

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA**  
**STAFF BRIEFING**

**Item No.** 7b  
**Date of Meeting** January 13, 2015

**DATE:** January 7, 2015  
**TO:** Ted Fick, Chief Executive Officer  
**FROM:** Mark Reis, Managing Director, Aviation Division *M*  
Elizabeth Leavitt, Director, Aviation Planning and Environmental *DT for EL*  
**SUBJECT:** Sustainable Airport Master Plan (SAMP) Planning Update

**SYNOPSIS**

This briefing provides an update on SAMP planning. With the draft airport activity forecast complete, the planning team has developed and assessed several terminal expansion concepts to meet long-term gate requirements. A few of the better performing concepts for terminal expansion are presented here in addition to potential landside and airside improvements that will be refined and analyzed over the next several months to determine feasibility, operational efficiency, and capacity benefits. A separate Commission briefing focused on cargo will be scheduled for February or March and will incorporate the most current SAMP planning.

The Seattle region is in a period of rapid growth. The city of Seattle had the highest rate of population growth of large U.S. cities in 2013 and the Seattle-Tacoma International Airport (Airport) was the fastest growing large hub airport in the U.S. in 2014 (YTD through October). In addition to providing jobs in the local community, the Airport is a critical regional and national asset connecting the region to the global economy. The Airport requires adequate infrastructure to fulfill its mission as an economic engine and enable the region to maintain its competitive edge. Due in large part to a strong regional economy and projected slight decline in airfares over the long-term, airport activity is projected to reach 66 million annual passengers and 540,000 annual aircraft operations by 2034. Strong near-term growth and significant increases in peak hour aircraft operations, passenger volumes and vehicles on the roadways presents formidable facilities planning challenges.

Terminal expansion beyond approved projects will impact existing facilities such as hardstands to accommodate passenger aircraft remain over night (RON), cargo, or aircraft maintenance. In order to meet long-term capacity requirements for these non-terminal facilities, additional airfield-connected land will be required. Accommodating near- and long-term demand also presents challenges on the airside and landside as increased peak hour operations congest taxiways and on the landside vehicles queue to access the terminal drives and parking facilities.

## **COMMISSION AGENDA**

Ted Fick, Chief Executive Officer

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### **BACKGROUND**

In September 2012, the Port Commission approved scope and budget for the creation of a SAMP and in February 2014, increased the SAMP budget from \$6,000,000 to \$9,650,000 to include planning support to advance project definition of the International Arrivals Facility (IAF). In October 2014, staff provided the Commission with an overview of the comprehensive and rigorous process to develop the Airport's draft activity forecast, which is now complete. Over approximately the next three months, the planning team will work with the Federal Aviation Administration on approval of the forecast, but is using the draft to analyze facility requirements and evaluate development alternatives in an iterative process.

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 the Airport was developed in the mid-1990s and was focused primarily on the third runway. Passenger activity has since grown by over 50% to an anticipated 37.5 million annual passengers in 2014.

Airports can be described as a three-legged stool, balancing capacity between airside, terminal, and landside areas of the airport. Overall airport system capacity is limited by the pinch point of the area with the least capacity. 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 pinch points and provide a high level of service to airport customers.

### **ATTACHMENTS TO THIS BRIEFING**

- PowerPoint presentation

### **PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

- 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 26, 2012 - Commission Briefing: Terminal Development Challenges.