

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
ACTION ITEM

Item No. 6b
Date of Meeting November 10, 2015

DATE: October 8, 2015
TO: Ted Fick, Chief Executive Officer
FROM: Elizabeth Leavitt, Director Aviation Planning and Environmental Services
Steve Rybolt, Environmental Management Specialist II
SUBJECT: Environmental Review (National Environmental Policy Act and State
Environmental Policy Act) Personal Services Agreement for the Sustainable
Airport Master Plan

Maximum Contract Value: \$3,000,000 **Source of Funds:** Aviation Operating
Budget

ACTION REQUESTED

Request Commission authorization for the Chief Executive Officer to execute one contract to conduct environmental review on the Sustainable Airport Master Plan with an estimated value of \$3,000,000 and an anticipated completion date of December 31, 2017.

SYNOPSIS

The National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) require environmental review of projects and plans. Commission Resolution No. 3650 requires environmental review prior to Commission authorization of projects. The Port is completing its planning work on the Sustainable Airport Master Plan (SAMP) and must conduct the required environmental review to comply with these state and federal statutes and Port of Seattle policy.

BACKGROUND

Master plans, including comprehensive environmental reviews required by law, are conducted at Sea-Tac Airport approximately every 10 years. The last major planning effort was the Master Plan completed in 1997 (included 3rd Runway, etc.) and a smaller planning effort known as the Comprehensive Development Plan (CDP) completed in 2007 (included warehouse facilities, airfield updates, etc.).

Sea-Tac Airport is experiencing unprecedented growth as Seattle is one of the fastest growing regions in the country. In March 2014, Sea-Tac Airport embarked on a major planning effort to ensure that the airport and the region can accommodate future growth. The airport master plan is expected to be completed in early to mid-2016, after which Port staff will conduct the required environmental review.

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The NEPA and SEPA environmental review will include both near-term projects and broader (programmatic) actions for airside, landside, and terminal projects as described under the SAMP alternatives. The environmental review will be comprehensive, covering a wide range of environmental categories such as:

- Geologic/earth
- Air, water, plants, animals, and energy use
- Community issues including noise, environmental justice, aesthetics, light and glare, and historic and cultural preservation
- Land use, public services, transportation, utilities
- Cumulative impacts and indirect/secondary/induced impacts
- Construction impacts and hazardous materials.

The level of complexity and the corresponding budget for the environmental review depend on the potential environmental impacts of the master plan alternatives. For budgeting purposes, Port staff assumes it will need to conduct an in-depth environmental review to meet NEPA and SEPA requirements. Following the completion of the SAMP environmental review, the Port may begin implementing actions identified within the SAMP.

REQUEST JUSTIFICATION AND DETAILS

NEPA and SEPA are required environmental regulatory processes that identify the likely adverse environmental impact of an action(s). NEPA is a federal requirement, and SEPA is a state requirement. The extent of environmental review required for NEPA and SEPA is identified in NEPA FAA Orders 1050.1F and 5050.4B and RCW 43.21C and the WAC SEPA Rules Chapter 197-11. Additionally, Commission Resolution No. 3650 identifies the Port's SEPA policies and procedures and requires environmental review prior to Commission authorization of projects included in the SAMP.

The scope and proposed budget for this environmental review are similar to environmental reviews conducted in previous airport planning efforts. For example, the last planning effort for the airport was the CDP completed in 2007. The cost of the environmental review for the CDP was \$2,300,000. The budget request for this SAMP environmental review is similar to the cost for the CDP.

The contract will be competitively procured and the solicitation will include Small Contractors and Suppliers certification (SCS) requirement of 7% that was determined jointly with the Office of Social Responsibility (OSR). The Office of Social Responsibility will also conduct outreach to promote the contract to encourage SCS, Small, Minority, Women and Disadvantaged participation.

The FAA recommends that major environmental reviews be conducted by a third party to ensure an independent review and evaluation. Additionally, Port staff does not cover the breadth of the

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specialized expertise needed to conduct FAA-mandated modeling, data acquisition, and analysis. For these reasons, Port staff was not considered a viable alternative to perform this work.

Project Objectives

- Conduct NEPA and SEPA on the SAMP as required by federal and state statutes and Port of Seattle policy.
- Provide technical expertise to evaluate potential environmental impacts of alternatives identified in the SAMP in a timely and cost effective manner.
- Deliver an independent third party environmental review and evaluation of the SAMP.

Scope of Work

Consulting contract will include the following items:

- Environmental impact evaluation: Review and identify potential environmental impacts of the SAMP pursuant to NEPA and SEPA requirements across an array of environmental disciplines;
- Complete an independent and defensible environmental evaluation of the SAMP;
- Modeling, data acquisition, and analysis: Conduct environmental analyses of SAMP alternatives including, but not limited to, air, water, noise, and transportation;
- Project management: Manage the activities of the subconsultants and facilitate communication among the project team;
- Community engagement and coordination: Develop communication materials and strategies for public distribution and engagement, in collaboration with Port staff, related to progress and outcomes of the SAMP environmental evaluation and NEPA and SEPA requirements to public agencies and the community; and
- Prepare environmental documentation: Document findings, evaluations, and analysis of potential environmental impacts of SAMP alternatives.

Schedule

Commission authorization to execute and advertise	Nov. 2015
Request for Qualifications published	Nov. 2015
Contract award and start environmental review process	Mar. 2016
Commission review and adoption	Mar. 2017
FAA issues Record of Decision	Apr. 2017

Commission briefings, stakeholder engagement, and community outreach will occur throughout the duration of the project.

FINANCIAL IMPLICATIONS

The contract will be written for an estimated \$3,000,000. The costs for these services will be included in the Aviation Environmental annual operating budget request and subject to

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Commission approval. As such, the primary funding source will be the Airport Development Fund. The 2016 proposed operating budget includes \$2,000,000 for this work.

STRATEGIES AND OBJECTIVES

This contract supports the Port's ongoing efforts to fulfill regulatory obligations for airport growth and development. Consulting services made available through this contract allow the Port to evaluate the potential environmental impacts of future airport growth and development identified within the SAMP and mitigate those impacts as appropriate. This contract also supports the Port's Century Agenda objective to meet the region's air transportation needs at Sea-Tac Airport for the next 25 years. It also supports the airport's strategic objective to operate a world-class international airport, lead the U.S. airport industry in environmental innovation and minimizing the airport's environmental footprint, and maintain valued community partnerships based on mutual understanding and socially responsible practices.

This contract will support the Port's strategy to manage our finances responsibly by providing a cost efficient means to secure personal services for tasks which present variable workloads and require specialized expertise that cannot be effectively provided by Port staff.

TRIPLE BOTTOM LINE

Economic Development

The contract will include provisions for small business participation as specified by the Port's Office of Social Responsibility. The current procurement plan is to execute one service agreement. The specialized services required will provide business opportunities for multiple firms to team on this procurement. In accordance with the Office of Social Responsibility (OSR) recommendations, small business participation will be considered in the evaluation criteria.

Environmental Responsibility

Sea-Tac is the first large hub airport in the U.S. to fully incorporate sustainability as a key component of its master planning effort. This includes reducing environmental impacts, ensuring economic performance, and working collaboratively with local communities. This contract will evaluate the master plan alternatives and future airport requirements, analyze growth in and around the airport, and determine whether or not mitigation measures are appropriate to address any likely adverse environmental impacts from projects in those alternatives.

Community Benefits

Future airport development and growth presents opportunities and challenges to adjacent communities and the region. The NEPA and SEPA process require extensive stakeholder engagement, notification of actions, and public comment periods. Public engagement and community outreach will be aligned with key project milestones and keep public agencies and the community informed as the SAMP environmental review progresses. Community engagement is expected to exceed regulatory requirements.

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ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1) – Environmental review services provided by Port staff. This is not the recommended alternative.

This is not a feasible alternative. The FAA recommends that major environmental reviews are conducted by a third party to ensure an independent review and evaluation. Additionally, Port staff does not cover the breadth of the specialized expertise to conduct FAA-mandated modeling, data acquisition, and analysis. Because this is not a feasible option, costs were not estimated.

Cost Estimate: NA

Pros:

- Direct access to staff conducting the work (i.e. Port staff); and
- Increases Port staff expertise.

Cons:

- Does not provide independent analysis and evaluation; and
- This option is not recommend by FAA;
- Over 20 discipline experts required through the duration of the project;
- Full-time positions hired for this project would not be required after the project is complete.

Alternative 2) – Environmental review services provided by a professional services contract. This is the recommended alternative.

Cost Estimate: \$3 million

Pros:

- Consultant only gets paid for work performed;
- Does not require additional Port Staff;
- Provides diverse technical experts from a variety of disciplines;
- Provides independent review of potential environmental impacts; and
- FAA recommended approach.

Cons:

- Cost

ATTACHMENTS TO THIS REQUEST

- PowerPoint Presentation

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PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- 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"
- 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"