



COMMISSION
AGENDA MEMORANDUM

Item No. 9B

BRIEFING ITEM

Date of Meeting February 13, 2018

DATE: February 4, 2018

TO: Stephen P. Metruck, Executive Director

FROM: Jeffrey Brown, Director of Aviation Facilities and Capital Programs
Thomas Hooper, Manager Aviation Planning Program

SUBJECT: Sustainable Airport Master Plan (SAMP) Planning Update

EXECUTIVE SUMMARY

This briefing provides an update on the status of SAMP planning. The Port initiated the Sustainable Airport Master Plan (SAMP) in 2013 and the planning work is nearing completion, with public scoping for environmental review anticipated to begin in Q2 or Q3 of 2018.

The primary purpose of the SAMP is to identify facility improvements required to satisfy demand over the 20-year planning horizon and to balance capacity in all key functional areas to the fixed capacity of the airfield. To that end, the SAMP started with an unconstrained, 20-year forecast of cargo and passenger activity which was used to determine peak hour facility requirements based on demand derived from the movement of aircraft, passengers, bags, vehicles and freight. Alternatives for facilities development to satisfy demand were then developed and assessed, resulting in a phased capital program to deliver needed capacity through the 20-year planning horizon.

For planning purposes, the SAMP assumes the airport's current three-runway system and close-in airspace configuration will remain in place. With the airport's small footprint and significant physical constraints, redevelopment at Sea-Tac requires expensive relocation of existing facilities and limited options for expansion.

Work to evaluate alternatives for project phasing and to assess airside capacity has included extensive airside modeling in consultation with FAA specialists and has determined that existing constraints require a two-step approach to advance the SAMP.

The first step is to identify a package of near-term projects to be assessed through environmental review. Included in this briefing is an overview of the major improvements anticipated to be included in the package of Near-term projects.

Staff has conducted airside modeling of these near-term projects (including 19 gates connected to a second terminal, north of the existing terminal complex) and has concluded that they will deliver needed capacity through 2027. Staff is currently working with the FAA, airlines, and

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internal stakeholders to finalize the package of near-term projects to be proposed for environmental review and anticipates briefing Commission in April.

The second step is to better understand the constraints for airside facilities, which includes runway and taxiway utilization, gate availability, and airspace management as conducted by FAA. The Port will work with the FAA to conduct an airfield/airspace study which will determine the long-term capacity of the airfield and inform or reaffirm the SAMP long-term vision.

ADDITIONAL BACKGROUND

Staff is scheduled to request additional Commission authorization for funds to complete the SAMP documentation and provide planning support to environmental review of the near-term projects for the duration of that process. Staff will provide additional information with the scheduled authorization request, including justification and alternatives to providing additional funding. There are two primary factors which have contributed to an increased cost of analysis, documentation, project management, and contract administration of the SAMP. One factor is extensive airside modeling and coordination with the FAA required to analyze the ability of the SAMP long-term vision to accommodate unconstrained demand and the ability of the near-term projects to accommodate near-term demand. The other primary factor is additional analysis and documentation required due to the identification of alternatives involving one vs two terminals.

The environmental review will be led by Landrum & Brown, a consultancy firm specializing in environmental review and currently under contract with the Port. Continued planning support services are needed to finalize SAMP documentation, conduct additional public outreach, transition the SAMP to environmental review and provide planning support during environmental review process. SAMP documentation is required to gain concurrence from the FAA regarding the near-term projects and approach to environmental review, and to serve as the public facing document explaining the planning process and findings.

Planning analysis and supporting documentation required to transition the SAMP to environmental review includes: 1) an analysis of a “no action alternative” which will be used to compare the relative impacts of taking no action to the impacts of implementing the SAMP near-term projects and 2) the drafting of detailed project descriptions which will include information regarding construction quantities and activities which are required to assess construction impacts of near-term projects implementation.

ATTACHMENTS TO THIS BRIEFING

- (1) Presentation slides

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PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- August 23, 2016 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- July 12, 2016 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- April 12, 2016 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- 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"
- March 11, 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"