALO NIAGARA INTERNATIONAL AIRPORT

PROPOSED TERMINAL CHARGER LOCATIONS

VEHICLE LOCATION REFERENCE POINTS

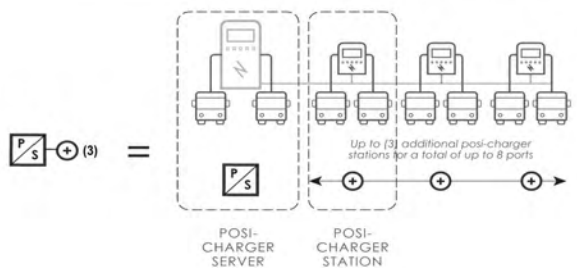
- TC-24 Gate 3: Frontier
- TC-25 Gate 4-6: American
- TC-26 Gate 7: Transit Police
- TC-27 Gate 7-8: Jet Blue
- TC-28 Gate 9: Operations - Admin
- TC-29 Gate 10-12: United
- TC-30 Gate 14: United
- TC-31 Gate 15-18: Southwest
- TC-32 Gate 20-22: Delta
- TC-33 Gate 23-25: Delta
- TC-38 NFTA Metro
- TC-39 Operations - Employee
- TC-42 Operations - Landing

Proposed Charger Locations - Terminal

MAP LEGEND

SYMBOL	CHARGER	INPUT POWER
	Level 2 Charger	15 kVA 208V 1ø
	Level 3 Charger	128 kVA 480V 3ø
	PosiCharger Server	45 kVA
	PosiCharger Station	67 kVA
	Pantograph	510 kVA 480V 3ø
	Structures	
	Exterior Airport Facilities	
	Vehicle Locations	
	Charger Locations	A general location for proposed chargers is shown. See recommendation section of report for more detailed charger information.

POSI-CHARGER SERVER AND POSI-CHARGER STATION DIAGRAM



Known Challenges

- Building code lagging (fire protection, increase vehicle loads)
- Technology changing rapidly
- Design/Construction Resources (labor, material, availability)
- Qualified Operation & Maintenance staff
- Utility ability to provide NFTA and local/statewide demand
- Future non-EV electrical demands (gas fired equipment conversions)
- Funding
- Inflation
- Electric power redundancy (Emergency power)
- Incentive programs are fluid
- Stakeholder financial contribution
- Power Diversity Management

Next Steps

- Discuss with:
 - Airport Council International (ACI)
 - Other Airports
 - Subject Matter Experts (i.e., Utilities, NYSEG, NYPA, NYSERDA, etc.)
- Incorporate with BNIA Master Plan
- Develop NFTA Strategy
- Investigate Funding Opportunities

Financial / Business Update

AIRPORT BUSINESS GROUP
BUF
KEY ITEM REPORT

(\$000 Omitted)

<u>MONTH ACTUAL TO BUDGET</u>	<u>Sep-23</u> <u>Budget</u>	<u>Sep-23</u> <u>Actual</u>	Favorable/(Unfavorable)	
			<u>Variance</u>	<u>%</u>
Total Operating Revenues	\$7,374	\$7,066	(\$307)	(4%)
Operating Assistance	\$869	\$869	\$0	0%
Total Operating Revenues & Assistance	\$8,243	\$7,935	(\$307)	(4%)
Personnel Expense	\$1,322	\$1,470	(\$148)	(11%)
Maintenance Expense	\$866	\$730	\$136	16%
Utilities	\$184	\$161	\$22	12%
Insurance & Injuries	\$72	\$80	(\$7)	(10%)
Security Expense	\$778	\$733	\$45	6%
General Business/Other	\$610	\$448	\$162	27%
Administrative Cost Reallocation	\$625	\$548	\$77	12%
Total Operating Expenses	\$4,457	\$4,170	\$287	6%
Operating Income/(Loss)	\$3,785	\$3,765	(\$20)	(1%)
Intra-Group Transfer	\$0	\$0	\$0	n/a
Non-Operating/Capital	(\$2,082)	(\$2,020)	\$62	3%
Net Surplus/(Deficit)	\$1,703	\$1,745	\$42	2%
ENPLANEMENTS	198,914	207,517	8,603	4%

<u>YTD ACTUAL TO BUDGET</u>	<u>YTD Budget</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Total Operating Revenues	\$43,270	\$41,600	(\$1,670)	(4%)
Operating Assistance	\$5,214	\$5,214	\$0	0%
Total Operating Revenues & Assistance	\$48,484	\$46,814	(\$1,670)	(3%)
Personnel Expense	\$8,054	\$7,996	\$58	1%
Maintenance Expense	\$4,528	\$4,134	\$394	9%
Utilities	\$1,144	\$988	\$156	14%
Insurance & Injuries	\$433	\$442	(\$9)	(2%)
Security Expense	\$4,609	\$4,319	\$290	6%
General Business/Other	\$3,308	\$2,457	\$851	26%
Administrative Cost Reallocation	\$3,966	\$3,973	(\$7)	(0%)
Total Operating Expenses	\$26,043	\$24,309	\$1,734	7%
Operating Income/(Loss)	\$22,441	\$22,504	\$64	0%
Intra-Group Transfer	\$0	\$0	\$0	n/a
Non-Operating/Capital	(\$12,386)	(\$12,497)	(\$111)	(1%)
Net Surplus/(Deficit)	\$10,055	\$10,007	(\$47)	(0%)
ENPLANEMENTS	1,253,826	1,238,084	(15,742)	(1%)

AIRPORT BUSINESS GROUP

BUF

KEY ITEM REPORT

(\$000 Omitted)

<u>MONTH PRIOR YEAR COMPARISON</u>	Sep-22	Sep-23	Change	
	<u>Actual</u>	<u>Actual</u>	<u>YTY</u>	<u>%</u>
Total Operating Revenues	\$6,116	\$7,066	\$950	16%
Operating Assistance	\$877	\$869	(\$8)	(1%)
Total Operating Revenues & Assistance	\$6,994	\$7,935	\$942	13%
Personnel Expense	\$1,180	\$1,470	(\$290)	(25%)
Maintenance Expense	\$942	\$730	\$212	22%
Utilities	\$214	\$161	\$53	25%
Insurance & Injuries	\$78	\$80	(\$2)	(2%)
Security Expense	\$723	\$733	(\$10)	(1%)
General Business/Other	\$507	\$448	\$59	12%
Administrative Cost Reallocation	\$500	\$548	(\$49)	(10%)
Total Operating Expenses	\$4,143	\$4,170	(\$27)	(1%)
Operating Income/(Loss)	\$2,851	\$3,765	\$914	32%
Non-Operating/Capital	(\$1,547)	(\$2,020)	(\$473)	(31%)
Net Surplus/(Deficit)	\$1,304	\$1,745	\$441	34%
ENPLANEMENTS	185,498	207,517	22,019	12%

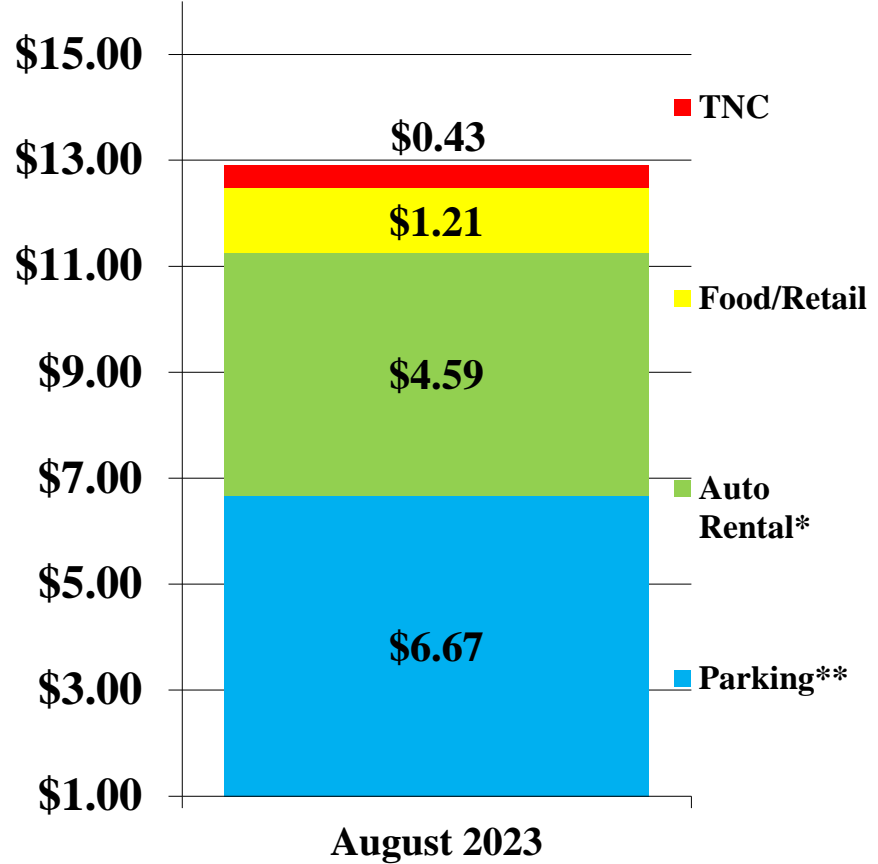
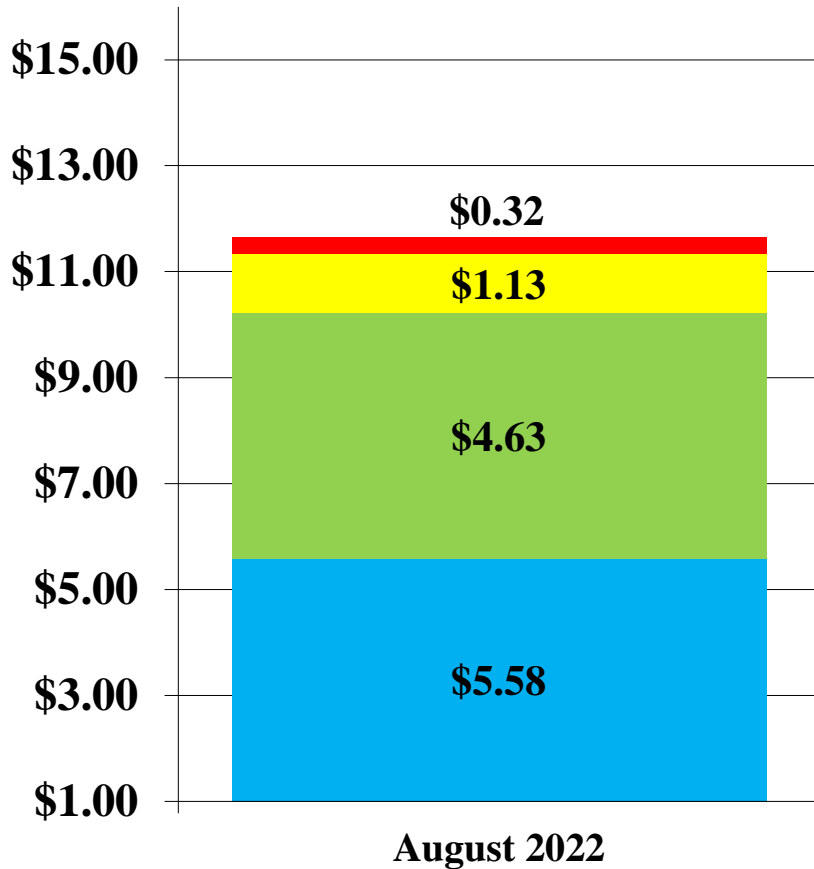
<u>YTD PRIOR YEAR COMPARISON</u>	Prior	Current	Change	
	<u>YTD Actual</u>	<u>YTD Actual</u>	<u>YTY</u>	<u>%</u>
Total Operating Revenues	\$37,250	\$41,600	\$4,349	12%
Operating Assistance	\$5,264	\$5,214	(\$49)	(1%)
Total Operating Revenues & Assistance	\$42,514	\$46,814	\$4,300	10%
Personnel Expense	\$7,462	\$7,996	(\$534)	(7%)
Maintenance Expense	\$4,467	\$4,134	\$333	7%
Utilities	\$1,347	\$988	\$359	27%
Insurance & Injuries	\$357	\$442	(\$85)	(24%)
Security Expense	\$4,197	\$4,319	(\$121)	(3%)
General Business/Other	\$2,652	\$2,457	\$194	7%
Administrative Cost Reallocation	\$3,367	\$3,973	(\$606)	(18%)
Total Operating Expenses	\$23,849	\$24,309	(\$461)	(2%)
Operating Income/(Loss)	\$18,665	\$22,504	\$3,839	21%
Non-Operating/Capital	(\$9,297)	(\$12,497)	(\$3,200)	(34%)
Net Surplus/(Deficit)	\$9,368	\$10,007	\$639	7%
ENPLANEMENTS	1,142,854	1,238,084	95,230	8%

BUF Concession Revenue Per Enplanement/Deplanement

As of August 2023

\$11.66

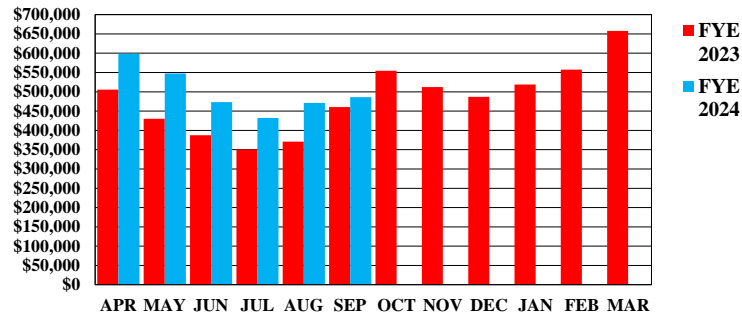
\$12.90



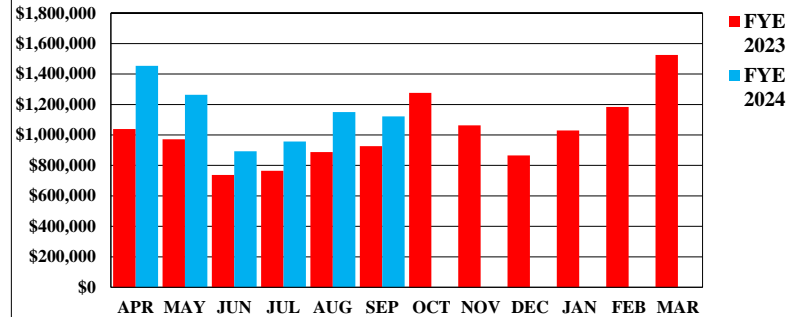
*Auto Rentals Based on Deplanements
 **Excludes Employee Parking Revenue

BUF Parking Report - September 2023 vs September 2022

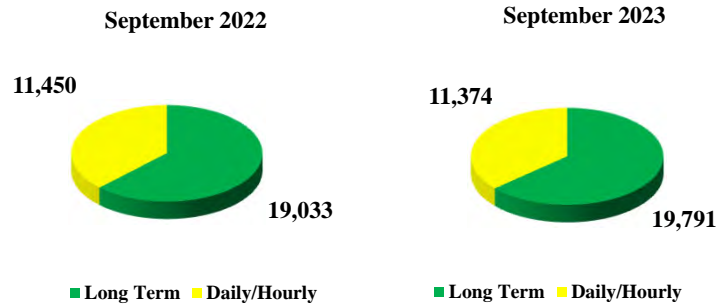
BUF Daily/Hourly Parking Revenue



BUF Long Term Parking Revenue



Number of Parked Cars



Year to Year Percentage Change

<u>Daily/Hourly Parking Revenue</u>				<u>Long Term Parking Revenue</u>			
	<u>FYE 23</u>	<u>FYE 24</u>	<u>% Change</u>		<u>FYE 23</u>	<u>FYE 24</u>	<u>% Change</u>
APR	\$505,525	\$599,103	18.5%	APR	\$1,038,384	\$1,453,193	39.9%
MAY	\$430,208	\$547,288	27.2%	MAY	\$972,004	\$1,263,424	30.0%
JUN	\$387,496	\$473,170	22.1%	JUN	\$737,564	\$892,466	21.0%
JUL	\$350,507	\$432,318	23.3%	JUL	\$764,403	\$956,909	25.2%
AUG	\$370,978	\$471,200	27.0%	AUG	\$887,528	\$1,149,660	29.5%
SEP	\$460,255	\$486,190	5.6%	SEP	\$926,853	\$1,121,724	21.0%
OCT							
NOV							
DEC							
JAN							
FEB							
MAR							
TOTAL	<u>\$2,504,968</u>	<u>\$3,009,269</u>	<u>20.1%</u>	TOTAL	<u>\$5,326,737</u>	<u>\$6,837,375</u>	<u>28.4%</u>

AIRPORT BUSINESS GROUP

IAG

KEY ITEM REPORT

(\$000 Omitted)

<u>MONTH ACTUAL TO BUDGET</u>	<u>Sep-23</u>	<u>Sep-23</u>	Favorable/(Unfavorable)	
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	\$128	\$104	(\$24)	(19%)
Operating Assistance	\$0	\$0	\$0	n/a
Total Operating Revenues & Assistance	\$128	\$104	(\$24)	(19%)
Personnel Expense	\$146	\$133	\$13	9%
Maintenance Expense	\$75	\$83	(\$8)	(11%)
Utilities	\$30	\$17	\$13	43%
Insurance & Injuries	\$19	\$27	(\$8)	(42%)
Security Expense	\$30	\$19	\$11	38%
General Business/Other	\$29	\$24	\$5	18%
Administrative Cost Reallocation	\$143	\$125	\$17	12%
Total Operating Expenses	\$472	\$428	\$44	9%
Operating Income/(Loss)	(\$344)	(\$324)	\$20	6%
Intra-Group Transfer	\$0	\$0	\$0	n/a
Non-Operating/Capital	\$28	(\$9)	(\$37)	(132%)
Net Surplus/(Deficit)	(\$316)	(\$333)	(\$17)	(5%)
ENPLANEMENTS	2,038	2,796	758	37%

<u>YTD ACTUAL TO BUDGET</u>	<u>YTD Budget</u>	<u>YTD Actual</u>	<u>Variance</u>	<u>%</u>
Operating Revenues	\$933	\$811	(\$122)	(13%)
Operating Assistance	\$0	\$0	\$0	n/a
Total Operating Revenues & Assistance	\$933	\$811	(\$122)	(13%)
Personnel Expense	\$925	\$755	\$170	18%
Maintenance Expense	\$623	\$566	\$57	9%
Utilities	\$181	\$104	\$77	43%
Insurance & Injuries	\$115	\$160	(\$45)	(39%)
Security Expense	\$179	\$171	\$8	4%
General Business/Other	\$200	\$154	\$46	23%
Administrative Cost Reallocation	\$905	\$907	(\$2)	(0%)
Total Operating Expenses	\$3,128	\$2,817	\$311	10%
Operating Income/(Loss)	(\$2,195)	(\$2,006)	\$189	9%
Intra-Group Transfer	\$0	\$0	\$0	n/a
Non-Operating/Capital	\$316	\$272	(\$44)	(14%)
Net Surplus/(Deficit)	(\$1,879)	(\$1,734)	\$145	8%
ENPLANEMENTS	28,244	24,307	(3,937)	(14%)

AIRPORT BUSINESS GROUP

IAG

KEY ITEM REPORT

(\$000 Omitted)

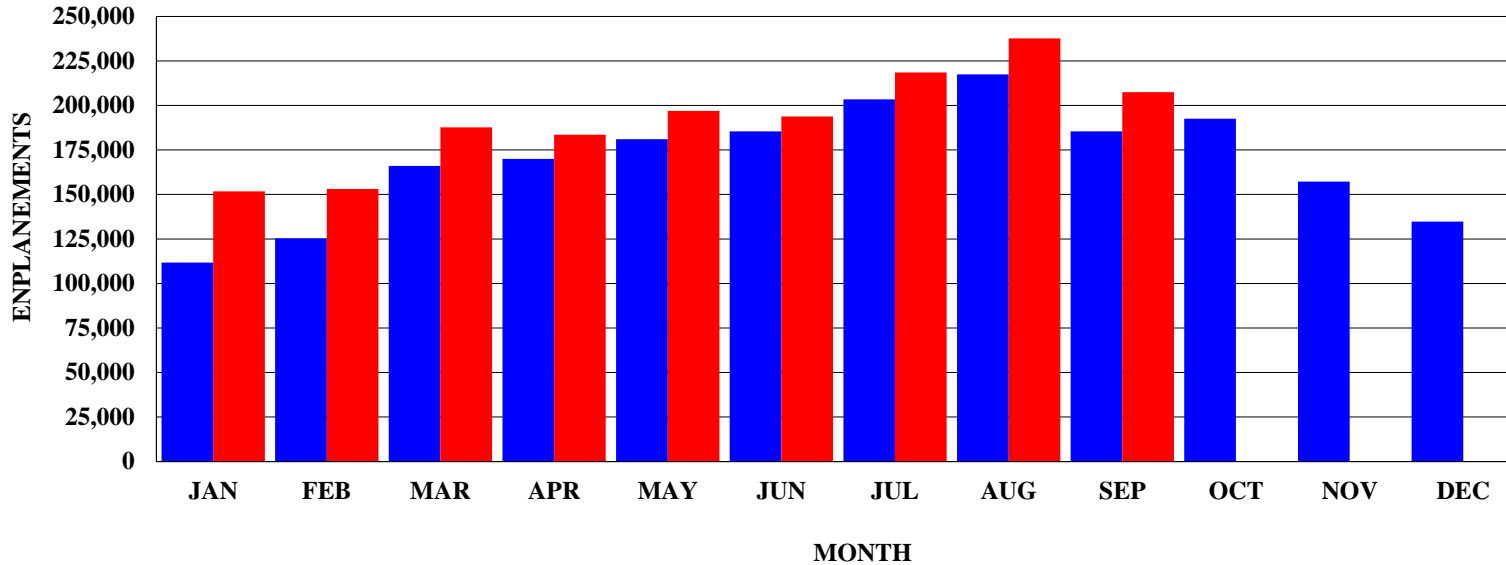
<u>MONTH PRIOR YEAR COMPARISON</u>	Sep-22	Sep-23	Change	
	<u>Actual</u>	<u>Actual</u>	<u>YTY</u>	<u>%</u>
Operating Revenues	\$116	\$104	(\$13)	(11%)
Operating Assistance	\$0	\$0	\$0	n/a
Total Operating Revenues & Assistance	\$116	\$104	(\$13)	(11%)
Personnel Expense	\$125	\$133	(\$8)	(7%)
Maintenance Expense	\$315	\$83	\$232	74%
Utilities	\$25	\$17	\$8	32%
Insurance & Injuries	\$20	\$27	(\$8)	(39%)
Security Expense	\$21	\$19	\$3	13%
General Business/Other	\$23	\$24	(\$1)	(5%)
Administrative Cost Reallocation	\$114	\$125	(\$11)	(10%)
Total Operating Expenses	\$642	\$428	\$215	33%
Operating Income/(Loss)	(\$526)	(\$324)	\$202	38%
Non-Operating/Capital	\$70	(\$9)	(\$79)	(113%)
Net Surplus/(Deficit)	(\$456)	(\$333)	\$123	27%
ENPLANEMENTS	2,440	2,796	356	15%

<u>YTD PRIOR YEAR COMPARISON</u>	Prior	Current	Change	
	<u>YTD Actual</u>	<u>YTD Actual</u>	<u>YTY</u>	<u>%</u>
Operating Revenues	\$916	\$811	(\$105)	(11%)
Operating Assistance	\$0	\$0	\$0	n/a
Total Operating Revenues & Assistance	\$916	\$811	(\$105)	(11%)
Personnel Expense	\$847	\$755	\$92	11%
Maintenance Expense	\$579	\$566	\$13	2%
Utilities	\$152	\$104	\$48	32%
Insurance & Injuries	\$112	\$160	(\$48)	(42%)
Security Expense	\$203	\$171	\$31	15%
General Business/Other	\$137	\$154	(\$17)	(12%)
Administrative Cost Reallocation	\$768	\$907	(\$138)	(18%)
Total Operating Expenses	\$2,799	\$2,817	(\$18)	(1%)
Operating Income/(Loss)	(\$1,883)	(\$2,006)	(\$123)	(7%)
Non-Operating/Capital	\$401	\$272	(\$129)	(32%)
Net Surplus/(Deficit)	(\$1,481)	(\$1,734)	(\$252)	(17%)
ENPLANEMENTS	29,967	24,307	(5,660)	(19%)

BUF Historical Enplanements

September 2023

■ YEAR 2022
 ■ YEAR 2023

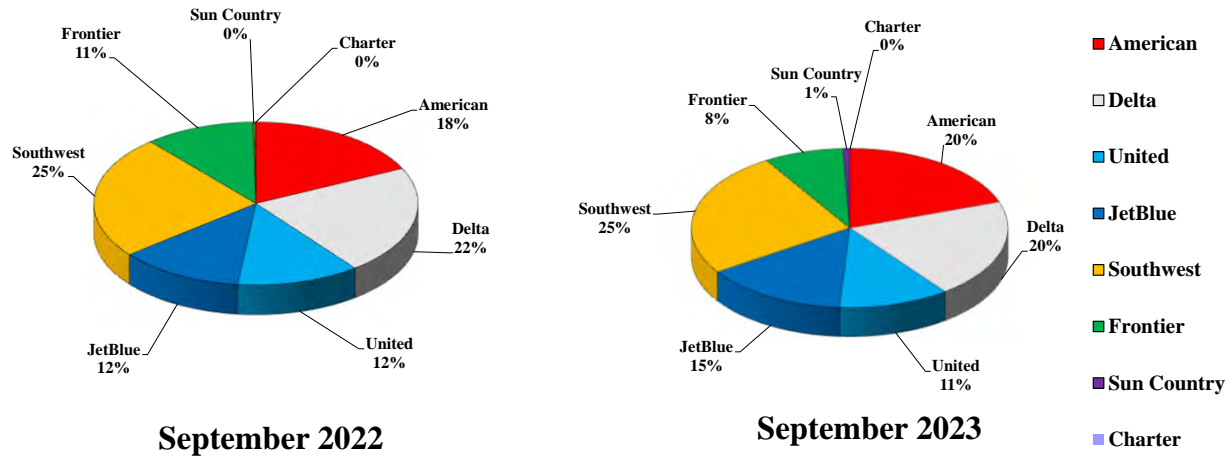


	<u>2022</u>	<u>2023</u>	<u>% CHANGE</u>
JAN	111,783	151,741	35.75%
FEB	125,306	153,112	22.19%
MAR	165,998	187,744	13.10%
APR	170,031	183,543	7.95%
MAY	181,047	196,985	8.80%
JUN	185,423	193,816	4.53%
JUL	203,397	218,566	7.46%
AUG	217,458	237,657	9.29%
SEP	185,498	207,517	11.87%
OCT			
NOV			
DEC			
YTD	1,545,941	1,730,681	11.95%

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BUF Scheduled Air Carrier Market Share

Percent of BUF Enplanements By Carrier



Enplanements

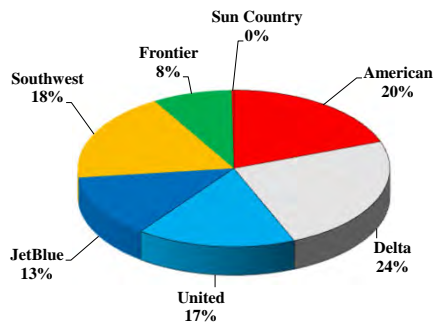
	2022	2023	% Change
American	33,272	40,810	22.66%
Delta	40,081	41,638	3.88%
United	22,743	23,406	2.92%
JetBlue	23,050	30,453	32.12%
Southwest	45,431	52,915	16.47%
Frontier	20,371	16,900	-17.04%
Sun Country	410	1,395	240.24%
Charter	140	0	-100.00%
Total	185,498	207,517	11.87%

Scheduled Seats

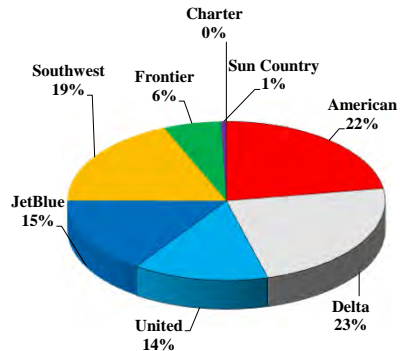
	2022	2023	% Change
American	38,970	49,882	28.00%
Delta	47,193	54,302	15.06%
United	26,019	27,239	4.69%
JetBlue	27,878	37,766	35.47%
Southwest	52,624	62,901	19.53%
Frontier	29,328	24,808	-15.41%
Total	222,384	258,386	16.19%

BUF Scheduled Air Carrier Market Share

Percent of BUF Flights By Carrier



September 2022



September 2023

- American
- Delta
- United
- JetBlue
- Southwest
- Frontier
- Sun Country
- Charter

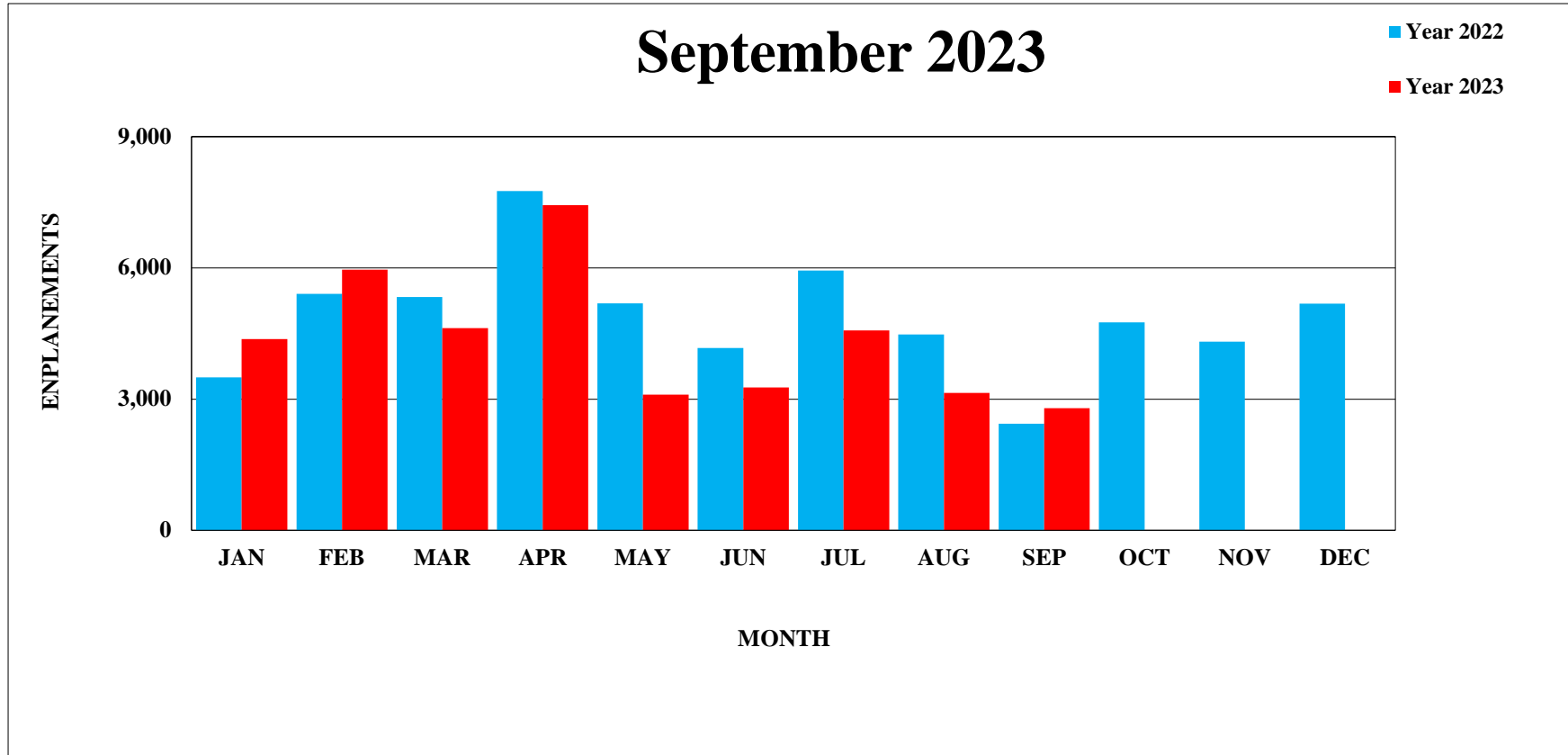
Actual Flights

	<u>2022</u>	<u>2023</u>	<u>% Change</u>
American	346	462	33.53%
Delta	431	478	10.90%
United	293	283	-3.41%
JetBlue	231	318	37.66%
Southwest	327	380	16.21%
Frontier	147	121	-17.69%
Sun Country	4	11	175.00%
Charter	3	0	-100.00%
Total	1,782	2,053	15.21%

Scheduled Flights

	<u>2022</u>	<u>2023</u>	<u>% Change</u>
American	343	469	36.73%
Delta	434	501	15.44%
United	297	292	-1.68%
JetBlue	236	320	35.59%
Southwest	336	379	12.80%
Frontier	151	123	-18.54%
Sun Country	2	8	300.00%
Total	1,799	2,092	16.29%

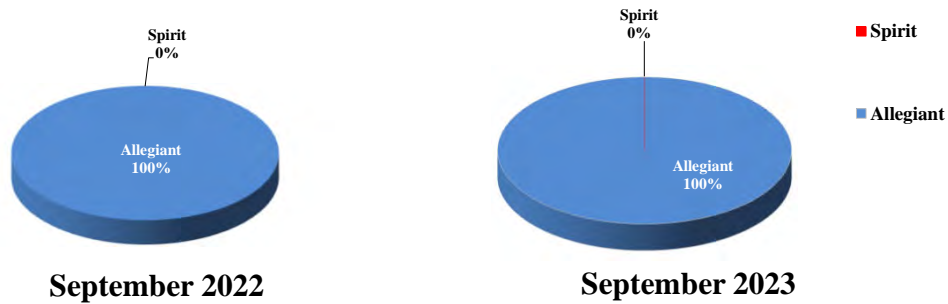
IAG Historical Enplanements



	<u>2022</u>	<u>2023</u>	<u>% CHANGE</u>
JAN	3,496	4,372	25.06%
FEB	5,404	5,959	10.27%
MAR	5,332	4,620	-13.35%
APR	7,755	7,432	-4.17%
MAY	5,188	3,102	-40.21%
JUN	4,168	3,267	-21.62%
JUL	5,940	4,569	-23.08%
AUG	4,476	3,141	-29.83%
SEP	2,440	2,796	14.59%
OCT			
NOV			
DEC			
YTD	44,199	39,258	-11.18%

IAG Scheduled Air Carrier Market Share

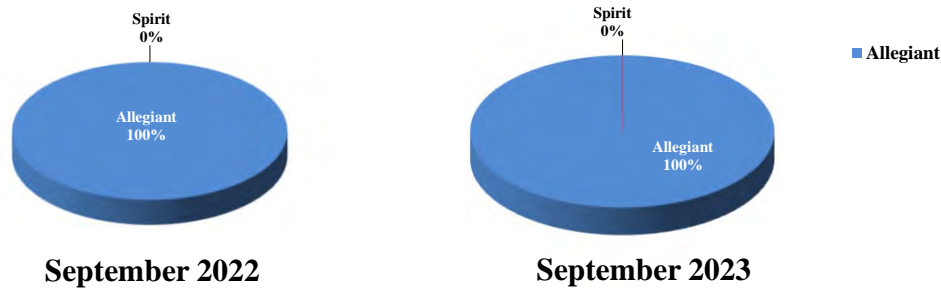
Percent of IAG Enplanements By Carrier



<u>Enplanements</u>			
	<u>September 2022</u>	<u>September 2023</u>	<u>% Change</u>
Spirit	0	0	***
Allegiant	2,440	2,796	14.59%
Total	2,440	2,796	14.59%

<u>Scheduled Seats</u>			
	<u>September 2022</u>	<u>September 2023</u>	<u>% Change</u>
Spirit	0	0	***
Allegiant	3,180	3,144	-1.13%
Total	3,180	3,144	-1.13%

Percent of IAG Flights By Carrier



<u>Actual Flights</u>			
	<u>September 2022</u>	<u>September 2023</u>	<u>% Change</u>
Spirit	0	0	***
Allegiant	16	17	6.25%
Total	16	17	6.25%

<u>Scheduled Flights</u>			
	<u>September 2022</u>	<u>September 2023</u>	<u>% Change</u>
Spirit	0	0	***
Allegiant	18	17	-5.56%
Total	18	17	-5.56%

AVIATION GROUP BUSINESS UPDATE

October 2023 Aviation Committee Meeting

BUF AVIATION UPDATE

- Flight Activity - During October 2023, there are 2,165 flights with 264,857 seats scheduled to depart from BNIA. In comparison to October 2022, this month's scheduled departures represent an increase of 317 flights (17.2%) and a seat capacity increase of 41,898 (18.8%).
- American Airlines - Compared to October 2022, American Airlines' current monthly schedule reflects increases to New York - LaGuardia (+80 flights), Charlotte (+11 flights), Dallas/Fort Worth (+27 flights), and Chicago - O'Hare (+16 flights); and a decrease to Washington - Reagan (-3 flights). The carrier's monthly schedule for October 2023 includes 90 flights to Charlotte, 89 flights to Washington - Reagan, 58 flights to Dallas/Fort Worth, 80 flights New York - LaGuardia, 79 flights to Chicago - O'Hare, and 89 flights to Philadelphia (a net increase of 14,279 seats per month compared to last October).
- Delta Air Lines - Compared to October 2022, Delta Air Lines' current monthly schedule reflects increases to Detroit (+26 flights), Minneapolis (+31 flights) and Atlanta (+25 flights); and decreases to New York - LaGuardia (-9 flights), and New York - JFK (-19 flights). The carrier's monthly schedule for October 2023 includes 117 flights to Atlanta, 117 flights to Detroit, 105 flights to New York - JFK, 118 flights to New York - LaGuardia, and 31 flights to Minneapolis (a net increase of 6,803 seats per month compared to last October).
- Frontier Airlines - Compared to October 2022, Frontier Airlines' current monthly schedule reflects increases to Atlanta (+9 flights), Orlando (+19 flights), and Tampa (+16 flights); and decreases to Raleigh Durham (-4 flights), Denver (-31 flights), Fort Lauderdale (-18 flights), and Las Vegas (-31 flights). The carrier's monthly schedule for October 2023 includes 22 flights to Atlanta, 50 flights to Orlando, 14 flights to Raleigh Durham, and 29 flights to Tampa (a net decrease of 6,528 seats per month compared to last October).
- JetBlue Airways - Compared to October 2022, JetBlue Airways' current monthly schedule reflects increases to Boston (+29 flights), New York - JFK (+19 flights), Los Angeles - LAX (+15 flights), Orlando (+6 flights), and Fort Lauderdale (+31 flights). The carrier's monthly schedule for October 2023 includes 90 flights to Boston, 31 flights to Fort Lauderdale, 154 flights to New York - JFK, 31 flights to Los Angeles - LAX and 33 flights to Orlando (a net increase of 11,302 seats per month compared to last October).
- Southwest Airlines - Compared to October 2022, Southwest Airlines' current monthly schedule reflects increases to Orlando (+18 flights), Baltimore (+21 flights), Denver (+5 flights), Sarasota (+4 flights), Las Vegas (+21 flights), Chicago - Midway (+2 flights); and decreases to Tampa (-1 flight), Phoenix (-1 flight), and Fort Lauderdale (-2 flights). The carrier's monthly schedule for October 2023 includes 159 flights to Baltimore, 31 flights to Denver, 8 flights to Fort Lauderdale, 31 flights to Las Vegas, 59 flights to Orlando, 84 flights to Chicago - Midway, 9 flights to Phoenix, 4 flights to Sarasota and 35 flights to Tampa (a net increase of 15,021 seats per month compared to last October).
- Sun Country Airlines - This carrier started twice weekly seasonal service from BNIA to Minneapolis in the summer of 2022. For its second season, the airline resumed service on May 25th and will continue to operate these flights to the last week of November. Compared to October 2022, Sun Country Airlines' current monthly schedule reflects an increase to Minneapolis (+9 flights). The carrier's monthly schedule for October 2023 includes 9 flights to Minneapolis (a net increase of 1,674 seats per month compared to last October).
- United Airlines - Compared to October 2022, United Airlines' current monthly schedule reflects increases to Washington - Dulles (+30 flights); and decreases to Chicago - O'Hare (-33 flights), and Newark (-1 flight).

The carrier's monthly schedule for October 2023 includes 124 flights to Newark, 93 flights to Washington - Dulles, and 92 flights to Chicago - O'Hare (a net decrease of 653 seats per month compared to last October).

- National Statistics - BNIA 12-month period ending June 2023 vs same period one year prior, increased by 14.1% compared to an average increase of 11.4% (most recent published DOT data averaging 40 similarly-sized airports according to U.S. enplanement rankings).
- Airfare Ranking - Based on the 2023 first quarter average domestic itinerary fares as reported by the U.S. Department of Transportation, BUF is now ranked 27th with an average airfare of \$349.78 compared to the overall median airfare of \$383.44 for the top 100 U.S. airports.
- BNIA Frequent Parker Program - Since the launch of this automated program in 2014, the program now has 3,482 active members.

IAG AVIATION UPDATE

- Flight Activity - During October 2023, there are 22 flights with 3,870 seats scheduled to depart from NFIA. In comparison to October 2022, this month's scheduled departures represent a decrease of 8 flights (-26.7%) and a seat capacity decrease of 1,569 seats (-28.8%).
- Allegiant Air - Compared to October 2022, Allegiant Air's current monthly schedule reflects decreases to Sanford/Orlando (-8 flights). The carrier's monthly schedule for October 2023 includes 13 flights to Punta Gorda/Fort Myers, and 9 flights to Tampa Bay/St. Petersburg. (a net decrease of 1,569 seats per month compared to last October).

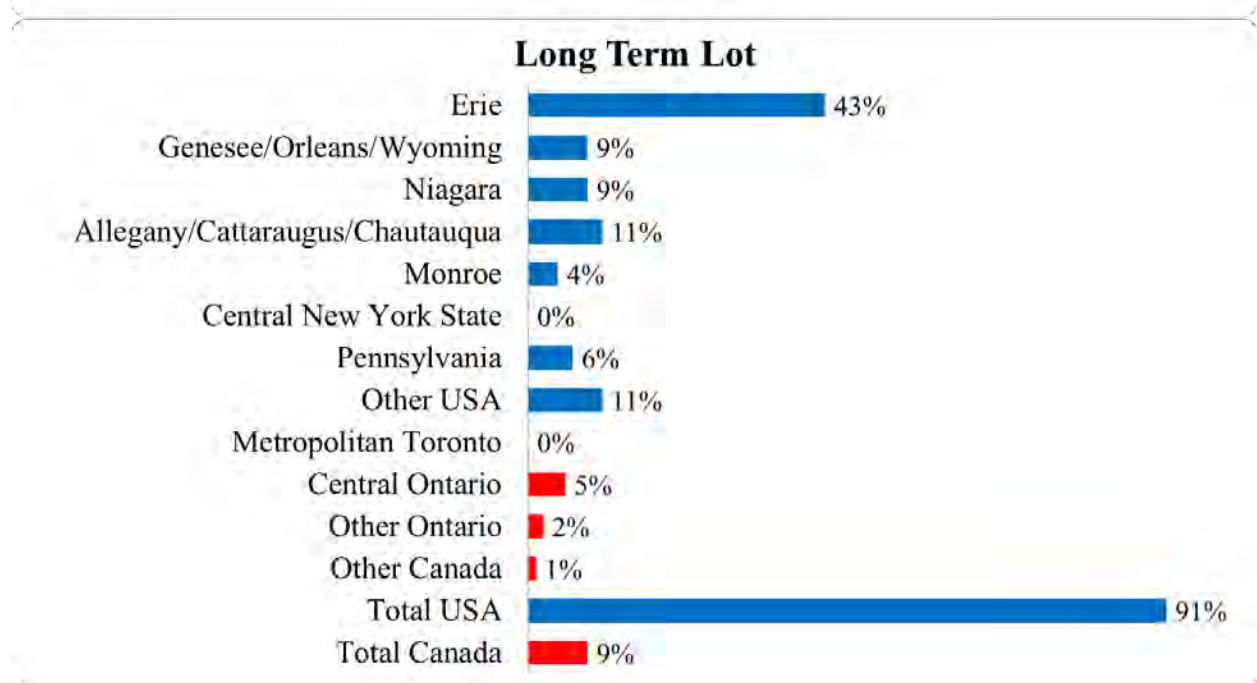
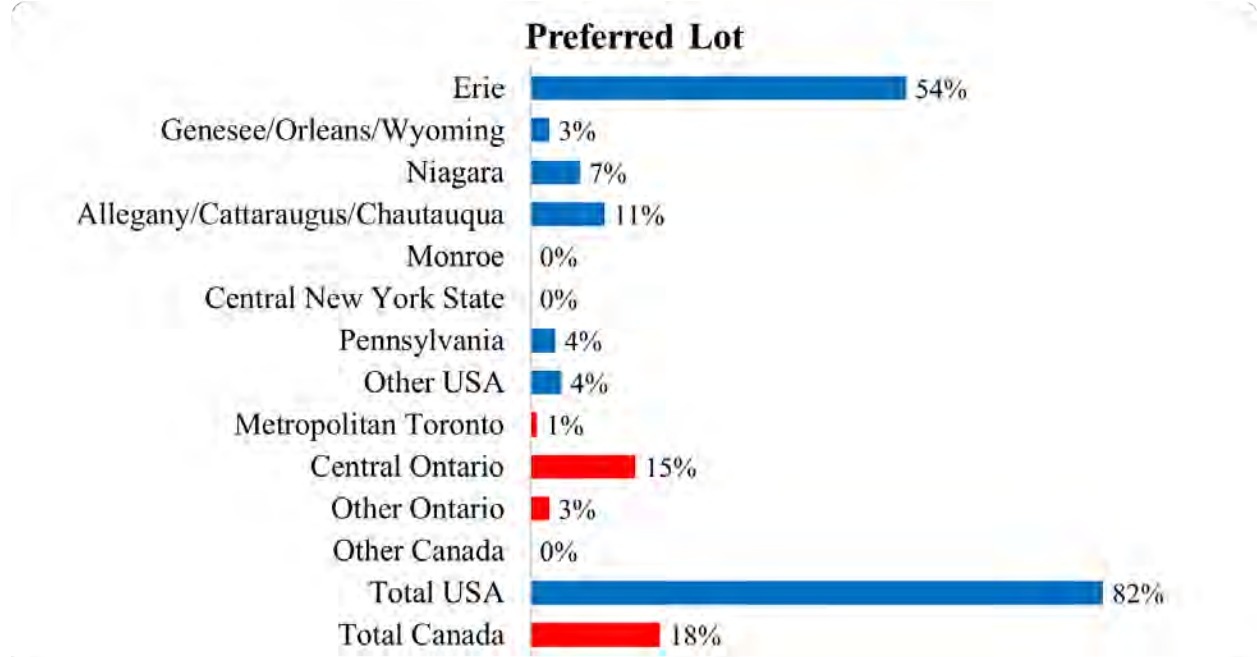
**Average Gross Airfare Comparison
 BUF versus Select Cities Within Driving Distance
 DOT O&D Data - 12 Month Period Ending Q2 2023**

	To: Washington, DC Area		To: New York City Area		To: Chicago Area	
	Avg Fare		Avg Fare		Avg Fare	
BUF Buffalo	DCA Reagan	\$202.16	LGA LaGuardia	\$171.48	ORD O'Hare	\$184.32
	IAD Dulles	\$187.96	JFK JFK	\$147.20	MDW Midway	\$133.38
	BWI Baltimore	\$142.88	EWR Newark	\$157.20		
YYZ Toronto	DCA Reagan	\$215.23	LGA LaGuardia	\$185.18	ORD O'Hare	\$236.97
	IAD Dulles	\$245.92	JFK JFK	\$196.27	MDW Midway	\$279.88
	BWI Baltimore	\$263.19	EWR Newark	\$194.28		
ROC Rochester	DCA Reagan	\$193.45	LGA LaGuardia	\$158.55	ORD O'Hare	\$204.08
	IAD Dulles	\$184.57	JFK JFK	\$141.86	MDW Midway	\$142.84
	BWI Baltimore	\$139.97	EWR Newark	\$149.18		
CLE Cleveland	DCA Reagan	\$200.26	LGA LaGuardia	\$205.53	ORD O'Hare	\$183.51
	IAD Dulles	\$188.79	JFK JFK	\$199.04	MDW Midway	\$137.76
	BWI Baltimore	\$149.40	EWR Newark	\$186.31		
PIT Pittsburgh	DCA Reagan	\$202.58	LGA LaGuardia	\$194.89	ORD O'Hare	\$190.55
	IAD Dulles	\$193.32	JFK JFK	\$190.60	MDW Midway	\$141.52
	BWI Baltimore	\$154.31	EWR Newark	\$155.89		
	To: Florida Markets		To: Las Vegas		To: Los Angeles Area	
	Avg Fare		Avg Fare		Avg Fare	
BUF Buffalo	MCO Orlando	\$155.47	LAS Las Vegas	\$223.10	LAX LAX	\$273.65
	FLL Ft. Lauderdale	\$156.89			SNA Orange Co.	\$310.96
	MIA Miami	\$209.63			BUR Burbank	\$266.12
	TPA Tampa	\$156.74			LGB Longbeach	\$192.31
	RSW Ft. Myers	\$195.09			ONT Ontario	\$274.02
YYZ Toronto	MCO Orlando	\$221.03	LAS Las Vegas	\$320.42	LAX LAX	\$331.22
	FLL Ft. Lauderdale	\$230.28			SNA Orange Co.	\$374.09
	MIA Miami	\$257.31			BUR Burbank	\$439.13
	TPA Tampa	\$256.34			LGB Longbeach	\$551.36
	RSW Ft. Myers	\$245.53			ONT Ontario	\$378.90
ROC Rochester	MCO Orlando	\$146.78	LAS Las Vegas	\$296.16	LAX LAX	\$329.92
	FLL Ft. Lauderdale	\$214.28			SNA Orange Co.	\$357.57
	MIA Miami	\$246.80			BUR Burbank	\$303.56
	TPA Tampa	\$167.01			LGB Longbeach	\$189.64
	RSW Ft. Myers	\$219.80			ONT Ontario	\$328.95
CLE Cleveland	MCO Orlando	\$125.29	LAS Las Vegas	\$191.31	LAX LAX	\$243.31
	FLL Ft. Lauderdale	\$154.57			SNA Orange Co.	\$333.12
	MIA Miami	\$156.95			BUR Burbank	\$302.36
	TPA Tampa	\$118.08			LGB Longbeach	\$218.57
	RSW Ft. Myers	\$147.56			ONT Ontario	\$317.79
PIT Pittsburgh	MCO Orlando	\$157.58	LAS Las Vegas	\$250.32	LAX LAX	\$256.79
	FLL Ft. Lauderdale	\$163.35			SNA Orange Co.	\$322.17
	MIA Miami	\$234.22			BUR Burbank	\$334.84
	TPA Tampa	\$168.22			LGB Longbeach	\$265.31
	RSW Ft. Myers	\$167.18			ONT Ontario	\$342.94

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September 2023 BNIA Parking Lot Zip/Postal Code Survey

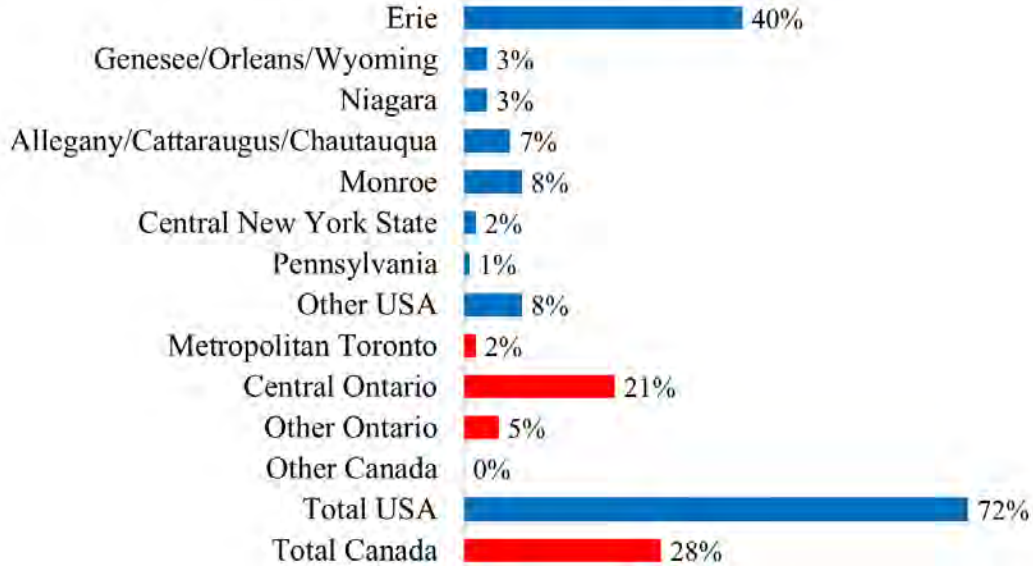
■ USA
■ Canada



September 2023 BNIA Parking Lot Zip/Postal Code Survey

■ USA
■ Canada

Economy Lot



Daily/Hourly Garage

