

SUSTAINABLE AIRPORT MASTER PLAN (SAMP) UPDATE

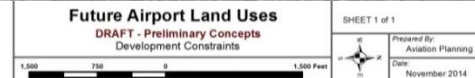
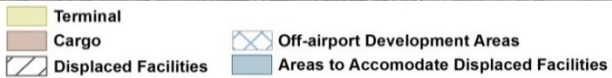
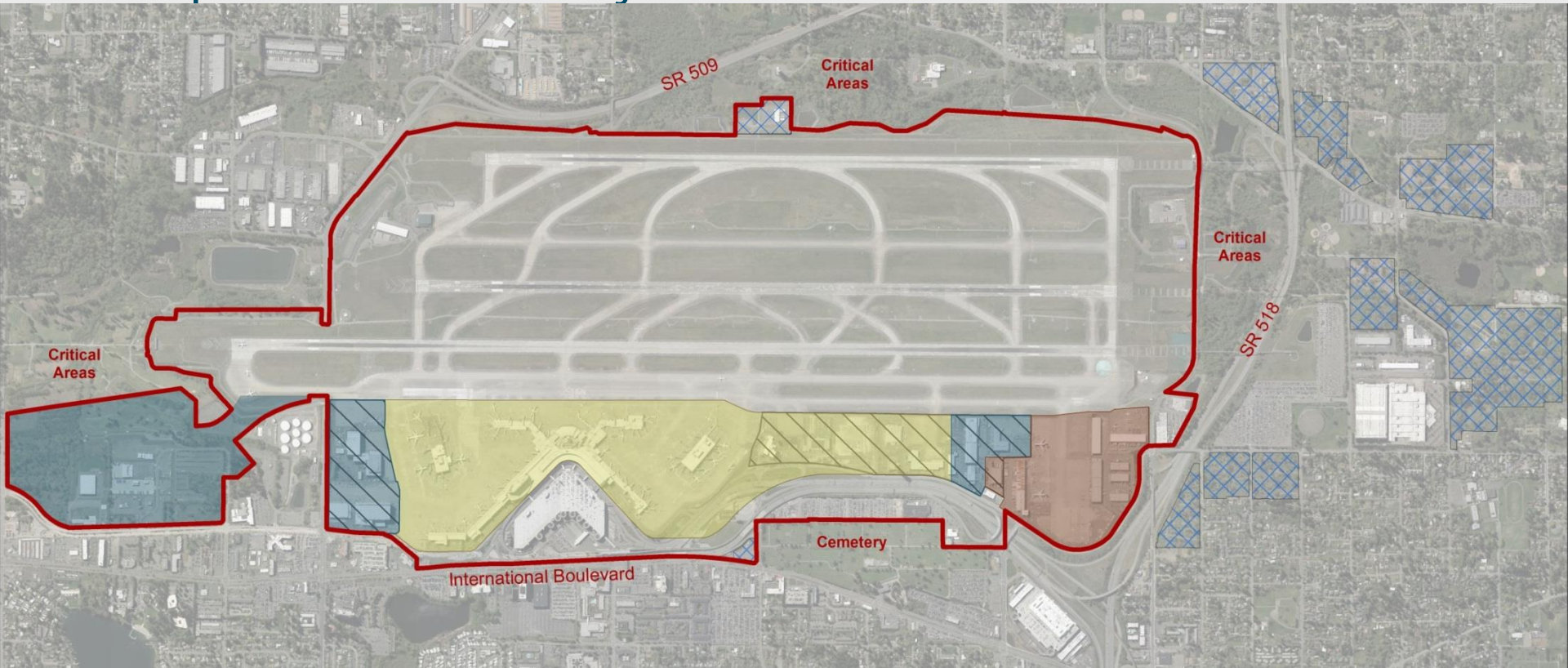
February 13, 2018

Briefing Overview

- Background
- Existing conditions
- Long-term vision
 - Planning update
 - Phased approach
- Near-term projects
 - Major improvements
 - Planning update
- Next steps
- Environmental review
- Stakeholder engagement

Background

Development constraints & key functional areas



Existing conditions

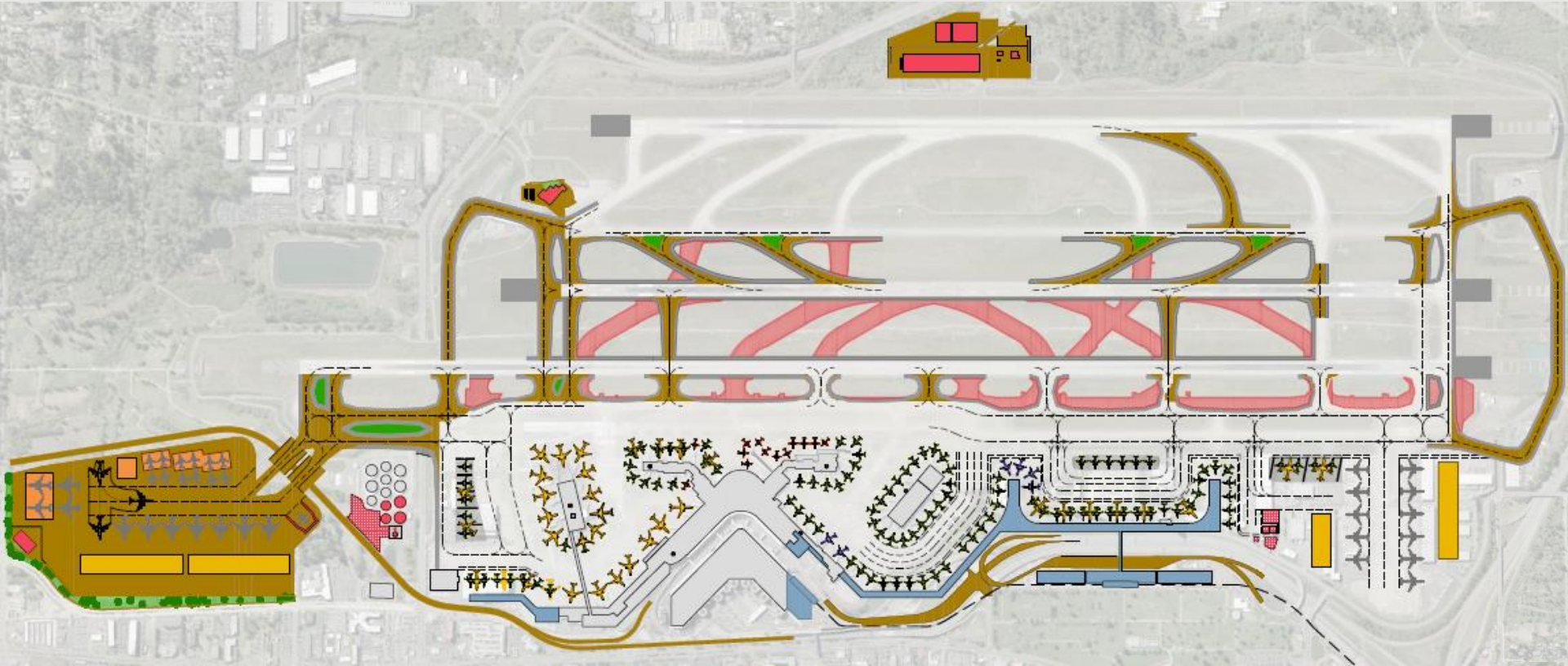


LEGEND

- TERMINAL
- CARGO
- AIRLINE/AIRPORT SUPPORT

Long-term vision

Unconstrained forecast of 66 million annual passengers by 2034



Long-term vision – *planning update*

Airside modeling

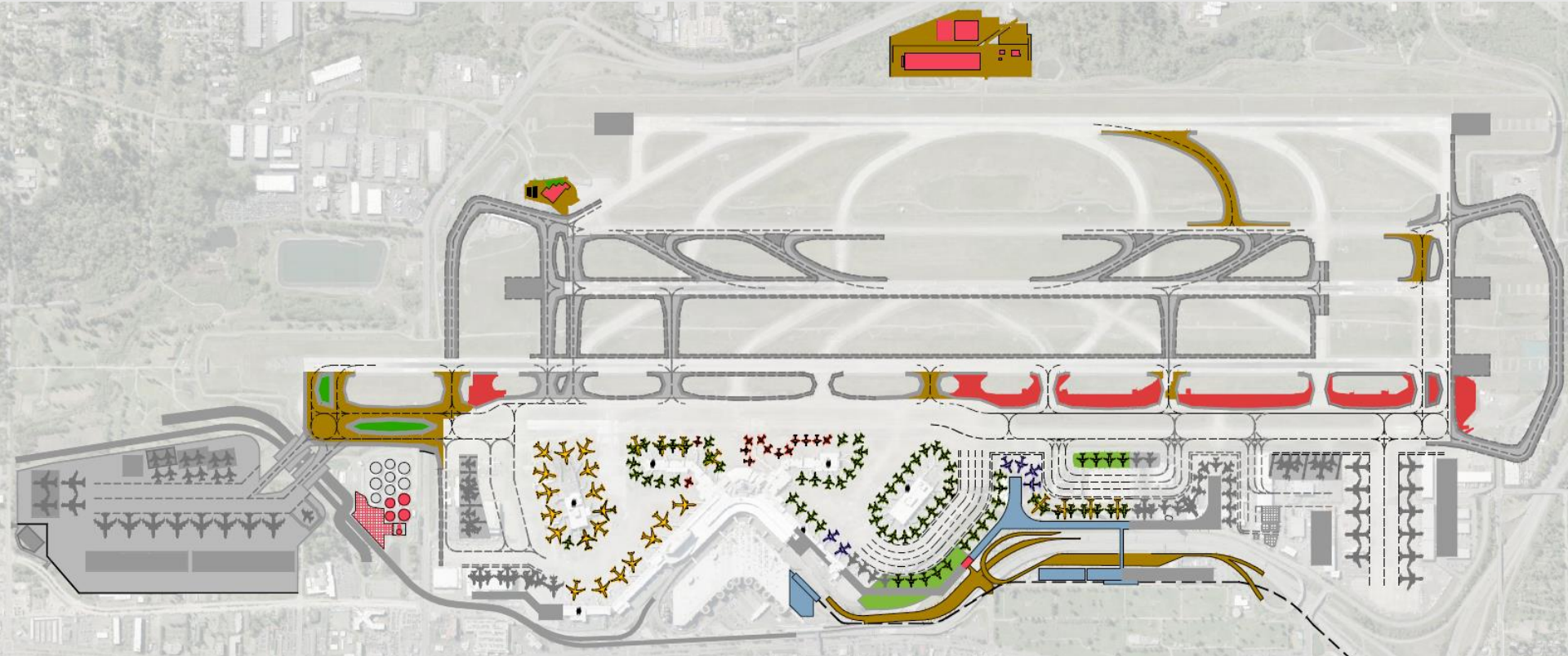
- Conducted initial round of modeling
- Recalibrated model to 2016 conditions
- Modeled long-term future improvements
- Findings
 - Airfield/airspace constraints result in major congestion (aircraft delays) as activity nears 59 million passengers (2029)
 - Phased approach required to advance SAMP
 - Identify projects to accommodate near-term demand within existing constraints – *Near-term projects*
 - Conduct environmental review of Near-term projects
 - Recommend follow-on planning study to address airfield/airspace constraints

Phased approach required to meet future demand meet demand

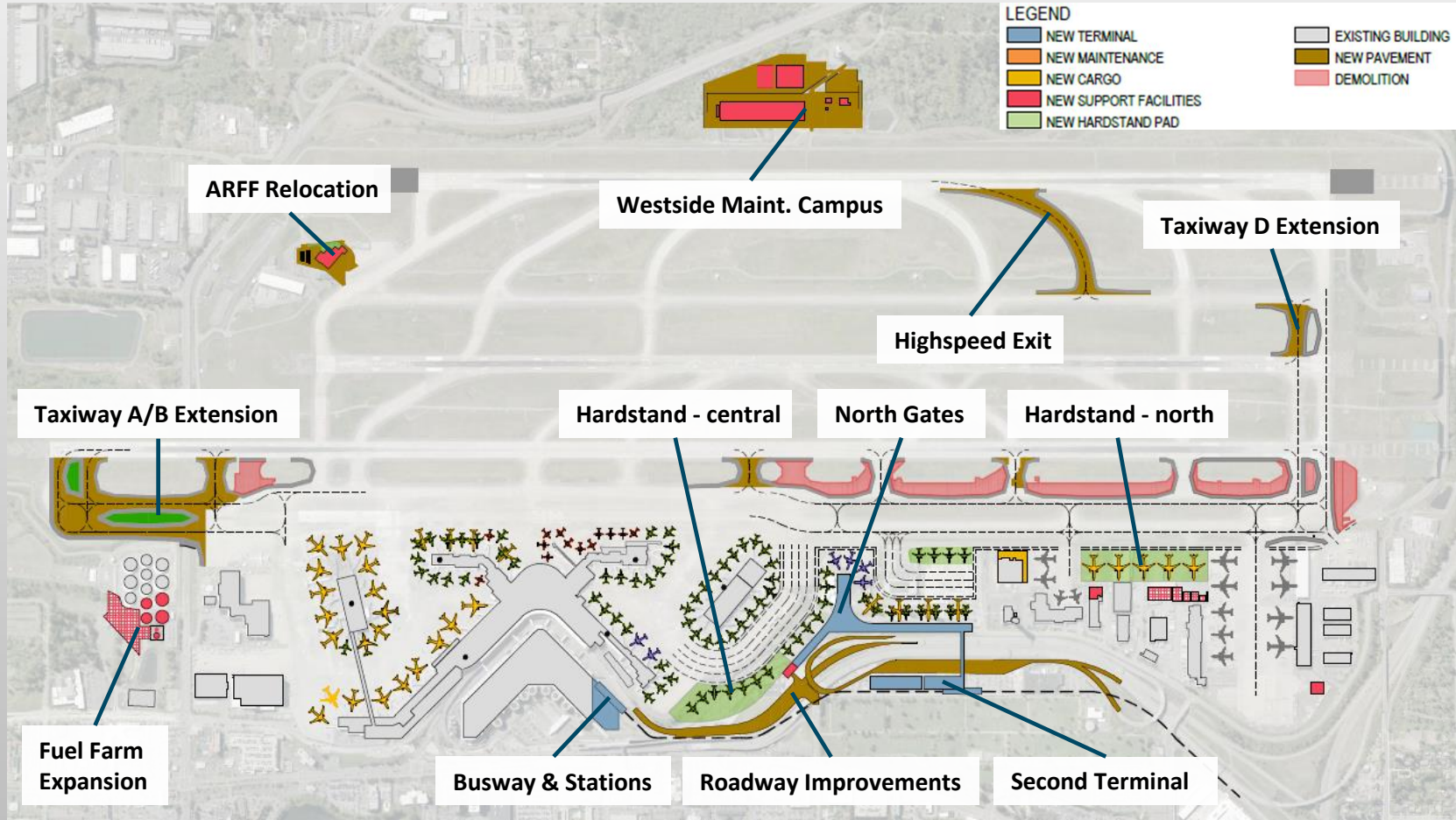
Long-term vision - *phased approach*

Near-term projects - *56 million annual passengers by 2027*

Long-term vision - *Additional planning required for demand beyond 2027*



Near-term projects – Major improvements



Near-term projects – *planning update*

Airside modeling

- Modeled 2027 conditions
 - NorthSTAR (*pre-SAMP*)
 - IAF (*pre-SAMP*)
 - New North Gates
 - New Hardstand Parking positions
- Findings
 - Near-term projects can accommodate 2027 forecast demand
 - Approximates 56 million annual passengers
 - South Aviation Support Area (SASA) not needed to accommodate near-term demand and so not included in Near-term projects

Near-term projects can accommodate 2027 forecast demand

Next steps

- Complete planning for Near-term projects
- Work with FAA to finalize SAMP documentation
- Planning work to support environmental review
- Community open houses Q1/Q2
- Environmental review public scoping Q2/Q3
- Airfield/airspace study as follow-on to SAMP
- Regional aviation demand

Environmental review

Extensive environmental impact evaluation under federal and state requirements

- National Environmental Policy Act (NEPA) – Compliance with FAA requirements
- State Environmental Policy Act (SEPA) – Compliance with Port of Seattle SEPA Policy
- Anticipate NEPA Environmental Assessment (EA) and SEPA Environmental Impact Statement (EIS)

Current Status

- Landrum & Brown selected to conduct the environmental review
- Coordinate with planning team
- Evaluating baseline conditions and developing outreach/engagement strategy

Next Steps

- Scoping with FAA (Q1/Q2 2018)
- Public and Agency scoping (Q2/Q3 2018)
- Anticipated duration 18-24 months after Public Scoping

Anticipate NEPA Environmental Assessment & SEPA Environmental Impact Statement

Environmental impact categories

- Air Quality and Greenhouse Gases
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Public Land and Recreational Impacts
- Endangered and Threatened Species
- Essential Fish Habitat
- Migratory Bird Act
- Floodplains
- Solid Waste Impacts
- Cumulative Impacts
- Hazardous Materials
- Historical and Archeological Resources
- Light Emissions and Visual Impacts
- Energy Supply and Sustainable Design
- Noise
- Induced Impacts
- Socio-Economic
- Environmental Justice
- Environmental Health
- Water Quality
- Wetlands
- Transportation
- Shoreline

24 environmental categories are required – public scoping to identify issues of concern

Stakeholder engagement

Community open houses

- 1st Series: SAMP process, goals, forecast (March 2015)
- 2nd Series: Major Plan Elements (March 2016)
- 3rd Series: Alternatives carried into Environmental Review (Q2 2018)

Commission Roundtables

- In 2016: February, March, April, June , August, September, November

Targeted engagement with external stakeholders

- Social justice community leaders
- Airport-area business leaders
- Regional business leaders

Ongoing engagement with tenants, operators, airlines, FAA, & TSA

SAMP involves extensive stakeholder engagement which will continue through environmental review

Stakeholder engagement - Underway

- ✓ Round One Open Houses (Des Moines, Seattle, Bellevue)
- ✓ Round Two Open Houses (SeaTac, Seattle, Bellevue)
- ✓ Air Mail newsletter (ongoing)
- ✓ Interjurisdictional Transportation Advisory Group
- ✓ Airport Communities Business Roundtables
- ✓ Social Justice outreach
- ✓ Economic Development follow-up
- ✓ Environmental community outreach
- ✓ SAMP brochure
- ✓ County-wide research, focus groups
- Initiate stakeholder engagement
- Translated documents
- Website update
- Video
- Social media emphasis
- Media outreach
- Round Three Open Houses (Burien, Seattle, Eastside)
- Initiate environmental review

Creating Broad Public Understanding Around the Current Proposal and Upcoming Activity