

SUSTAINABLE AIRPORT MASTER PLAN (SAMP) UPDATE

Public Open House and Presentation

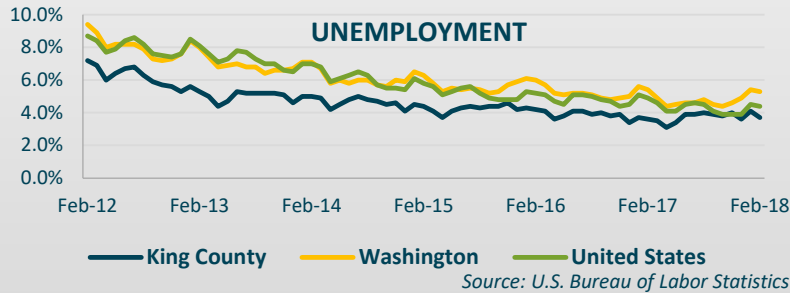
May 30, 2018



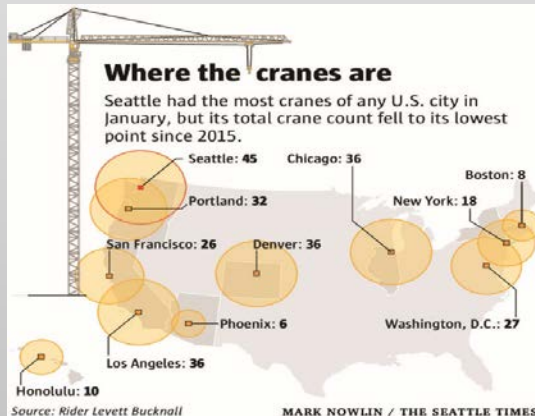
Briefing Outline

- Overview
- Planning update
- Financial feasibility
- Environmental review
- Next steps

Regional Growth and Market Demand



- Seattle's crane count has dropped by 22% from six months ago, but is still greater than any other US city
- King County unemployment remains low, at 3.7% in February 2018
- Puget Sound is home to a wide range of employers that contribute to the vibrant growth in the region



Microsoft
Google
Amazon
Expedia

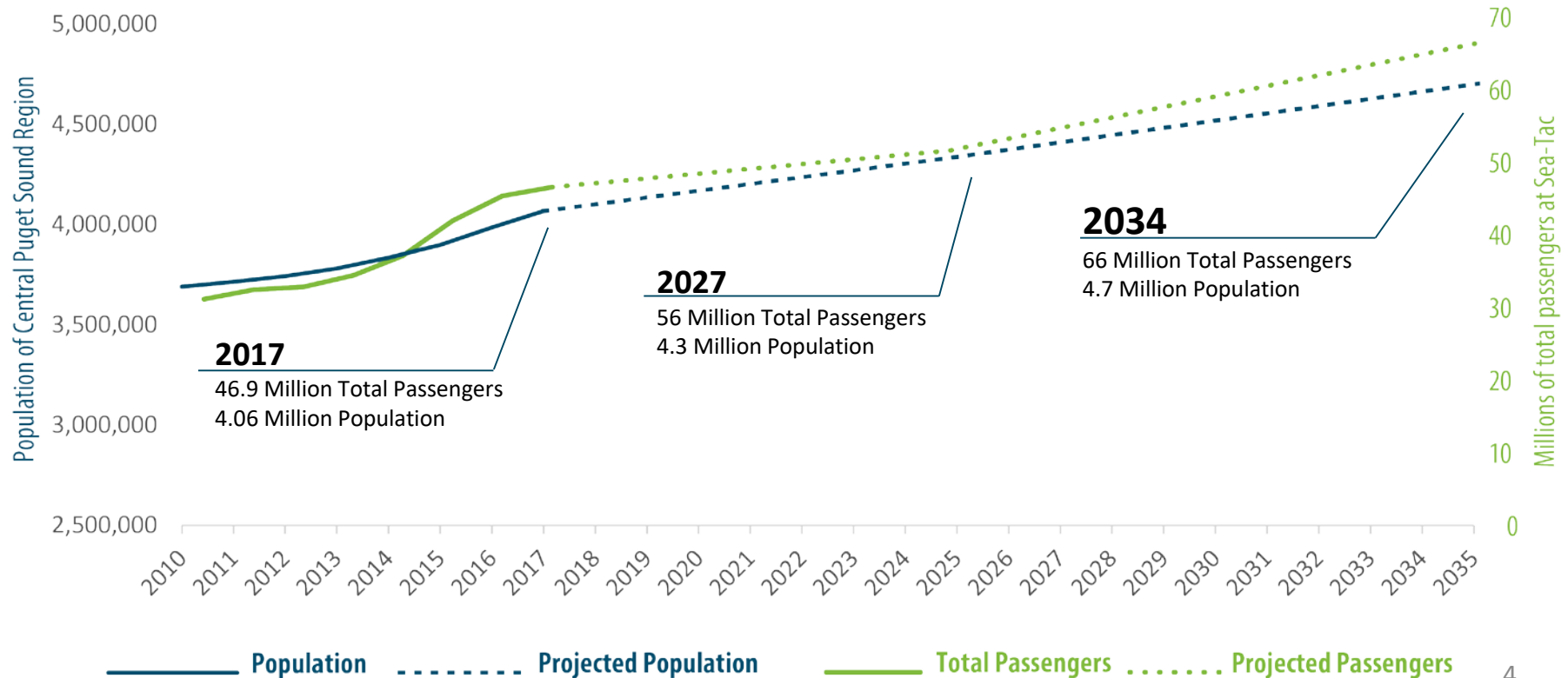
Nordstrom
JBLM
Costco
Starbucks

Boeing
Alaska
Providence Health
PACCAR

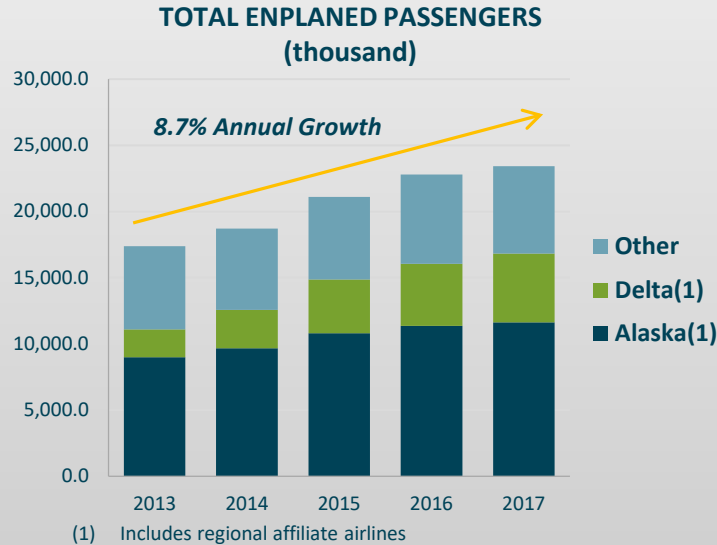
University of Washington

Robust regional economy is the basis for airport growth and sustainability

Sea-Tac Growth is Tied to Regional Growth



Sea-Tac Statistics



ENPLANEMENT GROWTH RATES

	2013	2014	2015	2016	2017
Domestic	4.1%	7.8%	12.6%	7.6%	2.3%
International	9.8%	6.8%	14.4%	11.4%	5.9%
Total	4.7%	7.7%	12.8%	8.0%	2.7%

- 69.4% of passengers began or ended their flight in Seattle in 2016
- Enplanements grew 2.7% in 2017 and 34.8% from 2013-2017; Q1-2018 grew 4.8% (2018 projected to grow 5.0%)
- Both Alaska and Delta are increasing service at Sea-Tac Airport
- Other carriers, including Southwest, American, and United, continue service along with new entrants
- Sea-Tac has 45 international services, with 22 airlines serving 27 international destinations

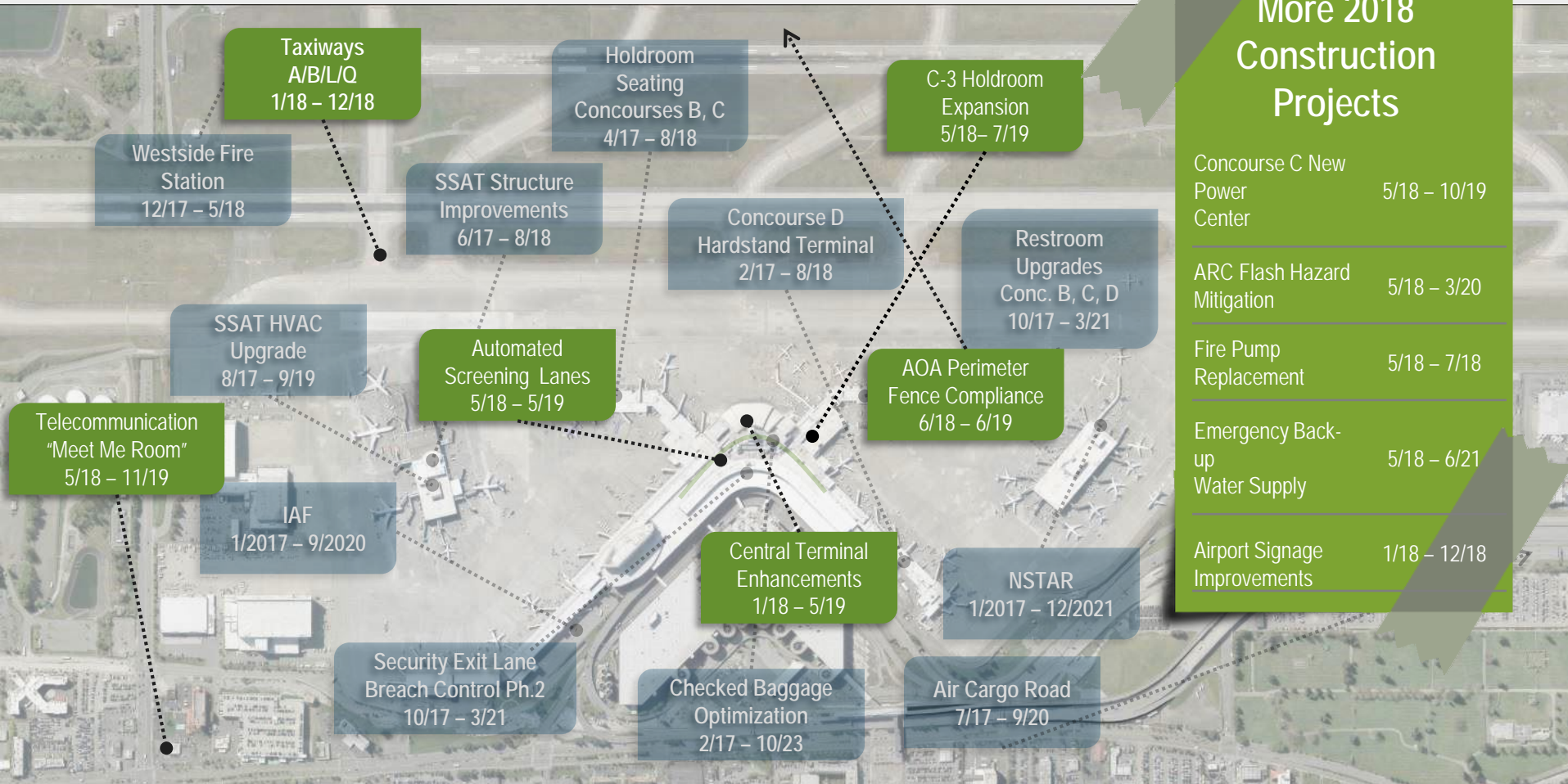
Sea-Tac Airport remains the ninth busiest airport in the United States

Concurrent Strategies to Serve Market Demand

Current Projects (46.9M PAX Today)	Near-Term Projects SAMP (56M PAX by 2027)	Long-Term Vision SAMP (Demand Beyond 2027)
<ul style="list-style-type: none">• North Satellite• International Arrivals Facility• Concourse D Hardstand Holdroom• Baggage Modernization• Airport dining and retail development	<ul style="list-style-type: none">• Meet market demand• 19 additional gates & second terminal• Cargo facilities• 30+ projects to improve safety, provide support facilities, improve efficiency, and access to the airport	<ul style="list-style-type: none">• PSRC regional aviation baseline study• Sea-Tac Airport airfield and airspace study• Additional environmental review

Participate in a broader conversation about our region's airspace and aviation resources

2018 Construction



More 2018 Construction Projects

Concourse C New Power Center	5/18 – 10/19
ARC Flash Hazard Mitigation	5/18 – 3/20
Fire Pump Replacement	5/18 – 7/18
Emergency Back-up Water Supply	5/18 – 6/21
Airport Signage Improvements	1/18 – 12/18

2019/2020 Construction

More 2019 Construction Projects

Garage Boiler Replacement 11/19-9/20

Garage Elevator Shafts and Vestibule Upgrade 1/19-8/19

Emergency Generator Control 8/19-1/21

Fire Pump Replacement 4/19-5/20

RCF Camera Replacement 12/19-9/22

Taxiways A/B/L/Q
1/18 – 12/18

Westside Fire Station
12/17 – 5/18

Airfield Pavement Replacement
8/19-3/20

SSAT HVAC Upgrade
8/17 – 9/19

Telecommunication "Meet Me Room"
5/18 – 11/19

IAF
1/2017 – 9/2020

Passenger Loading Bridge Renewal
3/19-9/20

Security Exit Lane Breach Control Ph.2
10/17 – 3/21

Garage Plaza Upgrades
12/19-9/22

Automated Screening Lanes
3/18 – 10/18

SSAT Structure Improvements
6/17 – 8/18

Holdroom Seating Concourses B, C
4/17 – 8/18

Checked Baggage Optimization
2/17 – 10/23

Central Terminal Enhancements
1/18-5/19

Concourse C Electrical Panel
11/19-1/21

Concourse D Hardstand Terminal
2/17 – 5/18

Restroom Upgrades Concourse B,C,D
9/19-2/21

C-3 Holdroom Expansion
5/18-7/19

AOA Perimeter Fence Compliance
1/18 – 12/18

C3 Holdroom Interior Upgrades
6/19-9/20

NSTAR
1/2017 – 12/2021

Air Cargo Road
7/17 – 9/20

Restroom Upgrades Concourses B, C, D
10/17 – 3/21

Sustainable Airport Master Plan (SAMP)

Master Plan stages

- Inventory
- Forecasts
- Facility requirements
- Planning alternatives
- Environmental review
- Implementation plan
- Plan of Finance
- Airport Layout Plan approval



Planning Status Update

- Airfield, airspace and financial constraints result in major congestion as activity nears 59 million passengers (2029)
- Phased approach to address future demand
 - Identify projects to accommodate near-term demand within existing constraints – *Near-Term projects*
 - Conduct environmental review of Near-Term projects
 - Follow-on planning study to address airfield/airspace constraints in the future
 - Resolve conflicts in the longer term future vision
- Near-Term projects
 - Near-Term projects can accommodate 2027 market demand
 - Approximately 56 million annual passengers

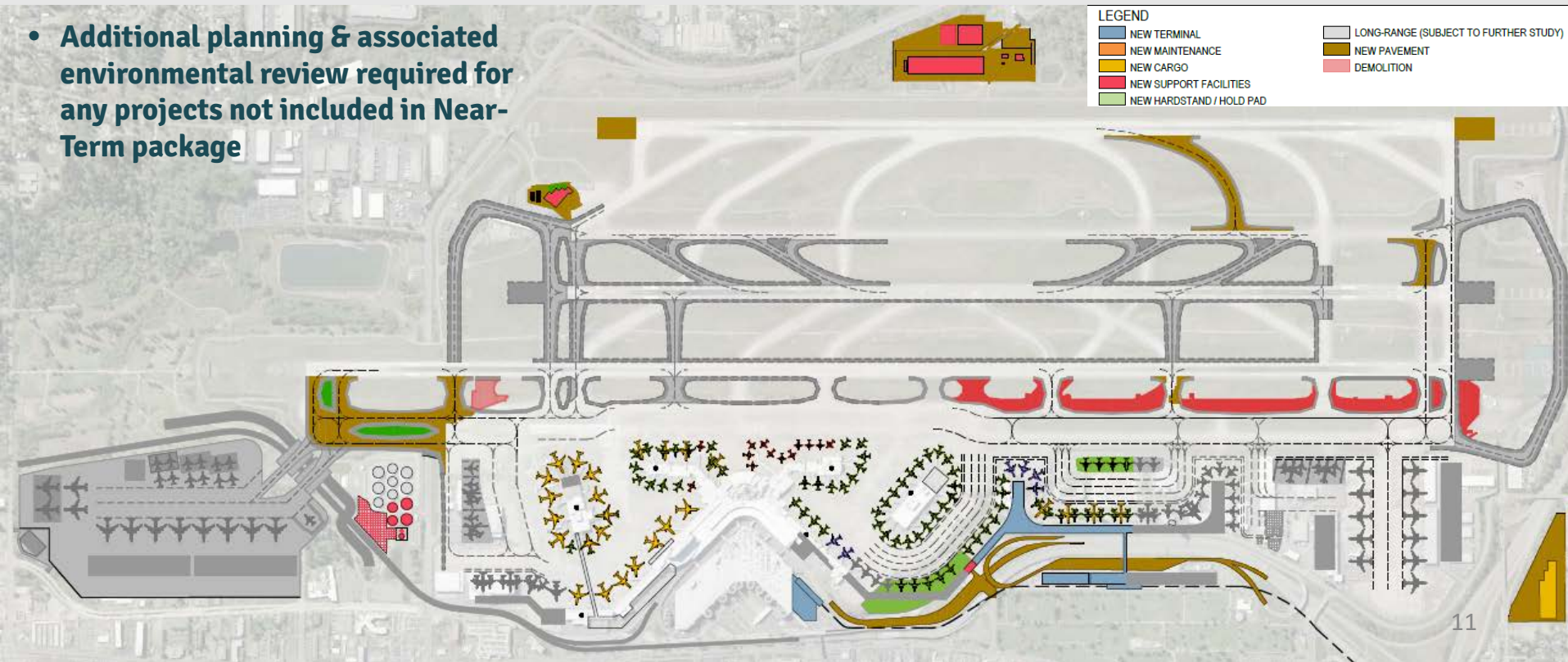
Phased approach required to meet future demand

Long-Term Vision - *phased approach*

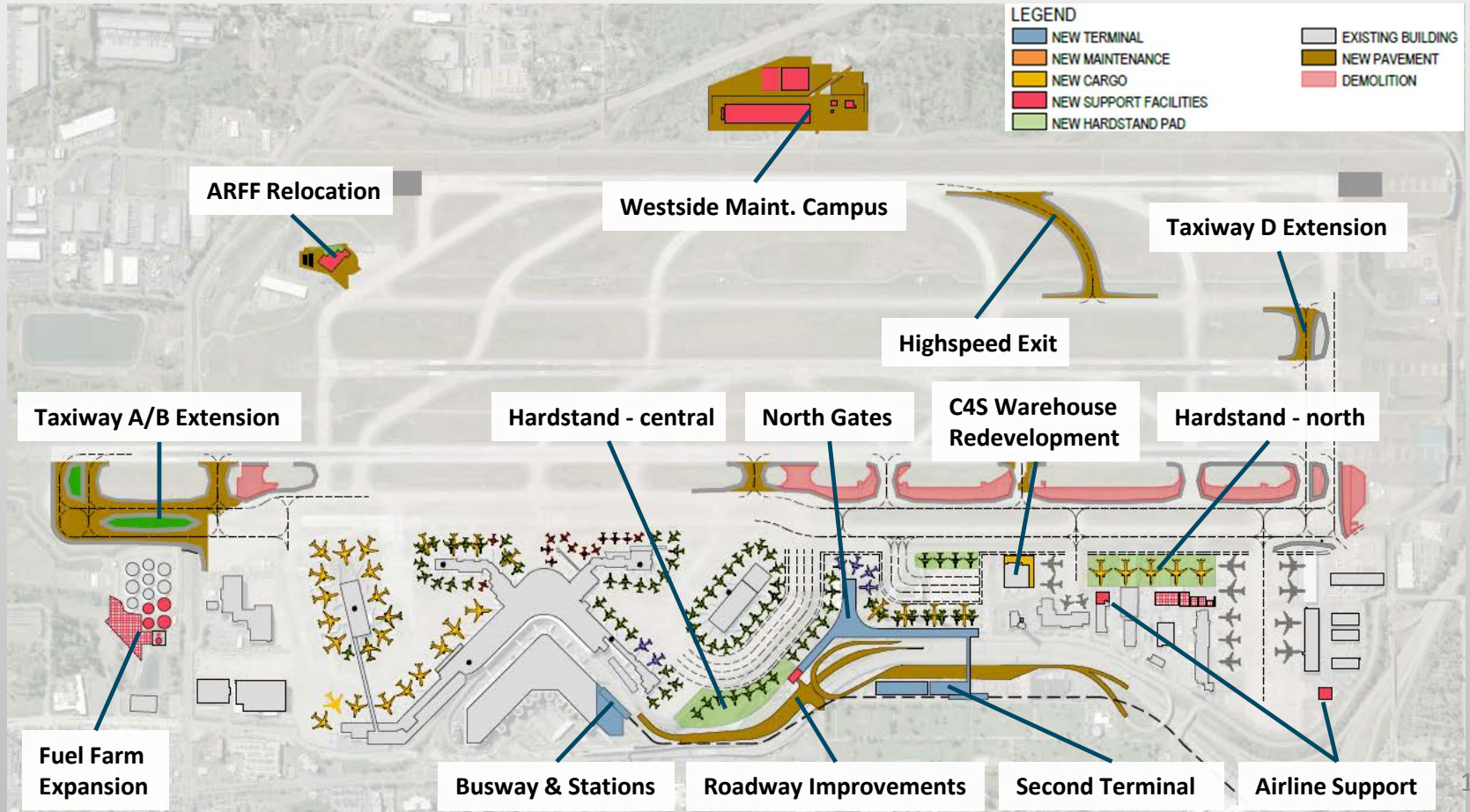
Near-Term projects - *56 million annual passengers by 2027*

Long-Term vision – *Additional planning to meet demand beyond 2027*

- **Additional planning & associated environmental review required for any projects not included in Near-Term package**



Near-Term Projects - Major Improvements



Airport/Airline Support

- S01** Fuel Farm Expansion
- S02** Primary ARFF
- S03** Secondary ARFF
- S04** Fuel Rack Relocation
- S05** Triculator
- S06** Consolidated De-icing Tanks
- S07** Westside Maintenance Campus
- S08** Airline Support (*north*)
- S09** Airline Support (*west*)
- S10** Centralized Rec. & Dist. Center

* *Project currently under construction*

Airport Capital Capacity

- Capital costs are recovered through airline rates
- Capital capacity of the airport is constrained by
 - Airport cost to airlines (CPE)
 - Airport debt level, and ability to borrow
 - Port's credit rating
 - Debt per enplaned passenger
- Upper range of CPE is based on judgment of where “competitive” range will be in future

Airport capital capacity must consider multiple factors

SAMP Public Outreach

- Community Open Houses – identical content, multiple locations
 - Report out on planning work (Q2-3, 2018)
- Ongoing engagement with tenants, operators, FAA, & TSA
- Targeted engagement with external stakeholders
 - Airport-area communities
 - Social justice community leaders
 - Airport-area business leaders
 - Regional business and labor leaders
 - Traveling public
- Environmental Review in Q3 2018
 - Coordinated outreach program between SAMP planning and environmental

Purpose of Environmental Review

National Environmental Policy Act (NEPA)

State Environmental Policy Act (SEPA)

- Objective analysis of potential environmental impacts according to established procedures
- Identify ways to avoid, minimize, or mitigate
- Public disclosure of environmental impacts
- Transparency and engagement key to process
- Overlay of environmental laws

Environmental review process studies cumulative impacts through comprehensive process

SAMP Environmental Review

A single NEPA and SEPA document and process

Anticipated duration is 12 – 18 months

- **DRAFT NEPA Environmental Assessment (EA) anticipated***
 - Final form of document depends on results
 - NEPA EA allows for maximum Port of Seattle involvement
 - Analysis driven by issues and standards
- **DRAFT SEPA Environmental Impact Statement (EIS) anticipated**
 - Maximizes agency and public engagement
 - Analysis driven by issues and standards

*NEPA EIS triggers are new airport, runway, or major runway extension

FAA is Lead Agency for NEPA and Port of Seattle is Lead Agency for SEPA

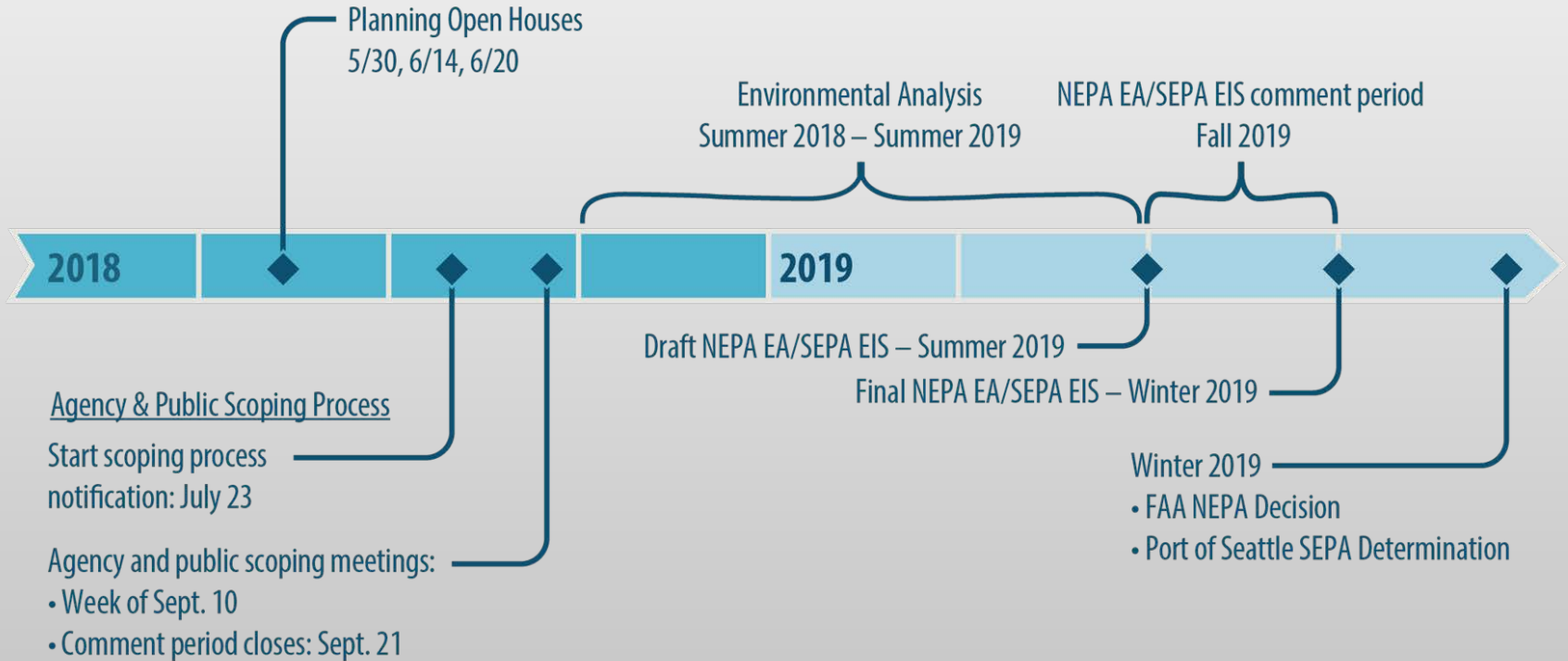
Environmental Impact Categories

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

Green = Has
direct link to
community
issues

Almost all categories have direct links to community issues

Next Steps



Commission will be routinely updated and engaged throughout environmental review