

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
STAFF BRIEFING

Item No. 7c
Date of Meeting August 23, 2016

DATE: August 4, 2016
TO: Ted Fick, Chief Executive Officer
FROM: Elizabeth Leavitt, Senior Director, Environment and Sustainability
Tom Hooper, Senior Planner
SUBJECT: Sustainable Airport Master Plan (SAMP) Briefing

SYNOPSIS

This briefing provides an update on SAMP planning. Airport master plans begin with a wide range of alternative concepts, and generally conclude with one or two alternatives which are carried into environmental review along with a “no action” alternative. At this time, staff is presenting results of on-going analysis and not making a recommendation to Commission on a final preferred alternative(s). As the SAMP team moves forward with additional analysis to solidify a recommendation for the Commission and prepare for environmental review, we will continue to work with internal and external stakeholders to flesh out options in other functional areas, such as airport support facilities and transportation related issues.

SUMMARY OF SAMP PROGRESS

The July SAMP planning update to Commission included a pros and cons discussion of two gate expansion concepts (Three pier gate expansion vs U-shaped gate expansion) within the overall development Concept 4 which was presented to commission in April. Concept 4 includes three key plan elements which are needed to meet all program requirements and century agenda goals: 1) additional aircraft accessible land in the South Aviation Support Area (SASA) for cargo facilities and aircraft maintenance; 2) hardstands south and north of existing and future gates for holding aircraft during peak operating hours and parking aircraft overnight; and 3) accommodation of widebody aircraft on Concourse B to accommodate growth in international activity. Options for accommodating commercial development in SASA along with cargo and aircraft maintenance facilities were also presented to Commission and Port staff has since met with the City of SeaTac staff per Commission direction to discuss those options. The July briefing also included discussion of a 3-D model that sets the geometry of roadway improvements, a landside people mover and relocation of the Airport Rescue and Firefighting (ARFF) station in the context of the U-Shape gate expansion and new north terminal.

This briefing reports on ongoing work to develop an implementation plan and determine a preferred development alternative. The briefing provides an overview of the implementation plan and a detailed description of the sequence of projects involved in the first of two phases of development, as well as preliminary output from the SAMP program cost model expressed as a broad range of potential program cost. The purpose of an implementation plan is to: 1) determine a logical sequence of projects to deliver needed capacity thru full build-out of airport

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facilities; 2) target capital investment to minimize throwaway; 3) broadly define project scopes, purposes, and timing to inform environmental review; and 4) build a program cost model to inform a plan of finance. The implementation plan approach centers on sequencing projects to add gate and hardstand capacity as soon as possible given recent dramatic growth in passenger operations, lack of gate capacity and development constraints at Sea-Tac. The first phase of the implementation plan involves: 1) roadway work and relocation of facilities such as the ARFF station, fuel rack, and Port maintenance to clear areas for gate and hardstand expansion; 2) construction of a new north terminal and people movers to connect passenger on the landside and airside; 3) construction of a Port maintenance campus on the west side of the airfield to clear areas for construction of the South Aviation Support Area (SASA) and the north hardstand; and 4) construction of the SASA platform & aircraft bridge and aircraft maintenance & cargo facilities in SASA to clear areas for south hardstand construction, additional gate expansion, and redevelopment of cargo facilities in the north cargo area.

The upcoming September Commission briefing will report on refinements to the overall implementation plan including: 1) an update to the program cost model as projects become better defined and sequenced; 2) a detailed description of the sequence of projects in phase two of the implementation plan; and 3) a cargo demand/capacity analysis tracking cargo capacity over the span of the implementation plan and ability to accommodate demand under three growth scenarios (forecasted growth, Century Agenda growth, and accelerated Century Agenda growth). The briefing will also include an update on other ongoing work such as providing planning support to the SAMP environmental review and determining a recommendation for airside improvements. The SAMP team will continue to coordinate with the FAA, the airlines, and other regional and local stakeholders as we work to refine the recommended development option.

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 seven times on 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.

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ATTACHMENTS TO THIS BRIEFING

- PowerPoint presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- 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"
- 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"