



**COMMISSION
AGENDA MEMORANDUM**

Item No. 7a

BRIEFING ITEM

Date of Meeting May 8, 2018

DATE: May 1, 2018

TO: Stephen P. Metruck, Executive Director

FROM: Jeffrey Brown, Director of Aviation Facilities and Capital Programs
Arlyn Purcell, Director Aviation Environment and Sustainability

SUBJECT: Sustainable Airport Master Plan (SAMP) Planning and Environmental Update

EXECUTIVE SUMMARY

This briefing provides an update on the status of Sustainable Airport Master Plan (SAMP) planning and the start of the environmental review of the SAMP.

The Port initiated the Sustainable Airport Master Plan (SAMP) in 2013 and the planning work is substantially complete, with agency and public scoping for environmental review anticipated to begin in Q2 of 2018. A public open house is planned for May 30, 2018 to engage the public on the final results of SAMP planning prior to initiating agency and public scoping for environmental review.

On February 27, 2018, Commission authorized additional funds for staff to complete the SAMP planning documentation and provide planning support to environmental review of the Near-Term projects for the duration of that process. Port staff has since worked with the Federal Aviation Administration (FAA) to gain consensus on a package of Near-Term projects and direction to begin the federal environmental review process (i.e., National Environmental Policy Act or NEPA). The Port of Seattle will also concurrently begin its environmental review process (i.e., State Environmental Policy Act or SEPA) with the intention of conducting it jointly with the NEPA process.

Prior SAMP planning updates to Commission have focused solely on major improvements on or adjacent to the existing airfield. Included in this briefing are all of the Near-Term projects, including six proposed projects on Port property north of the airfield. These projects include: cargo warehousing, a ground transportation holding lot, additional employee parking (surface lot and parking garage) and a Centralized Receiving and Distribution Center for concessions.

The environmental review will be led by Landrum & Brown, a consultancy firm specializing in aviation environmental review processes. Landrum & Brown will be supported by a variety of local experts to assist in the environmental review process. The Port of Seattle is currently coordinating with the FAA in preparation for agency and public environmental scoping of the Near-Term projects identified in the SAMP.

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ADDITIONAL BACKGROUND

The primary purpose of the SAMP is to identify facility improvements required to satisfy demand over the 20-year planning horizon and to balance capacity in all key functional areas to the fixed capacity of the airfield. To that end, the SAMP started with a 20-year, market demand of cargo and passenger activity which was used to determine peak hour facility requirements based on demand derived from the movement of aircraft, passengers, bags, vehicles and freight. Alternatives for facilities development to satisfy demand were then developed and assessed, resulting in a phased capital program to deliver needed capacity through the 20-year planning horizon.

For planning purposes, the SAMP assumes the airport's current three-runway system and close-in airspace configuration will remain in place. With the airport's small footprint and significant physical constraints, redevelopment at Sea-Tac requires expensive relocation of existing facilities and limited options for expansion.

Work to evaluate alternatives for project phasing and to assess airside capacity has included extensive airside modeling in consultation with FAA specialists and has determined that existing constraints require a two-step approach to advance the SAMP.

The first step was to identify a package of near-term projects to be assessed through environmental review. Airside modeling of these Near-Term projects (including 19 gates connected to a second terminal, north of the existing terminal complex) has confirmed that they will deliver needed capacity through 2027 and balance capacity in all key functional areas to the fixed capacity of the airfield and existing airspace. Staff has also concluded that with sound financial planning, the package of near-term projects is affordable.

The second step is to better understand the constraints for airside facilities at Sea-Tac, which include runway and taxiway utilization, gate availability, airspace management as conducted by FAA, and affordability. The Port will work with the FAA to conduct an airfield/airspace study which will determine the long-term capacity of the airfield and inform or reaffirm the SAMP long-term vision.

Following the completion of the SAMP Planning Phase 1 process and the identification of the Near-Term projects, the FAA and the Port of Seattle are required to evaluate the potential impacts of the identified projects under NEPA and SEPA. The environmental review process is expected to take 12 – 18 months. The environmental review process will include coordination with the FAA, agency and public environmental scoping, a robust environmental evaluation identifying potential environmental impacts, an agency and public comment process associated with the findings of the environmental evaluation, and an approval of the environmental document by the FAA and the Port of Seattle.

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ATTACHMENTS TO THIS BRIEFING

- (1) Presentation slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- February 27, 2018 – Commission Action: "Sustainable Airport Master Plan (SAMP) Request for Additional Funds"
- February 13, 2018 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- August 23, 2016 - Commission Briefing: "Sustainable Airport Master Plan (SAMP) Planning Update"
- 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"
- March 11, 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"