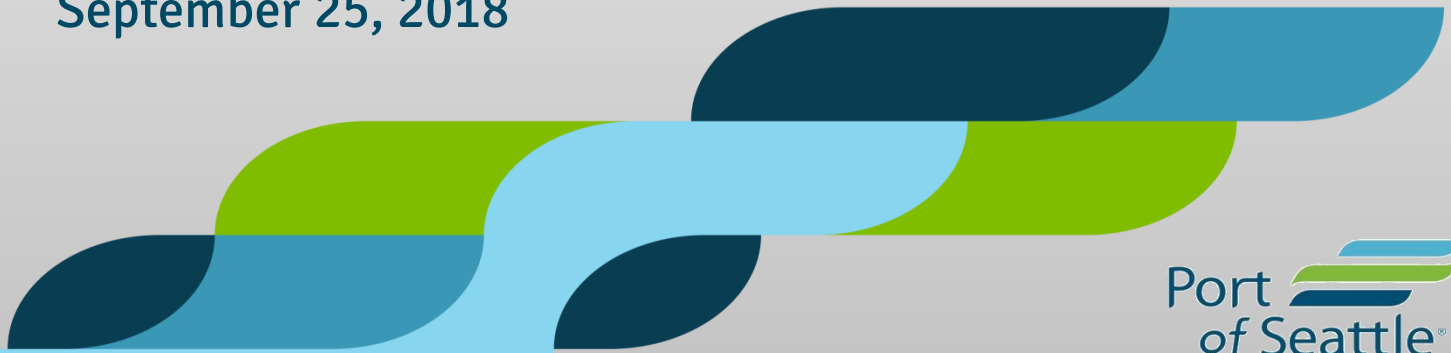


Ground Transportation at Sea-Tac Airport

September 25, 2018



Briefing Outline

- Ground Transportation Framework
- Ground Transportation Initiatives currently underway
- Ground Transportation Access Plan (GTAP)
 - Objectives and approach
 - Context
 - Results
- Next Steps and Timeline

Port is implementing a range of ground transportation improvements and initiatives

Current Challenges

- Increasing roadway congestion
- Market disruptions
- Emerging ground transportation modes
- Social equity
- Environmental effects
- Infrastructure limitations



Anticipate increasing roadway congestion as demand increases

Framework



- Framework provides clear guidance about how to evaluate strategies and tactics
- Illustrates extent to which an approach achieves desired outcomes
- Applies to facilities, operations and regional strategies

Guiding Principles

- Consider overall environmental effects and reduce impacts where possible
- Improve customer experience by reducing roadway congestion
- Support customer choice for a range of transportation options to and from the airport
- Support living wage jobs and equal business opportunities
- Generate revenue to support region's needs for a sustainable airport, including leveraging existing infrastructure

Principles applied to GTAP strategies and consistent with study sessions

Goals

- Reduce 2007 scope 3 GHG emissions* 50% by 2030 (to 79k)
 - *2017 Scope 3 GHG emissions*: 190,000 tonnes/year*
- Max 15 minute travel time – clock tower to curb or parking
 - *Port data will be leveraged to track travel time*
- Reduce private vehicle pickup/drop off to 30%
 - *Current mode share: 41%*
- Achieve social equity goals (support living wages and equal business opportunities)
- Ensure a first-class ground transportation operation for customers through financial sustainability

*From passenger vehicles

Ground Transportation Framework

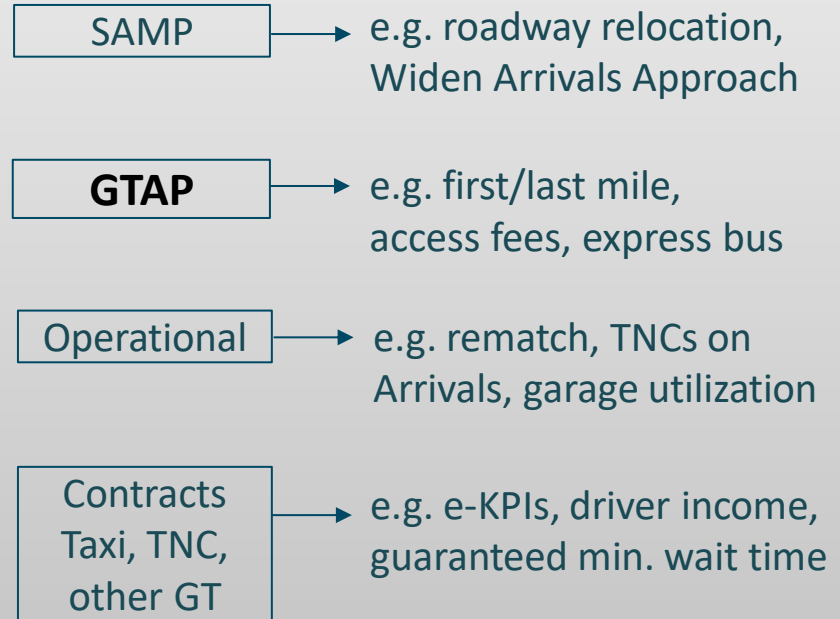
Guiding Principles

- Reduce environmental impact
- Reduce roadway congestion
- Support customer choice
- Social equity
- Generate revenue for sustainable airport

Goals

- 50% scope 3 reduction
- 15 minutes tower to curb
- 30% private vehicle pick-up/drop-off
- Social Equity
- Financial sustainability

Strategies and Tactics



Port policies provide guidance in all categories

Initiatives to Leverage Existing Infrastructure

- Continuous Process Improvement exercise focused on airport roadway congestion – shifted TNCs to Arrivals Drive in a.m. peak
- Evaluate immediate GT recommendations (e.g. garage utilization, alternate GT entrance)
- Express Bus/Eastside Baggage study
- Rematch program for TNCs
- Widen Arrivals Approach project
- SR 518 Corridor study
- Taxi RFP draft

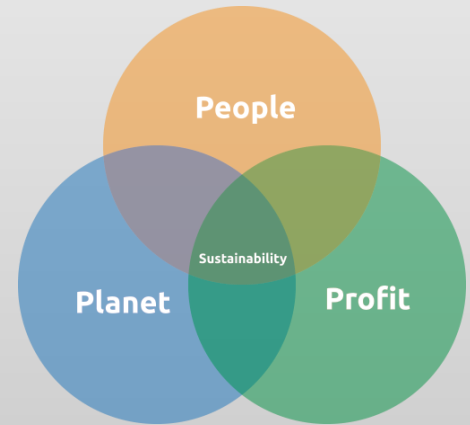
Ongoing initiatives will significantly reduce congestion and some will reduce carbon

Ground Transportation Access Plan (GTAP)



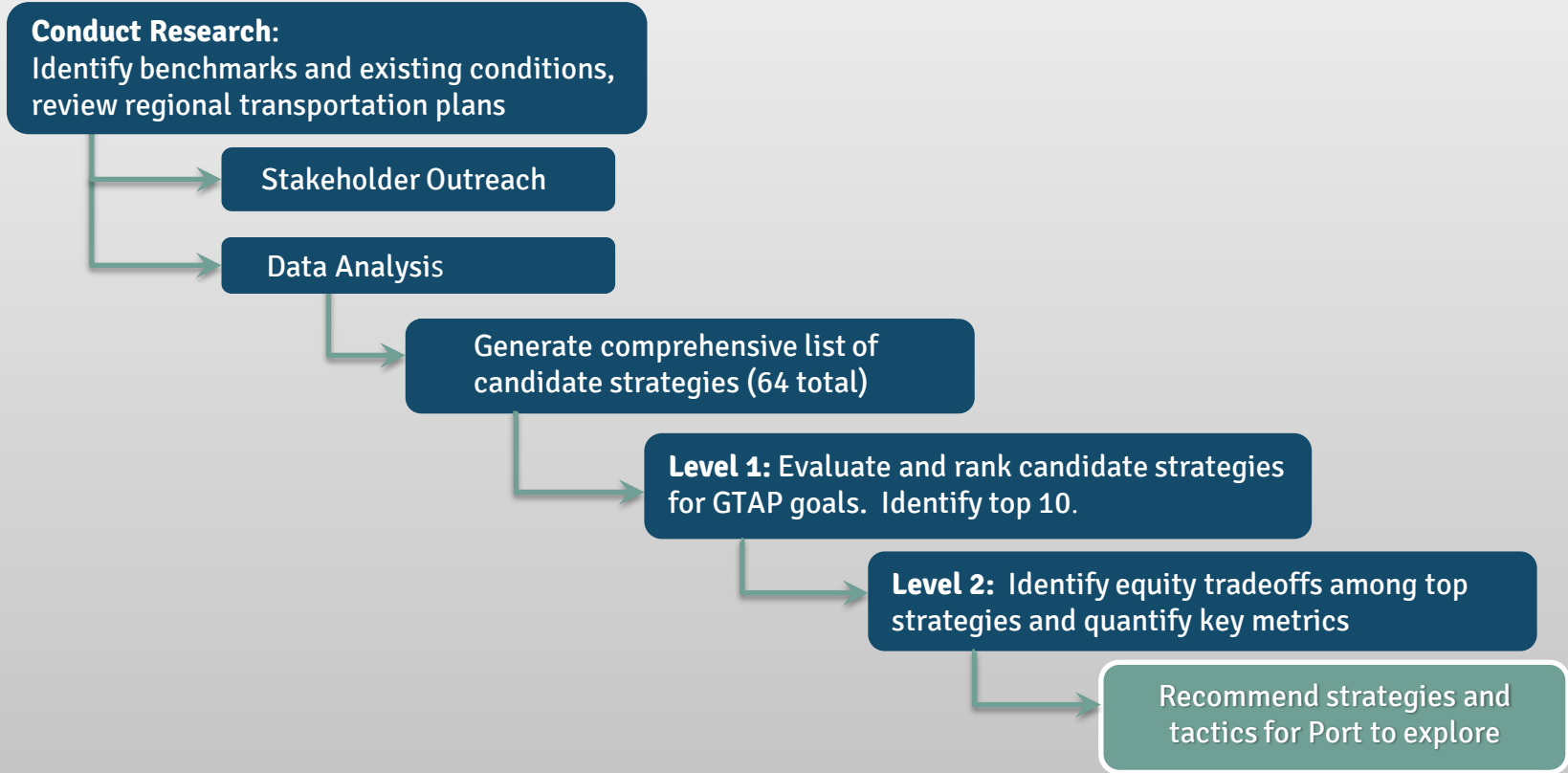
Study Objectives

- Increase **access to high occupancy modes** such as transit
- Advance transportation modes and programs to **foster social equity** and customer choice
- Consider the **financial/revenue** impacts of potential strategies.



GTAP objectives advance all three aspects of sustainability

Study Approach



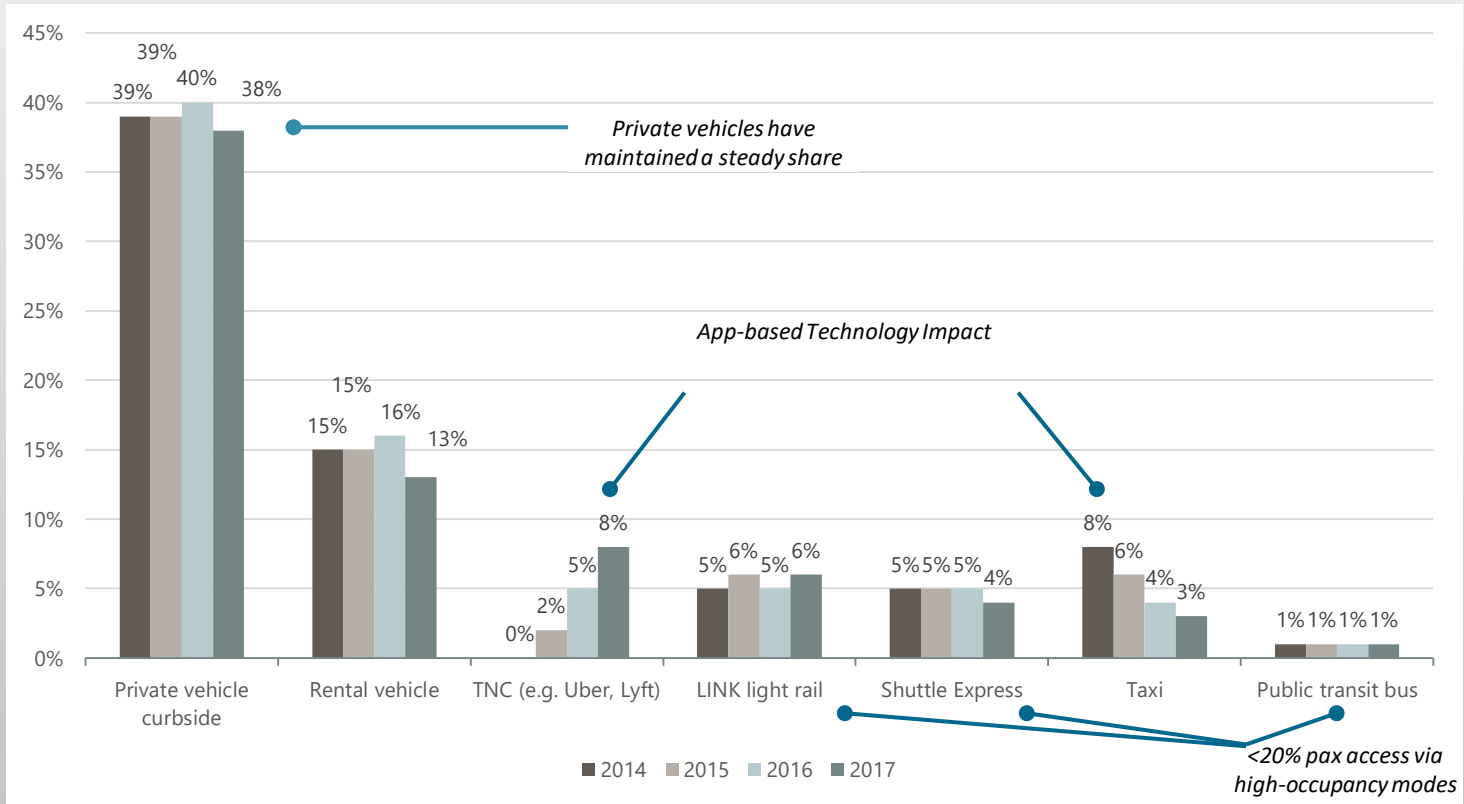
GTAP used systematic approach with robust outreach

Confirming Principles

Ground Transportation Access Plan (GTAP)	Commission Study Session (July 10 th)
Improve regional access and operations	NA
Reduce environmental impacts	Environmental
Increase revenue	Affordability/increase revenue
Support customer choice	Increase customer service
Reduce traffic congestion	Reduce congestion
Social: reduce barriers to opportunity for historically underserved communities	Equity: protecting surrounding communities.
Provides economic opportunity	Economic opportunity for providers and contracted organizations

Strong correlation between GTAP study screening of strategies and Commission feedback

SEA Trends in Mode Share



SOURCE: Port of Seattle Business Intelligence, Enplaning Passenger Survey (2014-2017). Does not reflect total mode share.

Current Mode Split

Travel Mode	% of Passengers
Private vehicle drop/pickup	41%
Airport Garage/off-airport parking	15%
TNC	9%
LINK Light Rail	6%
Taxi	3%
Public transit bus	1%
Other (charter, airporter, shuttle, rental cars)	25%

Private vehicle drop off/pick-up is highest mode with public transit bus least-used mode

Consider Typical Airport Passenger...

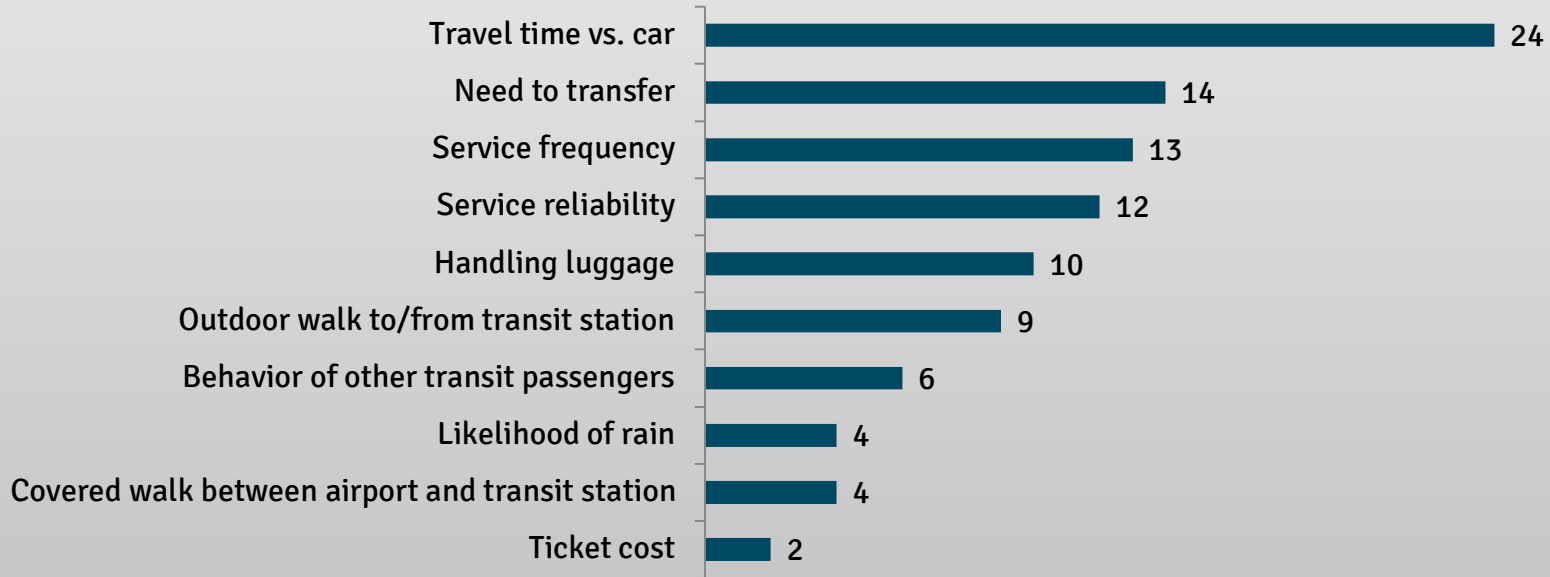
- Extremely time-sensitive
- Relatively high income
 - 48% earn > 100K/yr
- Travels alone (55%)
- Flies thru SEA
 - 54% once or twice/year
- Trip origin
 - 70% SEA origin/destination



Passenger travel motivations are different from average road/rail commuter

Barriers to using Link Light Rail to and from the Airport

Barrier Score



Top 10 GTAP Strategies and Tactics

- **Near-term Port initiatives:**
 - Express Bus/Eastside Baggage Service (feasibility study)
 - Form an airport-wide Transportation Management Association (TMA)
- **Partner with regional agencies to incentivize mode shift:**
 - Information sharing and promoting transit
 - Public-private partnerships for First/Last Mile Coverage
 - Increase/preserve King County Metro RapidRide and Sound Transit bus service
 - Offer ticket for free transit ride/ride-free area
 - Provide incentives (e.g., coupons) for ride-share and transit use
- **Further analyze:**
 - Revenue structures for autonomous vehicles (AVs)
 - Airport access fees
 - Restructuring Port employee parking

Each of the 10 strategies needs additional research and/or key partnerships

Next Steps

- **September 25, 2018:** Commission briefing on ground transportation framework and GTAP study
- **October 23, 2018:** Commission discussion/possible action on GT framework and briefing on taxi service options
- **November 13, 2018:** Commission discussion/possible action on taxi RFP
- **December 11, 2018:** Commission request for design authorization for Widen Arrivals Approach project
- **January 30, 2019:** Taxi RFP released
- **June 30, 2019:** Sign new taxi contract and 90 day transition for 10/1 start
- **September 30, 2019:** ESFH contract expires, contains holdover provisions and two (2) optional one-year extensions

Coordinated schedule to move forward with multiple initiatives