

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
STAFF BRIEFING

Item No.	<u>3c</u>
Date of Meeting	<u>June 28, 2016</u>

DATE: June 10, 2016
TO: Ted Fick, Chief Executive Officer
FROM: Elizabeth Leavitt, Director, Senior Director, Environment & Sustainability
Clare Gallagher, Senior Manager, Public Affairs
SUBJECT: Sustainable Airport Master Plan (SAMP) Roundtable Forum on Environmental Sustainability and Growth

SYNOPSIS

As the Port Commission continues a series of roundtables on topics related to Sea-Tac Airport's master plan, this memo serves to provide a brief update on the current status of SAMP planning. Staff will continue to brief the Commission on a number of master plan areas in a series of on-going briefings, seeking guidance from the Commission, and returning to Commission with the goal of narrowing the master plan alternatives to one or two alternatives which will be carried forward into environmental review later in 2016. The next update to the Commission is scheduled for July 12. The purpose of the Commission Roundtables, scheduled across separate commission meetings, will be to examine issues and hear from representatives in various fields related to airport growth and development. Four roundtables have been planned, three prior to this final one:

- February 23 – *Airport of the Future*
- March 22 – *Meeting the Needs of Airlines and the Traveling Public*
- April 27 – *Working with Communities*; and
- June 28 – *Environmental Sustainability and Growth*.

SUMMARY OF SAMP PROGRESS

The SAMP team has completed a currently conducting a third round of airside simulation modeling to assess the capacity of the existing airfield and potential future capacity with identified capital improvements. Modeling determined that the airside will reach critical delay between 2029 and 2034 and that aprons for holding aircraft (aircraft hold positions) are essential to keeping aircraft moving and reducing delay.

Using the results of the modeling to date, the team allocated land to facilities in key functional areas based on a hierarchy of importance and the degree to which facility locations were driven by function. Current modeling will help determine the timing of needed gates and aircraft hold positions, and also test the layouts of specific facilities to meet 2034 demand.

The SAMP team evaluated one and two terminal options across a range of criteria in the following categories: cost, risk, flexibility, development (phasing & constructability) and level

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of service both during and post construction. Additional work that will help define a recommended alternative and a future capital program includes: project phasing, cost estimates, locating support facilities and more detailed planning to set the geometry of a second terminal and supporting roadways.

The SAMP team also identified a number of operational strategies and relatively low cost capital projects that would be beneficial under a one or two terminal solution.

At the Commission's request, staff has organized this series of roundtables around issues related to airport growth and development, to provide broad context and background on regional interests and the airport industry beyond Sea-Tac Airport. Presenters include subject matter experts, representative interests and Port staff. Topics covered at the roundtable on February 23 included trends in airport growth and development and master planning around the U.S; advances in passenger handling and facility technology; air cargo and international service trends at Sea-Tac; and regional economic trends. The March 22 roundtable included representatives from U.S. and foreign-flagged carriers operating at Sea-Tac Airport, as well as a representative from the Puget Sound Business Traveler Association, whose members manage corporate travel booking for Washington state-based businesses and entities who purchase large volumes of travel services. The April 27 roundtable was held at night and in a community center neighboring Sea-Tac Airport, with elected officials and city managers from airport-area cities, and economic and community development partners operating in those cities.

BACKGROUND

In September 2012, the Port Commission approved scope and budget of \$6,000,000 for the creation of a Sustainable Airport Master Plan (SAMP). Since October of 2014, staff has briefed the Commission eight times on the SAMP planning progress, including: forecast results and challenges associated with planning to accommodate forecast activity; and preliminary options for terminal, landside and cargo development.

The master plan process provides an opportunity to take a comprehensive assessment of facilities capacity and forecasted demand over 5-, 10-, and 20-year timeframes. Airport master plans are typically prepared approximately every 10 years. The last formal master plan for Sea-Tac was developed in the mid-1990s and was focused primarily on the third runway.

The primary objective of an airport master plan is to provide a roadmap for the phased redevelopment/expansion of facilities, maintaining a balance of capacity in all key functional areas. Overall airport system capacity is limited by functional areas with the least capacity. Terminal and landside facilities are generally balanced to the fixed capacity of the airfield. Through alternatives development and evaluation, the SAMP will culminate in a capital improvement program and plan of finance that will deliver cost-effective projects to remove capacity pinch points, increase efficiency, integrate sustainability considerations, and provide a high level of service to airport customers.

In November 2015, the Port Commission approved scope and budget of \$3,000,000 for the environmental review process for the SAMP, and the Port subsequently advertised a request for proposals. Contract negotiations are complete and preliminary work to support environmental review has begun.

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ATTACHMENTS TO THIS BRIEFING

Computer slide presentation.

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- April 27, 2016 – Commission Roundtable “Working with Communities”
- April 12, 2016 – Commission Briefing “Sustainable Airport Master Plan (SAMP) Planning Update”
- March 22, 2016 – Commission Roundtable “Meeting the Needs of Airlines and the Traveling Public”
- February 22, 2016 – Commission Roundtable “Airport of the Future”
- January 26, 2016 – Commission Briefing “Sustainable Airport Master Plan (SAMP) Planning Update”
- September 8, 2015 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- April 28, 2015 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- March 24, 2015 - Commission Briefing: "Briefing on Sea-Tac Cargo as part of the Sustainable Airport Master Plan (SAMP)"
- January 27, 2015 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- October 7, 2014 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Forecast and Facilities Challenges"
- February 28, 2014 - Commission authorization to amend the existing Sustainable Airport Master Plan (SAMP) service agreement with Leigh Fisher Associates for IAF-related planning tasks for an increase of \$3,650,000 and a new total contract amount of \$9,650,000
- September 5, 2012 - Commission authorization for SAMP development and to advertise and execute a contract for consulting services for the SAMP, with a total estimated value of \$6 million
- August 14, 2012 - Commission deferred consideration of a request to approve funding for the Sustainable Airport Master Plan (SAMP)
- June 27, 2012 - Commission Briefing: "Terminal Development Challenges"