SUSTAINABLE AIRPORT MASTER PLAN (SAMP)

Presentation to
Washington State
Transportation
Commission
May 20, 2015

Mark Reis
Managing Director,
Aviation Division
Port of Seattle
Sea-Tac Airport Today

**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

**Future Growth:**
- NorthStar, Alaska Hub
- International Arrivals Facility
- Sustainable Airport Master Plan
Environmental Stewardship

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*
Growth in International Travel

Dramatic Growth in International Long Haul Services, 2007-2015

Does not include destinations in Canada or Mexico
Unconstrained Activity Forecast

Passengers and operations

- **Rapid growth in recent years**
  - 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)

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

<table>
<thead>
<tr>
<th>2013 Airport PAX rank</th>
<th>Airport name</th>
<th>Airport code</th>
<th>2013 PAX</th>
<th>Developed Acreage</th>
<th>PAX/acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Seattle-Tacoma</td>
<td>SEA</td>
<td>34,800,000</td>
<td>1,500</td>
<td>23,200</td>
</tr>
<tr>
<td>7</td>
<td>San Francisco</td>
<td>SFO</td>
<td>44,900,000</td>
<td>2,000</td>
<td>22,450</td>
</tr>
<tr>
<td>13</td>
<td>Newark</td>
<td>EWR</td>
<td>35,000,000</td>
<td>1,700</td>
<td>20,590</td>
</tr>
<tr>
<td>19</td>
<td>Boston</td>
<td>BOS</td>
<td>30,200,000</td>
<td>1,600</td>
<td>18,880</td>
</tr>
<tr>
<td>9</td>
<td>Las Vegas</td>
<td>LAS</td>
<td>40,900,000</td>
<td>2,400</td>
<td>17,040</td>
</tr>
</tbody>
</table>
How Best to Provide Needed Capacity and Phased Expansion

Unconstrained Forecast Implications

**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
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 - Landside

Addressing ‘Chokepoint” for Vehicle Traffic
Planning Schedule

- **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)
Community Open houses to engage local and regional audience

- 1st Series: SAMP process, goals, forecast, and development concepts
  - March 4, Mount Rainier High School, 5 – 7 p.m.
  - March 19, Seattle Central Library, 5 – 7 p.m.
  - April 2, Bellevue Public Library, 5 - 7 p.m.

- 2nd Series (Summer 2015): Preliminary Alternatives

- 3rd Series (Fall 2015): Preferred Development Alternative

Transportation Review Committee

- Engage local & regional planners on transportation issues in SAMP and broader regional planning

Regional and Local Government Briefings
Questions?

For more information, visit the Port’s SAMP webpage and sign up to receive updates:
www.portseattle.org
or