

September 15, 2015

Todd Cutts
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605

RE: Letter of Understanding regarding the environmental review of the Sustainable Airport Master Plan

Dear Todd:

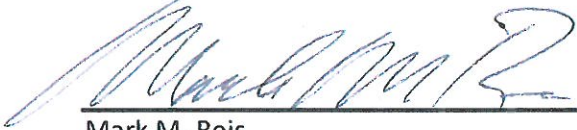
Thank you for taking the time to call regarding the Port of Seattle's (Port's), Sea-Tac International Airport, State Environmental Policy Act (SEPA) Threshold Determination for the International Arrivals Facility (IAF) project. I appreciate the opportunity to discuss this directly with you.

It appears we have reached a mutual understanding as follows:

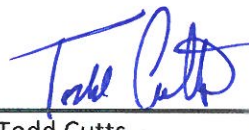
1. The Seattle region's robust economy is resulting in rapid growth. This growth is apparent at Sea-Tac Airport, with passenger growth at 4.7% in 2013, 7.7% in 2014 and potential current project of approximately 12% in 2015. The demographics and economy of the region, as measured by changes in population, employment, and per capita income, are typically the most important factors affecting passenger demand at airports. Population, employment and income are all on the rise, and are growing faster than national averages. As the region grows, so do the needs of the travelling public, which Sea-Tac serves.
2. The airport is currently engaged in an update of the airport's Master Plan. The Sustainable Airport Master Plan (SAMP) will be the blueprint for future airport facilities necessary to serve the growing needs of the travelling public over the next 20 years. One of the first steps of the airport master plan was the preparation of a Forecast of Aviation Activity. The forecast, completed in November 2014, covers the master planning period from 2014-2034 and includes air cargo, aircraft operations and domestic and international passenger projections. As part of the comprehensive forecast of all airport growth, the forecast includes the growth in international traffic that will occur between 2014 and when the proposed IAF opens in 2019, as well as the growth that the IAF is anticipated to accommodate over the remainder of 20 year period. International traffic is approximately 10% of our airport activity, including 4% which connect through Sea-Tac to other destinations.
3. The SAMP will analyze the anticipated future growth in passenger and cargo operations, identify the appropriate capital projects to accommodate that growth, and determine whether mitigation measures are appropriate for those projects. As you know, the SAMP will require environmental review under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). In the SAMP environmental review, the Port will be analyzing the impacts of this future growth, including transportation impacts pursuant to those state and federal laws.

4. The Port and the City have been working together on shared use of a transportation model that will be used to inform the City's Transportation Improvement Plan as well as the SAMP. The model includes all the growth anticipated over the 20 year planning horizon – including that associated with international traffic. As the airport proceeds with our master plan, we will identify transportation and other improvements necessary to accommodate future growth and mitigate where necessary.
5. The Port issued a proposed Declaration of Non-Significance (DNS) for the IAF on May 14, 2015. The City submitted extensive comments on June 1, 2015. The Port issued a Final DNS on August 28, 2015. The City considered filing an appeal to said Final DNS in order to obtain responses to their comments.
6. As noted above, the Port's environmental review of the SAMP will conduct a full environmental analysis of the probable environmental impacts of the forecasted growth at Sea-Tac Airport, including international passenger growth. The growth of passengers that will be processed in the IAF and the City's comments on the IAF DNS referenced in paragraph 5., above will be addressed in that environmental review.
7. The City will not file an appeal on the Final DNS for the IAF.
8. This addresses the City's concerns regarding the Port's intention to fully and appropriately assess the transportation and other impacts of all airport growth, including international passenger growth, as part of the environmental review of the Sustainable Airport Master Plan. Our four signatures below will affirm this understanding and bind current and subsequent representatives to these actions.

Sincerely,



Mark M. Reis
 Managing Director, Aviation Division, Port of Seattle



Todd Cutts
 City Manager, City of Sea-Tac



Elizabeth Leavitt
 Director, Aviation Planning & Environmental Programs, Port of Seattle
 Responsible SEPA Official



Joseph Scorcio, AICP
 Director, Community & Economic Development, City of Sea-Tac
 Responsible SEPA Official

Cc: Port of Seattle Commission
 Ted Fick
 Craig Watson
 Traci Goodwin
 Mary Mirante Bartolo
 City of Sea-Tac City Council