

SUSTAINABLE AIRPORT MASTER PLAN (SAMP)

Presentation to
Washington State
Legislature

Joint Transportation
Committee
July 23, 2015

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Fastest Growing Large Hub Airport in the U.S.

- 37.5 million passengers in 2014, up 7.7%
- 340,000 Flight Operations
- 327,000 Metric Tons Cargo, up 9%
- \$220 million in retail and service sales
- 170,000 Jobs related to airport activity



Major Current Projects:

- North Satellite Expansion
- International Arrivals Facility
- 16C Reconstruction
- Baggage System Reconstruction



Air Emission and Energy Reduction Programs

Airline Partners: Port provided infrastructure for pre-conditioned air and electric ground service equipment

Fleet vehicles: renewable natural gas buses, alternative fuel vehicles required for taxi fleet

Facilities: LED lighting replacement and electric vehicle charging stations in parking garage, and central mechanical plant upgrades

- **1st Airport in North America to Receive Airports “Carbon Accreditation Certification”**
- **2014 Best Workplace Recycling Award – Honor Roll** *King County Solid Waste Division*
- **Excellence in Airport Marketing and Communication Award** *Airports Council International – North America*

Passengers and operations

- **Rapid growth in recent years**
 - Passengers: up 4.7% in 2013 & 7.7% in 2014. Y-T-D 2015 up 13.1% from 2014.
 - Aircraft operations: up 2.5% in 2013 & 6.9% in 2014

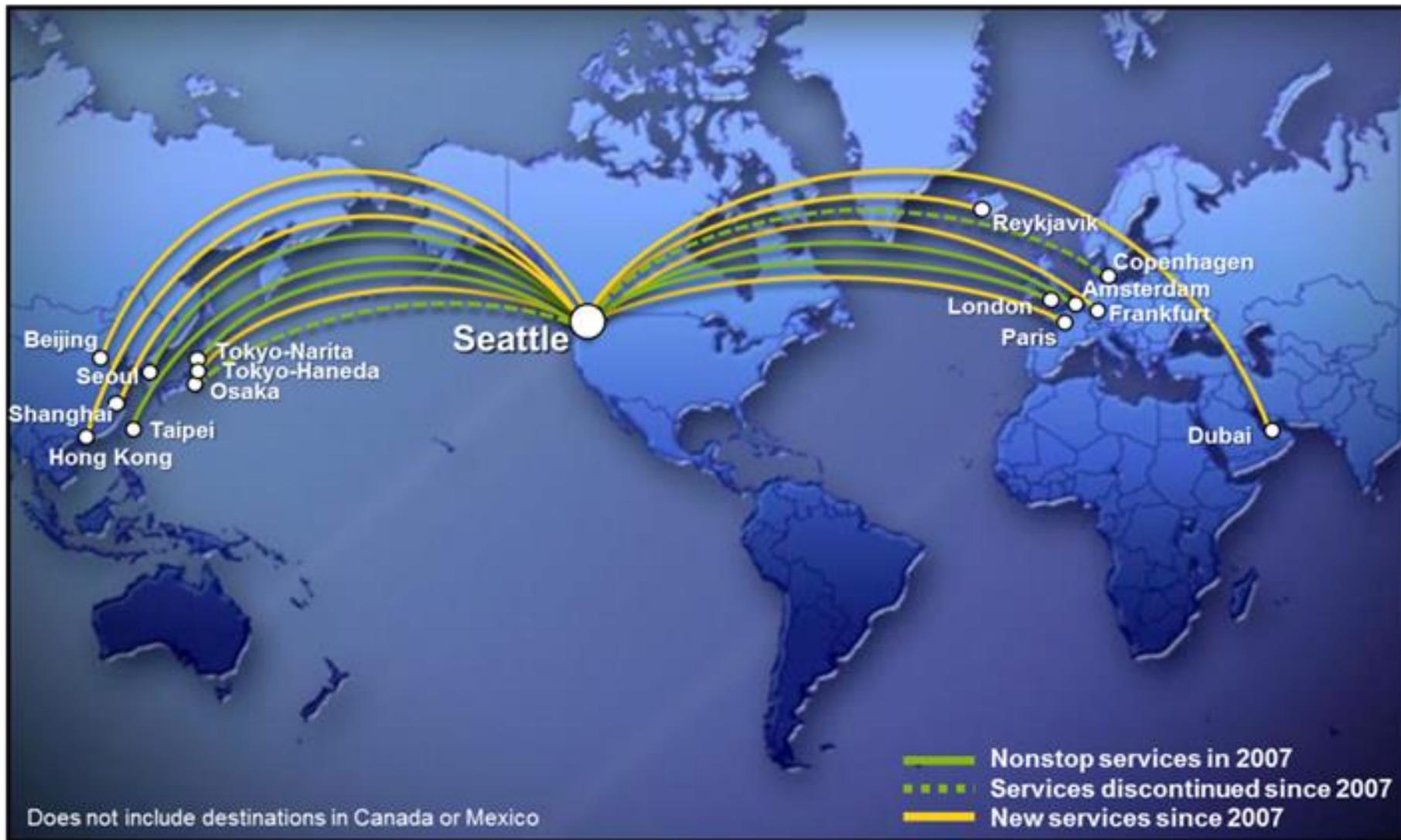
- **Region's economy will drive an increase of 28.5 million annual passengers (MAP) and 190,000 aircraft operations in next 20 years**
 - 66 million annual passengers (up from 37.5 million in 2014)
 - 540,000 annual operations (up from 350,000 in 2014)

- **Master Plan will assess if, and plan how, Sea-Tac can meet this demand**

2013 Airport PAX rank	Airport name	Airport code	2013 PAX	Developed Acreage	PAX/acre
14	Seattle-Tacoma	SEA	34,800,000	1,500	23,200
7	San Francisco	SFO	44,900,000	2,000	22,450
13	Newark	EWR	35,000,000	1,700	20,590
19	Boston	BOS	30,200,000	1,600	18,880
9	Las Vegas	LAS	40,900,000	2,400	17,040

Growth in International Travel

Dramatic Growth in International Long Haul Services, 2007-2015



How Best to Provide Needed Capacity and Phased Expansion

Airfield

- Accommodate 33% More Peak Hour Operations without Runway Expansion
- Increase Airfield Efficiency

Terminal

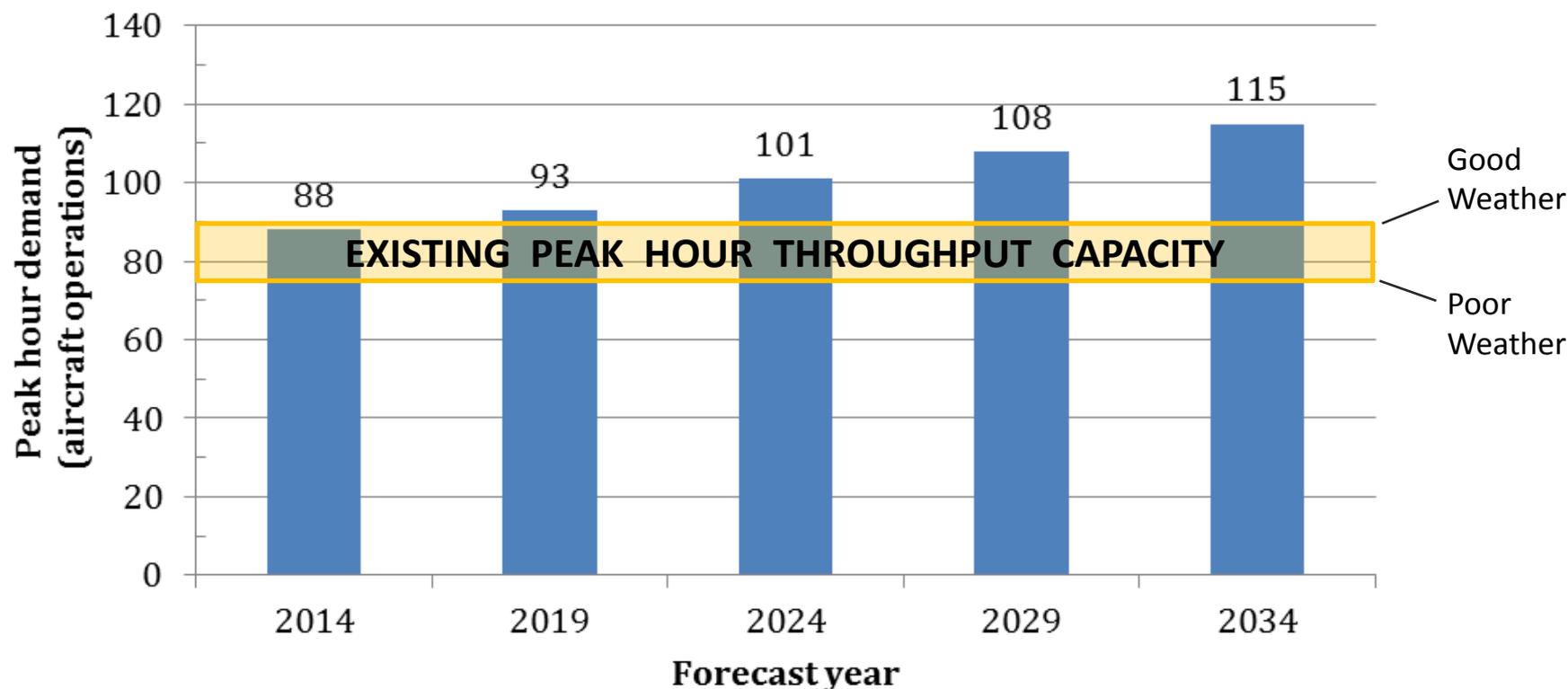
- Provide 35 Additional Aircraft Gates
- Expand Terminal with Minimal Disruption to Existing Facilities, Operations
- Potential Second Terminal

Landside

- Upper/Lower Drives Expansion Difficult and Expensive
- Traffic Funnels through a Bottleneck on the North Airport Expressway

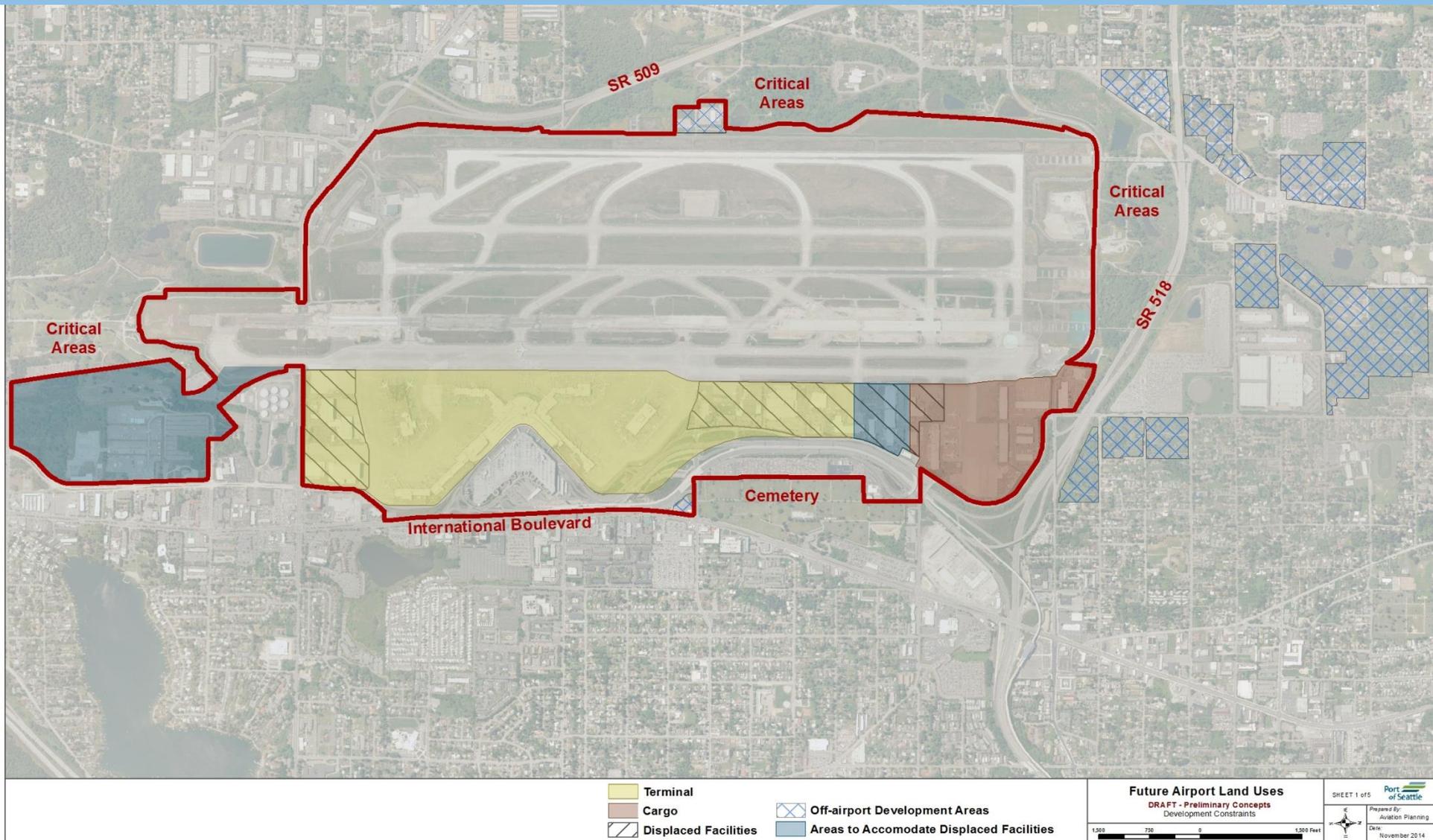
Max aircraft PER HOUR without delay

- Existing airfield has a maximum capacity of approximately 90 operations per hour in good weather, down to 76 operations per hour in poor weather
- Begin to experience airspace delay when throughput capacity is reached



Development Constraints

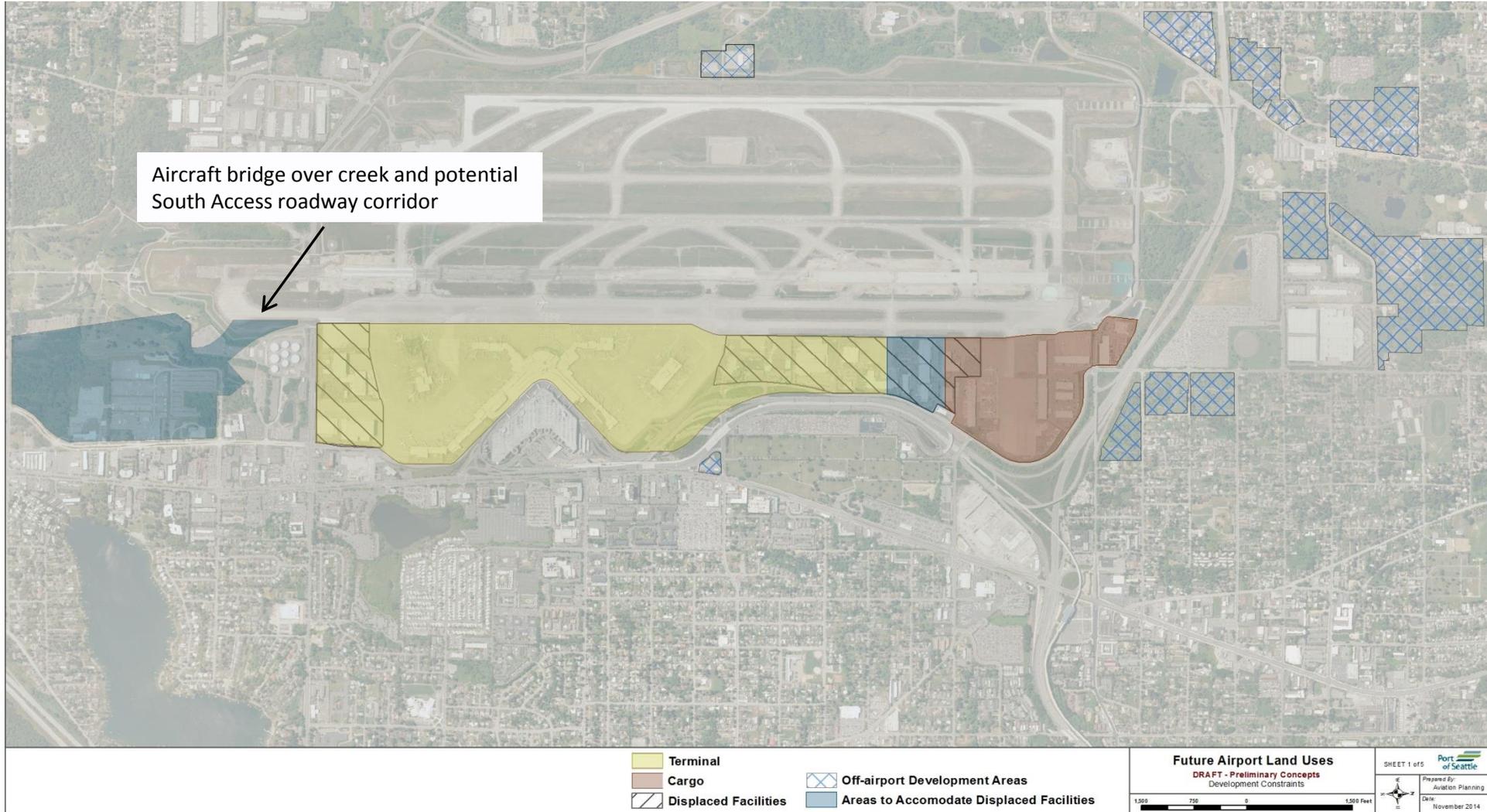
Environmental, airspace, and land use constraints severely limit expansion options



Development Constraints

Additional airfield connected land required to meet demand

Aircraft bridge over creek and potential South Access roadway corridor



Development Constraints – Airfield

Modeling a Preliminary Concept for Gate Expansion

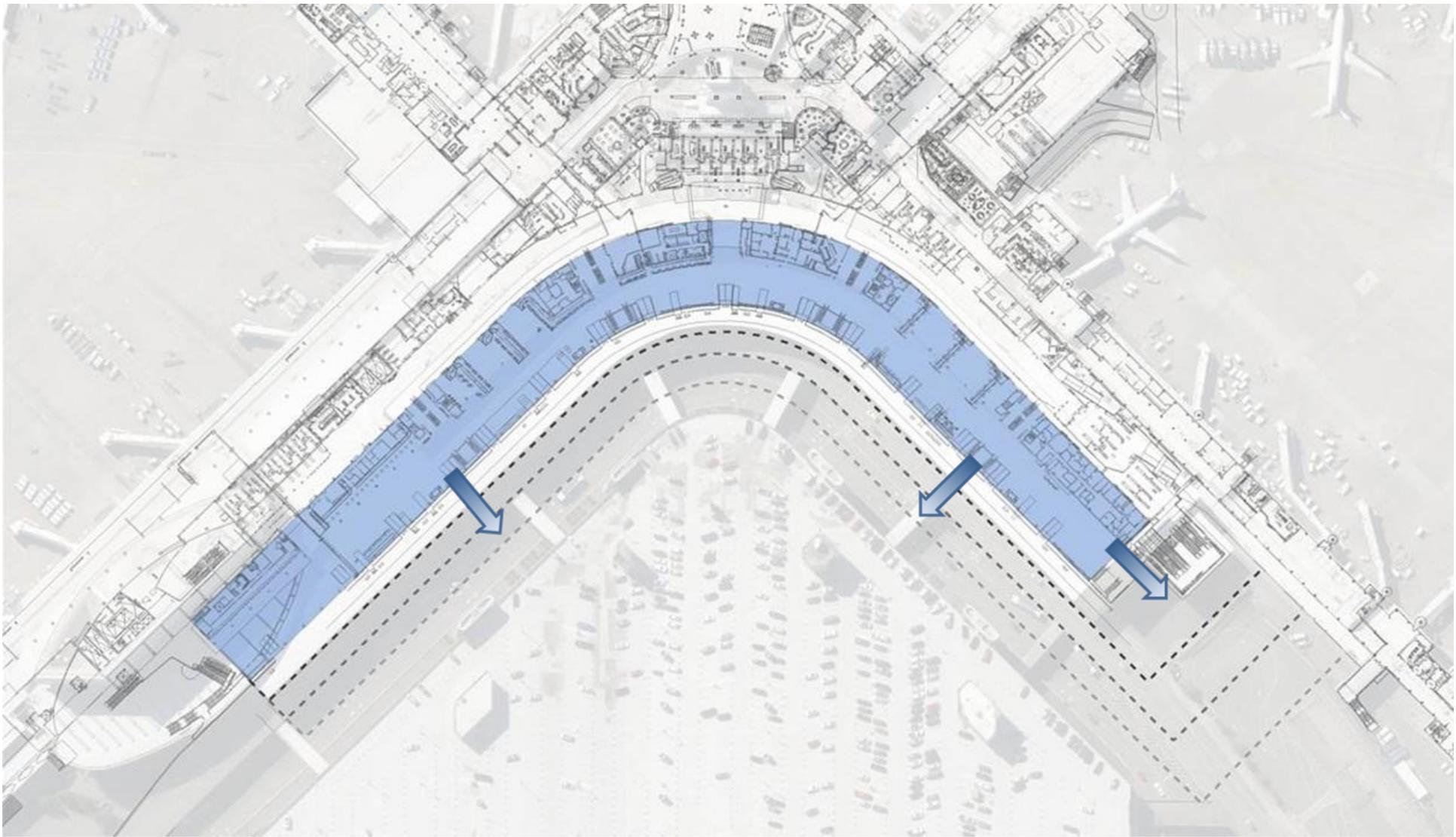
Concourse A Expansion

North Concourse



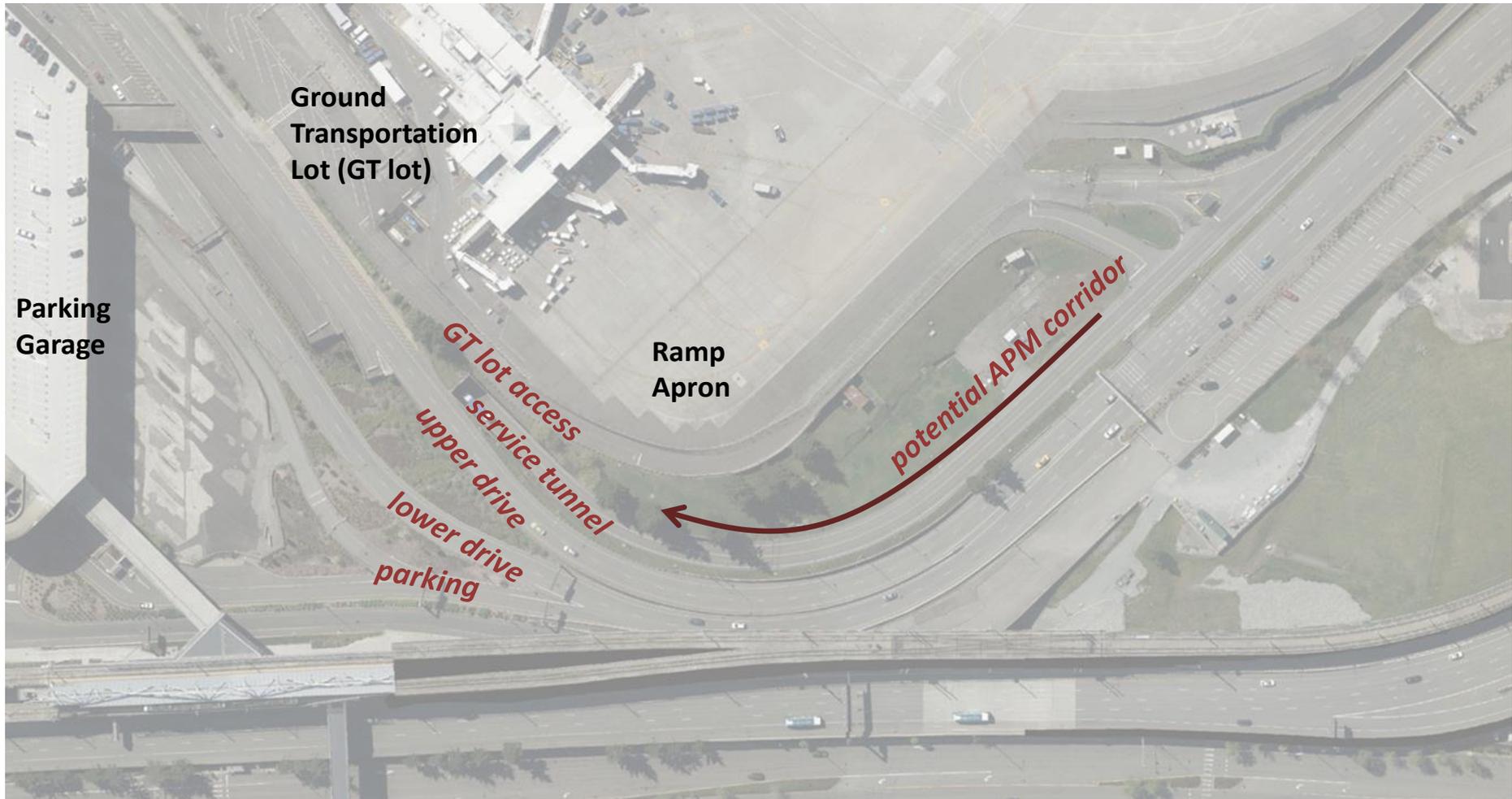
Development Constraints - Terminal

How Best to Expand the Main Terminal



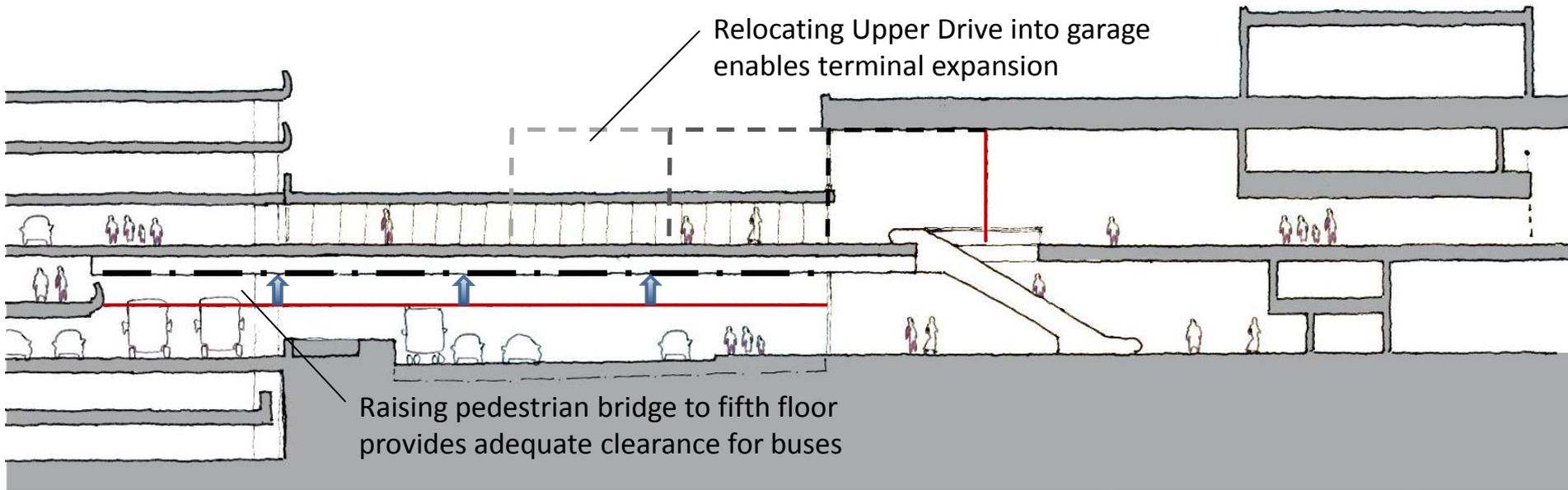
Development Constraints - Landside

Addressing 'Chokepoint' for Vehicle Traffic

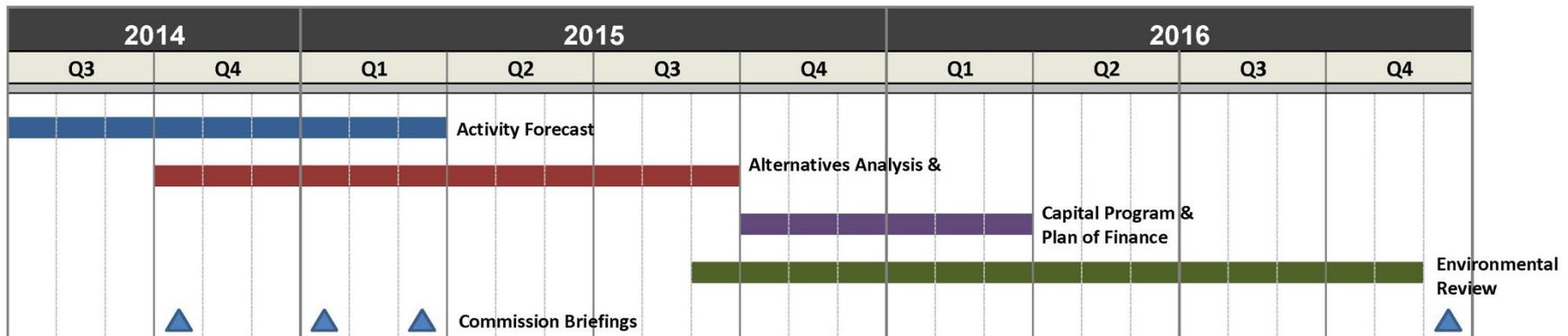


Development Constraints - Landside

Possible Option - Upper Drive in Parking Garage



- **Activity forecast** (completed Q3 2014)
- **Alternatives analysis & plan development** (Q4 2014 – Q3 2015)
 - Iterative process, finalizing facility requirements and developing preferred development alternative
 - Commission engagement at key decision points
 - Constructability assessment
 - Phased implementation plan
 - Planning level cost estimates
- **Program plan of finance** (Q1 2016)
- **Environmental review** (Q3 2015 – Q4 2016)



Engaging Stakeholder Interests

- **Community Open houses to engage local and regional audience**
 - 1st Series: SAMP process, goals, forecast, and development concepts
 - 2nd Series (Summer 2015): Preliminary Alternatives
 - 3rd Series (Fall 2015): Preferred Development Alternative
- **Forums and focus groups to reach specialized audiences**
 - Local & regional planners on transportation issues in SAMP
 - Targeted audiences on sustainability
 - Local business outreach and economic development
- **Federal, state, regional and local government briefings**
- **Regional and local community groups, associations**
- **Ongoing engagement with tenants, operators, FAA, TSA**

Questions?

For more information, visit the Port's SAMP webpage and sign up to receive updates:

www.portseattle.org

or

<http://bit.ly/airport-master-plan>

